

**AMENDMENT No. 80 TO THE
OFFICIAL PLAN FOR THE
MUNICIPALITY OF CHATHAM-KENT**

CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT

BY-LAW NO. 29-2024

A BY-LAW TO ADOPT AMENDMENT NO. 80 TO THE OFFICIAL PLAN FOR THE
MUNICIPALITY OF CHATHAM-KENT

(Municipality of Chatham-Kent)


The Council of the Corporation of the Municipality of Chatham-Kent, in accordance with the provisions of Sections 17 and 21 of the Planning Act, hereby enacts as follows:

1. Amendment No. 80 to the Official Plan for the Municipality of Chatham-Kent consisting of the explanatory text, is hereby approved.
2. This by-law shall come into force and take effect on the day of the final passing thereof.

Read a First, Second and Third Time and Finally Passed This 18th Day of March, 2024.



MAYOR – Darrin Canniff



CLERK – Judy Smith

AMENDMENT No. 80
TO THE OFFICIAL PLAN FOR THE
MUNICIPALITY OF CHATHAM-KENT

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AMENDMENT No. 80 TO THE
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STATEMENT OF COMPONENTS

PART “A” - PREAMBLE does not constitute part of this amendment.

PART “B” - THE AMENDMENT consisting of the following text, one (1) map (entitled Schedule “1”), and the Wallaceburg South Side Secondary Plan to be adopted (entitled Schedule “2”), constitutes an amendment to the Official Plan for the Municipality of Chatham-Kent, namely Amendment No. 80 to the Official Plan for the Municipality of Chatham-Kent.

PART “C” - APPENDICES does not constitute part of this amendment. These appendices contain the background information and planning considerations associated with this amendment.

PART “A” - PREAMBLE

1. Purpose

The purpose of this amendment is to adopt the Wallaceburg South Side Secondary Plan, which is a plan to establish land use policies to guide new development within the planning area, as part of the Chatham-Kent Official Plan.

2. Location

The Wallaceburg South Side Secondary Plan planning area is bounded to the north by the Sydenham River, to the east by Murray Street, to the south by the Canadian National Railway corridor, and to the west by McNaughton Avenue.

3. Basis

In September 2020, Council initiated the Secondary Plan process for a portion of the south side of Wallaceburg.

The planning area consists of a small but historically significant part of the community’s downtown core, along with adjacent residential, commercial, institutional, recreational, and former industrial land uses.

The Secondary Plan process was initiated in recognition of the impacts that decades of economic decline have had on the vitality of the planning area, reflected in the numerous vacant and underutilized properties.

The overarching goal of the Secondary Plan process has been to create a vision and planning framework that can breathe new life into this once vibrant area, while identifying opportunities to replenish and increase the housing stock.

The Wallaceburg South Side Secondary Plan will set a vision for how the planning area can evolve over the next 22 years, with a planning horizon set for 2046.

PART “B” - THE AMENDMENT

All of this part of the document, entitled “Part B - The Amendment”, consisting of the following text, one (1) map (entitled Schedule “1”), and the South Side Secondary Plan (entitled Schedule “2”), together constitute Amendment No. 80 to the Chatham-Kent Official Plan.

Details of the Amendment:

Item 1:

Map Schedule “E6”, Community of Wallaceburg (Land Use Schedule), is amended by designating lands so depicted on the attached Map Schedule “1” as Site Specific Policy Area B.2.13.3.

Item 2:

A site specific policy is added to Section B.2.13, Secondary Planning Areas, to be worded as follows:

B.2.13.3 Wallaceburg South Side Secondary Plan

Item 3:

To adopt the Wallaceburg South Side Secondary Plan as part of the Official Plan under Section B.2.13, Secondary Planning Areas; and that the Secondary Plan that is attached as Schedule “2” is appended by the Concept Report, which supports the Secondary Plan.

PART C - APPENDICES

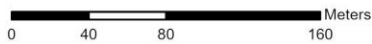
The following appendix does not constitute part of Amendment No. 80 to the Municipality of Chatham-Kent Official Plan, but is included for information supporting the amendment.

