

AMENDMENT NO. _____
TO THE OFFICIAL PLAN
CITY OF WINDSOR
COUNTY ROAD 42 SECONDARY PLAN

January 23, 2018

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This Official Plan Amendment contains the following Parts:

Part A – Basis

Part B – The Amendment

Part C – Implementation

PART A - BASIS

1.0 PURPOSE

The purpose of this amendment is to:

- (i) amend Volume II: Secondary Plans & Special Policy Areas of the City of Windsor Official Plan by adding a new section, being Section 9 to incorporate the goals, objectives, policies, development plan implementation measures and associated schedules as the County Road 42 Secondary Plan;
- (ii) amend Schedule A: Planning Districts & Policy Areas, in the City of Windsor Official Plan Volume I: The Primary Plan to identify the County Road 42 Secondary Plan Area;
- (iii) amend Schedule J of the Official Plan, Volume 1 to identify a Regional Institution Centre; and
- (iv) redesignate lands from 'Future Urban Area' and 'Future Employment Area' as identified on Schedule D: Land Use, of the City of Windsor Official Plan Volume I: The Primary Plan to those uses identified on Schedule D of this amendment.

2.0 LOCATION AND DESCRIPTION OF SECONDARY PLAN AREA

The Secondary Plan Area consists of a portion of the Transferred Lands that were added to the City of Windsor, which were formerly in the Town of Tecumseh, generally south of the Windsor International Airport. The total land area is approximately 400 ha. Figure 1 outlines the limits of the Secondary Plan Area.

The westerly limit of the Secondary Plan Area also forms the easterly limit of the East Pelton Secondary Plan Area. The southerly limit extends approximately 600 metres south of Base Line Road and includes the Ray and Joy Road subdivisions. The easterly limit provides for planned development on either side of the future Lauzon Parkway, easterly to County Road 17. The northerly limit is County Road 42 abutting the Windsor International Airport.

The topography of the Secondary Plan Area is extremely flat and has generally been cleared for agricultural purposes. However,

there are small pockets of woodlots. The Area is generally surrounded by rural and agricultural land uses to the south and east. The East Pelton Secondary Plan Area is located immediately west of the Secondary Plan Area. The Windsor International Airport is located immediately adjacent to the Area to the north.



The Secondary Plan Area includes a number of natural heritage features. The Little River corridor is prominently featured within the easterly portion Area and flows northerly to the Detroit River.

3.0 BACKGROUND

In 2002 the City of Windsor acquired approximately 2,500 hectares of land, located generally south and east of the Windsor International Airport, in order to provide sufficient land to accommodate future growth. The acquisition of these lands by the City was followed by the Windsor Transferred Lands Master Planning Study which was initiated in 2003. The final report was adopted by Council on October 23, 2006, with direction to prepare an Official Plan Amendment based on the results of the Master

Planning Study and the preferred land use concept. This Secondary Plan applies to a portion of the Transferred Lands referred to as the County Road 42 Secondary Plan Area.

In April 2007, the City of Windsor adopted Official Plan Amendment 60 (OPA 60). OPA 60 was approved by the Ontario Municipal Board in October 2007. OPA 60 provides general land use designations and development phasing but recognizes that the details of future development will be established through the preparation of a more detailed Secondary Plans.

The purpose of applying the *Future Urban Area* and *Future Employment Area* designations to portions of the Transferred Lands was to clearly identify that the lands will become urbanized in the future to meet the City's need for employment and residential lands while recognizing the need for further detailed study through the Secondary Plan process. The areas where these designations were applied were undeveloped at the time and were designated Agricultural in the Town of Tecumseh Official Plan. In addition, this approach signaled to landowners and developers that development could not proceed in advance of more detailed planning. It also recognized that the Master Planning Study was not intended to define the specific location, size and configuration of individual land use designations, but was rather intended to determine the overall land area requirements and general location of various land use categories to accommodate future growth.

The lands surrounding the Secondary Plan Area have been subject to a number of studies, including:

- East Pelton Secondary Plan (south half) – OPA 74 (2009)
- Lauzon Parkway Environmental Study Report (2010 – 2014) (Lauzon Parkway ESR)
- Windsor International Airport Master Plan (2010)
- East Pelton Secondary Plan (north half) - OPA 94 (2016)
- Upper Little River Master Drainage and Stormwater Management Plan EA and ESR (2017) (Upper Little River Master Plan)

With growth planned to the east, north and west, the Secondary Plan represents the next logical location for growth to occur outside of the existing built-up area of Windsor.

In January 2013, the Ministry of Health and Long-term Care approved funding for the preliminary planning of a new acute care hospital facility to serve the Region of Windsor/Essex. After a thorough site selection process the Hospital chose to relocate to a site that is located in the central part of the Secondary Plan Area, south of County Road 42. In accordance with the policies of OPA 60, a Secondary Plan process must be completed in order for the City to consider a major development proposal within the area covered by OPA 60.

Preparation of the Secondary Plan has followed an extensive public consultation program that has included two public open house sessions (September 2016 and July 2017), a workshop with affected property owners within the Secondary Plan Area (June 2017) and on-going dialogue with stakeholders and the community and public meetings required pursuant to the *Planning Act*.

The Secondary Plan is supported by the following reports:

- Background Report: County Road 42 Secondary Plan – MHBC Planning
- Natural Heritage Characterization Report County Road 42 Secondary Plan – Dillon Consulting
- County Road 42 Secondary Plan Area Servicing Background Investigation Study – Dillon Consulting
- Transportation Compliance Report County Road 42 Secondary Plan Transportation Background Study – LEA Consulting Ltd.

The Planning Background Study also reviews existing studies completed as part of the Lauzon Parkway Improvements Environmental Study Report and Upper Little River Watershed Master Drainage and Stormwater Management Plan Environmental Assessment Environmental Study Report related to the Secondary Plan Area. These studies identify natural heritage features, cultural heritage resources and the findings of Stage 1 archaeological investigations.

The Secondary Plan has been prepared in a manner consistent with Provincial policies and guidelines. It is supported by an analysis of the need to designate additional land to accommodate growth to the year 2036. The Secondary Plan contains policies that will encourage the development of a complete community in the County Road 42 Secondary Plan Area with a range and mix of housing, open space and recreation, employment lands and population servicing commercial and institutional uses.

The Secondary Plan identifies a phased approach to development to minimize the development of agricultural lands until they are required for development while providing opportunities and options for development that will accommodate the City's future needs for residential and employment uses to the year 2036. The development phasing and infrastructure financing policies in the Secondary Plan will ensure that the extension of municipal infrastructure to the Secondary Plan Area will be done efficiently and not place a financial burden on the existing residents and businesses in the municipality and the Province.

