

6. Forest Glade North Planning Area

(Secondary Plan added by OPA #40 – 07/12/2004)

6.0 Preamble

The following Secondary Plan provides direction for the development of the Forest Glade North Planning Area, as designated on Schedule A: Planning Districts & Policy Areas in Volume I: The Primary Plan. This Secondary Plan was prepared in accordance with the current City of Windsor Official Plan (2000).

The Forest Glade North Planning Area encompasses lands within the northwest quadrant of the Forest Glade Planning District as designated on Schedule A: Planning Districts & Policy Areas in Volume I: The Primary Plan and identified on Schedule FGN-1: Study Area in this Secondary Plan, and further described in Section 6.1.

The Forest Glade North Secondary Plan should be read in conjunction with the goals, objectives and policies of Volume I: The Primary Plan insofar as they are not in conflict with the more specific goals, objectives and policies of this Secondary Plan. **In the event of a conflict, the goals, objectives and policies as set out herein shall take precedence.**

6.1 Study Area

*SCHEDULE
FGN-1: STUDY
AREA*

This Secondary Plan applies to the lands shown on Schedule FGN-1: Study Area and generally described as the area bound by Tecumseh Road East to the south, Lauzon Parkway to the east, the CN rail line to the north and the rear property line of the lands fronting Jefferson Boulevard to the west.

6.2 Purpose

*NEED FOR REVIEW
AND NEW
DIRECTION*

A number of factors necessitated a comprehensive review and new direction for the Forest Glade North Planning Area, including:

- the need for a more detailed planning and policy framework to ensure the comprehensive development of this large, underutilized and strategically located area in the City of Windsor;
- pressure for commercial type uses as opposed to the Business Park uses currently envisioned by the Official Plan; and
- the potential western extension of Catherine Street and its connection to

the south or west.

PURPOSE Accordingly, the purpose of this Secondary Plan is to update the past planning directions for the Planning Area and integrate the current planning principles and guiding vision and direction of Volume I: The Primary Plan.

6.3 Background

6.3.1 Study Process

FOUR PHASE PROCESS The City of Windsor initiated a comprehensive review of the Forest Glade North Planning Area in April 2003. The study process was completed in four phases: data collection and analysis, opportunities and constraints, evaluation of alternatives and policy directions.

DATA COLLECTION & ANALYSIS The data collection and analysis phase involved a comprehensive review of the existing land uses within the Planning Area and the planning policies and regulations directing development, and completion of a transportation and market assessments.

OPPORTUNITIES AND CONSTRAINTS The information reviewed and assessed in the first phase of the study was translated into development opportunities and constraints. This material was presented to landowners in August 2003. Landowners provided input into the planning process by discussing their development objectives for their lands.

ALTERNATIVE CONCEPT PLANS Based upon the opportunities and constraints, three alternative concept plans were generated for discussion. Each concept plan was evaluated from the perspectives of land use, environment, market and transportation, in addition to the public input obtained through a public open house held in September 2003.

POLICY DIRECTION This Secondary Plan reflects the most appropriate elements of the concept plans developed and evaluated in the third phase of the study and provides policy direction to implement the preferred land use plan.

6.3.2 Existing Land Use and Physical Features

EXISTING LAND USES The study area is generally flat and consists primarily of agricultural and vacant land uses. Other land uses include a range of commercial and employment uses accessed from the Lauzon Parkway and Tecumseh Road East perimeter roads. A private club is located near the middle of the Planning Area. Catherine Street is the only internal road within the Planning Area. Catherine Street intersects with Lauzon Parkway and proceeds westerly approximately one-third of the way into the Planning Area.

