

4. South Cameron Planning Area

4.0 Preamble

The following secondary plan provides direction for the development of the South Cameron Planning District 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 and a decision of the Ontario Municipal Board.

This secondary plan includes all of the lands in the South Cameron Planning District except the lands east of Dougall Avenue as identified on Schedule SC-1 and further described in Section 4.1.

The South Cameron Planning District 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.**

4.1 Study Area

*SOUTH
CAMERON
PLANNING
DISTRICT*

This secondary plan concerns approximately 482 hectares of land within an area bounded by Tecumseh Road West on the north, Huron Church Road on the west, E.C. Row Expressway on the south and South Cameron Boulevard on the east. This area is known as the South Cameron Planning District as identified on Schedule SC-1.

4.2 Purpose

The extension of sanitary sewers has acted as a stimulus to development activity and interest. Environmental issues, noise problems, fragmented ownership and accessibility issues require more detailed development policies than are set out in Volume I: The Primary Plan. This secondary plan results from the intent of the City of Windsor to set out objectives and policies regarding orderly progression of development within the planning district.

4.3 Background

4.3.1 Study Process

1972 OFFICIAL PLAN

Following the annexation of neighbouring lands 1966, a comprehensive Official Plan for the City of Windsor including the annexed areas was prepared and approved to guide future planning decisions. The Land Use Schedule of the former Official Plan (1972, as amended) designated the South Cameron Planning District as Residential. That Official Plan also provided for the preparation of detailed plan policies (secondary plans).

STUDY PROCESS

A detailed plan policy document was prepared for the South Cameron Planning District in 1995. That plan was developed after an extensive public participation process and research and special studies completed on the environment, noise pollution and stormwater management issues unique to this district. Subsequently, an Official Plan amendment to the former Official Plan was adopted (i.e. O.P.A. #171) incorporating the detailed plan into the Official Plan.

OMB ORDER

In October, 1998 the Ontario Municipal Board (37 O.M.B.R. 262) effectively restricted any residential development on large parcels of vacant land within 300 metres of the Van de Water railway yard due to noise, vibration and safety concerns.

4.3.2 Existing Official Plan Designations and Zoning

OFFICIAL PLAN DESIGNATIONS

According to Schedule D: Land Use in Volume I: The Primary Plan, the majority of the South Cameron Planning District is designated Residential. Other areas within the district are designated as Commercial Corridor (i.e. along Tecumseh Road West and portions of Huron Church Road), Commercial Centre (i.e. south east corner of Tecumseh Road East and Huron Church Road), Business Park (i.e. portions along Huron Church Road and South Cameron Boulevard), Natural Heritage, Open Space and Major Institutional (i.e. Holy Names and Lajeunesse secondary schools).

ZONING

The present zoning mostly reflects the existing land uses. Appropriate residential zoning categories have been extended as municipal services are installed. The peripheral land uses along Tecumseh Road West and Huron Church Road are zoned Commercial while those along South Cameron Boulevard are zoned Industrial. With the exception of two vacant parcels along South Cameron Boulevard (zoned C 2.1 & P.D.2), most of the balance of the vacant land is zoned P.D.1.

HOLDING ZONE PROVISION By resolution CR462/93 Council directed that a Residential Holding (“H”) designation be established in parts of this district according to a local improvement program.

4.4 Development Concept

DEVELOPMENT CONCEPT The South Cameron Planning District is proposed to be a largely residential community distinguished by natural environmental features and environmentally friendly infrastructure. The District is proposed to be focused on a visible and centrally located community park/woodland and a major east/west road. Local Roads will follow a traditional grid system.

4.5 Goals

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

<i>EFFICIENT LAND USE</i>	4.5.1	Promote land use patterns, residential densities and building forms that make efficient use of existing resources, services and infrastructure.
<i>INTEGRATE DEVELOPMENT WITH NATURAL AREAS</i>	4.5.2	Sensitively integrate development with natural areas and features.
<i>CONSERVE NATURAL AREAS</i>	4.5.3	Conserve existing natural vegetation and topographic features to the maximum extent where development is permitted.
<i>PUBLIC ACCESS</i>	4.5.4	Provide opportunities for public access to significant environmental areas and active and passive recreation facilities.
<i>NOISE PROTECTION</i>	4.5.5	Facilitate noise reduction in development and protect residents from unacceptable levels of noise.
<i>ROAD NETWORK</i>	4.5.6	Develop an appropriate road network with minimum impact on the natural and built environment.
<i>LAND CONSOLIDATION</i>	4.5.7	Encourage land consolidation for development.
<i>COMPATIBLE SCALE & USE</i>	4.5.8	Provide for a pattern of development in keeping with the scale and use of existing development in this district.

<i>PARKLAND SYSTEM</i>	4.5.9	Develop a parkland system convenient to local residents.
<i>NATURAL & CULTURAL HERITAGE</i>	4.5.10	Protect and preserve both the natural and cultural heritage resources for the benefit of the community.