APPENDIX 1 - Planning Report dated February 29, 2024

SCHEDULE "1"



**Lands to be added to Site Specific Policy Area B.2.13.3,
Wallaceburg South Side Secondary Plan**



Schedule "2"

MARCH 2024

Wallaceburg South Side Secondary Plan

Official Plan Amendment
OPA 80

Contents:

- 1.0 Introduction
- 2.0 Process Goals
- 3.0 Vision, Guiding Principles, and Structures Overview
- 4.0 Interpretation
- 5.0 Implementation
- 6.0 General Policies
- 7.0 Activity Areas Structure
- 8.0 Mobility Network Structure
- 9.0 Parkland Network Structure
- 10.0 Land Use Designations Structure
- 11.0 Intensification Areas Structure
- 12.0 Additional Plans and Studies
- 13.0 Definitions

1.0 Introduction

1.1 The Wallaceburg South Side Secondary Plan has been developed to provide policy direction for the lands within the community of Wallaceburg bounded to the north by the Sydenham River, to the east by Murray Street, to the south by the Canadian National Railway corridor, and to the west by McNaughton Avenue. The Secondary Plan Area is indicated on Schedule 1. The extent of the boundary was determined based on natural and built features, and to include several municipally and privately-owned properties with significant development potential located next to the waterfront and railway corridor.

The vision, guiding principles, policies, and implementation elements contained within this Secondary Plan have been developed through an extensive and inclusive community engagement process initiated by the Municipality of Chatham-Kent (the Municipality) and reflect local aspirations for the future of the Secondary Plan Area with a planning horizon of 2046.

A Concept Report has been developed to support the Municipality and broader community with the implementation of this Secondary Plan, which provides additional information, photo references, and demonstration plans that indicate policy intent.

2.0 Process Goals

- 2.1 The goals of the Secondary Plan process have been to:
- a. Deliver an inclusive and accessible engagement process that provides participation opportunities for residents within the Secondary Plan Area and community-wide.
 - b. Identify a vision and guiding principles for the Secondary Plan Area that reflect local and community-wide needs, interests, and aspirations.
 - c. Establish a planning framework and land use plan for lands within the Secondary Plan Area to guide the development review process and ensure orderly development.
 - d. Identify efficient use of lands and new infrastructure and amenities to support residential growth.
 - e. Provide for an appropriate mix of land uses and housing typologies, and create new opportunities for attainable and *affordable housing* to be developed.
 - f. Identify, preserve, and enhance the existing character of the Secondary Plan Area, while also suggesting future character.
 - g. Respond to changing environmental and social conditions, challenges, and opportunities.

3.0 Vision, Guiding Principles, and Structures Overview

3.1 The vision for the Secondary Plan Area is as follows:

The Secondary Plan Area is envisioned as a welcoming, revitalized, attractive, and safe part of Wallaceburg’s community core that complements and supports the north side of downtown, while offering distinct amenities and experiences for residents and visitors.

As a part of the downtown area, commercial and cultural uses will continue to be supported within the Secondary Plan Area, while enhancements and new ways to support recreation and the arts are also explored. Residential uses will be intensified in ways that meet the community’s varied and growing housing needs, and redevelopment opportunities will be used to improve universal accessibility, walkability, and other facets of community sustainability.

The Secondary Plan Area will be designed to be ‘complete’ with the daily retail and wellness needs of residents met locally, or within close reach, and the area will be well connected to the rest of Wallaceburg through maintained bridges, safe and efficient roads, convenient public transit, and an enhanced active transportation network. The rich ecological and human histories of the area, and the diverse cultures and heritages of residents, will be acknowledged, celebrated, and conserved.

Residents will feel included and proud to call the Secondary Plan Area home. The broader community and tourists will feel encouraged to visit the area to enjoy its dynamic waterfront, inviting public spaces, and lively arts and cultural events.