<i>DRAINAGE</i>	The Hawkins Drain, an open ditch drain, traverses the Planning Area in an east-west direction along the CN Rail line to the north.
<i>ENVIRONMENT</i>	Environmental features within the Planning Area include a natural area of roughly 11.0 hectares (27.2 acres) in the northwest corner of the Planning Area which is comprised of mature woods dominated by Eastern Cottonwoods and Elms, and an open field in a shrub-dominated stage of succession.
<i>AGRICULTURAL/ VACANT</i>	The majority of the Planning Area consists of lands used for farming/agricultural purposes as well as vacant tracts of land.
<i>COMMERCIAL</i>	Large format commercial uses dominate the eastern portion of the Planning Area. Smaller scale commercial uses are located along the Tecumseh Road East frontage.
<i>EMPLOYMENT</i>	Employment uses include warehouse and storage type uses located in the western portion of the Planning Area along Tecumseh Road East.
<i>PRIVATE CLUB</i>	A private club is located near the middle of the Planning Area, accessible via Tecumseh Road East, and accommodates such uses as a private club, hall, school, and a museum.
<i>RESIDENTIAL</i>	A small number of single detached residential uses are located along the Tecumseh Road East frontage.

6.3.3 Existing Official Plan Designations and Zoning

OFFICIAL PLAN DESIGNATIONS According to Schedule D: Land Use in Volume I: The Primary Plan, the Planning Area is designated ‘Commercial Centre’, ‘Business Park’ and ‘Residential’. The majority of the lands within the Planning Area are designated ‘Business Park’. ‘Commercial Centre’ uses are designated along the eastern portion of the Planning Area along Lauzon Parkway and Tecumseh Road East. ‘Residential’ uses are designated along the western boundary of the Planning Area, west of the CN Rail line and rail yard.

According to Schedule C: Development Constraint Areas in Volume I: The Primary Plan, the northwest portion of the Planning Area is identified as an ‘Environmental Policy Area B’. Furthermore, a ‘Rail Yard’ is also identified within the northwestern portion of the Planning Area.

According to Schedule F: Roads & Bikeways in Volume I: The Primary Plan, Tecumseh Road East, which borders the Planning Area to the south, is designated a ‘Class II Arterial Road’ and Lauzon Parkway, which borders the Planning Area to the east, is designated a ‘Class I Arterial Road’.

According to Schedule G: Civic Image in Volume I: The Primary Plan,

Tecumseh Road East and Lauzon Parkway are each identified as a 'Civic Way'.

ZONING

Most of the Planning Area is zoned under General Zoning By-law 8600. However, lands within 300 meters of the CN Jefferson Yard and CN Chatham Yard and within 75 meters of the Canadian National Rail Line (Chatham Subdivision) are governed by General Zoning By-law 3072. Under both Zoning By-laws, the majority of the Planning Area is currently zoned for light industrial and commercial land uses.

The lands subject to By-law 8600 are zoned 'HMD1.4' (Manufacturing District 4), 'CD3.3' (Commercial District 3.3), and 'CD2.1' (Commercial District 2.1).

The lands subject to By-law 3072 are zoned 'M1.1' (Manufacturing District 1.1), and 'C2.1' (Commercial District 2.1).

By-law number 341-2003, passed by Council on October 6, 2003 imposed interim control on the non-rail uses of the railway right-of-way and rail yards in the City of Windsor. Further study will determine the appropriateness of non-rail uses for these lands.

6.3.4 Environment

The Essex Region Conservation Authority (ERCA) identified an environmental feature in the northwest portion of the Planning Area as a Candidate Natural Heritage Site, in their report prepared in 1992. The feature is described as a mesic, successional, mature woods dominated by Eastern Cottonwoods (*Populus deltoides*) and Elms (*Ulmus* spp.). In addition, there is an open field at the north end of this site that is in a shrub-dominated stage of succession.

EPA 'B'

The City's Official Plan designates this feature as an 'Environmental Policy Area B'. The intent of this designation is to protect the significant natural features and functions of the area and enable, if appropriate, partial development of the area provided the significant natural features and functions are incorporated as part of the development. The determination of appropriateness is to be assessed through an Environmental Evaluation Report or other suitable study to the satisfaction of the Municipality in accordance with the procedures chapter of Volume 1: The Primary Plan.

