

3. North Roseland Planning Area- Phase 2

3.0 Preamble

The following secondary plan provides direction for the development of North Roseland Planning Area - Phase 2, 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). 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 North Roseland Planning Area - Phase 2 includes all of the lands in the south east quadrant of the Roseland Planning District as designated on Schedule A: Planning Districts & Policy Areas in Volume I: The Primary Plan and identified on Schedule NR2-1: Study Area in this Secondary Plan and further described in Section 3.1.

The North Roseland Planning Area - Phase 2 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.**

3.1 Study Area

*SCHEDULE
NR2-1*

This secondary plan applies to the area bounded by CN/CP railway tracks on the north/northeast, Sixth Concession Road on the west and Highway #401 on the south/southeast as shown on Schedule NR2-1: Study Area. This study area encompasses approximately 108 hectares (267 acres) and is referred to as the North Roseland Planning Area - Phase 2.

3.2 Purpose

*PREVIOUS
STUDIES*

During the 1980s, planning and development studies were conducted by various consultants. Development/Subdivision plans for most of the vacant land west of Sixth Concession Road are now approved. With the extension of sewers, residential development has started in other nearby areas west of Sixth Concession Road, north of Highway #401 (North Roseland Planning Area - Phase 1).

*DEVELOPMENT
PRESSURE*

Because of the availability of sanitary sewers, most of the owners of vacant land lying east of Sixth Concession Road have expressed an interest in developing this area. Most of the land is vacant.

Council Resolution CR400/96 authorized the Planning Department to prepare a secondary plan for the North Roseland Planning Area - Phase 2.

3.3 Background

3.3.1 Study Process

OPEN HOUSE

The Planning Department organized an open house in May 1996 to receive initial input from citizens, landowners and civic agencies. As a result of this, consultants were commissioned at the expense of the major land owners to investigate stormwater management, traffic impact, noise and vibration impacts on the study area. Preliminary reports on these issues have been prepared and await approval.

DRAFT REPORT

Based on the foregoing, in June 1997, a Development Plan (a preliminary report for discussion only) was prepared and tabled at the July 1997 Planning Advisory Committee meeting. This report included goals, objectives, policies and two concept plans. It was also circularized to various civic agencies, land owners, etcetera for review and comments.

*2ND OPEN
HOUSE*

The Planning Department organized a second open house on September 17, 1997 where the results of the draft Development Plan were presented.

REVISED PLAN

After receiving comments and concerns from various agencies, individuals, property owners etcetera, the draft Development Plan was revised and received Council approval on February 16, 1998 (CR163/98).

3.3.2 Existing Land Use and Physical Features

FLAT AREA

The study area is generally flat and exhibits no significant change in elevation. The only topographical features of note are the elevated overpass of Sixth Concession Road over Highway #401 and the overpass of Highway #401 over Walker Road.

VACANT LAND

With the exception of a few houses on the east side of Sixth Concession Road, the west side of Walker Road and two industrial properties on the east side of Walker Road, the whole area is vacant land (Schedule NR2-2).

3.3.3 Existing Zoning and Official Plan Designation

*OFFICIAL PLAN
DESIGNATION*

According to Schedule D: Land Use in Volume I: The Primary Plan, most of this area is designated as „Residential“. However, a parcel near the railway tracks is designated as “Open Space” and properties fronting on both side of Walker Road are designated as “Business Park”.

ZONING Except for two (2) properties (zoned M1.7) located on the east side of Walker Road, and property on Sixth Concession Road (R1.9), the area is zoned PD.1 indicating that land is reserved for future residential development (Schedule NR2-2).

3.3.4 Ownership

OWNERSHIP According to the most recent assessment rolls, there are 23 property owners in the study area (Schedule NR2-3). Vacant land parcels vary in size from 1.6 ha (4 ac.) to 32 ha (77 ac.) Some of the owners have already combined resources and assembled land. All except 3 owners (9.7 ha./24 ac.), are represented by two solicitors and have expressed interest in developing this area by the submission of rezoning applications (Schedule NR2-4) to the Planning Department. In the absence of detailed development policies, these applications were considered premature.

