

Public Council Meeting
AGENDA

Tuesday, February 28, 2017, 6:00 pm
Tecumseh Town Hall
www.tecumseh.ca

Pages

1. CALL TO ORDER

2. ROLL CALL

3. DISCLOSURE OF PECUNIARY INTEREST

4. INTRODUCTION AND PURPOSE OF MEETING

The purpose of the meeting is to consider proposed housekeeping amendments to the Town's three Zoning By-laws that regulate the use of land across the Town (Tecumseh Zoning By-law 1746, St. Clair Beach Zoning By-law 2065 and Sandwich South Zoning By-law 85-18), pursuant to the provisions of the *Planning Act, R.S.O, 1990*. The housekeeping amendments propose to introduce regulations pertaining to the use of shipping containers as accessory storage units in accordance with the general concepts contained in the Planning and Building Services Report No. 37/16.

5. DELEGATIONS

6. COMMUNICATIONS

- a. Notice of Public Meeting, February 3, 2017 2
Re: ZBA to introduce regulations pertaining to the use of shipping containers
- b. Director Planning & Building Services, Report No. 37/16 3
Re: Potential Alternative Uses for Shipping Containers

7. ADJOURNMENT

**TOWN OF TECUMSEH
NOTICE OF PUBLIC MEETING
PROPOSED ZONING BY-LAW AMENDMENT**

TAKE NOTICE that the Council of the Corporation of the Town of Tecumseh will hold a public meeting **Tuesday, February 28th, 2017 at 6:00 p.m.** in the Town Municipal Office Council Chambers at 917 Lesperance Road to consider proposed housekeeping amendments to the Town's three Zoning By-laws that regulate the use of land across the Town (Tecumseh Zoning By-law 1746, St. Clair Beach Zoning By-law 2065 and Sandwich South Zoning By-law 85-18), pursuant to the provisions of the *Planning Act, R.S.O. 1990*.

The purpose of the proposed housekeeping amendments is to introduce regulations pertaining to the use of shipping containers as accessory storage units in accordance with the general concepts contained in Planning and Building Services Report No. 37/16. The following changes to the three Zoning By-laws are proposed:

1. A definition of a "*shipping container*" is proposed to be added to clearly define this type of structure;
2. The addition of zoning provisions which will prohibit the permanent placement of shipping containers as storage units in all areas of the Town **other than industrial zones**. For non-industrial zones, the temporary use of shipping containers for moving purposes or on construction sites will be permitted subject to regulations such as limiting the duration of the temporary placement of a shipping container, specifying setback distance from lot lines to maintain proper spatial separation and safe sight lines, and restricting the number of containers per property and the maximum size of a container; and
3. For industrial zones, the use of shipping containers for storage be allowed subject to the following provisions:
 - i) shall only be permitted as accessory structures;
 - ii) shall not be used for human habitation, office use, display, advertising, screening or fencing;
 - iii) shall only be located in the side yard or rear yard provided it:
 - a) is screened from view if the side yard or rear yard abuts a street or properties zoned other than industrial;
 - b) complies with the lot coverage and accessory buildings and structures setback requirements of the zone;
 - c) is not located in any required parking areas or landscaped areas/buffer;
 - iv) shall be included in the calculation of lot coverage;
 - v) shall not exceed a height of 3.0 metres and a length of 12.0 metres and shall not be stacked one on top of the other; and
 - vi) the maximum number of shipping containers for accessory storage purposes on any property shall be limited to two unless the shipping containers are used in the transportation of goods and materials in which case no maximum shall apply.

ANY PERSON may attend the public meeting and/or make written or verbal representation either in support of or in opposition to the proposed Zoning By-law amendments.

If a person or public body does not make oral submissions at a public meeting or make written submissions to the Corporation of the Town of Tecumseh before the Zoning By-laws amendments are passed, the person or public body is not entitled to appeal the decision of the Council of the Corporation of the Town of Tecumseh to the Ontario Municipal Board.

