AMENDMENT NO. 60
TO THE
OFFICIAL PLAN
CITY OF WINDSOR

Draft Official Plan Amendment prepared for Planning Advisory Committee
March 22, 2007
CITY OF WINDSOR ANNEXED AREA OFFICIAL PLAN AMENDMENT

PART A PURPOSE

The purpose of this amendment is:

• To identify the Annexed Lands acquired from the Town of Tecumseh in 2003 in Volume 1: the Primary Plan, of the City of Windsor Official Plan.

• To incorporate additional goals, objectives, policies, implementation measures and associated schedules that are to apply to the Annexed Lands in the appropriate sections of the City of Windsor Official Plan Volume 1: The Primary Plan.

• To amend all relevant schedules of the City of Windsor Official Plan Volume 1: The Primary Plan, as described in the Implementation section of this amendment, to incorporate the Annexed Lands.

• To change the designation of certain lands described herein FROM Hamlet Development, Medium Density Residential, Hamlet Residential, Business Park, Natural Environment and Agricultural Area in the former Town of Tecumseh Sandwich South Official Plan TO Residential, Mixed Use Centre, Business Park, Airport, Open Space, Natural Heritage, Future Urban Area and Future Employment Area on Schedule ‘D’ in Volume 1: The Primary Plan of the City of Windsor Official Plan.

• To add special policies to Volume II: Special Policy Areas & Secondary Plans of the City of Windsor Official Plan to address interim uses for existing agricultural lands, to apply development restrictions for existing residential uses in proximity to the Windsor Airport and to recognize an existing residential subdivision at Ray and Joy Roads.

PART B LOCATION

This amendment applies to approximately 2,530 hectares of land at the east limits of Windsor. The area is generally bound by Highway 401 to the south, 7th Concession to the west, the EC Row Expressway to the north and the midpoint of County Road 17 and the 11th Concession to the east (refer to Figure 1). This area is referred to as the Annexed Lands.

The lands are largely used for agricultural purposes at the present time, with the exception of the airport in the northwest quadrant of the study area, which takes up approximately 790 hectares. Also within the study area are a small number of existing small-scale industrial and service commercial uses primarily along County Road 42 and Baseline Road. Small pockets of residential subdivision development also exist within the area.

PART C BACKGROUND

A Boundary Adjustment Agreement was approved by the Minister of Municipal Affairs and Housing on December 2002 between the Town of Tecumseh, County of Essex and City of Windsor for the Annexed Area, initiating the process for its eventual designation within the City of Windsor Official Plan. The lands were needed by the City of Windsor to accommodate future
growth, particularly employment growth as there was a shortage of industrial lands for potential larger scale manufacturing industries at that time.

To address the requirements of the Provincial Policy Statement at that time, a Master Planning Study was initiated to identify the land needs requirements for various uses to justify the redesignation of lands from agriculture to other uses. However, as a result of a Council decision made in August 2003 rejecting the ‘Windsor Gateway Nine Point Plan’, the Master Planning Study was suspended to allow consideration of alternative transportation strategies related to Highway 401, Lauzon Road and the E.C. Row Expressway.

While the Master Planning Study was on hiatus, a new Provincial Policy Statement (PPS) came into effect in 2005. This new policy statement had the effect of ‘tightening the rules’ when Municipalities are considering the expansion of a Settlement Area, and put in place more specific criteria to be addressed. Section 1.1.3.9 of the current PPS states that expansion of a settlement area can only occur at the time of a comprehensive review and only where it has been demonstrated that:

- sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;
- the infrastructure and public service facilities which are planned or available are suitable for the development over the long term and protect public health and safety;
- in prime agricultural areas:
  1. the lands do not comprise specialty crop areas;
  2. there are no reasonable alternatives which avoid prime agricultural areas; and
  3. there are no reasonable alternatives on lower priority agricultural lands in the prime agricultural areas;
- impacts from new or expanding settlement areas on agricultural operations that are adjacent or close to the settlement area are mitigated to the extent feasible.

Requirements of the ‘comprehensive review’ are also defined in the Provincial Policy Statement and include:

1. review of population and growth projections;
2. utilizing opportunities to accommodate projected growth through intensification and redevelopment;
3. confirmation that the lands to be developed do not comprise specialty crop areas;
4. integration with planning for infrastructure and public service facilities;
5. consideration of cross-jurisdictional issues.

The Windsor Annexed Lands Master Planning Study was resumed in January 2006, and the completed report was adopted by City Council on October 23, 2006 with direction given to prepare an Official Plan Amendment based on the Master Plan Study and Preferred Land Use Concept.

Following is a brief summary of key points from the Master Planning Study, as they relate to provincial policy requirements regarding comprehensive review and the expansion of urban boundaries.

**Population and Growth Projections**

Population, household and employment growth projections were prepared for the Annexed Lands Master Planning Study based on 2001 Statistics Canada data and a review of relevant information regarding survival, fertility, immigration, household demand propensities and employment trends. The medium growth scenario was selected for all three projections as being the most appropriate for the twenty-year planning horizon. A summary of the projected growth, by five-year increments, is provided below.