PART B – THE AMENDMENT

Volume II: Secondary Plans & Special Policy Areas of the City of Windsor Official Plan is hereby amended by adding the following after Section 7

8.0 County Road 42 Secondary Plan

8.1 PREAMBLE

The following Secondary Plan provides direction for the development of the County Road 42 Planning Area as shown in Schedule D. This Secondary Plan was prepared in conformity with the City of Windsor Official Plan 2002, as amended.

The County Road 42 Secondary Plan should be read in conjunction with the goals, objectives and policies of Volume I: the Primary Plan insofar as they are not in conflict with the more specific goals, objectives and policies of this Secondary Plan. Where there is conflict, the goals, objectives and policies set out herein shall take precedence.

(Note – in the event that OPA 86 is approved before this Amendment, this amendment may be modified to remove redundant policies)

8.1.1 County Road 42 Secondary Plan Area

The area of the County Road 42 Secondary Plan is bounded, in general terms, by the north half of Lot 15, Concessions 8, 9 and 10 to the south; County Road 42 and the Windsor International Airport to the north; Concession Road 8 to the west; County Road 17 to the east. The boundaries of the Secondary Plan are illustrated on Schedule CR42-1 attached to and forming part of this Secondary Plan

8.1.2 Goals

The Goals of the County Road 42 Secondary Plan describe why this Secondary Plan was created and includes the following:

	8.1.2.1	To establish the development concept, objectives and policies that will guide future development of the County Road 42 Area in a manner that will result in a complete community that makes efficient use of infrastructure and other services and includes a full range and mix of housing and employment opportunities;
	8.1.2.2	To designate the use of land for specific purposes in accordance with Schedule D of the Volume I Plan and provide greater certainty regarding the future development of those lands;
	8.1.2.3	To establish a Regional Institutional Centre Node as defined in Section 3.3.1.2 of the Volume I Plan.
	8.1.2.4	To define and protect existing natural heritage features within the Secondary Plan Area.
	8.1.2.5	To establish a contiguous Greenway System connected to lands outside of the Secondary Plan Area;
	8.1.2.6	To create opportunities to establish and expand business in Windsor through development of Employment Areas that have access to major transportation corridors and the Windsor International Airport;
	8.1.2.7	To provide for the development of a new Regional Hospital to service the City and Essex County ;
	8.1.2.8	To establish a road network within the County Road 42 Area in accordance with Schedule F of the Volume I Plan and the Lauzon Parkway EA; and,

	8.1.2.9	To provide for the phasing of residential development and employment uses so that development occurs in an orderly, efficient, fashion to create a complete community through the development of the Secondary Plan Area in accordance with Schedule H of the Volume I Plan.
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8.2 OBJECTIVES

The Objectives of this Secondary Plan establish what the City envisions for the appropriate development of County Road 42 Secondary Plan Area. The Objectives describe the intent of the Secondary Plan.

ENVIRONMENT FIRST PRINCIPLE	8.2.1	To implement an environment first approach that protects existing natural features and enhances the Natural Heritage System. Development components of the Secondary Plan will be designed to complement and integrate with all natural features. This strong connection with natural features and the proposed Natural Heritage System will help define the character of the community and beyond.
EMPLOYMENT LANDS	8.2.2	To provide a hierarchy of employment areas where Business Park Type One and Business Park Type Two Areas are located in high profile areas adjacent to County Road 42, the future Lauzon Parkway and the Windsor International Airport and intended for uses that can meet a high standard of design, and to take advantage of the area's excellent transportation connections.
RESIDENTIAL LANDS	8.2.3	To encourage the development of residential areas that provide a range and mix of housing, with medium density residential areas near the central portion of the Secondary Plan Area, and lower density areas elsewhere throughout the Secondary Plan Area. Neighbourhood parks, limited community commercial development and smaller scale institutional uses will

		help make these areas livable and complete communities.
MIXED USE	8.2.4	To encourage the creation of a Mixed Use Area that will serve as a focus for the community in conjunction with the Windsor Regional Hospital and support the other business and residential uses in the immediate area. This neighbourhood is expected to develop at densities that will support public transportation infrastructure. It will be a Mixed Use Area that will incorporate medium density housing and employment uses in a modern and attractive urban environment.
STORMWATER MANAGEMENT SYSTEM	8.2.5	To ensure the creation of a comprehensive Stormwater Management System to accommodate major storm water management facilities designed to ensure that the community is resilient to climate change and can support growth without impacting adjacent lands.
DEVELOPMENT PHASING	8.2.6	To plan for the orderly expansion of urban development by preserving the agricultural uses in the area until such a time as the lands are required to accommodate urban growth of the City. Urban development will be phased in concert with the intensification targets for the entire City of Windsor.
DESIGN GUIDELINES	8.2.7	To require high quality architectural and landscape design adjacent to County Road 42 and Lauzon Parkway.

8.3 DEVELOPMENT PROCESS

8.3.1 Development Phasing and Guideline Plans

DEVELOPMENT PHASING	8.3.1.1	Development shall be phased according to Schedule 'H' of this Secondary Plan. Development will be phased as follows:
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		<p>(a) Development in the Phase 1 area can occur at any time provided that the infrastructure to support the development is available.</p> <p>(b) Phase 2 can be initiated when there is a demonstrated need to develop the lands to ensure that there is a 10 year supply of lands to accommodate residential or employment growth in the City.</p> <p>(c) Notwithstanding the policies referenced above, the development phases may be adjusted without amending this Secondary Plan where such adjustment is required to properly plan for emergency response services or other servicing and infrastructure in a manner that makes the most efficient use of infrastructure and land.</p>
MASTER SERVICING PLANS	8.3.1.2	Following approval of the Secondary Plan a Master Servicing Plan shall be prepared for each phase of development in the Secondary Plan Area in accordance with the policies in Section 8.5.3.
GUIDELINE PLANS	8.3.1.3	Prior to draft approval for development in any phase, the City shall approve a plan for the entire development phase as described in the following section. Single site developments within the Business Park Areas or Major Institutional Areas may be considered in the absence of a Guideline Plan should the City be satisfied that impacts of the proposed development on the comprehensive development within the neighbourhood and adjacent neighbourhoods has been adequately considered.
PHASING OF GUIDELINE PLANS	8.3.1.4	<p>Guideline Plans shall be prepared for each development phase within the County Road 42 Secondary Plan Area. The Phase 2 Residential Areas and the Phase 2 Employment Areas may develop separate Guideline Plans.</p> <p>Plans of subdivision will not be considered in the</p>

		absence of a Guideline Plan except in accordance with the other policies in this Plan.
	8.3.1.5	The purpose of a Guideline Plan is to provide comprehensive development plans for large areas where there are a number of land holdings in order to ensure that there is a coordinated approach to planning among the property owners and the review agencies.
SUPPORTING STUDIES	8.3.1.6	The City will require a variety of component studies as background information and documentation in support of the content of a Guideline Plan. Refer to Chapter 10 of the Official Plan Volume I, for additional information about Support Studies.
GUIDELINE PLANS CONTENT	8.3.1.7	Guidelines Plans shall contain the following: (a) The neighborhood vision, which shall articulate the overall urban form, character, connections and relationships between various components of the neighbourhood. (b) Consideration of how the proposed development will ensure the conservation and improvement to the natural heritage features and functions and connectivity between the features. (c) A Functional Servicing Report that will identify how the area will be serviced with sanitary sewers, municipal water, storm water management and other utilities in accordance with the Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan and other relevant master servicing plans. (d) Provisions for cost sharing among the benefiting property owners to provide for infrastructure, parkland and school sites.