3.3.5 Other Issues

RESIDENTIAL The surrounding area in the vicinity of this study area is primarily developed for low profile residential use. There is an apparent lack of other supporting facilities (i.e. schools, library, parks, police precinct, fire station, etc.).

COMMERCIAL The City's major regional shopping centre, Devonshire Mall is located approximately 4 kilometers to the northwest on Howard Avenue. The „big box“ commercial use, Costco (formerly Price Club), is about 2 kilometers away at the intersection of Provincial/Walker Roads and is accessible to members only. There are no nearby neighbourhood commercial facilities. It would be desirable to locate a neighbourhood plaza of 1.0 to 1.5 ha. in size within this study area. Furthermore, there is an expressed need and it is also desirable to develop the Walker Road frontage as light industrial commercial/office park area. An area of 3.5 to 4.5 hectares would be suitable for this type of land use.

SCHOOLS There are no nearby elementary schools which have capacity to accommodate students from this area. Both the Windsor Board of Education (now part of Greater-Essex County District School Board) and R.C. Separate School Board (now part of Windsor-Essex Catholic District School Board) have expressed a need to locate sites for elementary schools in this study area.

PARKS Roseland Park (1.62 ha.) is the closest neighbourhood park and is located on the corner of Morand and Locke Streets (Schedule NR2-5). There is no community park facility either existing or planned in the vicinity of this area. Devonwood Conservation Area is located along Division Road 1.5 kilometers away north of this secondary plan area. This park does not provide any active recreation facilities. There are two other neighbourhood parks planned near this area: one in the northeast corner of North Talbot Road and Sixth Concession Road (RV

Investment subdivision) and the other at a the corner of Holburn and Providence (GFD Subdivision). There is a need for the location of a large community park in this secondary plan area.

This proposed community park should be able to accommodate baseball diamonds, a clubhouse, parking lot for 100 vehicles, a play area and some passive recreation areas. A park of 5.5 to 6.5 hectares in size would be large enough to accommodate most of the activities. This could be achieved through a combination of parkland conveyances pursuant to the Planning Act and/or through land exchanges, acquisition etc. as development of the area proceeds.

RECREATIONWAYS & BIKEWAYS

Furthermore, there is a potential need to develop recreationways/bikeways linking with Southwood Lakes, residential areas west of Sixth Concession Road and the Devonwood Conservation Area. Eventually this system could be linked to the greenway in Essex County near Oldcastle.

COMMUNITY SERVICES

Police, fire and library services are located remote from this area. There is a need for a site to be allocated to accommodate a joint use facility in conjunction with a school or a neighbourhood plaza in this area.

3.3.6 Environment

NOISE & VIBRATION FROM HIGHWAY 401 & RAILWAY TRACKS

Another important factor affecting development in this area is noise and vibration originating from Highway #401 and the CN/CP railway tracks surrounding this study area. A letter dated March 15, 1997 from Spaarg Engineering Ltd., Noise & Vibration Specialists, indicates that residential development is feasible according to provincial standards provided proper noise controls are adopted.

AIRPORT NOISE

Airport NEF/NEP contours, as approved by Transport Canada, do not affect this area. However, certain air flights have been observed to pass over the Roseland area due to variations in the local weather conditions. In addition, increased traffic on the Sixth Concession Road may affect the noise environment in this area.

NOISE & VIBRATION STUDY

The Ministry of Environment and Energy guidelines require that any proposed residential development located within 300 meters of a continuous noise source should be subject to a complete noise and vibration study. Therefore, a noise and vibration study would be required for any proposed residential development along CN/CP railway tracks, Highway #401, Sixth Concession Road and Walker Road.

**RAILWAY
SAFETY BERM**

There is a safety concern regarding protection from possible train derailments on the CN/CP tracks. The CN/CP Railway requires a safety berm to be located parallel to the railway tracks on private lands where residential development is proposed. Also, no residential building walls can be located within a specified distance of the railway property line. There are some insignificant hedgerows and bushes along the drains and property lines and may be removed as the development proceeds.

3.3.7 Public Transit

**PUBLIC
TRANSPORTATION**

At present, no public transportation service is available in this area or in the area west of Sixth Concession Road. Public transit would be extended as and when the need arises. However, some bus bays for disembarking and embarking of school students are required near the school sites.