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2006</th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
</tr>
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<tbody>
<tr>
<td>Population</td>
<td>208,425</td>
<td>218,467</td>
<td>228,263</td>
<td>236,948</td>
<td>244,811</td>
<td>251,917</td>
</tr>
<tr>
<td>Households</td>
<td>83,775</td>
<td>89,244</td>
<td>94,258</td>
<td>99,219</td>
<td>104,287</td>
<td>109,200</td>
</tr>
<tr>
<td>Employment</td>
<td>111,410</td>
<td>117,093</td>
<td>123,066</td>
<td>129,344</td>
<td>142,876</td>
<td>142,876</td>
</tr>
</tbody>
</table>

**Intensification and Redevelopment**

Opportunities for intensification and redevelopment were considered during the course of the Annexed Lands Master Planning Study through the following:

- Identification of density assumptions and/or targets for residential and employment uses;
- Analysis of vacant land availability and capacity for general land use categories;
- Consideration of recent trends and events on projected land needs requirements.

Detailed information regarding this analysis is contained in the Windsor Annexed Lands Master Planning Study - Background Summary and the component reports included in its appendices. A brief overview of key points pertaining to intensification and redevelopment follows.

Using density assumptions based on typical development and/or maximum densities permitted by the zoning by-law, combined with the evaluation of vacant land available in built-up areas, the analysis concluded that there was the potential to accommodate approximately 16% of the
total housing demand through infill and intensification. However, to recognize the potential for redevelopment in areas other than vacant / infill lands, an assumption / ‘target’ of 20% was assumed for future residential infill and intensification in built up areas.

Density assumptions for new / future development are also higher than recent development trends, to recognize provincial policies encouraging intensification and more compact and efficient growth patterns. A comparison of some of the key information and assumptions used in the Master Planning Study is summarized below, illustrating that future development is generally planned to be more intense than it has been in recent years.

**COMPARISON OF RECENT TRENDS AND ASSUMPTIONS FOR FUTURE GROWTH**

<table>
<thead>
<tr>
<th>Component</th>
<th>Recent Trends / Available Data</th>
<th>Assumption / Target for Future</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Vacancy Rate</td>
<td>4.6%</td>
<td>3.5%</td>
</tr>
</tbody>
</table>

**Housing Through Infill / Intensification**

- Single family / semi-detached: 5% / 7%
- Row housing / medium density: 25% / 50%
- Apartments / high density: 75% / 65%
- Overall housing demand accommodated through infill / intensification: 16% / 20%

**Densities for New Development**

<table>
<thead>
<tr>
<th>Component</th>
<th>Gross</th>
<th>Net</th>
<th>Gross</th>
<th>Net</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low density (single / semi-detached)</td>
<td>11</td>
<td>17</td>
<td>13</td>
<td>20</td>
</tr>
<tr>
<td>Medium density (duplex / row housing)</td>
<td>30</td>
<td>45</td>
<td>30</td>
<td>45</td>
</tr>
<tr>
<td>High density (apartments)</td>
<td>75</td>
<td>115</td>
<td>100</td>
<td>150</td>
</tr>
</tbody>
</table>

**Housing Mix**

- Low density (single / semi-detached): 76% / 71%
- Medium density (duplex / row housing): 12% / 7%
- High density (apartments): 12% / 22%

**Employee Density**

<table>
<thead>
<tr>
<th>Component</th>
<th>Employees / Hectare</th>
<th>Employees/Hectare</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘Employment’ jobs</td>
<td>17.5</td>
<td>22.6</td>
</tr>
<tr>
<td>‘Population’ jobs</td>
<td>48</td>
<td>65</td>
</tr>
</tbody>
</table>

Based on the population, household and employment growth projections combined with the analysis of vacant land capacity and demand that could be met through infill and intensification, it was calculated that approximately 2,474 hectares of land was required to accommodate future growth. This calculation included an allowance for potential large-scale manufacturing and/or multi-modal facilities. The following chart summarizes the land needs requirements determined during the course of the Annexed Lands Master Planning Study, which formed the basis of a Preferred Land Use Plan also included in the Master Plan.
SUMMARY OF TOTAL PROJECTED LAND NEEDS REQUIREMENTS

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Gross Area Required (ha)</th>
<th>% of Total Land Req.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>597</td>
<td>24.1%</td>
</tr>
<tr>
<td>Industrial</td>
<td>810</td>
<td>32.7%</td>
</tr>
<tr>
<td>Commercial / Office</td>
<td>153</td>
<td>6.2%</td>
</tr>
<tr>
<td>Other (Open Space, Infrastructure, Institutional)</td>
<td>234</td>
<td>9.5%</td>
</tr>
<tr>
<td>SUB-TOTAL</td>
<td>1,794</td>
<td></td>
</tr>
<tr>
<td>Contingency (5% of Sub-total)</td>
<td>90</td>
<td>3.6%</td>
</tr>
<tr>
<td>Existing Land Uses</td>
<td>170</td>
<td>6.9%</td>
</tr>
<tr>
<td>Airport</td>
<td>420</td>
<td>17.0%</td>
</tr>
<tr>
<td>TOTAL LAND REQUIREMENTS</td>
<td>2,474</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Notes:
- ‘Other’ land uses represent 15% of total area required for Residential, Industrial and Commercial / Office uses.
- Industrial includes 350 ha for large scale manufacturing and/or multi-modal facilities
- Residential includes contingency factor to allow for full range of housing choice

