

## 6.0 Implementation

### 6.1 A guide

This document will be made available to the Mayor, City of Windsor Councillors, residents, property owners, developers and builders to assist in explaining desirable outcomes for Huron Church Road. Over time, the City may amend this document based on experience, trends and feedback from stakeholders.

### 6.2 A vision for huron church road

Several recommendations and guidelines in the document require action by the City to ensure the desired outcome. The following list, broken down by Short-Term, Medium-Term and Long-Term, is intended to provide the City of Windsor with a clear road map to establish the character of Huron Church Road in the years to come.

### 6.3 Implementation timeline

#### 6.3.1 Short-term Initiatives: Immediate to 5 Years

- a. Adopt this document and prepare a communication plan to make this document available to all relevant stakeholders, on paper, and on the City of Windsor website.
- b. Explore additional linkages between this document and the municipal and regional policy frameworks.
- c. Begin process for amending 1.2 of the Official Plan, Special Policies Areas to incorporate the concepts and guidelines in this document which will further define the Primary Study



Area as a Green Corridor and International Gateway, and a prepare a Sign Bylaw Amendment to introduce the new signage overlay plan for the 'International Gateway' (The Primary Study Area).

- d. Use this document in site plan reviews.
- e. Identify potential sources of funding and financing tools to implement public realm recommendations.
- f. Allocate capital cost budgets for the purchase of the former Petro-Canada site, the creation of a deceleration lane at the Ontario Tourism Office (potential partnership with Tourism Office), the land acquisition and construction for widening of the median at Huron Church Road and College Avenue (including the consequential realignment of the north side of the intersection), the construction of Gateway Signage at College in partnership with the University and other levels of Government.
- g. Pursue partnerships with Primary Study Area land owners to implement the private realm Master Plan Design.

### **6.3.2 Medium-term Initiatives: Five to Ten Years**

- a. Review the document, and update as per any relevant changes in the planning policy framework and green technologies.
- b. Complete the recreation pathway updates for Huron Church Road and Street Light Upgrades,
- c. Implement Master Plan Design, including earthworks, streetscaping, the installation of street furniture, and pedestrian lighting.

### **6.3.3 Long-term Initiatives: Ten Years and Beyond**

- a. Review the document every 5 years and make necessary amendments and/or additions.
- b. In conjunction with regional initiatives regarding improvements to Huron Church Road including transportation and sewer projects, additional improvements to sidewalks and pedestrian-scaled lighting should be considered.
- c. Complete the median update with patterned concrete, columnar oaks and a continuous planter.

### **6.3.4 Urban Design and the Policy Framework**

Development Guidelines cannot be fully implemented in isolation of other initiatives. Therefore, we suggest that the Master Plan Design, Development Guidelines and policy recommendations in this document that are put forward by the City be screened for possible links to other policy frameworks, including zoning, transportation strategies, and provincial/federal initiatives. For example, in support of the sustainable initiatives for Huron Church Road the City should contemplate applying sustainable principles to public realm improvements and LEED standards (or equivalent) on all municipal buildings.



Plan Blow-up- Dashed square identifying recommended site for acquisition

## 6.4 implementation recommendations

### 1.0 Sustainability

That there is an amendment to the Special Policy Area designation for Huron Church Road to include the concept of the Green Corridor, Also addressed in the amendment should be a special requirement for sustainable site design and materials, for new development within the policy area.

### 2.0 Signage

That a new 'special district' designation be created within the signage bylaw that focuses on the Primary Study Area with the potential for boundary adjustments as required to implement the policy.

That no billboard signage is allowed within the Huron Church Road Special District Area.

That no ground signage on Huron Church Road from College Ave. to Tecumseh Rd. be higher than 7m from average grade.

That all signage should be incorporated into an integrated landscape design. Only signage that is primarily a public message in nature or identifies a sponsor of the Green Corridor be recommended within the 10m Landscape Buffer.

#### 2.1 Special Signage Area

That the Primary Study Area (with boundary adjustments as required) be recognized as a SPECIAL SIGNAGE DISTRICT AREA. The Bylaw Amendment should encompass a series of sign categories including LED requirements, Donor Recognition and Education on Sustainability.

#### 2.2 Gateway

*Currently, Schedule C: Special Districts of the Signage Bylaw identifies the College and Tecumseh site as a gateway district at the Ambassador Bridge International Crossing Plaza.*

That the primary study area be considered independently of the other gateway land expanded through a overlay signage plan for the area within the new 'special district' area.

### **2.3 Commercial Signage**

*The commercial sites to the North and South of the Primary Study area play an important role as anchor locations for the street.*

That any new retail signage (not located within the 10m Landscape buffer) should be of a high quality and refer to the materials recommended in the Huron Church Road Development Guidelines.

### **2.4 Institutional Signage**

That signage and sponsorship relating to the Green Corridor Project be considered a public message, raising awareness of the Green Corridor project and the sustainable redevelopment of Huron Church Road. To be located in the 10m buffer any new signage must conform to the content requirements.