3.3.8 Physical Services

UTILITIES

There is a 20" diameter panhandle high pressure gas line located parallel to the railway tracks within the study area. Union Gas has advised that a 18.28 metre (60') wide easement has to be maintained and no structures are permitted within this easement. Other utilities (i.e. electricity, water and gas, etc.) can be supplied by local utility companies.

**SANITARY
SEWER**

Morand sub-trunk sanitary sewer (30" diameter) is located at Morand Street and Sixth Concession Road and is designed to service this area (Schedule NR2-6).

**STORM WATER
DRAINS**

This secondary plan area is currently being drained by three major established municipal drainage systems; the 5th Concession Drain, 6th Concession Drain and 7th Concession Drain (Schedule NR2-6). The existing storm drainage is overland via field tiles. The 5th Concession Drain is contained entirely within the City of Windsor and outlets to the Lennon Drain and Turkey Creek.

**6TH CONCESSION
DRAIN**

The 6th Concession Drain is situated within the City of Windsor and the Town of Tecumseh (formerly the Township of Sandwich South). This Drain flows northerly and easterly and empties into the Little River. The 7th Concession Drain is also located in both municipalities and flows northerly into the 6th Concession Drain which then flows easterly into the Little River. In the future, the 7th Concession Drain will be enclosed in conjunction with reconstruction of Walker Road.

**STORMWATER
QUALITY &
MANAGEMENT**

One of the major servicing concerns for this area is stormwater quality and quantity management. To further investigate this problem, R. Meo & Associates, Engineering Consultant was commissioned to undertake this study. The consultant has prepared a preliminary draft report, dated December 1996: *Conceptual Stormwater Management Plan for North Roseland Planning Area*. A final report remains to be completed.

*CONCEPTUAL
STORMWATER
MANAGEMENT
PLAN*

This conceptual stormwater management plan recommends that predevelopment peak stormwater flows from the area be maintained. This would be accomplished by constructing a wetland/wet pond. This report recommends that the wetland/wet pond be developed in a natural park/lake like setting and be located in the vicinity of the existing 6th Concession Drain. A single outlet would be provided into the 6th Concession Drain. The report further recommends that all storm drainage from the area be collected and sewered to the wetland/wet pond. However, an overflow system would also outlet directly into the 5th Concession Drain and the 7th Concession Drain. It further recommends that the maintenance of the stormwater wetland/wet pond system would likely be facilitated by inclusion of a pump device (for completing draining of the pond system below the outlet pipe). The report recommends that drainage to the former Sandwich South lands, serviced by the upstream portion of the 6th Concession Drain, be maintained via the construction of an open channel. In brief, the report recommends that the wetland/wet pond, and open linear channel etc. should all be designed and located along the 6th Concession Drain to accumulate run-off and then discharge it slowly.

*WETLAND/WET
POND*

A preliminary review of this report by the City's administration, Town of Tecumseh (formerly Sandwich South) and Essex Region Conservation Authority staff suggests that the wetland/wet pond concept is feasible and acceptable.

*CONVEYANCE
CHANNELS*

Generally, the concept of wetlands/wet pond require meandering, low flow, flow conveyance channels through the system leading to deeper pools. This design would require an area larger than the area anticipated in the consultant's report. Any open channel leading to the wetland/wet pond could become a potential source of problems relative to maintenance, liability, and could affect an adjoining parkland and residential areas. Any channels leading to the wetland should be enclosed.

*LAND AREA FOR
POND*

To accommodate a wetland/wet pond, sufficient land should be set aside for larger volume storm events (up to 100 year) that can be integrated with the park and programmed for active recreation. To incorporate all these characteristics, an area of 4 to 5 hectares (10 to 12 acres) is needed.

*WETLAND/WET
POND DESIGN*

The wetland/wet pond should be more of a natural system requiring minimum maintenance and the system should be a biologically functioning entity of its own. The final design would require input from additional experts in biological systems and lake designs.

*POTENTIAL
AIRPORT
IMPACTS*

The 6th Concession Drain is located within 1500 metres of the Windsor Airport. The creation of a natural wetland/wet pond could have the affect of attracting wild fowl to the area. It is important to further consider the impact of the Aeronautical Act in relation to the creation of wetland/wet pond on a Municipal Drain.

