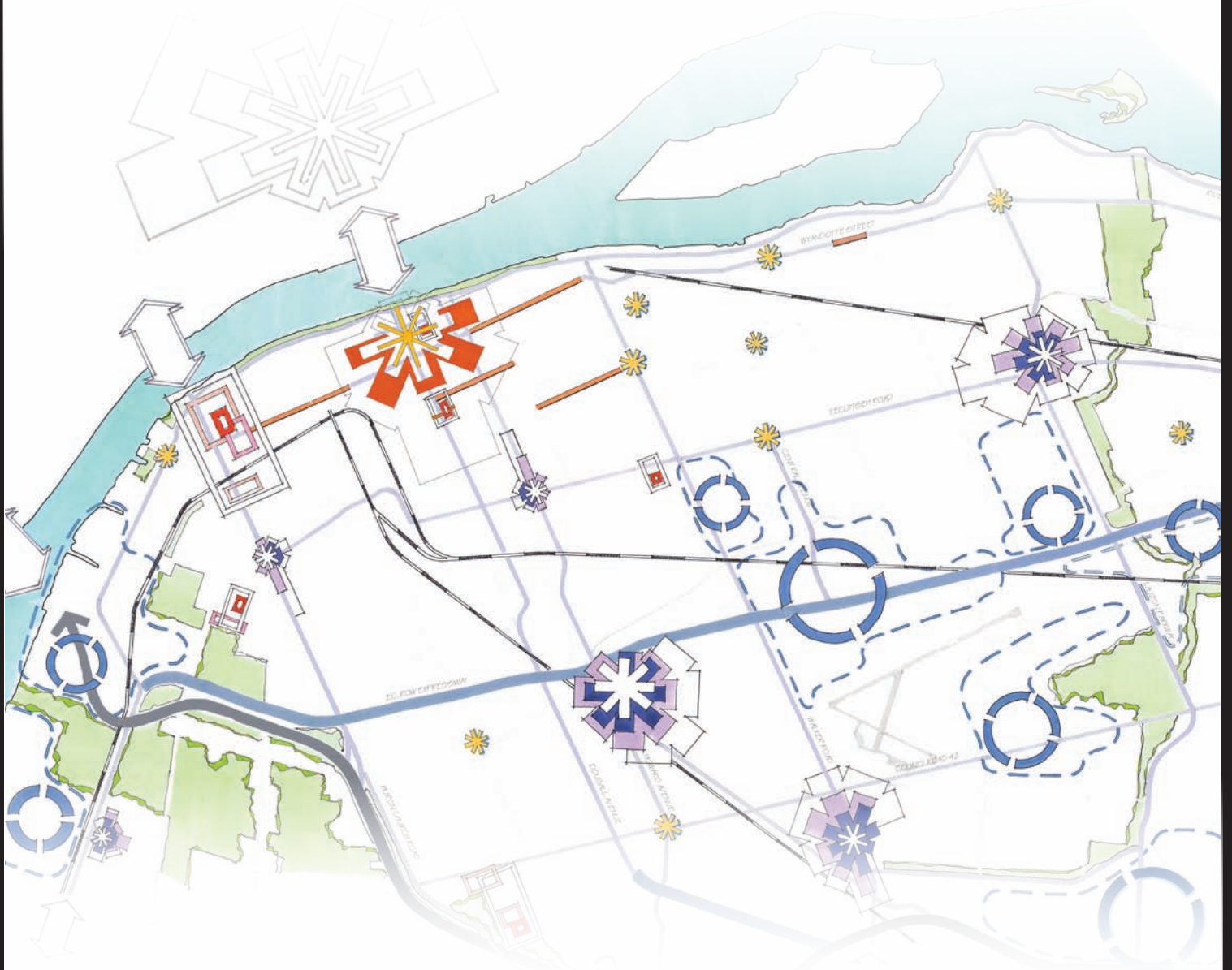


# CITY OF WINDSOR

# URBAN STRUCTURE PLAN

JUNE 2011



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## **EXECUTIVE SUMMARY**

The City of Windsor is an amalgamation of the former City/Town of Windsor, Town of Sandwich, Town of Walkerville, Town of Riverside, Town of Ford City, Township of Sandwich East, Township of Ojibway, and portions of the Township of Sandwich South. Most of the former municipalities contain historical downtowns or historical mainstreets that functioned as focal areas for the communities.

The centres of Windsor's communities are compact cores that are socially, environmentally and economically diverse places offering a range of services and housing opportunities. These core areas function as neighbourhood focal points that attract people and commerce from within the region and beyond. A series of transportation spines including Provincial Highway 401, the E.C. Row Expressway, and the future Lauzon Parkway extension connect to City Corridors such as Ouellette Avenue/Dougall Avenue, Walker Road, Lauzon Parkway and Huron Church Road. The City Corridors and local Neighbourhood Corridors connect Windsor's Major Activity Centres such as Regional Employment Centres to the Regional Commercial Centres to the Regional Institutional Centres. Between these elements are the neighbourhoods and open spaces where the people of Windsor live and play.

On April 19, 2010, Windsor Council requested the Planning Department to prepare an Urban Structure Plan as part of the Official Plan Review (CR153/2010). The first of its kind for Windsor, the Urban Structure Plan provides a framework for the development of the City's growth based on Windsor's existing urban structure. In basic terms, the urban structure of Windsor is comprised of a series of nodes and corridors. The foundation for the Urban Structure Plan is a series of Official Plan Review background studies and foundation studies that informed the location and composition of the existing elements and future nodes and corridors.

The purpose of the Urban Structure Plan is to formally illustrate the form of the city by identifying nodes and corridors and to provide the basis for the policy changes needed to implement the Urban Structure Plan. The Urban Structure Plan does not designate land uses as that function is addressed in other sections of the Official Plan and updated land use designations will be discussed in a subsequent OPA and the preparation of Secondary Plans and/or Community Improvement Plans to help guide future redevelopment and new development in Windsor.

The Urban Structure Plan will:

- Formally produce a statutory plan under the *Planning Act*;
- Identify and provide a broad policy direction for Windsor's major structural elements;
- Establish functions and densities for the nodes and corridors;
- Establish a consistent nomenclature for the nodes and corridors;
- Establish intensification targets for nodes;
- Integrate the findings of the Official Plan Review foundation studies; and,
- Provide an Urban Structure Plan Schedule and recommended Urban Structure policies for the updated Official Plan.

The purpose of this *Urban Structure Report* is to document the development of the *Urban Structure Plan* and policies. The report also identifies the measures for implementing the *Urban Structure Plan*.

The *Urban Structure Plan* depicts the key structural elements within Windsor's urban boundary and establishes a strategic framework whereby more detailed land use designations and policies can be established. Windsor's *Urban Structure Plan* shall include the following structural elements:

- Three Node categories (Growth Centres, Major Activity Centres, Neighbourhood Nodes);
- Two Corridor categories (City Corridor, Neighbourhood Corridor);
- Major Open Space;
- Expressways;
- Railroads; and,
- Waterways.

It is re-emphasized that the *Urban Structure Plan* will not identify land use designations as the purpose of this Plan is to identify Windsor's major structural elements and formalize them within the policy framework. This policy framework provides the foundation for the establishment of subsequent Official Plan land use designations. The *Urban Structure Plan* was prepared entirely through the use of the Planning Department's in-house staff resources.

## **WINDSOR'S URBAN STRUCTURE**

Windsor's Urban Structure Plan is an informational tool used to increase an understanding of the elements that make up Windsor and provide a framework for the development of the City's growth. The key elements of Windsor's urban structure are nodes and corridors. The Urban Structure Plan does not consider the general or specific land uses that comprise the structural elements within. As new areas of Windsor are planned for development and as existing areas of Windsor are planned for major redevelopment, it is intended that Secondary Plans and/or Community Improvement Plans be prepared to aid in achieving the desired future vision for that area of the city. Windsor's Urban Structure Plan identifies the Urban Structure Elements:

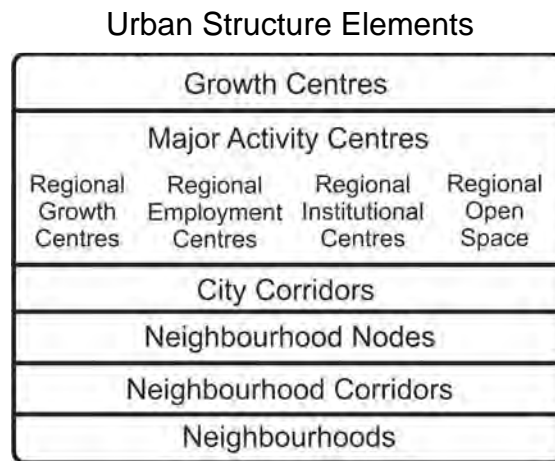
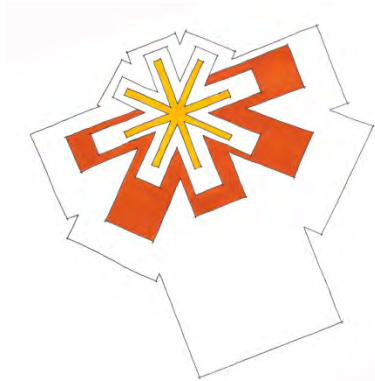


Figure 1: Urban Structure Elements

### **Nodes**

Nodes in this context are existing or future locations of concentrated activity on the Urban Structure Plan that serve the societal, environmental and economic needs at a neighbourhood and/or regional scale. The most successful nodes are the ones that exhibit a wide variety of land uses, including higher density residential and employment uses, and have access to frequent public transit service. Smaller scale community and neighbourhood nodes play an important role in providing services to the surrounding neighbourhoods, providing a range of housing opportunities and, providing a recognized sense of place for these neighbourhoods.