### **2.5 Commercial Messaging**

That no commercial messaging other than Green Corridor Sponsorship is to be allowed within the 10m landscaped buffer.

## **3.0 Land Acquisition**

That the City purchase the former Petro Canada Site at the South West corner of Girardot Street and Huron Church Road to expand the existing greenbelt.

## **4.0 Partnerships**

*The redevelopment of Huron Church Road has many involved stakeholders including: landowners, residents, the federal government, the provincial government, Essex County and City of Windsor government and the University of Windsor. This level of involvement suggests that partnerships opportunities are available.*

That the City pursues funding partnership to implement the Master Plan Design.

## **4.1 Landscaping Plan**

That the City pursues a partnership with the University of Windsor and Assumption High School (land owners) to develop a feature landscape area on the eastern side of Huron Church Road.

## **4.2 Funding Opportunities**

That the City pursues a partnership with the Federal and Provincial governments to fund the redevelopment of the area as an International Gateway, including Gateway Signage elements.

## **4.3 Sustainable Design**

*The work initiated by the Green Corridor Group raises the awareness of sustainability issues in Windsor. In a joint project with the City of Windsor and the University of Windsor's Green Corridor Group the green goals of the Urban Design Master Plan would be reinforced.*

That a pilot project for environmental remediation be investigated for the redevelopment of the former Petro-Canada site at Huron Church Road and Girardot Street, undertaken jointly by the City and University of Windsor

## **4.4 Built Form**

That new public buildings (within the International Gateway area) are built to the LEED ® Certified Standard or equivalent and that the same be encouraged in new private buildings.

That the City of Windsor work with Ontario Tourism to raise the profile of the Tourism Centre on Huron Church Road. The current vehicle entrance and parking configuration should be modified to allow for a deceleration lane into the Tourism Office site and to restrict Commercial Truck parking (the proposed deceleration lane is to be located within the existing 10m landscape buffer).

That the truck parking adjacent to the Ontario Tourism office should be relocated to an alternative truck rest stop south of Tecumseh.

That an open air Eco-Pavilion is commissioned through a public art competition on the North side of the Ontario Tourism parking lot. The pavilion addresses the City of Windsor and University of Windsor's work to highlight the importance of sustainable design and to educate the public on sustainability. Any new parking that would be required for the Eco-Pavilion should be constructed to capture storm water runoff.

## 5.0 Parking

That all new and replaced parking lots must conform to the LEED® minimum standards for Heat Island Effect, or equivalent.

That all parking areas be screened from the roadway.

That all parking areas should integrate tree planting to a minimum standard of 1 tree for every 10 car spaces.