PROVINCIAL
REVIEW

The Ontario Ministry of Transportation has advised that a review of the stormwater management study and grading would be required by the ministry.

3.3.9 Road Traffic

TRAFFIC STUDY

The traffic study as prepared by F.R. Berry & Associates (*North Roseland Phase 2 - Traffic Impact Study, June 1997*) for this area recommends a collector road link between Walker Road and Sixth Concession Road. The access at Walker Road will need to be signalized and requires improvement. Furthermore, two road links are required to Sixth Concession Road with stop signs and extra lanes for turning movements. As the development proceeds signalization would be required. Furthermore, some type of speed control measures should be introduced on the link roads connecting Walker and Sixth Concession Roads. From the safety view point, lots fronting on collector roads should be avoided.

3.4 Development Concept

DEVELOPMENT
CONCEPT

This Planning Area is proposed to be primarily a low profile residential community with a focus on a visible and centrally located community park with a stormwater retention pond in a natural appearing setting. This area is to be serviced by an east/west collector road linking Sixth Concession Road and Walker Road and provided with two elementary school sites.

3.5 Goals

Based on the background analysis and input received at the public meetings, the following development goals were established:

EFFICIENT
DEVELOPMENT
PATTERN

3.5.1 Promote land use patterns, residential profiles and building forms that make efficient use of existing resources, services and infrastructure.

NOISE &
VIBRATION
PROTECTION

3.5.2 Facilitate noise/vibration reduction from roads and rail and protect future residents from unacceptable levels of noise/vibrations.

ROAD NETWORK

3.5.3 Develop an appropriate road network in order to minimize through traffic on residential streets

PARKLAND
SYSTEM

3.5.4 Develop a parkland system convenient to local residents as well as the surrounding community.

STORMWATER
MANAGEMENT
SYSTEM

3.5.5 Develop a naturalized stormwater management system.

3.6 Objectives

Based on the background analysis and input received at the public meetings, the following development objectives were established:

<i>EAST-WEST COLLECTOR</i>	3.6.1	Establish an east/west collector road link between Walker Road and Sixth Concession Road and provide two means of access from Sixth Concession Road.
<i>BUS BAYS</i>	3.6.2	The design of the east/west collector road should integrate bus bays for embarking and disembarking of school children and also to include mechanisms/controls to reduce speed.
<i>AVOID FRONTAGE ON COLLECTOR ROAD</i>	3.6.3	Location of low profile residential lot frontages on the collector roads should be avoided.
<i>COMMUNITY PARK</i>	3.6.4	Provide a large Community Park of 5.5/6.5 hectares in size to accommodate active and passive recreation facilities, including parking.
<i>RECREATIONWAY SYSTEM</i>	3.6.5	Provide a recreationway system to link with other residential areas and greenways.
<i>ELEMENTARY SCHOOL SITE</i>	3.6.6	Provide elementary school site for both school systems adjacent to parkland.
<i>NEIGHBOURHOOD COMMERCIAL</i>	3.6.7	Provide an area for a neighbourhood commercial/joint use community facility in a central location along the collector road.
<i>BUSINESS PARK</i>	3.6.8	Provide an area for a business park which may include commercial and business uses along Walker Road.
<i>NATURAL STORMWATER MANAGEMENT FACILITY</i>	3.6.9	Provide and design a stormwater management facility in a naturalized setting and integrated with the parkland system with enclosed channels leading to the open stormwater management facility.
<i>NOISE CONTROL</i>	3.6.10	Provide adequate noise control measures to reduce noise pollution, vibrations from railway tracks and highways by utilizing minimum intrusive features and appropriate subdivision designs/site plan layouts.

*RAILWAY
SAFETY
CONTROLS*

3.6.11 Provide adequate safety controls against train derailments from CN/CP railway tracks and automobile traffic from Highway #401.

*PHASING &
IMPLEMENTATION
PROGRAM*

3.6.12 Develop a phasing and implementation program which reflects the most cost effective municipal capital expenditures.