6.3.5 Transportation

The Forest Glade North Planning Area is bound on two sides by important municipal roadways, Lauzon Parkway and Tecumseh Road East.

LAUZON PARKWAY Lauzon Parkway is a north-south ‘Class I Arterial Road’ in the City of Windsor. Lauzon Parkway borders the Planning Area to the east and provides a critical link to E.C. Row Expressway to the south.

TECUMSEH ROAD EAST Tecumseh Road East is an east-west ‘Class II Arterial Road’ in the City of Windsor, and borders the Planning Area to the south.

The City completed the Tecumseh Road East Class Environmental Assessment in 1996 to determine the future geometric and operational characteristics of the road. The Tecumseh Road East Class Environmental Assessment, recommended that Tecumseh Road East be widened to six lanes of divided traffic flow within 5 years.

CN RAIL LINES AND RAIL YARD The Chatham Subdivision borders the Planning Area to the north and is a Principal Main Line for CN used for both passenger and freight traffic. The Chrysler Spur line, a Branch Line and CN’s Jefferson rail yard traverses the western portion of the Planning Area. The Chrysler spur is used for freight traffic only. Volume 1: The Primary Plan contains policies to protect the existing and future potential for rail activities, including setbacks for sensitive land uses and requirements for noise and vibration studies.

6.4 Land Use

6.4.1 Land Use Plan

SCHEDULE FGN-2: LAND USE PLAN ~~It is the intent of the Plan to create a major commercial node and prestige employment generating business park within the City of Windsor. The development concept for the Planning Area is illustrated on Schedule FGN-2: Land Use Plan. The Planning Area is proposed to consist of commercial and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.~~

It is the intent of the Plan to create a major Mixed Use Node and prestige employment generating business park within the City of Windsor. The development concept for the Planning Area is illustrated on Schedule FGN-2: Land Use Plan. The Planning Area is proposed to consist of residential, commercial and business park type uses, consolidated into larger, comprehensively developed commercial and business park blocks.
(amended by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

COMMERCIAL CENTRE ~~The Commercial Centre designation pertains to lands in the eastern portion of the Planning Area, and is envisioned to consist primarily of large-format retail uses.~~ (deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

MIXED USE CENTRE

The Mixed Use Centre designation pertains to lands in the eastern portion of the Planning Area, and is envisioned to consist primarily of large-format retail uses and Medium and High Profile residential uses. (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

BUSINESS PARK

Business Park uses are proposed within the northwestern portion of the Planning Area and are envisioned to consist of office development, light industrial uses and ancillary commercial uses, including restaurants, retail and personal services that serve the needs of the Business Park employees.

CATHERINE STREET

Catherine Street is proposed to extend westerly through the Planning Area and accommodate two north south connections to Tecumseh Road East. The internal road network will be established through the development approvals process.

6.4.2 Development Constraints

SCHEDULE FGN-3: DEVELOPMENT CONSTRAINTS

It is the intent of this Plan to conserve areas of natural significance and protect uses from incompatible development. Schedule FGN-3: Development Constraints identifies an EPA ‘B’ in the northwest corner of the Planning Area and rail way corridors which border the Planning Area to the west and north. A rail yard is located in the western portion of the Planning Area.

EPA ‘B’

It is proposed that the EPA ‘B’ located in the northwest corner of the Planning Area be retained as open space although a portion of the lands may be developed for Business Park uses subject to an Environmental Evaluation Report.

RAILWAY ACTIVITIES

The policies of Volume 1: The Primary Plan shall apply with respect to rail corridor and rail yards. Schedule FGN-3: Development Constraints identifies a 75 metre zone of influence abutting the rail yard, within which proponents of development are required to submit a vibration study. Furthermore, Schedule FGN-3: Development Constraints identifies a 300 metre zone of influence within which proponents of development may be required to submit a noise study.

6.5 Goals

REVITALIZATION

6.5.1 Create conditions to encourage development and revitalization of this underutilized area within the City of Windsor.