		<p>(e) A neighbourhood conceptual map which shall include layout of the arterial, collector and local roads, transit routes, trails, development blocks, land use, community design elements, schools, housing form, buffers, open space and stormwater management facilities.</p> <p>(f) Road cross sections and elements of the right-of-way.</p> <p>(g) Phasing and staging policies including establishing priorities and setting density targets.</p> <p>(h) Other considerations that may be deemed necessary by the City.</p> <p>(i) Guideline Plans may be reviewed by the City at applicant's expense.</p>
GUIDELINE PLAN APPROVAL PROCESS	8.3.1.8	Notwithstanding any policy to the contrary, Guideline Plans within the County Road 42 Secondary Plan Area shall be endorsed by Council resolution.
DENSITY	8.3.1.9	For the purposes of this Plan 'gross density' means the number of dwelling units or jobs in a designated area including land area for roads, parkland, stormwater management facilities, schools and other public facilities or infrastructure. The term 'net density' refers to the number of dwelling units or jobs on a single site, excluding land area for public infrastructure or facilities.

8.4 LAND USE DESIGNATIONS

8.4.1 The Natural Heritage System

The Natural Heritage System represents a planning framework which recognizes that natural heritage features and their associated landscapes need to be considered in a holistic manner in order to provide a comprehensive and integrated approach for conservation and enhancement. The System includes Core Natural Heritage Areas and Non-Core Natural Heritage Areas.

The Natural Heritage System is intended to include those features and areas which are part of the City's natural heritage as well as areas in which natural hazards may pose a threat to public safety. These often inter-related areas include: wetlands, woodlands, streams and valleys, ponds, areas of natural and scientific interest, fish wildlife and plant habitats habitat areas for endangered and threatened species, flood plains and hazard lands.

These designations are shown on Schedule B.

8.4.1.1 Objectives

PRIMARY PLAN POLICIES	8.4.1.1.1	Except as otherwise identified in this section, the Objectives and Policies for Environment in Section 5 of the Official Plan: Volume I Plan shall apply.
COMPREHENSIVE CONNECTED SYSTEM	8.4.1.1.2	<ul style="list-style-type: none"> a) To establish a comprehensive systems approach to the protection and enhancement of natural heritage features and open space areas. b) To recognize and identify existing natural features and their associated ecological functions in the City that should be preserved and/or enhanced. c) To provide ecologically-appropriate recreational and educational opportunities in the unique natural areas incorporated into the urban form and structure of the City. d) To protect, preserve and enhance land with

		<p>unique or environmentally significant natural features and ecological functions.</p> <p>e) To promote the creation and continued integrity and enhancement of natural features by interconnecting these features with environmental corridors and ecological linkages, where possible.</p> <p>f) To maintain and enhance natural rivers, vistas and other aesthetic qualities of the environment.</p> <p>g) To ensure development activities on lands adjacent to natural heritage features do not detrimentally impair the function and ecological viability of the abutting natural heritage feature.</p> <p>h) To provide a clear and reasonable mechanism for assessing the impact of applications for land use change on natural heritage features and functions.</p> <p>i) To integrate the stormwater management system described in the Upper Little River Master Plan into a connected Greenway System that will contribute to the connectivity of natural heritage features.</p>
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8.4.1.2 Land Use Policies

CORE NATURAL HERITAGE FEATURES	8.4.1.2.1	<p>The Core Natural Heritage land use designation recognizes areas of the Natural Heritage System which have greater sensitivity or significance. The following natural heritage features have been included in the Core Natural Heritage designation:</p> <p>a) Upper Little River corridor and associated woodlands</p> <p>b) Sun Drop Bend Woodlands*</p>
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		<p>c) Fairbairn Woodlands*</p> <p>* source – Ecolplans report</p>
CORE NATURAL HERITAGE FEATURES POLICIES	8.4.1.2.2	<p>a) Development is not permitted within Core Natural Heritage designation. Uses that are permitted include conservation activities, open space and passive recreational pursuits that do not negatively impact on the natural heritage features or their associated ecological functions.</p> <p>b) Setbacks and associated vegetative protection zones from the Core Natural Heritage areas shall be identified through an Environmental Impact Study required through the Guideline Plan process or, where such a plan is not required, through the zoning and site plan approval process.</p>
ADJACENT LANDS	8.4.1.2.3	<p>Development and site alteration is not permitted within adjacent lands unless it has been demonstrated to the satisfaction of the City, in consultation with the Conservation Authority, that there will be no negative impacts on the natural features or their ecological functions. Assessment of negative impact is to be determined by conducting an environmental impact study. The proponent is responsible for completing an environmental impact study in accordance with the provisions of Chapter 10 of the Official Plan Volume I.</p>
NON-CORE NATURAL HERITAGE FEATURES	8.4.1.2.4	<p>The lands associated with the Non-Core Natural Heritage overlay on Schedule B may contain unidentified natural heritage features, natural feature adjacent lands and natural hazard lands that should be afforded protection from development. The following natural features and their associated adjacent lands are found within the Non-Core Natural Heritage area:</p> <p>a) fish habitat, locally significant wetlands,</p> <p>b) significant woodlands,</p> <p>c) significant environmental corridors and</p>

