

WINDSOR ANNEXED LANDS MASTER PLANNING STUDY

PUBLIC MEETING – SEPT. 7, 2006

BACKGROUND INFORMATION PACKAGE

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in association with

City of Windsor

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INTRODUCTION

The Windsor Annexed Lands Master Planning Study has been undertaken to determine the land needs requirements to accommodate future growth in order to justify redesignating some or all of the annexed lands from agricultural designations to other uses appropriate for future development. The study has taken a comprehensive approach that considers future population, housing and employment needs in conjunction with the locational attributes, transportation corridors and existing uses of the area. The main objectives of the Windsor Annexed Area Master Plan are:

- To develop a plan and general land use designations that are consistent with the principles and policies of the City of Windsor Official Plan.
- To provide a general framework for future development by identifying the general pattern and configuration of major land uses and natural areas, transportation corridors and servicing phasing.
- To protect, maintain and appropriately integrate the natural heritage features that exist into future development.
- To address and accommodate existing uses (i.e. – existing residential, light industrial, airport) in the plan.
- To ensure implementation of the Master Plan in a logical and efficient manner.

This Information Package includes a brief summary of the key background studies and analysis undertaken for the Master Planning Study and provides information regarding Concept Plans that have been prepared based on the analysis as well as input from stakeholders. Input is requested from the public and stakeholders in order to select and refine a 'Preferred Land Use Concept'.

Associated policies will also be prepared in anticipation of an Official Plan Amendment to be considered by Windsor City Council to redesignate some or all of the lands from agricultural uses to a range of residential, employment and associated designations. These will provide direction for the completion of future Secondary Plans and other supporting studies prior to consideration of zoning, subdivision or site plan applications in the Annexed Lands.

Your comments and input regarding the Concept Plans are important and we look forward to your feedback.

POPULATION PROJECTIONS

KEY TRENDS AND FINDINGS

- Windsor’s population in 2001 was 208,402, an increase of 5.42% since 1996.
- Windsor’s rate of growth, although slightly lower than the CMA and County, was greater between 1996-2001 than between 1991-1996.
- Windsor contains approximately 68% of the CMA’s population and 56% of the County’s population
- Fertility rates and survival rates have remained relatively stable over the 1996-2001 period.
- International migration is playing an increasingly large role in total population growth locally, provincially and nationally.
- The Medium Scenario population projection was adopted by Windsor City Council in 2003

POPULATION PROJECTIONS

	2001	2006	2011	2016	2021	2026	Total Increase	% Increase	Average Annual Increase
Low Scenario	208,425	215,448	221,838	226,843	230,823	233,968	25,543	12.26%	0.49%
Medium Scenario	208,425	218,467	228,263	236,948	244,811	251,917	43,492	20.87%	0.83%
High Scenario	208,425	220,614	232,902	244,348	255,205	265,445	57,020	27.36%	1.09%

HOUSING DEMAND PROJECTIONS

KEY TRENDS AND FINDINGS

- Household size has remained relatively stable over the previous five years at approximately 2.5 persons per dwelling.
- The rate of household formation exceeded the rate of population growth, with the total number of households increasing approximately 6% between 1996-2001.
- The tendency to live in apartments is highest for those under 25 with single family dwellings the primary choice of those over 30 years of age.
- Single detached dwellings are the predominant form of housing in Windsor, making up approximately 62% of the total supply.
- New housing construction has been strong over the past ten years, averaging over 1,300 units per year. With single family dwellings accounting for approximately 59 – 70% of all units.

HOUSING DEMAND PROJECTIONS

- The total number of dwellings projected to be required in the City of Windsor by 2026 is 109,200.
- The number of additional dwelling units projected to accommodate the increased population is approximately 25,400 distributed as shown below by five-year periods.

