

## 2. East Riverside Planning Area

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### 2.0 Preamble

The following Secondary Plan provides direction for the development of the East Riverside Planning Area, designated on Schedule A: Planning Districts & Policy Areas in Volume I: The Primary Plan. This Secondary Plan was prepared in accordance with the former City of Windsor Official Plan (1972, as amended) and modified in accordance with the order of the Ontario Municipal Board. Minor text changes were subsequently made during the preparation of the current (2000) City of Windsor Official Plan to ensure that this Secondary Plan was consistent with the new Official Plan, specifically Volume I: The Primary Plan.

The East Riverside Planning Area includes all of the East Riverside Planning District as designated on Schedule A: Planning Districts & Policy Areas in Volume I: The Primary Plan, save and except the Sandpoint Planning Area, the Lakeview Planning Area and developed lands in the north west part of the district identified on Schedule ER-1: East Riverside Planning Area in this Secondary Plan and further described in section 2.1.

The East Riverside Planning Area 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. **In the event of a conflict, the goals, objectives and policies as set out herein shall take precedence.**

### 2.1 Study Area

*EAST  
RIVERSIDE  
PLANNING  
AREA*

This Secondary Plan applies to approximately 479 hectares of land within an area bounded generally by the Canadian National Railway on the south; Little River and the Little River Sewage Treatment Plant on the west; the Sand Point Planning Area, Wyandotte Street and the Ganatchio Trail (adjacent to Riverside Drive) on the north; and the Lakeview Planning Area and the Town of Tecumseh on the east. This area is defined as the East Riverside Planning Area as designated on Schedule ER-1: East Riverside Planning Area.

## 2.2 Purpose

*PURPOSE OF  
SECONDARY  
PLAN*

The purposes of the East Riverside Planning Area Secondary Plan include the following:

- (a) to establish the development concept, objectives and policies for the East Riverside Planning Area designated on Schedule ER-1: East Riverside Planning Area;
- (b) to define specific locations for land uses within the East Riverside Planning Area in accordance with the land use designations on Schedule ER-2: Land Use Plan;
- (c) to define the Greenway System within the East Riverside Planning Area in accordance with the designations on Schedule ER-3: Greenway System Plan;
- (d) to define the road network within the East Riverside Planning Area in accordance with the designations on Schedule ER-4: Major Road Plan; and
- (e) to provide for the phasing of development within the East Riverside Planning Area in accordance with Schedule ER-5 : Phasing Plan.

## 2.3 Background

*MAJOR  
DEVELOPMENT  
CONSTRAINTS*

The subject lands are located in the north eastern section of the City of Windsor near Lake St. Clair and the Town of Tecumseh. They have remained in predominantly agriculture use to date due to the flat topography and poor natural drainage. These conditions have made it relatively costly to install the flood proofing and stormwater management facilities required to permit urban development.

*LARGE  
UNDEVELOPED  
AREA*

This site is one of the largest undeveloped areas in the City. Its location adjacent to developed residential areas, adjacent to the waterfront and other recreational amenities, including the Ganatchio Trail , makes it ideal for development of a high quality community.

*SECONDARY  
PLAN  
DEVELOPMENT  
PROCESS*

The East Riverside Community Concept Plan, a background document which forms the basis for this Secondary Plan, was prepared under the direction of the planning and urban design firm of Berridge, Lewinberg, Greenberg, Dark and Gabor Ltd. The Concept Plan and the resultant planning objectives and policies established for this Secondary Plan were derived in part, from design charettes and a public open house. Two intensive design charettes were held in August

and November of 1994, involving participants representing City of Windsor, local agencies, several provincial ministries, the Essex Region Conservation Authority, and selected local residents. A public open house was held in March 1996 to solicit public opinion on the background document.

## 2.4 Development Concept

### DEVELOPMENT CONCEPT

The development concept embodied in this Secondary Plan is based upon a number of key elements, including:

- (a) a comprehensive **Greenway System** which will become the planning area's major structuring element, organizing and defining its major neighbourhoods;
- (b) a series of distinct new **Residential Neighbourhoods**;
- (c) a vibrant, **Multi Use Core Area**; and
- (d) a **Business Park** designed to accommodate larger scale employment and/or retail uses.

### COMMUNITY CONCEPT PLAN

The **Community Concept Plan** is attached as Appendix A. While the detailed pattern of roads, blocks and land uses established in the Community Concept Plan does not form part of the Official Plan, it is intended to serve as a guide to subdivision plans, consents, zoning designations and site planning.

### 2.4.1 The Greenway System

#### LINK AREAS

The Greenway System will be composed of a linear assembly of open spaces, natural features, stormwater management areas and community services. It will provide a network of off-road pedestrian/cycle routes (recreationways), linking areas within the planning area with one another and to important off-site amenities, including the Ganatchio Trail, Riverside Drive, the waterfront, Sandpoint Park and the new Recreation Centre in Tecumseh.

#### HIGHLIGHT NATURAL FEATURES

The Greenway System will highlight elements of the planning area's natural and topographic features, which are to be preserved. These include the Little River corridor, the three significant woodlots and the three heights of land (the former East Riverside Landfill, the Little River Toboggan Hill and the Centennial Forest) which are unique attributes in this area, occurring nowhere else in Windsor.

*PARKLAND  
FOR THE  
COMMUNITY*

It will incorporate all of the Greenway System features designated on Schedule B: Greenway System in Volume I: The Primary Plan, and will also accommodate the majority of parkland required to be provided for the new community. Only the proposed local parks will be located outside the Greenway System.

*ESTABLISH  
CHARACTER*

The Greenway System will serve to define the neighbourhoods, providing them with clear edges. It will become an integral part of the Core Area, contributing to its character and amenity, linking it to the rest of the planning area and serving as a key resource for residents and visitors alike.

### **2.4.2 Residential Neighbourhoods**

*STRONG  
NEIGHBOURHOODS*

The planning area will be composed largely of new residential neighbourhoods, designed to have unique character and their own strong identities, promoting good quality of life for the residents of East Riverside. The neighbourhoods will be located with the strong physical framework defined by the Greenway System and a coherent network of roads based upon the historic pattern of long, narrow lots still evident on the site, as defined by the hedgerows and drainage channels which formerly divided farmers' fields. Neighbourhoods shall be focused upon their local and neighbourhood parks, and have a full range of commercial services, institutional uses and employment centres available within walking distance.

### **2.4.3 Core Area**

*VILLAGE  
CENTRE*

The Core Area, situated around the extension of Banwell Road, will be the planning area's "village centre", serving as the focus for the surrounding residential neighbourhoods and the Business Park. The core will be active and vibrant, helping to establish the planning area's unique identity and sense of place, creating opportunities for human interaction, and providing a location for its key public amenities, including the large central park and sites suitable for such uses as a place of worship, library, community centre and education facilities. These amenities will act as anchors, promoting a level of activity and vitality which will benefit the full range of mixed, higher-intensity retail, office, residential and employment uses envisioned.

*URBAN  
CHARACTER*

The residential areas designated with the Core Area will accommodate higher profile dwelling types, contributing to the objective of achieving a mix of

housing forms, sizes, tenures and price levels within the planning area. The nature of development within this area shall be more intense and “urban” than that within the surrounding residential neighbourhoods, providing an alternative range of housing and lifestyle opportunities which benefit from proximity to the high level of service and amenity within the core.

#### **2.4.4 Business Park**

*BUSINESS  
PARK*

The final component of the community will be the Business Park, located south of the Core Area, adjacent to the railway corridor. This employment area, which is expected to develop in the form of a high quality business park, will provide a location suitable for larger-scale office, specialized retail and employment uses, including prestige industry, and research, development and technology operations. The employment focus of this area will serve to balance and complement the residential character of the rest of the planning area. A joint regional high school/community recreation facility will also be located within this area of East Riverside.

*SUSTAINABLE  
DEVELOPMENT  
PATTERN*

The land use structure outlined above will encourage a unique pattern of development which provides opportunities for residents to live, work, shop and recreate within their own planning area, promoting livability and reducing automobile dependence. Development throughout the East Riverside Planning Area, and in the Core Area in particular, shall be of high quality and at a pedestrian-scale. There shall be a focus on the design and amenity of the streetscapes and other elements of the public realm. Efficiency will be encouraged throughout the planning area, in lotting patterns and through the use of alternative development standards for new infrastructure and community services. This will provide for development of a planning area which is more sustainable and environmentally compatible.

### **2.5 Goal**

*COMMUNITY  
DEVELOPMENT*

2.5.1 The goal of this Secondary Plan is to provide a policy framework to guide the future development of a community within the East Riverside Planning Area which is attractive, diverse, balanced and livable, accommodating a full range of urban land uses.