<i>EXPAND COMMERCIAL NODE</i>	6.5.2	Expand the existing commercial node to enhance the range of goods and services available to the residents of Windsor. (deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022) Expand the existing commercial centre to support a complete community comprised of places to live, work and play as well as offering a full range of goods and services; (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)
<i>EMPLOYMENT OPPORTUNITIES</i>	6.5.3	Create employment opportunities and generate municipal assessment from commercial and employment uses.
<i>EFFICIENT LAND USE</i>	6.5.4	Promote land use patterns that make efficient use of existing services, resources and infrastructure.
<i>COMPATIBLE INTEGRATION OF USES</i>	6.5.5	Promote land use patterns and building forms that are compatible with adjacent existing and proposed uses.
<i>CONSERVE NATURAL AREAS</i>	6.5.6	Conserve and enhance the environmentally significant features and functions of the EPA ‘B’.
<i>ROAD NETWORK</i>	6.5.7	Develop an appropriate road network to ensure the safety of motorists, cyclists and pedestrians and facilitate effective public transit.
<i>STORMWATER MANAGEMENT</i>	6.5.8	Encourage a comprehensive approach to stormwater management within the Planning Area.
<i>CN RAIL</i>	6.5.9	Ensure that land uses adjacent to the CN Rail infrastructure are compatible with railway activity.

6.6 Objectives

<i>COMMERCIAL USES</i>	6.6.1	Provide for commercial uses along arterial and collector road frontages to maximize visual exposure and ensure accessibility.
<i>BUSINESS PARK</i>	6.6.2	Provide for industrial type uses adjacent to the rail corridors. Provide for office/prestige industrial and ancillary commercial type uses adjacent to the Collector Road and Tecumseh Road East frontage to offer a highly visible “address” and gateway into the Business Park.
<i>LAND USE COMPATIBILITY</i>	6.6.3	Restrict the range of permitted industrial uses to ensure compatibility with adjacent residential areas.
<i>CATHERINE STREET EXTENSION</i>	6.6.4	Provide for the westerly extension of Catherine Street and appropriate north-south connections to Tecumseh Road East while

discouraging traffic infiltration into the residential neighbourhood along Roseville Garden Drive.

<i>NOISE AND VIBRATION</i>	6.6.5	Provide adequate abatement measures from noise and vibration sources, particularly rail lines and rail yards.
<i>LAND CONSOLIDATION</i>	6.6.6	Encourage land consolidation to facilitate comprehensive and appropriately phased development within the Planning Area.
<i>BUFFERING</i>	6.6.7	Provide for adequate buffering between conflicting land uses such as the business park and commercial uses from the rail lines, rail yards and adjacent residential uses outside the Planning Area.
<i>STORMWATER MANAGEMENT</i>	6.6.8	Encourage the undertaking of a comprehensive stormwater management strategy, which promotes the development of communal stormwater management facilities. Encourage the maintenance and the naturalization of the Hawkins Drain.
<i>PHASING AND IMPLEMENTATION</i>	6.6.9	Encourage a developer driven phasing and implementation strategy that reflects the most cost-effective municipal capital expenditures.
<i>EPA 'B'</i>	6.6.10	Ensure the protection and conservation of significant natural features and functions within the EPA 'B' while accommodating partial development of the EPA 'B'.

6.7 Policies

In order for this Secondary Plan to meet the established goals and objectives set out above, and articulate in greater detail the broad policies established in Volume I: The Primary Plan, the following policies have been established:

6.7.1 General Policies

<i>LAND USE</i>	6.7.1.1	The following designations shall be identified on Schedule FGN-2: Land Use Plan: <ul style="list-style-type: none">(a) Commercial Centre Mixed Use Centre; and(b) Business Park;
<i>DEVELOPMENT CONSTRAINTS</i>	6.7.1.2	The following shall be identified on Schedule FGN-3: Development Constraints: <ul style="list-style-type: none">a) Environmental Policy Area 'B' (EPA 'B'); andb) Rail Yard.

