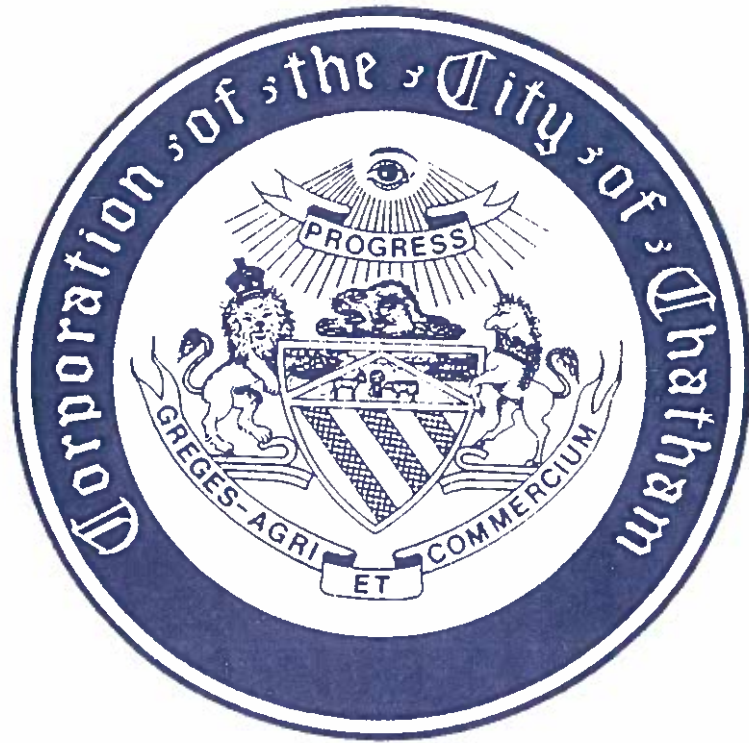


# SECONDARY PLAN

*Original of #46  
approved  
Jan 3, 1991*



## SOUTHWEST QUADRANT

AMENDMENT NO. 46 TO THE OFFICIAL PLAN  
FOR THE CHATHAM PLANNING AREA  
SECONDARY PLAN FOR THE SOUTHWEST QUADRANT

AMENDMENT NO. 46

TO THE  
OFFICIAL PLAN  
FOR THE  
CITY OF CHATHAM

This amendment to the Official Plan for the City of Chatham, which has been adopted by the Council of the Corporation of the City of Chatham, is hereby modified pursuant to Sections 17 and 21 of the Planning Act 1983, as follows:

1. **Part B - THE AMENDMENT, Section 73.1** is hereby modified by adding a new subsection (h):

"(h) It is a policy of the City, having regard to the Provincial Policy Statement on Housing, to provide a range of housing types, including where possible, socially assisted housing."

2. **Part B - THE AMENDMENT, Section 73.3.(c)** is hereby modified by adding a new subsection (iii):

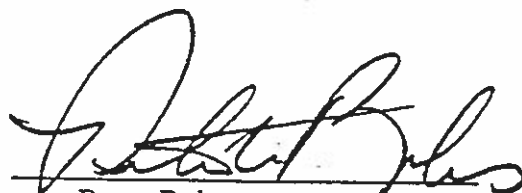
"(iii) The use of the Ontario Hydro corridor for the above uses (as indicated on Schedule B1) shall not occur without a lease/licence agreement between the City of Chatham and Ontario Hydro."

3. **Part B - THE AMENDMENT, Schedule B1 - Development Concept** is hereby deleted and replaced with a new Schedule B1-1.

As thus modified, this amendment is hereby approved pursuant to Sections 17 and 21 of the Planning Act as Amendment Number 46 to the Official Plan for the City of Chatham.

Date:

Jan 3/91



Peter Boles  
Director  
Plans Administration Branch  
North and East

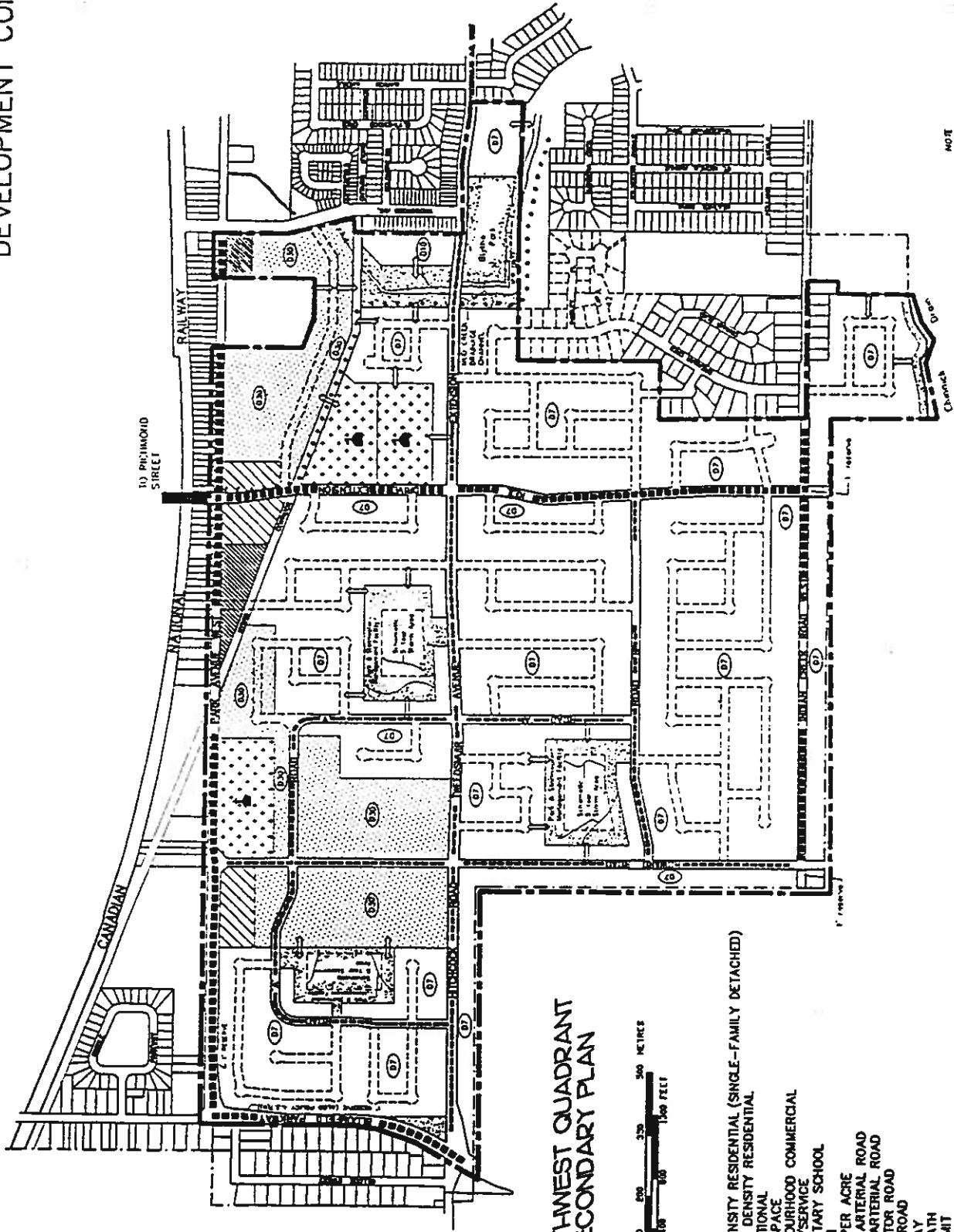
**Amendment No. 46**  
**to the**  
**Official Plan for the**  
**City of Chatham Planning Area**

This Amendment to the Official Plan for the City of Chatham, which has been adopted by the Council of the Corporation of the City of Chatham, is hereby approved in accordance with Sections 17 and 21 of the Planning Act, 1983, as Amendment No. 46 to the Official Plan for the City of Chatham Planning Area.

Date \_\_\_\_\_

\_\_\_\_\_  
Diana L. Jardine, M.C.I.P.  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs

DEVELOPMENT CONCEPT



SOUTHWEST QUADRANT  
SECONDARY PLAN



- LOW DENSITY RESIDENTIAL (SINGLE-FAMILY DETACHED)
- MEDIUM DENSITY RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE
- NEIGHBOURHOOD COMMERCIAL
- OFFICE/SERVICE
- ELEMENTARY SCHOOL
- CHURCH
- UNITS PER ACRE
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- WALKWAY
- BIKE PATH
- CITY LIMIT
- SOUTHWEST QUADRANT BOUNDARY

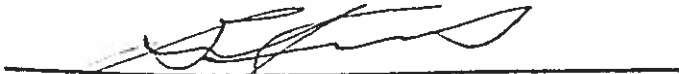
NOTE:  
LOCAL ROADS ILLUSTRATE POSSIBLE  
LOCATIONS ONLY AS THEIR LOCAL  
ROAD PATTERNS WILL BE DETERMINED  
BY APPROVED PLANS OF SUBDIVISIONS

THE CORPORATION OF THE CITY OF CHATHAM

OFFICIAL PLAN AMENDMENT NUMBER 46

CLERK'S CERTIFICATE

I, BRIAN W. KNOTT, hereby certify that the requirements for the giving of notice, and the holding of at least one public meeting as set out in subsection 17(2) of the Planning Act, 1983, and the giving of notice as set out in subsection 17(8) of the Planning Act, 1983, have been complied with in regard to Amendment Number 46.



City Clerk

BY-LAW NUMBER 9735

OF THE CORPORATION OF THE CITY OF CHATHAM

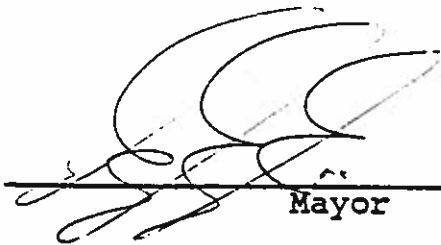
A By-law to amend the Official Plan of the City of Chatham Planning Area. (Amendment Number 46).

FINALLY PASSED THE 18th day of June A.D., 1990.

-----

WHEREAS the Council of The Corporation of the City of Chatham, in accordance with the provisions of the Planning Act, 1983, Section 17(6) hereby enacts as follows:

1. THAT Amendment Number 46 to the Official Plan for the Chatham Planning Area, which is attached hereto, is hereby adopted.
2. THAT the Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforementioned Amendment Number 46 to the Official Plan for the Chatham Planning Area.
3. THIS By-law shall come into force and take effect on the day of the final passing thereof.

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Clerk

**AMENDMENT NUMBER 46 TO THE OFFICIAL PLAN**  
**FOR THE CHATHAM PLANNING AREA**



**AMENDMENT NUMBER 46  
TO THE OFFICIAL PLAN FOR  
THE CHATHAM PLANNING AREA**

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Location	3
Basis	4
Implementation	5
<b><u>PART B - THE AMENDMENT</u></b>	
Introductory Statement	6
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Schedule "C" - Special Policy Area	
<b><u>PART C - THE APPENDICES</u></b>	
Appendix I      Planning Area	
Appendix II     Background Report	
Appendix III    Existing Land Use Map	
Appendix IV     Zoning Plates	
Appendix V      Agency Comments	
Appendix VI     Notice of Public Meeting of the Planning Advisory Committee and City Council to Review and to Hear Comments on the Amendment	
Appendix VII    Minutes of the Planning Advisory Committee and City Council meeting held to consider the Amendment.	

**CONSTITUTIONAL STATEMENT**

**PART A - THE PREAMBLE** does not constitute part of this statement.

**PART B - THE AMENDMENT**, consisting of the following text and maps (designated Schedule "A" and Schedule "C"), constitutes Amendment Number 46 to the Official Plan for the Chatham Planning Area.

**PART C - THE APPENDICES**, does not constitute part of this amendment. These appendices (I through VII inclusive) contain the background information and public and agency involvement associated with this amendment.

**PART A - THE PREAMBLE:**

**PURPOSE**

The purpose of this Amendment is:

- (1) to incorporate the Secondary Plan for the Southwest Quadrant into the Official Plan of the Chatham Planning Area as required by Sections 1.2 and 6.5. The Secondary Plan shall be incorporated into the Official Plan by the creation of a new Section 7 - Southwest Quadrant Secondary Plan which will include a new Schedule "B1". Schedule "C" is also amended.

**LOCATION:**

The Southwest Quadrant is that area generally bounded by Bloomfield Road, Park Avenue West, Indian Creek Road and Wedgewood Avenue.

Appendix I - Planning Area delineates the boundaries of the Southwest Quadrant Secondary Plan.

**BASIS:**

The lands within the Southwest Quadrant are currently designated General Residential in the Official Plan, however, they have been held from development because of major servicing constraints.

During 1989, Chatham City Council directed that a secondary planning program should be undertaken for the purpose of resolving the servicing constraints, as well as to provide guidance with respect to other issues, including housing and associated uses, transportation facilities and the impact of new development on adjacent areas.

The establishment of a balanced residential community and the resolution of the major servicing constraints were the critical considerations in the formulation of an effective planning program for the Southwest Quadrant. The development of such a residential community had to be consistent with the engineering requirements for the servicing of the planning area with stormwater management facilities, sanitary sewers, watermains and paved roads. In this regard, Chatham City Council endorsed an application under the Ministry of Municipal Affairs' P.R.I.D.E./H.I.N.T Program for a two million dollar trunk sanitary sewer project for the immediate area. This application was submitted to the Ministry on June 21, 1990.

The parameters of the planning program were based on the required contents of Secondary Plans as outlined in Section 6.5 of the Official Plan of the City of Chatham. The Southwest Quadrant Secondary Plan includes the following elements:

- (i) the overall development concept, principles, objectives and assumptions for the area;
- (ii) the identification of the general housing mix and densities for the area;
- (iii) the identification of the permitted land uses and their location within the area;
- (iv) the identification of future school sites, parks and other public facilities;
- (v) the general location and alignment of future arterial and collector roads, access points, transit routes, walkways and bicycle paths;
- (vi) policies on the protection of heritage resources, woodlots, drainage courses or other significant features;
- (vii) policies to encourage the infilling, consolidation and integration of the overall development pattern;
- (viii) the provision of utilities and municipal services;
- (ix) guidelines for the review of development applications and the preparation of zoning amendments;

**BASIS (Continued):**

- (x) policies related to urban design and the visual environment; and
- (xi) the methods of implementation.

Initial drafts of the Secondary Plan and the Background Report (Appendix II) were prepared by an Interdepartmental Committee comprised of City Administration.

The planning process for approval of the secondary planning program provided for meetings of Chatham City Council prior to the commencement of a public participation program, which included landowners, government and other public agencies, as well as interested citizens. Three Public Open Houses/Drop-in Centres were held as part of the public participation program. As well, landowners and government and public agencies were circulated copies of the Draft Secondary Plan.

Ultimately, a public meeting was held on June 18, 1990 at which time Chatham City Council approved Amendment No. 46 to incorporate the Secondary Plan into the Official Plan.

Amendment No. 46 (Secondary Plan for the Southwest Quadrant) establishes the development pattern for the southwest portion of the City of Chatham and contains development policies and land use designations specifically designed to allow housing and associated land uses to proceed.

**IMPLEMENTATION:**

This Amendment will be implemented through the approval of a Comprehensive Zone Change Application for the Southwest Quadrant and through approval of Draft Plans of Subdivision, Consent Applications and through Site Plan Control.

**PART B - THE AMENDMENT:**













All of this part of the document entitled Part B - THE AMENDMENT, consisting of the following map schedules and text, constitutes Amendment Number 46 to the Official Plan for the Chatham Planning Area.



# AMENDMENT NO. 46 TO THE OFFICIAL PLAN FOR THE CHATHAM PLANNING AREA

# OFFICIAL PLAN

## SCHEDULE 'A'

-  GENERAL RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  LIMIT OF CENTRAL AREA
-  DISTRICT COMMERCIAL CENTRE
-  COMMUNITY COMMERCIAL CENTRE
-  NEIGHBOURHOOD COMMERCIAL CENTRE
-  HIGHWAY COMMERCIAL
-  OFFICE / SERVICE
-  INDUSTRIAL
-  INSTITUTIONAL
-  OPEN SPACE
-  SPECIAL POLICY AREA

PROPERTIES NOT INCLUDED IN OFFICIAL PLAN

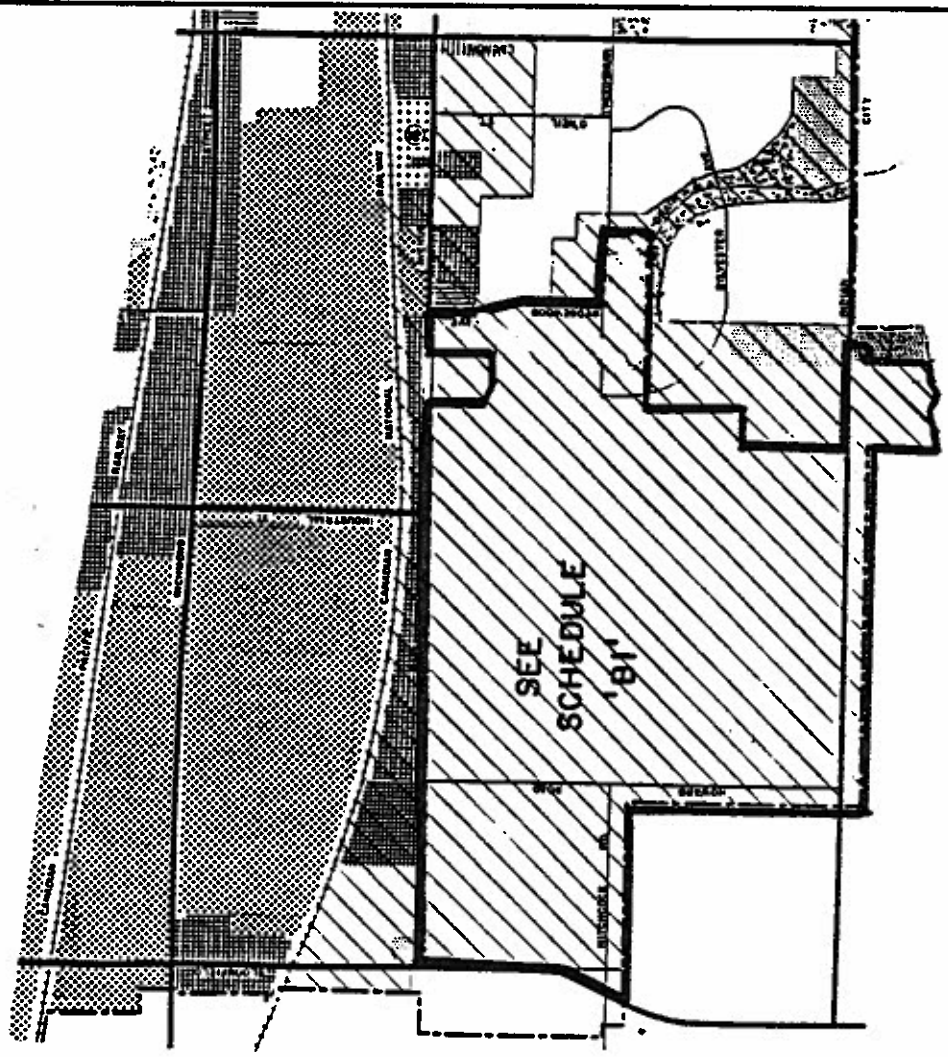
DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT - NO. 5

- ① 47-53 ST. GEORGE STREET
- ② 199-204 STANLEY AVENUE EXTENSION
- ③ 345 KING STREET EAST
- ④ 253-345 (INCLUDING) PARK AVENUE WEST, EXCLUDING 311 AND 329 PARK AVENUE WEST
- ⑤ 253 KING STREET EAST

DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT - NO. 4



NOTE: FOR SPECIAL POLICY AREAS AND FLOODWAYS REFER TO SCHEDULE 'C'





**DETAILS OF THE AMENDMENT:**

The Official Plan is hereby amended as follows:

Item (1): The subject lands are as shown outlined in red on Schedules "A" and "C" to the City of Chatham Official Plan.