PROJECTED NUMBER OF ADDITIONAL DWELLING UNITS REQUIRED BY TYPE PER FIVE YEAR PERIOD

Period	Single detached	Semi-detached	Row house	Detached duplex / Apt.	Apartment< 5 storeys	Apartment≥ 5 storeys	Projected Total
2001-2006	3,891	211	281	144	608	334	5,469
2006-2011	3,580	178	228	122	610	296	5,014
2011-2016	3,275	153	265	145	775	347	4,960
2016-2021	3,276	153	210	146	930	354	5,069
2021-2026	3,172	137	169	123	1,016	292	4,909
TOTAL	17,194	832	1,153	680	3,939	1,623	25,421
%	67.64%	3.27%	4.54%	2.67%	15.50%	6.38%	

EMPLOYMENT PROJECTIONS

KEY TRENDS AND FINDINGS

- Employment in the City of Windsor is dominated by the automotive industry, although the employment base is becoming more diversified.
- In 2001, approximately 97,495 people over the age of 15 who live in Windsor were employed. Of that total, approximately 33% were employed in manufacturing and construction.
- Windsor is a significant employment centre within the region and it is estimated that there are approximately 111,400 jobs in the City of Windsor.
- It is expected that a larger proportion of new jobs created in the future will be located in Windsor (65%) than in the County.
- Interest has been expressed over the past few years by large-scale automotive companies for potential new assembly plants. CP Rail has also indicated interest in developing multi-modal facilities in conjunction with new manufacturing / automotive development.

EMPLOYMENT PROJECTIONS

- Low, medium and high employment growth projections were prepared based on various annual average employment growth rates achieved at different times over the past 20 years, resulting in employment growth as shown in the following table.
- The Medium Growth scenario is recommended for the determination of land needs requirements.

EMPLOYMENT GROWTH PROJECTIONS (TOTAL EMPLOYMENT)

Employment Scenario	Annual Increase	2001 Employed	2026 Estimate	# of New Jobs
Low Growth	0.50%	111,410	126,205	14,795
Medium Growth	1.00%	111,410	142,876	31,466
High Growth	1.75%	111,410	171,903	60,493

Source: 2001 base data reflects Statistics Canada data as adjusted to account for jobs/labour force ratio

LAND NEEDS REQUIREMENTS

KEY TRENDS AND FINDINGS

- Additional land is required to accommodate new residential and employment growth predicted to occur over the next twenty years.
- Existing vacant land in the former City of Windsor boundaries is estimated to be as follows:
 - Residential – 500 hectares, with approximately 405 ha in greenfield / developing areas and 95 ha in built-up areas
 - Industrial and Business Park – 180 hectares, including some areas that are currently not serviced or are ‘frozen’ pending further decisions regarding new border crossings
 - Commercial and Mixed Use – 80 hectares
- The annexed lands contain a number of existing uses that are expected to remain over the long term, including clusters of residential and industrial/business park development, institutional and recreational uses (i.e. – churches, cultural centre, campground).
- The Windsor Airport is expected to have some surplus lands in its southeastern quadrant. Total land requirements for the airport are approximately 420 hectares.

ASSUMPTIONS

- Residential vacancy rates will average approximately 3.5% throughout the planning period.
- Intensification and infill will meet approximately 20% of future housing demand (approximately 4,350 units), primarily medium and high density uses.
- The ‘holding capacity’ of existing residential lands is approximately 7,600 units of which approximately 6,200 units are expected to be single family units.
- Gross densities for new residential development are assumed to be approximately:
 - Low density – 13 units/hectare
 - Medium density – 30 units/hectare
 - Apartment – 100 units/hectare
- Employee densities are assumed to be approximately 22.6 persons/ha for industrial and manufacturing jobs and 65 persons/ha for commercial/retail, office, and education types of jobs.
- Open space, institutional and other land uses (e.g. – infrastructure, major transportation corridors) are estimated to require approximately 15% of the area allocated to residential, industrial and commercial uses.

LAND NEEDS REQUIREMENTS

- The amount of additional land calculated to be required to accommodate future land needs is shown in the table below. The land needs requirements identified include those existing uses that are expected to remain within the annexed area over the long term.