The approach taken for this Official Plan Amendment is to add Future Urban Area and Future Employment Area designations rather than defined Residential, Business Park, Industrial, Mixed Use and Commercial land use designations for those areas which are currently undeveloped and were not designated in the former Sandwich South Official Plan. This approach has been taken as it more clearly identifies the need for further detailed study through the Secondary Plan process so that landowners / developers do not have unrealistic expectations regarding their ability to proceed with development in advance of detailed planning. It also recognizes that the Master Planning Study was not intended to define the specific location, size and configuration of individual land use designations, but was rather intended to determine the overall land area requirements and general location of various land use categories to accommodate future growth. However, the Future Urban Area and Future Employment Area designations have been generally defined based on the Preferred Land Use Plan prepared for the Master Planning Study.

Specialty Crop Areas

The Annexed Lands are not comprised of Specialty Crop Areas, therefore this criteria is not applicable to the evaluation. While the majority of the Annexed Lands are currently used for agricultural purposes, primarily crop production, there is little distinction between various areas with respect to soil capability. A review of soils mapping for Essex County revealed that the soils in the area to be redesignated for urban growth purposes are the same general type (Brookston Clay) that exist in the current City of Windsor boundaries and the vast majority of Essex County as a whole. The soils are rated as “good cropland” with poor natural drainage. There are no other reasonable alternatives that avoid prime agricultural areas or are available on lower priority agricultural land.
Additional policies and schedule changes are proposed in the Official Plan Amendment for agricultural transition areas to ensure that existing agricultural operations can continue until such time as development occurs. Limitations are put in place to prohibit new intensive livestock operations, to prevent future land use conflicts but all other non-intensive agricultural activities are permitted. In addition, text and schedule amendments relating to phasing of development are also included to provide landowners with a reasonable expectation of when development can be anticipated to assist them in making economic investment decisions relating to agricultural operations.

Integration with Infrastructure Planning and Public Service Facilities

In compliance with provincial policies, the City of Windsor Official Plan already contains policies requiring all new development to have full municipal services available, or agreements in place to provide such services, prior to approving development. As services are not available in the Annexed Lands, the Master Planning Study undertaken for this area included the completion of two Class Environmental Assessment Studies in order to integrate the comprehensive review with infrastructure planning. These studies evaluated all viable alternative solutions and recommended the most suitable servicing and phasing options.

The proposed Official Plan Amendment implements these recommendations through the addition of text policies and schedule changes identifying the services phasing plan and general sequence / timelines for the completion of future servicing in order to ensure logical, cost-effective development within the Annexed Lands. Consideration of public service facilities will be undertaken during more detailed Secondary Plan studies that will be required for all development in the Annexed Lands.

Cross-Jurisdictional Issues

Windsor is a single-tier municipality, minimizing cross-jurisdictional issues. Cross-jurisdictional issues are primarily related to servicing and transportation. From a servicing perspective, the original boundary agreement required the City of Windsor to provide a trunk sanitary sewer on Banwell Road to service adjacent Town of Tecumseh lands. A cost-sharing plan was also agreed to by all parties to pay for the additional capital costs of over sizing the trunk sewers, plant expansions, and treatment of sewage. Official Plan policies are already in place in Section 7.3.3.3 and 10.5 to address these cross-jurisdictional issues and requirements, and no further amendments to the Official Plan are considered necessary to comply with the Provincial Policy Statement with respect to servicing.

Cross-jurisdictional issues associated with transportation relate primarily to major transportation corridors, including Highway 401 and connections to it. Highway 401, forming the southerly boundary of the Annexed Lands, is a provincial responsibility with other roads within the Annexed Area being under municipal or county jurisdiction. The Windsor Area Long Range Transportation Study (WALTS - 1998), Schwartz Report, Essex-Windsor Regional Transportation Master Plan (EWRTMP, April 2005) and City of Windsor Bicycle Use Master Plan (BUMP) all contain recommendations affecting roads within and at the perimeter of the Annexed Lands. To address these cross-jurisdictional issues, amendments are proposed to Schedule F of the Official Plan to identify the appropriate long-term road classifications with the
Annexed Area as well as future transportation corridors that will need to be further determined through Secondary Plan and/or Municipal Class Environmental Assessment processes.

Cross-jurisdictional issues also exist for the Windsor Airport. Distinctions must be made between matters of federal (aeronautical), provincial and municipal jurisdiction. While the airport is now owned by the City of Windsor, matters concerning the safe operation of aircraft and safety of operations at airports are federal matters. Cross-jurisdictional issues were clearly delineated and addressed in the Windsor Airport Considerations Study completed as part of the Annexed Lands Master Planning Study. Additions to the policies, with associated schedule changes, are included in the Official Plan Amendment to implement the findings and recommendations of the Airport Study and to comply with the Provincial Policy Statement.