Item (2): The Table of Contents are hereby amended to add a new Section 7 - SECONDARY PLAN FOR THE SOUTHWEST QUADRANT, inclusive of the following text and Schedule:

**"SECTION 7 - SECONDARY PLAN FOR THE SOUTHWEST QUADRANT"**

---

**7.1 Introduction**

The intention of the Secondary Plan for the Southwest Quadrant is to establish the land use scheme and to enunciate, in greater detail, the broad policies established in the Official Plan.

The Secondary Plan shall generally conform to and implement the goals, policies and land use designations of the Official Plan. However, where there is a conflict between the Official Plan and the Secondary Plan, the Secondary Plan policies shall prevail.

The Secondary Plan is comprised of:

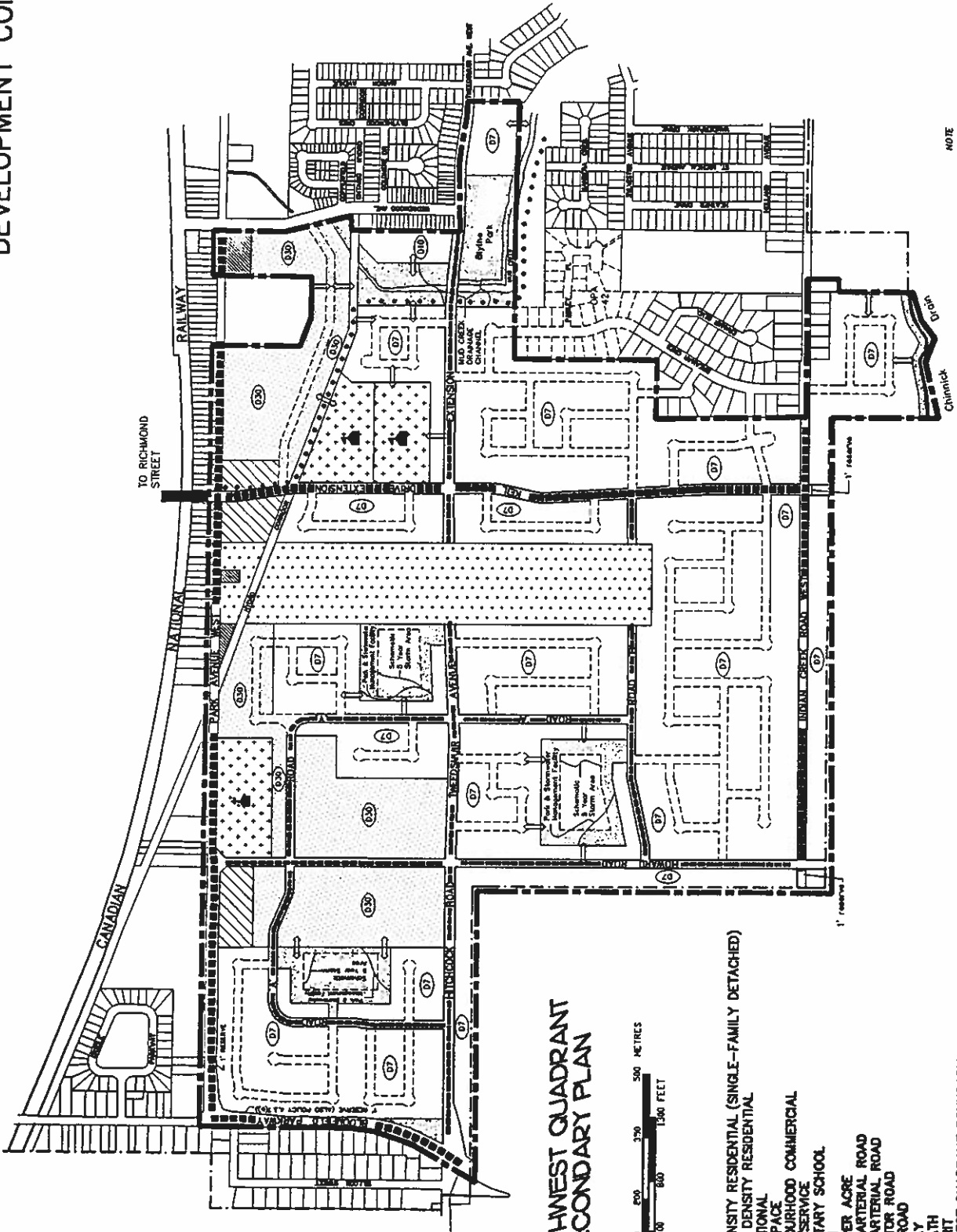
- (a) A Development Concept.
- (b) Development Policies.
- (c) Servicing and Development Charge Policies.
- (d) An Implementation Strategy.

For background material, reference should be made to the background analyses and reports prepared and utilized in the preparation of the Secondary Plan for the Southwest Quadrant.

**7.2** The Development Concept for the planning area is illustrated in Schedule "B1".

Table No. 1 describes the Development Concept in terms of generalized land use, area and associated density. The Table is for descriptive purposes only.

DEVELOPMENT CONCEPT



SOUTHWEST QUADRANT  
SECONDARY PLAN



- LOW DENSITY RESIDENTIAL (SINGLE-FAMILY DETACHED)
- MEDIUM DENSITY RESIDENTIAL
- INSTITUTIONAL
- OPEN SPACE
- NEIGHBOURHOOD COMMERCIAL
- OFFICE/SERVICE
- ELEMENTARY SCHOOL
- CHURCH
- UNITS PER ACRE
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- WALKWAY
- BIKE PATH
- CITY LIMIT
- SOUTHWEST QUADRANT BOUNDARY

PROPERTIES NOT INCLUDED IN OFFICIAL PLAN  
DEFERRED UNDER SECTION 17(10)  
OF THE PLANNING ACT - NO. 5  
670 - 700 PARK AVENUE WEST

NOTE  
LOCAL ROADS ILLUSTRATE POSSIBLE  
LOCATIONS ONLY. ULTIMATE LOCAL  
ROADS WILL BE DETERMINED  
BY APPROVED PLANS OF SUBDIVISIONS

TABLE NO. 1

GENERAL LAND ALLOCATION TABLE FOR DEVELOPMENT CONCEPT  
(PLATE NO. 1)

UNDEVELOPED LANDS ONLY \*

Gross Area = 586.6 acres

Land Use	Acres	Maximum Lots/Units Per Acre	Potential Lots/Units Yield	% of Total Undeveloped Lands
1. Low Density Residential	372.9	7	2,610	63.6
2. Medium Density Residential	79.7	30	2,391	13.5
3. Commercial	16.6		Five sites	2.8
4. School Lands	16.2		Two sites	2.8
5. Places of Worship	9.2		One site	1.6
6. Stormwater Management and Parkland				
(a) Detention Facilities (5 year storm area)	14.5		Three sites	2.5
(b) Mud Creek Drainage Channel	9.7			1.7
(c) Parkland Conveyance	29.5			5.0
7. Hydro Corridor	5.3			0.9
8. Tourist Information Centre	0.8		One site	0.1
9. Proposed Road Allowances	32.2			5.5
<b>TOTALS</b>	<b>586.6</b>			<b>100 %</b>

\* **Note:** Undeveloped lands do not include existing road allowances (approximately 30.0 acres).

The Development Concept incorporates the recommended drainage scheme for the Southwest Quadrant which utilizes a system of stormwater management facilities. The concept will provide for a range of housing types to be constructed within a balanced neighbourhood.

### 7.3 Development Policies

#### 7.3.1 Residential

- (a) Low Density Residential shall mean residential development comprising a range of single-family detached housing types. The maximum residential density shall be 7 units per gross acre unless identified otherwise in Schedule "B1" - Development Concept.
- (b) Medium Density Residential shall mean residential development comprising a range of housing types three storeys high or less. The maximum residential density shall be 30 units per gross acre.
- (c) For residential developments within 985 feet of the Canadian National Railway tracks, the Developer shall satisfy the noise attenuation requirements outlined in Section 5.2.4 of the Official Plan of the City of Chatham.
- (d) Ultimate residential densities for individual Medium Density developments will be established through the Zoning By-law and through Site Plan Control, based on the appropriateness, size, shape and design of individual sites.

Approval of draft plans of subdivisions and consent applications will generally adhere to a maximum 4:1 length/width ratio for Medium Density sites.

- (e) Where possible, development at the rear of existing severed lots along Park Avenue West and Howard Road shall be incorporated into adjacent development.

- (f) The City will require private waste collection and disposal for all medium density developments comprising 15 or more units. Further, there will be no outside storage of refuse except in designated refuse storage areas.
- (g) Within a plan of subdivision or site plan, the City will require 5 percent of the land included in the plan as parkland conveyance (refer to 7.3.3).

#### 7.3.2 Commercial

- (a) Neighbourhood Commercial shall mean a group of convenience or service establishments developed as a unit and which include commercial uses which serve the most frequent needs of the residents of the residential areas, such as variety stores, personal services, banks, offices, restaurants, clinics, day care or nursery schools and other convenience facilities.
- (b) Office/Service shall mean offices, clinics and personal services and shall include residential uses either as part of the buildings containing the office function or in separate structures. Multiple units will be permitted in accordance with Section 4.3.2 of the Official Plan.
- (c) Notwithstanding Sections 4.3.4 and 4.4.6 of the Official Plan, an Official Plan Amendment will be required to designate any additional commercial areas in the planning area.

#### 7.3.3 Open Space

- (a) In the areas designated as Open Space, the predominant use of land will be for stormwater management and public outdoor recreation.
- (b) Stormwater management will be as recommended in the report "Stormwater Management for the South West Area" by Gore and Storrie Consulting Engineers Limited.

The rate of flow of stormwater discharge into the existing municipal drains will be no greater than the predevelopment rate of flow.

- (c) Public outdoor recreation shall include both active and passive uses as follows:
  - (i) Active uses requiring playing fields, play structures or other facilities will utilize neighbourhood and community open space areas including the new parkland area to be formally established as Blythe Park and the stormwater management facility/park areas.
  - (ii) Passive uses such as walking, jogging, bicycling and picnicing will utilize the balance of the open space areas, including the stormwater management facilities and linear corridors, linkages and walkways.

Public walkways will be required at strategic locations within development proposals in order to improve the continuity, accessibility and utility of the open space system. The approximate location of the walkways have been delineated in Schedule "B1" - Development Concept.

A bicycle path will also be designated within the open space system as depicted in Schedule "B1" - Development Concept.

- (d) To achieve the central allocation of the open space features depicted in Schedule "B1" - Development Concept, the City will encourage agreements and other arrangements between landowners and developers in order to consolidate the required land base for the parkland and stormwater management facilities.
- (e) Within a plan of subdivision or site plan, the City will require 5 percent of the land included in the plan as parkland conveyance.



- (f) Conveyance of municipal servicing infrastructure for stormwater management will be based on the 5 year storm flows for stormwater detention facilities and on a 100 metre wide channel for the Mud Creek drainage channel (i.e. 50 metres on each side of Mud Creek measured from the center of the Creek).
- (g) The City shall require the submission of a draft plan of subdivision encompassing an entire land ownership. Phasing of development will be permitted, however, conveyance of parkland and municipal servicing infrastructure for stormwater management will be made in conjunction with the registration of a plan of subdivision for the first phase.
- (h) All lands dedicated for parkland shall be in a condition suitable for development as a public recreation area in accordance with the standards of the City.
- (i) With respect to the proposal for the property situated in the vicinity of Tweedsmuir and Wedgewood Avenues (i.e. Blythe Park), it will be imperative for the developer to redevelop the new Blythe Park before developing the agreed upon portion of the present park. Because of the high degree of use by local softball leagues, redevelopment of the park, including construction of the playing field and the extension of Tweedsmuir Avenue along the park's entire frontage, should occur during the off-season.
- (j) In the development of the neighbourhood and community open space areas, the residents of the neighbourhood to be served should be consulted and involved in the design process.

#### 7.3.4 Institutional

- (a) Institutional designations shall mean schools and places of worship.

7.3.5 Road Network

(a) The roadways identified on Schedule "B1" - Development Concept consist of arterial, collector and local roads with future right-of-ways defined as follows:

(i) Major Arterial Roadways

Keil Drive Extension - Richmond Street to Park Avenue West	Two lanes with required right-of-way width of 100 feet.  Existing right-of-way of developed portion is 100 feet.
--	--

(ii) Minor Arterial Roadways

Keil Drive Extension - Park Avenue West to Indian Creek Road	Two lanes with required right-of-way width of 83 feet.
Park Avenue West - Keil Drive Extension to Bloomfield Road	Two lanes with required right-of-way width of 83 feet.
Park Avenue West - Keil Drive Extension to Lacroix Street	Four lanes with required right-of-way width of 83 feet.
Bloomfield Road	Two lanes with required right-of-way width of 86 feet.
Indian Creek Road	Two lanes with required right-of-way width of 83 feet.

(iii) Collector Roadways

Tweedsmuir Avenue Extension	Two lanes with required right-of-way of 83 feet.  Existing right-of-way of developed portion is 90 feet.
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Hitchcock Road                      Two lanes with required right-of-way width of 86 feet.

Existing right-of-way is 66 feet.

Road "A"                                Two lanes with right-of-way width of 66 feet.

Road "B"                                Two lanes with right-of-way width of 66 feet.

(iv) Local Roadways                Two lanes with right-of-way width of 66 feet.

(b) The proposed local roads shown on Schedule "B1" - Development Concept illustrate possible locations only and do not necessarily indicate the ultimate locations which will be determined when subdivision plans are being considered by the City.

(c) The alignment for the future southerly extension of Keil Drive, south of Indian Creek Road, and the future westerly extension of Indian Creek Road, west of Howard Road, shall be protected by the dedication to the City of a one foot wide reserve across the right-of-way width, at the time that these lands are developed.

(d) No new roadway or driveway accesses will be permitted to Bloomfield Road or to Park Avenue West in the areas delineated in Schedule "B1". A one foot wide reserve along the frontage of these roadways shall be dedicated to the City at the time that these lands are developed.

(e) To ensure safety for pedestrians, sidewalks will be provided on both sides of all arterial roads, on at least one side of all collector roads and on at least one side of all local roads with the exception of cul-de-sacs less than 500 feet in length. All cul-de-sacs serving as approaches to schools shall also be provided with sidewalks.

- (f) A bicycle path shall be incorporated into the alignment for the Keil Drive Extension in the area depicted in Schedule "B1" - Development Concept.

7.3.6 **Public Transit**

- (a) The City will extend public transit service to new developed areas as demand warrants.

7.3.7 **Civic Design**

- (a) Careful attention shall be given to setbacks, orientation, lighting and screening so as to create a compatible environment with adjacent residential, commercial and institutional areas. Measures to minimize the impact of traffic, noise, signs and lighting shall be implemented including adequate on-site landscaping, screening and buffering and their maintenance.
- (b) Bloomfield Road, between Hitchcock Road and Park Avenue West, shall become a parkway entrance into the City. Parkway features will be established in the road allowance adjacent to the east side of the roadway. These features may include plantings, decorative fencing or other surface treatments and aesthetic slopes, contours, berms and mounds designed to be attractive to both the motoring public and to adjacent property owners.
- (c) The City will encourage Developers to use entrance features and decorative lighting in residential plans of subdivisions and in site plans for all other development.
- (d) A special parking lane for school buses and motor vehicles will be incorporated into site plans for school properties to allow the safe and efficient pickup and delivery of school age passengers.

7.3.8 **Special Policy Areas**

The Special Policy Area "K" of the Official Plan will include all of Plan 24-R3986.

**7.4 Development Charge Policies For External Services**

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**7.4.1 Capital Expenditures for External Site Servicing**

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The following major capital expenditures for external services will be required in order to accommodate full development of the planning area:

- (a) Stormwater management facilities as contained in the report "Stormwater Management for the South West Area" by Gore and Storrie Consulting Engineers Limited.
- (b) The construction of a trunk sanitary sewer from Richmond Street to Indian Creek Road in the Irwin Street alignment, south to Park Avenue and Howard Road.
- (c) The construction of a new watermain from Richmond Street in the Merritt Street alignment to Park Avenue and westerly to Bloomfield Road.
- (d) Construction of the Keil Drive Extension from Richmond Street south over an at-grade crossing of the Canadian National Railway tracks to Park Avenue West and thence to Indian Creek Road.
- (e) Reconstruction of Park Avenue West, Howard Road, Hitchcock Road and Indian Creek Road and intersection improvements at Bloomfield/Hitchcock, Bloomfield/Park, Park/Howard, Park/Wedgewood, Indian Creek Road/Howard and Howard/Hitchcock.

**7.4.2 Development Charges and Agreements**

The City has concluded that the costs associated with the above-noted external services shall be shared by those who develop within the planning area.

The policy of the Secondary Plan will be to ensure the economic provision of services and utilities in accordance with recognized standards for urban

development. City Council may pass by-laws, enter into agreements with property owners for the installation of services, require imposts, levies or charges on such lands to defray the cost of providing such services as is deemed appropriate from time to time.

## 7.5 Implementation

### 7.5.1 Preface

The following discusses the regulatory and procedural requirements for implementation of the Secondary Plan.

### 7.5.2 Guiding Development

The above policies will be implemented through the powers delegated to the City by provincial legislation, such as the Planning Act, 1983 and the Municipal Act, and particularly by means of Zoning By-laws, Site Plan Agreements and subdivision approvals. Development shall be restricted to those areas in which municipal services required to meet recognized standards of urban development are available.

Full municipal services and utilities shall be required for all new development, such as:

- (a) municipal sanitary sewers,
- (b) paved streets, curbs and gutters, and sidewalks,
- (c) municipal water supply facilities,
- (d) storm drainage facilities,
- (e) underground hydro, telephone and cable TV, where feasible,
- (f) gas and oil pipelines, where appropriate.

### 7.5.3 Official Plan

- (a) The Secondary Plan shall be incorporated into the Official Plan by formal amendment and shall be subject to the same administrative and public involvement procedures as required for an Official Plan Amendment.