3.2 A planning horizon of 2046 applies to the vision of this Secondary Plan with the intent of providing a long-term implementation goal for the evolution of land uses, development, and infrastructure within the Secondary Plan Area. Implementation is dependent on municipal capacity and resource availability and, as such, may extend beyond the intended timeline, particularly for actions and elements of greater complexity.

3.3 The vision for the Secondary Plan Area shall be supported by the following guiding principles:

- a. **Sustainability:** achieved through efficient land uses that meet the needs of current residents, while planning for future generations (placing climate change, land/resource availability, and affordability at the forefront of decisions).
- b. **Complete community:** achieved by providing a mix of land uses, building typologies, and amenities that are supported through safe and effective connectivity.
- c. **Inclusivity:** achieved through land uses and urban design that support and celebrate the diversity of residents through the 8-80-city approach (if the design works for 8 and 80 year olds, it will work for most people).

3.4 Five Structures have been developed to indicate the implementation elements intended to achieve the vision of this Secondary Plan. The Structures are listed below and are found on Schedules 2 to 6. Each Structure is guided by a high-level goal and has specific objectives, policies, and implementation and elements found in Sections 6 to 10 of this Secondary Plan.

Schedules:	Structures:	Goals:
Schedule 2	Activity Areas Structure	<i>Placeknowing and placemaking</i>
Schedule 3	Mobility Network Structure	Safety and connectivity
Schedule 4	Parkland Network Structure	Community wellness
Schedule 5	Land Use Designations Structure	Encouraging growth
Schedule 6	Intensification Areas Structure	Managing growth

4.0 Interpretation

- 4.1 For individual policies of this Secondary Plan to be properly interpreted, this document must be read in its entirety.
- 4.2 In the case of a conflict between policies of the Official Plan and this Secondary Plan, the policies of this Secondary Plan shall prevail.
- 4.3 In the case of conflict between the Secondary Plan and the Concept Report, the policies of this Secondary Plan shall prevail.

5.0 Implementation

- 5.1 The Municipality is encouraged to create an interdepartmental Implementation Plan to implement the vision and policies of this Secondary Plan.
- 5.2 In addition to the policies of this Secondary Plan, implementation shall be informed by the Concept Report developed to support this Secondary Plan.
- 5.3 Progress on implementation of this Secondary Plan shall be monitored and reported on in a publicly accessible format (e.g. a project webpage on the Municipality’s website).

6.0 General Policies

Land Administration

- 6.1 Efforts shall be made by the Municipality to acquire, and in some cases consolidate, the privately-owned land needed to create the community and neighbourhood-serving parks, facilities, and networks identified in the Structures of this Secondary Plan, featured on Schedules 2 to 6.
- 6.2 In some cases, the Municipality may need to gradually create and accumulate easements on private properties prior to pursuing land acquisitions in order to secure lands over time through the development review process. Easements shall be held until such time when resources are available to purchase lands and proceed with improvements.
- 6.3 Site Plan Control may be used in the Secondary Plan Area to ensure that prominent development projects align with the vision of this Secondary Plan, implemented through the Municipality's Site Plan Control By-law.
- 6.4 Holding provisions may be used in the Secondary Plan Area, implemented through the Zoning By-law, to:
 - a. Ensure that any property suspected of to have contamination be required to verify, through a qualified professional as defined by provincial legislation, whether soil remediation is required prior to development plans proceeding; and
 - b. Ensure that any necessary servicing and/or municipal works are in place prior to development proceeding.

Servicing and Street Capacity

- 6.5 Implementation elements on municipally-owned lands shall be coordinated with improvements to on-site and adjacent infrastructure for cost effectiveness and to limit community disruption and disturbance. Where possible, implementation elements shall be coordinated to align with the lifecycle replacement of infrastructure to optimize past investment.
- 6.6 Where the capacity of existing servicing and street infrastructure is inadequate to support proposed private development, the developer shall be required to provide infrastructure improvements to facilitate the proposed development. Cost sharing for infrastructure with the Municipality may be explored, where appropriate.