PART D BASIS OF THE AMENDMENT

The recommended Official Plan Amendments are the result of a comprehensive review process that integrated population, household and employment projections, land needs requirements, natural heritage, servicing infrastructure and airport considerations. Further details relating to the development of these lands will be reviewed through future development planning processes, including secondary plans, subdivision plans and zoning by-law amendments.

The requested Official Plan Amendments are consistent with the Provincial Policy Statement, City of Windsor Official Plan and Annexed Lands Master Planning Study. The Future Urban Area and Future Employment Area designations to be applied to the majority of the South Sandwich Area will allow these lands to be brought into the City of Windsor boundary but will allow for transitional agricultural uses until the completion of Secondary Plans at the appropriate time. The addition of a Services Phasing Schedule to the Official Plan also provides further direction as to the intended general timing and sequencing of development in the Annexed Lands.

It is also appropriate to include Special Policies for the Annexed Lands, to be identified as the Sandwich South Planning District, to provide direction for interim or transitional uses on existing agricultural lands, and to apply restrictions to existing and future development in proximity to the Windsor Airport to ensure that land use compatibility issues are addressed.

The recommended expansion of the City of Windsor urban boundary is consistent with Council direction stemming from the Boundary Adjustment Agreement in 2002.

PART E DETAILS OF THE AMENDMENT

1. That Schedule H: Services Phasing BE ADDED to Volume 1 – The Primary Plan of the City of Windsor Official Plan to identify the general sequencing of physical services.

2. That Part II: Strategic Directions of Volume 1 – The Primary Plan of the City of Windsor Official Plan BE AMENDED.

   (a) Section 3.3.3, Sustainable, Healthy Environment, is amended by adding the following subsection after 3.3.3.4:
ENERGY EFFICIENCY

3.3.3.5 Windsor will encourage the design and construction of energy efficient buildings and landscapes to reduce air, water and land pollution and environmental impacts of energy production and consumption.

3. That Part III: Land Use of Volume 1 – The Primary Plan of the City of Windsor Official Plan BE AMENDED.

(a) Section 6.1, Goals, is amended by adding the following subsections after 6.1.11:

AIRPORT 6.1.12 Protection and enhancement of Windsor Airport’s role in serving passenger and cargo needs.

FUTURE GROWTH AREAS 6.1.13 The provision of sufficient land in appropriate locations to accommodate future population and employment growth in Windsor.

(b) Section 6.2, General Policies, is amended by adding the following subsections after 6.2.1.1(l):

(m) Windsor Airport
(n) Future Urban Area
(o) Future Employment Area

(c) Section 6.4, Employment, is amended by adding the following subsection after 6.4.2.7(c):

HIGH QUALITY DESIGN 6.4.2.8 Council shall require a high standard of architectural and landscape design for Industrial and Business Park designations adjacent to the Highway 401 corridor given its visibility along an international gateway, in accordance with the Urban Design chapter of this Plan.

(d) Section 6.4.3.5, Industrial Policies, is amended by adding the following subsection after 6.4.3.5(f):

(g) The design of the development encourages the retention and integration of existing woodlots, vegetation and drainage corridors where feasible to provide amenity areas for employees and to create a positive visual image of industry in Windsor.
(e) Section 6.4.4.5, Business Park Policies, is amended by adding the following subsection after 6.4.4.5(h):

\[(i)\] The design of the development encourages the retention and integration of existing woodlots, vegetation and drainage corridors where feasible to provide amenity areas for employees and to enhance the visual appearance of business parks in Windsor.

(f) Chapter 6, Land Use, is amended by adding the following sections after 6.11.11.2(g):

**6.12 WINDSOR AIRPORT**

The Windsor Airport is an important component of the City’s transportation and economic system, linking the movement of goods and people. It is utilized by a wide spectrum of aircraft which serve both passenger and freight customers, including the automotive industry. Protection of the Windsor Airport from incompatible uses is essential to minimize future conflicts between the airport and surrounding land uses.

The following objectives and policies establish the framework for development decisions in the Airport designation.

**6.12.1 Objectives**

6.12.1.1 To recognize and strengthen the airport’s role in the City of Windsor as an important component of the transportation system.

6.12.1.2 To provide for suitable groundside and airside uses and services.

6.12.1.3 To minimize the potential for conflicting or incompatible land uses.

**6.12.2 Policies**

6.12.2.1 Uses permitted in the Airport land use designation identified on Schedule D: Land Use are as follows:

(a) Civilian or military airport

(b) Airport terminal facilities and communications structures

(c) Uses permitted in Employment Areas, as described by Section 6.4, provided that they do not conflict with aircraft operations

(d) Hotels and related commercial uses

(e) Other uses in accordance with the Windsor Airport Master Plan, Land Use and Reserve Land Plan, as amended from time to time.
6.13 FUTURE GROWTH AREAS

Sufficient land must be set aside to accommodate the needs of future population and employment growth in the City of Windsor. In order to meet these future growth needs, the Official Plan identifies two designations, Future Urban Area and Future Employment Area, on Schedule D. These designations have been established based on a comprehensive review of future population, household and employment projections and are intended to identify the general locations and area requirements set aside to accommodate growth over the twenty year planning horizon.