If a person or public body does not make oral submissions at a public meeting, or make written submissions to the Corporation of the Town of Tecumseh before the Zoning By-law amendments are passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to do so.

If you wish to be notified of the decision of the Council of the Corporation of Town of Tecumseh on the proposed Zoning By-law amendments, you must make a written request to the Corporation of the Town of Tecumseh, c/o Laura Moy, Clerk, at the mailing address noted below.

ADDITIONAL INFORMATION relating to this matter is available for review during regular office hours at the Town Municipal Office on Lesperance Road.

DATED AT THE TOWN OF TECUMSEH
THIS 3RD DAY OF FEBRUARY, 2017.

LAURA MOY, CLERK
TOWN OF TECUMSEH
917 LESPERANCE ROAD
TECUMSEH, ONTARIO
N8N 1W9



**THE CORPORATION OF THE
TOWN OF TECUMSEH**

**Planning and Building Services
Report No. 37/16**

TO: Mayor and Members of Council

FROM: Brian Hillman, MCIP, RPP
Director, Planning and Building Services

DATE: December 7, 2016

DATE TO COUNCIL: December 13, 2016

SUBJECT: Potential Alternative Uses for Shipping Containers
OUR FILE: D00 SHIPCNT

RECOMMENDATIONS

It is recommended that:

1. Planning and Building Services Report 37/16 be received;
2. The scheduling of a public meeting, to be held on Tuesday, February 28, 2017 at 6:00 p.m., in accordance with *The Planning Act*, to consider a housekeeping amendment to the Town's Zoning Bylaws to regulate shipping containers as accessory storage units in accordance with the general concepts contained in Planning and Building Services Report No. 37/16, be authorized.

BACKGROUND

Council directed Administration to prepare a report considering potential alternative uses for shipping containers (sea containers) and potential changes to any associated pertinent zoning regulations. The impetus for this direction was the approval by Council of a temporary use by-law at that time pertaining to a commercial property on Riverside Drive that permitted a shipping container on the property for use as a temporary storage structure for a specified period of time.

COMMENTS

Research has indicated there are an estimated 20 million surplus shipping containers around the world. The recent abundance and relative affordability of these containers is the result of the deficit in manufactured goods originating from North America in the last two decades. The majority of manufactured goods come to North America from Asia and, to a lesser extent, Europe, in containers that often have to be shipped back empty at considerable expense. It is often cheaper to construct and buy new containers in Asia than to ship old ones back. The result is a surplus in used shipping containers and therefore new applications are frequently sought for the used containers that have reached their North American destination.

In the North American context, most containers end up being used as accessory storage structures in commercial or industrial areas. Having stated that, a number of innovative architects and

builders have repurposed them for residences and businesses. The majority of inquiries received by the Town, however, are in relation to seeking permission to use shipping containers for storage uses.

The increase in the use of shipping containers for both as a building component and for storage purposes has presented regulatory challenges for municipalities. Issues surrounding the use of shipping containers affect a number of different jurisdictional areas within the municipality including: Planning, Building, By-law Enforcement and Fire Safety.

Current Municipal Regulations

Currently, the Town of Tecumseh has no policy or zoning provisions related specifically to using shipping containers. All three Zoning By-laws do, however, contain regulations pertaining to the use and placement of such items as mobile homes, truck/bus/coach bodies, trailers, transport trailers and streetcars (i.e. similar items to shipping containers). As such, Administration has historically treated shipping containers in a similar manner to transport trailers, whereby the By-laws establish they are not permitted to be used as permanent offices or for permanent storage purposes. The only exception is with respect to the Sandwich South Zoning By-law wherein transport trailers are permitted to be used for storage in non-residential zones.

Aside from permanent storage, all three Zoning By-laws permit these structures to be used in all zones for temporary storage when incidental and necessary to construction work and projects. The time frame for temporary storage is up to six months in the Sandwich South and Tecumseh Zoning By-laws and up to two months after construction is completed for the St. Clair Beach Zoning By-law.