ROAD
CLASSIFICATION

6.7.1.3 The following road network classifications shall be identified on Schedule FGN-2: Land Use Plan:

- (a) Class I Collector Road; and
- (b) Class II Collector Road.

6.7.2 Mixed Use Centre Policies Commercial Centre

Commercial Centre change to Mixed Use Centre throughout the section
(Amended by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

Mixed Use Centre uses will be accommodated in the eastern portion of the Planning Area and along the Tecumseh Road East frontage as shown on Schedule FGN-2: Land Use Plan.

MIXED USE
CENTRES

6.7.2.1 The Mixed Use Centre designation on Schedule FGN-2: Land Use Plan shall be subject to the policies contained within Volume I: The Primary Plan and the policies of this Secondary Plan, where applicable.

INTEGRATED NODE

6.7.2.2 ~~Commercial Centre uses shall be developed as an integrated commercial node to encourage multi-purpose shopping trips through the implementation of shared parking facilities, integrated vehicular and pedestrian accesses, and other measures as deemed appropriate by the Municipality. (deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)~~

Mixed Use Centre uses will evolve to become compact urban villages with a main street look of Medium and High Profile mixed-uses supported by sustainable development practices, providing attractive and accessible places for diverse communities. (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

COMMUNITY
FOCAL POINT

6.7.2.3 ~~The Commercial Centre will exhibit high development standards to strengthen its role as a community focal point. (deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)~~

The Mixed Use Centre will exhibit high development standards to strengthen its role as a community focal point in a manner that creates a mixed-use community in a modern and attractive urban environment that is more pedestrian oriented with outdoor amenity areas and open space. (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

STREETSCAPES 6.7.2.4 A particularly high standard of design shall be required for the lands adjacent to Tecumseh Road East and Lauzon Parkway, with the objective of creating attractive streetscapes along these important civic ways. Buildings shall be located in close proximity to the street in order to promote pedestrian activity, create a defined street edge and screen parking areas. Landscape elements shall assist in creating an enjoyable pedestrian environment, defining the street edge and screening parking areas. To promote pedestrian safety, adequate sight lines and view corridors shall be maintained.

URBAN DESIGN 6.7.2.5 ~~The design guidelines associated with Mixed Use Centre uses and the urban design policies as contained in Volume 1: The Primary Plan, shall apply.~~ (deleted by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

The design guidelines associated with Mixed Use Centre uses and the urban design policies as contained in Volume 1: The Primary Plan, shall apply. In addition, Council may adopt Urban Design Guidelines for the Mixed Use Centre that will guide the development of the area to ensure that the design objectives of this Plan are implemented. (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

GUIDELINE PLAN 6.7.2.6 Prior to significant residential development being permitted in the Mixed Use Centre, Council may require the preparation of a Guideline Plan as described in Volume I, Section 10.2.6 of this Plan. The Precinct Plan will ensure that the area develops in accordance with the policies of this section of the Plan and will address development phasing, servicing, community amenities, including parkland and open space among other matters. (added by OPA #159 – APPROVED July 11, 2022, B/L# 100-2022)

6.7.3 Business Park Policies

Business Park uses will be accommodated in the north-western portion of the Planning Area and along the Tecumseh Road East frontage, west of the proposed north-south Class I Collector Road which connects to the westerly limit of the proposed Catherine Street extension.

BUSINESS PARK 6.7.3.1 The Business Park designation on Schedule FGN-2: Land Use Plan shall be subject to the policies contained within Volume I: The Primary Plan and the policies of this Secondary Plan, where applicable. The policies promote high quality office and prestige employment uses within an integrated business park setting.

INDUSTRIAL USES 6.7.3.2 Industrial uses are encouraged to locate within the rear portions of the Business Park designation, abutting the rail lines and rail yard.