3.7 Policies

After reviewing the background analysis, public input and consultants' reports, the intention of this Secondary Plan is to meet the established goals and objectives of this Plan and to establish land use distribution and policies to enunciate in greater detail, the broad policies established in Volume I: The Primary Plan.

The following text together with Schedule NR2-7: Land Use Designations & Concept Plan sets out policies for the North Roseland Planning Area - Phase 2.

3.7.1 General Policies

*SCHEDULE
NR2-7*

3.7.1.1 The following designations shall be identified on Schedule NR2-7:

- (a) Mixed Use;
- (b) Low Profile Residential;
- (c) Business Park;
- (d) Minor Institutional;
- (e) Public Open Space:
 - (i) Community Park;
 - (ii) Storm Water Retention Pond;
- (f) Class I Collector Road;
- (g) Class II Collector Road; and
- (h) Class II Arterial Road.

*NOISE &
VIBRATION
STUDY
REQUIREMENT*

3.7.1.2 A noise and vibration study(s) shall be required for residential developments and subdivision plans within 300 meters of railway tracks, Sixth Concession Road, Highway #401 and Walker Road. Such noise/vibration study(s) shall identify all noise sources and their impact on residential development. It shall recommend noise/vibration control measures for implementation. The noise/vibration study(s) shall be subject to guidelines of the Ministry of Environment & Energy. These studies shall require approvals from the Director of Development Review (Planning Department) and the Ministry of Environment.

*DEVELOPMENT
ADJACENT TO
RAILWAY*

3.7.1.3 Developments located adjacent to CN/CP railway tracks shall provide:

- (a) A 2.5 metre high safety berm, properly landscaped with a visual screen; (berm height to be measured from top of the nearest railway track); at the property line and located on the private property shall be provided by the property owners. The safety berm shall have slopes not steeper than 2.5 (horizontal) to 1(vertical), adjoining and parallel to the railway right-of-way with returns at the ends;
- (b) No building wall shall be built within 30 metres of the railway right-of-way; and
- (c) The private property owners shall provide and maintain at their expense, a chain link security fence of minimum 1.83 metre in height along the railway right-of-way.

*DEVELOPMENT
ADJACENT TO
HIGHWAY 401*

3.7.1.4 Developments located adjacent to Highway # 401 shall provide adequate safety measures including visual screening against the road traffic.

3.7.2 Low Profile Residential

Low Profile Residential development will be the predominant land use within the planning area.

*LOW PROFILE
DEVELOPMENT
DEFINED*

3.7.2.1 For the purposes of this plan, Low Profile Residential development comprises the following types of dwelling:

- (a) single detached;
- (b) semi-detached; and

- (c) on-street townhouses.

*ON-STREET
TOWNHOUSE
LOCATION*

3.7.2.2 On-street townhouses shall only be permitted along Local Roads.

3.7.3 Mixed Use

*MIXED USE
DEFINED*

3.7.3.1 For the purpose of this secondary plan, Mixed Use development includes the following:

- (a) Medium/High Profile Residential development comprised of townhouses, stacked townhouses and apartments;
- (b) Neighbourhood Commercial development;
- (c) Community Facilities including, but not limited to, fire stations, library and community police facility; and
- (d) Other Institutional uses, specifically places of worship and day nurseries.

*TOWNHOUSE OR
APARTMENT
LOCATION*

3.7.3.2 Townhouses or apartments proposed in the Mixed Use area shall be located on sites regular in shape and fronting on Class I or Class II Collector Roads.

*SITE PLAN
CONTROL*

3.7.3.3 The layout and design of any site for Mixed Use development shall not create an abrupt change in scale and form and shall not jeopardize the potential for Low Profile Residential development on adjacent lands. Such areas shall be subject to site plan control.

*NEIGHBOURHOOD
COMMERCIAL,
COMMUNITY
FACILITIES &
MINOR
INSTITUTIONS*

3.7.3.4 Neighbourhood Commercial, Community Facilities and Other Institutional uses in the Mixed Use area shall be evaluated according to the following:

- (a) such uses will be developed to serve the needs of the residents;
- (b) such uses shall be permitted only where there is a demonstrated need;

- (c) the amenities of adjoining residential areas shall be preserved through adequate separation and landscaping adequate off-street parking and properly located vehicular access;
- (d) sites shall be regular in shape and buildings shall be of comparable height and design to adjacent development;
- (e) such uses shall require site plan approval pursuant to The Planning Act; and
- (f) if such sites are not developed for such uses, Low Profile Residential development shall be permitted, provided it is demonstrated that such other land uses would not be required.