**GROWTH CENTRES**



Growth Centres are the highest in the hierarchy of nodes in Windsor due to their scale, density, range of uses, function and identity (or future identity). Growth Centres should be planned for:

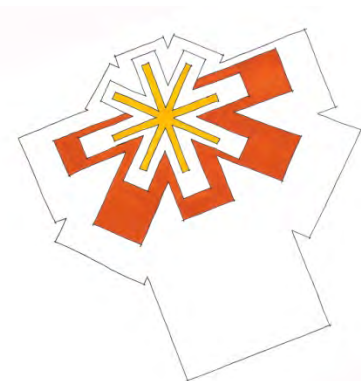
- As focal areas for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses;
- To accommodate and support major transit infrastructure;
- To serve as high density major employment centres that will attract provincially, nationally or, internationally significant employment uses;
- To accommodate a significant share of population and employment growth; and,
- At a density of a minimum of 200 persons and jobs per net hectare;
- Minimum density for new residential-only development is 80 units per net hectare.

The following table describes the density ranges discussed in this report:

<b>Table 1: Density Ranges</b>	
<b>Density</b>	<b>Description</b>
Low Density	Low Density means between 22 and 30 units per net hectare (UNPH); less than 75 people/jobs per net hectare
Medium Density	Medium Density means 30-80 UPNH; 75-200 people/jobs per net hectare
High Density	High Density means more than 80 UPNH; More than 200 people/jobs per net hectare

Growth Centres are considered to be the dominant regional nodes.

**City Centre Growth Centre**



City Centre Growth Centre is the area of Windsor predominantly situated in the downtown core and within the City Centre Planning District. This area is generally called Windsor’s ‘downtown area’ or ‘core area’.

After relocating the Municipal Office (City Hall) from Sandwich/Mill area to the current location many years ago, Windsor’s downtown Core is the focal area for investment in public service, commercial, recreational, cultural and entertainment uses.

The City Centre accommodates and supports Windsor’s main transit depot and infrastructure. The area enjoys frequent public transit service. Major roads include Ouellette Avenue, Wyandotte Street, University Avenue, and Riverside Drive, connecting the City Centre Growth area to the rest of the City. The Centre has, in recent years, been experiencing an increase in retail



commercial vacancies. The retail commercial situation is described in detail in the Commercial Demand and Supply Analysis report, discussed earlier in this report.

Recent relocation of institutional uses to the City Centre is a welcome move for new growth. There is strong interest in attracting more institutional uses to the City Centre.

As a designated growth area in the Official Plan, the City Centre has the capacity to serve as a high density employment centre that will attract provincially, nationally and internationally significant employment. Currently, the City centre Growth Centre has a mix of uses. Intensification should be encouraged across all the uses.

The Windsor-Detroit Tunnel is located in the downtown Windsor and provides regional and international exposure to the Core area and the entire City. The Tunnel is a major economic, social, and political boost to the City Centre and the entire City.

Key features of the City Centre Growth Centre include

- Gateway to the City and Country
- The Riverfront, which provides entertainment and tourist opportunities
- City Hall Square – 350 and 400 Buildings (Government Office Use)
- Federal and Provincial Government Offices
- Caesar’s Windsor Casino
- St. Clair Centre for Arts - Institutional and Commercial Uses
- Municipal Police headquarters
- City Centre Transit Terminal
- Candarel Building – Office and other Commercial Uses
- Major Bank buildings
- Places of worship
- Community Centres
- Several major Hotels

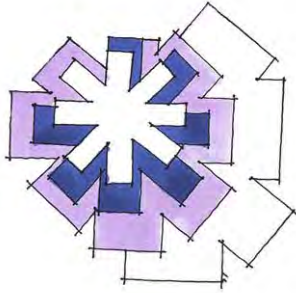
### **MAJOR ACTIVITY CENTRES**

Major Activity Centres are the second in the hierarchy of nodes in Windsor. The following comprise Windsor’s Major Activity Centres:

1. Regional Commercial Centres
2. Regional Institutional Centres
3. Regional Employment Centres
4. Regional Open Space System

These types of nodes are considered to be sub-regional in the context of Windsor and were originally planned as single-use facilities that have evolved into multi-use urban areas with a variety of densities. Typically, these nodes have the potential to be important destinations within the regional public transit network. Future residential development and redevelopment at Major Activity Centres should be medium (30 units per net hectare) to high-density (80+ units per net hectare). Residential intensification is desired at or near Major Activity Centres. Development surrounding these locations will be subject to the preparation of a Secondary Plan.

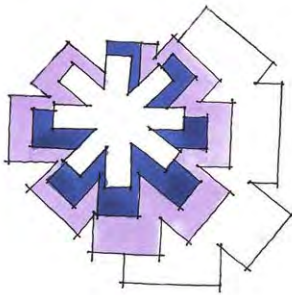
## Regional Commercial Centres



Regional Commercial Centres are a type of Major Activity Centre where commercial services are provided to residents across the city and region. This type of node also provides the location for serving the daily and weekly shopping needs of residents living near or at the node. Regional Commercial Centres may also function as employment centres providing population serving offices, retail, personal services and local institutions.

In the future, these nodes should function as vibrant mixed-use commercial-residential neighbourhoods serving a denser population. Ideally, the predominant form of new or redeveloped housing should be medium and high-density residential buildings with ground floor and possibly second floor commercial uses and upper floor residential dwellings.

## Devonshire Mall



Devonshire Mall is a Regional Commercial Centre located on the south side of the E.C. Row Expressway, east of Howard Avenue. Devonshire Mall has grown over the years, since its inception in the early 70s, and has become Windsor's largest shopping centre. The shopping centre contains a variety of commercial activities such as financial institutions, department stores, pharmacies, restaurants, specialty retailers, personal services, professional studios and places of entertainment. To the north is the Howard Avenue City Corridor with its variety of commercial activities.

Directly opposite the mall, on the west side of Howard, is the Roundhouse centre, which was developed in the late 1980's. The Roundhouse centre provides additional retail opportunities to Devonshire Mall. The centre contains a variety of commercial activities such as financial institutions, retail commercial, pharmacy and specialty retailers.

This Regional Commercial Centre is serviced by Howard Avenue, Division Road, and E. C. Row Expressway. There is regional and local linkage via these major routes. This facility houses a major transfer point between several of Windsor's transit routes and provides connections to two neighbourhood feeder routes.

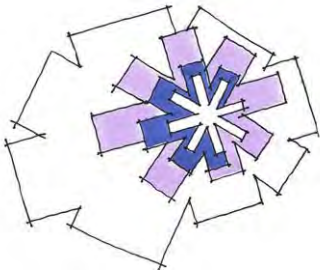
There are residential communities and developments (e.g. Devonshire Heights, Kenilworth Subdivision, and Remington Park) within walking distance to the Centre. These communities and developments further enhance the economic viability of the regional commercial centre.

Key features of Devonshire Mall as a Regional Commercial Centre:

- Mall's location along Howard Avenue. Howard Avenue provides a transportation link for visitors and residents from the Airport, 401, County, and nearby residential neighbourhoods to/from downtown Windsor

- Mall's proximity to the E.C. Row Expressway exit ramps enhances its prominence in the region. The E.C. Row links the City to the rest of the region
- Mall's offer of a variety of commercial activities, and an abundance of parking
- Provides regional scale retail functions
- Has a transit facility for easy access by Public transportation (bus and taxi)
- Existing railroad line on west side of node and has future potential for heavy rail or light rail service
- Serves a large portion of the region
- Provides major employment opportunities

### **Lauzon Parkway and Tecumseh Road East**



This area is anchored by a sub-regional shopping mall with two major anchor tenants, one of which is a grocery store. This facility houses a major transfer point between several of Windsor's transit routes and provides connections to two neighbourhood feeder routes.

The area is central to two main roads, Lauzon Parkway running north-south and Tecumseh Road. Both roads provide access to the entire east end of the city.

Diagonally opposite Tecumseh Mall is another shopping facility with grocery, and retail commercial. Other retail shopping areas are adjacent to both of these facilities along Tecumseh Road offering a variety of services and retail including large format retailers for home improvements, financial services, retail commercial and specialty retail. Nearly the entire area is currently automobile-oriented and has a vast amount of surface parking.

On the periphery of this area lie medium density residential, small two and three story apartment buildings and walk up town homes. There are only two higher-rise residential buildings. The majority of this residential is cut off from the retail area as it lies on the periphery of the main retail area, lacks direct walking connections to the area and has vast expanses of parking lots with little in the way of connecting pedestrian corridors between retail areas.

Key Features Include:

- One Indoor Mall with Grocery, Pharmacy and Postal Outlet
- Large Format Retail – Grocery, Clothing, Home Improvement
- Banks and other financial institutions.
- Restaurants
- Specialty Retail
- Auto Dealerships
- Major Transit Transfer Station

### **Huron Church Road and Tecumseh Road West**



Situated approximately 1.6km (1 Mile) south of the University of Windsor and the Ambassador Bridge crossing with Detroit, this regionally significant commercial centre was established in the late 1950's and has served the local residential population as well as the University and transient (tourist) populations with basic commercial services. This Centre has retail commercial outlets near the intersection of the Huron Church Road and Tecumseh Road West.

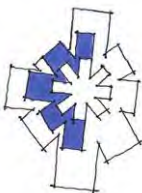
Immediately west of this centre is the Windsor Western Hospital Centre on Prince Road. Recent commercial development has seen several ancillary medical services (pharmacies, medical offices) developed along the Huron Church Corridor.

Key Features of this node:

- Provides a transportation link for visitors, residents and medical emergency services for Windsor Western Hospital Centre.
- Strategic location between the two international border crossings provides potential for further development as a travel destination for visitors.
- The existing commercial centre at the north end continues to provide basic needs for the abutting residential, university and transient (visitor) populations.
- The mix of regional and local scale retail outlets offers opportunity for future development.
- Provides employment opportunity for the service industry sector as well as regional hospitality sector.