## 2.6 Objectives

<i>BALANCED COMMUNITY</i>	2.6.1	To create a socially and economically balanced community of a diverse mix of housing forms in pedestrian oriented neighbourhoods focused around a mixed use “village centre”, and complemented by a designated Business Park providing residents with opportunities for nearby work.
<i>COMPREHENSIVE GREENWAY SYSTEM</i>	2.6.2	To create a comprehensive Greenway System comprising open spaces, natural features, community services, stormwater management areas and recreationways, functioning as a key element of physical design for the new community, providing linkages among the community’s various areas and amenities, and connecting the community to amenities elsewhere in Windsor.
<i>FEATURE ELEVATED POINTS</i>	2.6.3	To feature in the Greenway System, and ensure ongoing public accessibility to, the three high points of land which exist in the area: the former East Riverside Landfill site, the Little River Toboggan Hill, and the Centennial Forest in recognition of their uniqueness within the City. Opportunities for significant views of the Detroit skyline, downtown Windsor, Belle Isle, Peche Island, the Detroit River and Lake St. Clair from these high points shall be maximized.
<i>GREENWAY AMENITY</i>	2.6.4	To design the Greenway System as an amenity for both residents and visitors.
<i>DISTINCT RESIDENTIAL NEIGHBOURHOODS</i>	2.6.5	To create distinct, functional and attractive residential neighbourhoods. While the neighbourhoods are expected to accommodate comparatively low profile housing, primarily in the form of single detached dwellings, opportunities will be afforded in each neighbourhood to develop areas characterized by more compact dwelling forms.
<i>PARKS</i>	2.6.6	To locate parks so that they function as the focus of each neighbourhood, and are within direct and easy walking distance of all residences.
<i>CORE RESIDENTIAL AREA</i>	2.6.7	To accommodate a diversity of lifestyle choices by creating a “Core Residential” Area which offers a range of higher density housing forms than that found within the neighbourhoods.

<i>VILLAGE CENTRE</i>	2.6.8	To create a vibrant Mixed Use Core Area which will function as a village centre for the new community, accommodating its important cultural, recreational, community and institutional facilities, and providing a mix of comparatively intense retail, personal service, office and residential uses.
<i>PEDESTRIAN ORIENTED</i>	2.6.9	To ensure that the form of development within the Core Area creates an environment which is safe, attractive and amenable for pedestrians.
<i>EMPLOYMENT OPPORTUNITY</i>	2.6.10	To capitalize upon the site's strong locational advantages by designating an area for business development. This will provide opportunities for residents to both live and work within the community.
<i>HOME BASED OCCUPATIONS</i>	2.6.11	To provide opportunities for home based occupations.
<i>ROAD PATTERN</i>	2.6.12	To develop an interconnected pattern of public roads which facilitates direct and safe pedestrian, cycle and vehicular movement throughout the community.
<i>TRAFFIC CALMING</i>	2.6.13	To encourage the use of traffic calming measures to ensure the safe, efficient and convenient movement of people and goods within the community. Such design elements include, but are not limited to landscaped centre boulevards, roundabouts, reduced rights of way, on street parking and curb geometrics.
<i>WALKING</i>	2.6.14	To promote walking, reducing automobile dependence within the community by enabling residents to walk along an on-street sidewalk system to retail, service, recreational and community services and facilities.
<i>WATERFRONT ROAD ORIENTATION</i>	2.6.15	To adopt a pattern of major roads and blocks which is oriented perpendicular to the waterfront, conserving the pattern established by the seigneurial lotting pattern still evident on the site, and maintaining existing long views to the lakeshore.
<i>SOCIAL SPACES</i>	2.6.16	To design local roads as social spaces, conducive to neighbourliness.
<i>GREEN STREETScape</i>	2.6.17	To encourage the greening of roads within the new community, by providing for roads abutting and paralleling the Greenway System and incorporating such design elements as roundabouts and boulevards wherever feasible.

<i>TRANSIT SUPPORTIVE</i>	2.6.18	To develop a road pattern which is transit-supportive so as to increase the potential for transit serving the community and linking it with other areas of Windsor.
<i>EFFICIENT ACCESS</i>	2.6.19	To ensure the pattern of roads and blocks within the community provides for the most efficient access between the Greenway System and the Residential Neighbourhoods, the Core Area and Business Park.
<i>OPEN SPACE</i>	2.6.20	To provide open spaces which have a clear functional relationship to the neighbourhood and which are in accessible and visible locations for residents and visitors.
<i>ACTIVE &amp; PASSIVE PARKS</i>	2.6.21	To provide a range of parks capable of meeting both active and passive recreational needs and designed to reduce conflicts between the two needs.
<i>NATURAL FEATURES</i>	2.6.22	To preserve and enhance the natural features which exist on the site, including significant woodlots, vegetated areas, waterways, topographic features and scenic views, by incorporating them within the Greenway System.
<i>LITTLE RIVER CORRIDOR PARK</i>	2.6.23	To accent the Little River Corridor Park as a major open space area and help to restore its ecological health.
<i>ENVIRONMENTAL EDUCATION</i>	2.6.24	To provide an appropriate location for an outdoor environmental education facility suitable for children and adults.
<i>HERITAGE PRESERVATION</i>	2.6.25	To protect and preserve buildings and landmarks of architectural, cultural and/or historical value.
<i>COMMUNITY SERVICES &amp; INSTITUTIONS</i>	2.6.26	To provide opportunities for community services, such as libraries and community centres, and institutions to meet the needs of the residents, in locations which are both visible and accessible.
<i>MULTIPLE FUNCTIONS</i>	2.6.27	To encourage shared use of public lands and buildings, and the provision of facilities capable of accommodating a multiplicity of functions.
<i>URBAN DESIGN PRINCIPLES</i>	2.6.28	To establish urban design principles which result in the development of an attractive, safe and pedestrian-friendly community.

<i>DESIGN STANDARDS</i>	2.6.29	To encourage a high quality and consistent level of urban design in both public and private areas by establishing appropriate zoning, subdivision and site planning standards.
<i>DISTINCT PUBLIC AREAS</i>	2.6.30	To create distinct public areas and spaces that are clearly defined and delimited by roads, sidewalks, street furniture, open spaces, buildings and other visual elements.
<i>TRANSITION AREAS</i>	2.6.31	To ensure that in the boundary areas between new and existing development and between the Core Area and Business Park and the Residential Neighbourhoods that the transition from one area to another is not abrupt and there remains compatibility amongst all adjacent uses.
<i>INFRASTRUCTURE SERVICES</i>	2.6.32	To ensure that development does not occur without required infrastructure services, including sanitary and stormwater sewers, utilities and paved roads in accordance with current City of Windsor standards.
<i>ALTERNATIVE DEVELOPMENT STANDARDS</i>	2.6.33	To utilize alternative development standards, wherever feasible so as to reduce infrastructure costs and promote a more compact urban form. Such standards may include reduced street rights of way and pavement widths.
<i>STORMWATER MANAGEMENT</i>	2.6.34	To provide for a stormwater management system which minimizes the impact of urban development on the natural environment, is integrated as an amenity within the Greenway System, and is capable of meeting applicable water quality and quantity requirements.

## 2.7 Development Policies

### 2.7.1 Schedules

<i>SCHEDULE ER-2: LAND USE PLAN</i>	2.7.1.1	<p>The following land use designations shall be identified on Schedule ER-2: Land Use Plan:</p> <ul style="list-style-type: none"> <li>(a) Residential Neighbourhood;</li> <li>(b) Core Residential Area A;</li> <li>(c) Core Residential Area B;</li> </ul>
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- (d) Banwell Road Mixed Use Corridor;
- (e) Business Park;
- (f) Institutional;
- (g) School Site; and
- (h) Open Space.

*SCHEDULE  
ER-3:  
GREENWAY  
SYSTEM PLAN*

**2.7.1.2**

The following designations shall be identified on Schedule ER-3: Greenway System Plan Plan:

- (a) Regional Park;
- (b) Community Park;
- (c) Neighbourhood Park; and
- (d) Local Park.

*SCHEDULE  
ER-4: MAJOR  
ROAD PLAN*

**2.7.1.3**

The following designations shall be identified on Schedule ER-4: Major Road Plan:

- (a) Class II Arterial Road;
- (b) Class I Collector Road; and
- (c) Class II Collector Road.

**2.7.2 Open Space**

*OPEN SPACE  
CATEGORIES*

**2.7.2.1**

Lands within the Open Space designation as shown on Schedule ER-2: Land Use Plan include the following categories:

- (a) Regional Parks;
- (b) Community Parks; and
- (c) Neighbourhood Parks.

Together these open space categories comprise the community's Greenway System, which will link areas within the community to one another and with other components of the developing city-wide Greenway System.