Future Urban Area and Future Employment Area designations primarily apply to large, generally undeveloped and unserviced areas that are expected to be developed within twenty years. Although it is recognized that these areas are intended for development, it is important that more detailed planning relating to the specific configuration and location of various land uses, road systems and servicing infrastructure be undertaken prior to proceeding with development. Additional policies pertaining to interim uses for agricultural areas are contained in Volume 2: Special Policy Areas and Secondary Plans.

6.13.1 Objectives

6.13.1.1 To recognize that these designations are intended for future development to accommodate projected growth in the City of Windsor.

6.13.1.2 To identify the general preferred location for future residential and employment development.

6.13.2 General Policies

6.13.2.1 Permitted uses in the Future Urban Area and Future Employment Area designations will be limited and will primarily be based on those uses existing at the time of their inclusion in the City of Windsor Official Plan.

6.13.2.2 Permitted uses in the Future Urban Area and Future Employment Area designations are as follows, provided that they do not jeopardize plans for future development:

(a) Uses existing prior to their redesignation to Future Urban Area or Future Employment Area in this Plan.

(b) Agricultural uses in accordance with the Agricultural Transition Area policies contained in Volume 2: Special Policy Areas & Secondary Plans.

(c) Forestry and conservation uses.

(d) Public utilities

6.13.2.3 Council may redesignate Future Urban Areas and Future Employment Areas to alternative land use designations by amendment to the Official Plan. It is
intended that this generally occur through the completion of Secondary Plans undertaken in accordance with the policies contained in Section 11.3 of this Plan.

6.13.2.4 Council may designate new Future Urban Areas and Future Employment Areas where it has been determined by the appropriate studies that additional lands are warranted to meet the projected residential and employment needs of the City.

6.13.2.5 Redesignation of Future Urban Areas and Future Employment Areas will require that municipal servicing be available or planned for the area.

6.13.2.6 Logical phasing of Future Urban Areas and Future Employment Areas is necessary to ensure efficient and cost-effective physical servicing of future growth and development. Phasing of development will be consistent with Master Servicing Studies or other applicable servicing studies completed by the City of Windsor, as amended from time to time.

6.13.2.7 Phasing for physical servicing of Future Urban Areas and Future Employment Areas in the eastern part of the City will generally follow the sequencing and estimated timeframes identified on Schedule H and further described as follows:

(a) Development Specific: Expansion of physical services for the Future Employment Area adjacent to the Windsor Airport north of County Road 42 and west of Lauzon Parkway.

(b) Phase 1: 2007 to 2010 for lands bound by EC Row Expressway, Banwell Road, CP Railway and former City of Windsor boundary;

(c) Phase 1: 2007 to 2010 for approximately 110 hectares of land immediately east of the 7th Concession north of Highway 401 and south of Baseline Road,

(d) Phase 2: 2010 to 2014 for lands generally bound by the CP Railway, Lauzon Parkway, County Road 42 and the easterly limits of the City;

(e) Phase 3: 2014 to 2017 for lands extending from County Road 42 to south of Baseline Road to the east limits of the City of Windsor;

(f) Phase 4: Beyond 2017 for lands remaining north of Highway 401, to the eastern City boundary.

6.13.2.8 Notwithstanding the general phasing sequence identified on Schedule H and in Section 6.13.2.7, it is not the intent of this Plan to extend physical services if redesignation and development of Future Urban Areas and Future Employment Areas is not expected to occur in a reasonable timeframe.

6.13.2.9 Council may amend the phasing sequence and location of physical services for identified on Schedule H and in Section 6.13.2.7 on the basis of the demands of actual growth, capital budgets or other more detailed servicing studies.
6.13.2.10 Provision and extension of all physical services to Future Urban Areas and Future Employment Areas shall be in accordance with the policies contained in Section 7 of this Plan.

6.13.2.11 Approval to initiate Secondary Plans within Future Urban Areas and Future Employment Areas will be considered on the basis of the following:

(a) Physical servicing for the area proposed for the Secondary Plan is available or planned within a reasonable time frame, in accordance with the Services Phasing Plan contained in Section 6.13.2.6 and identified on Schedule H, or as otherwise amended by appropriate master servicing studies;

(b) The area to be planned represents a logical extension of growth for the City of Windsor, does not constitute ‘leap-frog’ development, and can appropriately integrate existing development;

(c) For Future Urban Areas, where the area is of a sufficient size to provide for a complete community, incorporating a full range of housing and supportive uses such as schools, parks, neighbourhood commercial and institutional;

(d) For Future Employment Areas, where the area is of a sufficient size to accommodate a range of employment uses;

(e) The area can be adequately accessed from and integrated with the existing or planned transportation network;

(f) Consideration of the cost implications to the City of Windsor for the provision of physical services, transportation and community services required for development of the area.

6.13.3 **Future Urban Area Policies**

6.13.3.1 Lands within the Future Urban Area designation shall generally develop for Residential uses but will also include associated community supportive uses such as parks and open space, institutional, commercial and small-scale employment upon completion of Secondary Plans and other appropriate studies relating to servicing, transportation, stormwater management, Class Environmental Assessment as required by this Official Plan.