		<p>ecological linkages,</p> <p>d) significant wildlife habitat.</p> <p>In many instances these natural heritage features also have hazards associated with them that serve as development constraints.</p>
NON-CORE NATURAL FEATURES POLICIES	8.4.1.2.5	<p>Development may occur on lands associated with the Non-Core Natural Heritage Areas in instances where an Environmental Impact Study has been completed as required by Volume I of this Official Plan, and it can be demonstrated that no negative impacts will occur on the natural features or the ecological functions which may be associated with the area. Where appropriate and reasonable, consideration will be given to measures to provide for the enhancement of any identified natural heritage feature and the linkages between them as part of such Environmental Impact Study.</p> <p>The precise location and dimensions of the Non-Core Natural Features shall be established through the Environmental Impact Study. The minimum width of an ecological linkage corridor should be 30 metres.</p>
UPPER LITTLE RIVER STORMWATER MANAGEMENT SYSTEM	8.4.1.2.6	<p>Lands required to manage stormwater in the Upper Little River drainage area are included in the Natural Heritage System as Non-Core Features. The extent of these lands has been determined through the completion of the Upper Little River Master Plan under the Environmental Assessment process.</p> <p>The extent of the lands required for the stormwater management system may be refined through more detailed studies. Should the area be reduced in size, the designation of the abutting lands shall be used to determine future land use and no amendment to the Secondary Plan will be required.</p>

<p>ECOLOGICAL RESTORATION</p>	<p>8.4.1.2.7</p>	<p>Ecological restoration that contributes to the long-term viability of the Natural Heritage System, due to its location, size and existing ecological attributes including presence of uncommon / rare habitats and habitat for species of conservation concern. The development of the Upper Little River stormwater system provides an opportunity to effectively expand and enhance the Natural Heritage System in a centralized area of the Secondary Plan Area while providing critical infrastructure and recreational opportunities. The Upper Little River stormwater system will be designed and managed to become part of the connected Natural Heritage System by: increasing habitat diversity; creating, restoring or enhancing habitat for species of conservation concern and rare vegetation community types; and creating suitable habitat for transplanting species of conservation concern.</p>
<p>INCENTIVES FOR ECOLOGICAL RESTORATION</p>	<p>8.4.1.2.8</p>	<p>Stewardship education, coupled with incentives, may be required to effectively implement ecological restoration initiatives. In that regard, the City may encourage the maintenance, enhancement or restoration of natural heritage features through incentives, including the use of community improvement, bonusing, development charges credits and tax incentives.</p>

8.4.2 Business Park Type One

Business Park Type One are those Employment Areas that are used for employment purposes that are located with good exposure to major transportation facilities. The Business Park Type One Areas are expected to accommodate light industrial uses, which could include, among other things: light manufacturing, fabricating, processing, assembly, and similar uses.

8.4.2.1 Objectives

ACCESS	8.4.2.1.1	To provide for major employment uses with access to Lauzon Parkway, Highway 401, with connections to Windsor International Airport and Rail Corridors.
COMPATIBLE USES	8.4.2.1.2	To create an attractive new employment area with a wide range of employment uses that is well separated and buffered from other uses yet is well connected to major transportation infrastructure
BUILDING AND LANDSCAPE DESIGN	8.4.2.1.3	To require new development with exposure on County Road 42 and Lauzon Parkway to incorporate a high level of architectural and landscape design consistent with policies in Chapter 8 of the Official Plan Volume I.
INTERNATIONAL TRADE	8.4.2.1.4	To create an employment community that can take advantage of the proximity to the Canada – United States border and specifically to the County Road 42 National Trade Corridor
LONG TERM LAND SUPPLY	8.4.2.1.5	To ensure that there is a sufficient supply of designated employment land to meet the needs of the City for at least 20 years.

8.4.2.2 Permitted Uses

Within the Business Park Type One Designation the use of land shall be limited to:

PRIMARY USES	Distributing and logistics operations;
	Light industrial uses that involve assembly, fabrication, distribution, packaging, storage and manufacturing or printing within wholly enclosed buildings.
	Service establishments such as print shops and

	equipment rental establishments;
	Warehousing;
	Creative studios and media production and communication facilities including call centres, server farms, and related professional services;
	Research and development facilities;
	Professional and business offices;
	Utilities.

8.4.2.3 Secondary Uses

Within the Business Park Type One Areas the following uses of land shall be permitted provided they occur as subordinate to permitted uses:

SECONDARY USES	Restaurants and service-related uses that serve the needs of the immediate employment uses;
	Showroom, retail, wholesale and sales uses operating in association and ancillary to the permitted uses noted above; and
	Automobile related uses, including gas stations and car washes (excluding repair services) and associated convenience stores that serve the needs of the immediate employment uses.
	Outdoor Storage in accordance with section 8.4.2.5.2 of this Plan.

8.4.2.4 Development Policies

VOLUME I PLAN	8.4.2.4.1	Unless specified otherwise, the Business Park Type One uses shall be developed in accordance with the Business Park policies in Chapter 6 of the Official Plan Volume I.
GUIDELINE PLANS	8.4.2.4.2	Development of Business Park Type One Areas shall be permitted in absence of a Guideline Plan. However, development of the Areas will be coordinated with growth through-out the City in accordance with Chapters 3 and 7 of the Official Plan Volume I.
DEVELOPMENT PROCESS	8.4.2.4.3	The preferred approach to development in the Business Park Type One Areas will be through plans of subdivision followed by part lot control. The plans of subdivision shall identify roadways, open space areas and storm water management facilities with large development blocks that can be subsequently divided through part lot control to maximize flexibility in lot size to match the proposed use and to encourage intensification over time.
SITE PLAN CONTROL	8.4.2.4.4	All development in the Business Park Type One Areas shall be subject to site plan control.

8.4.2.5 Design Guidelines

Developments in the Business Park Type One Area shall follow the urban design guidelines identified in the Secondary Plan and those found in the City of Windsor's Site Plan Review Manual. The following additional guidelines shall apply to all development proposals within the Business Park Type One area.

SITE DESIGN	8.4.2.5.1	<p>(a) Garbage and recycling containers shall be enclosed and not exposed to major transportation corridors;</p> <p>(b) Boulevards shall be sodded, and treed</p>
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		<p>consistent with the principal property to maintain a seamless look</p> <p>(c) Where the City’s standard level of landscaping cannot be achieved due to site constraints, green roofs and walls may be required in order to compensate for the level of landscaped open space on the ground;</p> <p>(d) Landscaping shall be complementary to the building, architecture, site and scale of the development and surrounding areas.</p> <p>(e) Landscape areas shall provide lighting for the purpose of enhancing important elements of the site such as architectural elements, art, major entrances and gardens yet avoid lighting trespass and be dark-sky friendly.</p>
OUTDOOR STORAGE DESIGN	8.4.2.5.2	<p>Outdoor storage shall only be permitted as an ancillary use where it is:</p> <p>(a) Placed exclusively at the least visible location from public roads and provincial highways;</p> <p>(b) Located on the same site as the principal use the outdoor storage serves;</p> <p>(c) Screened from public view by fencing, screening, or landscaping that is of high quality and appealing from all views;</p> <p>(d) Safe as determined by provincial, and or federal regulation, including Windsor International Airport land use regulations, where necessary.</p>

8.4.3 Business Park Type Two

The Business Park Type Two Area is intended for development of employment intensive uses exhibiting a high standard of building design and landscaping. Business Park Type Two Areas have prime exposure to County Road 42, the future Lauzon Parkway and

the Windsor International Airport in order to showcase the high caliber design.