None of the current Zoning By-laws contains a definition of “shipping container”.

When considering a regulatory approach to shipping containers, there are two categories of potential use:

- i) shipping containers as building components; and
- ii) shipping containers as accessory storage units.

Each of these comes with unique regulatory and policy implications and the following sections of this Report provide an overview of these two categories.

Shipping Containers as Building Components

When placed on land and no longer used for shipping purposes, the Ontario Building Code Commission interprets a shipping container as a building. Accordingly, they are subject to the same requirements and limitations as permanent buildings. Having stated that, they can only be used in a manner that is permitted by the zoning by-law and must observe all zone regulations such as lot coverage, lot-line setback requirements and so on. A typical shipping container has an area of about 200 square feet. The threshold for a building in Ontario that is required to seek a permit under the *Ontario Building Code Act* is any structure with an area of 108 square feet or more consisting of walls, a roof and floor or any part thereof. As such, anyone bringing a container onto their property needs a building permit. Given the foregoing, and as is the case with mobile homes, detached transport trailers and derelict school bus bodies, we believe there is the ability to regulate the use of shipping containers to a certain degree through the introduction of appropriate regulations in the zoning by-law.

In recent years, however, a niche trend in sustainable design/construction has emerged. The use of containers as a building component has grown in popularity over the past several years due to their inherent strength, wide availability, and relatively low expense. Using containers in home construction is viewed by various groups as more eco-friendly than using traditional building materials such as wood, brick and cement. The container, acting as “a room” can be delivered in one piece and can be stacked/assembled together to make multiple rooms or joined to make one larger room.

Cursory research has identified that various experimental development projects involving shipping containers are being constructed through-out North America, primarily in the United States, such as million-dollar beach houses, housing at army bases and commercial projects.

Since this trend is relatively recent, uncommon or used in rare niche projects as identified above, few municipal regulations on this practice can be found. The use of shipping containers for housing has a multitude of issues associated with it. The advantages and challenges/constraints associated with their conversion to use as a permanent “building” or “structure” are identified below:

Advantages

Strength and Durability

Shipping containers are in many ways an ideal building component. They are designed to carry heavy loads and to be stacked in high columns and are designed to resist harsh environments. Due to their high strength, containers may be adapted for secure storage. Typical containers have an average life span of 20 years when used for shipments. Their lifespan increases dramatically when left stationary (as the case for inhabitation) and maintained properly.



Uniformity

The vast majority of shipping containers have the same width and most have two standard height and length measurements. This uniformity simplifies design, planning, transport and assembly. As they are already designed to interlock for ease of mobility during transportation, structural construction is completed by simply securing them together.

Cost

Many used containers are available at an amount that is comparable to a finished structure built by other labor-intensive means such as framing, bricks and mortar. Used shipping container prices range from \$1,200 to \$6,000. The welding and cutting of steel is considered to be specialized labor and can increase construction expenses if containers are used as part of a construction project. Unlike wood frame construction, attachments must be welded or drilled to the outer skin, which is more time consuming and requires different job site equipment. However, this cost is considered lower than the overall cost of conventional construction materials.

Availability

As noted above, the sheer quantity of unused shipping containers makes them readily available to

those wishing to purchase them. In some instances, their wide availability is of benefit for areas where resources are scarce and where people are in immediate need of shelter, such as developing nations or for use in disaster relief.

Foundations

Containers are designed to be supported by their four corners making a very simple foundation possible, rather than larger foundations typically required for traditional structures. In addition, the top four corners are very strong as they are intended to support stacking of other containers.



Eco-Friendly

A standard 40 foot shipping container weighs approximately 3,500 kilograms. Accordingly, the use of shipping containers in building projects promotes the reuse of this steel and prevents it from being discarded as waste. Their reuse also provides a substitute for a comparable amount of traditional building materials (wood, bricks and cement).