6.13.3.2 Future Urban Areas shall develop on full municipal physical services.

6.13.3.3 Exceptions to full servicing will only be permitted in situations where a new dwelling is constructed on an existing lot, where residential zoning existed prior to redesignation to Future Urban Area, with the understanding that such
dwellings will connect to full municipal services when available with costs of connection to be borne by the property owner.

6.13.4 Future Employment Area Policies

6.13.4.1 The Future Employment Area designation is intended to accommodate future Industrial and Business Park designations.

6.13.4.2 Redesignation or development of Future Employment Areas shall require completion of Secondary Plans and other appropriate studies relating to physical servicing, transportation, Class Environmental Assessment or others as required by this Official Plan.

6.13.4.3 Council may consider site-specific Official Plan Amendments for a Future Employment Area without requiring a Secondary Plan provided the proposed development is of a large-scale, single use nature such as a multi-modal transportation facility or large manufacturing plant. Site specific exceptions will only be considered where all studies relating to physical servicing, transportation, environmental evaluation or others as required by this Plan are completed as part of an alternative planning process and where the absence of a Secondary Plan will not jeopardize the orderly planning and development of the site or surrounding lands.

6.13.4.4 Future Employment Areas shall develop on full municipal physical services in accordance with the policies contained in Section 7.3 of this Plan.

6.13.4.5 Exceptions to the requirement for full municipal physical services in Future Employment Areas will only be considered where commercial or employment designations or uses were in existence prior to their designation as a Future Employment Area and where it can be demonstrated that:

(a) The proposed use is “dry” in nature;

(b) There are no other viable options for connections to municipal servicing and full physical services are not anticipated in a reasonable timeframe

(c) On-site servicing will not jeopardize the provision of full municipal serving in the future or conflict with the City’s long-term servicing strategy;

(d) The proposed on-site servicing complies with all applicable regulations and standards;

(e) The property owner agrees to connect to full physical services when they are available and in accordance with applicable City policies regarding costs of servicing.

4. That Part IV: Civic Image of Volume 1 – The Primary Plan of the City of Windsor Official Plan BE AMENDED.
(a) Section 8.7, Built Form, is amended by adding the following subsection after 8.7.2.1(c):

(d) Encourages the creation of attractive residential streetscapes through architectural design that reduces the visual dominance of front drive garages, consideration of rear lanes where appropriate, planting of street trees and incorporation of pedestrian scale amenities.

(b) Chapter 8, Urban Design, is amended by adding the following section after 8.13.2.7:

8.14 FUTURE COMMUNITY NODE

8.14.1 Objectives

COMMUNITY FOCUS 8.14.1.1 To identify the general location of future Mixed Use Centres or other forms of development that will create a focal point for new communities.

INTENSITY 8.14.1.2 To identify opportunities for higher density, transit oriented development and/or areas of transition between future employment lands and residential areas.

8.14.2 Policies

MIXED USE 8.14.2.1 Council will encourage Future Community Node areas to be designated as Mixed Use Centres or similar designations that provide for a pedestrian oriented mix of land uses and functions including residential, commercial, office, small-scale employment, recreation, entertainment and culture in accordance with the policies of Chapter 6 of this Plan.

INTEGRATION 8.14.2.2 Council will encourage the identification of Future Community Nodes where they are compatible with or can be appropriately integrated with existing community oriented uses such as commercial, institutional and recreational.
<table>
<thead>
<tr>
<th>Topic</th>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visible and Accessible</td>
<td>8.14.2.3</td>
<td>Council will support the identification of Future Community Nodes in areas which are highly visible and/or accessible by existing or planned transportation modes including public transit, vehicle, cycling and pedestrian.</td>
</tr>
<tr>
<td>Planning Process</td>
<td>8.14.2.4</td>
<td>Council will require that final determination of land use designations, size, location and configuration of areas identified as Future Community Nodes will be through the completion of Secondary Plans undertaken in accordance with the policies contained in Section 11.3 of this Plan.</td>
</tr>
<tr>
<td>Urban Design</td>
<td>8.14.2.5</td>
<td>Council will ensure that design and development of areas identified as Future Community Nodes complies with the Urban Design policies contained in Chapter 8 of this Plan.</td>
</tr>
</tbody>
</table>


(a) Chapter 1, Special Policy Areas is amended by adding the following sections after 1.22:

### 1.23 Agricultural Transition Areas

The Agricultural Transition Areas identified on Schedule A: Planning Districts & Policy Areas in the Primary Plan is comprised of a large portion of the lands acquired by the City of Windsor in 2002 as part of a Boundary Adjustment Agreement with the County of Essex and Town of Tecumseh. The Agricultural Transition Areas are generally located south of County Road 42, north of Highway 401 and to the eastern boundary of the City of Windsor. This entire area is intended to accommodate development over the twenty year planning horizon to 2026. However, development in this area will be subject to the completion of Secondary Plans and the availability of municipal servicing and infrastructure. Due to logical phasing for municipal servicing, some portions of the Agricultural Transition Area are not expected to develop for anywhere from five to twenty years.