8.4.3.1 Objectives

HIGHLY VISIBLE EMPLOYMENT USES	8.4.3.1.1	To provide for a major employment centre adjacent to the Lauzon Parkway and County Road 42 in a highly desirable visible location.
GATEWAY TO WINDSOR	8.4.3.1.2	To create an attractive new gateway to the City of Windsor that will demonstrate the City's progressive approach to economic development.
BUILDING AND LANDSCAPE DESIGN	8.4.3.1.3	To require new development to incorporate a high level of architectural and landscape architectural design in a business park setting.
INNOVATION	8.4.3.1.4	To create an employment community where there is interaction between people and uses to encourage innovation and creativity.
HEALTH SCIENCES	8.4.3.1.5	To foster an environment that will build upon a synergy with the Windsor Regional Hospital by attracting and encouraging a variety of health science related businesses and industries.
INTENSIFICATION	8.4.3.1.6	To plan for the area to intensify over time in a manner that will make the most effective use of infrastructure and be transit supportive.

8.4.3.2 Permitted Uses

Within the Business Park Type Two Areas the primary use of land shall be limited to:

PRIMARY USES	Research and development facilities;
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	Business and professional offices;
	Business support services;
	Medical clinics and laboratories;
	Warehousing and wholesaling including businesses related to medical and other health related goods within wholly enclosed buildings;
	Education, training, meeting, or conference facilities; and

8.4.3.3 Secondary Uses

Within the Business Park Type Two Areas the following uses of land shall be permitted provided they occur as subordinate to permitted uses:

SECONDARY USES	Hotels, restaurants, conference centres and service-related uses that serve the needs of the surrounding area;
	Small scale retail uses that are subordinate to the main use of a building; and
	Service commercial uses that are subordinate to the main use of a building

8.4.3.4 Development Policies

VOLUME I PLAN	8.4.3.4.1	Unless specified otherwise, the Business Park Type Two uses shall be developed in accordance with the policies of Chapters 6 and 8 of the Official Plan Volume I.
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8.4.3.5 Design Guidelines

Developments in the Business Park Type Two Area shall follow the urban design guidelines identified in the Secondary Plan and those found in the City of Windsor’s Site Plan Review Manual. The following additional guidelines shall apply to all development proposals within the Business Park Type Two Area.

BUILDING DESIGN	8.4.3.5.1	<ul style="list-style-type: none"> (a) Buildings will be of high quality architectural design and use high quality building materials, such as, but not limited to: brick, stone, masonry, pre-finished steel, glazed block, wood, marble, enamel, glass, or composite panels of the forgoing. (b) The height of buildings shall recognize any height restrictions associated with the operation and future development of the Windsor International Airport. (c) The design of buildings shall be unique to the site and project. Building facades shall provide visual interest through the use of materials, design, and architectural features. (d) All sides of the building shall have consistent architectural style, materials, colours, and details. Blank walls shall not be permitted. (e) Main entrances shall be visible and direct accessible from the primary access street. (f) Roof top equipment including vents, stacks, louvers, roof ventilators, and similar mechanical equipment shall be screened from all directions. Screening shall be integrated with the architectural form of the building or designed to be compatible in form, material, and colour. (g) Building entrances should be prominent and highly visible with features such as canopies, awnings and other architectural elements.
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		<p>(h) Major building components may be illuminated to complement the building and enhance site features. However, light trespass onto adjacent sites shall not be permitted.</p> <p>(i) Loading and service areas shall not be located along major roadways..</p> <p>(j) Utility equipment, hydro transformers, and switching boxes should be positioned to not be visible from the public street and shall be incorporated into the design of the building. Utility equipment, hydro transformers, and switching boxes that are required to be located in the landscape shall be recessed below grade wherever possible.</p>
SITE DESIGN	8.4.3.5.2	<p>(a) Business Park Type Two lands shall include a significant landscape element in all exterior yards;</p> <p>(b) Boulevards shall be sodded and treed;</p> <p>(c) Trees shall be placed in all exterior side and front yards along the roadway at appropriate intervals for the species of trees and required site specific screening or buffers and shall be resilient to climate change;</p> <p>(d) Signage should complement the site and architecture of the building in its scale, materials, consistency and design and shall comply with the City's Sign By-law;</p> <p>(e) Garbage and recycling shall be stored internally or to the rear of the building and not be visible from major roadways;</p> <p>(f) Parking in the Business Park Type Two designation should not dominate the site design and shall be:</p> <p>I. primarily permitted only in rear and side</p>

		<p>yards with limited visitor and short-term parking in the front yard,</p> <ul style="list-style-type: none"> II. paved in a manner designed to encourage on-site infiltration and natural treatment of stormwater III. designed to have internal landscaping areas comprised of at least 10 per cent of the parking area utilizing broad canopy deciduous shade trees at an appropriate density to reduce the urban heat island effect created by hard surface paving and; IV. include planting islands along the perimeter of the parking areas with a mix of deciduous and evergreen shrubs to reduce light trespass from vehicles within the parking area to abutting properties and/or traffic along the street. V. Screened with a combination of high quality coated wire mesh screening (not chain link) and plant material such as vines, trees, and narrow evergreens as appropriate. <p>(g) Landscape areas shall be provided with lighting for purpose of enhancing important elements of the building and throughout the landscape, such as architectural elements, art, major entrances and gardens while avoiding light trespass and protecting the dark sky</p>
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8.4.4 Mixed Use

The Mixed Use Area will form the focus of the County Road 42 community. It will be a compact urban village with a main street look of medium density mixed-uses supported by sustainable development practices, providing attractive and accessible places for diverse communities.

8.4.4.1 Objectives

COMPACT URBAN NODE	8.4.4.1.1	To serve as focal areas for investment in institutional and region-wide public services, as well as commercial and recreational uses in a compact development;
RANGE OF USES	8.4.4.1.2	To support a complete community comprised of places to live, work and play as well as offering a full range of goods and services;
RESIDENTIAL DENSITY	8.4.4.1.3	To facilitate residential gross densities of 50 units per gross hectare or greater and not less than 25 units per gross hectare in mixed use buildings;
EMPLOYMENT DENSITY	8.4.4.1.4	To facilitate employment densities of at least 25 jobs per gross hectare with the ability to intensify employment to 50 jobs per gross hectare.
TRANSIT SUPPORTIVE AND ACTIVE TRANSPORTATION	8.4.4.1.5	To accommodate and support transit infrastructure and to design the area to support pedestrian access and cycling;
RANGE OF BUILDING FORMS	8.4.4.1.6	To create an area that functions as a secondary urban node, where mixed-use buildings and a vibrant streetscape are encouraged.
PEDESTRIAN ORIENTATION	8.4.4.1.7	To create an urban centre designed with a pedestrian orientation and foster a distinctive and attractive area identity.