SUMMARY OF TOTAL PROJECTED LAND NEEDS REQUIREMENTS

Land Use	Gross Area Required (ha)	% of Total Land Req.	Existing City	%
Residential	597	24.5%	5,919	50.4%
Industrial	782	32.1%	2,807	23.9%
Commercial / Office	153	6.3%	1,042	8.9%
Other (Open Space, Infrastructure, Institutional)	230	9.4%	1,983	16.9%
SUB-TOTAL	1,762			
Contingency (5% of Sub-total)	88	3.6%	n/a	n/a
Existing Land Uses	170	7.0%	n/a	n/a
Airport	420	17.2%	n/a	n/a
TOTAL LAND REQUIREMENTS	2,440	100.0%	11,751	100.0%

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

NATURAL HERITAGE STUDY

The primary natural features investigated for this study were four woodlots known as the Jefferson Woodlot, Shooting Range Woodlot, East Perimeter Woodlot and St. Louis Woodlot located within and directly adjacent to the airport lands. Some investigation and consideration of the Little River corridor that runs from north to south in the eastern area of the annexed land was also undertaken.

KEY FINDINGS

- The combined area of the woodlots, including the St. Louis Woodlot is approximately 43 hectares (106 acres). The three woodlots meet the minimum size for being considered significant by the Province, City of Windsor and Essex Region Conservation Authority.
- The woodlots are unusual in their current isolation and lack of disturbance.
- The woodlots act as a core natural area and are connected to one another by drainage ditches which provide linkages for the movement of amphibians, reptiles and other small animals.
- The woodlots function as a migratory stopover location for many neotropical migrants as well as raptors.
- The woodlots have limited representation in the Canada, Ontario and Essex region based on their mixture of Carolinian and southern deciduous woody plants.
- The diversity of the woodlots is relatively low.
- Unconfirmed sightings of threatened species (Butler's Garter Snake) within the woodlot areas have been identified and detailed inventories should be undertaken to confirm their continued presence.

OPPORTUNITIES AND CONSTRAINTS

- Opportunities exist to improve the linkages between the three airport woodlots through reforestation and appropriate stormwater management / drainage corridor improvements.
- The woodlots are located in close proximity to the airport. Appropriate management and containment of birds and wildlife within and around the woodlot areas is important for airport safety.
- Protection / recreation of natural habitat on both sides of the Little River would help improve the habitats and hydrologic conditions in the watershed.
- Opportunities also exist to replace drainage ditches with restored stream channels within and adjacent to the study area.

- The development of pedestrian and cycling trails (separated where possible) along the Little River corridor would allow for the extension and continuation of existing recreational trail systems in Windsor and facilitate the use of alternative modes of transportation.

RECOMMENDATIONS

- The airport woodlots should be designated as Natural Heritage Areas and protected in their entirety.
- There is a need to develop a management plan for the woodlots to address issues related to drainage and stormwater management, reforestation, trail management and recreational uses, non-native species control, buffer requirements, inventory and monitoring.
- A buffer width of 30 metres is proposed for all watercourses, consistent with the Essex Region Conservation Authority recommendations.
- Provision should be made to integrate recreational trails in the preferred land use concept at a conceptual level of detail.

WINDSOR AIRPORT CONSIDERATIONS STUDY

KEY FINDINGS

- Predominant aircraft types at the Windsor Airport are multi-engine turboprops (Dash 8) and light-medium jets, with some larger commercial airliner charter operations using aircraft such as the Airbus A320.
- Domestic passenger traffic will see Dash 8 turboprop service phased out in favour of regional jets such as Bombardier's CRJ200.
- The airport focus is on passenger traffic. Significant growth or change in cargo traffic is not anticipated.
- An airport land use plan is in progress that may result in the relocation of the airport terminal building into the infield and establishment of other support facilities and commercial/aviation development around the terminal building.
- Future airport operations are not expected to require all of the land area that is currently owned by the airport. A significant portion of the southeast airport lands is expected to be declared surplus for future needs.