4.6 Objectives

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

<i>CONSERVATION</i>	4.6.1	Conserve the wooded areas as much as possible within the district, including the retention of the largest of natural area in the core of the area.
<i>MEDIUM/HIGH PROFILE USES</i>	4.6.2	Locate medium/high profile residential uses adjacent to commercial areas.
<i>LAND CONSOLIDATION</i>	4.6.3	Include policies to encourage land consolidation.
<i>COMMERCIAL USES</i>	4.6.4	Provide for commercial uses along the arterial and collector road frontages with consideration of local nodes near medium/high profile residential areas.
<i>ROAD HIERARCHY</i>	4.6.5	Establish a road hierarchy to minimize through traffic in residential areas.
<i>DOMINION BOULEVARD</i>	4.6.6	Reduce traffic on Dominion Boulevard.
<i>EAST-WEST COLLECTOR</i>	4.6.7	Provide an east/west collector road for easy access and a link between Huron Church Road and South Cameron Boulevard.
<i>NOISE POLLUTION</i>	4.6.8	Reduce noise pollution from railway tracks and highways by utilizing minimally obtrusive features.
<i>STORMWATER MANAGEMENT FACILITIES</i>	4.6.9	Design stormwater management facilities to integrate with the open space system.
<i>PHASING & IMPLEMENTATION</i>	4.6.10	Develop a phasing and implementation program which reflects the most cost-effective municipal capital expenditures.

4.7 Policies

Based upon the background analysis, public input, and consultants' studies, a development concept was prepared (refer to Schedule SC-1: Development Concept). The intent of this secondary plan is to achieve the previously described goals and objectives, establish a land use pattern and set out policies to guide future development.

4.7.1 Residential

This secondary plan provides primarily for residential development which complements the development that has already occurred within this planning district. In this regard, residential development will be primarily low profile with limited provision for medium and high profile housing to afford a variety of choices in housing forms.

Residential areas are allocated to allow safe and convenient access to parks, schools and major roads leading to commercial facilities and employment areas.

*PERMITTED
USES*

- 4.7.1.1 In areas designated Low Profile Residential and Medium/High Profile Residential on Schedule SC-1, minor institutional uses such as elementary schools, day nurseries and places of worship, and neighbourhood commercial uses such as minor retail, service and office facilities are permitted subject to the following:
- (a) such uses are intended to serve the needs of the residents;
 - (b) they are permitted only where there is a demonstrated need;
 - (c) the amenities of adjoining residential areas are preserved through adequate separation and landscaping, adequate off-street parking and properly located vehicular access;
 - (d) they are permitted only on sites fronting collector roads;
 - (e) the site shall be regular in shape and buildings shall be of comparable height and shape to adjacent development; and
 - (f) such uses shall require site plan approval pursuant to the Planning Act.

<i>COLLECTOR ROAD ACCESS</i>	4.7.1.2	Development with direct access to collector roads shall be kept to a minimum to reduce as much as possible conflicts between through traffic and access to/from individual lots.
<i>WEST-SIDE OF ALEXANDRIA</i>	4.7.1.3	Lot widths for vacant residential land fronting on the west side of Alexandria shall not be less than 15 metres.
<i>LOW PROFILE RESIDENTIAL DEFINED</i>	4.7.1.4	For the purpose of this secondary plan, Low Profile Residential development comprise single detached and semi-detached dwellings only.
<i>MEDIUM/HIGH PROFILE DEFINED</i>	4.7.1.5	For the purpose of this secondary plan, Medium/High Profile Residential development comprise townhouses, stacked townhouses and apartments.
<i>TOWNHOUSES OR APARTMENTS</i>	4.7.1.6	Townhouses or apartments proposed in the Medium/High Profile Residential area adjacent to the proposed Class II Collector Road (Ojibway) between the Community Park/Woodlands and Dominion Boulevard shall be located on sites regular in shape and fronting the proposed Class II Collector Road (Ojibway).
<i>SCALE TRANSITION</i>	4.7.1.7	The layout and design of any site for Medium/High Profile Residential uses shall not create an abrupt change in the scale and/or form of existing residential development and shall not jeopardize the potential for Low Profile Residential development on adjacent lands.
<i>SITE PLAN CONTROL</i>	4.7.1.8	All Medium/High Profile Residential development shall require site plan control approval pursuant to the Planning Act.
<i>SCHEDULE SC-3: NOISE CONTROL CONDITIONS</i>	4.7.1.9	Noise abatement shall be required to be incorporated in zoning by-laws, and/or site plan agreements in areas as shown on Schedule SC-3: Noise Control Areas as follows: <ul style="list-style-type: none"> (a) Area “ A ” on Schedule SC-3: Noise Control Areas, being the area bounded on the north by the Quebec Street right-of-way, on the west by Daytona Street, on the south by the Cleary Street right-of-way and on the east by St. Patricks between the Quebec Street right-of-way to the Ojibway right-of-way and the alley between Rankin and Randolph Streets between the Ojibway right-of-way and the Cleary right-of-way:

- (i) Townhouses or apartments proposed in Medium/High Profile Residential areas immediately east of Daytona shall be designed in a manner to reduce noise levels for the residential areas to the east and also protect the amenities for the residents on site;
- (ii) All buildings fronting on the east side of Daytona shall be fitted with a central air conditioning system so that windows and doors can be kept closed. The air cooled condenser unit shall be located so as to minimize its impact on and in the immediate vicinity of the subject property; and
- (iii) The following warning clause shall be included in all agreements of purchase, lease and sale and be registered on title of all properties located in area as defined above;

“ Purchasers/ Tenants/ Occupants are advised that despite the inclusion of noise control features in this development noise levels due to road traffic on Huron Church Road may on occasion interfere with some of the indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment noise criteria.”

(b) No building permits shall be issued by the Building Commissioner in Areas “ B ” and “C” on Schedule SC-3: Noise Control Areas, Area “B” being composed of Registered Plan 989; lots 61 to 98 both inclusive; lots 112 to 151 both inclusive; lots 302 to 312 both inclusive; lots 317 to 328 both inclusive; Registered Plan 883; lots 206 to 248 both inclusive; lots 259 to 302 both inclusive; lots 715 to 758 both inclusive. Registered Plan 973; lots 212 to 257 both inclusive; lots 307 to 311 both inclusive; and Area “C” being composed of Registered Plan 973; lots 728 to 747 both inclusive; lots 812 to 837 both inclusive; Registered Plan 1195; lots 154 to 170 both inclusive; lots 86 to 123 both inclusive; lots 49 to 85 both inclusive; lots 1 to 43 both inclusive; Registered Plan 1280; lots 286 to 302 both inclusive; lots 306 to 311 both inclusive; lots 101 to 107 both inclusive; Registered Plan 1110; lots 229 to 262 both inclusive, unless:

- (i) A new four (4) metre high noise barrier at the locations shown on Schedule SC-3: Noise Control Areas is built and appropriate construction costs (per section 4.7.10) are paid to the Corporation of the City of Windsor;
- (ii) the following warning clause shall be included in all agreements of purchase, lease and sale and is registered on title:

“ Purchasers/Tenants/Occupants are advised that despite the inclusion of noise control features in this development, noise levels due to road traffic on Huron Church Road and E.C. Row Expressway may on occasion interfere with some indoor and outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment’s noise criteria from time to time.”

- (iii) All dwellings located on the following properties shall be fitted with a central air conditioning system so that windows and doors can be kept closed to reduce the indoor noise levels:

Area B: Registered Plan 989; lots 91 to 98 both inclusive; lots 112 to 121 both inclusive; lots 302 to 312 both inclusive; lots 317 to 328 both inclusive; Registered Plan 883; lots 236 to 248 both inclusive; lots 259 to 272 both inclusive; lots 745 to 758 both inclusive; Registered Plan 883; lots 236 to 248 both inclusive; lots 259 to 272 both inclusive; lots 745 to 758 both inclusive; Registered Plan 973; lots 242 to 257 both inclusive.

Area C: Registered Plan 1196; lots 108 to 123 both inclusive; lots 49 to 64 both inclusive; lots 30 to 43 both inclusive; Registered Plan 1280; lots 286 to 302 both inclusive.

- (c) No building permits shall be issued by the Building Commissioner in Area “ D ” on Schedule SC-3: Noise Control Areas, Area “D” being composed of Registered Plan 1289; lots 95 to 128 both inclusive; lots 46 to 82 both inclusive; Registered Plan 1375; lots 36 to 62 both inclusive, unless:
- (i) A new four (4) metre high noise barrier at the location shown on Schedule SC-3 : Noise Control Areas is built and appropriate construction costs (per section 4.7.10) are paid to the Corporation of the City of Windsor;
- (ii) The following warning clause shall be included in all agreements of purchase, lease and sale and is registered on title:

“ Purchasers/Tenants/Occupants are advised that despite the inclusion of noise control features in this development, noise levels due to road traffic on E.C. Row Expressway and rail traffic on CN/CP railway tracks located in east may on occasion interfere with some indoor and

outdoor activities of the dwelling occupants as the noise levels may exceed the Ministry of the Environment’s noise criteria from time to time.”; and

- (iii) All dwellings shall be fitted with a central air conditioning system so that windows and doors can be kept closed to reduce the indoor noise levels.
- (d) No building permits for new dwelling units or other sensitive land uses shall be issued by the Commissioner of Planning and Building Services in Area “E” on Schedule SC-3: Noise Control Areas, Area “E” being composed of all residentially designated land within 1000 metres of the Van de Water Rail Yard, unless the following warning clause is included in all agreements of purchase, lease and sale is registered on title:

RAIL YARD WARNING CLAUSE

All persons intending to acquire an interest in the real property by purchase or lease are advised of the proximity of the Canadian National Railway’s Yards, which operate on a 24-hour basis. It is possible that the rail yard operations may cause disturbance and may be altered or expanded which could affect the living environment of the residents despite the inclusion of any noise and vibration attenuating measures in the design of the outdoor amenity area(s) and individual dwelling(s). Residents are advised that further mitigation cannot be expected and Canadian National Railways will not be responsible for any complaints or claims arising from use of such facilities and/or operations. (amended by OMB order 1485 – 11/01/2002)

*LOW PROFILE IN
MEDIUM/HIGH
PROFILE AREAS* 4.7.1.10

Low Profile Residential development may be permitted in Medium/High Profile Residential areas provided the proposed number of units for Low Profile Residential development does not exceed fifty percent (50%) of the total number of units proposed for a specific site, and provided that any necessary noise abatement measures and studies required for such development shall be the responsibility of the owner.

4 UNIT
DWELLING
PERMITTED

4.7.1.11 For the lands described as Lots 4 to 6 and Part of Alley, Registered Plan 1014, located on the east side of Betts Avenue, south of Tecumseh Road West, a 4 unit dwelling shall be a permitted use. (amended by OPA #26 – 11/15/2002)

4.7.2 Woodland Residential

Four areas designated as Environmental Policy Area B on Schedule C: Development Constraint Areas in Volume I: The Primary Plan are designated as Woodland Residential on Schedule SC-1 of this secondary plan.

Due to the presence of mature wooded areas within these Environmental Policy Areas, the following special woodland residential policies are intended to provide for the conservation of these features.

PERMITTED
USES

4.7.2.1 In areas designated as Woodland Residential, only Low Profile Residential Development as defined in policy 4.7.1.4 shall be permitted.

SITE PLAN
CONTROL

4.7.2.2 All development within the Woodland Residential area shall require site plan approval pursuant to the Planning Act.

LANDSCAPE
PLAN

4.7.2.3 Prior to development approval the owner shall prepare a landscape plan which shall also include the following:

- (a) a plan showing the inventory of existing trees, their location, size, species and condition;
- (b) the relationship of the trees to all proposed buildings and paved areas;
- (c) an identification of which trees are to be removed and which are to be retained and maintained;
- (d) an analysis demonstrating how the long term survival of the retained trees is to be ensured.

Such plans shall be required either as a condition of removal of the “H” (holding) zoning prefix or as a condition of site plan control approval as appropriate. A specific objective of a landscape plan shall be to retain the maximum number of mature healthy trees.

<i>LARGE LOTS</i>	4.7.2.4	To provide flexibility for tree retention and maintenance, large lots shall be required for development. In no case shall lot sizes be less than 18 metres in overall width, however, larger lots will be required where the ownership pattern permits the retention of mature healthy trees. Zoning controls will be imposed, where appropriate, to minimize the building coverage and allow for flexibility in siting in order to protect trees. Wherever more than one lot is proposed by the owner, the zoning shall require use of an “H” (holding prefix) and the landscaping plan shall be prepared and a site plan control agreement shall be entered into showing the building envelopes, paved areas and trees to be retained prior to the removal of the “H”.
<i>STREET DESIGN</i>	4.7.2.5	In Woodland Residential areas, road design may include mountable (V-type) curbs for a less obtrusive road edge, alternative surface treatment for road, walkway and sidewalks, preservation of natural stands of trees on the street right-of-way itself, and curved pavements where appropriate to protect trees and create a natural road edge.

4.7.3 Institutional

<i>MAJOR INSTITUTIONS</i>	4.7.3.1	The two existing secondary schools within the district (i.e. Holy Names and Lajeunesse) are designated as Major Institutional on Schedule SC-1 and shall be subject to the policies contained within Volume I: The Primary Plan.
<i>ELEMENTARY SCHOOLS</i>	4.7.3.2	There is no expressed need for new elementary schools in the area. However, in case new elementary schools are required in the future, they shall be permitted subject to policy 4.7.1.1.
<i>OTHER MINOR INSTITUTIONAL USES</i>	4.7.3.3	Other minor institutional uses may be permitted within the district subject to policy 4.7.1.1.

4.7.4 Open Space and Natural Heritage

Specific sites are designated as Open Space and Natural Heritage on Schedule SC-1. These lands comprise a new community park/woodlands, Superior Park and two proposed neighbourhood parks. The development plan identifies a central location for the community park. Neighbourhood parks are proposed east of Dominion Boulevard and adjacent to E.C. Row Expressway commemorating the former Indian Burial Grounds. Additional neighbourhood

parcs will be provided in conjunction with, and adjacent to, storm water retention ponds.