<i>EXACT LOCATION</i>	2.7.2.2	Lands included within the Open Space designation are shown on Schedule ER-2: Land Use Plan and Schedule ER-3: Greenway System Plan. The precise locations, configurations and boundaries of these lands shall be determined as part of the subdivision approval or development approval process, however, the general concept in terms of the relationship of the open space to major roads and natural areas shall be adhered to.
<i>RECREATIONWAYS</i>	2.7.2.3	The Greenway System shall contain a comprehensive network of recreationways, linking the various components of the community and providing access to the city-wide Recreationway and Bikeway network, as per the policies contained within Section 2.7.9.
<i>OPEN SPACE PERMITTED</i>	2.7.2.4	Notwithstanding Schedule ER-2: Land Use Plan, Open Space uses shall be a permitted use in all land use designations
<i>PUBLIC RECREATION USE</i>	2.7.2.5	In areas designated for Open Space, the predominant use of the land shall be for public recreational uses of an active and/or passive nature.
<i>VIEW POINTS</i>	2.7.2.6	Public accessibility to the three areas of height located in or adjacent to the area: the former East Riverside Landfill site, Centennial Forest and the Little River toboggan hill - shall be integrated into the Greenway System as parkland. The design and landscaping of these areas shall promote viewing opportunities.
<i>REGIONAL PARK (RP) CATEGORY</i>	2.7.2.7	The Regional Park (RP) category is established for this area, as per the provisions of Section 6.7.3 in Volume I: The Primary Plan.
<i>RP IDENTIFICATION ON SCHEDULE ER-3</i>	2.7.2.8	Regional Parks within the area are identified as RP 1 through RP 4 on Schedule ER-3: Greenway System Plan.

<i>RP 1 &amp; RP 2</i>	2.7.2.9	Regional Parks RP 1 and RP 2 are intended to enhance the Little River Corridor Park located along the Little River. In addition to increasing the Little River Corridor Park’s geographic extent, these parks shall also be designed to contribute to rehabilitation of the Little River’s ecological functions.
<i>LITTLE RIVER CORRIDOR PARK</i>	2.7.2.10	The Little River Corridor Park (as expanded by RP 1 and RP 2) shall also be designed to provide a direct open space link to the Ganatchio Trail and Sandpoint Park.
<i>STORMWATER MANAGEMENT IN RP 1</i>	2.7.2.11	A significant complex of stormwater detention ponds is proposed within RP 1, located within the 300 meter buffer zone established by the Municipality and the Ministry of Environment and Energy the east side of the proposed sewage treatment plant expansion. The ponds shall be encouraged to be designed as a self-maintaining naturalized wetland area. Owners of benefiting development areas shall be required to contribute to the pro-rated cost of land in the park used for stormwater management facilities.
<i>RP 3</i>	2.7.2.12	RP 3 will anchor the east end of the Greenway System accommodating the community’s second significant complex of stormwater retention ponds and incorporating the site of the former East Riverside Landfill.
<i>EAST RIVERSIDE PARK MASTER PLAN</i>	2.7.2.13	The former landfill site shall be rehabilitated in accordance with the conclusions of the East Riverside Park Master Plan approved by Council Resolution 245/96. The design of the park accommodates a wide variety of recreational activities, taking advantage of the site’s elevated plateau.
<i>RP 4</i>	2.7.2.14	The final Regional Park, RP 4, is a linear park crossing the full width of the community, connecting the Little River Corridor Park, the Business Park and the Town of Tecumseh. While shown on Schedule ER-3: Greenway System Plan as located adjacent to the rail corridor, it may also be located abutting and paralleling McHugh/McNorton road.
<i>COMMUNITY PARK (CP) CATEGORY</i>	2.7.2.15	The Community Park (CP) category is established for this area, as per the provisions of Section 6.7.3 in Volume I: The Primary Plan.
<i>SCHEDULE ER-3</i>	2.7.2.16	The Community Parks located within the area are identified as CP 1 and CP 2 on Schedule ER-3: Greenway System Plan.

<i>CP 1</i>	2.7.2.17	<p>CP 1 is a linear park paralleling and incorporating the existing East Marsh Tap Drain. This greenway connection will provide an open space corridor through the middle of the site, creating a direct link between the expanded Little River Corridor Park (RP1 and RP 2), the central community park located within the Core Area (CP 2), and the East Riverside Park (RP 3) located on the former landfill site and the lands to the north.</p> <p>This linear community park shall be designed to be highly accessible, both visually and physically, from the surrounding community. The park shall be designed to provide compatible opportunities for active and passive recreational activities.</p>
<i>EAST MARSH TAP DRAIN</i>	2.7.2.18	<p>The Municipality shall encourage redesign of the East Marsh Tap Drain (within CP 1) as a scenic waterway, subject to controls to protect against stagnant water. The drain's banks should be allowed to regenerate naturally.</p>
<i>CP 2</i>	2.7.2.19	<p>The central park, designated as CP 2, shall be a focus within the community's Mixed Use Corridor. It will incorporate both passive and active recreation facilities, and will preserve two woodlots, also designated as Natural Heritage on Schedule D: Land Use in Volume I: The Primary Plan.</p>
<i>NEIGHBOURHOOD PARK (NP) CATEGORY</i>	2.7.2.20	<p>The Neighbourhood Park (NP) category is established for this area, as per the provisions of Section 6.7.3 of Volume I: The Primary Plan.</p>
<i>SCHEDULE ER-3</i>	2.7.2.21	<p>The Neighbourhood Parks located within the area are identified as NP 1 through NP 5 on Schedule ER-3: Greenway System Plan.</p>
<i>MINIMUM AREA</i>	2.7.2.22	<p>Notwithstanding the provisions of Section 6.7.3 of Volume I: The Primary Plan, Neighbourhood Parks within the area shall have a minimum area of 1.62 hectares (4 acres), and in the case of linear parks/greenway linkages, shall have a minimum width of 10 metres.</p>
<i>INCORPORATED WITH NEIGHBOURHOOD FACILITIES</i>	2.7.2.23	<p>NP 1 and NP 2 are located in the north-west portion of the community, forming part of a key campus assembly of neighbourhood facilities which also includes two elementary schools and another institutional site.</p>

<i>NP 1</i>	2.7.2.24	NP 1 incorporates one of the community’s natural areas designated Environmental Policy Area A on Schedule C: Development Constraint Areas in Volume I: The Primary Plan and shall be designed as a primarily passive recreation area.
<i>NP 2</i>	2.7.2.25	NP 2 shall accommodate more active recreational facilities. This park may be combined and designed with a school site as a shared use facility.
<i>NP 3</i>	2.7.2.26	NP 3 is a linear park, located within the boulevard of the east-west street proposed to border the south edge of the central park (CP 2). This linear park will provide an important visual, physical, landscaped and pedestrian connection from the Regional Little River Corridor Park into the Core Area. This park is optional, however, if the landscaped central boulevard does not function as a neighbourhood park, the street shall be designed as a divided central boulevard street, having a minimum boulevard width of 10m, providing the same visual, physical, landscape and pedestrian connection.
<i>NP 4</i>	2.7.2.27	NP 4, given its significant size, shall be one of the community’s primary active recreational areas, incorporating sports fields and play facilities. It will function as a gateway to the more passive recreational opportunities available within the Little River Greenway System.
<i>NP 5</i>	2.7.2.28	The remaining neighbourhood park NP 5, is located within the Business Park, along the western edge of the joint high school/recreation centre site, and connecting the southerly greenway connection (i.e. RP 4) with the large regional park located on the east side of the community. This park is optional and may be deleted if the adjacent lands develop as a school or other community based institutional use and there remains a public park connection having a minimum width of 10 metres linking the East Riverside Park and the linear park paralleling the rail corridor.
<i>LOCAL PARK (LP) CATEGORY</i>	2.7.2.29	A Local Park (LP) category is established for this Secondary Plan.