- (b) Future changes to the Secondary Plan shall be by an Official Plan Amendment, except in the case of minor adjustments to the roadways, stormwater management facilities/parks and to the Mud Creek Drainage Channel.

7.5.4 **Zoning By-law**

- (a) An amendment to the Zoning By-law will establish the residential, commercial, institutional and open space uses. The Zoning By-law Amendment will be co-ordinated with the process to incorporate the Secondary Plan into the Official Plan.
- (b) For the purpose of interpreting zone lines, measurement will be from existing or proposed roadways. Minor adjustments to the location of zone lines can be made without amendment to the Zoning By-law.
- (c) Minor adjustments to the stormwater management facilities/parks and to the Mud Creek Drainage Channel will not require an amendment to the Zoning By-law.

7.6 **Summary**

The Secondary Plan establishes the development pattern for the southwest portion of the City of Chatham and provides policies and an implementation strategy to guide development applications."

## CHAPTER ONE

### SCOPE AND PARAMETERS OF THE SECONDARY PLAN

#### 1.1 Introduction

The following Chapter outlines the scope and parameters which guided the preparation of the Secondary Plan.

#### 1.2 Terms of Reference

##### 1.2.1 Background

On January 1, 1982, the City of Chatham annexed approximately 726.3<sup>1</sup> acres of undeveloped lands in a contiguous area located southwest of its corporate boundary. Since their annexation, the lands have become known as the Southwest Quadrant.

The Ontario Municipal Board's annexation decision with respect to the Southwest Quadrant was based on the City's need for a supply of land to satisfy demand for new residential development for a 20 year period.

Since annexation, the lands have been designated in the Official Plan for residential use, however, they have been held from development because of the major servicing constraints which affect the entire Southwest Quadrant.

Recently, however, City Council directed that a secondary planning program should be undertaken for the purpose of resolving the servicing constraints, as well as to provide guidance with respect to other issues including phasing, land use, transportation facilities and the impact of new development on adjacent areas.

1. The actual amount of land annexed on January 1, 1982, under Ontario Municipal Board Order M79136, was 1184.2 acres comprising the 726.3 acres of land in the Southwest Quadrant and an additional 457.9 acres of land located west of Bloomfield Road between River Road and the Canadian Pacific Railway. The Secondary Planning Area encompasses 626 acres of the 726.3 acres in the Southwest Quadrant.



1.2.2 **Planning Area**

The Secondary Planning Area comprises 626 acres of primarily undeveloped land and is depicted in Figure 1.

The area is considered to be well defined for secondary planning purposes, considering the need for adaptability of new developing land uses with existing land uses in surrounding areas.

1.2.3 **Scope and Parameters of the Planning Program**

(a) **Scope**

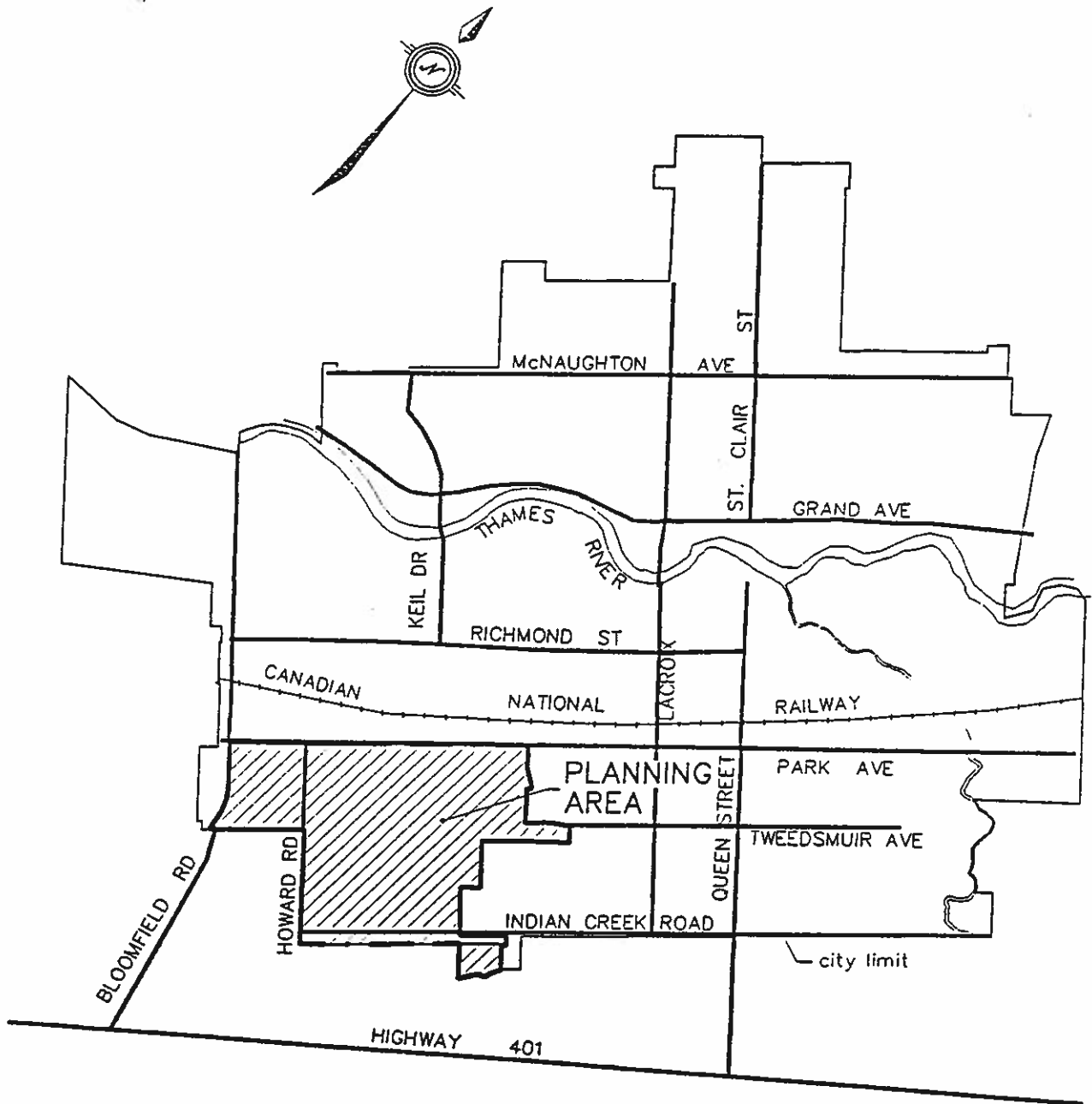
The establishment of a balanced residential community and the resolution of the major servicing constraints are the critical considerations in the formulation of an effective planning program for the Southwest Quadrant. The development of such a residential community would have to be consistent with the engineering requirements for the servicing of the planning area with stormwater management facilities, sanitary sewers, water mains and paved roads.

(b) **Parameters**

The parameters of the planning program are based on the required contents of Secondary Plans as outlined in Section 6.5 of the Official Plan of the City of Chatham. The Southwest Quadrant Secondary Plan will include the following elements:

- (i) the overall development concept, principles, objectives and assumptions for the area;
- (ii) the identification of the general housing mix and densities for the area;
- (iii) the identification of the permitted land uses and their location within the area;
- (iv) the identification of future school sites, parks and other public facilities;
- (v) the general location and alignment of future arterial and collector roads, access points, transit routes, walkways and bicycle paths;

# PLANNING AREA



SCALE 1"=4000'

- (vi) policies on the protection of heritage resources, woodlots, drainage courses or other significant features;
- (vii) policies to encourage the infilling, consolidation and integration of the overall development pattern;
- (viii) the provision of utilities and municipal services;
- (ix) guidelines for the review of development applications and the preparation of zoning amendments;
- (x) policies related to urban design and the visual environment; and
- (xi) the methods of implementation.

#### 1.2.4 Planning Process

The draft Secondary Plan (January 2, 1990) was prepared by an Interdepartmental Committee comprised of City Administration.

The planning process and schedule for completion of the secondary planning program is depicted in Figure 2. The planning process provides for a meeting of Chatham City Council prior to the commencement of a public participation program, which will include landowners, government and other public agencies, as well as interested citizens.

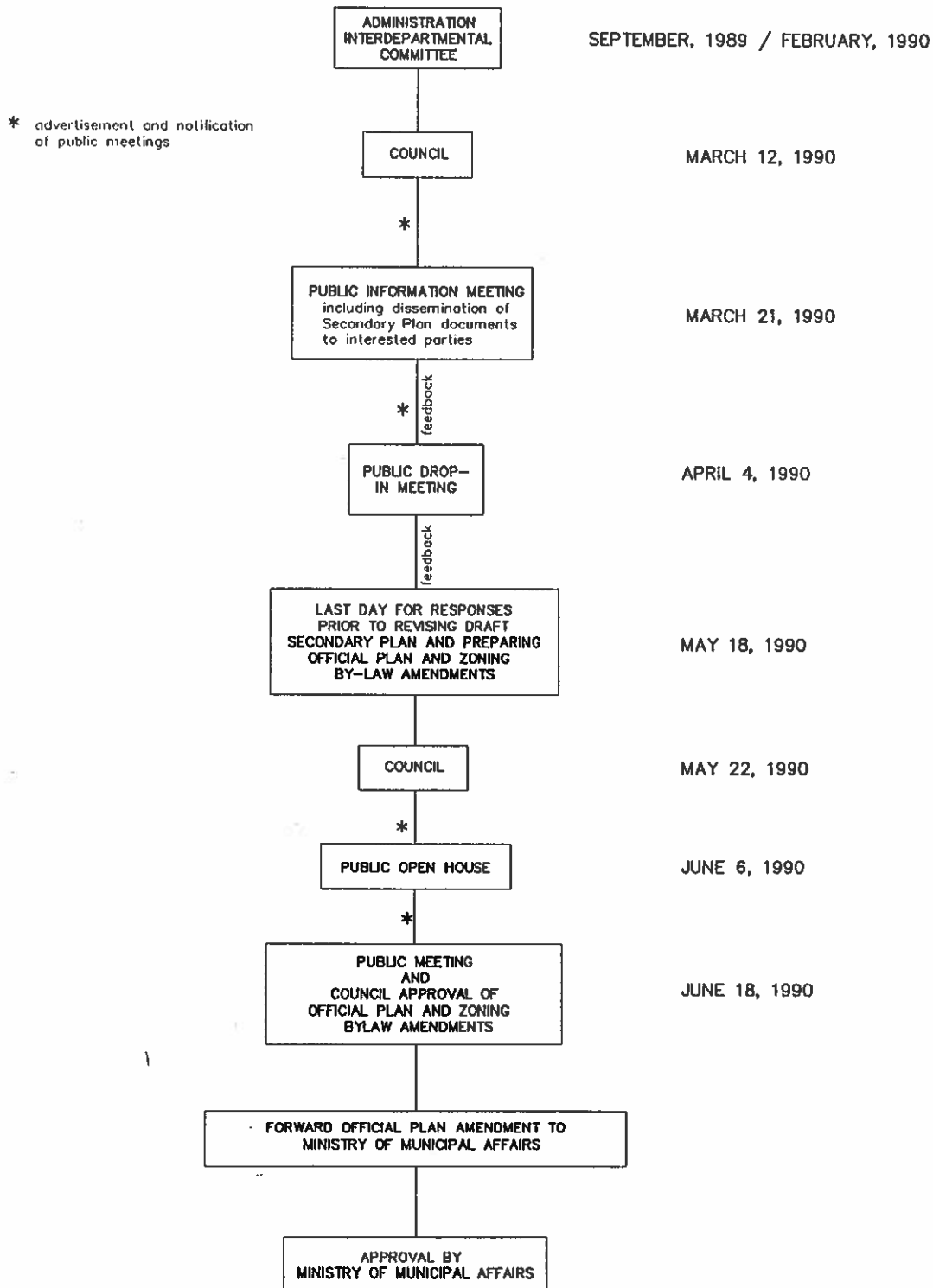
Ultimately, the Secondary Plan shall be incorporated into the Official Plan of the City of Chatham by formal amendment which is subject to approval of Chatham City Council and the Minister of Municipal Affairs. The administrative and public involvement procedures to be followed will be as required for an Official Plan Amendment, including the holding of at least one public meeting.

#### 1.3 Summary

The terms of reference for the Secondary Plan establish parameters which are intended to guide the development of a balanced residential community.

# SOUTHWEST QUADRANT SECONDARY PLAN

## PLANNING PROCESS AND SCHEDULE



A P P E N D I X   I I

B A C K G R O U N D   R E P O R T

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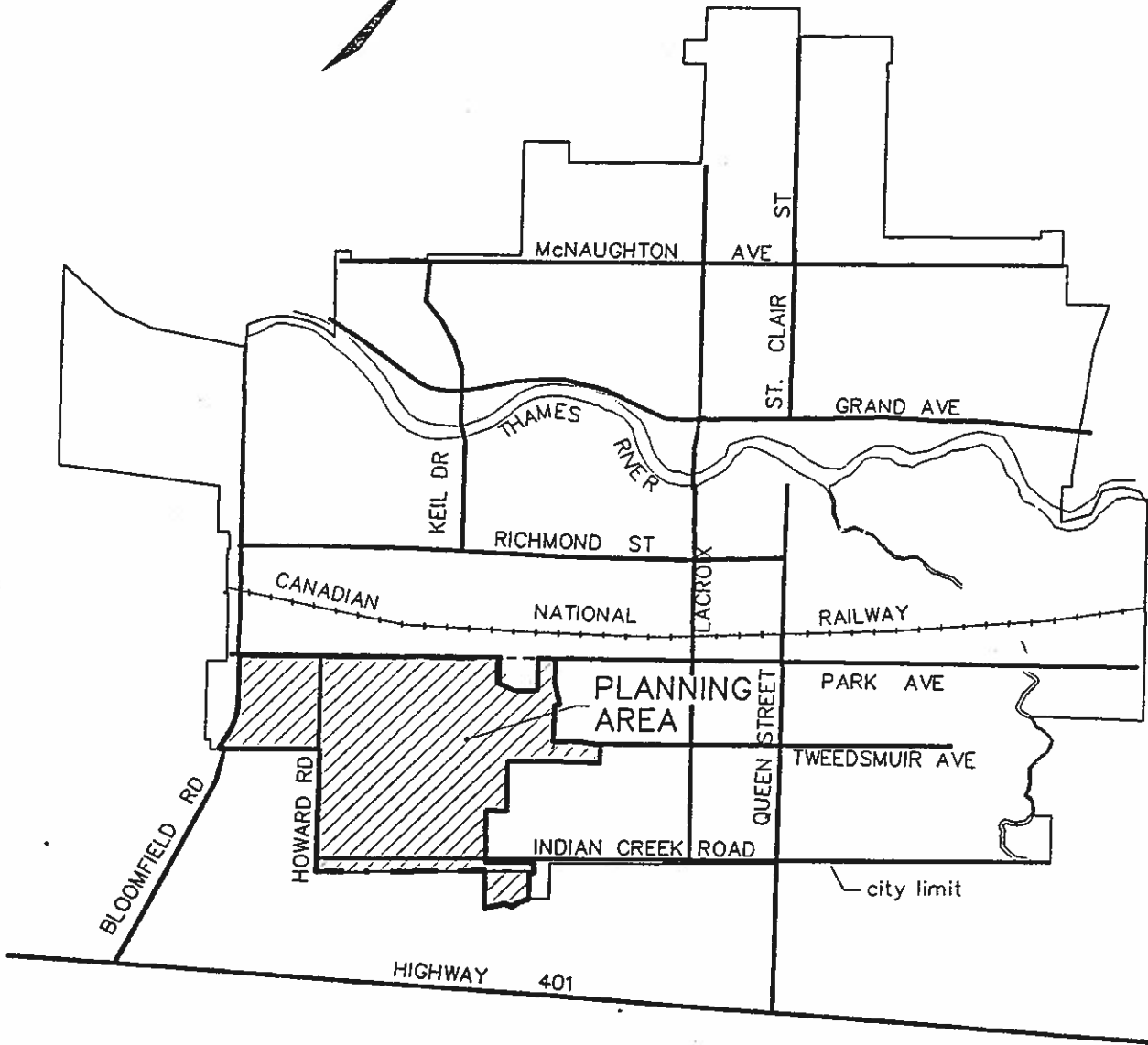
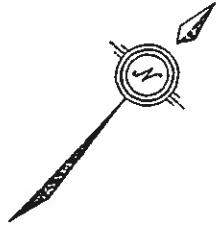
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**PART C - THE APPENDICES:**

The following appendices do not constitute part of Amendment No. 46, but are included as information supporting the Amendment.

- Appendix I        Planning Area
- Appendix II       Background Report
- Appendix III      Existing Land Use Map
- Appendix IV       Zoning Plates
- Appendix V        Agency Comments
- Appendix VI       Notice of Public Meeting of the Planning Advisory Committee and City Council to Review and to Hear Comments on the Amendment
- Appendix VII      Minutes of the Planning Advisory Committee and City Council Meeting held to consider the Amendment.

# PLANNING AREA



SCALE 1"=4000'



## CHAPTER TWO

### MAJOR PLANNING AND ENGINEERING CONSIDERATIONS

#### 2.1 Introduction

The following Chapter provides a descriptive overview of the major planning and engineering considerations in the Southwest Quadrant. These considerations provided a basis for formulating the development goal and objectives of the secondary planning program.

#### 2.2 Major Planning Considerations

##### 2.2.1 Physical Features

###### (a) Drainage

The terrain of the planning area is extremely flat. Stormwater runoff is conveyed to the Thames River through three drainage sectors which outlet into the Bullis drain to the west, the Payne-Bachus drain in the central portion near Howard Road and the Mud Creek/Chinnick drains to the east and southeast. These drains are generally shallow and it has been an accepted principle that the rate of flow from urbanization will be restricted to predevelopment flows to mitigate the impact on the drains in the Township of Raleigh.<sup>2</sup> This requires that stormwater be temporarily retained and released to the drains in a controlled manner.

###### (b) Vegetation

The undeveloped interior portions of the site are used as cropland. Within these areas there is no vegetation of environmental or aesthetic significance. The only significant treed areas are located on the small residential properties situated along Park Avenue West, Howard Road and Indian Creek Road.

If possible, these treed areas, as well as suitable individual trees, should be incorporated into the urban design as the area develops.

2. This principle was endorsed by Chatham City Council on June 15, 1987 as a condition of approval of Subdivision Application 36T-87003 (Birkshire Estates Phase I).

2.2.2 **Existing Land Use**

The existing land uses in the planning area and adjacent areas are depicted in Figure 3. These are described as follows:

(a) **Planning Area**

The lands within the planning area are undeveloped and presently used for agricultural purposes. Exceptions to this are the single family dwellings located along the south side of Park Avenue West and along Howard Road and Indian Creek Road West. Many of these residences are located on small parcels of land which were severed prior to annexation. Other residences are farm units attached to large interior parcels, which are used as croplands. Since septic tank systems are necessary in this area, frontages of the severed parcels tend to be large. In most cases, the residences are considered to be well-maintained.