3.7.4 Minor Institutional

*MINOR
INSTITUTIONAL
DEFINED*

3.7.4.1 For the purpose of this secondary plan, the lands designated for Minor Institutional on Schedule NR2-7 are intended for two primary education facilities of approximately 2 hectares in size for each school system.

SURPLUS SITE

3.7.4.2 In case the allocated Minor Institutional sites become surplus to the need of any School Board, or these sites are not developed within three (3) years after the installation of roads and sewers abutting the sites; Council shall have the first right to acquire these lands for municipal use (i.e. open space, community centre, library, etc.). Otherwise, the land use designation shall change to Low Profile Residential and/or Medium/High Profile Residential and be subject to the appropriate policies as per Section 3.7.2 or 3.7.3.

3.7.5 Public Open Space

The Public Open Space proposed for the planning area is intended to provide convenient active and passive recreational facilities in a large community park setting.

*PUBLIC OPEN
SPACE DEFINED*

3.7.5.1 For the purpose of this secondary plan, the areas designated as “Public Open Space” (i.e. Community Park and Storm Water Retention Pond) are intended for predominantly public outdoor recreational uses of both active and passive nature.

<i>COMMUNITY PARK</i>	3.7.3.2	A Community Park of approximately 5.5 to 6.5 hectares shall be located at a central location along the collector road. Maximum possible road frontage shall be provided for easy surveillance.
<i>COMMUNITY PARK ACQUISITION</i>	3.7.5.3	The Community Park shall be provided primarily by a combination of conveyances; and land exchanges as a condition of development. The City shall require land instead of cash-in-lieu either as a condition of subdivision or development approval. Cash-in-lieu shall be accepted only when the amount of land to be conveyed is less than one residential lot. The City may also negotiate for the purchase of additional parkland.
<i>RECREATIONWAY</i>	3.7.5.4	Any recreationway/greenway leading to the Community Park shall not be less than 30 metres in width.
<i>STORM WATER RETENTION POND</i>	3.7.5.5	A Storm Water Retention Pond shall be provided adjacent to the Community Park wherever possible.

3.7.6 Business Park

The Business Park policies of this secondary plan are limited to activities along Walker Road only.

<i>BUSINESS PARK</i>	3.7.6.1	Approximately 150 metres land depth parallel to Walker Road on the west side shall be designated for Business Park low traffic generating type land uses. Similarly, this designation shall also apply to lands on the east side of Walker Road. These areas shall be subject to site plan approval.
<i>WEST BUSINESS PARK ACCESS</i>	3.7.6.2	Access to the area west of Walker Road shall be provided via Class II Collector Road linking Walker Road and Sixth Concession Road. Direct access from Walker Road to this proposed area (west of Walker Road) shall not be allowed.

3.7.7 Road Network

The road network as designated on Schedule NR2-7 is intended to direct residential traffic from local areas to collector roads and arterial roads. As far as possible a road hierarchy is developed with a road pattern which minimizes the number of entrances onto Sixth Concession Road.

<i>ROAD HIERARCHY</i>	3.7.7.1	The road network in the planning area shall be composed of the following roads: <ul style="list-style-type: none"> (a) Class II Arterial Road (Walker Road);
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- (b) Class I Collector Road (6th Concession Road);
- (c) Class II Collector Roads; and
- (d) Local Roads.

*CLASS II
ARTERIAL ROAD*

3.7.7.2

A Class II Arterial Road is a divided or undivided road generally with signal control at intersections with other arterial or collector roads and usually consisting of no more than four travel lanes (excluding turning lanes). The primary function of this type of road is also to provide for high volumes of both passenger and commercial traffic for long distance intra-city travel at moderate speeds. Walker Road is designated as a Class II Arterial Road. A signal controlled junction with a new Class II Collector Road at Walker Road shall be provided to access this planning area. The developers shall be responsible for the costs associated with this signalized junction.