<i>OFFICES PRESTIGE INDUSTRIAL AND ANCILLARY COMMERCIAL USES</i>	6.7.3.3	High quality office buildings, prestige industrial uses and ancillary commercial uses are encouraged to locate along Tecumseh Road East and the proposed Class I Collector Road.
<i>TECUMSEH ROAD EAST STREETSCAPE</i>	6.7.3.4	A particularly high standard of design shall be required for the lands adjacent to Tecumseh Road East, with the objective of creating attractive streetscapes along this important civic way. Buildings shall be located in close proximity to the street in order to promote pedestrian activity, create a defined street edge and screen parking areas. Landscape elements shall assist in creating an enjoyable pedestrian environment, defining the street edge and screening parking areas.
<i>GATEWAY</i>	6.7.3.5	Uses abutting the intersection of Tecumseh Road East and the proposed Class 1 Collector Road shall provide for a highly visible and aesthetic gateway into the Business Park.
<i>ANCILLARY COMMERCIAL USES</i>	6.7.3.6	Prestige office uses and ancillary commercial uses are envisioned along the Tecumseh Road East frontage, and may include a hotel/convention facility. Ancillary commercial uses along the Tecumseh Road East frontage are only permitted within the Business Park designation where they occupy the ground floor of a multi-storey building, and are subject to the urban design policies contained in Volume 1: The Primary Plan.

6.7.4 Environmental Policy Area ‘B’

The Environmental Policy Area ‘B’ (EPA ‘B’) applies to lands in the northwestern portion of the Planning Area. The intent of this designation is to protect the significant natural features and functions of the area and enable, if appropriate, partial development of the area provided the significant natural features and functions are incorporated as part of the development. The determination of appropriateness shall be assessed through an Environmental Evaluation Report or other suitable study to the satisfaction of the Municipality in accordance with the procedures chapter of Volume 1: The Primary Plan.

<i>PERMITTED USES</i>	6.7.4.1	Within areas identified EPA ‘B’ as shown on Schedule FGN-3: Development Constraints, the predominate use of land shall be for environmental conservation and passive recreation, unless supported otherwise by an Environmental Evaluation Report. The underlying land use designation for the EPA ‘B’ area is Business Park.
<i>ENVIRONMENTAL</i>	6.7.4.2	Proponents of development within the EPA ‘B’ areas are required

*EVALUATION
REPORT*

to complete an Environmental Evaluation Report to the satisfaction of the City in accordance with the procedures of Volume I: The Primary Plan.

- 6.7.4.3 Proponents of development on lands adjacent to the EPA ‘B’ areas may also be required to complete an Environmental Evaluation Report or other suitable study to the satisfaction of the Municipality in accordance with the procedures chapter of Volume 1: The Primary Plan. The identification of adjacent lands subject to this requirement will be determined by the Municipality on a site specific basis, but are generally considered to be within 50 metres of the EPA ‘B’.

6.7.5 Road Network Policies

The road network as shown on Schedule FGN-2: Land Use Plan is intended to service the land uses interior to the Planning Area and support the development of these lands.

*CATHERINE
STREET
EXTENSION*

- 6.7.5.1 The Plan supports the extension of Catherine Street westerly through the Planning Area as a ‘Class I Collector Road’. The provisions of Volume 1: The Primary Plan shall apply.

*NORTH SOUTH
CLASS I
COLLECTOR ROAD*

- 6.7.5.2 A north-south ‘Class I Collector Road’ will be extended into the Planning Area north of Tecumseh Road East to connect to the westerly limit of the Catherine Street extension. The provisions of Volume 1: The Primary Plan shall apply.

*ROSEVILLE
GARDEN DRIVE*

- 6.7.5.3 The Plan supports the extension of Roseville Garden Drive as a ‘Class II Collector Road’ into the Planning Area to connect with the Catherine Street extension. The provisions of Volume 1: The Primary Plan shall apply.

*SIGNALIZED
INTERSECTION*

- 6.7.5.4 A signalized intersection will be supported at the intersection of Tecumseh Road East and the north-south Class I Collector Road which connects to the westerly limit of the Catherine Street extension.