OPPORTUNITIES AND CONSTRAINTS

- Height restrictions will apply to a portion of the Study Area within the aircraft approach and departure surface areas.
- Restrictions exist within and around the airport property with regard to crop planting activities and open water bodies to minimize potential bird conflicts. Future stormwater management facilities within or near the airport will need to be appropriately designed to ensure that all safety criteria are met.
- Industrial development / operations adjacent to the airport must not generate excessive electromagnetic interference or smoke, dust or steam that would interfere with airport visibility.
- NEF 30 contour lines (high growth scenario) extend to just south of Baseline Road, into the area occupied by existing residential and light industrial / business park development. New residential development cannot occur within this area.
- VHF/DF protection areas (for electronic systems) should be clear of metal structures and be protected from built-up areas.

RECOMMENDATIONS

- The higher growth rate scenario, for purposes of NEF contours, should be protected to prevent future noise conflicts.
- New residential land use designations should not be proposed within the NEF 30 contour.

TRANSPORTATION CONSIDERATIONS

The scope of the Annexed Area Master Planning Study did not include a detailed Transportation Study as other transportation studies were underway for the City and County at the time that the Master Planning Study was initiated. These documents were obtained and reviewed to identify their implications on the Master Planning Study. Following is a summary of some of the key transportation considerations, opportunities and constraints as they relate to the annexed lands.

WINDSOR AREA LONG-RANGE TRANSPORTATION STUDY (WALTS)

Recommended roadway system improvements near the Annexed Area include:

- Walker Road widening from E.C. Row Expressway to Talbot Road
- Cabana Road/Division Street/County Road 42 widening easterly to Lauzon Parkway
- Lauzon Parkway widening from E.C. Row Expressway to County Road 42
- A new road extension of Jefferson Blvd. from E.C. Row Expressway to County Road 42

SCHWARTZ REPORTS

The City of Windsor retained Sam Schwartz Engineering to recommend an approach to the Detroit-Windsor border crossing commercial and passenger traffic issues. Conclusions potentially affecting the Annexed Lands are as follows:

- The Industrial Crossing alternative (also known as the Mich-Can or Central Crossing or E.C. Row Extension) is preferred, likely operational in 2020;
- The Industrial Crossing must be linked to Highway 401 via a fully controlled, new roadway;
- A multi-modal facility linking air, rail and road transportation should be located at the airport;
- The Industrial Crossing without a direct, new link from Highway 401 would require widening of the E.C. Row Expressway to eight lanes and the extension of Lauzon Parkway between E.C. Row Expressway and Highway 401, including a new interchange at Lauzon/E.C. Row. Sam Schwartz Engineering considered the widening of E.C. Row Expressway and Lauzon Parkway extension as “serious flaws” attached to the Industrial Crossing.

ESSEX-WINDSOR REGIONAL TRANSPORTATION MASTER PLAN

The Essex-Windsor Regional Transportation Master Plan (EWRTMP, April 2005) recommends Regional roadway capacity enhancement projects to 2021. Near the Windsor Annexed Area, these include:

- Widening of Walker Road to 4 lanes plus turn lanes from Tecumseh Road to south City limit in the 0 to 5 year time frame (compatible with the WALTS)
- Widening of County Road 42 (Cabana/Division Road) to 4 lanes from Huron Church Road to east City limit in the 5 to 10 year time frame (compatible with WALTS)

- Widening of Lauzon Parkway to 4 lanes from E.C. Row Expressway to County Road 42 (Division Road) in the 5 to 10 year time frame (compatible with the WALTS)
- Extending Lauzon Parkway as a new 4-lane arterial from County Road 42 (division Road) to Highway 401 with an interchange at Highway 401 in the 5 to 10 year time frame
- Widening of E.C. Row Expressway to 6 lanes from Huron Church Road to Banwell Road/County Road 43 in the 10 to 20 year time frame

BICYCLE USE MASTER PLAN

The City of Windsor Bicycle Use Master Plan (BUMP) was completed in April 2001. Highway 401, E.C. Row Expressway, Walker Road and railway corridors were identified as major barriers to cycling. The Recommended Cycling Network includes Division Street bike lanes and Little River multi-use trail, both extending into the Annexed Area.