<i>OPEN SPACE USES</i>	4.7.4.1	In areas designated as Open Space, the predominant use of the land shall be for public outdoor recreational uses of both an active and passive nature.
<i>ACQUISITION</i>	4.7.4.2	The Open Space shall be provided primarily by a combination of parkland conveyances and land exchanges as a condition of development. The Municipality shall require land instead of cash-in-lieu, either as a condition of subdivision or development approval. Such lands may be held and exchanged for parkland at required locations. Cash-in-lieu will be accepted only when the amount of lands to be conveyed is less than on residential lot. The Municipality may also negotiate for the purchase of parkland.
<i>ABORIGINAL MEMORIAL PARK</i>	4.7.4.3	The Municipality shall establish a neighbourhood park between Northwood Avenue and E.C. Row Expressway to serve as a memorial to the aboriginal peoples of the area.
<i>SIZE</i>	4.7.4.4	The size of neighbourhood parks shall be 1.62 hectares (\pm 4 acres) at appropriate locations.
<i>STORMWATER PONDS</i>	4.7.4.5	Stormwater ponds shall be located adjacent to parkland wherever feasible.
<i>COMMUNITY PARK/ WOODLANDS</i>	4.7.4.6	The community park/woodlands designated as Natural Heritage on Schedule SC-1 shall have a combined area of 10 to 12 hectares. The community park/woodland is intended to provide for passive recreation, visual activities for the area and educational opportunities. The land shall be maintained as much as feasible in a natural state and public access areas designed so as to minimize impact on the ecological integrity of the area.
<i>SUPERIOR PARK</i>	4.7.4.7	The Municipality may exchange the southern most 120 metres of Superior Park in order to acquire parkland in other parts of this district.

4.7.5 Business Park

The Business Park policies are intended to limit these activities to the periphery of the district (i.e. along South Cameron Boulevard and Huron Church Road) as

designated on Schedule SC-1. Due to noise from the railway tracks located east of South Cameron Boulevard, a low traffic generating light industrial/commercial buffer zone along the west side of South Cameron Boulevard is proposed.

*SOUTH
CAMERON
BUSINESS PARK*

4.7.5.1 Approximately 300 metres of land parallel to South Cameron Boulevard is designated as Business Park on Schedule SC-1. Uses permitted shall be relatively low traffic generators, capable of not causing noise beyond the level of ordinary conversation at the boundaries of the lot or any vibration, odours, or any pollutants beyond the boundaries of the lot. Uses shall not be permitted under the general provisions of the by-law and each application will be evaluated on its merits, subject to the criteria in this subsection. The buildings on these lands shall be designed and sited to act as a continuous barrier to provide protection from noise pollution for residential areas situated west of these lands.

*HURON CHURCH
BUSINESS PARK*

4.7.5.2 Areas lying between Huron Church Road and Daytona south of Quebec are designated Business Park on Schedule SC-1 and shall be subject to the policies contained within Volume I: The Primary Plan and the special policy area provisions of this Volume (refer to Chapter 1).

*SITE PLAN
CONTROL*

4.7.5.3 All Business Park development shall be subject to site plan control.

4.7.6 Woodland Business Park

One area designated as Environmental Policy Area B on Schedule C: Development Constraint Areas in Volume I: The Primary Plan is designated as Woodland Business Park on Schedule SC-1 of this secondary plan.

The Environmental Policy Area while important, is peripheral to the planning district and near major business park development. The intent of this secondary plan is to protect the wooded areas and specific trees without restricting the growth and operation of the existing business park facilities.

*SITE PLAN
CONTROL*

4.7.6.1 Areas designated as Woodland Business Park on Schedule SC-1 shall be subject to site plan control.

<i>STEWARDSHIP AGREEMENT</i>	4.7.6.2	A stewardship agreement may be entered into as set out in Volume I: The Primary Plan. If the agreement is in force at the time of a building permit application, a site plan control agreement may not be required.
<i>EXPANSION</i>	4.7.6.3	Existing uses may be expanded, subject to any requirements of the Ministry of the Environment, however new uses shall be subject to the policy set out in Subsection 4.7.5.1.
<i>LANDSCAPE PLANS</i>	4.7.6.4	Policy 4.7.2.3 applies to Woodland Business Park areas. Alternatively, landscape plans may be considered as part of a stewardship agreement.

4.7.7 Commercial

<i>NEIGHBOURHOOD COMMERCIAL</i>	4.7.7.1	Neighbourhood Commercial uses designed to serve the local population shall be encouraged at a central location along the collector roads as shown on Schedule SC-1. These neighbourhood centres shall be considered ancillary uses under the residential designation and shall be located in accordance with the policies set out in Subsection 4.7.1.1
<i>COMMERCIAL CORRIDORS</i>	4.7.7.2	The Commercial Corridors designated on Schedule SC-1 shall be subject to the policies contained within Volume I: The Primary Plan and the special policy area provisions of Volume II, where appropriate.
<i>COMMERCIAL CENTRES</i>	4.7.7.3	The Commercial Centre designated on Schedule SC-1 shall be subject to the policies contained within Volume I: The Primary Plan and the special policy area provisions of Volume II, where appropriate.