Other significant land uses in the planning area include the Ontario Hydro Transmission Corridor (5.25 ac.) which traverses the northern portion of the area, the Kent County Board of Education property (10.87 ac.) on the south side of Tweedsmuir Avenue which is presently used for municipal softball diamonds, and the City of Chatham Tourism Information Centre (site - 0.89 ac.) at the intersection of Bloomfield Road and Hitchcock Road.

(b) **Surrounding Area**

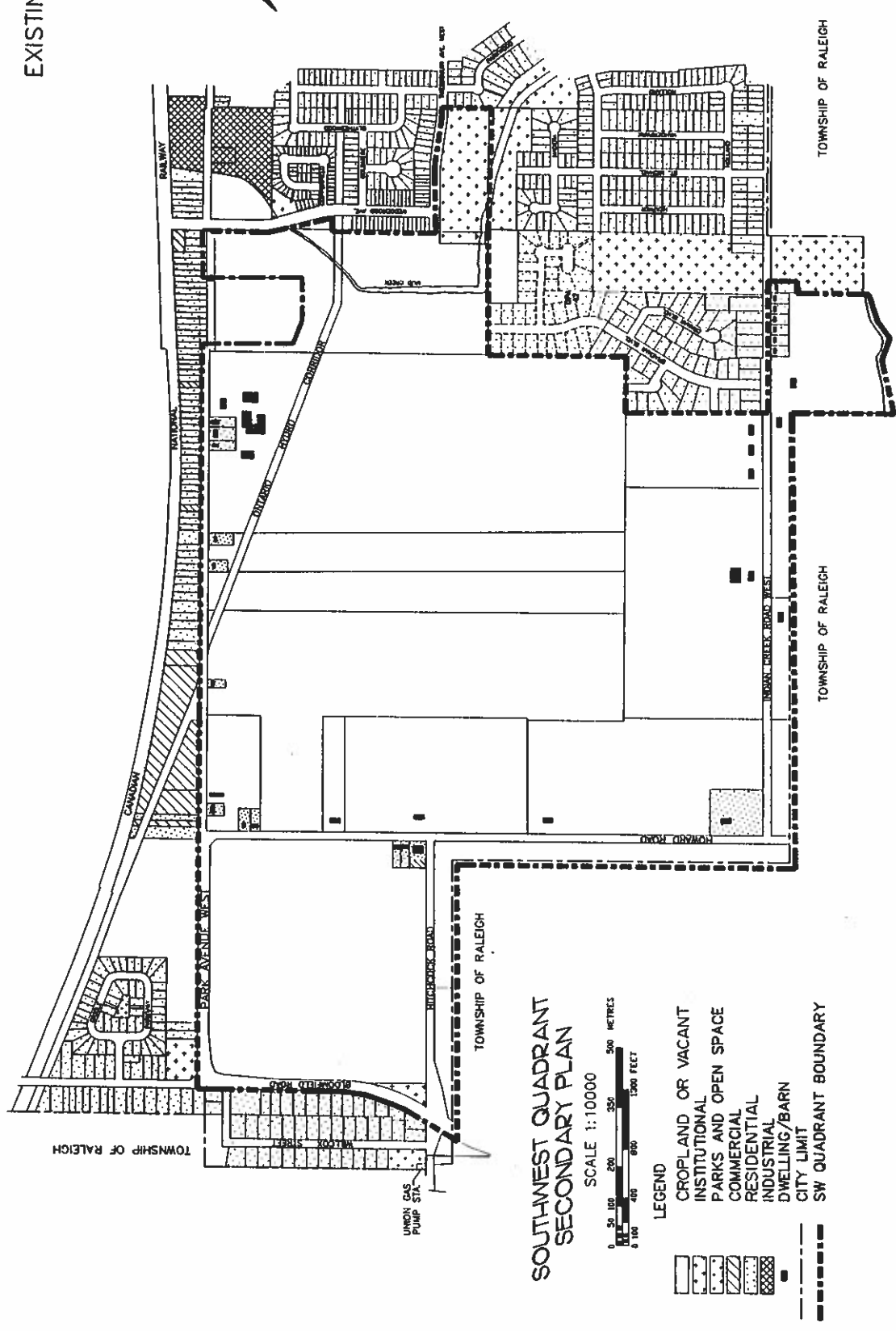
Existing land uses adjacent to the planning area are as follows:

North: The strip of land between Park Avenue West and the Canadian National Railway tracks is in transition from low density residential to highway commercial.

West: Low density residential from Bloomfield Road to the corporate boundary separating the City from the Township of Raleigh.

East: Low density residential along Braemar Boulevard (Birkshire Estates Phase I and II) and Wedgewood Avenue, Indian Creek Elementary School and the open space system along Mud Creek.

EXISTING LAND USE



SOUTHWEST QUADRANT  
SECONDARY PLAN

SCALE 1:10000



LEGEND

- CROPLAND OR VACANT
- INSTITUTIONAL
- PARKS AND OPEN SPACE
- COMMERCIAL
- RESIDENTIAL
- INDUSTRIAL/DWELLING/BARN
- CITY LIMIT
- SW QUADRANT BOUNDARY

South: The lands south of Indian Creek Road and Hitchcock Road are agricultural.

2.2.3 **Land Ownership**

The major property ownerships within the planning area are shown in Figure 4.

While it would appear that several parcels are of sufficient size (13 - 110 ac.) that they can develop independently subject to available servicing, land consolidation and/or agreements between land owners will be necessary with respect to stormwater management, parkland dedication and street access.

The numerous ownership divisions along the south side of Park Avenue West may necessitate either land consolidation or the assembly of remnant rear yard properties to permit future development activity. A number of these developed properties have very deep lots. Subject to the desires of these property owners, an opportunity exists for the integration of the rear portion of these lots with adjacent development areas.

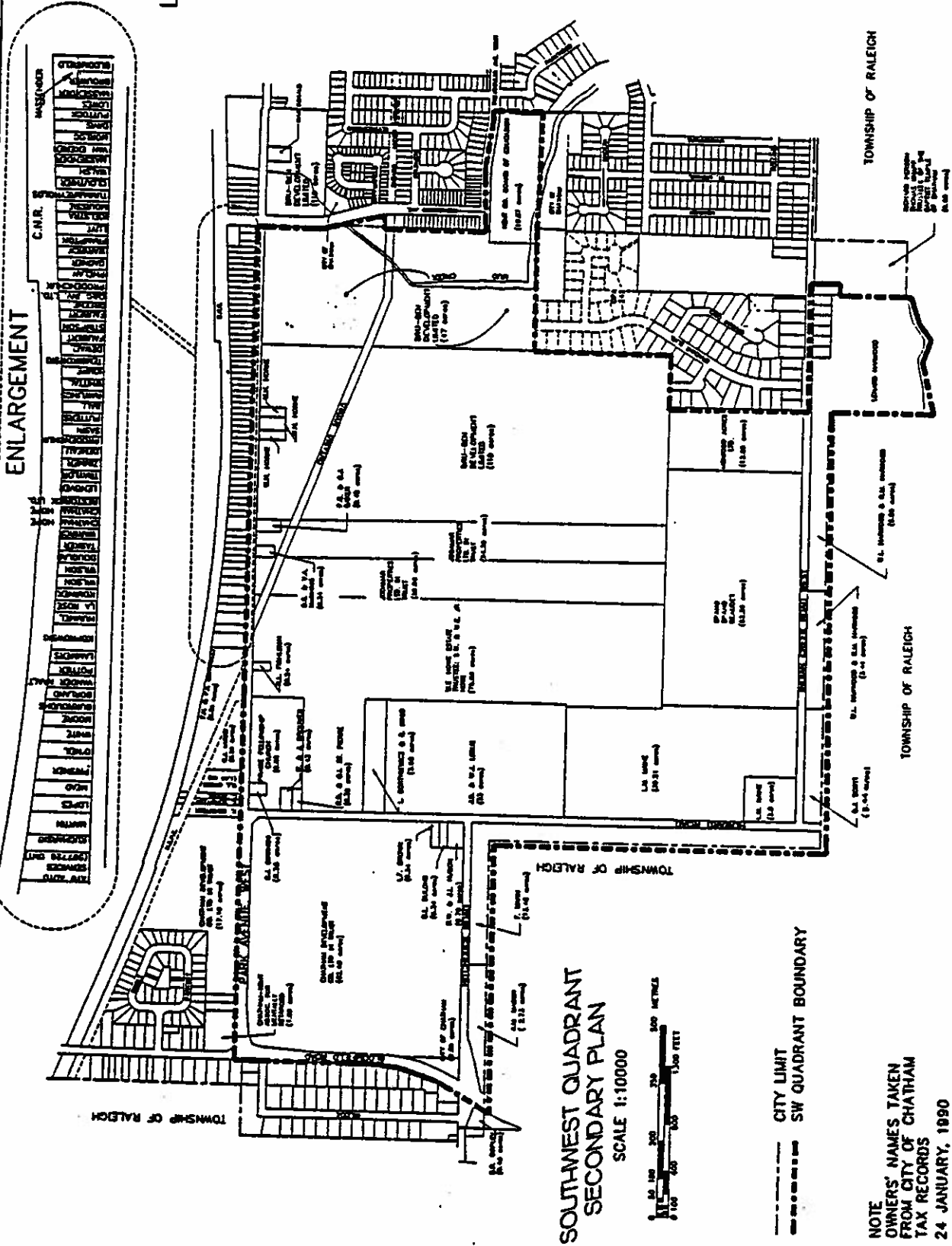
An opportunity exists to incorporate those lands owned by public agencies into a system of open space and amenity areas. Key publicly owned lands include the following:

- (a) **The Ontario Hydro transmission corridor (5.25 ac.) in the northern portion of the area.**

Ontario Hydro has indicated that it is prepared to license this 20 metre wide corridor to the City for recreational use. The corridor, which traverses the area in an east/west manner, could be used as a linear open space link to connect parkland, school grounds and other open space and amenity areas.

The ultimate use of the corridor would be subject to discussions with Ontario Hydro as well as Chatham Hydro. Presently, a 27.6 kv facility is operating in this corridor.

LAND OWNERSHIP



SOUTHWEST QUADRANT  
SECONDARY PLAN

SCALE 1:10000



--- CITY LIMIT  
--- SW QUADRANT BOUNDARY

NOTE  
OWNERS' NAMES TAKEN  
FROM CITY OF CHATHAM  
TAX RECORDS  
24 JANUARY, 1990

(b) The Kent County Board of Education property (10.87 ac.) in the vicinity of Tweedsmuir Avenue and Wedgewood Avenue.

During the 1970's, this property became expendable as a school site, primarily because of its close proximity to other schools which had been built in the area.

The property has, since the late 1970's, been utilized for two softball diamonds by the City with the consent of the Kent County Board of Education. However, Bru-Ben Development Limited holds a right-of-first refusal to purchase the property from the Board of Education.

The Kent County Board of Education has determined, from population projections and locational criteria, that an elementary school site will be required at a more accessible location within the planning area (refer to Section 2.2.8(a) - Schools). The Board of Education is, therefore, considering a proposal by Bru-Ben Development Limited that would facilitate the permanent establishment of the two softball diamonds in the vicinity of Tweedsmuir and Wedgewood Avenues and the creation of a school site on Bru-Ben Development Limited owned land further to the west. The proposal, as put forth by Bru-Ben Development Limited, would include the following elements:

- (i) A land exchange, whereby Bru-Ben Development Limited will convey to the Kent County Board of Education a school site on lands to the west in exchange for the right to develop, for single-family residential use, the most easterly 5 acres of the Kent County Board of Education lands along Tweedsmuir Avenue (i.e. the site of the most easterly ball diamond). The residential development of the site would be subject to appropriate floodplain setbacks.

(ii) To compensate for the loss of the easterly ball diamond, Bru-Ben Development Limited will convey land abutting the westerly ball diamond and relocate all facilities to the new location. The land to be conveyed will, therefore, be in a condition suitable for development of a new softball field (i.e. it will not be flood susceptible).

(iii) Bru Ben-Development Limited will extend Tweedsmuir Avenue westerly to provide access along the entire frontage of the relocated softball field.

The net result of the proposal would yield permanently established softball fields on/or adjacent to their present location, as well as new school grounds further to the west.

The merit of the proposal is discussed under Section 2.2.7. - Open Space.

(c) The City of Chatham lands (0.89 ac.) at the intersection of Bloomfield and Hitchcock Roads.

These lands are used for a tourist information centre, operated by the Chatham and District Chamber of Commerce. This facility presently serves as an entrance feature for the City of Chatham, however, the feature should be reinforced because of its strategic location on the westerly entrance from the MacDonald-Cartier Freeway (Hwy. 401). In order to enhance the City's image for the travelling public, consideration should be given to visually upgrading this site together with the entire road allowance adjacent to the east side of Bloomfield Road between Hitchcock Road and Park Avenue West.

2.2.4 Provincial Policy Statement - Land Use Planning for Housing

The statement of the Ontario Government with respect to land use planning for housing, issued under the authority of Section 3 of the Planning Act, 1983, establishes that all municipalities in Ontario must take into account the housing needs of their community including the supply of affordable housing.

A review of the Provincial Policy Statement indicates that the City of Chatham is presently fulfilling the housing policies, including the 25% standard for affordable housing. This is illustrated by the following information.

The Chatham-Kent Real Estate Board indicates that the cumulative average residential listing for the City of Chatham and vicinity was \$91,358.00 during the period of January 1, 1989 to October 31, 1989. The Canada Mortgage and Housing Corporation's Rental Market Survey for October, 1989 reports that the average rental for privately initiated two bedroom apartments in the City was \$472.00 per month. The 1990 Royal LePage Survey of Canadian House Prices estimates the monthly rental for standard townhouses, detached bungalows, standard two-storey homes and executive detached homes to be \$600.00, \$700.00, \$800.00 and \$1,000.00 per month respectively.

At the time of writing (May, 1990), housing priced at \$139,500.00 or less was considered by the Ministry of Housing to be affordable in the City of Chatham. Affordable rent was considered to be \$1,240.00 or less per month. The City of Chatham is, therefore, meeting the 25% criteria for Affordable Housing on a municipal-wide basis that considers the existing housing stock, as well as New Residential Units, Residential Intensification and Infill and Redevelopment.

However, notwithstanding the fact that the City is already fulfilling Provincially established housing objectives, the Secondary Plan will allow for a range and transition of housing types to be built in order to provide the opportunity for more households to be appropriately and affordably housed in the City of Chatham.

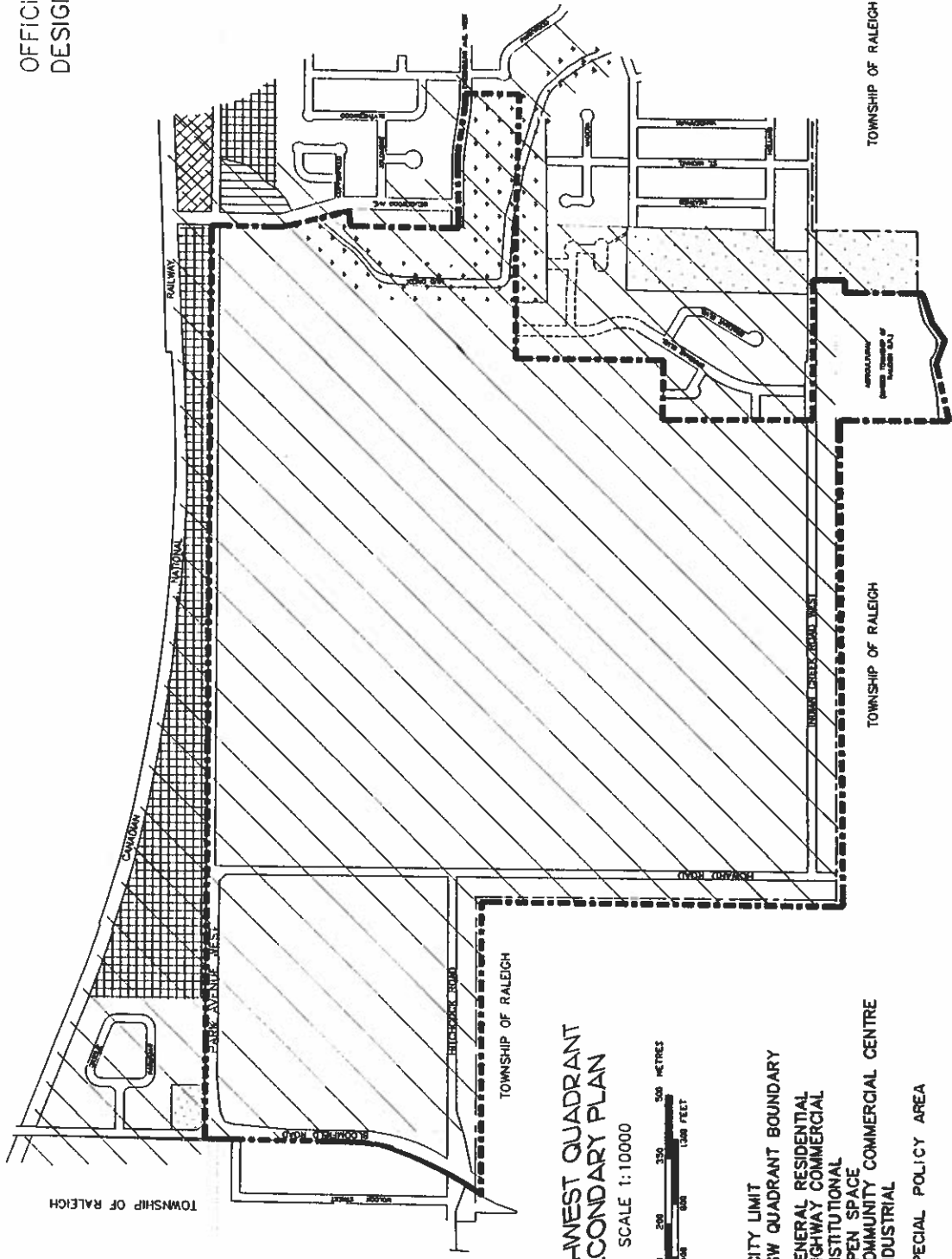
This is consistent with the Official Plan, which also commits the City to an ongoing review of the local housing situation.

#### 2.2.5 Official Plan

The Official Plan established land uses in the planning area and immediately adjacent areas are illustrated in Figure 5. These are described as follows:



OFFICIAL PLAN  
DESIGNATIONS



SOUTHWEST QUADRANT  
SECONDARY PLAN

SCALE 1:10000



LEGEND

- CITY LIMIT
- SW QUADRANT BOUNDARY
- [Diagonal Hatching] GENERAL RESIDENTIAL
- [Horizontal Hatching] HIGHWAY COMMERCIAL
- [Vertical Hatching] INSTITUTIONAL
- [Stippled] OPEN SPACE
- [Horizontal Hatching with Building] COMMUNITY COMMERCIAL CENTRE
- [Diagonal Hatching] INDUSTRIAL
- [Special Hatching] SPECIAL POLICY AREA

(a) **Planning Area**

The planning area is designated General Residential under the Official Plan except for the Open Space designation of the lands adjacent to Mud Creek in the eastern portion of the planning area.