At the time the Agricultural Transition Areas were added to the City of Windsor urban boundary, most were used for agricultural purposes, primarily crop production or small-scale livestock operations. It is important that these agricultural uses be able to continue and provide economic benefit to the residents and surrounding community until such time as development is needed and appropriate on the basis of population growth and servicing availability.

The following objectives and policies establish the framework for interim uses in Agricultural Transition Areas.
1.23.1 Objectives

(a) To allow for the continuation of existing agricultural operations as a transitional use until such time as detailed development plans are submitted and approved.

(b) To minimize conflicts between urban and agricultural land uses as development proceeds.

(c) To limit the potential for land fragmentation or other impacts that could jeopardize the future comprehensive planning and development of the Agricultural Transition Areas.

1.23.2 Policies

1.23.2.1 Permitted uses in the Agricultural Transition Area are limited to:

(a) Existing non-agricultural uses

(b) Existing agricultural livestock operations

(c) Non-intensive agricultural activities, including crop production, greenhouses, home occupations and other similar agricultural activities as permitted by the zoning by-law

(d) Forestry and conservation uses

1.23.2.2 The establishment of new livestock operations is not permitted.

1.23.2.3 Expansion of any existing livestock operations will only be permitted when such uses comply with the applicable Minimum Distance Separation (MDS) criteria, and where they do not jeopardize urban development anticipated in the five-year horizon, based on the Services Phasing Plan established in Section 6.13 of the City of Windsor Official Plan Volume 1 – The Primary Plan or subsequent Servicing Studies.

1.23.2.4 Severances within the Agricultural Transition Area will be strictly limited to prevent the fragmentation of larger parcels of land that could jeopardize the secondary planning process required prior to development.

1.23.2.5 Consents to sever in the Agricultural Transition Area will only be granted in the following circumstances:

(a) For the continuation of existing, non-intensive agricultural operations provided that each lot (severed and retained parcel) has a minimum lot area of 19 hectares;

(b) For surplus farm dwellings, where each farm property has been owned and actively farmed by the applicant for a minimum of 5 years prior to the application and where the lot created by the surplus farm dwelling meets the provisions of the zoning by-law and is no greater than 0.5 hectares in area,
except where natural or man-made features or servicing requirements dictate otherwise;

(c) Lot boundary adjustments in accordance with the policies of Section 11.4.3;

(d) Easements and rights of way in accordance with the policies of Section 11.4.3;

(e) Consent for mortgage purposes in accordance with the policies of Section 11.4.3.

1.24 Baseline Road Residential Corridor

1.24.1 The Baseline Road Residential Corridor designated on Schedule A: Planning Districts and Special Policy Areas in the Primary Plan consists of existing residential development located immediately to the north and south of Baseline Road between the 7th Concession and 8th Concession.

1.24.2 Properties located within the Baseline Road Residential Corridor are residential dwellings that have been in existence for many years. For the most part, they are located within the area where residential development is restricted or prohibited due to noise impacts generated by the Windsor Airport.

1.24.3 Notwithstanding the “Residential” designation of these lands on Schedule D: Land Use in Volume 1 – The Primary Plan, the following policies apply to future development within this area:

(a) New residential development and other sensitive land uses will not be permitted in areas above the 30 NEF/NEP contour as identified on Schedule C: Development Constraint Areas;

(b) Redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses may be considered above the 30 NEF/NEP contour identified on Schedule C: Development Constraint Areas in accordance with the policies of Section 7.2.10, if it can be demonstrated that there will be no negative impacts on the long-term function of the airport;

(c) New residential development or redevelopment of existing residential land uses or other sensitive land uses in the area between the 25 and 30 NEF contours may be considered in accordance with the policies of Section 7.2.10 provided that noise mitigation measures are implemented in accordance with applicable provincial and federal guidelines and standards.

1.25 Ray Road and Joy Road Residential Area

1.25.1 The Ray Road and Joy Road Residential Area designated on Schedule A: Planning Districts and Special Policy Areas in the Primary Plan consists of a small residential
subdivision located on Ray Road and Joy Road immediately east of the 8th Concession and south of Baseline Road that has been in existence for many years.

1.25.2 Notwithstanding the Future Urban Area designation of these lands on Schedule D: Land Use in Volume 1 – The Primary Plan, the Ray Road and Joy Road Residential Area is not intended for future development or redevelopment, with the exception of dwellings or uses in accordance with the zoning by-law and subdivision plan.

1.25.3 Any Secondary Plans undertaken in this area will include the Ray Road and Joy Road Residential Area within their study area, to ensure appropriate integration of existing residential development with future development in the area with respect to land uses, transportation, servicing and other planning matters.

PART E IMPLEMENTATION

(i) Repeal Official Plan designations from Schedules “A”, “A-1”, “A-2”, “B”, “C” and “D” for certain lands in the former Town of Tecumseh Sandwich South Official Plan and adoption of new Official Plan designations, schedules and policies in the City of Windsor Official Plan, as further described by the following amendments.