8.4.4.2 Permitted Uses

The permitted uses in the Mixed Use Area shall include any of the following:

PRIMARY USES	Residential uses above the ground floor;
	Retail and service commercial establishments;
	Business and Professional Offices;
	Post Secondary and Commercial Schools;
	Cultural, recreation and entertainment uses; and,
	Institutional uses.

In addition to 8.4.4.2.1 the following uses are considered as secondary uses:

SECONDARY USES	Open space,
	Parkland; and
	Public squares

8.4.4.3 General Development Policies

DEVELOPMENT PHASING	8.4.4.3.1	Development of the Mixed Use Area can be initiated as soon as full municipal services are available to the lands.
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GUIDELINE PLANS	8.4.4.3.2	The Mixed Use Area shall develop according to a comprehensive Guideline Plan for the entire lands within the designation. The Guideline Plan may identify development staging within the designated area.
DEVELOPMENT DENSITY	8.4.4.3.3	Development in the Mixed Use Area shall be planned to accommodate a gross density of 30 residential units per hectare and 50 jobs per hectare.
BUILDING HEIGHT	8.4.4.3.4	Building height within the Mixed Use Area shall generally be a minimum of 10 metres. Building heights lower than 10 metres should be consistent with the overall architectural style and massing of the surrounding area.

8.4.4.4 Residential Development Policies

RESIDENTIAL FORM	8.4.4.4.1	Residential development should take the form of medium density development not exceeding 16 metres in height. The minimum residential density for a free-standing residential building shall be 50 units per net ha. Residential uses shall be located above the ground floor of any mixed use building.
RESIDENTIAL PARKING OFF-STREET	8.4.4.4.2	Parking for residential development shall be primarily in covered spaces. Outdoor parking areas shall be considerably landscaped to prevent heat island effects of vast areas of asphalt. The Zoning By-law may establish maximum surface parking areas associated with residential uses. Any surface parking areas will be located at the rear of residential properties and not fronting the streets; above or below surface parking is encouraged.
VOLUME I PLAN POLICES	8.4.4.4.3	In all other respects Residential development shall comply with the medium profile development policies

		in Section 6.10 of the Volume I Plan.
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8.4.4.5 Commercial Development Policies

PERMITTED USES	8.4.4.5.1	A wide range of uses that support the community will be permitted. These uses include small scale retail uses, restaurants, commercial schools, business and professional offices, medical offices and clinics, and service commercial.
LOCATION	8.4.4.5.2	Retail and service related commercial uses shall be located primarily on the first floor of mixed use buildings. Business and office uses may be located on the second floor of commercial or mixed use buildings.
USES NOT PERMITTED	8.4.4.5.3	Business uses that utilize fleets of vehicles, automotive retail uses, adult entertainment and other space extensive business and retail uses are not permitted in the Mixed Use Area.
	8.4.4.5.4	Outdoor storage shall not be permitted.

8.4.4.6 Open Space Policies

OPEN SPACE CONNECTIVITY	8.4.4.6.1	The Mixed Use Area shall be connected to the Natural Heritage System through Multi-Use Trails and pedestrian access.
PUBLIC OPEN SPACE	8.4.4.6.2	Provisions for public open space shall be included into the Guideline Plan for the Mixed Use Area in accordance with the Design Guidelines in Section 8.4.4.8.

8.4.4.7 Design Guidelines

Developments in the Mixed Use Area shall follow the urban design guidelines identified in this Secondary Plan and those found in the

City of Windsor’s Site Plan Review Manual. The City of Windsor shall apply the following design guidelines to all development proposals within the Mixed Use designation:

<p>BUILDING PLACEMENT AND FACADES</p>	<p>8.4.4.7.1</p>	<ul style="list-style-type: none"> (a) Buildings shall be located on the front property line. However, 30% of the building frontage may be set back for the creation of facade recesses, alcoves, changes in massing, and active public spaces. (b) Any portion of a building over 12 metres in height should be stepped back at least 3 metres from the front façade for each 4 metres of height. (c) Where possible, a minimum of 60% of the building facade on the street level should be transparent using windows and doors; architecturally designed display case windows may only provide half of the required transparency. (d) Buildings should be articulated between the floors through the use of materials or design details but maintain a unified appearance using complementary colours and materials.
<p>BUILDING DESIGN</p>	<p>8.4.4.7.2</p>	<ul style="list-style-type: none"> (a) The primary building entrances should be prominent, accessible from the street and made visible by canopies, awnings and other architectural elements. (b) Building materials in the Mixed Use Area designation shall be one or more of the following: brick, stone, pre-finished steel, on masonry, glazed block, wood, marble, glass, or composite panels of the forgoing. (c) Roof top equipment including vents, stacks, louvers, roof ventilators, and similar mechanical equipment shall be screened from all directions. Screening shall be integrated with the architectural form of the building or designed to

		<p>be compatible in form, material, and colour;</p> <p>(d) Loading and service areas should not be exposed to major streets and be screened from view;</p> <p>(e) Utility equipment, hydro transformers, and switching boxes should be positioned to not be visible from the public street and shall be incorporated into the design of the building. Where utility equipment is required to be located in the landscape it shall be recessed below grade.</p> <p>(f) Garbage refuse areas will be located in the building. Where that is not feasible, then it will be located at the back of the building and be screened from view with building materials that complement the main building.</p>
PUBLIC SPACES	8.4.4.7.3	<p>(a) Public spaces within the Mixed Use Area such as market squares, pedestrian plazas, pocket parks, trails connecting other public spaces will contribute to creating a sense of place and will be designed to provide the following:</p> <ul style="list-style-type: none"> i. A number of attractions such as public art, landscaping, seating, fountains, and interactive elements; ii. Connection to public transit; iii. Adjacent to uses that provide service to the public space such as retail, restaurants etc; iv. Located along a busy pedestrian route and provide a high level of public access to encourage the creation of meeting points and gathering spaces; and, v. Should be designed to be functional and provide a sense of spatial enclosure.