(b) **Surrounding Area**

Official Plan established designations on lands adjacent to the planning area are as follows:

North: The strip of land between Park Avenue West and the Canadian National Railway is Highway Commercial with General Residential and Institutional at the intersection of Park Avenue West and Bloomfield Road.

West: General Residential from Bloomfield Road to the corporate boundary.

East: Primarily General Residential with Highway Commercial, Community Commercial Centre and Industrial designations confined to properties along Park Avenue West. Within the General Residential areas are the Open Space designation along Mud Creek and the Institutional designations comprising Indian Creek Elementary School and Maple City Baptist Church, located on Indian Creek Road West.

South: The croplands in the Township of Raleigh, south of Indian Creek Road and Hitchcock Road, are designated as Agricultural.

(c) **Special Policy Areas**

The Official Plan divides the Southwest Quadrant into Special Policy Areas (SPAs) and, within these areas, all new development must comply with minimum elevations for unprotected openings, being the Regulatory Flood Datum (RFD) as defined for the particular area. The Special Policy Area "K" should be extended to include all of Plan 24R-3986, which was recently annexed to the City.

These lands are located in the area north of the Chinnick Drain, south of Indian Creek Road. The Special Policy Study, City of Chatham, prepared by MacLaren Limited for the Lower Thames Valley Conservation Authority, establishes 591.2 feet as the minimum elevation for lands immediately to the north of Plan 24R-3986.

2.2.6 **Zoning By-law**

Figure 6 depicts the existing zoning designations as contained in the City of Chatham Comprehensive Zoning By-law.

Almost the entire planning area has been established as a Holding Zone for low density residential development. This designation, H-RL1, limits residential development to what existed in February, 1988, until such time as municipal services (i.e. stormwater management facilities, sanitary sewers, water mains, paved roads, etc.) can be provided in a logical manner. Open Space Zones comprise the balance of the planning area.

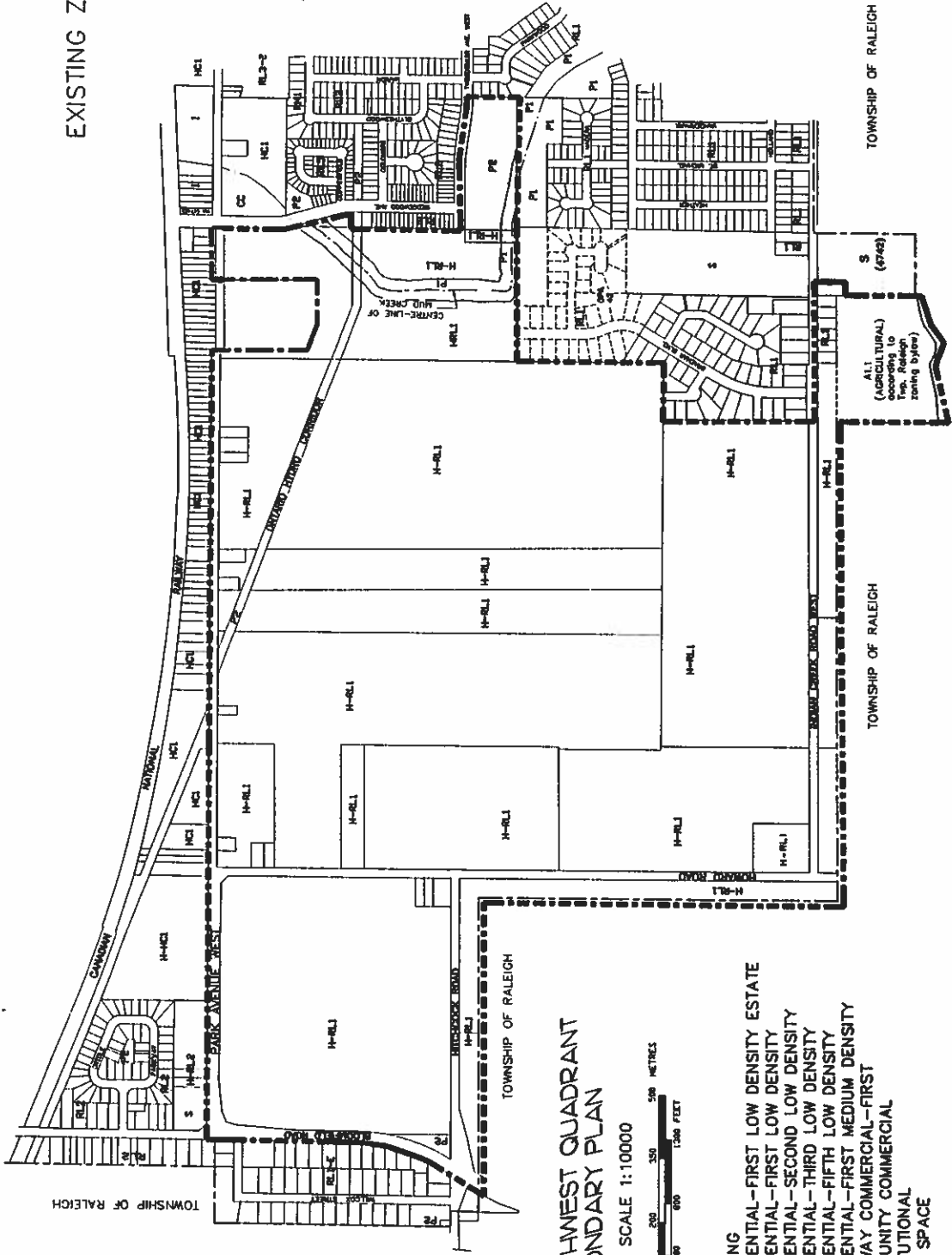
The Zoning By-law also provides for the regulation of the Special Policy Areas contained in the Official Plan. Development may be permitted below the minimum elevation specified subject to flood proofing measures.

The lands to the west and north of the planning area, including the residential subdivisions in the vicinity of Bloomfield Road and the lands north of Park Avenue West, have been zoned for single-family and semi-detached dwellings (RL1-E, RL2) and for Highway Commercial uses (HC1) respectively. The established residential neighbourhoods immediately east of the planning area are zoned predominantly RL1 and RL2, in the vicinity of Wedgewood and Tweedsmuir Avenues. Indian Creek Elementary School and Maple City Baptist Church are zoned Institutional (S) and the open space system along Mud Creek is zoned P1 and P2.

The parcels of land located on the south side of Park Avenue West, east of Wedgewood Avenue, have been zoned for future Community Commercial Centre and Highway Commercial uses. The north side of Park Avenue West in this area has been zoned Industrial.

FIGURE 6

EXISTING ZONING



SOUTHWEST QUADRANT  
SECONDARY PLAN

SCALE 1:10000



- LEGEND
- H HOLDING
  - RL1-E RESIDENTIAL—FIRST LOW DENSITY ESTATE
  - RL1 RESIDENTIAL—FIRST LOW DENSITY
  - RL2 RESIDENTIAL—SECOND LOW DENSITY
  - RL3 RESIDENTIAL—THIRD LOW DENSITY
  - RM1 RESIDENTIAL—FIFTH LOW DENSITY
  - HG1 RESIDENTIAL—FIRST MEDIUM DENSITY
  - CC HIGHWAY COMMERCIAL
  - S COMMUNITY COMMERCIAL
  - P1 INSTITUTIONAL
  - P2 OPEN SPACE
  - I PARK
  - INDUSTRIAL
  - CITY LIMIT
  - SW QUADRANT BOUNDARY
  - HA HOLDING AREA
  - 4742 PREVIOUS ZONING BYLAW

2.2.7 Open Space

(a) General

The City's open space system has generally not been extended into the Southwest Quadrant because of the short period of time that the majority of the lands have been within the corporate boundaries of the City.

The present situation with respect to open space areas, both within or in close proximity to the planning area, is as follows:

- The Kent County Board of Education property (10.87 ac.) at Tweedsmuir and Wedgewood Avenues, presently used for City softball diamonds (refer to Section 2.2.3(b)).
- Don Mahon Park, a small site (0.8 ac.) located on Wedgewood Avenue at Copperfield Crescent, and
- A tot-lot located in Birkshire Estates at Cambridge Crescent and Braemar Boulevard.

As well, commencing immediately to the east of the planning area is a substantial open space system comprising the floodplain of Mud Creek. This system, together with a similar system along Indian Creek, provides a linear system of open space for the established residential neighbourhoods throughout the entire south portion of the City.

Extensive indoor and outdoor recreational facilities are made available to the public at the community centre located on Tweedsmuir Avenue between Lacroix Street and Queen Street and at the Thames Campus of St. Clair College. Specialized recreational facilities are available at the Wheels Motor Inn and its associated facilities located at Keil Drive and Richmond Street.

(b) Considerations for the Secondary Plan

The following factors should be considered when evaluating the open space requirements which need to be planned in conjunction with the residential uses in the planning area.

- (i) Active and Passive Recreational Needs - The planning program should recognize that there will be a requirement in the planning area for a range of open space areas that will satisfy both active and passive recreational pursuits. Active recreational areas for activities which require land for sporting fields and playgrounds will be needed in addition to passive open spaces areas for activities such as walking, picnicing and bicycling.

The Official Plan recognizes a hierarchy of open space areas differentiated primarily on the basis of function, size and population to be served.

According to Official Plan locational criteria for neighbourhood and community open space areas, a number of open space areas will be required in the planning area. The optimum spacing of the sites, based on the existing geometric spacing of other neighbourhood and community parks in the south portion of the City, would be one site on the east side of the planning area near Wedgewood Avenue, one site on the west side of the planning area near Bloomfield Road, and two sites centrally located in future residential areas north and south of the Tweedsmuir Avenue Extension.

This would seem to substantiate the merit of the Kent County Board of Education/Bru-Ben Development Limited proposal. This proposal would effectively finalize the ultimate use of lands in the vicinity of Tweedsmuir and Wedgewood Avenues as a park (Blythe Park). The planning program should, therefore, support the Kent County Board of Education/Bru-Ben Development Limited proposal as the method of attaining the open space area required for the eastern portion of the planning area. The planning program should proceed to identify the other open space areas in the locations described above.

Additional criteria for the location of the other open space areas should be centrality to the residential areas to be created, convenient and safe access preferably to a collector road, opportunity for linkage with

other open space areas and amenities and adequacy of area for active recreational facilities and parking.

Based on population projections for when the planning area is ultimately developed, the need for active recreational facilities will include playing fields for baseball, softball and soccer, as well as playgrounds. The planning program should establish that the open space areas will be utilized for these purposes.

In addition to the neighbourhood and community open space areas, the planning program should provide for a system of linear open space areas and linkages for passive recreational use. According to the Official Plan, the Mud Creek open space system should be continued westerly into the planning area and linked linearly to the neighbourhood and community level recreation areas by corridors of passive open space consisting of the Ontario Hydro right-of-way, walkways in developments, defined routes through the street system and storm drainage channels and systems. Where possible, the linear corridors should be strategically located to act as buffers between incompatible uses.

The linear corridors and linkages should provide for a trail system that would be suitable for both bicycles and pedestrians. With respect to a bicycle path, such a facility should also be incorporated into the alignment for the future Keil Drive Extension in order to connect planned bikeways in the north part of the City with the linear open space system existing and planned for south Chatham.

- (ii) Parkland Conveyance and the Stormwater Drainage Scheme - Because of the recommended drainage requirement for the planning area involving a system of stormwater detention and retention facilities (refer to Section 2.3.1 - Stormwater Management Study), there is an excellent opportunity to combine the drainage and parkland requirements to achieve the open space features discussed previously. This should be considered a priority of the planning program for the Southwest Quadrant.

Realization of the open space scheme will, however, require the successful implementation of two policy initiatives which will have to be included in the Secondary Plan. These policies are:

1. a policy which encourages agreements between landowners in order to consolidate the required land base for the parkland and stormwater management facilities.

The multiple ownership pattern, particularly in the western portion of the planning area, will necessitate the negotiation of agreements between landowners with respect to the dedication of each owner's share of the required land base.

2. a policy respecting land conveyance for the necessary stormwater management facilities and for parkland.

The drainage characteristics of the Southwest Quadrant and the nature of the recommended Master Drainage Scheme require the application of different principles for the acquisition of the required land base in the western and eastern portions of the planning area.

In the western portion of the planning area, three stormwater detention facilities will be required. These facilities are known as "dry" or "blue-green" ponds because they detain run-off on a temporary basis before releasing the water at a controlled rate. Because they are normally dry and contain sufficient table land, these facilities can also be used for public recreational purposes, including those active activities previously discussed.

As such, the land conveyance policy for the western portion of the planning area should recognize that although the lands comprising the detention facilities are susceptible to flooding, this constraint will not interfere with their potential development or use as a public recreation area. Therefore, a portion of the lands required for the drainage facilities should be included in the calculation or dedication of the required parkland conveyance.



The Master Drainage Scheme indicates that the detention facilities should be of sufficient area to accommodate the storage volumes required for a 25 year storm flow. The planning program will establish that only that portion of the facility which is required to accommodate a 5 year storm flow will be conveyed as municipal servicing infrastructure. The balance of the area

(i.e. the difference between the 5 year and 25 year storm) will be included in the calculation of parkland conveyance.

In the eastern portion of the planning area, the Master Drainage Scheme recommends that the Mud Creek drainage channel, which exists to the east between Indian Creek Road and Tweedsmuir Avenue, should be extended into the planning area westerly and then northerly to Wedgewood Avenue. Because of the depth of the channel and the side slopes, the drainage channel will be unsuitable for development as parkland.

As such, the land conveyance policy for the eastern portion of the planning area shall exclude the lands required for the drainage channel from the calculation or dedication of required parkland conveyance. The planning program will establish that the lands comprising the drainage channel will be conveyed as municipal servicing infrastructure.

2.2.8 **Community and Institutional Facilities**

(a) **Schools**

Children from public school supporting families within the planning area attend Indian Creek Elementary School and John McGregor Secondary School. Separate schools that serve the area include St. Ursula Elementary School and the Ursuline College (The Pines) High School.

Both School Boards have determined from population projections and locational criteria that they will each require the reservation of one elementary school site within the planning area.

The Kent County Board of Education indicates that an elementary school will be necessary between 1995 - 2000 while the Kent County Roman Catholic Separate School Board indicates a need for an elementary school by the mid-1990's.

The concept of joint use of facilities is a major consideration of the planning exercise and should be investigated further. Such a proposal can be cost effective for both of the School Boards in terms of cooperative financial and administrative arrangements for the development and use of facilities. Therefore, the reservation of a block of land comprising approximately 20.0 acres, suitable for two school sites, is recognized as a priority of the planning exercise.

As indicated previously in Section 2.2.3(b), a major opportunity to acquire a public school site has presented itself in the eastern portion of the planning area. Because this proposal has sound planning merit, the City is supportive of the concept and the Secondary Plan will attempt to identify a suitable site for the Kent County Roman Catholic Separate School Board adjacent to the public school.

(b) **Places of Worship**

Only one place of worship presently exists within close proximity to the planning area (Maple City Baptist Church on Indian Creek Road West). However, two other church organizations hold title, or options to purchase title, to undeveloped sites. These are the 8.89 acre Praise Fellowship Church holding at the intersection of Park Avenue and Howard Road and the St. Paul's Congregational Church option on approximately 9.0 acres of land on Park Avenue West near Wedgewood Avenue.

The planning program will recognize the reservation of lands for places of worship in order to serve the needs of the new residential neighbourhoods. The planning program will also have to maintain flexibility through future amendments to the Secondary Plan to include additional designations if residential development of the planning area creates such a need.

Key criteria for the location of places of worship within the Southwest Quadrant will be proximity to arterial roads and collector roads and the compatibility of the proposed development with surrounding uses. With respect to the latter criteria, institutional uses, including places of worship, should be encouraged to integrate into the open space system of the planning area as well as to provide site designs which are compatible with adjacent uses.

(c) **Tourist Information Centre**

As previously indicated in Section 2.2.3(c), the tourist information centre at the intersection of Bloomfield Road and Hitchcock Road provides the City of Chatham with a pleasing entrance feature which demarks the corporate boundary of the City, particularly for travellers coming off the MacDonald-Cartier Freeway (Hwy. 401).

The visual exposure of this entrance feature could, however, be increased by integrating the site with the road allowance adjacent to the east side of Bloomfield Road. The upgraded road allowance, together with the tourist information centre site, could also function as an amenity for the residential neighbourhoods in this part of the planning area.

2.2.9 **Commercial Facilities**

The planning area appears to be well served by several commercial shopping areas existing in close proximity. These shopping areas include:

- Downtown Chatham in the Central Business District;
- Thames-Lea Plaza located at the intersection of Keil Drive and Grand Avenue;
- The highway commercial area located at the intersection of Queen Street and Park Avenue;
- The highway commercial development along Richmond Street;
- The highway commercial area located at the intersection of Lacroix Street and Park Avenue.

In addition to the above, the Official Plan of the City of Chatham has designated lands immediately adjacent to the planning area for future commercial use. Almost the entire strip of land between Park Avenue West and the Canadian National Railway tracks has been designated for Highway Commercial use which allows a wide range of commercial uses. As well, a parcel of land abutting the planning area at Wedgewood Avenue and Park Avenue West has been designated as a future community commercial centre.

Given the wide variety of commercial services already existing adjacent to or in close proximity to the planning area, it would appear that only a limited amount of additional commercial development should be accommodated.

Additional commercial designations in the planning area should be limited to those which will cater to the future residents of the Southwest Quadrant and should only be located at intersection locations along Park Avenue West.

Because of the potential for conflict with residential uses, the creation of zones of transition between commercial and low density residential uses should be considered a priority. Where feasible, medium density residential and open space uses should be designated between commercial and low density residential uses. As well, careful consideration will need to be given to the implementation of special design principles to guide site planning for new commercial developments.

2.2.10 **Civic Design and Environment**

(a) **Noise Attenuation**

The implementation of noise control measures may be necessary for developments within 985 feet of the CN Railway tracks which are located at the northern boundary of the planning area.

(b) **Visual Environment**

Public agencies and private developers should be encouraged to utilize surface amenities and features to visual and aesthetic advantage in the design and layout of municipal infrastructure, public space, residential subdivisions and other developments. In particular, entrance features comprised of landscaping, decorative fencing or other surface amenity will be encouraged.

(c) **Energy Conservation**

The planning program should encourage the application of land use energy conservation measures in site and subdivision design.

2.3 **Major Engineering Considerations**

2.3.1 **Stormwater Management Study**

As part of the planning program, Gore and Storrie Consulting Engineers Limited were retained by the City to undertake a Stormwater Management Study. This study has now been completed and the results recommend a Master Drainage Scheme for the Southwest Quadrant that would be acceptable to municipal and provincial authorities. The drainage scheme considered feasible for the area provides that the rate of flow of stormwater discharge into the existing municipal drains will be no greater than the predevelopment rate of flow.