For the greater part development at this Centre has been to the east of Huron Church. This can be attributed to the earlier attempts to develop the "Green Corridor" along Huron Church from the Ambassador Bridge to E.C. Row.

### **Banwell Road and Twin Oaks (future)**

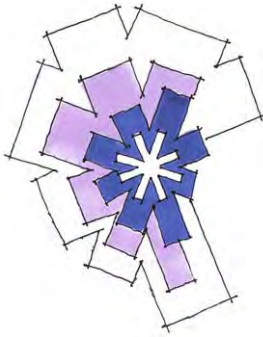


This future Regional Commercial Centre will be generally located to the southwest of the E.C. Row Expressway and Banwell Road interchange. It is expected that the developments will be comprised of a mix of retail and office commercial uses at regional and local scales. On the north side of the future E.C. Row interchange is the large low-to-medium-density residential community of East Riverside. To the west are a series of industrial areas along the E.C. Row Expressway and Windsor International Airport. To the south is the Canadian Pacific Railway corridor and to the east is a predominantly residential area within the Town of Tecumseh.

Key features of this future node are:

- Access to transit, E.C. Row Expressway, arterial and collector roads.
- Adjacent to the Sandwich South Planning District.
- Potential access to the rail network.

### **Walker Road South**



The Walker Road South Regional Commercial Centre is located northwest of the intersection of Walker Road and Provincial Road adjacent to Provincial Highway 401. The area is comprised of a series of big-box power centre developments and retail commercial strip malls that mostly front along Walker Road. The retailers at this location serve a regional market as well as residents who live in the subdivisions to the north and west of the area. Development in this area is predominantly automobile-oriented as the retail stores are located some distance from sidewalks and public transit routes. Future residential development may occur to the east and northeast of this node in the area included in the East Pelton Secondary Plan.

Key features of this node are:

- One of the primary gateways to the City of Windsor.
- Access to Walker Road and close proximity to Provincial Highway 401.
- Adjacent to the Sandwich South Planning District.
- Potential access to the rail network.
- Nearby hotels.

### **Ojibway Parkway and Sprucewood Avenue (future)**

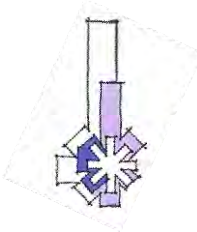


This future Regional Commercial Centre will be located to the northeast of the intersection of Ojibway Parkway and Sprucewood Avenue. It is expected that the developments will be comprised of a mix of retail commercial uses at regional and local scales. This future Regional Commercial Centre presently has some smaller retail commercial uses and a large entertainment use (Windsor Raceway). Natural areas are located to the north and east, Ojibway Parkway and a Regional Employment Centre are located to the west, a golf course and residential community is located to the south, and a residential area in the Town of LaSalle is located to the south east.

Key features of this future node are:

- Access to Ojibway Parkway.
- Proximity to the Windsor-Essex Parkway.
- Proximity to a future border crossing.

### **Howard Avenue and Tecumseh Road East**



Howard and Tecumseh East Regional Commercial Centre is an area generally within 400m radius of the intersection of Howard Avenue and Tecumseh Road. The northern quadrants have more commercial and less residential character, while the south quadrants have more residential and less commercial character. The neighbourhood is close to

downtown Windsor, and is serviced by arterial roads, one collector road, and local roads. There is transit service along Howard Avenue, Tecumseh Road, and Parent Avenue segments of the node. Sidewalks exist along all the roads for pedestrians.

The northeast quadrant contains commercial uses, a park, and residential uses. The cornerstone of this quadrant is Windsor Health Centre, which provide medical offices, pharmacy, and other accessory retail uses.

The southeast quadrant contains some commercial activities, but predominantly residential uses as you move farther away from the nodal point. The key elements of this quadrant are the commercial plaza along Tecumseh frontage, the low profile residential buildings, a heritage building converted recently from school to condominium, and a park.

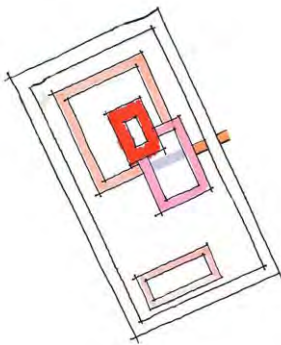
The south west quadrant contains institutional, commercial, and residential uses. There are open space uses farther from the nodal point. Key elements of this quadrant include the commercial plaza at the nodal point; two high schools, which are both heritage buildings; the Windsor Stadium; and low profile residential buildings.

The northwest quadrant contains commercial, industrial, and residential uses. Key elements include a major commercial centre and gas station at the intersection of McDougall and Tecumseh; industrial buildings along McDougall Street.

Key features include:

- Schools
- Pharmacy
- Houses
- Parks
- Restaurants
- Business Offices
- Medical Offices
- Retail Stores
- Gas Station
- Warehouses/Plants

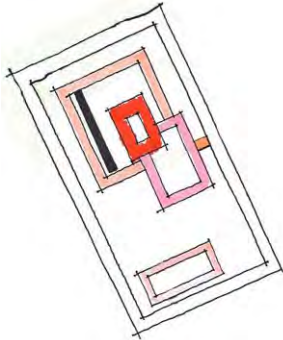
## **Regional Institutional Centres**



Regional Institutional Centres are a type of Major Activity Centre where institutional services are provided to residents across the city and region. This type of node typically serves as a location for the provision of hospital-based health care and/or major post-secondary education institutions. Regional Institutional Centres can also function as employment centres providing jobs in the health care, education, research and development, offices, retail and personal service sectors.



## **University of Windsor**

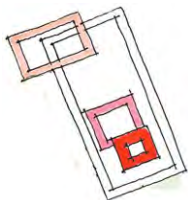


Incorporated in 1962, and situated on the original site of Assumption College (1857) is the one of the City's two institutions for higher education consisting of 51 hectares (125 acres) on one campus in a primarily residential district in the west end of the City. It's location at the foot of the Ambassador Bridge and near the Detroit River waterfront identifies it with the international connection of this institution. The student body has a wide range of programs (140 undergraduate and graduate) and has lead to the support of the commercial business along Wyandotte Street W and in Olde Sandwich Towne.

Key elements of this node:

- Recent expansions include a state-of –the-art Medical Education Building, cutting edge Centre for Engineering Innovation, and increased Human Kinetics facilities strengthens this as a significant Institutional Centre
- Public transportation and bikeway development is essential for the University population, and is currently serviced by major arterial routes including; Huron Church, Wyandotte Road W, as well as University Avenue and Riverside Dr. W to the north of the campus.
- Relationships with development potentials along Wyandotte Road W and Olde Sandwich Towne are to be encouraged.
- Historic relationship to the Assumption College offer a strength for heritage preservation
- Housing needs for students offers potential for residential development in the form of infill housing in abutting single family residential district as well medium to higher-density residential located near the Huron Church Road Corridor.

## **St. Clair College**



Founded in 1966, St. Clair College's Main Campus is situated along to arterial roads of Cabana Road W and Talbot Road W (soon to be part of the Windsor-Essex Parkway). The college offers 85 post graduate programs primarily in technological and skilled trades which offer a source for the employment sector in these areas of the city. Currently, the existing commercial outlet at Windsor Crossing (LaSalle) benefits from the college's southern location, however the current development of the Windsor-Essex Parkway will see a greater dependency on the city's commercial infrastructure especially in the South Windsor area.

Key elements of this node:

- Establishment of the Windsor-Essex Parkway will foster a stronger relationship between the college's main campus and development in South Windsor especially along the Windsor-Essex Parkway service roads and the Dougall and Cabana Commercial Centre.
- The need for student housing provides an increased population density for the development of commercial services at the Dougall and Cabana and Howard and Cabana Neighbourhood Nodes.
- The great extent of the green space on the main campus contributes to the overall green character of the Windsor-Essex Parkway and should be further encouraged and preserved.
- Location of the college at the periphery of the city limits requires strong public transportation and road network to connect it to the commercial centres including Devonshire Mall and the Walker Road Regional Commercial Centre.

### **Windsor Regional Hospital**



The Windsor Regional Hospital Regional Institutional Centre is located on Tecumseh Road, west of Walker Road. Nearby uses include other specialty medical offices, including dentists, orthodontists, eye doctors, allergists and mobility doctors and physiotherapists. The facility serves as a community hospital. Adjacent to the hospital is a commercial corridor that contains specialty retail, grocery and a few restaurants. Two large churches and one funeral home exist opposite the hospital and the surrounding area is comprised of single detached homes. The majority of the area is auto oriented, with only Tecumseh Road, west of the Hospital offering more pedestrian scale development.

There is a transfer point between a very frequent cross-city transit route on Tecumseh Road and a less frequent but important neighbourhood route which connects this area to areas north and south of the Hospital.

Key Features Include:

- Large Regional Hospital
- Specialty Medical
- Specialty Retail
- Convenience Stores
- Restaurants
- Churches
- Funeral Home
- Transit Transfer Point

### **Hôtel-Dieu Grace Hospital**



Hôtel-Dieu Grace Hospital is a Regional Institutional Centre located on the south of Windsor's City Centre Planning District, fronting Ouellette Avenue, Goyeau Street, and Erie Street East.



Hôtel-Dieu of St. Joseph Hospital is the oldest hospital in Windsor, Ontario. It was founded in 1888 by Dean James Theodore Wagner, Pastor of St. Alphonsus Parish. The original facility was a three-story brick building. Over the years Hôtel-Dieu of St. Joseph Hospital was renovated and expanded several times, adding more beds as the need arose. In 1963 the original 1888 building, being the oldest part of the hospital, was demolished.

The hospital continues to expand to meet the ever increasing health needs of this region. Hôtel-Dieu Grace Hospital serves not only as a regional hospital, but also as a community hospital.

Hôtel-Dieu Grace Hospital is this region's premier tertiary acute care hospital, providing advanced care in the areas of complex trauma, renal dialysis, acute mental health, cardiac care, stroke and neurosurgical, and the broad foundation of medical and surgical services required to support these areas of specialization.