GENERAL CONCLUSIONS AND RECOMMENDATIONS

- The freeway function of the E.C. Row Expressway and Highway 401 improve service but limit accessibility. New interchanges are planned at Highway 401/6th Concession and existing interchanges are at Highway 401/Provincial Road and Highway 401/Manning Road. Two to three kilometer desirable interchange spacing would result in future interchanges on Highway 401 near 9th Concession and 11th Concession Roads.
- Industrial land-use designations for some of the Windsor Annexed Area will require truck links with the proposed Detroit-Windsor border-crossing infrastructure. Land-use options should continue to consider the importance of connections to E.C. Row Expressway and Highway 401, perhaps through the Lauzon Parkway extension or a similar facility.
- Given existing land uses in some areas of the Annexed Lands, some existing roads may be more suitable as Class I or Class II Collectors than as Arterials. Some new arterial roadway alignments are recommended to service new land uses in the Annexed Area.
- There is likely a need to develop at least one north-south and one east-west arterial to service the industrial lands so that a good level of service is provided for commercial traffic and trucks do not impact future residential areas. Potential connections to Highway 401 and E.C. Row Expressway via the Lauzon Parkway and the planned extension of Jefferson Boulevard (WALTS) are recommended. Commercial/ residential areas will also require Class II Arterials to connect them to the Controlled Access Highways.
- The Lauzon Parkway extension will be subject to a future environmental assessment, but its location will be limited by interchange spacing on Highway 401. It would best serve the area by being contained within the Annexed Area as opposed to being on the boundary.
- Existing adjacent Class II Arterials include Walker Road, Division Road, and Provincial Road. The layout and configuration of these roadways at odd angles will limit the location of intersections with future Arterials in the Annexed Area. A potential connection to Walker Road may lie between Division Road and Provincial Road, providing appropriate Arterial intersection spacing (minimum 400 m).

- Expansion of cycling and pedestrian networks with connections to multi-use trail corridors supports increased cycling and walking for health, recreation and utilitarian purposes. A potential multi-use corridor includes the Little River in the north-south direction, connecting to the existing trail in the Twin Oaks area. Opportunities for east-west recreationways should be explored.

SERVICING CONSIDERATIONS

The City of Windsor initiated a Utility Servicing Study (i.e. sanitary, storm and drainage, water, roads, other utilities, etc.) as a result of the land transfer from the Town of Tecumseh and an agreement between the City of Windsor and the Town of Tecumseh dated November 1, 2004, requires the City to provide a trunk sanitary sewer on Banwell Road to service adjacent Town of Tecumseh lands. A cost sharing plan has also been agreed upon by all parties to pay for the additional capital costs of over sizing the trunk sewers, plant expansions, and treatment of sewage. As the Annexed Lands require sanitary sewer services prior to any new development occurring, a Class Environmental Assessments was undertaken to review servicing options for the Annexed Lands. A separate Schedule 'B' Environmental Assessment was also undertaken for expanding the Lou Romano Water Reclamation Plant Sanitary Sewer Service Area to accommodate an additional 110 hectares in the southwest area of the Annexed Lands.

After review of various options, the recommended alternatives are as follows:

- Expand the Little River Pollution Control Plant (LRPCP) Sanitary Service Area. Sanitary sewage from the Annexed Lands, as well as the areas from the Town of Tecumseh and the Oldcastle Hamlet would be conveyed to the LRPCP for treatment.
- Expansion at the LRPCP plant will have to take place, as well as construction of new trunk sanitary sewers, approximately 25.2 kilometers. Additional manpower will be required to operate and maintain the plant expansion.
- Preliminary cost estimate is \$111.7 million, including sanitary sewer construction costs of \$43.9 million and treatment plant expansion costs of \$67.8 million.
- Servicing is expected to proceed from the northeast to the southwest.
- Expansion of the Lou Romano Water Reclamation Plant (LRWRP) Collection System by constructing sanitary sewers at the westerly limits of the Annexed Lands for treatment at the Lou Romano Water Reclamation Plant will allow development in the near future for approximately 110 hectares in the area east of 7th Concession Road, between Highway 401 and Baseline Road.