The recommended drainage scheme is comprised of a system of stormwater detention facilities and a stormwater drainage channel. This is depicted in Figure 7.

Three stormwater detention facilities, more commonly known as dry or blue-green ponds, will service the major drainage sectors in the western portion of the planning area. Storm run-off will be temporarily detained and released at a controlled rate. The detention facilities will be of sufficient area to accommodate the storage volumes required for a 25 year storm flow.

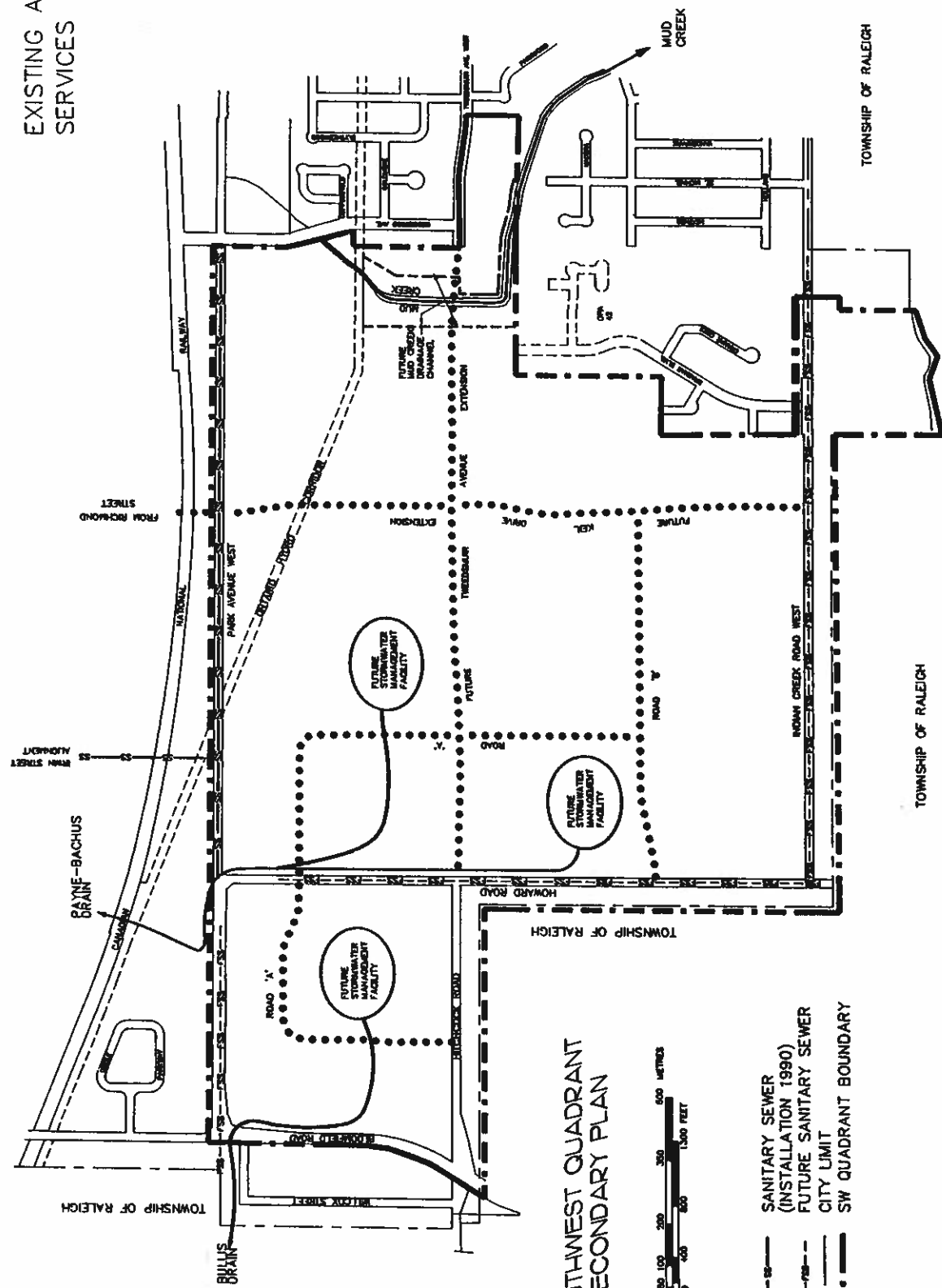
A stormwater drainage channel will service the Mud Creek drainage sector in the eastern portion of the planning area. The drainage channel along Mud Creek will be extended into the planning area in a manner similar to the geometric pattern existing between Indian Creek Road and Tweedsmuir Avenue. The area required for the channel will be 50 metres on each side of Mud Creek, measured from the center of the Creek.

2.3.2 **Sanitary, Water and Other Services**

The existing and future public and private utilities and services are illustrated in Figure 7. These are described as follows:

FIGURE 7

EXISTING AND FUTURE SERVICES



SOUTHWEST QUADRANT  
SECONDARY PLAN



- SANITARY SEWER (INSTALLATION 1990)
- - - FUTURE SANITARY SEWER
- CITY LIMIT
- - - SW QUADRANT BOUNDARY

(a) **Sanitary**

The 1989 Capital Works Forecast includes provisions for the construction of a new trunk sanitary sewer which will ultimately serve the Southwest Quadrant. The new trunk will be constructed in 1990, in the Irwin Street alignment extended south from Richmond Street to Park Avenue West. The trunk sewer will then be extended east and west along Park Avenue to Wedgewood Avenue and Howard Road, respectively. The southern extension of the new trunk will follow Howard Road to Indian Creek Road.

(b) **Water**

The Chatham Water Commission has indicated that a new watermain will be extended south from Richmond Street in 1990 in the Merritt Street alignment.

(c) **Other Utilities**

Each of the other utility companies - hydro, gas, telephone and cable television - have indicated that they foresee no difficulty in extending services into the planning area.

(d) **Fire, Police and Waste Collection**

Fire and police protection will be provided by the City.

Solid waste collection/disposal will also be provided for most developments. Private waste collection and disposal will be mandatory for residential developments comprising more than 15 dwelling units.

2.3.3 **Transportation Impact Analysis**

The primary roads presently serving the Southwest Quadrant are Bloomfield Road, Park Avenue West and Indian Creek Road. Each of these roads provide direct access to the planning area.

Bloomfield Road is the main entrance into the western portion of the City from the MacDonal-Cartier Freeway (Hwy. 401) and ties into all east/west arterial roads before terminating at the Thames River. The Official Plan designates Bloomfield Road as a minor arterial.

Park Avenue provides an east/west connection across the southern portion of the City, commencing at Bloomfield Road and terminating at Communication Road. This roadway is designated as a minor arterial between Bloomfield Road and Lacroix Street and as a major arterial between Lacroix Street and Communication Road.

Indian Creek Road acts as a traffic corridor primarily for local residents residing in the neighbourhoods bordering the City's southern corporate boundary. This facility does not connect to Bloomfield Road and is designated as a minor arterial roadway.

If the Southwest Quadrant is to develop to its optimum residential potential in an orderly and efficient manner, key improvements will need to be made to the City's transportation system in order to distribute traffic to and from the development area. The necessary improvements will include the following:

(a) Arterial Roadways

- (i) Keil Drive Extension - a north-south arterial road that crosses the Thames River will be required to serve the Southwest Quadrant. To accomplish this, Keil Drive will be extended south to Indian Creek Road. This will occur by extending its present alignment southerly to Indian Creek Road with an at-grade crossing over the Canadian National Railway tracks.

Extending Keil Drive will give the residents located in the Southwest Quadrant a direct north-south access to the Richmond Street industrial area, the Thames-Lea Plaza and the Thames Campus of St. Clair College, with its associated recreational facilities.

The location of the above noted alignment of the Keil Drive Extension is logical and satisfies a desirable objective of 5000 feet between arterial roads considering the location of Lacroix Street and Queen Street to the east and Bloomfield Road to the west.

The planning program should establish the Keil Drive Extension as a major arterial roadway north of Park Avenue West. The portion of Keil Drive south of Park Avenue to Indian Creek Road should be designated as a minor arterial.



As well, the planning program should consider that, in the distant future, Keil Drive will ultimately be extended south of Indian Creek Road to serve lands south of this roadway.

As such, those lands within the planning area, comprising a future southerly extension of Keil Drive beyond Indian Creek Road, will be reserved.

- (ii) Park Avenue West - this minor arterial road should be widened between Keil Drive and Lacroix Street because of the increased traffic volumes.
- (iii) Indian Creek Road - this road should, in the distant future, be extended west to intersect with Bloomfield Road. Like Park Avenue West, this roadway is presently designated as a minor arterial by virtue of the direct access it provides across the southern portion of the City. It is logical that Indian Creek Road ultimately connect to Bloomfield Road, in order to provide an alternative east-west access to each of the north-south arterials which service the southerly limit of the City (i.e. Bloomfield Road, Keil Drive Extension, Lacroix Street and Queen Street).

The planning program will reserve those lands within the planning area comprising the future westerly extension of Indian Creek Road.

(b) Collector Roadways

A system of collector roadways will be necessary in the planning area. Collector roadways of suitable design capacity will be required to distribute traffic from the planning area onto the arterial roadways (Bloomfield Road, Park Avenue, Keil Drive Extension and Indian Creek Road). As well, the configuration of the internal road system will utilize a system of collector roads in order to create self-contained residential areas, which discourage motorists from using the local street system as a short cut.

The following collector roads will be recognized:

- (i) Tweedsmuir Avenue Extension - an east-west collector road will be necessary across the planning area. To accomplish this,

Tweedsmuir Avenue will be extended westerly to link with Hitchcock Road in order to provide a collector for the north-south arterials in the planning area (i.e. Keil Drive Extension and Bloomfield Road).

Hitchcock Road should be renamed Tweedsmuir Avenue.

- (ii) Howard Road - a north-south collector road will be necessary across the planning area. Howard Avenue will be upgraded to collector road status in order to direct traffic to the east-west arterials in the planning area (i.e. Park Avenue and Indian Creek Road).
- (iii) a collector road to collect traffic from the individual residential neighbourhood units situated north of the Tweedsmuir Avenue Extension between Bloomfield Road and the future Keil Drive Extension.
- (iv) a collector road to collect traffic from the individual residential neighbourhood units situated south of the Tweedsmuir Avenue Extension and west of the Keil Drive Extension.

#### 2.3.4 Public Transit

Chatham Transit presently provides a regular service route (Richmond) into the planning area.

This operates along Park Avenue West. Other service routes (Queen-St. Clair and South Lacroix) are provided in the established residential neighbourhoods to the east of the planning area. These routes provide bus service to the Central Business District as well as to other shopping and work place locations in the City.

It is anticipated that bus service will be extended into the Southwest Quadrant as development of the area progresses.

#### 2.4 Summary

The major planning and engineering considerations outlined above provided a basis for formulating the development goal and objectives of the Secondary Plan. These are contained in the next Chapter.

### CHAPTER THREE

#### DEVELOPMENT GOAL AND OBJECTIVES

##### 3.1 Introduction

The following development goal and objectives are based on the terms of reference established in Chapter One and on the planning and engineering considerations described in Chapter Two. The development goal and objectives provided direction for the preparation of the Development Concept and related policies contained in the Secondary Plan.

##### 3.2 Development Goal

The development concept for the Southwest Quadrant should provide for a balanced residential community.

The large size and undeveloped nature of the Southwest Quadrant provides a unique opportunity to create a special, comprehensively planned residential community.

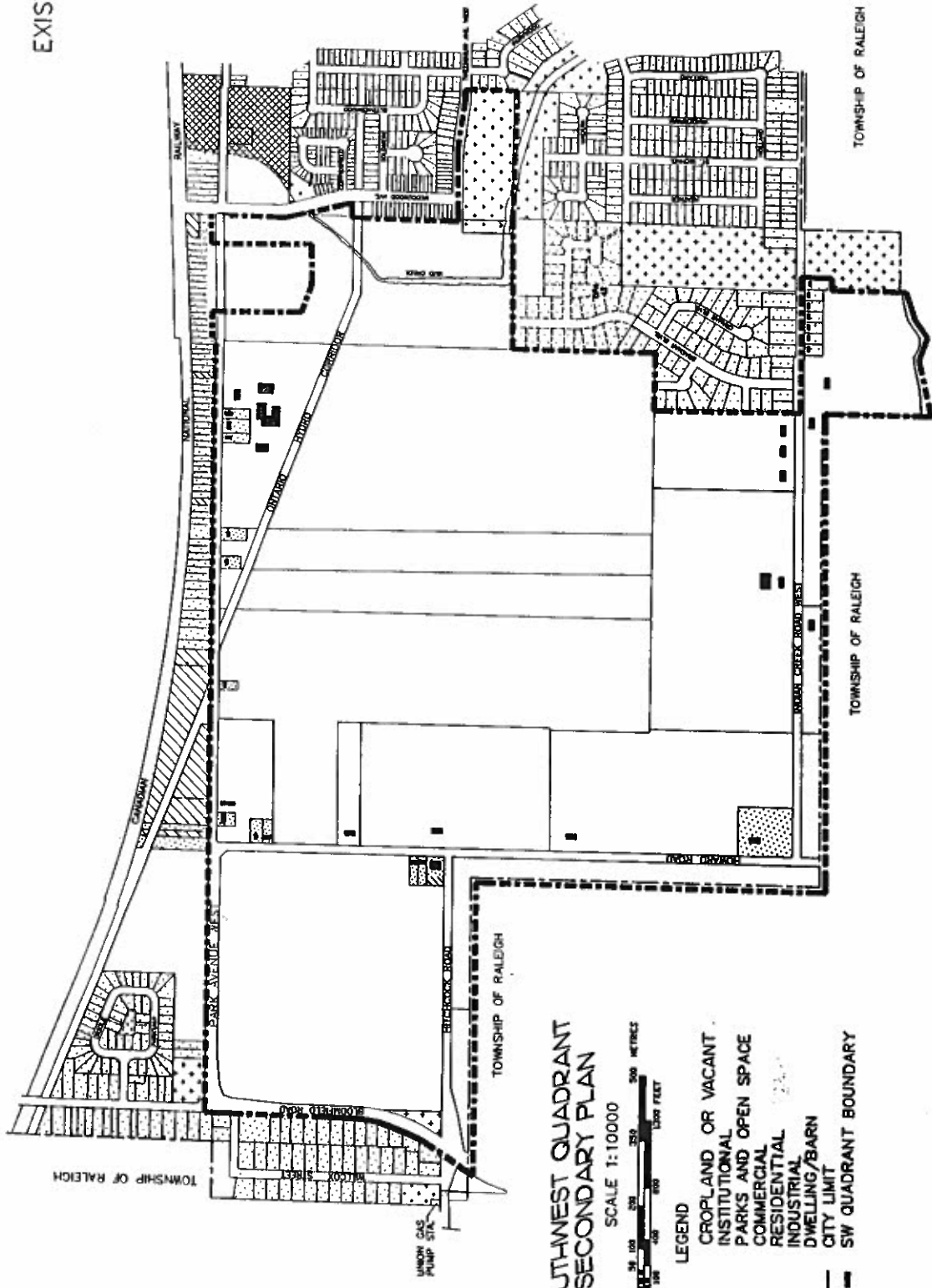
##### 3.3 Objectives

- The Plan should provide for a range of housing in order to create a balanced community.
- The Plan should provide for adequate commercial sites, parks, schools and other community and institutional uses.
- The Plan should recognize existing and planned land uses in surrounding areas.
- The Plan should provide a road pattern that will safely and efficiently distribute vehicular traffic to and from and within the planning area.
- The Plan should require full municipal services and utilities for development in the planning area.
- The Plan should direct trunk services in a manner that would permit concurrent development.
- The Plan should establish a policy regarding contributions from developers towards the cost of external services, stormwater facilities and roadway and other improvements.
- The Plan should incorporate civic and environmental design guidelines.

##### 3.4 Summary

The development goal and objectives provided a basis for the preparation of the Secondary Plan contained in Chapter Four.

EXISTING LAND USE



SOUTHWEST QUADRANT SECONDARY PLAN

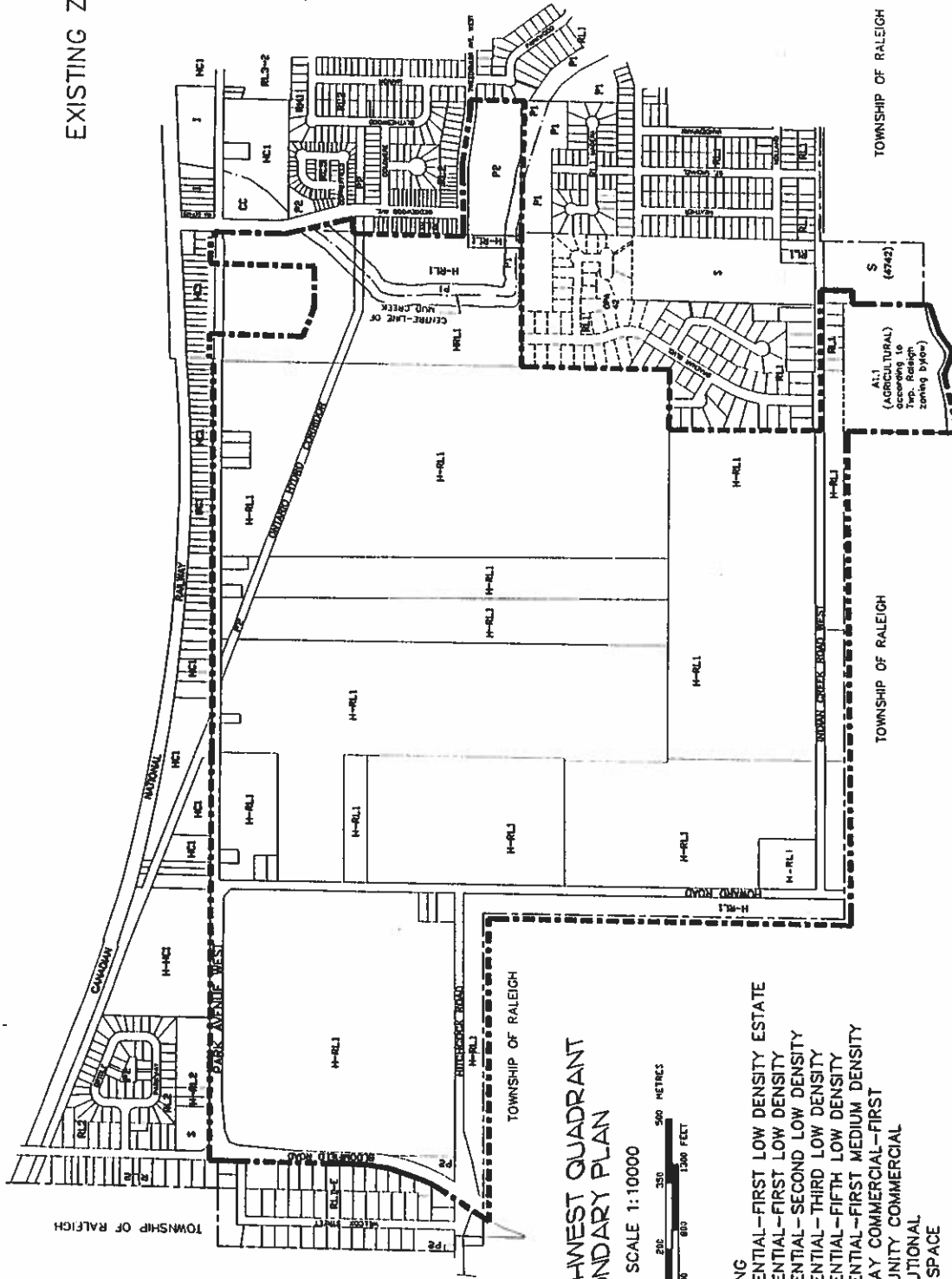
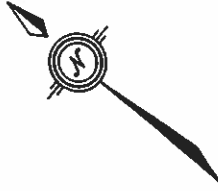
SCALE 1:10000