Key elements of Hôtel-Dieu Grace Hospital as a Regional Institutional Centre:

- Provides regional scale institutional functions
- Situated along a major transit route. Provides major employment opportunity
- Provides service for the entire region
- Provides clinical support for educational training for new nurses and medical students within and outside the region
- Listed in Ontario Heritage registry

### **Windsor Western Hospital Centre**



The Western Campus of Windsor Regional Hospital is a Centre of Excellence for Rehabilitation, Complex Continuing Care, Specialized Mental Health, and Long Term Care. The hospital has had a presence at the location since 1922 when the Imperial Order of the Daughters of the Empire established the Essex County Sanatorium on the site. In 1972 the site was amalgamated as the western Campus of the Windsor Regional Hospital with the Metropolitan Hospital in the east end of the city. In 1971, the Windsor Regional Children's Centre (John McGivney Centre) was developed at the southern end of the property and currently the western campus is expanding its facilities for the community Mental Health Clinic providing rehabilitation services in both mental disorders and addictions. The facility also provides continuing care services for 145 long-term patients at the Malden Park Complex.

The facility is also serviced by the medical clinics and pharmaceutical outlets found along the Huron Church Road Tecumseh Road W Centre (corridor).

Key elements of this node:

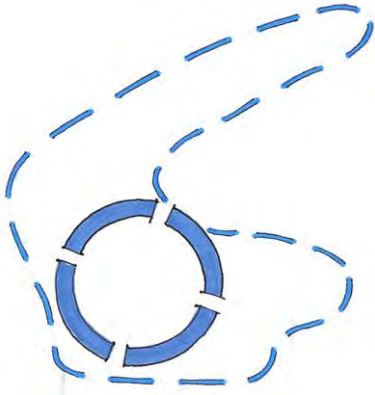
- Focus of the community
- Linked strongly to the commercial development along Huron Church
- Situated on Prince Road (and Matchette Road for John McGivney Centre)
- Provides a major specialized employment opportunity along with commercial associated opportunities for adjoining Commercial Centre at Tecumseh and Huron (actually Huron and Totten).

**Regional Employment Centres**



Regional Employment Centres are a type of Major Activity Centre where a large number of jobs are located. This type of node typically serves as a location for the large scale manufacturing or distribution of goods. Additionally, retail, office and personal service uses may be established as ancillary uses.

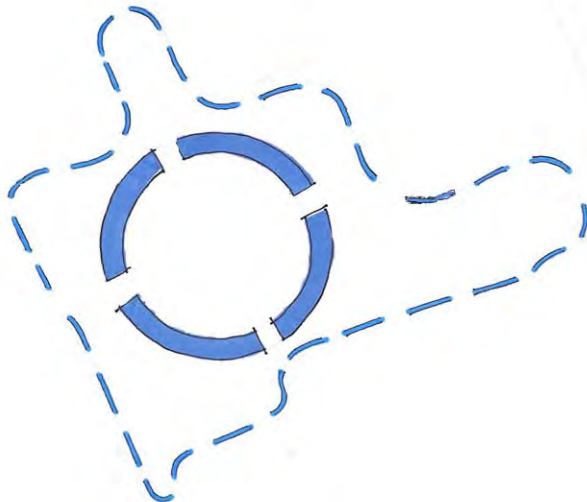
**Windsor International Airport**



The future development of employment lands on the Windsor International Airport property will be guided by the forthcoming Windsor International Airport Master Plan. Lands generally east and south of the current airport are planned for future employment uses. Lands immediately adjacent to the current airport are ideally suited aviation-related uses. Preliminary employment developments include several advanced manufacturing facilities and an aircraft maintenance-repair-overhaul service provider.

In addition to the transportation services offered through airport operations, Windsor International Airport lands have direct connections to County Road 42 and are in close proximity to Walker Road, the planned Lauzon Parkway extension, E.C. Row Expressway and the Canadian Pacific Railway.

**Deziel/Rhodes Regional Employment Centre**



The area surrounding the interchange of Central and E.C. Row Expressway is a busy hub with a wide variety of employment. Initially constructed as an industrial and manufacturing area, the area now houses business park uses including offices for consulting firms, financial offices and warehousing operations. Municipal service offices include a waste transfer station / recycling centre and the Transit Windsor office which houses the main bus storage and repair facility.

Supporting services include only a few small restaurants.

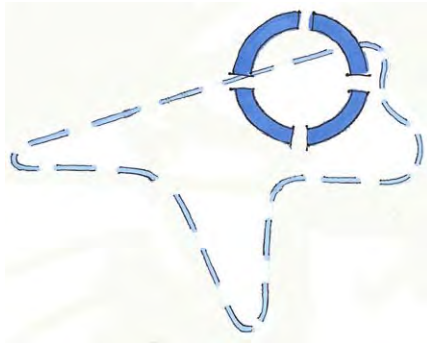
The area is automobile-oriented. Development density is low and office uses are single floor and sprawling. Sidewalks are not present on most roadways. The scale of development, coupled with the E.C. Row Expressway and the Canadian Pacific Railway (CPR) tracks are substantial barriers to active transportation. Transit services are limited, infrequent and linked at Tecumseh Road with no connections westward towards Walker Road. Vehicle congestion in the during peak hours is serious concern.

North of E.C. Row Expressway and the CPR tracks, significant lands are available for development. Historically, a large manufacturing facility was located at the southeast corner of Central and Grand Marais but the site is currently underutilized as a new vehicle storage facility.

Key Features Include:

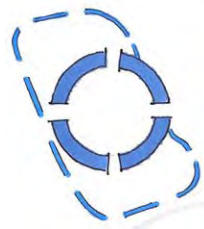
- Manufacturing
- Offices
- Warehouse
- Pharmaceutical
- Printers
- Logistics

### **Twin Oaks Industrial Park**



Twin Oaks Industrial Park is located in the area bound by EC Row Expressway to the north, Little River to the west, the Canadian Pacific Railway tracks to the south and, Banwell Road to the east. This node is located between two transportation corridors, adjacent to Lauzon Parkway and a short distance away from the Forest Glade Park Neighbourhood Node.

### **Chrysler Plant**



As one of the single largest employers in Windsor and Essex County, this area of Windsor attracts a significant number of people. The area centres on Tecumseh Road East and Drouillard / Chrysler Centre. However, services in the area are somewhat limited. The employment area is immediately adjacent and to the east of the Windsor Regional Hospital node. As such, there is some overlap with available services to the west.

Surrounding the large plant complex are some specialty retail, restaurants, banks and a significant quantity of specialty medical services. To the east, north and west lies some low density residential. There is very little medium-density residential in the area.

The area is very automobile-oriented, with only a small portion along Tecumseh Road being more pedestrian focused. Transit service is along Tecumseh Road East. Transit offers quick travel to both downtown as well as the Tecumseh Mall area. There is a transfer to a less frequent route that connects the area to the neighbourhoods nearby.

### **Ford Plant to Hawthorne Dr**



This Regional Employment Centre can best be described as lands bounded on the south by the E. C. Row Expressway, on the north by Hawthorne Drive, on the east by Lauzon Parkway, and on the west by Jefferson Boulevard. Canadian National Rail Yard runs along the west side of the Centre and provided the transportation facility for commerce and trade. The rail location provides easy access for rail shipment of products and raw materials locally, regionally, nationally, and internationally.

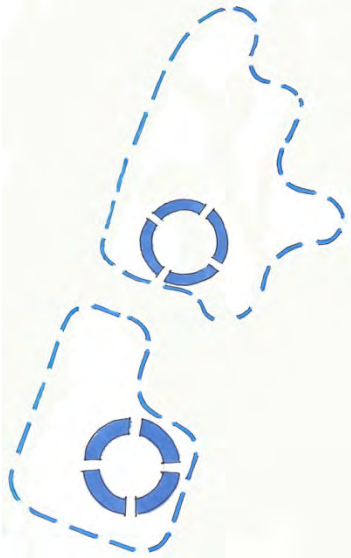
The predominant activities within this Centre are heavy and light industrial activities such as manufacturing plants, machine shops, bottling plants, heavy repair shops, tool and die shops, warehouses, wholesale stores, and storage facilities. These activities all generate employment within and stimulate the economy within the City and the entire Region.

Ford Company of Canada is one of the leading employers in the Region. The Company occupies more than half of the land area within this Centre. Ford's Manufacturing Plant for Auto Engineering creates major employment opportunity within the region.

The Ford-Hawthorne Employment Centre is surrounded on the east by row houses, nursing home, commercial and institutional activities; on the north mostly by industrial activities along Hawthorne Drive; on the west by houses along Jefferson Boulevard; and on the south by the E. C. Row Expressway.

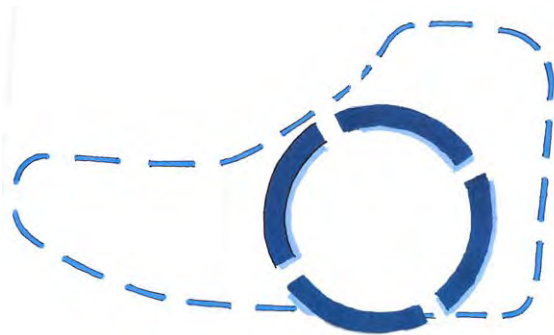
The E.C. Row Expressway provides the regional transit for road transportation, and facilitates product distribution within the region. Hawthorne Avenue carries the bikeway and trails in the Centre. Cantelon Drive carries the transit service from Lauzon Parkway to/from the Centre.