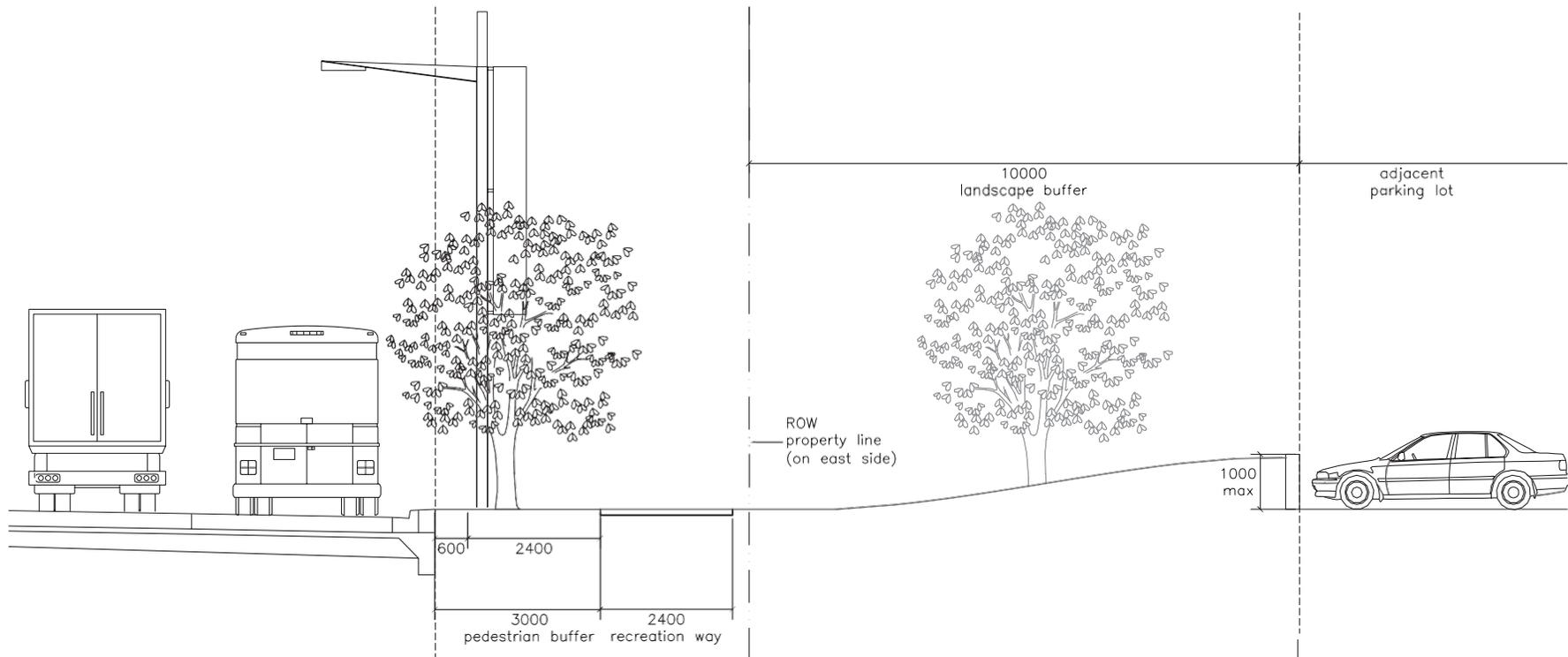
## 6.0 Pedestrian Circulation

That a continuous and clearly defined multi-use recreation pathway is established for both sides of Huron Church Road.

### 6.1 Western Side of Huron Church Road

That a continuous 2.4m wide asphalt multi-use recreation pathway, setback behind a 3m wide boulevard planted with street trees, be constructed on the western side of Huron Church Road in addition to maintaining the existing pathway through the adjacent greenbelt (where occurs).

That the recreation pathway is to be setback behind a 3m wide boulevard planted with street trees.



Section Through Huron Church Road at 10m Landscape Buffer

### 6.2 Eastern Side of Huron Church Road

That a continuous 2.4m wide asphalt multi-use recreation pathway, setback behind a 3m wide boulevard planted with street trees, be constructed on the eastern side of Huron Church Road.

That the recreation pathway is to be setback behind a 3m wide boulevard planted with street trees.

### 6.3 New Development and Substantial renovations

That any new development or substantial renovations must provide a clearly articulated 1.5m wide, dedicated pedestrian walkway from building entrances to the proposed sidewalk. All new non-city walkways are recommended to be lined with trees and all city sidewalk and walkway intersections are to be lit using Huron Church Road Development Guidelines recommended light standards.

## 7.0 Transportation

That a deceleration approach lane to the Ontario Tourism Centre (OTC) be added on the west side of the south bound lanes approaching the centre through reconfiguration of the OTC parking area and

elimination of truck parking.

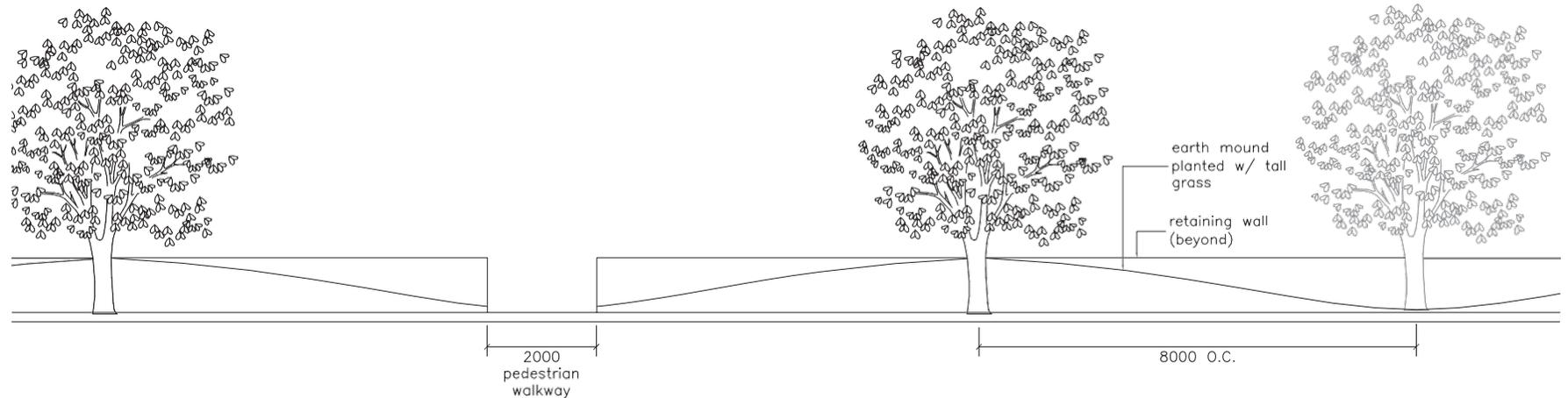
That the median at Huron Church Road and College Avenue be extended to be a continuous width (no taper) as shown in the Master Plan Design Drawings while still retaining a left-turn lane.

That distinct paving treatments be used at all pedestrian crossings of Huron Church Road and at intersections of Huron Church Road with College and Tecumseh.

That landscape treatments and street furniture are used to highlight transportation stops on adjacent roads.

## 8.0 Street Lighting

That a “Gateway Installations Design Palette” be uniformly applied to all street lighting, signage and similar infrastructure on Huron Church Road from College to Tecumseh.



Elevation of Huron Church Road Streetscape at 10m Landscape Buffer