4.7.8 Road Network

The road network as shown on Schedule SC-2: Road Network is intended to direct residential traffic from local areas to collector roads and arterial roads. Since most of this development area is already subdivided on a grid pattern and ownership is fragmented, a complete traditional road hierarchy may not be achieved. Some Local Roads may carry through traffic. However, measures will be implemented to keep traffic speeds low, reduce traffic and maintain safe intersections.

<i>UNDERPASS IMPROVEMENTS</i>	4.7.8.1	South Cameron Boulevard at Tecumseh Road West shall be closed as a part of Wellington Street underpass improvements. At that time, an east-west connecting link will be built between Curry Avenue and South Cameron Boulevard as part of the improvements.
<i>NORTH SOUTH CLASS I COLLECTOR ROAD</i>	4.7.8.2	A north-south Class I Collector Road (24 metres wide right-of-way) from Tecumseh Road West and south along Campbell Avenue and then along South Cameron Boulevard and Alexandra Avenue right-of-way linking to Dominion Boulevard at Northwood Street shall be developed. Dominion Boulevard between Northwood /Alexandra Avenue and Totten Street shall be a Local Road.
<i>EAST-WEST CLASS II COLLECTOR ROAD</i>	4.7.8.3	An east/west Class II Collector Road (22 metres wide right-of-way) shall be developed from Huron Church Road at Malden Road along the north-south Betts Avenue and east-west Ojibway right-of-way linking with South Cameron Boulevard.
<i>QUEBEC STREET CALIFORNIA AVE. ST. CLAIR AVE.</i>	4.7.8.4	Quebec Street shall be extended to Dominion Boulevard and shall be a Local Road. California Avenue shall be a cul-de-sac within the Woodland Residential area between Quebec Street and Manitoba Street. St. Clair Avenue shall be a cul-de-sac at Ojibway Street.
<i>ROADS ADJACENT TO WOODLOT</i>	4.7.8.5	Wherever feasible, Local Roads shall be oriented perpendicular to the woodlot ending at the community park/woodland to provide views of the park and woodlands from a distance.
<i>INTERSECTION IMPROVEMENTS</i>	4.7.8.6	<p>Intersection improvements to ease the traffic flows shall be required at:</p> <ul style="list-style-type: none"> (a) Campbell/Totten/Dominion and South Cameron Boulevard intersections; (b) New road connection of Dominion Boulevard with the proposed north/south Class I Collector Road at the southerly end (near Northwood); and (c) Cul-de-sacs at Longfellow on each side of the proposed north/south Class I Collector Road at the southerly end (near Northwood).

<i>SOUTH CAMERON/ DOUGALL AVENUE</i>	4.7.8.7	Intersection improvements at South Cameron Boulevard and Dougall Avenue intersection shall be reviewed by a separate study.
<i>SIDEWALKS</i>	4.7.8.8	Sidewalks on both sides shall be provided on all Class I Collector Roads and on at least one side of Class II Collector Roads and all Local Roads.
<i>NEW ROADS</i>	4.7.8.9	Proposed new roads and other road improvements may be subject to the Environmental Assessment Act or other provincial policies, wherever applicable.
<i>BIKEWAY</i>	4.7.8.10	A north-south bikeway linking the parks and schools shall be developed as shown on Schedule SC-2: Road Network. The bikeway shall be primarily located on designated public roads.
<i>BIKEWAY WIDTH</i>	4.7.8.11	The north-south bikeway, where not located on a public road shall be on a right-of-way having a minimum width of 10 metres. Where the bikeway is not located on a public road, lands may be acquired as set out in subsection 4.7.4.2.

4.7.9 Sewers/Utilities

M.M. Dillon Limited Consulting Engineers completed a Functional Design Report on sanitary sewage and storm water drainage for the South Cameron Planning District which was adopted by Council Resolution 610/93 as a planning tool for the design of municipal services in the area.

Sanitary sewers have been completed on the Cleary Avenue right-of-way from Northwood to Dominion Boulevard. Similarly, a sanitary sewer does exist in a north-south direction along the Randolph Avenue/St. Patricks right-of-way. The above sewers provide the area availability to construct the local sewers from these branches. Further extensions of the sanitary sewer system shall be constructed in an orderly fashion that recognize the development constraints imposed by the fragmented ownership in the area.

The Functional Design Report does propose permanent dry ponds as part of the storm water management system in the area.