LEGEND

- CROPLAND OR VACANT
- INSTITUTIONAL
- PARKS AND OPEN SPACE
- COMMERCIAL
- RESIDENTIAL
- INDUSTRIAL
- DWELLING/BARN
- CITY LIMIT
- SW QUADRANT BOUNDARY

EXISTING ZONING



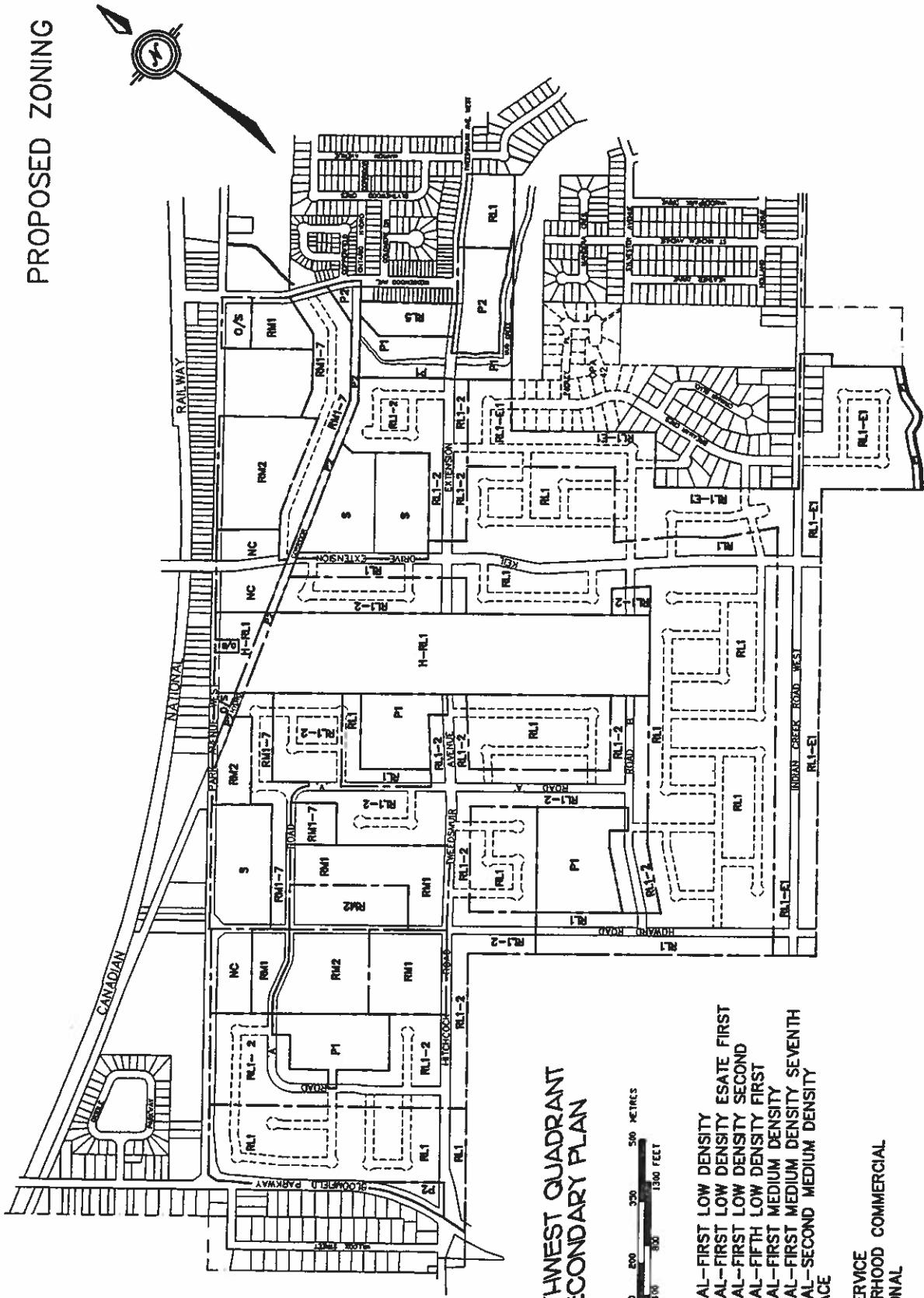
SOUTHWEST QUADRANT  
SECONDARY PLAN

SCALE 1:10000



- LEGEND
- H HOLDING
  - RL1-E RESIDENTIAL—FIRST LOW DENSITY ESTATE
  - RL1 RESIDENTIAL—FIRST LOW DENSITY
  - RL2 RESIDENTIAL—SECOND LOW DENSITY
  - RL3 RESIDENTIAL—THIRD LOW DENSITY
  - RL5 RESIDENTIAL—FIFTH LOW DENSITY
  - RM1 RESIDENTIAL—FIRST MEDIUM DENSITY
  - HC1 HIGHWAY COMMERCIAL—FIRST
  - CC COMMUNITY COMMERCIAL
  - S INSTITUTIONAL
  - P1 OPEN SPACE
  - P2 PARK
  - I INDUSTRIAL
  - CITY LIMIT
  - SW QUADRANT BOUNDARY
  - HA HOLDING AREA
  - 4742 PREVIOUS ZONING BYLAW

PROPOSED ZONING



SOUTHWEST QUADRANT  
SECONDARY PLAN



- RL1 RESIDENTIAL—FIRST LOW DENSITY
- RL1-E1 RESIDENTIAL—FIRST LOW DENSITY ESATE FIRST
- RL1-2 RESIDENTIAL—FIRST LOW DENSITY SECOND
- RL5 RESIDENTIAL—FIFTH LOW DENSITY FIRST
- RM1 RESIDENTIAL—FIRST MEDIUM DENSITY
- RM2 RESIDENTIAL—FIRST MEDIUM DENSITY SEVENTH
- P1 RESIDENTIAL—SECOND MEDIUM DENSITY
- P2 OPEN SPACE
- O/S PARK
- NC OFFICE/SERVICE
- S NEIGHBOURHOOD COMMERCIAL
- INSTITUTIONAL

## APPENDIX V

March 29, 1990

Kent County Roman Catholic Separate  
School Board

"The recommendations were reviewed specifically in relation to the Kent County Roman Catholic Separate School Board site. Please be advised that the Board approved the location that is adjacent to the property determined to be the Kent County Board of Education's site. We feel the advantages of a site adjacent to the public school site far outweigh any disadvantages, and we would like to see the plan move forward with that concept in place.

"Also, we would like the City to be aware that we will require this site in the not too distant future and servicing will be an important criteria. Hopefully, this response will assist the City in making the final determination. If further clarification is required, please contact me at your convenience."

April 9, 1990

Lower Thames Valley Conservation Authority  
"Please be advised that the Authority has no objections to the above plan.

"We note on page 16 that development in Special Policy Areas will require floodproofing. We are also very pleased that the City views storm water management as an important planning component of development in the quadrant."

April 9, 1990

Kent-Chatham Health Unit

"After reviewing the document, the only area I wish to comment on is the collection/disposal of solid waste (Section 2.3.2(d) Page 31.

In the past, we have dealt with situations where owners of residential developments have not provided a garbage bin or storage area for garbage, and require the tenants to keep the garbage in their residence until it's put out for collection. We find this rather unsatisfactory, especially in the summer months and feel that a proper storage area for garbage be provided, this could be a bin in the back of the property or a garbage room in the premises, either which should be properly cleaned and disinfected periodically.

May 22, 1990

## Union Gas

"Natural gas service is currently available in the immediate vicinity of the area comprised by the southwest quadrant. Gas service will be provided to any development provided it is economically feasible to do so."

May 28, 1990

The Corporation of the Township of Raleigh  
"The Council of the Township of Raleigh has now completed their review of the preliminary draft of the Southwest Quadrant Secondary Plan dated January 2, 1990, with regard to provisions for storm water discharge and they wish to make the following comments.

1. It is the position of the Township of Raleigh, with regard to storm water discharge and other matters into drains which outlet through the Township of Raleigh from the plan area as set out in figure 1 of the document, that the rate of flow into the existing municipal drains be no greater than the predevelopment rate of the flow.

2. The Township is opposed to any alterations to the Mud Creek Pump Station which would increase the rate of discharge of the pump, the increase in diameter of the overflow pipe or decrease in the elevation of the overflow pipe.

3. Chapter 4 of the document entitled "Secondary Plan", should be amended to include the following statement with respect to storm water discharge set out in paragraph 1 above.

4.3.8 Storm Water Discharge

In order to ensure that no development in the Southwest Quadrant shall have no adverse impact on adjoining municipalities or on their inhabitants, no development either by the City or by private developers will be permitted that will have the effect of increasing either the volumes or the rates of flow of storm water at the City limits.

4. Draft plan approval for subdivisions in the plan area should be conditional upon satisfying the principals set out in paragraphs 1 and 2 above.



May 28, 1990

The Corp. of the Township of Raleigh (Cont'd)

5. The Township is to be notified at the point of draft plan approval of all subdivisions regarding municipal drainage works that outlet into the Township of Raleigh.

6. With Keil Drive being extended to Indian Creek Road West, we feel there will be an increase in the traffic flow in excess of what the Township's area road system will be able to handle."

June 4, 1990

Ministry of Transportation

"We have reviewed this Secondary Plan and as the plan does not affect this Ministry's program, we have no comments to offer."

June 12, 1990

Ministry of Natural Resources

"Ministry of Natural Resources has reviewed the above-noted plan and have no comments or objections to the plan since it does not adversely affect our programs.

"However, this ministry has not addressed floodplain management policies. For comments concerning such matters contact should be made with Lower Thames Valley Conservation Authority. The L.T.V.C.A. will be able to address the Special Policy Area (S.P.A.) within the subject plan."

\* JOINT PUBLIC MEETING \*NOTICE OF PUBLIC MEETING  
CITY OF CHATHAM  
CITY COUNCIL AND PLANNING ADVISORY COMMITTEE

**DATE:** Monday, June 18, 1990  
**TIME:** 7:00 p.m.  
**LOCATION:** Council Chambers  
Civic Centre, 2nd Floor  
315 King Street West  
Chatham, Ontario

**PURPOSE:**

In order that sufficient information is made available to the public to understand generally the proposal, a Public Meeting is being held to describe and to receive submissions from interested groups and individuals related to the consideration of a new Zoning By-law covering the lands within the Southwest Quadrant, which is that area generally bounded by the Bloomfield Road, Park Avenue West, Indian Creek Road West and Wedgewood Avenue.

**BACKGROUND:**

The proposed new zoning for the Southwest Quadrant will implement the land use designations contained within the Secondary Plan, which is Amendment No. 46 to the Official Plan for the City of Chatham.

**RELATED APPLICATIONS:**

Amendment No. 46 to the City's Official Plan, referred to as the Secondary Plan for the Southwest Quadrant, has been prepared by the municipality to replace the Official Plan policies and land use designations for the lands within the subject area. This Official Plan Amendment will be considered in conjunction with the new Comprehensive Zoning By-law at the meeting as set out above.

**DETAILS:**

The new Zoning By-law describes uses and regulations for all lands within the Southwest Quadrant and is intended to replace the current Zoning By-law as it affects those lands. The new Zoning By-law is intended to implement the land use proposal contained within the Secondary Plan for the Southwest Quadrant, which is being considered by the municipality at the same meeting.

**FOR FURTHER INFORMATION:**

A Special Public Open House will be held on Wednesday, June 6, 1990, in Room 212, Civic Centre, from 3:00 p.m. to 8:00 p.m. The purpose of this Public Open House will be to allow for the public and affected property owners an opportunity to peruse the revised Secondary Plan and Zoning By-law Amendments prior to the Public Meeting on June 18, 1990.

For further information, contact the Planning Department at 436-3240, Third Floor, 315 King Street West, Chatham, Ontario, between 8:30 a.m. and 12:00 noon and 1:00 p.m. and 5:00 p.m.

Dated at the City of Chatham, this 25th day of May, 1990.

Corporation of the City of Chatham,  
Brian W. Knott,  
City Clerk,  
P.O. Box 640,  
Chatham, Ontario.  
N7M 5K8

2. (a) AMENDMENT NO. 46 TO THE OFFICIAL PLAN  
SECONDARY PLAN FOR THE SOUTHWEST QUADRANT

(b) COMPREHENSIVE ZONING BY-LAW AMENDMENT FOR  
THE SOUTHWEST QUADRANT

(i) Presentation by Administration

Ald. Watson referred to a communication that had been received by Council from Jodamar Properties Ltd., requesting that Council's consideration of the Secondary Plan be adjourned. Ald. Watson asked whether the presentation by Administration would be necessary if Council decided that the meeting should be adjourned as requested by Jodamar Properties. The Assistant Planning Director explained that he had planned to deal with the objection in the context of the overall plan and what it means for the overall planning area. He advised that Administration is recommending that Council not table the Official Plan Amendment.

Ald. Sulman and Ald. O'Rourke felt that Council should deal with the request for adjournment.

Ald. Sulman moved, Ald. O'Rourke seconded; "That Council deal with the matter of the request for adjournment. If Jodamar Properties is represented at this meeting, they should be asked whether they are requesting an adjournment, and to come forward to present their request; if they are not Council will hear the explanation by Administration before making a decision."

Motion Carried

Acting Mayor Arbour asked if there was a representative from Jodamar Properties Ltd. in attendance. No one came forward.

The City Manager advised that the solution to the problem would be to defer Jodamar's portion of the Plan because this would permit all of their objections to be dealt with, and allow the balance of the Plan to proceed. The City Manager advised that Administration would review both letters from Jodamar Properties so that Council is aware that what has transpired is not quite as shown in the letter.

Ald. O'Rourke noted the planning process that has been followed to date by Administration in the presentation of the Secondary Plan to the public, and he felt this procedure has given Jodamar Properties ample time to advise of their concerns.

The Assistant Planning Director explained the procedures that Administration has followed in meeting with developers and interested citizens. He advised that Administration has met with Jodamar on at least three occasions and that Jodamar has been shown the revised Plan, which now incorporates many if not all of the concerns expressed in the letter of May 17. These concerns have been accommodated as follows:

- "1. There is no access from our property directly onto Park Ave..."

In the revised plan, access to Park Avenue has been given, to Mr. O'Neill's satisfaction.

- "2. We would like to have access to the south-easterly half of the property directly from the front portion..."

Access to all Jodamar lands has been provided through the road system through the property.

- "3. "The commercial designation..."

The original Plan provided for Neighbourhood Commercial and Jodamar would like to have the flexibility to build single-family homes along the new access to Park Avenue. During a meeting with Jodamar, Administration suggested the Office Service category, which allows single-family homes in addition to office/medical office type of uses. In the future if he decides not to develop single-family homes, he could build a medical clinic or other office type structure. Jodamar indicated during this meeting that this was a fair solution, given that their own plans were not finalized as to whether they wanted single-family detached or office type service. The O/S category would provide for the required flexibility.

- "4. We request no mid-density housing be planned "backing up" to our property or adjoining property..."

At Jodamar's request Administration, with the agreement of the abutting land owner, removed the mid-density housing on Keil Drive and placed it over in another area. This not only satisfied Jodamar's request, but created a better plan.

- "5. There are several situations, according to the plan, that would allow a building lot to be placed partially on our property and a portion on another land owner's property..."

Internal street patterns now completely follow property boundaries, there are no occurrences where a lot would be shared.

- "6. We are active local developers and the proposed plan curtails us from development in this area..."

This planning issue again refers to access. The original Plan would have made Jodamar completely contingent on access going through another property. This concern has been accommodated.

- "7. The water shed areas are not acceptable. Locations and financial participation should be defined and agreed upon prior to a plan being implemented..."

The storm water detention area has been relocated, at the request of both Jodamar and Parkview Estates, to about one-third on Jodamar property and two-thirds on Parkview property in order that both lands can be self-contained units with a more immediate development response. Jodamar indicated that they are basically in agreement with this, provided the area is situated proportionately. Administration has refined the location so that there is a proportionate share.

The issue of financing the pump station is not a planning issue that can be covered in the Secondary Plan but is an item to be dealt with in a servicing agreement of subdivision.

- "8. We take exception to the handling of this matter in that the City is permitted to take one year doing their planning, meet with other property owners and not us;..."

The same procedure was followed for virtually every property owner and no favoritism was shown. The draft plan was released on March 21, and notification was given at the meeting to every property owner in terms of the process to be taken. Some land owners contacted Administration but Mr. O'Neill did not. He was the only property owner Administration consulted with that

Administration had to solicit in order to expedite the planning process. Other developers were encouraging Administration to adhere to the schedule which we did so there would be no criticism for delaying the process.

The Assistant Planning Director advised that Administration met at least three times with Jodamar representatives, and noted that Mr. O'Neill should have been familiar with the document he notes was hand-delivered to him on June 16th. The plans had been shown to him to explain the revisions relating to access, the moving of the storm water area and the medium density housing, and virtually every concern in his letter had been satisfied. The only outstanding concern is who is going to share in the agreement for a pump station. Can the City force an agreement between two land owners? Administration feels this is not a planning issue and should not be addressed by a Secondary Plan. It should be addressed at the servicing stage.

- "9. It will be necessary for any changes, modifications, timing agreements and payment participation to be confirmed in writing by the City..."

Administration's normal process is to provide developers with Council documents; this was done in prior meetings and the Staff Report was delivered on Saturday June 16.

- "10. Other issues and items of concern to us and not mentioned in this letter can be discussed at our meetings."

This is self-explanatory.

- "11. If necessary, we will take our objections to the O.M.B..."

That is the developer's right. His letter of June 18th is in response to the original Plan which from his perspective was unsatisfactory, including no access, medium density housing and an unsatisfactory storm water management facility. All planning concerns outlined in the May 17th letter have now been dealt with.

The issue of financial arrangements and cost-sharing is not a planning issue, and is therefore not addressed in the Secondary Plan. This principle applies to all land owners as well. In order to expedite the Plan, the planning issues for this property are self-contained and should be deferred from the Secondary Plan to allow the other properties to proceed forward to the Ministry.