Constraints/Disadvantages

Engineering/Building Codes

The original intention of shipping containers is to house/store merchandise for transport across oceans, not to house people. Therefore, once any welding is done to a shipping container (for use in a residential or commercial redevelopment project), subsequent to its construction, the integrity of the original intention of the container changes. Therefore, review of any proposed building construction involving sea containers requires careful review as it relates to the Ontario Building Code. Also, the use of steel for construction, while prevalent in industrial construction, is not widely used for residential structures. Obtaining building permits may be complicated as building code regulations dealing with this type of construction method is lacking.

Lack of Flexibility

Although shipping containers can be combined together to create bigger spaces, creating spaces different to their default size (either 20 or 40 foot) is expensive and time consuming. In addition, the size and weight of the containers will, in most cases, require them to be placed by a crane or forklift. Traditional brick, block and lumber construction materials can often be moved by hand, even to upper stories.

Insulation/Humidity

As noted above, the steel construction of the containers conducts heat (i.e. it is not an insulator). In temperate climates, moist interior air condenses against the steel. Rust will form unless the steel is well sealed and insulated. Further, containers used for human occupancy in an environment with extreme temperature variations would require enhanced insulation and ventilation.

Noxious Chemicals and By-Products

Since shipping containers are not originally designed for human habitation, substances harmful to humans are typically used in their manufacture. These include paints and solvents, as well as insulation materials installed to control the temperature inside the containers during transport. To

meet international government quarantine requirements and to deter pest infestation the majority of sea containers' wood floors are treated with insecticides containing copper (23–25%), chromium (38–45%) and arsenic (30–37%). Long term exposure to these could lead to health problems for the inhabitants. Before human habitation, floors must be removed and safely disposed.

In addition, a shipping container can store a wide variety of cargo during its working life. Spillages or contamination can occur and would need to be cleaned before any habitation. Also, solvents released from paint and sealants used during their original manufacture might be harmful. Typically, this requires that all internal surfaces be abrasive blasted to bare metal, and re-painted with a nontoxic paint system. Therefore, a multi-container construction project can produce a significant quantity of hazardous waste before it can be used as a habitable structure.

Damage

While in service, shipping containers are damaged by friction, handling collisions, and force of heavy loads overhead during ship transits. Although the two ends of a sea container are extremely strong, the roof is not. A limit of 300kg is typically identified as the limit, without any structural reinforcement. In addition, rust may become an issue as the protecting layer of shipping containers can be scratched and damaged and not sufficiently repaired. Those damaged areas present potential rusting places for later use in housing projects.

Potential to Attract Rodents

A shipping container, due to its inherent structural integrity, can simply be placed on land or on a concrete slab if it is to be used as a structure for alternative uses (e.g. storage unit). As a result, there is no barrier that extends underground below the span of the walls to restrict rodents from seeking refuge or habitat under the structure or slab foundation.

Shipping Containers as Accessory Storage Units

In recent years, there have been occurrences within the Town and region involving the use of shipping containers for storage purposes. This is being seen primarily in Industrial areas where they are being used for the storage of material related to the industrial use located on the property. In addition, the containers are typically located to the rear of a main building, located in areas designated for storage purposes and historically used for outside storage (i.e. storage of goods exposed to the elements).

The use of shipping containers for storage in areas other than Industrial zones needs to be carefully considered. Their use in residential, commercial and institutional locations has the clear potential to create neighbourhood conflicts in relation to urban design, architectural and aesthetical features, particularly with respect to abutting properties, but also as features that could, over time, adversely affect the broader character of the community.

Potential Adverse Impact in Residential Areas

The primary concern related to shipping containers as accessory storage units is one of aesthetics. While a shipping container may be "suitable" as an accessory structure within which to store goods, that



in and of itself does not mean it is desirable from a neighbourhood aesthetic perspective. In short, it is visually different from these structures and does not have a “residential” appearance. Typically, a shed or a detached garage has a hip roof and exterior building materials similar to those used for the main dwelling on a residential property, such as vinyl or wood siding, brick, stone, stucco, etc. These exterior features are normally compatible with the predominant style of housing in a residential neighbourhood. Even the smaller pre-fabricated sheds that are available for purchase have typically become accepted structures with design elements consistent with residential neighbourhood expectations.