<i>LP OWNERSHIP</i>	2.7.2.30	<p>Local Parks, which will not necessarily be in public ownership, may be designed in the form of urban squares, plazas, gardens or tot-lots. They may be designed as stand-alone facilities or may be integral components of buildings, groups of buildings, neighbourhoods or development projects.</p> <p>Their provision shall be encouraged throughout the Secondary Plan area. Six Local Park locations are shown conceptually on Schedule ER-3: Greenway System Plan but such parks need not be located at these locations.</p>
<i>5 MINUTE WALKING DISTANCE</i>	2.7.2.31	<p>Within the Residential Neighbourhoods, Local Parks shall be encouraged within a five minute walk of all residences, allowing them to serve as small scale gathering places which will provide a focus for local neighbourhoods.</p>
<i>LP'S IN CORE AREA &amp; BUSINESS PARK</i>	2.7.2.32	<p>Local Parks shall also be encouraged throughout the Core Areas and Business Park, as urban design elements and amenities for residents, employees and visitors.</p>
<i>AREA REQUIREMENT</i>	2.7.2.33	<p>Locals parks within the neighbourhoods shall be located on corner lots to ensure high visibility; be between 0.1 hectare to 0.2 hectares (1/4 to 1/2 acre) in size; accommodate seating and children's play equipment; and have low maintenance landscaping. They shall also be encouraged wherever community mailbox facilities are provided.</p>
<i>CONVEYANCE OF LP'S</i>	2.7.2.34	<p>Local Parks which meet the criteria outlined in policy 2.7.2.33 may be accepted toward the parkland conveyance requirement. Conveyance of other Local Park forms shall be negotiated with the Municipality on a case-by-case basis.</p>
<i>LANDSCAPED CENTRAL BOUELVARDS</i>	2.7.2.35	<p>Roads with Landscaped Central Boulevards shall be encouraged throughout the East Riverside Planning Area as a way to enhance the environment, encourage traffic calming and provide community amenity. Landscaping on boulevards shall be attractively designed, with consideration to minimizing maintenance costs. Landscaped boulevards shall be particularly encouraged at the major entrances to new subdivisions, along Major Roads and along roads which function as connecting links on the Greenway System.</p>

<i>CONVEYANCE OF LANDSCAPED CENTRAL BOULEVARDS</i>	2.7.2.36	Landscaped central boulevards may be accepted as a portion of the community's conveyed parkland requirement but only if the landscaped portion of the centre median is greater than 10 metres in width, and they function as connecting links within the Greenway System.
<i>PARKLAND CONVEYANCE</i>	2.7.2.37	Public Open Space shall be provided in the locations as generally shown on Schedule ER-3: Greenway System Plan. The Municipality shall require that parkland be conveyed as land rather than cash-in-lieu whenever the amount conveyed forms at least one building lot and/or can be exchanged to become part of a required park. Minimum amounts conveyed shall be as set out in Section 6.7.3 of Volume I: The Primary Plan. For residential developments the required gratuitous conveyance shall be 5% of the land proposed for development or subdivision where the gross density is less than 20 units per hectare; 1 hectare per 300 dwelling units for the land proposed for development where the gross density is 20 units per hectare or greater. For industrial or commercial subdivisions or development the required gratuitous conveyance shall be 2% of the land for development.
<i>WOODLOTS &amp; TREE STANDS</i>	2.7.2.38	Woodlots and tree stands worthy of preservation shall be incorporated into parks as areas for passive recreation, wherever desirable as part of the Public Open Space system and wherever the active recreational needs of the residents of the park service area can be or has been provided for. In cases where active recreational needs have not been provided for, other means will first be pursued for acquisition before using the parkland conveyance requirement under the Planning Act.
<i>INTEGRATE STORMWATER CONTROL FACILITIES</i>	2.7.2.39	Stormwater control facilities are encouraged to be integrated with parks. Where water quality/quantity control features are included in parks, the design of such features will be subject to the approval of the Municipality, in consultation with the Essex Region Conservation Authority, The Ministry of Environment and Energy and the Ministry of Natural Resources. Land required for stormwater control facilities, shall not be accepted as part of the parkland conveyance requirement under the Planning Act.

<i>CONVEYANCE OF FLOODPLAINS</i>	2.7.2.40	Lands located within a designated floodplain may be accepted for parkland conveyance if such lands form part of the Greenway System. Where such lands are accepted for parkland they shall be credited for required parkland conveyances under the Planning Act based on a 2:1 ratio where two square metres of floodplain land is equivalent to one square metre of conventional parkland.
<i>LANDS NOT CONVEYED FOR OPEN SPACE</i>	2.7.2.41	Privately owned lands designated for Open Space on Schedule ER-2: Land Use Plan may revert to the abutting land use designation if not conveyed or acquired for open space.

### **2.7.3 Heritage Preservation**

<i>HERITAGE PRESERVATION</i>	2.7.3.1	Wherever feasible, the Municipality shall attempt to preserve individual buildings and landmarks of architectural and/or historical value within the East Riverside Planning Area.
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### **2.7.4 Community Institutions**

<i>COMMUNITY INSTITUTIONS</i>	2.7.4.1	For the purposes of this Secondary Plan, Community Institutions include places of worship, libraries, day care centres, residential care facilities, government offices, schools, and all similar facilities provided to primarily serve the needs of the East Riverside Planning Area. Schools include both public and private schools.
<i>KEY ROLE</i>	2.7.4.2	The location of Community Institutions shall play a key role in the definition of the physical structure of the community and the neighbourhoods.
<i>PROMINENT SITES</i>	2.7.4.3	Schools and other Community Institutions shall be encouraged to locate on prominent sites, close to centres of community activity, to create community focal points. Their locations shall maximize accessibility for residents and other visitors.
<i>ADJACENT TO GREENWAY SYSTEM</i>	2.7.4.4	School Sites and/or other Community Institutional uses shall also be encouraged to locate adjacent to the Greenway System wherever appropriate, to promote their functions as focal points within the community.

<i>CONNECTIVITY</i>	2.7.4.5	Where schools and/or other community institutions are integral components of, or are located adjacent to, the Greenway System, they shall be designed so as to ensure connectivity of the Greenway System, by providing for through public access.
<i>EVALUATION CRITERIA</i>	2.7.4.6	<p>Community Institutions shall be permitted throughout the Residential Neighbourhoods subject to the following criteria:</p> <ul style="list-style-type: none"> <li>(a) they are intended to serve the needs of the community residents;</li> <li>(b) they are permitted only where there is a demonstrated need;</li> <li>(c) the character and amenity of adjoining residential area are preserved through appropriate separation and/or landscaping, adequate parking and properly located vehicular access routes;</li> <li>(d) they are located on sites fronting a major street as defined in this Secondary Plan; and</li> <li>(e) buildings are compatible in height and mass with those on adjacent properties.</li> </ul>
<i>CORE AREA &amp; BUSINESS PARK</i>	2.7.4.7	Community Institutions shall be permitted throughout the Core Area and Business Park.
<i>JOINT USE</i>	2.7.4.8	The Municipality will encourage the development of joint use Community Institution sites wherever possible, to promote the efficient utilization of land and public resources.
<i>IDENTIFY IN SUBDIVISION PLAN</i>	2.7.4.9	Community Institutions shall be identified in the neighbourhood subdivision plans required in Section 2.8. Appropriate development parcels shall be provided and sites shall be zoned to permit the institutional use(s).
<i>SCHOOL SITES ON SCHEDULE ER-2</i>	2.7.4.10	<p>Because of their importance, there are three school sites designated on Schedule ER-2: Land Use Plan as follows:</p> <ul style="list-style-type: none"> <li>(a) two elementary school sites located in the north west quadrant of the Residential Neighbourhoods, to be developed as part of a joint-use campus, comprising one public school, one separate school and adjacent neighbourhood parks; and</li> </ul>

- (b) a regional high school site located within the Business Park, which is also to be developed as a joint-use campus, accommodating the school and proposed community recreation centre.

<i>OTHER SCHOOL SITES</i>	2.7.4.11	If required, other School Sites may be located as per the criteria outlined in policies 2.7.4.2 through 2.7.4.7, inclusive. Preference, however, will first be given to the designated sites.
<i>EXACT LOCATION</i>	2.7.4.12	The precise size and configuration of the three School Sites designated on Schedule ER-2: Land Use Plan are conceptual. Adjustments may be needed to ensure that the sites comply with the specific policies and requirements of the applicable School Board or private school needs at the time of development.
<i>ADJACENT TO PARKLAND</i>	2.7.4.13	Where School Site adjoins public parkland or other School Sites, the Municipality shall encourage that they be sized and designed to reflect the potential for shared use of facilities.
<i>EFFICIENT USE OF LAND</i>	2.7.4.14	The School Boards or private school operators will be encouraged to develop sites efficiently, permitting them to be less land intensive.
<i>SURPLUS SCHOOL SITES</i>	2.7.4.15	In the event that all or part of a designated School Site is not required by a School Board, as expressed formally, or a private school, the following shall apply: <ul style="list-style-type: none"> <li>(a) Any other community institutions shall be permitted;</li> <li>(b) Sites not required for any of the uses outlined in paragraph (a) after a demonstrable search, may be used for purposes which are compatible with adjacent land uses and consistent with the policies of this Secondary Plan; and</li> <li>(c) Public accessibility and the continuity of the Greenway System shall be ensured in the event of an alternative use on a site which is integral to the Greenway System.</li> </ul>
<i>SECURITY FENCE</i>	2.7.4.16	For the School Site shown on Schedule ER-2: Land Use Plan located south of McHugh Street and East of Banwell Road, security fencing must be installed along the Mill line to prevent trespassing. A noise and vibration study shall be undertaken.