Railway Corridor Adjacent Lands

- 6.7 The railway corridor shall be protected from land uses and development proposed on adjacent lands that may compromise the future use of the corridor for freight or passenger travel.
- 6.8 Development shall be set back from the railway corridor in accordance with Federal and/or Provincial Guidelines, with the exception of the following uses:

- a. Railway corridor safety installations
 - b. Noise and vibration mitigation structures
 - c. Mobility infrastructure
 - d. Parkland
 - e. Auxiliary uses, such as parking, storage, and loading
- 6.9 Development proposed on lands adjacent to the railway corridor shall undertake a noise and vibration study in consultation with the railway operator, and to the satisfaction of the Municipality, and shall implement appropriate measures to mitigate adverse effects.
- 6.10 Where railway safety and noise and vibration mitigation structures, such as berms and noise walls, are installed, these shall be of high quality in their design and materials, and shall be designed by licensed engineers or other qualified professionals.
- 6.11 Mitigation structures shall be encouraged to be landscaped and opportunities for community murals shall be considered.
- 6.12 Graffiti shall be actively removed from mitigation structures.

Residential Development

- 6.13 A full range of housing options in terms of building type, unit size, tenure (including purpose-built rental units), affordability, and accessibility shall be provided within the Secondary Plan Area to accommodate a variety of household sizes, incomes, mobilities, and other needs and preferences.
- 6.14 Efforts shall be made to meet the following minimum targets for *affordable housing* and *universally accessible* housing within the Secondary Plan Area, and shall be amended to reflect higher standards that may be set for the community in future iterations of the Official Plan:
- a. 25% *affordable housing*, including 2% *supportive housing*
 - b. 20% *universally accessible* housing
- 6.15 Residential units shall be designed to include operable windows and private amenity features, such as balconies and terraces, to provide passive cooling options for residents of the development.

Residential Developments with 10 or More Units

- 6.16 To achieve a balanced mix of residential unit types and sizes, residential developments with 10 or more units shall include a mix of one, two, and three-bedroom units. Exceptions may be considered for *affordable housing* developments.
- 6.17 Residential developments with 10 or more units shall offer *universally accessible* units on the first storey at a rate no less than of 50% of the total number of first storey units.
- 6.18 Residential developments with 10 or more units shall be encouraged to feature a *green roof* to contribute to passive cooling of the building and urban environment, while also serving as an outdoor amenity space for residents of the development.

Place and Feature Naming

- 6.19 The Municipality is encouraged to integrate inclusive names for the naming or renaming of streets, buildings, bridges, parks, and other features that are within or intersect with the Secondary Plan Area, to contribute towards creating a downtown that is inclusive and representative of the diverse identities, histories, heritages, and cultures of resident groups, and particularly that of Indigenous residents.

7.0 Activity Areas Structure

Goal and Objectives

- 7.1 Schedule 2 indicates the Activity Areas Structure envisioned for the Secondary Plan Area. With the overall goal of supporting *placeknowing* and *placemaking*, implementation of the Activity Areas Structure shall occur in accordance with the following objectives:
- a. Reinforce and create new points of interest
 - b. Provide opportunities for outdoor recreation and wellness activities
 - c. Represent and celebrate diverse resident groups, histories, heritages, and cultures
 - d. Support the arts
 - e. Conserve built heritage
 - f. Attract local and broader community residents and visitors to enjoy the Secondary Plan Area

Activity Area A

- 7.2 Activity Area A is located next to the waterfront, extending from Murray Street to lands on the west side of McDougall Street. This area is envisioned for recreation and leisure use and shall be developed as a *community park* that absorbs Superior Marine Park. A mix of activity generating amenities that can support year-round passive and programmed outdoor activity shall be included in the design of this area.
- 7.3 Activity Area A shall be designed in close association with the *pedestrian*-focused promenade envisioned for Wallace Street and McDougall Street as part of Activity Area B.
- 7.4 The Mobility Network Structure and Parkland Network Structure contain additional policies on the design elements envisioned for Activity Area A.