CONCEPT PLANS

Revised concept plans have been prepared to reflect updated information collected and analyzed since 2003, as well as further input from the City and stakeholders. These concept plans illustrate potential options for the major land use designations that have been identified as requiring additional land. They are intended to obtain input from the public and other interested parties regarding preferences for the location and configuration of future land use designations. A 'Preferred Concept' will then be prepared along with specific policies to provide further direction for future development. It is important to note the following facts about the preliminary concept plans:

- They are intended to be conceptual in nature to illustrate general proportions and schematic representations of the various land uses.
- Individual property boundaries have not been taken into consideration as Official Plan land use designations are intended to be general in nature.
- All alignments for potential future roads are preliminary and conceptual. The ultimate location of future roads will be determined by Municipal Class Environmental Assessments at the appropriate time.
- Further identification and refinement of the location and extent of all land uses will be determined during the preparation of secondary plans in the future, outside the scope of this study.

GENERAL FEATURES OF CONCEPT PLANS

General features and assumptions that have been incorporated into all of the preliminary concept plans include the following:

- Integration of existing residential subdivisions into new development.
- Assumption that farm properties will be redeveloped over time for new uses. Individual farm residences themselves may or may not continue to exist in the future, depending on the design and configuration of future subdivision and site plans.
- Road alignments for potential new transportation routes are very conceptual with regard to location, alignment and size. Further delineation of these corridors will occur during Class Environmental Assessments for individual projects if / when they proceed.
- Land area identified for future airport lands is based on information provided by documents / discussions undertaken as part of the Airport Study component of this project.
- Proposed Natural Heritage Areas incorporate the airport woodlots, the Little River corridor as well as other woodlots evaluated and recommended as Natural Heritage Areas by the Essex Region Conservation Authority.
- Intervening lands between woodlots where reforestation / appropriate stormwater management facilities may be suitable, as well as an existing drainage corridor south of

Baseline Road and recommended recreation /greenway linkages are identified as Open Space.

- Industrial designations are located on the airport lands to provide opportunities to accommodate potential large scale manufacturing and/or multi-modal facilities or other industrial development. Industrial designations are not affected by noise impacts associated with airport operations.
- An extension of Lauzon Parkway from its existing termination to Highway 401 to accommodate future transportation generated from the Annexed Lands.
- An east-west arterial is proposed to offer service to the newly developing area and is generally located where it will provide access to and a physical separation between residential and industrial or other land uses.
- Open Space designations are proposed to act as opportunities for cycling / recreational links from the Little River Corridor to major employment and commercial areas and to function as buffers between potentially conflicting land uses.
- A Business Park designation is located at the northwest corner, south of Baseline Road between 7th and 8th Concessions. This location suffers impacts due to airport operations and is less suitable for residential development, but is appropriate for Business Park uses. The Business Park designation in this location provides a buffer between airport / industrial uses and residential development and is complementary to industrial uses.
- A Regional Park is proposed adjacent to the Little River corridor to serve future recreation needs and would also act as a buffer between residential and industrial uses.

CONCEPT 1

- The majority of the Residential designation is concentrated in a central 'band' from the west to east limits of the annexed lands to provide maximum separation from the airport and Highway 401, and to integrate existing residential areas into future development.
- Residential designations are located adjacent to a large portion of the Little River Corridor to maximize exposure to green space.
- Mixed Use Centres are proposed adjacent to both commercial areas to offer opportunities for higher density, multi-functional, pedestrian oriented development in close proximity to the commercial and employment areas. The Mixed Use designation also offers a transition between these higher intensity uses and residential uses.
- Industrial designations along Highway 401 maximize exposure and access potential.
- Industrial designations are also located between County Road 42 and Baseline Road to provide access and support to larger scale use industrial uses located on the airport lands.
- The Industrial designation located between the CP Rail corridor and County Road 42 offers proximity to the railway for industrial uses and is also adjacent to existing Industrial uses.
- A Commercial Centre designation is proposed at the southwest corner, adjacent to Highway 401 to provide good visibility for larger scale commercial / office and related uses. It would function as a regional node.
- A second smaller Commercial Centre designation is proposed at the intersection / interchange of Lauzon Road and County Road 42 to service the northeasterly quadrant of the Annexed Lands. It is proposed to be relatively small scale so as not to detract from, or negatively impact the commercial function of the adjacent Town of Tecumseh downtown area.
- A Business Park designation is provided in the northeast corner, consistent with the existing designation from the former Township of Sandwich South Official Plan.
- Another Business Park designation is proposed adjacent to Highway 401 and the Little River corridor. This site offers a very visible, high profile location for prestige business park uses.
- Lauzon Parkway is proposed along the Little River corridor to minimize impact on existing property owners, and to allow for large contiguous land parcels to the east for future development (residential and industrial).
- A new north-south arterial is proposed to link Jefferson Road to the new east-west arterial through the Annexed Lands.
- A large Open Space area is identified east of Lauzon Parkway, in the area identified as being a Floodplain Development Control Area to create a significant greenway feature connecting the Little River Corridor to the airport woodlots.