<i>INSTITUTIONAL SITES ON SCHEDULE ER-2</i>	2.7.4.17	Two institutional sites have been specifically designated within the Core Area , as shown on Schedule ER-2: Land Use Plan. One site is located in the Core Area, the other in the north neighbourhood adjacent to Neighbourhood Park 1. Both sites would be ideal for development of a place of worship, or other community institution.
<i>SURPLUS INSTITUTIONAL SITE</i>	2.7.4.18	In the event that either institutional site is not required after a demonstrable search, the provisions of paragraphs b) and c) of policy 2.7.4.15 apply.
<i>TRANSIT ACCESS</i>	2.7.4.19	School Sites provided under the provisions of this section shall be designed to provide either on-site or on-street bus bays and shelters so as to accommodate a large service area.

## 2.7.5 Core Area

Policies applicable to the development within the Core Area fall into three designations, namely the Banwell Road Mixed Use Corridor, Core Residential Area A and Core Residential Area B.

<i>HIGH QUALITY CORE AREA</i>	2.7.5.1	In keeping with the objective to create a high quality Core Area, specific zoning and site plan control policies shall be followed as set in this section. Such policies, however, may be altered without amendment to this Secondary Plan by preparation and approval by Council of a comprehensive Urban Design Plan as set out in Section 2.8 of this Secondary Plan.
<i>RANGE OF USES</i>	2.7.5.2	The Banwell Road Mixed Use Corridor designated on Schedule ER-2: Land Use Plan is intended to accommodate a broad range of higher intensity, mixed-use developments.
<i>PERMITTED USES</i>	2.7.5.3	Permitted uses in the lands designated as Banwell Mixed Use Corridor on Schedule ER-2: Land Use Plan shall include: <ul style="list-style-type: none"> <li>(a) retail and service establishments;</li> <li>(b) commercial offices;</li> <li>(c) restaurants, including outdoor cafes;</li> <li>(d) cultural, recreational and entertainment uses;</li> </ul>

- (e) theatres and cinemas;
- (f) community, social and institutional uses;
- (g) residential apartments, multi-plexes and stacked townhouses; and
- (h) public transportation facilities.

<i>RETAIL &amp; SERVICE USES AT GRADE</i>	2.7.5.4	Individual buildings will be encouraged to include a mix of uses. Retail and/or service uses will be strongly encouraged at grade, particularly fronting onto Banwell Road or adjacent to other retail and service uses, to promote street level pedestrian activity and security.
<i>MAXIMUM HEIGHT</i>	2.7.5.5	Development along Banwell Road shall have a maximum building height of four storeys.
<i>EXTERIOR LOT LINE DEVELOPMENT</i>	2.7.5.6	Developments shall be designed so that at least one building wall is located on an exterior lot line so as to afford sidewalk pedestrian access from the street.
<i>PARKING AREAS</i>	2.7.5.7	Permanent loading, service and parking areas shall be located so as not to significantly interrupt the pedestrian circulation or traffic flow on the street. In general, parking areas will be encouraged at the side and rear of buildings.
<i>MID BLOCK ACCESS</i>	2.7.5.8	Mid-block vehicular access shall not be permitted to properties fronting Banwell Road in order to encourage the use of signalized intersections for access and to facilitate pedestrian circulation.
<i>CORRIDOR EXTENSIONS</i>	2.7.5.9	The northerly limit of the Banwell Mixed Use Corridor may be extended northerly along the east side of Banwell Road provided it is extended contiguous to the lands shown on Schedule ER-2: Land Use Plan.
<i>CORE RESIDENTIAL</i>	2.7.5.10	Lands within the Core Residential Area fall within two sub categories, Core Residential Area “A” and Core Residential Area “B”.

<i>HIGHER DENSITY DEVELOPMENT</i>	2.7.5.11	Development within Core Residential Area “A” and “B” will accommodate a higher density of residential dwelling forms than found within the Residential Neighbourhoods, providing residents with alternative life style options, capitalizing upon the high level of service and amenity available within the adjacent mixed use corridor.
<i>HOME BASED OCCUPATIONS</i>	2.7.5.12	Opportunities for home based occupations shall be encouraged through the design of development projects and individual residences in both Core Residential Areas.
<i>ON-STREET PARKING</i>	2.7.5.13	On-street parking shall be encouraged throughout the Core Area.
<i>CORE RESIDENTIAL AREA A</i>	2.7.5.14	Core Residential Area “A” will be the location of the community’s highest residential density.
<i>DWELLING TYPES IN CORE RESIDENTIAL AREA A</i>	2.7.5.15	<p>Within Core Residential Area “A”, permitted dwelling types shall include:</p> <ul style="list-style-type: none"> <li>(a) stacked townhouses;</li> <li>(b) multiplexes; and</li> <li>(c) multiple dwellings.</li> </ul>
<i>DENSITY IN CORE RESIDENTIAL AREA A</i>	2.7.5.16	Developments shall have densities of not less than 60 units per net hectare (24 units per net acre) and not more than 110 units per net hectare (45 units per net acre) in Core Residential Area A.
<i>RESIDENTIAL FRONTING BANWELL ROAD</i>	2.7.5.17	Residential developments fronting onto Banwell Road shall be permitted to have retail facilities located on the ground floor, provided they are intended to serve the convenience needs of core area residents, and have a maximum gross floor area of 200 square metres (2,150 square feet).
<i>SENIORS’ HOUSING</i>	2.7.5.18	The Municipality shall encourage the location of seniors’ housing in this area, in proximity to the concentration of commercial, institutional and open space uses foreseen in the adjacent Mixed Use Corridor.

<i>SIMILAR BLOCK FACES</i>	2.7.5.19	Development on each street block face (both sides) shall have similar building heights and built form throughout Core Residential Area A. On sites abutting the stormwater detention ponds, medium profile buildings in the 6 to 8 storey range shall be encouraged.
<i>CORE RESIDENTIAL AREA B</i>	2.7.5.20	Core Residential Area B provides a transition between the Banwell Road Mixed Use Corridor, the higher density residential areas of Core Area Residential A and the adjacent residential neighbourhoods.
<i>PERMITTED USES</i>	2.7.5.21	<p>Within Core Residential Area B, there shall be a greater mix of dwelling unit types than in Core Residential Area A. Permitted dwelling types shall include:</p> <ul style="list-style-type: none"> <li>(a) small - lot single detached dwellings;</li> <li>(b) small - lot semi-detached dwellings;</li> <li>(c) street related townhouse dwellings;</li> <li>(d) stacked townhouses;</li> <li>(e) duplexes;</li> <li>(f) multiplexes; and</li> <li>(g) multiple dwellings.</li> </ul>
<i>DENSITY IN CORE RESIDENTIAL AREA B</i>	2.7.5.22	Developments shall have densities of not less than 24 units per net hectare (10 units per acre) and not more than 60 units per net hectare (24 units per net acre) within Residential Core Area “B”.
<i>BUILDING HEIGHTS IN CORE RESIDENTIAL AREA B</i>	2.7.5.23	Building heights shall not exceed four storeys) within Residential Core Area B, however development on each block face (both sides) shall have similar building heights and built form throughout.

## 2.7.6 Business Park

<i>HIGH QUALITY EMPLOYMENT AREA</i>	2.7.6.1	Development within the Business Park designated on Schedule ER-2: Land Use Plan shall lead to creation of a high quality employment area, capitalizing upon the site's locational advantages in relation to key transportation links and a skilled resident workforce. The Business Park will be well suited as a location for prestige office and industrial operations related to research business services and manufacturing.
<i>BANWELL ROAD</i>	2.7.6.2	Banwell Road, a Class II Arterial Road, is the primary access providing the opportunity to attract employment uses with a regional orientation.
<i>PERMITTED USES</i>	2.7.6.3	Permitted uses within the lands designated as Business Park on Schedule ER-2: Land Use Plan shall include: <ul style="list-style-type: none"><li>(a) offices;</li><li>(b) Class 1 Industrial Facilities as defined by the Ontario Ministry of Environment and Energy;</li><li>(c) retail outlets ancillary to industrial uses;</li><li>(d) research, development and technology uses;</li><li>(e) large-scale warehouse type "big box" retail establishments (having floor areas of between 4,000 and 20,000 square metres/43,000 and 215,000 square feet);</li><li>(f) public, separate or commercial schools;</li><li>(g) fitness centres; and</li><li>(h) restaurant and other service commercial uses intended to serve employees of the area.</li></ul>
<i>FLOOR SPACE INDEX</i>	2.7.6.4	Development shall have a maximum floor space index of 1.0 times the area of the lot.
<i>LOCAL PARKS</i>	2.7.6.5	Small local parks and landscaped sitting areas shall be encouraged throughout the Business Park, to provide for both active and passive recreation needs of employees and contribute to the overall quality of the area.