### **Ojibway (Prospect Avenue to Morton Dr)**



The Ojibway Regional Employment Centre is generally located west of the Ojibway Parkway, along the southern boundary of Windsor, along the Detroit River to Prospect Avenue. The area features transportation access to the Detroit River and the St. Lawrence Seaway, the Essex Terminal Railway, Ojibway Parkway and is in close proximity to the future Detroit River International Crossing and Windsor-Essex Parkway. The area features large industries including mineral extraction, trans-shipment facilities, construction materials, power generation and manufacturing. The area is generally bisected by a large natural heritage feature that is generally between Broadway Street and Weaver Road. There is vacant land that could support additional future employment uses.

### **Sandwich South (Lauzon Pkwy at Hwy 401)**



The Sandwich South Regional Employment Centre will be located generally to the north and west of the interchange between Highway 401 and the Lauzon Parkway. It is anticipated that servicing for this area is going to be installed before 2020. The initial development focus for the growth centre will be Employment Lands with access to the 400-series Highway system, international border crossings, Windsor

International Airport and the rail network that connects local industries to all of North America.

The Sandwich South Regional Employment Centre will be located north of Provincial Highway 401 and on both the east and west sides of the future Lauzon Parkway extension connecting Highway 401 and E.C.Row Expressway. It is anticipated that servicing will be installed in this area before 2020. The area is a short distance from Windsor International Airport and is being planned to have access to an expressway interchange and potential future rail access. This area is the last major undeveloped stretch of vacant urban land along the Highway 401 corridor in Ontario and is in close proximity to multiple international border crossings with the United States. A key attribute of this area is that the terrain is flat and there is very little variation in elevation.

## **Regional Open Space System**



The Regional Open Space System includes the major natural and open space features that form part of a continuous system throughout Windsor. Some components of the Regional Open Space System are also designated as Natural Heritage in the Official Plan although not all Natural Heritage features are components of the Regional Open Space System. The Regional Open Space System includes an existing and future natural and naturalized corridor around Windsor with opportunities for future recreation and recreational pathways.

## **NEIGHBOURHOOD NODES**



Neighbourhood Nodes are small-scale centres typically focused on retail and service commercial uses. The function of Neighbourhood Nodes is to provide retail, personal services and government services to residents living in neighbourhoods at or near these locations. Many of these services are within 400 metres of area residents, suggesting that they can be reached within a 5-minute walk. Mixed use street-level commercial and upper-level commercial or residential uses are encouraged at Neighbourhood Nodes. Neighbourhood Nodes are intended to provide a limited employment function through commercial, minor institutional and government services. Residential intensification up to medium densities is encouraged at Neighbourhood Nodes. Medium density is considered 30 to 80 units per net hectare.

## **Sandwich**



The Sandwich Neighbourhood Node is an area within a 400m radius of the intersection of Sandwich and Mill Streets. The neighbourhood is in West Windsor, within the Sandwich Heritage Area, and is serviced by arterial, collector, and local roads. Existing transit service is along Sandwich and Mill Streets segment of the node.

The Sandwich Neighbourhood Node was the seat of government and courts in the region, until the rise of the present day downtown Windsor. The area contains a concentration of buildings designated or listed in the heritage register. The neighbourhood has existing trails and bikeways. It had a vibrant economic and social outlook until the mid-1990s.

The northeast quadrant contains mixed use developments (retail commercial mixed with residential apartments), primary school, lodging house, single detached houses, and apartment buildings. The commercial activities are mostly along Sandwich Street, few of those are along Mill Street.

The southeast quadrant contains government buildings such as Mackenzie Hall, Windsor Jail House, Sandwich Post Office Building, and Sandwich Town Hall; apartment



buildings; town houses; duplexes, semi-detached and single detached houses; pharmacy with clinic; and church.

The southwest quadrant contains retail commercial buildings, restaurants, mixed use buildings, apartment buildings, single detached dwellings, school, police station, library, church, and offices. The underdeveloped lands along the Detroit River, west of Russell Street are owned by The City of Windsor, Windsor Port Authority, and the Canadian Transit Company Trustee, and are used for industrial activities.

The northwest quadrant contains retail commercial apartment buildings, and single detached dwellings all on the east side of Russell Street. The west side of Russell Street is occupied by a cement plant, Windsor Port Authority, and Park.

Key Features include:

- Churches
- Schools
- Houses – Single detached houses, row houses
- Apartment Buildings/Condos – medium height
- Library
- Post Office
- Medical Office
- Retail Stores
- Restaurants
- Government buildings and lands
- Police Station

### **Yorctown (Grand Marais Road West and Dominion Boulevard)**



Dominion and Grand Marais Neighbourhood Node is an area within a 400m radius of the intersection of Dominion Boulevard and Grand Marais Road West. The neighbourhood is in South Windsor, and is serviced by collector roads, and local roads. There is transit service along Dominion Boulevard segment of the node. The neighbourhood has existing trails and bikeways. It was vibrant in the 1980's and currently, attempts to maintain a share of the market as a result of commercial development that has occurred along Dougall Avenue.

The northeast quadrant contains a primary school and single detached houses. The southeast quadrant contains a commercial plaza, a Montessori school, and a church along the Grand Marais frontage from Dominion intersection. The remainder of Grand Marais frontage, along with south part of West Grand Boulevard is predominantly single detached houses.

The south west quadrant contains a commercial plaza, pharmacy, restaurant, medium height apartment buildings and condos along 400m frontage of Grand Marais Road in this quadrant. The remainder of this quadrant is predominantly single detached houses. The Grand Marais Drain runs north of the single detached housing area.

The northwest quadrant contains retail store, gas station, library, a bank, a post office building, and a medical office building all along the Grand Marais frontage. Single detached houses occupy the rest of the quadrant.

Key Features include:

- Churches
- Schools
- Houses – Single detached
- Apartment Buildings/Condos – medium height
- Library
- Post Office
- Medical Offices
- Retail Stores
- Restaurants
- Bank

### **Roseland (Howard Avenue and Cabana Road)**



This node is located at the intersection of Howard Avenue and Cabana Road. There are several developments along Cabana Road near Howard Avenue and this is separated from the Dougall Avenue and Cabana Road

Neighbourhood Node by a significant residential development of larger single family residences.

The Commercial Node south of Cabana is characteristic of neighbourhood centre with varying suburban style retail, restaurant and medical services.

Key elements of this node:

- Provides public transportation east and north of the neighbourhood to the downtown
- Designated for future Bicycle route corridor along Cabana and North of the centre
- Roseland Golf Course to the west of the commercial centre provides a transient population that requires commercial development in the form of restaurants and similar services
- Vacant land on both the northwest corner of the centre as well as a large tract southeast of the established commercial development offers opportunity for development of a more significant commercial node to service the neighbourhood.
- Increasing demand for commercial development along the Dougall Avenue Corridor will see southward expansion which may result in this Commercial Node becoming a more significant anchor to of this Corridor.



## **Pillette Village**



This area has been seeing significant growth over the last few years. Nearby Coventry Gardens has attracted significant high rise development along the Detroit River waterfront with a view of Belle Isle in Detroit. This high density development and the large waterfront park nearby have made this an attractive area to live and to shop.

The area contains banks, a pharmacy/grocery store, convenience stores, clothing stores, furniture store, medical offices, offices, high school, and a number of churches. These services are supported by the nearby high density residential buildings and apartments over the storefronts.

The node is pedestrian and transit focused. The intersection of Pillette and Wyandotte is a transfer point between two frequent routes offering excellent connections to the east end and downtown.

### Key Features Include

- Pharmacy
- Grocery
- Convenience Stores
- Specialty Stores
- Medical / Dental
- Entertainment
- School
- Churches
- Post Office
- High Density Residential

## **Ford City**



The Ford City area is in the process of revitalization. Historically developed around the Ford plant in the early 20<sup>th</sup> century, this neighbourhood boomed through the first half and well into the 2<sup>nd</sup> half of the century. In recent years, there has been a community-led effort to redevelop the neighbourhood with a focus on retaining and attracting new businesses to serve the local community as well as promoting community safety.

The node is pedestrian and transit focused. The core retail area along Drouillard Road is within walking distance from the surrounding residences. Transit service is offered along most of Drouillard Road with connections to the east end and downtown at the intersections of Seminole Street and Tecumseh Road East.

## Key Features Include

- Community Centre
- Convenience Stores
- Offices
- Personal Service Shops
- Entertainment
- Restaurants
- Churches

## **Central and Tecumseh**



This node is focused on a small retail mall / plaza anchored on a large grocery store. With a high amount of retail offerings, as well as some office use and a full range of personal service shops and banks, this area serves the adjacent neighbourhood and beyond. Low density residential surrounds the area, with only a small number of medium density residential units, some along Tecumseh, most south on Central. Two very large parks are adjacent to the node, one of which houses a significant number of soccer tournaments; the other is well utilized for baseball.

Retail is located along Tecumseh Road East frontage well beyond the intersection with Central Avenue. Tecumseh Road offers many specialty stores, personal service shops, a furniture store, two banks, grocery store, banks, doctors' offices, dentists, pharmacy, convenience stores and restaurants. Central Avenue land uses include an office, two cultural clubs and a gym.

The node is reasonably pedestrian focused, with most attractions very close to the street and within very short walking distance from the adjacent neighbourhood. Transit service is very frequent and two routes interline along Tecumseh Road offering transfers to a neighbourhood route.

## Key Features Include:

- Specialty Retail
- Banks
- Grocery Store
- Pharmacy
- Dentist
- Offices
- Restaurants
- Personal Service Shops
- Churches
- Parks

## **Lauzon and Wyandotte**



Situated in the north eastern end of the city this commercial centre has seen some major redevelopment in the recent past, with several additional proposals being considered by the private sector. The recent development of a large box Pharmacy at the corner of Wyandotte and Frank has been the catalyst to development in this area.

The commercial core is equally situated in the middle of a broad representation of commercial development in varying scales. East of the node is larger traditional suburban commercial retail, while the commercial operations west and south of the node are characterized by smaller personal service retail and restaurant outlets. At and near the south-west corner of the commercial node are some medical clinics.