A shipping container is a steel, rectangular box with a flat top giving it an industrial appearance. It is difficult to visually integrate these containers with buildings in a residential neighbourhood or commercial context. Due to its rigidity, a shipping container is difficult and costly to modify to resemble the design character of a storage shed or a garage. Regardless of its location on a residential property, a shipping container is visible from either the street or adjacent properties, and it presents a negative visual impact and detracts from the residential character of a neighbourhood.

Potential Adverse Impact in Commercial Areas (Aesthetics)

It is a generally accepted principle that the built form of commercial districts significantly contribute to what comprises a community’s character. These districts not only serve the purpose of providing places of commerce and the provision of services, but they also become important gathering places and destinations – places people are drawn to in order to meet their routine needs but also as places to congregate and socialize. As community gathering places, these areas should ideally have environments that are welcoming, pedestrian-oriented and of a high urban design quality. These are fundamental elements of “placemaking”. With that in mind, the following two examples are offered to illustrate Council’s recent acknowledgement and support of the foregoing concepts:

a) *Tecumseh Road and Manning Road Commercial District*

Considerable streetscape features were introduced at the time of the widening of the municipal roads in this district (approximately ten years ago). These new and enhanced streetscape features (robust landscaping, tree plantings, sidewalks on both sides of the street, decorative light fixtures, dedicated bike lanes, benches, etc.) were installed, and continue to be maintained, at the cost of the Town, and are clearly intended to add to the beautification of this area. In addition, development approvals in the past 15 years (site plan approval process) have strived to ensure that newly developed commercial lands are designed at a high development standard and maintained by landowners in a similar manner over time.

b) *Tecumseh Road Main Street CIP Area*

Council has expressed an interest in investing and revitalizing the historical urban core of the Town, specifically through the Tecumseh Road Main Street CIP. This Plan is the Town’s first step toward the revitalization and transformation of the traditional “Main Street” and surrounding community into a unique, vibrant, mixed-use destination. The two fundamental methods being undertaken to achieve this goal are, firstly, through a considerable public capital investment that will transform the public realm through a major streetscaping plan and, secondly, through the adoption of design guidelines that will direct the future urban built form in the area. In addition, Council has made grants/incentives available to private property owners through the CIP Plan as a means to assist in the redevelopment of lands in this area.

In summary, it is the opinion of the writer that these foregoing examples are expressions of Council’s desire to achieve vibrant commercial areas of a high standard. The presence of shipping containers in commercial areas is not, at this time, congruent with the desired standard. It is acknowledged that there are a number of examples of how shipping containers can be used in a creative manner in commercial areas (e.g. food vendors in various metropolitan areas). However, those types of creative expressions have not been demonstrated in our area to date nor have there been enquiries suggesting the same. If there is a desire to experiment with such a concept in the future, we would recommend that they be considered on an interim basis, following the associated temporary use by-law provisions afforded in the Planning Act. The requests for use of shipping containers to date have been for storage purposes and we continue to believe such uses are not appropriate on commercial lands in the Town.

Shipping Container Regulations in Other Municipalities

A review of how other municipalities regulate shipping containers revealed that a majority of municipalities prohibit shipping containers in residential areas, for reasons mainly related to aesthetics and preserving the character of a residential neighbourhood. Conversely, the majority of these municipalities permit shipping containers in industrial areas for accessory storage purposes, with most municipalities establishing regulations to ensure their use is properly integrated.

The following two tables provides examples of how local and other North American municipalities regulate the use and location of shipping containers.