<i>INTERSECTION IMPROVEMENTS</i>	6.7.5.5	Intersection Improvements to enhance traffic flow shall be required at: <ul style="list-style-type: none"> a) Tecumseh Road East/Roseville Garden Drive intersection; and b) Lauzon Parkway/Catherine Street intersection.
<i>INTEGRATED ACCESS</i>	6.7.5.6	Integrated and shared accesses between properties are encouraged. Direct access to individual properties from Lauzon Parkway is not permitted where other alternatives exist. Direct access to individual properties from Tecumseh Road East shall generally be discouraged where other alternatives exist.
<i>LOCAL ROADS</i>	6.7.5.7	Local roads are encouraged to facilitate access within the Business Park land use designations. The provisions of Volume 1: The Primary Plan shall apply.
<i>LOCATION OF RIGHT-OF-WAYS</i>	6.7.5.8	The exact location and phasing of all roads will be determined through the development approvals process.

6.7.6 Rail Transportation Policies

<i>NOISE MITIGATION</i>	6.7.6.1	Noise and vibration policies with respect to the rail line and rail yard are contained within Volume 1: The Primary Plan.
<i>NOISE AND VIBRATION ABATEMENT</i>	6.7.6.2	Noise and vibration measures may include those identified in Volume 1: The Primary Plan, and others as deemed appropriate by the Municipality.

6.7.7 Physical Servicing Policies

<i>COMMUNAL STORMWATER MANAGEMENT FACILITIES</i>	6.7.7.1	The Plan encourages development of communal stormwater management facilities to ensure the proper integration of the land uses within the Planning Area and discourages the development of multiple stormwater management facilities which service individual users.
<i>STORMWATER MANAGEMENT STUDY</i>	6.7.7.2	The Plan recognizes the potential need for two communal stormwater management facilities, one on either side of the proposed Catherine Street extension.

The City supports a linear stormwater management pond north of the Catherine Street extension adjacent to the CN Rail line and Hawkins Drain.

The precise delineation of these stormwater management facilities

will be determined through the preparation of a comprehensive Stormwater Management Study.

A Stormwater Management Study will be required for large-scale development applications within the Planning Area. The study shall ensure that storm retention maintains pre-development flows and will identify proposed stormwater quality measures. The Stormwater Management Study shall address the design of such facilities.

The Stormwater Management Study shall include an assessment of the 100-year flood levels for the Hawkins Drain for flood proofing purposes.

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| <i>SERVICING STUDY</i> | 6.7.7.3 | A Servicing Study will be required for large-scale development applications within the Planning Area. The Servicing Study shall ensure the most efficient provision of services for all lands within the Planning Area. |
| <i>MUNICIPAL SERVICES</i> | 6.7.7.4 | Development within the Planning Area shall occur on full municipal services. |
| <i>UTILITIES</i> | 6.7.7.5 | Utilities such as electricity, water, gas and telephone will be provided by the respective utility companies and by developers. |

6.7.8 Safety Buffer Policies

In order provide an adequate safety buffer, for lands abutting the CN Chatham Principal Main Line between Lauzon Parkway and the east limit of the CN Jefferson Yard or abutting the CN Jefferson Yard between Tecumseh Road and the CN Chatham Principal Main Line, the following safety buffer policies shall apply.

- | | | |
|--|---------|---|
| <i>EARTH BERM</i> | 6.7.8.1 | An earth berm having a minimum height of 2.5 meters and slopes having a ratio of 2.5 to 1 or greater shall be constructed continuously adjacent to the common boundary line between the lot and the railway right of way and maintained in good practice. |
| <i>COMMERCIAL, INSTITUTIONAL AND RECREATIONAL MINIMUM SEPARATION</i> | 6.7.8.2 | A minimum separation of 30 meters shall be maintained between the railway right of way and a commercial, institutional or recreational use. In the absence of an earth berm, any addition to an existing building shall have a minimum separation of 60 meters from the railway right-of-way. |

*INDUSTRIAL
MINIMUM
SEPARATION*

6.7.8.3 A minimum separation of 15 meters shall be maintained between the railway right of way and an industrial use. In the absence of an earth berm, any addition to an existing building shall have a minimum separation of 60 meters from the railway right-of-way.