(ii) Amend Schedule A: Planning Districts and Policy Areas in Volume 1: The Primary Plan to add the following Special Policy Areas,

   (a) Agricultural Transition Areas
   (b) Baseline Road Residential Corridor
   (c) Ray Road and Joy Road Residential Area

(ii) Amend Schedule A: Planning Districts and Policy Areas in Volume 1: The Primary Plan to add the following Planning District: Sandwich South, as shown on the attached amendment.

(iii) Amend Schedule B: Greenway System in Volume 1: The Primary Plan to add Natural Heritage, Linkages, Waterway Corridors and Recreationways features located in the Sandwich South Planning District, as shown on the attached amendment.

(iv) Amend Schedule C: Development Constraint Areas in Volume 1: The Primary Plan to add Natural Heritage, Airport Operating Area, Floodplain Areas and NEF Contours located in the Sandwich South Planning District, as shown on the attached amendment.

(v) Amend Schedule C-1: Archeological Potential Areas in Volume 1: The Primary Plan to add archeological potential areas located in the Sandwich South Planning District, as shown on the attached amendment.

(vi) Amend Schedule D: Land Use in Volume 1: The Primary Plan to designate Residential, Mixed Use, Business Park and Open Space lands located in the Sandwich South
Planning District in accordance with Section 6 of the Primary Plan, as shown on the attached amendment.

(vii) Amend Schedule D: Land Use in Volume 1: The Primary Plan to add Airport, Future Urban Area and Future Employment Area designations located in the Sandwich South Planning District, as shown on the attached amendment.

(viii) Amend Schedule F: Roads and Bikeways in Volume 1: The Primary Plan to add the arterial and collector road system and bikeways to serve the Sandwich South Planning District, as shown on the attached amendment.

(ix) Amend Schedule F-1: Railway Lands in Volume 1: The Primary Plan to add the railway lands existing in the Sandwich South Planning District, as shown on the attached amendment.

(x) Amend Schedule G: Civic Image in Volume 1: The Primary Plan to add Gateways and Future Community Nodes located in the Sandwich South Planning District, as shown on the attached amendment.

(xi) Add Schedule H: Service Phasing to Volume 1: The Primary Plan to identify general sequencing and timing of the extension of future physical services in the southeastern quadrant of the City of Windsor, as shown on the attached amendment.

(xii) Include additional goals, objectives and policies primarily pertaining to the Sandwich South Planning District to Chapter 3, Chapter 6 and Chapter 8 in Volume 1: The Primary Plan.

(xiii) Include goals, objectives and policies pertaining to Agricultural Transition Areas and the Baseline Road Residential Corridor in Volume 2: Special Policy Areas & Secondary Plans.

(xiv) Add the following definitions to Part 1, Section 2: Glossary in Volume 1: The Primary Plan for information purposes only:

**Intensive Agricultural Use** refers to the grazing, breeding, raising, boarding, or training of animals or birds kept for livestock purposes including, but not limited to, cattle, swine, sheep, goats, rabbits, poultry, fish, horses, ponies, donkeys, mules, and fur bearing animals.

**Non-Intensive Agricultural Use** refers to land used primarily for the cultivation of soil; growing and harvesting of field crops, vegetables, fruits, trees, flowers; sod farming; greenhouses and other similar uses excluding “Intensive Agricultural Uses” as defined in this Plan.
SCHEDULE A: PLANNING DISTRICTS & POLICY AREAS

OFFICIAL PLAN AMENDMENT #60

LEGEND:
- EXISTING SPECIAL POLICY AREA
- BASELINE ROAD RESIDENTIAL CORRIDOR
- AGRICULTURAL TRANSITION AREA
- RAY ROAD
- JOY ROAD RESIDENTIAL
- SECONDARY PLANS
- PLANNING DISTRICTS

AMENDMENTS TO
SANDWICH SOUTH

NEW PLANNING DISTRICT & POLICY AREAS
- SANDWICH SOUTH
- NEW PRIMARY PLANNING DISTRICT

[Map showing new planning districts and policy areas in Sandwich South]
AMENDMENTS TO
SCHEDULE B : GREENWAY SYSTEM
OFFICIAL PLAN AMENDMENT #60

LEGEND:
COMMUNITY AND REGIONAL PARKS
NATURAL HERITAGE
LINKAGES
WATERWAY CORRIDORS
AMENDMENTS TO SCHEDULE C-1: DEVELOPMENT CONSTRAINT AREAS ARCHAEOLOGICAL POTENTIAL

OFFICIAL PLAN AMENDMENT #60

LEGEND:

- HIGH POTENTIAL
- LOW POTENTIAL

0 500 1,000 2,000 Meters
LEGEND:

- **CLASS I ARTERIAL ROAD**
- **PROPOSED CLASS I ARTERIAL ROAD**
- **PROPOSED BIKEWAY**
- **PROPOSED CLASS II COLLECTOR ROAD**

AMENDMENTS TO
SCHEDULE F: ROADS & BIKEWAYS
OFFICIAL PLAN AMENDMENT #60
AMENDMENTS TO
SCHEDULE F-1 : RAILWAY LANDS
OFFICIAL PLAN AMENDMENT #60
SCHEDULE G: CIVIC IMAGE

OFFICIAL PLAN AMENDMENT #60