City of Windsor	Town of Lakeshore	Town of Kingsville	Town of LaSalle
<ul style="list-style-type: none"> • Permitted to be used as residential units provided they adhere to permit regulations and plans are received under the stamp of a certified engineer and/or architect. • Prohibited in residential zones except for the temporary placement in connection with construction activity occurring on residential lot. Prohibited as an accessory or storage use. • If the shipping container is converted to a building component subject to a permit and Ontario Building Code approvals, then it ceases to be a shipping container and the prohibition does not apply. 	<ul style="list-style-type: none"> • Regulates “shipping container” similar to truck/bus/coach bodies, trailers and recreational vehicles. • Not permitted for habitation. • Not permitted as permanent office or storage use. • Prohibited in residential areas unless being used to facilitate a construction project on site and restricted to a maximum time frame of 120 days. 	<ul style="list-style-type: none"> • Identified as a prohibited use unless specifically permitted. 	<ul style="list-style-type: none"> • Regulates “shipping container” similar to truck/bus/coach bodies, trailers and recreational vehicles. • Not permitted for habitation. • Not permitted as permanent office or storage use.

Town of Milton	Port Colbourne	County of San Diego, USA	City of Deer Park, Washington, USA
<ul style="list-style-type: none"> • Permitted as ancillary uses in industrial zones on lots greater than 0.4 ha • One container per 0.4 ha to a maximum of four • Located in rear yard and screened from street • Permitted on residential properties for a period of not more than five days • Permitted on construction sites • Prohibited from being used for advertising or as a commercial storage facility • If fixed or concrete footings and/or occupied, considered buildings and subject to same development application process as other buildings 	<ul style="list-style-type: none"> • Prohibited in all zones other than Industrial zones 	<ul style="list-style-type: none"> • Permitted for storage uses only in accordance with zoning regulations noted below • The property contains a legal primary use • On lots where the primary use is residential in nature, must not be visible from road. Landscaping or fencing required • On residential lots of less than 2 acres one sea container is permitted not exceeding 320 square feet for up to 180 consecutive days • Must meet setback requirements for accessory structures and square footage included in lot coverage of all existing and/or proposed accessory structures • Allowed in commercial and industrial zoned areas only if there is a legally established primary use and all parking requirements are maintained • Allowed in all zones temporarily to store building materials during construction of development with active building permit • Exterior walls shall be painted with a colour approved by the municipality (dark green, white, tan or other solid neutral colour that matches surrounding natural environment) • A building permit is required before placing or removing a sea container 	<ul style="list-style-type: none"> • Not considered accessory structures. Specifically defined and regulated in zoning by-law • Not permitted as permanent storage building in residential areas or where principle use is residential • Permitted in residential areas for period of up to 30 days in calendar year for the loading/unloading of household goods • Contractors may use containers for temporary office or storage during construction which is taking place on the property where the container is located and a building permit has been issued • Permitted as accessory storage buildings in defined commercial and industrial areas in accordance with applicable zoning regulations/setbacks • Building permit to place container is required • Prohibits the stacking of containers unless in industrial zone • No advertising permitted on container • May require fencing or screening • Shall be included in the calculation of overall lot coverage • Shall not occupy required off-street parking, loading or landscaping areas • Materials stored are subject to approval by the local Fire Department.

Proposed Regulatory Approach in Tecumseh

Shipping Containers as Building Components

Once a shipping container is retired, it is not a means of shipping and is not used for the carriage or conveyance of goods. The intended use of a shipping container for a purpose other than shipping or storing transforms the structure, and when the intended use becomes for the occupancy of people or property, a shipping container becomes a building under the Building Code Act. At this point, it is regulated by the Ontario Building Code and a building permit is required. That, in and of itself, however, does not mean that they cannot be regulated under zoning provisions. In other words, it is still reasonable to regulate the use of a shipping container just as it is reasonable to regulate/prohibit alternative uses (e.g. storage or office uses) for things such as transport trailers or school buses.