*SECURITY
FENCING*

6.7.8.4 When a lot abuts a railway right-of-way, at the time of erection of a main building or an addition to an existing main building, a security fence having a minimum height of 1.83 meters shall be erected continuously along the common boundary line between the lot and the railway right-of-way.

6.7.9 Urban Design Policies

Urban design policies contained in Volume 1: The Primary Plan shall apply to the Planning Area. The following outlines additional policies which pertain specifically to the Planning Area.

*LANDSCAPE
THEME*

6.7.9.1 The creation of a consistent landscape theme within the Planning Area is encouraged.

STREETSCAPE

6.7.9.2 A particularly high standard of design shall be required for the lands adjacent to Tecumseh Road East and Lauzon Parkway, with the objective of creating attractive streetscapes along these important defined Civic Ways.

Buildings shall be located in close proximity to the street in order to promote pedestrian activity, create a defined street edge and screen parking areas. Landscape elements shall assist in creating an enjoyable pedestrian environment, defining the street edge and screening parking areas.

*URBAN DESIGN
GUIDELINES*

6.7.9.3 The City will prepare urban design guidelines to identify the key expectations to be met by a proponent of development and to establish criterion to evaluate development applications. All development applications in the Forest Glade North Planning Area shall be reviewed in the context of these guidelines.

*URBAN DESIGN
STUDY*

6.7.9.4 Council may require the completion of an Urban Design Study prior to development of lands fronting Tecumseh Road East and Lauzon Parkway, to ensure that development along these defined Civic Ways meets the design objectives of this Secondary Plan, Volume 1: The Primary Plan, and any applicable Urban Design Guidelines.

6.8 Implementation

- SUPPORTING STUDIES* 6.8.1 Prior to the approval of development applications within the Forest Glade North Planning Area the following additional studies may be required by the City depending on the type, location and scale of the proposed development:
- (a) a Traffic Impact Assessment prepared in accordance with the provisions of Volume I: The Primary Plan;
 - (b) a Market Impact Assessment prepared in accordance with the provisions of Volume I: The Primary Plan;
 - (c) a Noise and/or Vibration study prepared in accordance with the provisions of Volume I: The Primary Plan;
 - (d) a Sanitary and/or Storm Sewer Study prepared in accordance with the provisions of Volume I: The Primary Plan;
 - (e) an Environmental Evaluation Report prepared in accordance with the provisions of Volume I: The Primary Plan; and
 - (f) an Urban Design Study prepared in accordance with the provisions of Volume I: The Primary Plan.
- ZONING AMENDMENTS* 6.8.2 Most of the Forest Glade North Planning Area is zoned inappropriately to implement the policies of this Plan. Appropriate amendments to the zoning by-law will be required to implement the provisions of this Secondary Plan.
- Zoning Amendments will normally be considered when applications are received on behalf of property owners. This does not, however, preclude the City of Windsor from initiating amendments to the implementing Zoning By-law where amendments are perceived to be in the interest of good planning.
- SITE PLAN CONTROL* 6.8.3 All development within the Forest Glade North Planning Area shall be subject to site plan control.
- SUBDIVISIONS AND CONSENTS* 6.8.4 Consents will generally be discouraged in favour of plans of subdivision unless the application meets the requirements of Section 11.4.3 of Volume I: The Primary Plan.
- COST SHARING AGREEMENT* 6.8.5 The City encourages land owners to enter into cost sharing agreements prior to the approval of draft plans of subdivision or large-scale site plans. The agreements shall address the approach for sharing the capital costs associated with communal facilities

such as stormwater management ponds and the oversizing of roads and services. The Municipality will ensure that, as a condition of draft plan of subdivision approval or large-scale site plan approval in the Planning Area, that the proponent is in good standing under the terms of the cost sharing agreement.