<i>REDUCTION IN SIZE</i>	<b>2.7.6.6</b>	Notwithstanding Schedule ER-2: Land Use Plan, the area designated as Business Park may be reduced in area by moving the west and east limits of the park provided that the land removed from the designation shall be designated the same as the adjacent lands (Residential Neighbourhood South and East).
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### **2.7.7 Residential Neighbourhoods**

<i>DEVELOPMENT TYPE</i>	<b>2.7.7.1</b>	The Residential Neighbourhoods are expected to be developed with predominantly low density, street residential dwellings.
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<i>OPTION FOR HIGH DENSITY</i>	<b>2.7.7.2</b>	Notwithstanding policy 2.7.7.1 above, developers shall be encouraged to provide alternative, higher density forms of housing in the Residential Neighbourhoods, particularly in proximity to community services and facilities such as parks, schools and convenience retail to accommodate a range of demographic and tenure types.
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<i>PERMITTED USES</i>	<b>2.7.7.3</b>	Development within the Residential Neighbourhoods shall occur at densities of up to 40 units per net hectare (16 units per net acre). Unit types permitted within this density range will include: <ul style="list-style-type: none"> <li>(a) single detached dwellings;</li> <li>(b) semi-detached dwellings;</li> <li>(c) street related townhouse dwellings;</li> <li>(d) stacked townhouses;</li> <li>(e) duplexes;</li> <li>(f) multiplexes; and</li> <li>(g) dwellings within small-scale multiple dwellings of 3 to 4 storeys.</li> </ul>
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<i>CONSISTENT BLOCK FACE</i>	<b>2.7.7.4</b>	Development on each block face (both sides) shall have similar building heights and built forms throughout.
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<i>MIX &amp; DISTRIBUTION OF TYPES</i>	2.7.7.5	The mix and distribution of dwelling types within Residential Neighbourhoods will be established in the neighbourhood subdivision plans provided for in Section 2.8 of this Secondary Plan provided, however, that single detached dwellings shall be the only permitted use north of Wyandotte Street and on any lot which abuts the municipal boundary of the Town of Tecumseh.
<i>COMMUNITY INSTITUTIONS</i>	2.7.7.6	Community Institutions shall be permitted in all Residential Neighbourhoods as per the provisions of Section 2.7.5 of this Secondary Plan.
<i>CONVENIENCE COMMERCIAL USES</i>	2.7.7.7	<p>Convenience commercial uses shall be permitted throughout the Residential Neighbourhoods, subject to the following criteria:</p> <ul style="list-style-type: none"> <li>(a) they are intended to serve the needs of local residents;</li> <li>(b) they are permitted only where there is a demonstrated need;</li> <li>(c) the character and amenity of adjoining residential properties areas are preserved;</li> <li>(d) they are located on corner properties;</li> <li>(e) buildings are compatible in height and mass with those on adjacent properties;</li> <li>(f) they have a floor area of 200 square metres (2,150 square feet) or less;</li> <li>(g) at least one building wall shall be located on an exterior lot line so as to afford pedestrian access from the street; and</li> <li>(h) building heights shall not exceed two storeys and second storey dwelling unit(s) shall be encouraged.</li> </ul>
<i>HOME BASED OCCUPATIONS</i>	2.7.7.8	Home based occupations shall be encouraged in all Residential Areas.
<i>NOISE STUDY REQUIREMENT</i>	2.7.7.9	A Noise Study shall be required for residential development and subdivision plans within 300 metres of the railway tracks bounding the southern edge of the East Riverside Planning Area.

<i>NOISE STUDY PREPARATION</i>	2.7.7.10	The Noise Study shall be prepared in accordance with Section 10.2.11 in Volume I: The Primary Plan.
<i>VIBRATION STUDY REQUIREMENT</i>	2.7.7.11	All development within 75 metres of railroad tracks shall be required to complete a vibration study in accordance with Section 10.2.11 in Volume I: The Primary Plan.
<i>EAST NEIGHBOURHOOD</i>	2.7.7.12	The East Neighbourhood as shown on Schedule ER-2: Land Use Plan may be able to be developed to a depth of approximately 450 metres south of the boundary defining the north limit of the East Neighbourhood. Access to McHugh Street shall be required for the balance of the neighbourhood.

## **2.7.8 Environment**

The subject property is bordered on its north side by Lake St. Clair and for a significant distance inland is at an elevation below that of historical 1:100 year lake levels. To ensure the protection of new development and to avoid increasing flooding potential for existing development, the loss of flood storage associated with new development needs to be mitigated by the containment or management of potential flood spills associated with Lake St. Clair and Little River. Engineering studies and plans prepared to the satisfaction of the City of Windsor and the Essex Region Conservation Authority will be required. Both the old and new Little River channels are designated as floodplain areas on Schedule C: Development Constraint Areas within Volume I: The Primary Plan.

<i>LAKE ST. CLAIR FLOOD PROTECTION</i>	2.7.8.1	A barrier landform capable of providing flooding protection within Lake St. Clair floodprone area, as designated on Schedule C: Development Constraint Areas in Volume I: The Primary Plan, shall be provided along the western, northern and eastern boundaries of the East Riverside Planning Area. Such landform shall be constructed to the satisfaction of the City of Windsor and the Essex Region Conservation Authority.
<i>SPECIFIC FLOOD PROOFING</i>	2.7.8.2	Specific flood proofing measures required to permit development within the East Riverside Planning Area will be incorporated in subdivision and servicing agreements as necessary. Such measures may include minimum elevation requirements, restrictions on the location of structures, grading and placing or removal of fill.

<i>LITTLE RIVER FLOODPLAIN</i>	2.7.8.3	Both the old and new Little River channels are designated as floodplain areas on Schedule C: Development Constraint Areas in Volume I: The Primary Plan. These floodplain areas are incorporated into the East Riverside Planning Area Greenway System. No development will be permitted within these areas.
<i>ERCA PERMITS</i>	2.7.8.4	Permits are required from Essex Region Conservation Authority for construction, filing or alteration of waterways for lands within regulatory floodplains.
<i>CP2</i>	2.7.8.5	The two woodlots located in the central portion of the site designated Natural Heritage on Schedule D: Land Use in Volume I: The Primary Plan have been acquired by the City of Windsor and shall be conserved as part of the community park within the Core Area, identified as CP 2 on the Schedule ER-3: Greenway System Plan.
<i>NP1</i>	2.7.8.6	A third woodlot located in the northern portion of the East Riverside Planning Area, designated as Environmental Policy Area A on Schedule C: Development Constraint Areas in Volume I: The Primary Plan, shall be conserved within the neighbourhood park identified as NP 1 on Schedule ER-3: Greenway System Plan.
<i>LITTLE RIVER SEWAGE TREATMENT PLANT</i>	2.7.8.7	The Little River Sewage Treatment Plant is located on the western boundary of the site, between the old and new channels of the Little River, immediately south of the proposed eastward extension of Wyandotte Street Greenway System designated on Schedule C: Development Constraint Areas in Volume I: The Primary Plan. The plant is proposed to be expanded to the east, to accommodate projected growth in Windsor and adjacent municipalities. Due to odours which may emanate from the sewage treatment plant, the Ministry of Environment and Energy has required, and the City of Windsor must comply with, a designated 300 metre buffer zone around the proposed plant expansion. As such, only recreational and stormwater management facilities shall be permitted to locate within 300 metres of the existing and/or expanded Little River Sewage Treatment plant.

**2.7.8.8** A closed landfill site is located in the south-eastern section of the planning area and is designated as Known or Suspected Waste Disposal Sites on Schedule C: Development Constraint Areas in Volume I: The Primary Plan. The Municipality has prepared a master park development plan providing for its long term use and redevelopment as a regional park. In accordance with Ministry of Environment and Energy requirements no development shall be permitted within 30 metres of the former East Riverside landfill site, designated in part as Regional Park 3 (RP 3) on Schedule ER-3: Greenway System Plan. The 30 metre buffer is conditional upon the installation of a leachate and methane gas control system installed to the satisfaction of the Ministry of Environment and Energy, otherwise a greater buffer may be required.

## **2.7.9 Transportation System**

It is the intent of this Secondary Plan to create a highly accessible, multi-dimensional transportation system for the community, made up of a combination of arterial, collector and local roads, laneways, pedestrian, bicycle routes and transit service. This transportation system will provide a high degree of mobility for residents, employees and visitors, offering them the choice of alternative modes of travel and integrating the community with surrounding areas.

The road system in the vicinity of the site is well developed and the existing major roads have sufficient capacity to accommodate proposed development levels. Additions to the major road system outside the site have been planned and rights-of-way reserved which will enhance overall mobility to the area.