Activity Area B

- 7.5 Activity Area B is located between Wallace Street and King Street and extends from Herbert Street to Bridge Street. This area is envisioned for community use and shall be developed for any of the following purposes:

- a. A public facility (e.g. library, seniors' centre, or other community use)
 - b. An arts facility
 - c. A cultural facility
- 7.6 The following uses shall be allowed within Activity Area B as complimentary secondary uses:
- a. A small *pedestrian*-oriented commercial space
 - b. Residential apartments above the first storey
- 7.7 Within Activity Area B, portions of Wallace Street (between Herbert Street and Bridge Street) and McDougall Street (between Wallace Street and King Street) shall be explored for *pedestrianization* to support outdoor community use (e.g. festivals, performances, and farmers' markets). These areas shall be designed and programmed in close association with the waterfront park identified in Activity Area A. Consideration shall be given to *universally accessible* design and for the inclusion of vendor utility connections. Travel access for vendor, maintenance, and emergency vehicles shall be retained.
- 7.8 The Mobility Network Structure contains additional policies on the design elements envisioned for Activity Area B.

Activity Area C

- 7.9 Activity Area C is located on the south side of King Street at Herbert Street and is comprised of the Secondary Plan Area's existing cultural points of interest, these being the Wallaceburg and District Museum, the museum's outdoor Agricultural Exhibit, and the Jeanne Gordon Hall. These facilities are encouraged to continue in their historical, heritage, and cultural roles, which serve as a draw for community members and tourists to visit the area.
- 7.10 Within Activity Area C, exploration for how existing facilities may be enhanced to support Wallaceburg's broader arts and cultural scene shall occur, and ideally before, or in tandem with, exploration of developing the new community use facility identified in Activity Area B.
- 7.11 The Municipality is encouraged to include lease requirements for the representation of Indigenous history, heritage, and culture in public facilities and spaces used for interpretative and educational purposes within Activity Area C, and to include similar requirements in any other leases created for these purposes within the Secondary Plan Area and broader community.

Activity Area D

- 7.12 Activity Area D is located on the north side of Queen Street at Herbert Street and consists of Water Tower Park and the adjacent greenspace. Water Tower Park is envisioned to remain a recreational area that features a *neighbourhood park* and shall continue to provide play opportunities for younger children.
- 7.13 The addition of a new splash pad in the greenspace adjacent to Water Tower Park shall be considered in tandem with the land use needs of the adjacent heritage and cultural uses located in Activity Area C.
- 7.14 The Parkland Network Structure contains additional policies on the design elements envisioned for Activity Area D.

Activity Area E

- 7.15 Activity Area E is located next to the railway corridor between Murray Street and lands adjacent to Minnie Street. This area is envisioned for recreational use and shall be developed as a parkland corridor anchored by a *neighbourhood park* located at the south end of the Herbert Street extension and a *parkette* located next to, or near, Murray Street.
- 7.16 The Parkland Network Structure contains additional policies on the design elements envisioned for Activity Area E.

Design, Programming, and Representation

- 7.17 The Municipality shall organize a Steering Committee for the planning, design, and programming of Activity Areas featuring cross-sectoral representation from the arts, culture, heritage, recreation, business, accessibility, and social service communities, and other sectors as needed. Invitation shall be made to include Indigenous Nations and organizations to participate, particularly for the planning and design of the public waterfront lands in Activity Area A, to ensure that Indigenous history, heritage, and culture are appropriately recognized and celebrated.
- 7.18 In particular, the Steering Committee shall oversee the development of a Master Plan for the design of Activity Area A and the adjacent *pedestrian* promenade in Activity Area B to ensure these spaces are jointly planned and are complementary to each other for supporting community events.
- 7.19 The Municipality is encouraged to feature public art in Activity Areas, including Indigenous and other cultural art. Public art may consist of permanent or temporary installations and may occur as sculptures, murals, architecture, landscaping, and any other creative forms suitable for the location and occasion. Installations may occur outdoors or indoors (e.g. within the reception areas of buildings).
- 7.20 The Municipality is encouraged to feature information on the ecological and human history of the Sydenham River, including Indigenous history, in outdoor public spaces through interpretive signage. This information may be coordinated with a downtown-wide strategy for revising and creating new interpretive signage on history, heritage, and culture.
- 7.21 The Municipality, through the Steering Committee, is encouraged to develop a Programming Plan that identifies events, such as festivals, performances, markets, and other types of gatherings, that can be coordinated within Activity Areas and ideally distributing events throughout the year.