Options to Regulate Shipping Containers as Accessory Storage Units in Tecumseh

As noted earlier in this report, the Town's Zoning Bylaws currently do not contain a definition for shipping containers. As a fundamental element for any possible regulations, a definition is recommended to be added to the Town's Zoning Bylaws to clearly define this type of structure. The following definition is an example of what could be introduced into the By-laws:

“Shipping Container means an intermodal freight container that is used for the transportation and storage of goods and materials which are loaded onto trucks, trains or ships for the purpose of moving of goods and materials. For the purpose of this definition a shipping container does not have wheels and does not include a truck body, trailer or transport trailer”

It is recommended that a strong and clear regulatory approach be taken toward prohibiting the permanent placement of shipping containers as storage units in all areas of the Town other than industrial zones. This would not impose an undue hardship on home owners or businesses who wish to use shipping containers for storage on their properties, as there are many other economical alternative storage structures available, such as storage sheds, detached garages, etc., which are better suited for residential neighbourhoods and commercial areas. The need for maintaining the aesthetic character of these areas outweighs the benefit of using shipping containers for storage purposes. In addition, our experience has not demonstrated a strong desire to permit these, other than in industrial areas.



As the temporary use of shipping containers for moving purposes or on construction sites is also becoming more popular, and does not present a permanent negative impact on residential neighbourhoods, it is reasonable to permit this use with regulations. Possible regulations may include limiting the duration of the temporary placement of a shipping container, specifying its setback distance from lot lines to maintain proper spatial separation and safe sight line, and restricting the number of containers per property and the maximum size of a container.

For industrial lands, it is proposed that the use of shipping containers for storage be allowed subject to consideration of including the following types of provisions:

- i) Shall only be permitted as accessory structures in industrial zones;
- ii) shall not be used for human habitation, office use, display, advertising, screening or fencing;
- iii) shall only be located in the side yard or rear yard provided it:
 - a. is screened from view from the street and abutting properties zoned other than industrial;
 - b. complies with the lot coverage and accessory buildings and structures setback requirements of the zone;
 - c. is not located in any required parking areas or landscaped buffer;
- iv) shall be included in the calculation of lot coverage;
- v) shall not exceed a height of 3.0 metres and a length of 12.0 metres and shall not be stacked one on top of the other;
- vi) the maximum number of shipping containers for accessory storage purposes on any property shall be limited to two unless the shipping containers are used in the transportation of goods and materials in which case no maximum shall apply;
- vii) shall comply with the requirements of the Ontario Building Code.

If Council would like to pursue the incorporation of the foregoing types of regulations into the Zoning By-law, it will be necessary to follow the requirements of the Planning Act with respect to advertising for and holding a public meeting to offer an opportunity for public input and comment. Input from stakeholders will assist Council and Administration in developing a regulatory environment that achieves important municipal objectives while offering the flexibility to certain land owners and under appropriate circumstances to consider shipping containers for storage purposes. Accordingly, it is recommended that Administration be directed to commence processing a housekeeping amendment to the Zoning Bylaws to regulate shipping containers as accessory storage units in accordance with the general concepts contained in Planning and Building Services Report No. 37/16.

CONSULTATIONS

Fire Services
Public Works and Environmental Services

FINANCIAL IMPLICATIONS

None

LINK TO STRATEGIC PRIORITIES

No.	2015-16 Strategic Priorities	Applicable
1.	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.	✓
2.	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.	✓
3.	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.	
4.	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.	
5.	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.	✓

COMMUNICATIONS

Not applicable

Website Social Media News Release Local Newspaper

This report has been reviewed by senior Administration as indicated below and recommended for submission by the CAO.

Prepared by:

Prepared by:

Enrico De Cecco, BA (Hons.), MCIP, RPP
Junior Planner

Chad Jeffery, MA, MCIP, RPP
Manager, Planning Services/Senior Planner

Reviewed by:

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director, Planning and Building Services

Michael Voegeli,
Manager, Building Services,
Chief Building Official

Recommended by:

Tony Haddad, MSA, CMO, CPFA
Chief Administrative Officer

ED
Attachment(s):

File Name (R:\Planning Reports\2016\Planning Report 37-16 Potential Alternative Uses for Shipping Containers
December 7 2016 edit.docx)