*CLASS I
COLLECTOR
ROAD DEFINED*

3.7.7.3

A Class I Collector Road is a road which provides for traffic movement and limited land access. This generally consists of four or less travel lanes and accommodates non-commercial traffic movements at low to moderate speeds. The primary function of this road type is to provide for traffic movements between local, Class II collector and arterial roads.

*6TH CONCESSION
ROAD*

3.7.7.4

Sixth Concession Road is designated as a Class I Collector Road (24 metre wide right-of-way). Sixth Concession Road links North Talbot Road and Provincial Road. Only limited access to adjoining properties shall be permitted. The location of Low Profile Residential lot frontage shall be avoided along 6th Concession Road. However, infill single detached houses shall be allowed to have access to Sixth Concession Road.

*6TH CONCESSION
INTERSECTION
IMPROVEMENTS*

3.7.7.5

As a result of the Traffic Impact Study (F.R. Berry Associates, June 1997), traffic signals with improved turning lanes at Provincial Road and North Talbot Road intersecting with Sixth Concession Road shall be required. The developers shall be responsible for their proportionate share of these improvements. Sixth Concession Road shall also require improvements at the intersections of Holburn and Ducharme. These improvements shall include all-way stops or traffic signals as warranted. Developers shall be responsible for the costs associated with these improvements.

<i>CLASS II COLLECTOR ROAD DEFINED</i>	3.7.7.6	A Class II Collector Road is usually a two lane road which provides for traffic movement and limited land access. It accommodates non-commercial traffic movements between local, Class I collector and arterial roads. Inter-urban traffic movements shall be discouraged on this road.
<i>PROPOSED CLASS II COLLECTOR ROAD</i>	3.7.7.7	A Class II Collector Road (22 metre wide road right-of-way) is proposed to link Walker Road and Sixth Concession Road at Ducharme Street. Similarly a Class II Collector Road link is proposed from Holburn at Sixth Concession Road to Walker/Sixth Concession Class II Collector Road. Similarly another Class II Collector Road link is proposed to link the north and east sections of Walker/Sixth Concession Class II Collector Road. The location of Low Profile Residential lot frontages shall be avoided on Class II Collector Roads and these collectors shall not be used as a through truck route.
<i>LOCAL ROADS DEFINED</i>	3.7.7.8	Local Roads consist of all other roads not specifically shown in the Concept Plan. These roads principally provide for land access and the movement of traffic from residential and industrial/commercial development to the collector and arterial road system. On-street parking and only locally destined commercial vehicle traffic is generally permitted. Local roads shall have a right-of-way between 15 metres and 20 metres in width.
<i>LOCAL ROAD ACCESS TO 6TH CONCESSION ROAD</i>	3.7.7.9	No additional Local Roads shall be permitted to exit onto Sixth Concession Road from the east side of Sixth Concession Road.
<i>CUL-DE-SACS</i>	3.7.7.10	Roads with cul-de-sacs shall not be of excessive length and shall generally not exceed 230 metres without an emergency access or secondary access.
<i>SIDEWALKS</i>	3.7.7.11	Sidewalks on both sides shall be provided on Class II Arterial Roads and all Class I and Class II Collector Roads. Sidewalks on at least one side of all Local Roads shall be provided.
<i>BUS BAYS</i>	3.7.7.12	Bus Bays at the Minor Institutional Area and extra lanes (bus bays) to disembark and embark school students shall be provided.

SPEED REDUCTIONS 3.7.7.13 Consideration shall be given in the design of Class II Collector Roads to include speed reducers (i.e. different surface materials in colour, texture, inclusion of boulevards, etc.) to discourage high speeds.

PUBLIC TRANSPORTATION 3.7.7.14 Transit service shall be provided by Transit Windsor as and when demand arises. Transit buses shall be routed primarily along arterial roads.

3.7.8 Services/Utilities

R. Meo and Associates prepared a draft stormwater quality and quantity management study. This study recommends that an open stormwater retention pond should be developed at the northern end of the 6th Concession Drain to accommodate post development run-off. Trunk sanitary sewer is available at Morand and Sixth Concession Road.