CONCEPT 2

- The majority of the Residential designation is situated on either side of Baseline Road, from the west limit to the Little River corridor to provide good access to employment areas while offering substantial separation from Highway 401.
- Residential designations are also proposed along the northeastern boundary adjacent to the boundary, in recognition of potential adjacent future residential development in the Town of Tecumseh. This also provides good connections and maximum exposure to green space and proposed recreationways along the Little River corridor.
- Mixed Use Centres are proposed adjacent to both commercial areas to offer opportunities for higher density, multi-functional, pedestrian oriented development in close proximity to the commercial and employment areas. The Mixed Use designation also offers a transition between these higher intensity uses and residential uses.
- A Mixed Use centre is also proposed at the intersection of Baseline Road and 9th Concession to create a high intensity node / focal point for the surrounding residential area.
- An extensive amount of Industrial designation is situated along Highway 401 to maximize exposure and provide opportunities for highly visible, larger scale manufacturing / industrial developments.
- A smaller Industrial designation is proposed directly east of Lauzon Parkway, given the visibility offered from Lauzon. This area is also directly adjacent to the CP Rail line for potential users who require rail access.
- An Industrial designation replaces the current Business park designation in the northeast corner, as a means of providing a direct extension of the current Twin Oaks area.
- A Commercial Centre designation is proposed at the southwest corner, adjacent to Highway 401 to provide good visibility for larger scale commercial / office and related uses. It would function as a regional node.
- A second smaller Commercial Centre designation is proposed at the intersection / interchange of Lauzon Road and County Road 42 to service the northeasterly quadrant of the Annexed Lands. It is proposed to be relatively small scale so as not to detract from, or negatively impact the commercial function of the adjacent Town of Tecumseh downtown area.
- A Business Park designation is provided on the south side of Baseline Road at the east limits of the Annexed Lands. It is directly adjacent to a proposed Industrial designation and would be highly visible at a proposed interchange on the Lauzon Road extension.
- Lauzon Parkway is proposed along the Little River corridor to minimize impact on existing property owners, and to allow for large contiguous land parcels for future development (residential, business park and industrial).
- A new north-south arterial is proposed to link Jefferson Road to County Road 42.