Development within the East Riverside Community Planning Area shall encourage and accommodate public transit use by incorporating transit-supportive land use and site planning principles.

Volume I: The Primary Plan encourages walking and cycling as viable modes of transportation. It designates a system of Recreationways to be developed for off-road pedestrian and cycle use, as well as a complementary system of on-road Bikeways. A north-south Recreationway is designated adjacent to the old Little River channel, to provide a direct link between the Ganatchio Trail and the Forest Glade Planning District to the south of the East Riverside Planning Area.

<i>REDUCED RIGHT-OF-WAY</i>	2.7.9.1	Notwithstanding the provisions of Section 7.2 in Volume I: The Primary Plan, roads within the East Riverside Planning Area may be designed with reduced rights-of-way and accompanying alternative service placement standards, to encourage efficiency in the use of land and public resources, and to create a community which is more pedestrian oriented.
<i>EVALUATING REDUCED RIGHT-OF-WAY</i>	2.7.9.2	Reduced rights-of-way will be evaluated on the basis of development applications accompanied by a traffic impact and functional design study. Such study shall be approved by Council.
<i>CONTINUITY</i>	2.7.9.3	The road system within the Secondary Plan area shall demonstrate continuity across development blocks throughout the community; connectivity between local roads, with major roads, and with existing roads off-site; and accessibility to all areas and amenities within the community.
<i>NORTH-SOUTH ROADS</i>	2.7.9.4	North-south roads shall be designed, wherever feasible, to follow the historic pattern of long narrow lots aligned on a north/south axis, mirroring the overall road pattern in Windsor.
<i>ACCESS TO GREENWAY SYSTEM</i>	2.7.9.5	The road system shall be designed to ensure that, wherever feasible, local roads terminate at a park or greenway corridor to maximize public access to, and community integration with, the Greenway System.
<i>VISTAS</i>	2.7.9.6	Roads bordering the greenway corridors and major parks shall be designed to facilitate visual and physical access into the open space areas.
<i>LANDSCAPE CENTRAL BOULEVARDS</i>	2.7.9.7	Landscaped central boulevards shall be encouraged in accordance with the policies 2.7.2.34 and 2.7.2.35.
<i>SIDEWALKS</i>	2.7.9.8	Sidewalks shall be required on both sides of arterial and collector roads as shown on Schedule ER-4: Major Road Plan and on one side of local roads. Sidewalks shall be encouraged on both sides of all roads where semi-detached, townhouses and/or multiple residential uses are proposed.
<i>REVERSE LOTING</i>	2.7.9.9	Road layouts which result in reverse lotting shall be avoided except where there are demonstrable safety or environmental hazards.

MAJOR ROAD  
NETWORK

2.7.9.10

The major road network, comprising Class II Arterial Roads and Class I and Class II Collector Roads, is designated on Schedule ER-4: Major Road Plan. This major road network integrates the site with the surrounding areas by extending existing and proposed roads into the area. This network will be complemented by a much more extensive local road network, developed according to policies 2.7.9.3 through 2.7.9.9, inclusive.

MAJOR ROAD  
NETWORK  
DEFINED

2.7.9.11

The major road network of the East Riverside Planning Area consists of three continuous east-west roads and three continuous north-south roads.

- (a) The major east-west roads shall include the following:
  - (i) the extension of Wyandotte Street, which will function as the major access spine into and out of the area from the west;
  - (ii) the easterly extension of McHugh Street, connecting through to McNorton Street, bounding the northern edge of the Business Park and functioning as an important east-west connector; and
  - (iii) the westerly extension of Little River Road which will function as a Class II Collector Road and also be part of an important scenic open space corridor paralleling the East Marsh Tap Drain and connecting the Little River Corridor Park the central park, and the stormwater retention system located north of East Riverside Park.
- (b) The major north-south roads shall include the following:
  - (i) the northerly extension of Banwell Road, which will function as the major access road into and out of the East Riverside Planning Area from the south;
  - (ii) the northerly extension of Clover Street extending north from Tecumseh Road West to Wyandotte Road; and

- (iii) a new road bounding the east side of Little River Corridor extending from Wyandotte Road to Tecumseh Road East at the Scarsdale Road right-of-way. This road will be the community's second major road forming part of a scenic open space corridor.

*MAJOR ROAD DESIGNATIONS*

2.7.9.12

Major roads within the East Riverside Planning Area are designated on Schedule ER-4: Major Road as follows:

- (a) **Banwell Road:** Tecumseh Road to Wyandotte Street- Class II Arterial Road;
- (b) **Clover Street:** Tecumseh Road to Wyandotte - Class I Collector Road;
- (c) **Scarsdale Road:** Tecumseh Road to Wyandotte - Class II Collector Road;
- (d) **McHugh Road:** Little River to City Limits - Class II Arterial Road;
- (e) **Wyandotte Street:** Little River to Banwell - Class II Arterial Road;
- (f) **Little River Road:** Scarsdale to City Limits - Class I Collector Road;
- (g) **N/S West of Banwell:** McHugh to Wyandotte - Class II Collector Road; and
- (h) **E/W North of McHugh:** Scarsdale to Banwell - Class II Collector Road.

*CONVEYANCE*

2.7.9.13

Major roads as shown on Schedule ER-4: Major Road Plan may be conveyed and improved prior to approval of plans of subdivision, wherever necessary to facilitate traffic flow, access and servicing.

*COMPLEMENT LOCAL ROADS*

2.7.9.14

The major road network described in policy 2.7.9.11 and designated on Schedule ER-4: Major Road Plan shall be complemented by a much more extensive local road system.

<i>INTEGRATE LOCAL ROADS</i>	2.7.9.15	The local road system shall be designed as a part of the larger transportation network.
<i>FINAL LOCAL ROAD SYSTEM</i>	2.7.9.16	The local road system shall be finalized at the time of preparation of the neighbourhood subdivision plans required in Section 2.8 of this Secondary Plan. The concept plan referenced as Appendix A shall be used as a guideline for the local road system.
<i>DESIGN OF LOCAL ROADS</i>	2.7.9.17	Local roads shall be designed with consideration to policies 2.7.9.3 through 2.7.9.9, inclusive.
<i>TRANSIT USE</i>	2.7.9.18	The system of local roads shall be designed to facilitate transit use by providing direct walking routes to major roads and transit stops.
<i>LANEWAYS</i>	2.7.9.19	Rear access public laneways shall be permitted within the Banwell Road Mixed Use Corridor, to provide access to the parking, service and loading areas required to be located at the side and rear of buildings.
<i>AREAS FOR LANEWAY</i>	2.7.9.20	Rear access public laneways shall be permitted within the Core Residential Area, Business Park and Residential Neighbourhood designations on Schedule ER-2: Land Use Plan.
<i>DESIGN OF LANEWAYS</i>	2.7.9.21	The layout and functional design of public laneways shall be subject to review and approval by the City of Windsor at the time of submission of a neighbourhood subdivision plan.
<i>TRANSIT</i>	2.7.9.22	The major road system designated on Schedule ER-4: Major Road Plan has been designed to facilitate the provision of transit service to the community and each major road is encouraged to be used for public transit so that all residents of the community shall be within a 5 to 10 minute walk to transit service. Local roads shall be designed in accordance with policy 2.7.9.18 to enhance access to public transit.
<i>PUBLIC TRANSIT TERMINUS</i>	2.7.9.23	The City of Windsor and Transit Windsor will encourage development of a public transit terminus in the Banwell Mixed Use Corridor to provide a visible focal point for public transit and an additional public use in the corridor.

<i>TRANSIT AMENITIES</i>	2.7.9.24	Major roads will be designed to allow for transit amenities such as bus bays, shelters, benches and landing pads to make public transit more appealing and improve safety.
<i>RECREATIONWAY</i>	2.7.9.25	Development within the East Riverside Planning Area shall accommodate the Recreationway designated adjacent to the Little River on Schedule B: Greenway System in Volume I: The Primary Plan.
<i>ACCESS GREENWAY SYSTEM</i>	2.7.9.26	A network of off-road pedestrian and cycle paths shall be provided throughout the Greenway System as shown on Schedules ER-2: Land Use Plan and ER-3: Open Space System, in the form of Recreationways, linking all of the neighbourhoods and amenities within the new community.
<i>BIKEWAY</i>	2.7.9.27	In addition, a Bikeway is designated on Schedule F: Roads and Bikeways in Volume I: The Primary Plan along the extension of Jarvis Avenue and along the north side of the linear neighbourhood park (NP 3) leading to the Core Area.
<i>CONNECT PARKS</i>	2.7.9.28	The network of Recreationways and Bikeways will be designed to connect to the Ganatchio Trail and Little River Corridor Park (RP 1).
<i>TRAFFIC STUDY</i>	2.7.9.29	<p>Prior to development within the East Riverside Planning Area the Municipality may require preparation of a Traffic Impact Study, to assess the internal and off-site traffic impact resulting from the proposed development. The need for such a study will be determined at the time of a subdivision, rezoning or site plan control application and will vary with the scale, location and phasing of the development. As per the requirements of Section 10.2 in Volume I: The Primary Plan, the Traffic Impact Study shall include, but not be limited to:</p> <ul style="list-style-type: none"> <li>(a) the collection and projection of traffic related data (vehicle bicycle and pedestrian flows, accidents, turning movements, etc.);</li> <li>(b) an assessment of trip generation, assignment and distribution;</li> <li>(c) an assessment of road and intersection capacity; and</li> </ul>

- (d) description and recommendation of remedial measures required to achieve the transportation goals, objectives and policies in Volume I: The Primary Plan and this Secondary Plan.