While the bulk of the commercial land uses run east and west along Wyandotte St, there is a very well established residential population of single family housing to both the north and south along Lauzon Road to provide the neighbourhood population that would constitute a viable Neighbourhood Node.

Key features include:

- Access to Lauzon Parkway
- Transit service
- Grocery stores
- Pharmacies
- Restaurants
- Specialty Retail
- Personal Service Shops

## **Forest Glade Park**



Forest Glade Park exists as a planned neighbourhood from the 1970's and the centralized development of the Forest Glade Park, Community Centre, Forest Glade Arena and Commercial Shopping centre create the core of this Neighbourhood Node. Within the node is a core of high density residential with both a privately run seniors' facility and a residential housing unit. The node is surrounded by the community consisting of single detached residential units which connect to the Collector Roads of Wildwood Drive and Forest Glade Drive, with the latter being the more prominent thoroughfare. Immediately west of the node is further commercial development that connects the node to the major Arterial road of Lauzon Parkway which provides the neighbourhood with direct access to the E.C.Row expressway.

Key elements of this node:

- Provides public transportation to the City and direct access to the E.C.Row Express way via Lauzon Parkway.
- Is comprised of all the necessary components that make a healthy neighbourhood node.

- Provides commercial, public green space and a variety of residential densities to sustain the node.
- Strategic location has resulted in very little turn over in the commercial sector, providing a consistent and reliable commercial venue for the residents.
- The cultural facility at the corner of Lauzon Pkwy and Forest Glade Dr draws residents from other areas of the community.
- Combined with the Arena, community centre and college there is diverse amount of public gathering spaces that the community can use.

### **Seminole and George**



This smaller neighbourhood node fills the gap between Pillette Village and the Central and Tecumseh Road node. Anchored by a home improvement store and a pharmacy, this intersection and the adjacent corridor provide for a surprisingly wide variety of services. The corridor is pedestrian friendly. Most stores line the street with parking at the side or the rear. The area surrounding the node is predominantly low density residential. A mix of medium density development does exist along parts of the adjacent corridor.

Two transit routes travel through the area. One route has relatively frequent service with direct connections to both Downtown and Pillette Village, and the other connects to either Central and Tecumseh or Pillette and Tecumseh and on to the Rhodes Drive employment area.

Specialty stores, electronics repair shops, restaurants, personal service shops as well as a few small offices and medium density residential all line the street. There are numerous parks in the area including one very large park to the immediate west of the node. A library flanks the eastern part of the node.

Key features Include:

- Specialty Retail
- Pharmacy
- Restaurants
- Library
- Service shops

### **Walker and Ottawa**



What had once been a highly developed light to industrial area (General Motors Transmission Plant) augmented by low density residential housing, the intersection has seen in great deal of commercial-oriented development in the last decades partly due to the relocation of the downtown urban farmers' market to this location (relocated in 1996 by the casino development from its former downtown location). The combined industrial and commercial uses have seen this node develop as a traditional urban centre with a variety of specialty shops, banking institutions and other commercial conveniences. With the closure of the General Motors plant in 2008,

the commercial entity has been able to remain viable with continued interest in commercial development. The potential of this node is that it can be further integrated into the Ottawa Street Mall which lies to the west of the intersection and the Walkerville Heritage area that extends into the north-eastern corner of the node.

Key elements of this node:

- Provides ease of access by all modes of transportation including public and pedestrian to the Ottawa Village Mall and Walkerville Heritage District.
- Is comprised of all the necessary components that make a healthy neighbourhood node.
- Provides commercial, industrial opportunities and a variety of residential densities to sustain the node.
- Has been able to continue to thrive even after the closure of the primary industrial employment generator.
- Closure of the General Motors plant offers growth potential for the node.
- Lands on the east side of Walker Road offer potential for infill development including commercial and light industrial.

## **NEIGHBOURHOODS**

Neighbourhoods are the most basic component of Windsor's urban structure and occupy the greatest proportion of the City. Neighbourhoods are stable, low-to-medium-density residential areas and are comprised of local streets, parks, open spaces, schools, minor institutions and neighbourhood and convenience scale retail services.

The three dominant types of dwellings in Windsor's neighbourhoods are single detached, semi-detached and townhouses. The density range for Windsor's neighbourhoods is between 20 to 35 units per net hectare. This density range provides for low and some medium-density intensification to occur in existing neighbourhoods. Multiple dwelling buildings with medium and high-densities are encouraged at nodes identified in the Urban Structure Plan.

## **CORRIDORS**

Corridors represent the "backbones" of the urban network structure. Neighbourhoods gravitate towards these corridors to serve their everyday needs or to connect with larger nodes, commercial centres and employment centres to access a wider range of services and opportunities. Corridors have opportunities for intensification that would provide a wider range of services and opportunities for adjacent neighbourhoods but also more opportunities to live and work in the area. Corridors may connect with nodes and extend along roadways radiating away from a central point. Some corridors exist without such connection and represent stand alone sections.

Corridors are located along transit routes, with City and Neighbourhood Corridors having the most frequent service. Ideally, corridors are walkable, providing neighbourhoods and those who use transit with easy access to services along main streets. Corridors provide residents with opportunities to travel by bus, bicycle or on foot to their desired

destination within or beyond their neighbourhood. Increased employment and residential densities along corridors supports more frequent transit, and in turn more frequent transit supports and attracts higher density land uses along the corridor. This symbiotic relationship between transit, pedestrians and corridor intensification is key to the success of any corridor. Thus, corridors and transit should be planned and fostered together since neither can exist with much success without each other.

## **CITY CORRIDORS**



Main Streets with pedestrian, vehicle, commercial activity connected to the City Centre Growth Area and Regional Commercial Centres are classified as City Corridors. City corridors radiate from these Centres following numerous high frequency transit corridors. City corridors connect to Regional Commercial Centres along selected arterial roads but do not extend as far outward or as numerous as corridors connected to the City Centre. These corridors are intended to provide services for both those whom live in the area but also those who may arrive by transit, bicycle and by car.

There are higher density employment and residential opportunities, with a significant amount of retail to support both every day needs, but also needs beyond the day to day such as furniture and appliance stores, home improvement stores, and stores that carry more expensive items.

Pharmacies and medical services are available with multiple choices for specialized care including doctors who specialize in specific types of care.

Government services and buildings associated with the municipality, province or federal government are also found in these areas.

Entertainment facilities, designed to attract people from well beyond the immediate area are also found on corridors that radiate from the City Centre.

Transit Service is frequent (10-20 minute peak headways) and offers multiple connections to other nodes and corridors throughout the city via a main transfer location or transit station. Regional transit connections are also available.

Residential development may include high profile (8-14 stories), medium profile (2-8 stories) and residential over retail at street, as well as row housing and lofts.

The road classification that these corridors reside on may be Class I Arterial, Class II Arterial or Class I Collector, but are most frequently found on Class II Arterial Roads.

### **Key Points:**

- Frequent Transit Service (10-20 minute peak direction headways)
- Interlined Transit Service with multiple transit routes
- Transit Stations – Major Transit Transfer Areas
- High Rise Residential Development (10 stories)

- City Wide Services:
- Government Buildings
- Postal Services
- Large Office Buildings
- Major Parks
- Specialty Retail
- Restaurants
- Entertainment Facilities:
- Theatres
- Concert Halls
- Major Employment

Connected to City Centre Growth Area, Regional Commercial Centres  
Class I Arterials, Class II Arterials and Class I Collectors

### **Wyandotte Street: Janette Avenue to Aylmer Avenue**



Crossing the main central city corridor of Ouellette Avenue, the Central Wyandotte Corridor has long been established as a vibrant urban entity in the heart of the downtown core area. While much of the commercial functions of Ouellette Avenue north of this corridor have evolved into an entertainment area, the corridor along Wyandotte between Janette and Aylmer has remained consistently commercial with smaller shops and restaurants. Recent vacancies leave strong development potential along the corridor and the opportunity to establish a primary node within the City Centre Growth Centre.

Businesses along the corridor include a mix of retail, office and restaurant services as well as pharmaceutical and medical offices. The calibre of the commercial enterprises caters the transient nature of the corridor due to the public transportation hub established at Wyandotte and Ouellette. This offers opportunity for further growth in this sector with the currently vacant buildings, especially since the major banks that once occupied this area have move northward along Ouellette Avenue.

Residential opportunities in this area include the potential for higher density developments with the higher traffic along Wyandotte and the vast number of vacant properties and large surface parking lots found along the corridor.

The challenge to this would be the future growth plans of the Detroit-Windsor Tunnel as it lies immediate north of this Corridor at the intersection of Wyandotte Street East and Goyeau. Due to the international border crossing requirements, intensification near this location may be seen as a border security risk. Currently, the road network is compromised when the activities at the tunnel's entrance are overwhelmed with cross-border traffic.

Though similar in urban form, the civic and cultural influences of the corridor see a potential difference between that which is east or west of Ouellette Avenue.

East of Ouellette is a collection of civic ancillary development to the north including; parking lots to serve the City Hall campus, Windsor Arena and Windsor Water World Park. Along the southern edge of the corridor is a scattering of smaller scale primarily ethnic restaurants and specialty shops with some professional services to serve the immigrant community. Residential lands are a mix of densities with a strong focus on medium to medium-high apartment buildings.

West of the Ouellette intersection the residential is relatively the same but there is a greater culturally Asian influence of the commercial properties that have been established in this area. In this western half there is also several one way streets that controls the flow of vehicular traffic while establishing a stronger pedestrian oriented environment including the recently improved Pelissier Street Mall which has its southern-most boundary intersect Wyandotte along this corridor; providing a potential point of future intensification for increased pedestrian activity.

Key elements of this corridor:

- One of the busiest public transit intersections in the city especially within the Downtown Core (City Centre Growth Centre).
- Is comprised of all the necessary components that make a healthy neighbourhood node with potential for greater intensification along the corridor both east and west of Ouellette Avenue.
- Has several vacant buildings with excellent potential for infill.
- Future development in this area will be directly impacted by any future growth of the Detroit-Windsor Tunnel, Pelissier Street Mall, and any development associated with the City Hall Campus.