ACTIVE TRANSPORTATION	8.4.4.7.4	<ul style="list-style-type: none"> (a) Bicycle storage facilities should be provided in a well lit, secure location within 15 metres of the main entrance of the building or location being served. (b) Other facilities such as change rooms and showers should be incorporated into the building where practical. (c) Transit stops should be positioned as close as possible to building entrances. (d) Transit stops should include shelter and seating. (e) A wayfinding system composed of a combination of signs, landmarks, and plaques for information are to be provided particularly at access points and nodes to improve navigation and enhance the experience of the area. (f) Drop off areas are encouraged to accommodate accessibility needs and reduce need for onsite parking but should be designed to avoid conflict with pedestrian movements.
PARKING AREAS	8.4.4.7.5	<ul style="list-style-type: none"> (a) On street parking is encouraged throughout the entire Mixed Use Area to provide convenient parking and buffer pedestrians on sidewalks from vehicles on street. (b) Shared parking facilities are encouraged especially for developments that have offset peak usage times. (c) Parking areas shall be located primarily in rear yards and developed to City Standard as stipulated in the Zoning By-law and Site Plan Manual. (d) Parking lots should provide dedicated pedestrian paths along the entire parking area.

8.4.5 Major Institutional

The Major Institutional designation provides for the establishment of large scale institutional uses such as hospitals, secondary and post secondary educational facilities. Except as noted in this section of the Plan, these uses shall develop in accordance with Section 6.6 of the Volume

PERMITTED USES	8.4.5.1	The primary permitted use shall be a Regional Hospital. Hospital uses include, but are not limited to provision of a complete range of health and medical services, education, research and development.
ANCILLARY USES	8.4.5.2	Lands within the Major Institutional designation may also be used for uses that augment and support the Regional Hospital. Those uses include, but are not limited to: <ul style="list-style-type: none"> I. Medical offices and clinics II. Laboratories and research facilities III. Education facilities specializing in health sciences IV. Residential uses accessory to a permitted use V. Restaurants and small scale retail uses within a building that is a primary permitted use. VI. Parking areas
VOLUME 1 PLAN	8.4.5.3	Unless specified otherwise, Major Institutional uses shall be developed in accordance with the Institutional policies in Chapter 6 of the Official Plan Volume I.

BUILT FORM	8.4.5.4	The main hospital building may be 38 metres subject to complying with Federal height regulations associated with the Windsor International Airport. The height should be maximized to reduce the building footprint so that lands continue to be available within the designation for future expansions to the hospital and ancillary uses.
ENVIRONMENTAL DESIGN	8.4.5.5	Buildings within the Major Institutional designation are encouraged to be designed and certified to LEED standards. Surface parking areas shall be designed utilizing Low Impact Design features that will encourage natural infiltration, provide preliminary on-site treatment of stormwater and avoid heat island effects associated with large expanses of paved surfaces. The site shall be designed to provide connectivity to the Greenway System and encourage pedestrian movement and cycling.
BUILDING DESIGN	8.4.5.6	Development in the Major Institutional designation shall be complimentary to and reflect the Building Design policies for the Mixed Use designation identified in Section 8.4.4.7.2.
ENERGY PRODUCTION	8.4.5.7	The viability and benefits of a renewable source district energy system will be considered for lands designated Major Institutional, prior to building permits, as well as other means of ensuring sustained energy production to serve the Regional Hospital and wider area.

8.4.6 Residential Areas

Residential Areas will provide the main locations for residential uses in the Secondary Plan Area. The policies in this section of the Plan provide direction for the development of low density and medium density forms of housing as well as other complimentary services and amenities directly related to the primary residential

use in the area. The permitted uses in the Residential Areas shall develop in accordance with the requirements of the Official Plan: Volume I, except as noted in the policies of this section of the Plan.

PERMITTED USES	8.4.6.1	The uses permitted in the Residential Areas include low density and medium density uses, elementary schools, parks and open space and neighbourhood commercial uses.
LOW DENSITY	8.4.6.2	Development of residential dwellings shall occur at densities of 20-30 residential units per gross hectare within the Low Density Areas. Unit types permitted within this density range will include: single detached dwellings, semi-detached dwellings, duplexes, and townhouses.
MEDIUM DENSITY	8.4.6.3	Development of residential dwellings shall occur at densities up to 31-75 residential units per gross hectare with a maximum building height of 18 m within the Medium Density Areas. Unit types permitted within this density range include townhouses and apartment dwellings.
ELEMENTARY SCHOOLS	8.4.6.4	<p>The following policies provide guidance for the development of new schools in Residential Areas:</p> <ul style="list-style-type: none"> a) New elementary schools should be located adjoining parks or open space corridors provided the School Boards provide adequate outdoor space on their lands to meet their needs. (b) New elementary schools should be located on Class II Collector Roads in proximity to Class I Collectors. (c) The specific location of school sites will be determined in Guideline Plans following consultation with the School Boards and the City.

SECONDARY SCHOOLS	8.4.6.5	<p>(a) Secondary Schools should be located centrally within the Secondary Plan and shall be located adjacent to large Open Space areas with access onto a Class I Collector Road.</p> <p>(b) Joint use of Secondary School facilities, including outdoor recreation facilities will be encouraged by the City.</p>
NEIGHBOURHOOD COMMERCIAL DEFINITION	8.4.6.6	<p>For the purposes of this Plan, Neighbourhood Commercial uses include commercial uses which are intended to primarily serve the day to day needs of residents living within each Neighbourhood phase identified on Schedule H. Neighbourhood Commercial uses in Residential Areas shall develop according to the following policies:</p> <p>(a) A maximum of two Neighbourhood Commercial Centres shall be located in the Phase 2 Residential as identified on Schedule H.</p> <p>(b) The land area of any Neighbourhood Centre shall be no greater than 0.5 hectares and be located on a corner lot;</p> <p>(c) The development shall be a maximum of eight metres except where a Neighbourhood Centre development forms the bottom floor of a medium density residential mixed use building;</p> <p>(d) The development shall be located at an intersection with a Class I or Class II Collector Road. Mid-block Neighbourhood Commercial developments shall not be permitted;</p> <p>(e) Neighbourhood Centres shall be identified in all Guideline Plans approved by the City.</p>

MINOR INSTITUTIONAL USES	8.4.6.7	Minor institutional uses include places of worship, small-scale non-profit community facilities and day nurseries designed to meet the requirements of the immediate community.
MINOR INSTITUTIONAL LOCATIONS	8.4.6.8	Minor Institutional uses in Residential Areas shall be encouraged to locate: (a) on prominent sites, close to centres of community activity, to create community focal points. Their locations shall maximize accessibility for residents and other visitors; (b) adjacent to the Natural Heritage System wherever appropriate, to promote their functions as focal points within the community.
CONNECTIVITY TO NATURAL HERITAGGREENWAYE SYSTEM	8.4.6.9	Where Minor Institutional uses are integral components of, or are located adjacent to, the Natural Heritage System, they shall be designed so as to ensure connectivity of the GreenwayNatural Heritage System, by providing for through public access
JOINT USES	8.4.6.10	The City will encourage the development of joint use of Institution sites wherever possible, to promote the efficient utilization of land and public resources.