## 2.7.10 Physical Services

*STORMWATER  
MANAGEMENT  
PLAN*

- 2.7.10.1 For those areas of the East Riverside Planning Area which are not subject to an approved stormwater management plan, a Stormwater Management Plan shall be prepared to the satisfaction of the Municipality, in consultation with the Essex Region Conservation Authority, the Ministry of Natural Resources and the Ministry of Energy and Environment, prior to development within the East Riverside Planning Area. This study will establish an overall stormwater management system for the area, and ensure that individual development applications within it are consistent with an overall scheme for drainage and stormwater management.

*MASTER  
SERVICING PLAN*

- 2.7.10.2 Prior to approval of development within the Secondary Plan area, the owners shall prepare to the satisfaction of the City a comprehensive Master Servicing Plan to address the provision of services and utilities throughout the area. The study shall identify the technical and financial requirements to provide the following services:

- (a) sanitary sewers;
- (b) water supply;
- (c) stormwater management;
- (d) transportation facilities; and
- (e) hydro electric power.

<i>PHASING PLAN</i>	2.7.10.3	<del>Given the magnitude of development provided for in this Secondary Plan, it is necessary to establish a sequence of development phases, to ensure that growth occurs in a logical and economical way, and that appropriate services are available prior to construction. The phasing of development shall occur in accordance with Schedule ER-5: Phasing Plan. The geographic and chronological sequence of development beyond shown on Schedule ER-5, shall therefore be established in the Master Servicing Plan. (deleted by OPA #1 – 12/28/00)</del>
<i>NATURALIZE STORMWATER MANAGEMENT FACILITIES</i>	2.7.10.4	Stormwater management facilities shall be designed to maintain environmental and ecological integrity, and to provide net benefit to the natural environment if feasible. Where appropriate, they shall also be designed as community amenities, suitable for passive recreational activities.
<i>NATURAL CHANNEL</i>	2.7.10.5	Where existing streams are to be retained, this will be done in naturalized, open channels to maintain and, if feasible, improve stream corridor integrity.
<i>STORMWATER DETENTION PONDS</i>	2.7.10.6	Stormwater detention ponds shall be multi-purpose and function as part of the Greenway System. They shall be located adjacent to parkland wherever feasible, and be designed to provide community amenities and functioning wildlife habitat.
<i>CABLE SERVICES</i>	2.7.10.7	All local power and telephone lines and other “cable” services shall be located below ground. Wherever feasible, they shall be grouped into a single utility conduit, in keeping with policy 2.7.9.1.
<i>COSTS</i>	2.7.10.8	The costs of all studies and all required regional infrastructure and facilities shall be paid for by benefiting owners on a pro-rated basis. Local facilities are the responsibility of the owner.
<i>DEVELOPMENT CHARGES</i>	2.7.10.9	All developments are subject to a Development Charge in accordance with the Development Charges Act. Development charges (costs) are collected at the time of issuance of building permits.
<i>UTILITIES</i>	2.7.10.10	Electricity, water, gas and telephone service will be provided by owners in consultation with the utility companies.

- 2.7.10.11 Construction of infrastructure required to service development within the East Riverside Planning Area shall be based upon detailed engineering and design studies to be approved by the City of Windsor.

## 2.8 Implementation

### 2.8.1 Required Studies

- 2.8.1.1 Prior to the approval of development within the East Riverside Planning Area the following may be required, dependent on the area of development to the satisfaction of the Municipality:
- (a) a Stormwater Management Plan, as per Section 10.2.4 in Volume I: The Primary Plan and policy 2.7.10.1 of this Secondary Plan;
  - (b) a Master Servicing Plan, as per policy 2.7.10.2 of this Secondary Plan;
  - (c) Neighbourhood Subdivision Plans for the Residential Neighbourhoods, as per Section 2.8.2 of this Secondary Plan;
  - (d) a Noise and/or Vibration Study, as per Section 10.2 in Volume I: The Primary Plan and Section 2.7.7 of this Secondary Plan;
  - (e) a Traffic Impact Study, as per Section 10.2 in Volume I: The Primary Plan and policy 2.7.9.29 of this Secondary Plan;
  - (f) Environmental audits and remedial reports. Environmental audits and remediation reports, if necessary, will be required within 500 metres of any site where known fill has been placed; and
  - (g) Flood protection plans.

## 2.8.2 Development Approval Process

<i>NEIGHBOURHOOD SUBDIVISION PLAN</i>	2.8.2.1	So as not to compromise the policies of this Secondary Plan and ensure that each development parcel is an integral part of a larger neighbourhood, the City of Windsor, where ownership permits, will require that draft plans of subdivision within the Residential Neighbourhoods and the Core Area include an area of not less than 30 hectares within the residential neighbourhoods and 15 hectares within Core Residential Areas A and B. Phasing within these draft plans may provide for registered plans of a smaller area. Plans of subdivision will also be encouraged in the Business Park. Where plans of subdivisions are registered, part lot exemption by-laws may be passed to facilitate creation of lots for semi-detached and row dwellings or to allow flexibility in lotting for single detached dwellings.
<i>ZONING AMENDMENTS</i>	2.8.2.2	Most of the East Riverside Planning Area remains in a rural development zoning category (Planned Development 1). The Municipality will encourage pre-zoning of larger development areas wherever neighbourhood subdivision plans are approved. Phasing of development will be implemented by means of an “H” prefix.
<i>CONSENTS</i>	2.8.2.3	Consents will be discouraged in favour of plans of subdivision. No consent will be approved for lands zoned for development in Core Residential Areas A and B or Residential Neighbourhoods which creates a parcel of land which is smaller than that required for a neighbourhood subdivision plan.
<i>SUBDIVISION &amp; SERVICING AGREEMENTS</i>	2.8.2.4	The extension of infrastructure, parkland conveyances and other municipal requirements will be achieved by means of subdivision and consent agreements, as applicable.
<i>SITE PLAN CONTROL</i>	2.8.2.5	Development applications subject to site plan approval shall be reviewed and approved having regard to the development policies established by this Secondary Plan. All development within the Secondary Plan area shall be subject to site plan approval, with the exception of single and semi-detached dwellings.

<i>URBAN DESIGN PLAN</i>	2.8.2.6	Where an owner wishes to deviate from any of the design policies set out in Section 2.7.5, an Urban Design Plan is required prior to consideration of any rezoning, zoning variance or site plan control application. The design plan must demonstrate that the Goal and Objectives of this Secondary Plan can be met by alternative development design.
<i>URBAN DESIGN PLAN AREA</i>	2.8.2.7	The geographic scope of an Urban Design Plan must be sufficient to show the relationship of the development proposal or policy change to all existing and proposed development within an entire road block face and within 800 feet of the area or site or area affected by the proposed change.
<i>URBAN DESIGN PLAN CONTENTS</i>	2.8.2.8	<p>The Urban Design Plan should address the following issues:</p> <ul style="list-style-type: none"> <li>(a) a roads and block plan for the revised concept set into the context of the attached community concept plan showing the size, orientation and lotting of each proposed block;</li> <li>(b) an open space proposal for the revised concept set into the context of the community concept plan with reference to Schedule ER-2: Land Use Plan of this Secondary Plan;</li> <li>(c) a three dimensional massing for any changes in the Core Area or Banwell Road Mixed Use Corridor locations showing the location, height and road relationships for all proposed building masses including details of transitions of type and use between different districts; and</li> <li>(d) the streetscape treatments for all road types in the proposed plan.</li> </ul>
<i>PHASING</i>	2.8.2.9	<del>Prior to approval of any rezoning applications and draft plans of subdivision in the area shown as the Phase II Zone of Schedule ER-5: Phasing Plan, all of the lands in the area shown as the Phase I Zone shall be zoned for their intended uses in accordance with the policies of this plan and all plans of subdivision required shall be registered.</del> (deleted by OPA #1 – 12/28/00)