While the Pharmacy at the southeast corner of Ouellette and Wyandotte provides basic daily needs for the residents along this corridor, several smaller independent grocery outlets both at the eastern and western extremes of the corridor along with the smaller scale restaurants scattered along the corridor provide the necessary food services to the community around this corridor.

### **University Avenue: Goyeau Street to Caron Avenue**



This corridor is at the northern end of the City Centre and extends west from downtown. Historically called London Street, University Avenue has a significant number of medium and high density developments including some offices, retail, a theatre house, and armouries. At the eastern end, a court house and city hall flank the end of the corridor. To the west, retail, residential and restaurants line the street except for a few sections west of Bruce that remain in transition.

Transit Service is frequent and numerous routes are available in the area. Windsor's Downtown Transit terminal is located one block north of University Avenue.

Development opportunities for increased densities are widely available, particularly in the western portion of the corridor. A college campus focusing on media is located on the corridor.



Key features:

- Frequent Transit Service
- Financial Institutions
- Offices
- Theatre
- Hotel
- Restaurants
- Retail

### **Ouellette Avenue/Dougall Avenue: Riverside Drive to Dougall Parkway**



The corridor represents one of the City's great main streets. Starting at Riverside Drive, the Ouellette corridor represents the highest density development in the city. Government services, offices, retail, entertainment, restaurants, hotels and financial institutions all have their place downtown along Ouellette. South of Elliott, retail is more sporadic, but higher and medium density residential along with office buildings, a large regional hospital, the city's central library and other services continue to line the street until Tecumseh Road.

Between Tecumseh and the CPR railway lies Jackson Park, a large regional park area with numerous Gardens, tennis courts, lawn bowling and a cricket pitch.

South of the CPR, a number of office buildings, a hotel and some retail line the street. Where Ouellette connects with Dougall, the road travels below grade and passes a formerly very large rail Yard and then meets E.C. Row Expressway at an interchange.

South of E.C. Row, there is an increased quantity of retail, with multiple plazas, some larger format stores, specialty stores, doctor's offices, dental offices, restaurants and financial institutions.

A small gap in retail exists between Liberty and Cabana where the area is predominantly residential on larger lots. South of Cabana to Roseland, another retail area exists with small specialty stores and restaurants.

Key features:

- Direct connection to Highway 401
- Direct connection to E.C. Row
- Frequent Transit Service (Ouellette: University to Tecumseh), less frequent to the south.
- Offices
- Hospital
- Hotels
- Specialty Retail
- Library

- Parks
- Restaurants

### **Howard Avenue: Eugenie Street to E.C.Row Expressway**



This City Corridor is richly loaded with a variety of activities. Starting from Eugenie Street and heading south along the east side of Howard Avenue there are repair activities, medical facility, a few residential buildings, some combined use buildings, personal service and office buildings, commercial/retail plazas, restaurants (including drive thru facilities), retirement home, and gas station. On the west side of Howard, from Eugenie Street heading south, there are offices, auto services, animal hospital building, commercial plaza, motels, grocery store, restaurants, industrial buildings, manufacturing plant, and business office building.

The entire corridor is busy most of the day. There is adequate street lighting and pedestrian amenities along the corridor. The corridor leads to the Mall (Devonshire Mall) and services travelers and residents alike. The Windsor Transit passes through this corridor and including the patrons of the motels, commercial, retail, and services other facilities along the corridor.

Traffic along the corridor is both residential and commercial. The adjacent residential communities travel through the corridor. Some of the E. C. Row commuters also filter into this corridor in an attempt to access other amenities and facilities along Howard and Tecumseh Roads.

### **Howard Avenue / Provincial Road: E.C.Row Expressway to Walker Road**



This City Corridor is primarily commercial and includes some areas along Provincial Road that are transitioning from industrial to commercial. The primary destination on this corridor is the Regional Commercial Centre located at Devonshire Mall.

Traffic along the corridor is both residential and commercial. The adjacent residential communities travel through the corridor. Some of the E. C. Row commuters also filter into this corridor in an attempt to access other amenities and facilities along Howard Avenue and Provincial Road.

Key features:

- Regional Commercial Centre at both ends of this corridor.
- Direct connection to E.C. Row
- Frequent Transit Service (Devonshire Mall Transit Station)
- Offices
- Specialty Retail
- Adjacent to a rail corridor
- Residential communities to the east and west of this corridor.

### **Central Avenue: Tecumseh Road to E.C. Row Expressway**



This City Corridor is connects a Neighbourhood Node at the north to Regional Employment Centre on all sides of the intersection with E.C. Row Expressway. Development along the corridor transitions from residential in the northern part to industrial in the southern part. Traffic along the corridor is a combination of commercial and commuter.

#### Key features:

- Small Shopping Centre at Neighbourhood Node.
- Direct connection to E.C. Row.
- Offices
- Employment opportunities in service industrial and manufacturing industrial.
- Residential communities to the east and north of this corridor.

### **Walker Road: E.C.Row Expressway to Provincial Road**



The Walker Road City Corridor has a variety of commercial activities along both sides of the entire roadway. Starting from E.C. Row Expressway and heading south, there are nine intersecting streets before Division Road. The Streets connect the residential neighbourhoods to the corridor. There is a small presence of residential activity on the first block between E. C. Row Express and the first intersecting Street (Sydney Street). The first block also contains a retail and auto repair activities.

Along the next section of the corridor, starting from Sydney Street up until the Division Road, there are lots of individual retail building, business offices, medical offices, restaurants, and light industrial activities. This area of the corridor also has commercial Plaza containing more retail activities including convenience store, restaurants, bridal shop, and offices. There are Gas stations, Veterinary office, Community activity building (baseball registration centre), motel, warehouses, wholesale stores, and personal service shops. There is a combined use (residential /commercial) building, a church, and a bank within this section of the corridor.

The busiest part of the corridor is the section between Division Road and Provincial. This section attracts regional and local clientele. There are big box retail stores, mall style commercial plazas, entertainment services, restaurants, bank, and more commercial activities within the area.

Traffic along the corridor is both residential and commercial. The adjacent residential communities travel through the corridor. Some of the E. C. Row commuters also filter into this corridor in an attempt to access other amenities and facilities along Walker Road, and to access their residents off Walker Road. There is transit along this stretch of Walker Road (Walker Road City Corridor). The transit system feeds into the Walker Mall

and also helps riders to connect to the residential communities on the east and west of Walker Road.

The Walker City Corridor provides a link for airport travelers who wish to connect to the City Core, Rail Station, and other parts of the City. The Corridor is also a link to other highways such as Highway 3. Some neighbouring towns such as Tecumseh and Amherstburg can be accessed via Walker City Corridor.

### **Huron Church Road: Tecumseh Road East to E.C.Row Expressway**



Extending southward from the main Huron Church and Tecumseh Road West Commercial Centre, lies a significant development of commercial, residential, and industrial lands. For the greater part the commercial development has been restricted to the east side of the corridor, while development along the west side has been greatly influenced by the automotive-related industrial services which were once prominent in the area. This area saw very little commercial development along the west. This can also be attributed to the earlier attempts by the City to develop a Green Corridor along Huron Church from the Ambassador Bridge to E.C.Row. A green space corridor has been established along the western side of Huron Church.

Unlike other City Corridors, this area is not densely populated with high rise residential instead has a low to medium density of residential dwellings. The corridor has a greater affinity for a higher population of transient residents with the several hotels, travel motels and restaurants establishing the southern end of the corridor as having a greater influence from the hospitality industry. This development can greatly be further developed as the Windsor-Essex Parkway is constructed, creating another link to the International border with Detroit. Recent development near the southern end of the corridor has seen service which can further enhance this tourist-oriented development. Underdeveloped and potentially re-developable lands both east and west of the corridor offer an opportunity for intensification of this type of service industry, which will serve both the transient and local communities in the area.

The corridor's central area development is greatly influenced by the proximity to the Windsor Western Hospital node which lies only several blocks west along Prince Road. At the intersection of Prince Road and Huron Church several large medically related services including pharmacies, medical offices and seniors residences have been erected in the last 10 years. This further adds to the existing pedestrian activity along the corridor as well as provides a greater diversity of services to the Huron Church Corridor.

Key elements of this corridor:

- Provides a transportation link for visitors, residents and medical emergency services for Windsor Western Hospital Centre.
- Strategic location between the two international border crossings provides potential for further development as a travel destination for visitors.
- The existing commercial centre at the north end continues to provide basic needs for the abutting residential, university and transient (visitor) populations.

- The mix of regional and local scale retail outlets offers opportunity for future development.
- Provides employment opportunity for the service industry sector as well as regional hospitality sector.

### **Tecumseh Road: Huron Church Road to Banwell Road**



Tecumseh Road runs generally east-west across Windsor, approximately half-way between the E.C. Row Expressway and the Detroit River. Development is predominately a mix of low-to-medium density commercial uses that are served by automobile and public transit.

Unlike other City Corridors, this area is not densely populated with high rise residential instead has a low to medium density of residential dwellings. Recent development in the eastern 1/3 of the corridor has been automobile-oriented commercial.

The corridor's development is influenced by prominent cross-streets including Huron Church Road, Howard Avenue, Walker Road, Central Avenue, and Lauzon Parkway. Each of these intersections is described as a type of node in other sections of this plan.

Key elements of this corridor:

- Provides an east-west transportation link for visitors and residents.
- Diverse range of retail commercial throughout the length of the corridor.
- The mix of regional and local scale retail outlets offers opportunity for future development.
- Provides employment opportunity for the service industry sector.