Heritage Building Designations

- 7.22 The Municipality is encouraged to evaluate the following heritage buildings for potential designation, which are selected for their clustered location near a prominent intersection (Herbert Street/King Street/Wallace Street) and for their visibility from the *pedestrian* bridge, boats travelling on the Sydenham River, and the envisioned waterfront park:
- a. 505 King Street: constructed 1925-1926, this building was formerly used by Wallaceburg Hydro and is the site of Wallaceburg's first town hall

- b. 490 Wallace Street: constructed in 1919, this building is one of the oldest churches in Wallaceburg, built for the Reorganized Church of Latter Day Saints
 - c. 500 Wallace Street: constructed circa 1880, this building is Wallaceburg’s oldest surviving bank structure, first occupied by the Bank of Montreal
 - d. 510 Wallace Street: constructed circa 1880, this is one of the first commercial buildings to be constructed on the south side of the Sydenham River with former uses including a union hall, restaurant, and variety store, and the current use being residential apartments
- 7.23 Protecting the viewshed of priority heritage buildings from land, water, and the *pedestrian* bridge shall be considered in the development review process for properties located in the surrounding area, where feasible, to support the continued landmark and gateway functions of these significant buildings.

8.0 Mobility Network Structure

Goal and Objectives

- 8.1 Schedule 3 indicates the Mobility Network Structure envisioned for the Secondary Plan Area. With an overall goal of supporting safety and connectivity, implementation of this Structure shall occur in accordance with the following objectives:
- a. Improve connectivity for all transportation mode users (*pedestrians*, cyclists, motorists, and transit riders)
 - b. Increase the presence of *universally accessible* mobility infrastructure
 - c. Enhance the *pedestrian* experience
 - d. Create people-oriented streetscapes and streetspaces
 - e. Establish convenient crossings with suitable signalization
 - f. Enhance connections to the broader community mobility network
- 8.2 Design elements indicated in the Mobility Network Structure are conceptual and are subject to further study. This Structure may be refined through the implementation process and alternative improvements may be identified where they can offer safety, connectivity, and feasibility advantages.

Street Reconfigurations and Extensions

- 8.3 An intersection shall be considered to join King Street and Herbert Street with Wallace Street, introducing travel between these streets and supporting *pedestrianization* of the portion of Wallace Street between this new intersection and Bridge Street.
- 8.4 A design process shall be initiated to create a *pedestrian*-focused promenade, designed similar to a *woonerf*, on Wallace Street (between Herbert Street and Bridge Street) and on McDougall Street (between Wallace Street and King Street) to support programming associated with Activity Areas A, B, and C, identified on Schedule 2. The intent is for this promenade to be animated with community uses (e.g. festivals, farmers’ markets, performances, and pop-up events). The design of the promenade should allow flexibility

for the street to be *pedestrianized* on a continuous or occasional basis (e.g. a certain day or days of the week, month, or year), reflecting changing circumstances and needs of the community.