SANITARY SEWER SERVICES 3.7.8.1 Sanitary sewer services shall be provided from the existing 30 " diameter sub-trunk sanitary sewer located at Morand and 6th Concession Road (Schedule NR2-6).

STORMWATER MANAGEMENT FACILITY 3.7.8.2 The proponent(s) of development in this area shall be responsible for the provision and design of a stormwater management facility to be approved by the Corporation's Commissioner of Works in consultation with Essex Region Conservation Authority and the Ministry of the Environment and Energy and the Ministry of Transportation.

STORMWATER RETENTION POND CONSIDERATIONS 3.7.8.3 An open stormwater retention pond (wet pond/wetlands) shall be acceptable provided the proposed facility takes into consideration the following:

- (a) it shall be of low and minimum maintenance;
- (b) it shall require meandering, low flow, flow conveyance channels through the system leading to deeper pools;
- (c) it shall be of adequate size as required by Commissioner of Works and Commissioner of Parks and Recreation;
- (d) it shall be biologically functioning entity of its own;
- (e) it shall be located and designed in a natural appearing setting;

- (f) it shall require additional input/advice from experts/consultants in biological systems and lake design;
- (g) it shall be located adjacent to the Community Park; and
- (h) it shall investigate the potential impact of Aeronautical Act on the liability of creating a wet pond/wetland on a Municipal Drain.

<i>STORMWATER CHANNELS</i>	3.7.8.4	Any channels/drains carrying stormwater leading to the wetland/wet pond facility shall be enclosed.
<i>UTILITY SERVICES</i>	3.7.8.5	Electricity, water, gas, cable, telephone, etc. services shall be provided by the respective utility companies.
<i>UTILITY BOXES</i>	3.7.8.6	The development proposals shall include separate and specific locations to install community letter boxes in consultation with Canada Post and any other utilities boxes and shall require approval from the City's Commissioner of Works.
<i>UTILITY BOXES IN PROPOSED COMMUNITY PARK</i>	3.7.8.7	The location of utility boxes (i.e. community letter boxes, etc.) shall not be allowed to be located in the Community Park or on the public right-of-way fronting the said park. However, these utilities may be allowed to be located along the periphery with the permission of the Commissioner of Parks and Recreation.

3.8 Phasing

<i>STAGING OF PHYSICAL SERVICES</i>	3.8.1	Development in the study area shall be staged according to the availability of municipal physical services.
<i>PHASING PROCESS</i>	3.8.2	The initial phase of development shall proceed eastward from the Sixth Concession Road provided the detail design, location, staging of development, method of land and development cost contribution of the permanent stormwater (wetland/wet pond) facility is resolved at the outset of any proposal in the study area.

3.9 Implementation

<i>IMPLEMENTATION</i>	3.9.1	Implementation will be by a combination of private development and the provision of public services. Zoning By-law amendments shall be enacted to confirm final decisions on the specific details of each application.
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Appendices

Appendix A: Proposed Land Use Allocations

	Use	Land Area
1.	Community Park	±5.5 ha.
2.	Public Elementary School	± 2.0 ha.
3.	Separate Elementary School	± 2.0 ha.
4.	Stormwater Retention Facility Wetland/Wet pond)	± 4.0 ha.
5.	Business Park	±6.0 ha.
6.	Neighbourhood Commercial	±1.5 ha.
7.	Medium/High Profile Residential	±1.5 ha.
8.	Low Profile Residential	±85.5 ha.
TOTAL		±108.00 ha.

Appendix B: Potential Population Allocations

Dwelling Type	Population Potential
1. Low Profile Residential	81 hectares @ 12.3 units/ha. = 1000 units 1000 units x 3.0 persons/unit = 3000 persons
2. Medium/High Profile Residential	1.5 hectares @ 46.7 units/ha. = 70 units 70 units x 2.5 persons/unit = 175 persons
Total Potential Population	3175 persons
School Type	Student Population (Potential)
a. Public Elementary	3175 x 9.5 % = 301
b. Separate Elementary	3175 x 9.5 % = 301
c. Public Secondary	3175 x 5.5 % = 175
d. Separate Secondary	3175 x 5.5 % = 175
Total Estimated School Population	952 students