### **Cabana Road / County Road 42: Huron Church Road to City Limits**



The Cabana Road / County Road 42 City Corridor runs generally east-west across Windsor, approximately half-way between the E.C. Row Expressway and Provincial Highway 401. On the Cabana Road section, development is predominately a mix of low-to-medium density residential with a Neighbourhood Node at the intersection with Howard Avenue and a Regional Commercial Centre near the intersection with Walker Road where the corridor becomes County Road 42. On the Country Road 42 section, the development is primarily industrial with opportunities for intensification of industrial uses at the Windsor International Airport

Regional Employment Centre.

Key elements of this corridor:

- Provides an east-west transportation link for visitors and residents.
- Connection to air and rail intermodal opportunities at Windsor International Airport.

- Opportunities for residential intensification along the Cabana Road section.
- Opportunities for industrial intensification along the County Road 42 section.
- Provides employment opportunities for industrial sectors.

### **Ojibway Parkway / Riverside Drive: E.C. Row Expressway to City Limits**



The Ojibway Parkway / Riverside Drive City Corridor runs east-west across Windsor, a short distance from the Detroit River. In the west end, near the future Detroit River International Crossing site the development is industrial. The section from Sandwich to the edge of the Regional Growth Centre is predominately residential interspersed with pockets of neighbourhood commercial uses and the University of Windsor main campus. As the corridor passes through the Regional Growth Centre, the development is high-density mixed-use to the south with an abundance of open space along the Detroit River waterfront. East of the Regional Growth Centre, development is a mix of low, medium and high-density residential with pockets of neighbourhood commercial uses.

Key elements of this corridor:

- Provides an east-west transportation link to the Regional Growth Centre for visitors and residents.
- Provides scenic views of the Detroit River and waterfront.
- Opportunities for residential and mixed-use intensification in the Regional Growth Centre.
- Provides employment opportunities for industrial sectors in the west end of the corridor.
- Provides employment opportunities for the service industry at neighbourhood nodes.
- Provides employment opportunities for service and institutional sectors in the Regional Growth Centre.

### **Banwell Road: Riverside Drive to E.C. Row Expressway**



The Banwell Road City Corridor runs north-south between Riverside Drive and E.C. Row Expressway. The corridor goes through a developing residential area and connects to Tecumseh Road East and E.C. Row Expressway. There are opportunities for future residential intensification along and near this corridor.

Key elements of this corridor:

- Provides a connection between residential areas and higher order roads.
- Opportunities for residential intensification along and adjacent to this corridor.
- Potential for neighbourhood nodes to develop in the future.

## **NEIGHBOURHOOD CORRIDORS**



The purpose and function of neighbourhood corridors is to link street sections to neighbourhood nodes or as standalone sections of community retail and services. These corridors provide for the day to day needs of the immediate neighbourhood that surrounds them. While employment is not the major focus, each corridor creates a sense of community by providing places for residents to walk to such as small restaurants and pubs for social gatherings. Local services may also include pharmacies, convenience stores and common retail to serve the day to day needs of residents.

Transit service is available, but not exceptionally frequent. However, multiple routes may converge within the corridor and provide a few connections to other corridors and to Regional Commercial Centres.

Key features:

- Employment not a major function.
- Transit service is reasonable (30 minute peak direction headways)
- Transfer point between routes available within or adjacent to corridor.
- Medium density residential and apartments over stores or directly on corridor.
- Common Retail, Convenience Stores, Pharmacies.
- Postal Outlet.
- Small Restaurants / Local Pubs.
- Parks
- Schools

### **Wyandotte Street West: Askin Avenue to Crawford Avenue**



The area is defined with several activity areas resembling small neighbourhood nodes yet no single activity area plays a dominant role along the Wyandotte West Corridor. With the University of Windsor as anchor at the western most extreme of this Corridor, there is strong neighbourhood activity related to the institutional function situated near and around Askin Avenue with a several restaurants, banks, a grocery, florist and specialized shops catering to the university population.

At the eastern end (Crawford) is a well defined intersection which has a major bus transfer stop, several local area conveniences and Asian restaurants. This second area of activity has been challenged with the closure of the former Grace Hospital at University and Crawford, however, the current redevelopment of this property as a seniors' care facility will potentially impact the area with the need for improved services.

Centrally located along this corridor at the intersection of Campbell (Class 1 Collector) and Wyandotte Street W (Class II Arterial) comprising all factors that creates a node including the intersection of two transit services but the relationship to the University is



paramount to its presence being maintained. The activity area includes the civic community centre of Adie Knox Arena and Pool, a seniors' centre and church and currently, J.E. Benson Public School which provides a source of community interactivity. However with the planned closure of Benson School and the potential closure of the church, which are both on the Heritage Registry, the area may experience an impact on the activity that could see further decline in the activities in this area or potential increase depending on the type of development that replaces these two existing edifices. Similarly, it is perceivable that a neighbourhood node could be established at this location; however there has been a great decline in the commercial presence along Wyandotte St, east of Adie Knox (Benson School), with exception to the Southwest corner of Crawford and Wyandotte. With the planned closure of Benson School it is likely that the concentration of the activity will be shifted further west along Wyandotte towards the University (approximately Rankin or Randolph Avenues) where the essence of a college neighbourhood community exists within the commercial retail services being offered.

Key elements of this node:

- Serviced by public transportation along Wyandotte Street Wand at Crawford and Campbell
- Designated as a future Bicycle Corridor along Wyandotte Street W.
- Provides neighbourhood services and employment opportunities related to the University within the Urban infrastructure
- Adie Knox acts as a focus for the residential community
- Decline in the commercial uses in the eastern end of the node.
- University acts as a western anchor.
- Land Uses north and south of this node are predominantly residential while medium to higher density residential are concentrated along Wyandotte Street W.
- Much of the commercial restaurant profile is of an Asian cultural flavour.

### **Wyandotte Street East: Aylmer Avenue to Monmouth Road**



Formerly a strong centre for the community that developed in this area during the early 1900's to provide a workforce for the growing automotive industry. The centre is characterized with some of the former architecture that once held the focus for the community during this period. Today, the vitality of the community has spread east and west of the node along Wyandotte St, with the major public interaction being found west of the centre around the corner of Louis Avenue and Wyandotte Street. The residential housing stock has long been occupied by new Canadians as first time home owners. This tends to establish a transient community which may have be a factor in the boom and bust that Wyandotte Street East experiences over time. Currently, it is seeing a great deal of turnover as the community in this area is changing.

Key elements of this node:

- Serviced by Public Transportation route along Wyandotte St.
- Designated as a Bicycle Route along Parent Avenue with a future Bicycle Corridor along Wyandotte
- Central to the Wyandotte Towne Centre BIA



- Potential for development of a strong cultural identity.
- Possesses all the components of a vibrant neighbourhood community with commercial retail, grocery and restaurant services, professional services and cultural gathering places

### **Wyandotte Street East: Thompson Boulevard to Glidden Avenue**



This neighbourhood corridor serves the day to day needs of residents very well. Transit service is frequent, connecting the area to both downtown and the Tecumseh Mall area node with short travel times.

Residential density is relatively low, with the eastern section having a few medium density developments and one medium rise apartment building. The balance of residential is single family and some apartments over the retail along the street.

Retail is diverse, with many specialty stores, personal service shops, financial institutions and restaurants.

Key features:

- Frequent transit service
- Specialty retail
- Financial institutions
- Restaurants
- Opportunities for development and intensification

### **Erie Street: Ouellette Avenue to Parent Avenue**



The Erie Street neighbourhood corridor is a diverse corridor. Erie Street is attached to Ouellette where Windsor's Hotel Dieu – Grace Hospital is located. Progressing east, small retail stores, offices and a high rise residential senior's apartment line the street.

Approaching Howard, Erie Street becomes a corridor of restaurants, cafes, specialty retail stores, personal service shops and doctors offices.

The area has transit service from two routes that traverse the area. Transit service is not particularly convenient as it does not extend to the evening hours.

Residential development is predominantly low density surrounding the corridor, with some medium density residential mixed in the area and apartments above commercial outlets.

Key features:

- Development and intensification opportunities
- Restaurants

- Cafes
- Specialty Retail
- Medical Services
- Transit Service

**Ottawa Street: Marentette Avenue to Walker Road**



Ottawa Street is one of Windsor’s historical main streets where businesses developed to serve the growing residential community that surrounds the street. The area is characterized by two-storey buildings including a mix of ground-floor commercial, second floor residential uses and low-to-medium-density residential uses

interspersed with a number of religious and cultural institutions. Towards Walker Road, the intensity of commercial use increases as there are some low-rise multi-storey office buildings and the Ottawa Street market at the southwest corner of the intersection with Walker Road.

Key features:

- Walkable community, sidewalks in front of all properties;
- Transit service is offered on Ottawa Street;
- Ample on-street and off-street parking;
- Mix of service and retail commercial uses;
- Mature vegetation; and
- Central location in Windsor.

**EXPRESSWAYS**



Expressways depicted in the Urban Structure Plan are high-speed, limited access inter-city roadways. Provincial Highways are excluded from this designation.

**PROVINCIAL HIGHWAYS**



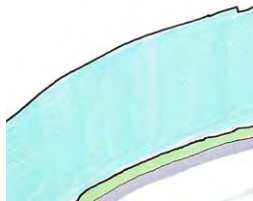
Provincial Highways depicted in the Urban Structure Plan are high-speed, limited access inter-city roadways.

## **RAILROADS**



Railroads depicted in the Urban Structure Plan transport raw materials, finished products and people to, from or through Windsor. Freight is transported locally within Windsor and Essex County on the railroads depicted as well as some spur lines leading to industrial locations that are not shown on the Urban Structure Plan.

## **WATERWAYS**



Waterways depicted in the Urban Structure Plan are recognizable features that are used for natural or naturalized areas, parkland and recreation. Additionally, the Detroit River serves as a major international waterway for commerce that is part of the St. Lawrence Seaway System.

Figure 2: Windsor's Urban Structure Plan