<i>CAPITAL FUNDING</i>	4.7.9.1	The Municipality shall allocate appropriate capital funding to build trunk and sub-trunk sanitary and stormwater sewers and ponds. The owners of vacant undeveloped lands shall be assessed their proportionate share, either through the provisions of the Local Improvement Act, Development Charges Act or by means of a Servicing Agreement.
<i>LOCAL IMPROVEMENT ACT</i>	4.7.9.2	All development proceeding under the Local Improvement Act shall be charged costs proportionately as determined at the time of development in accordance with the provisions of the Act.
<i>DEVELOPMENT CHARGES</i>	4.7.9.3	All developments shall be subject to a Development Charge in accordance with The Development Charges Act. Development charges (costs) shall be collected at the time of issuance of building permits.
<i>TEMPORARY STORMWATER DETENTION</i>	4.7.9.4	In the absence of storm sewers and a permanent retention pond, developers shall be encouraged to assemble land and to install a temporary detention system on the basis of developments having an area of 10 hectares. This would be permitted only until development of a permanent system is completed. Any temporary detention shall be encouraged to be underground, however, should it be required to be above ground, then it shall be designed so as to be easily maintained and blend into the proposed development.
<i>STORMWATER DETENTION PONDS</i>	4.7.9.5	Stormwater detention ponds shall be designed as shallow, dry facilities that can be multi-purpose and function as part of the open space system. Based upon the recommendations of the Functional Design Report (Sanitary and Stormwater Drainage, M.M. Dillon, March 31, 1993), the Municipality will require a Stormwater Management Report, including Sediment and Erosion Control Plans addressing both stormwater quantity and quality control for all development proposals (plans of subdivision, re-subdivision of land or other proposals requiring a servicing agreement).
<i>UTILITIES</i>	4.7.9.6	Utilities such as electricity, water, gas and telephone will be provided by the respective utility companies and by developers under the Local Improvement Program.

4.7.10 Environment

A community park/woodland in the centre of the district is intended for conservation. The area contains mature and successional deciduous woods. These woods should be protected and adjacent development is to be designed in accordance with the policies to protect and visually expose this feature.

Environmental Policy Areas B are designated in Volume I: The Primary Plan at several locations in the district. These areas are also wooded, however, because of their peripheral location, successional wooded character and/or narrow shape, some controlled development is permitted.

Noise pollution from surrounding roads and railway tracks is a serious problem and appropriate measures are required.

<i>NATURAL HERITAGE</i>	4.7.10.1	The area shown on Schedule SC-1: Development Concept as Community Park/Woodland is designated as Natural Heritage.
<i>NOISE STUDY</i>	4.7.10.2	The Noise Study shall identify all noise sources affecting the subject lands (e.g. industrial uses, Windsor Airport, major roads and railway tracks) and assess their impact and recommend noise abatement measures for the proposed residential developments.
<i>NOISE BARRIER CLEARY/ RANDOLPH</i>	4.7.10.3	A four (4) metre high noise barrier shall be built on the north side of E.C. Row Expressway. This barrier shall be similar to the existing noise barriers and shall close the gap between the existing noise barriers terminating at Glenwood and at Rankin. Seventy-five percent of the construction costs of this barrier shall be allocated to properties in the area bounded by Cleary Street right-of-way, part east of Randolph, and alley east of Rankin to the E. C. Row Expressway, and the alleys west of Glenwood to Northwood and east of Glenwood to the Cleary Street right-of-way (Area “C” on Schedule SC-3: Noise Control Areas). Twenty-five percent of the costs will be absorbed by the Municipality.

<i>NOISE BARRIER NORTHWOOD/ RADISSON</i>	4.7.10.4	The existing noise barrier located on the north side of E. C. Row Expressway terminating at the Grace and Truth Chapel (Virginia Avenue) shall be extended eastward to the western lot line of Lajeunesse secondary school. Seventy-five percent of the construction costs of this barrier shall be allocated to properties located in area bounded by Northwood Street, alley west of Rockwell Boulevard (unopened), E. C. Row Expressway and Radisson Avenue (unopened) (Area “D” on Schedule SC-3: Noise Control Areas). Twenty-five percent of the costs will be absorbed by the Municipality.
<i>NOISE BARRIER WEST OF RANDOLPH</i>	4.7.10.5	A four (4) metre high noise barrier shall be built on the north side of E.C. Row Expressway, west of Randolph as per the noise impact feasibility study (Spaarg Engineering limited, March 1995). Seventy five percent of the construction costs of this barrier shall be allocated to properties marked Area “ B ”as shown in Schedule SC-.3: Noise Control Areas. Twenty-five percent of the costs will be absorbed by the City.
<i>COSTS FOR BARRIERS</i>	4.7.10.6	Charges for acoustical barriers shall be imposed by means of local improvement charges and/or under the Development Charges By-law.
<i>CONSULT MINISTRY OF TRANSPORTATION</i>	4.7.10.7 *	For all noise barriers, proposed adjacent to the E. C. Row Expressway, the Ministry of Transportation will be consulted prior to approval of the design and location of the barrier.