CONCEPT 3

- A Residential designation is situated south of Baseline Road, from the west limit to the Little River corridor to provide good access to employment areas to the north and to integrate an existing residential subdivision east of 8th Concession.
- Residential designations are also proposed along the northeastern boundary, in recognition of potential adjacent future residential development in the Town of Tecumseh. This also provides good connections to potential recreation corridors along the Little River corridor to maximize exposure to green space.
- Mixed Use Centres are proposed adjacent to both commercial areas to offer opportunities for higher density, multi-functional, pedestrian oriented development in close proximity to both commercial and employment areas. The Mixed Use designation also offers a transition between these higher intensity uses and residential uses.
- A large Mixed Use Centre is proposed between County Road 42 and Baseline Road, directly west of the Little River corridor. This location would provide for a high intensity node / focal point for the overall planning area in close proximity to larger scale employment areas. In this location, it could provide a range of higher density housing development, office and retail uses, service commercial and entertainment uses to service the surrounding residential and employment areas. It is also adjacent to the Little River corridor and airport woodlots, offering good proximity to major open space/natural heritage areas.
- An extensive amount of Industrial designation is situated along Highway 401 and the Lauzon extensions to maximize exposure and provide opportunities for highly visible, larger scale manufacturing / industrial developments.
- An Industrial designation replaces the current Business Park designation in the northeast corner, as a means of providing a direct extension of the current Twin Oaks area.
- A Business Park designation is shown directly east of the Lauzon Parkway and south of the CP Rail corridor, where there is good visibility from Lauzon and the opportunity to provide complementary uses to the Industrial designation on the airport lands. This area would require flood protection as it is within a Floodplain Development Control Area.
- A second Business Park designation is provided on the south side of Baseline Road at the east limits of the Annexed Lands. It is directly adjacent to a proposed Industrial designation and would be highly visible at a proposed interchange on the Lauzon Road extension. It would also provide a buffer / transition area between Industrial uses to the south and existing residential development
- A third Business Park designation is located adjacent to Highway 401 and 8th Concession, where there is excellent visibility. In this area, it provides a transition between Industrial uses and the Mixed Use designation.
- A second smaller Commercial Centre designation is proposed on the south side of the intersection of Lauzon Road and County Road 42 to service the northeasterly quadrant of the Annexed Lands. It is proposed to be relatively small scale so as not to detract from, or

negatively impact the commercial function of the adjacent Town of Tecumseh downtown area.

- Lauzon Parkway is proposed along the existing Highway 17 corridor as a way of utilizing existing infrastructure. In this location, it offers the opportunity for 'double loading' and provides good visibility for land uses on either side.
- Jefferson Road is proposed to link through the airport to County Road 42 at the 9th Concession.

CONCEPT 4

- The majority of the Residential designation is concentrated in a central 'band' from the west to east limits of the annexed lands to provide separation from the airport and Highway 401, and to integrate existing residential areas into future development.
- Residential designations are also located east of the Little River corridor, north of Baseline Road in recognition of potential adjacent future residential development in the Town of Tecumseh. This also provides good connections to potential recreation corridors along the Little River corridor to maximize exposure to green space..
- A Mixed Use Centre is proposed at the centre of the Annexed Lands adjacent to a new arterial and regional park. It offers an opportunity to create a higher density, multi-functional, pedestrian oriented development node in close proximity to employment areas and a small Commercial designation to the south.
- A Mixed Use Centre designation is also proposed at the northeast corner, adjacent to Banwell Road and EC Road Expressway, and at the intersection of Lauzon Road and County Road 42 to provide opportunities for multi-functional, higher intensity uses adjacent to the Business Park and Industrial designations.
- A large Industrial designation occupies the majority of the eastern portion of the Annexed Lands east of the future Lauzon Parkway extension, extending from County Road 42 south to near Highway 401. This provides extensive exposure and access to the future Lauzon.
- A smaller Industrial designation is located between the 8th Concession and the Little River corridor, with some visible exposure to Highway 401.
- A Commercial Centre designation is proposed at the southwest corner, adjacent to Highway 401 to provide good visibility for larger scale commercial / office and related uses. It would function as a regional node.
- Smaller Commercial Centre designations are proposed at the intersection of Lauzon Road and County Road 42 to service the northeasterly quadrant of the Annexed Lands, as well as at the centre of the Annexed Lands, adjacent to 9th Concession to provide opportunity for a central community focus in this area.
- A Business Park designation is provided for most of the northeast corner bound by Banwell Road, EC Row and the CP Railway, consistent with the existing designation from the former Township of Sandwich South Official Plan.
- A large Business Park designation is proposed adjacent to Highway 401 to the easterly limits of the Annexed Lands, offering extensive visibility for high profile business park uses.
- Lauzon Parkway is proposed along the Little River corridor to minimize impact on existing property owners, and to allow for large contiguous land parcels to the east for future development (residential and business park).
- A large Open Space area is identified east of Lauzon Parkway, in the area identified as a Floodplain Development Control Area to create a significant greenway feature.