8.5 Transportation and Infrastructure

8.5.1 Objectives

PRIMARY PLAN POLICIES	8.5.1.1	Except as otherwise identified in this section, the Objectives and Policies for Transportation and Infrastructure in Section 7 of the Official Plan: Volume I Plan shall apply.
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PHASING OF TRANSPORTATION AND INFRASTRUCTURE	8.5.1.2	To ensure that the transportation and infrastructure required to service the County Road 42 Secondary Plan Area will be phased with the development of the lands.
COORDINATION OF TRANSPORTATION AND INFRASTRUCTURE	8.5.1.3	To ensure that the development of transportation and infrastructure is coordinated with the development of the adjacent areas in the City, the surrounding municipalities, the County, the Province and Transport Canada.
CONNECTIVITY AND TRANSPORTATION OPTIONS	8.5.1.4	To develop in a manner that will encourage the use of walkways, trails, cycle routes and public transit by ensuring that alternatives to the automobile provide efficient, connected and attractive options throughout the County Road 42 Secondary Plan Area.

8.5.2 Transportation Policies

ROAD DESIGN	8.5.2.1	Roads within the County Road 42 Secondary Plan Area shall be planned for the safe and efficient movement of people and goods and designed to accommodate all roadway users including active transportation and emergency services. Roads within the County Road 42 Secondary Plan Area shall include sidewalks on both sides of the roads.
LAUZON PARKWAY	8.5.2.2	Development of the proposed Lauzon Parkway will form the central automobile corridor through the County Road 42 Secondary Plan Area. Lauzon Parkway will be designed as a controlled access expressway as described in Section 7.2.6 of the Official Plan: Volume I Plan. Lauzon Parkway will also be designed to provide an attractive gateway to the City and will incorporate significant landscaping and a high level of architectural design within the structures required for the roadway. The proposed location of the Lauzon Parkway is shown on the schedules to this

		Plan.
BASELINE ARTERIAL	8.5.2.3	Baseline Road is planned to connect the Eighth Concession at the East Pelton community to the easterly limit of the Secondary Plan Area. This road will connect with Lauzon Parkway. This intersection will be designed to incorporate a round-a-bout with a central gateway feature. This road is classified as a Class II Arterial as described in Section 7.2.6.5 of the Official Plan: Volume I.
COLLECTOR ROADS	8.5.2.4	Class I Collector Roads are identified on Schedule F to this Secondary Plan. The final location and design of the collector roads will be determined through the Guideline Plan process described in Section 8.3 of this Secondary Plan.
ACTIVE TRANSPORTATION	8.5.2.5	Development of the County Road 42 Secondary Plan Area will include a connected active transportation system throughout the Secondary Plan Area and connected beyond that area. Detailed trail, walkway and cycling routes will be incorporated into Guideline Plans and reflected in plans of subdivision and site plans approved within the Secondary Plan Area.

8.5.3 Infrastructure Development

PRIMARY PLAN POLICIES	8.5.3.1	Development of infrastructure within the County Road 42 Secondary Plan Area will be subject to the policies in Chapter 7 Infrastructure of the Official Plan: Volume I.
STORMWATER MANAGEMENT POLICIES	8.5.3.2	Stormwater management facilities shall be designed in accordance with the Upper Little River Master Plan Environmental Assessment. Facilities will be designed to enhance opportunities for ecological diversity throughout the Secondary Plan Area and will minimize

		risks to Windsor International Airport.
MASTER SERVICING PLANS	8.5.3.3	Following approval of this Secondary Plan, a Master Servicing Report shall be prepared for the Secondary Plan Area prior to any development requiring <i>Planning Act</i> approval occurs in the area. The Master Servicing Report shall provide conceptual design for sanitary sewers, municipal water and stormwater management infrastructure for the development area and establish the feasibility and projected costs for servicing the area.
FUNCTIONAL DESIGN PLANS	8.5.3.4	Functional Servicing Report will be prepared in conjunction with plans of subdivision, re-zoning and site plan applications. These reports will provide a level of detail sufficient for inclusion in development agreements and for construction purposes. These plans must be consistent with the Master Servicing Report required pursuant to Section 8.5.3.3.
STORMWATER, SANITARY AND WATER SERVICES	8.5.3.5	Development in the Secondary Plan Area is contingent on the availability of stormwater management facilities, municipal services and utilities to service the development.
EXISTING PRIVATE SERVICES	8.5.3.6	All habitable buildings in the Secondary Plan Area shall be connected to full municipal services. Those uses that are connected to existing private services will be required to connect to full municipal services within a reasonable time following the installation of the municipal services. In these situations the municipal connection fees shall reflect the costs to connect to the services and the cost of the infrastructure development.
HOLDING	8.5.3.7	The holding zone policies found in Chapter 11 of the Official Plan Volume I shall apply.

8.5.4 Infrastructure Financing

PRINCIPLE	8.5.4.1	Development of infrastructure to service the County Road 42 Secondary Plan Area will be based on the principle that growth pays for growth to the greatest extent possible within the law.
DEVELOPMENT CHARGES	8.5.4.2	The City will undertake a Development Charges Study to implement an area-wide development charge within the transferred lands.
LOCAL IMPROVEMENT	8.5.4.3	In the Ray Road and Joy Road area, the City may consider extending municipal sanitary and water services utilizing local improvement provisions of the <i>Municipal Act</i> to assist property owners to finance connection to municipal services.
COST SHARING	8.5.4.4	As a condition of draft plan approval or site plan approval, cost sharing agreements between the City and the landowner(s) or among the landowners themselves with respect to cost sharing may be required. Such agreements shall include the provisions of lands and relevant studies and the development of infrastructure including but not be limited to: <ul style="list-style-type: none"> a) public parks b) school sites c) storm water management d) arterial and collector roadways e) sewage trunk mains and pumping stations f) water supply and distribution facilities g) facilities for transit and traffic controls
PARKLAND	8.5.4.5	The policies of Chapters 6 and 11 of the Official Plan Volume I regarding parkland dedication and conveyance shall apply.

PART C – IMPLEMENTATION

The Amendment will form part of the Official Plan for the City of Windsor.

Following Final approval of the Amendment, lands will be developed through Section 34 – Zoning by-laws and Section 51 – Plans of Subdivision, of the Planning Act.

Following the lot creation process, lands that are not included in Low Density Residential designations will be subject to site plan control under the provisions of Section 41 of the Planning Act.

At each of these planning approval steps, the approval authority will be required to ensure that the approvals will implement this Amendment in accordance with the requirements of Section 24 of the Planning Act and the Official Plan for the City of Windsor.