4.8 Action Areas

4.8.1 With the extension of sanitary sewers, all of the district is open to phased development. There are five areas shown on Schedule SC-4 where development can proceed as follows:

- (a) Calumet/Alexandra/South Cameron Area (A) - The area lying between Alexandra and South Cameron Boulevard is suitable for development, provided sufficient land can be consolidated into a large parcel to accommodate a stormwater detention pond. Until the municipal stormwater sewer connections are available, stormwater, with flow controls, can be discharged into natural drains. Road improvements to Ojibway Street and the north-south Class I Collector Road would be required;
- (b) Quebec/Manitoba Area (B) - The area lying between the Quebec Street right-of-way and the Manitoba Street right-of-way can be developed provided that an underground stormwater detention system is developed and discharged with flow controls into Talsma Drain. Sanitary sewer connections are available at St. Patricks/Randolph. Quebec Street shall be extended to Dominion Boulevard;
- (c) Ojibway/Cleary/Northwood Area (C) - The area situated between the Ojibway right-of-way and E. C. Row Expressway can be serviced immediately. Four (4) metre high noise barriers on the north side of E. C. Row Expressway will be required and appropriate noise control measures imposed before any development can proceed. Even if extensive capital expenditure is allocated to improve stormwater drainage in this area, noise pollution is the major constraint to development and appropriate noise control measures are required;
- (d) Lajeunesse High School Area (D) - Part of this area lying between Rockwell and Lajeunesse High School, south of Northwood Street contains a natural area (Environmental Policy Area B). Although this area can be serviced and developed through local improvements, noise pollution is a major constraint. To rectify this situation, easterly extension of the existing noise barrier would be required. Part of this area is designated Woodland Residential and a landscape plan is required; and

- (e) Daytona Area (E) - A local sanitary sewer is available on Daytona and a one block area east of Daytona can be developed.

OTHER AREAS 4.8.2 The balance of the area between the Manitoba right-of-way and the Ojibway right-of-way, west of Dominion Boulevard, should remain undeveloped until the Ojibway/Betts Class II Collector Road is slated for construction.

LOCAL IMPROVEMENT 4.8.3 Due to fragmented ownership and other environmental issues, development can be initiated through the Local Improvement Act in Areas (B), (C), (D), and (E) as per Schedule SC-4: Action Areas.

4.9 Capital Works

CAPITAL EXPENDITURES 4.9.1 In considering the capital expenditures for the development of municipal infrastructure for the South Cameron Planning District, the Corporation of the City of Windsor shall have regard to the policies established in this Plan.

CAPITAL EXPENDITURES PROGRAM 4.9.2 To achieve the goals and objectives, an appropriate capital expenditure program shall be established including expenditures for noise barriers, stormwater sewers, sanitary sewers, road improvements, parks development and land acquisitions and exchanges for Community Park/Woodland, roads, storm detention ponds and other required infrastructure.

4.10 Implementation

4.10.1 Subdivision Approval

PLANS OF SUBDIVISION 4.10.1.1 Residential development proceeding by means of a plan of subdivision shall be considered by the Corporation of the City of Windsor having regard to the Development Policies as established by this Amendment.

*OLD
SUBDIVISION
PLANS*

- 4.10.1.2 In those circumstances where existing subdivision plans are considered to conflict with the overall development goals, objectives and development policies for this Planning District, this secondary plan will be implemented in part by new plans of subdivision according to The Planning Act.

4.10.2 Reference Plan

*REFERENCE
PLAN*

- 4.10.2.1 In situations where owners along a road agree to form a group for the purposes of implementing and in circumstances where a new plan of subdivision is considered unnecessary from a planning view point, this secondary plan shall be implemented by exempting the lands from part-lot provisions of The Planning Act, followed by approval of reference plans and zoning amendments.

4.10.3 Official Plan Amendment

REVIEW

- 4.10.3.1 The Corporation of the City of Windsor shall review this secondary plan and may initiate amendments where details are deemed to provide insufficient guidance due to changed physical conditions or when new policy directives are applicable.

4.10.4 Zoning By-law Amendments

*ZONING
AMENDMENTS*

- 4.10.4.1 Amendments to Zoning By-law 3072 will be considered having regard to the development policies for the South Cameron Planning District established by this secondary plan.

INITIATION

- 4.10.4.2 Zoning amendments will normally be considered when applications are received from property owners (or their authorized agents) within this planning district. This does not, however, preclude the Corporation of the City of Windsor from initiating amendments to Zoning By-law 3072 where the amendments are perceived to be in the interest of good planning.

*LOCAL
IMPROVEMENT
PLANS*

4.10.4.3 However, the Corporation of the City of Windsor will initiate rezoning applications where parcels of land are being recommended for development under the Local Improvement Act.

4.10.5 Site Plan Control

*SITE PLAN
CONTROL*

4.10.5.1 When applications for site plan approval are reviewed, regard shall be had to the development policies for the South Cameron Planning District established by this Plan.

4.10.6 Interim Traffic Control Measures

*INTERIM TRAFFIC
CONTROL
MEASURES*

4.10.6.1 To relieve the traffic pressure on Dominion, a one way street system along Dominion and Longfellow with possible intersection improvements at Totten/Campbell Street will be investigated as an interim measure in consultation with residents.