Ald. Sulman felt that Council had now heard Administration's view on the correspondence from Jodamar Properties Ltd., and should proceed to hear the Presentation from Administration on the Secondary Plan for the Southwest Quadrant.

Enio Sullo, of E. P. Sullo and Associates Ltd., the agents and consulting engineers for several major property owners, asked to speak to Council. As his comments pertained to the application for adjournment, Council agreed to hear him.

Mr. Sullo explained that the land owners he represents have interest in the majority of the lands in the Southwest Quadrant. These land owners have worked very hard to have the Plan acceptable to everyone, and they would be extremely disappointed if the Plan were delayed at this stage.

Ald. Sulman noted that Council has heard an explanation from City Administration together with comments from Mr. Sullo, regarding the application for adjournment, but no representation was made by Jodamar Properties Ltd. although they were aware of the meeting.

Ald. Sulman moved, Ald. Mullaly seconded; "That the request for adjournment contained in the letter dated June 18 from Jodamar Properties Ltd. be denied, and that Council proceed to hear the Presentation from Administration on the Southwest Quadrant Secondary Plan."

Motion Carried

The Assistant Planning Director reviewed the following Planning Department Staff Report and Amendment 46 to the Official Plan for the Chatham Planning Area, (Secondary Plan for the Southwest Quadrant), with the assistance of maps and illustrations, including the Development Concept and Zoning documents.

CITY OF CHATHAM  
PLANNING DEPARTMENT

DATE: June 12, 1990  
TO: City Manager  
FROM: Assistant Planning Director  
RE: (A) OFFICIAL PLAN AMENDMENT NO. 46  
SECONDARY PLAN FOR THE SOUTHWEST QUADRANT  
(B) COMPREHENSIVE ZONING BY-LAW AMENDMENT FOR  
THE SOUTHWEST QUADRANT

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AIM:

To recommend the approval of the Official Plan and Comprehensive Zoning By-law Amendments to incorporate the Secondary Plan for the Southwest Quadrant into the Official Plan and Zoning By-law respectively.

DISCUSSION:

There are three documents attached to this report as follows:

- (a) An Administrative Report outlining the background and process undertaken to date in preparing the Secondary Plan and Zoning proposal for the Southwest Quadrant.
- (b) The proposed Official Plan Amendment No. 46 document to incorporate the Secondary Plan into the Official Plan, and
- (c) A map depicting the proposed Comprehensive Zoning By-law Amendment to implement the Secondary Plan in the Zoning By-law.

Administration will be presenting the details of each of these documents for the purpose of requesting Council's approval of Official Plan Amendment No. 46 and the Comprehensive Zoning By-law Amendment.

RECOMMENDATIONS:

1. That City Council adopt Amendment No. 46 (Secondary Plan for the Southwest Quadrant) to the Official Plan for the City of Chatham and submit it to the Minister of Municipal Affairs for approval.
2. That the Comprehensive Zoning By-law Amendment for the Secondary Plan for the Southwest Quadrant be approved.

Timothy B. Whitehead, M.C.I.P.      Hugh J. Thomas, P. Eng.  
Assistant Planning Director      City Manager

TEW/HJT/eh  
PLA114. (001)



CHATHAM PLANNING DEPARTMENT STAFF REPORT

June 13, 1990

1. SUBJECT:

Southwest Quadrant Secondary Plan and Related Official Plan Amendment and Zone Change Application:

O.P. Amendment No. 46 - Secondary Plan for the Southwest Quadrant. Comprehensive Zoning By-law Amendment: Secondary Plan for the Southwest Quadrant

Location:

Secondary Planning Area (see Appendix "D")

Official Plan Designation:

Present:

General Residential and Open Space

Proposed:

Low Density (Single-Family Detached), Medium Density Residential, Institutional, Open Space, Neighbourhood Commercial and Office/Service

Zoning Category:

Present:

(H-RL1, P1 & P2) Holding-Residential-First Low Density, Open Space and Park.

Proposed:

(RL1, RL1-2, RL1-E1, RM1, RM1-7, RM2, S, NC, O/S, P1 & P2) Residential-First Low Density, Residential-First Low Density Second, Special Residential-First Low Density Estate-First, Residential-First Medium Density, Residential-First Medium Density Seventh, Residential-Second Medium Density, Institutional, Neighbourhood Commercial, Office/Service, Open Space and Park.

2. NOTE:

The owners of the properties, and the Township of Raleigh have been mailed a copy of the Planning Department's Staff Report and have been invited to attend the City Council and Planning Advisory Committee Meeting of June 18, 1990, at 7:00 p.m. in the Council Chambers, Civic Centre, to consider these applications.

3. INTRODUCTION:

(a) Preface:

The subject before City Council relates to the Official Plan Amendment and corresponding Zoning By-law Amendment, which will incorporate the Secondary Plan for the Southwest Quadrant into the Official Plan and Comprehensive Zoning By-law of the City of Chatham.

The Official Plan Amendment is No. 46.

(b) Background:

The lands within the Southwest Quadrant are currently designated primarily General Residential in the Official Plan and (H-RL1) Holding-Residential-First Low Density in the Zoning By-law. They have been held from development because of major servicing constraints.

During 1989, Chatham City Council directed that a secondary planning program should be undertaken for the purpose of resolving the servicing constraints, as well as to provide guidance with respect to other issues, including housing and associated uses, transportation facilities and the impact of new development on adjacent areas.

(c) The Process to Date:

The initial drafts of the Secondary Plan and Background Report were prepared by an Interdepartmental Committee comprised of the City Manager and the Departments of Planning, Engineering, Building, Clerks and Parks and Recreation. As well, other Departments were consulted on particular issues. This occurred during the period September, 1989 - February, 1990.

The planning process for approval of the secondary planning program provided for meetings of Chatham City Council prior to the commencement of a public participation program during the period March - June, 1990. This program included landowners, government and other public agencies, as well as interested citizens. During this period, three Public Information/Drop-In Meetings were held as part of the public participation program. As well, landowners and government and public agencies were circulated copies of the Draft Secondary Plan.

3. (c) Since the initial Public Information Meeting on March 21, 1990, and the first Public Open House on April 4, 1990, City Administration has held a number of meetings with individual developers, as well as with other concerned citizens, in order to be in a position to prepare a revised Secondary Plan based on the comments received.

Around mid-May, Administration reminded area residents and affected landowners/developers, that May 18, 1990, was the last day to submit responses to the Draft Secondary Plan prior to it being revised.

On June 4, 1990, a revised Secondary Plan and corresponding zoning proposal were presented at another Public Open House. The purpose of this Open House was to give the public and landowners an opportunity to review the revised Secondary Plan and proposed zoning, prior to the Public Meeting of June 18, 1990.

(d) The Revised Secondary Plan:

The revised Secondary Plan, which was presented at the Public Open House on June 4, 1990, contains a number of changes from the original Draft Secondary Plan, which was presented to the public and landowners at the Public Information Meeting on March 21, 1990.

The most significant of these changes is the geographical relocation or transfer of the proposed medium density residential land uses, particularly along Bloomfield Road, to Howard Road. This relocation is considered to represent orderly planning and is deemed appropriate considering the negative reactions to the original proposal, which were received from the public and landowners during the months of April and May, 1990. The proposed location of medium density residential land uses along Bloomfield Road and along Keil Drive was considered to be inappropriate with established and proposed single family residential subdivisions in these areas.

The other significant changes from the initial Draft Secondary Plan include a revised system of collector roadways and relocated park and stormwater management facilities. The revised Secondary Plan provides each landowner with direct roadway access to their properties and the relocated park and stormwater management facilities will assist in the consolidation of the required land base for these facilities.

4. PLANNING COMMENTARY ON THE OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS:

(a) General:

Approval of Official Plan Amendments No. 46 will incorporate the land use designations and policies of the Southwest Quadrant Secondary Plan into the Official Plan of the City of Chatham. This will establish the development pattern for the southwest portion of the City in a comprehensive and forward-thinking manner.

The Comprehensive Zoning By-law Amendment will implement the land use designations of the Secondary Plan in the City's Zoning By-law. The proposed zoning (refer to Zoning Plate) represents a transition of zones from those of lower land use intensity to those of higher land use intensity, as established in the Secondary Plan.

For a more detailed commentary on the planning basis behind the proposed Official Plan and Zoning Amendment, the reader is directed to Appendix II - Background Report in Official Plan Amendment No. 46, as well as to the "Basis" section of the same document.

(b) Agency Comments:

Appendix "A" contains the responses received to date from public agencies which were circulated copies of the Secondary Plan.

It is noted that the Township of Raleigh's concerns respecting stormwater management have been addressed in the revised Secondary Plan by more clearly specifying the proposed stormwater management strategy for the southwest area. Policy 7.3.3(b) of the proposed Official Plan Amendment indicates that "the rate of flow of stormwater discharge into existing municipal drains will be no greater than the predevelopment rate of flow". Administration has discussed the revised Policy with Township Administration and this concern is now resolved.

The comments of the Kent-Chatham Health Unit respecting the collection and disposal of solid wastes in housing developments has been looked after by Policy 7.3.1(f), which requires no outside storage of refuse except in designated refuse storage areas.

The Lower Thames Valley Conservation Authority has expressed satisfaction with the stormwater management component of the Secondary Plan.

The Kent County Board of Education and Kent County Roman Catholic Separate School Board have given their concurrence to the proposed Secondary Plan.

4. (c) Public Comments:

As indicated earlier, the major concern raised by the public during the public participation program related to the location of medium density residential land uses adjacent to Bloomfield Road. This concern was raised by residents residing in the Willcox Street Subdivision and along Bloomfield Road.

The revised Secondary Plan and proposed zoning has very much taken into account the concerns expressed by these residents and, based on the recent public comments received during the Open House on June 6, 1990, the residents appear to be satisfied with the revised land use allocation.

For information, Appendix "B" contains the written comments received on the original Draft Secondary Plan and Appendix "C" contains the written comments received, to date, on the revised Secondary Plan. These comments were received at the Public Open Houses held on April 4, 1990 and June 6, 1990, respectively.

(d) Landowner and Developer Comments:

During the past 2 - 3 months, Administration has undertaken an extensive public participation and consultation process with the major landowners/developers in the area. These discussions have, for the most part, been positive in nature and the revised Secondary Plan generally reflects the results of this consultation process.

5. RECOMMENDATIONS:

1. That City Council adopt Amendment No. 46 (Secondary Plan for the Southwest Quadrant) to the Official Plan for the City of Chatham and submit it to the Minister of Municipal Affairs for approval.
2. That the Comprehensive Zone Change Amendment for the Secondary Plan for the Southwest Quadrant be approved.

Timothy B. Whitehead, M.C.I.P.  
Assistant Planning Director

Maxwell G. Howell  
Planning Director

John H. Oostveen, P. Eng.  
Building Engineer

Hugh Logan  
Director Culture & Recreation

Walter E. C. Coulter, P. Eng.  
City Engineer

Brian W. Knott  
Solicitor/Clerk

Hugh J. Thomas, P. Eng.  
City Manager

TBW:MGH:JHO:HL:WEOC:HJT:kc  
Attachments

PLA112 (001)

PLANNING DEPARTMENT

CITY OF CHATHAM

DATE: June 15, 1990  
TO: City Manager  
FROM: Assistant Planning Director  
RE: **SECONDARY PLAN UPDATE -  
CHATHAM DEVELOPMENTS LTD.  
BLOOMFIELD AND HOWARD ROADS**

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On Thursday, June 14, 1990, Administration received the attached letter written on behalf of Chatham Developments Limited, the owner of the lands located between Bloomfield Road and Howard Road. Their letter is self-explanatory with respect to their most recent position on the proposed Secondary Plan zoning for their property.

In summary, Chatham Development Ltd. is prepared to accept the proposed zoning for their entire holding provided it is adjusted so that the proposed 4 acres of Neighbourhood Commercial zoning, located at Park Avenue West/Howard Road, is totally fronting onto Park Avenue West. Presently, this 4 acre parcel fronts onto Park Avenue West and Howard Road. The attached maps depict the present zoning proposal as well as their new proposal.

Administration feels that this is a reasonable request that does not involve any deviation in the acreage of the zones involved. Only the road frontages and the orientation of the involved uses will change and the effect on surrounding land uses is considered minor. As such, Administration will be recommending that City Council support the request as a minor adjustment to the zoning proposal which has been forwarded with the Staff Report on the Secondary Plan.

Timothy B. Whitehead, M.C.I.P.  
Assistant Planning Director

Hugh J. Thomas, P. Eng.  
City Manager

TEW:HJT:kc  
Attachments  
PLA120(CO1)

The Assistant Planning Director explained many of the concerns of the citizens who attended the public meetings, including the relocation of medium-density housing, the shifting of the water management facilities and the collector road system. He outlined the changes that have been incorporated in the revised Plan as the result of the concerns expressed by Chatham residents and developers, and as the result of Administration's attempts to achieve broader planning principles in terms of the layout of the Southwest Quadrant.

The Assistant Planning Director advised that further requests and concerns have been received by Administration since the Reports were prepared.

Correspondence has been received on behalf of Chatham Developments Ltd. requesting that all Neighbourhood Commercial property front on Park Avenue West, and suggesting that the current boundary between R1 and NC at the corner of Park Avenue West and Howard Road be revised, so that Neighbourhood Commercial zoning fronts on Park Avenue West, and the R1 zoning fronts on the internal road.

He also explained that a communication has been received on behalf of Parkview Estates Corporation requesting a minor modification to the Plan to allow for ownership-type townhousing on 23 ft. lots, and this request will be accommodated through the addition of an R1-8 zone classification.

He noted that he had been contacted by a neighbourhood resident, Mr. Peter Baker of Park Avenue West, who advised that he would be objecting to the Plan and expressing his concerns relating to the access which was added at Jodamar's request, and to the overall traffic volumes. The Assistant Planning Director advised Mr. Baker that the 2- and 4-lane road system for Park Avenue was part of the overall Transportation Study for the City. He provided Mr. Baker with traffic counts for the Jodamar property, which amounted to approximately one car per minute during peak hour. Administration is recommending that this matter also be deferred from the Official Plan Amendment if Council chooses to approve it. These issues can be handled separately without delaying the balance of the Plan.

(ii) Presentation by Applicant

Enio Sullo of E. P. Sullo and Associates Ltd., explained that his firm acts as agents and consulting engineers for landowners representing approximately 330 acres of the property - Chatham Developments Limited whose land lies between Bloomfield Road and Howard Road; and Parkview Estates Corporation, owners of the property east of the Howard Road between Jodamar Properties and Howard Road, and to the west of the Jodamar property bordering Wedgewood and the Blythe Park area. He noted that the developers have no objections to the Plan, although not all of their requests have been satisfied.

(iii) Public Input

Don St. Pierre, Howard Road, expressed concern for the volume of traffic that would be travelling on Howard Road, questioned why more accesses are not available from Park Avenue, and asked for a further explanation of the zoning in the area. The Assistant Planning Director noted that attempts have been made to minimize the number of accesses onto Park Avenue, and explained the type of zoning and housing that will be permitted.

Barbara Clarke, 73 Marion Avenue, advised that the neighbourhood is objecting to the high density population in the area, and asked if consideration could be given to spreading out the multi-family housing, rather than the present concentration. Mrs. Clarke noted that the neighbourhood has previously appeared before Council to express their objection to the Knights of Columbus multi-family housing units. She also expressed concern for the impact on the existing neighbourhood, school over-crowding, and the safety of children in crossing an even busier Tweedsmuir Avenue to reach park property. She indicated, in reply to questioning by Ald. O'Rourke, that she had expressed her concerns during the public meeting held at John McGregor Secondary School.

Ald. Sulman, in noting Mrs. Clarke's concerns, questioned the Assistant Planning Director on the projected population for area and noted that at the present rate of growth in the City, it will take some time before this development would be completed.

George Laidlaw, 4 Francis Avenue, questioned the lot sizes, and expressed concern over the possibility of smaller lot sizes being applied for through the Committee of Adjustment, as has occurred in the area in the past.

Paula Beaudette, 747-807 Indian Creek Road West, questioned the reasoning for the larger lot size on Indian Creek Road. The Assistant Planning Director explained that this is to meet the demand in the City for larger lots. The larger house type of lot also continues the existing pattern along Indian Creek Road.

Ald. Lee asked if there is any possibility in reducing the density. The Assistant Planning Director explained the planning principles that have been used in the placing of the medium-density housing. He noted that the link housing and multi-family buildings had been located near Park

Avenue, an arterial roadway, and in close proximity to the school and church properties, open areas and along collector roads. He noted that considerable dialogue has taken place with the land owners and developers to get to this level. There were initial talks of high-rise buildings.

The Assistant Planning Director advised that a policy had been added to the Secondary Plan to show very clearly that specific density for these areas will be controlled at the zoning and site plan stages. He noted that there is a special policy to provide that no lot will be created through subdivision or severance that has a width/length ratio greater than 4:1; the length can't be greater than four times the width. He noted that the Separate School Board is planning to have their school constructed for 1994-1995, and have chosen a site where road access will be available, as not all roads will be constructed in the immediate future.

John Compton asked if there has been any discussion of phasing or staging of the area. The Assistant Planning Director explained that one of the planning principles used was to try to plan the area in a way to be as fair as possible to all developers in tying into utilities and services. Development is anticipated along Park Avenue in the short- to medium-term, and gradually expand through to the school areas and Howard Road; it is all contingent on the installation of the sanitary trunk.

Ald. Lee questioned the possibility of applications being made to the Committee of Adjustment. The Assistant Planning Director explained that the developers will be required to produce a draft subdivision plan for their entire landholding, with a policy permitting phased registration to allow phasing as the market permits. He felt that through the proposed policies, very few applications to the Committee of Adjustment would be necessary, however, planning input will be required there too.

(iv) Discussion

There was no discussion.



(v) Recommendations of Planning Advisory  
Committee

John Compton, on behalf of the Committee, commended the Planning Department for the work they had done on the Plan, and recommended to Council that the entire area as laid out in the Report from Administration be approved, subject to conditions set out at this meeting with respect to the addition of the RM 1 zone and the reorientation at the corner of Park Avenue and Howard Road.

(vi) Action by Council

Ald. O'Rourke moved, Ald. Watson seconded; "That Council ratify the decision of the Planning Advisory Committee, and proceed on the basis of the Committee's Recommendation, that the Minister be asked to defer the Jodamar and Baker portions of the property, and that the Plan be subject to the additional recommendations brought forward by Administration."

Motion Carried

Ald. O'Rourke, on behalf of Council, commended the Planning Department staff for the effort they have put into the Secondary Plan. Acting Mayor Arbour agreed they had done an excellent job.

3. (a) ZONE CHANGE APPLICATION 6/90/R  
990 RICHMOND STREET  
P.T.Y. PROPERTIES (KINGSWAY TRANSPORT)
- (b) SITE PLAN APPLICATION R/90/25  
(KINGSWAY TRANSPORT LIMITED)

(i) Presentation by Administration

The Planning Director briefly reviewed the Planning Department Staff Report with the assistance of overhead transparencies.