- 8.5 A design process to reconfigure Bridge Street and the portion of Wallace Street between Bridge Street and Murray Street into an elbowed configuration shall be initiated. Multiple street profile options shall be explored to determine the most suitable design. Potential configurations include a one-way profile exiting onto Murray Street, a one-way profile exiting onto King Street, and a two-way profile with a closure at Murray Street. Creating a *pedestrian*-oriented streetscape shall be a priority for this reconfiguration.
- 8.6 An extension of Herbert Street southwards and a new east-west connecting street to Minnie Street shall be explored to increase circulation in support of the residential intensification identified in Intensification Areas E and F on Schedule 6 and to support recreational use of the parkland corridor identified in Activity Area E on Schedule 2 and as parkland on Schedule 4.
- 8.7 The Municipality shall consider acquiring the privately-owned land that commences at Duke Street and runs parallel to Minnie Street to create a laneway that joins to the east-west connector envisioned between Minnie Street and Herbert Street. Narrow in width, the northern portion of this laneway may be reserved for *pedestrian* and cyclist use, while the southern portion may be developed to additionally accommodate vehicle use. The intent is to provide a mid-block active transportation connector along with rear vehicle access and parking for properties facing onto Minnie Street. A decision on this laneway should occur in tandem with development plans for Intensification Area E identified on Schedule 6.
- 8.8 A design process to create a laneway between Bruce Street and Bridge Street shall be initiated with consideration for one and two-way profile options. The intent is to provide vehicle access for rear parking on properties that face onto Wallace Street and King Street, identified as part of Intensification Area D on Schedule 6.

Speed Limits

- 8.9 The Community Safety Zone shall be extended to include the area of Queen Street adjacent to Water Tower Park and a portion of Queen Street east of the park. The speed limit of the Community Safety Zone may be reduced from 40 to 30 km/hr.
- 8.10 The speed limit outside of the Community Safety Zone may be reduced from 50 to 40 km/hr.

Streetscapes

- 8.11 A “*complete streets*” approach shall be used for the design of improvements to existing streets and proposed new streets. Improvements within the right-of-way of both existing and new streets shall include features to support *pedestrians*, *cyclists*, *transit riders*, and *shared mobility users*, where appropriate and feasible.
- 8.12 Streetscapes shall be designed to be inviting spaces for *pedestrians* and *cyclists* and shall encourage active transportation as a desirable choice for moving to, from, and throughout the Secondary Plan Area.
- 8.13 Streetscapes shall be designed to provide features and amenities for *pedestrians* of all abilities, including

but not limited to *universally accessible* sidewalks, painted and protected crossings, pavement markings, sidewalk bump-outs, and seating.

- 8.14 Streets shall be designed to be *universally accessible* with continuous paths of travel for *pedestrians* that provide connections to the surrounding mobility network.
- 8.15 Rural road features, such as bioswales, may be considered for addressing storm water management but shall not be used where they compromise the *universally accessible* design of *pedestrian* connections.
- 8.16 New development shall support active transportation through *pedestrian* and cycling connections internal to the property for use by the residents of, and visitors to, the property.
- 8.17 New development shall retain and protect existing healthy mature trees, where possible, and contribute towards increasing tree canopy coverage for the comfort of *pedestrians*, in particular consideration of climate change mitigation and adaptation.
- 8.18 Landscaping areas within streetscapes shall be designed with optimized soil volumes to support healthy tree root systems.

Parking

- 8.19 To limit parking next to the waterfront, off-site parking may occur on the south side of Wallace Street to accompany new residential development on the north side of Wallace Street. This includes, but is not limited to, the parking location identified in Intensification Area D on Schedule 6.
- 8.20 Lands used for off-site parking shall be titled in the same ownership as the property proposed for development and shall be located within 40 m of the development property. Mid-block crossings may be explored to support the *pedestrian* connection between the development property and the off-site parking area.
- 8.21 Public and private parking facilities shall generally be located above ground to reduce the risk of personal injury and property damage associated with flood hazard, particularly in consideration of a changing climate and environmental conditions. Below ground parking shall generally be discouraged but may be considered where supported through geotechnical and engineering studies to minimize risk.
- 8.22 The parking requirement for multiple dwelling developments over eight units, implemented through the Zoning By-law, shall be reduced to one parking space per residential unit. All other parking requirements applicable to residential development shall continue to apply. The parking requirement applicable to *affordable housing* may be considered for further reduction, where appropriate.

Boardwalk and Connectors

- 8.23 The waterfront boardwalk shall be extended at its east and west ends to create a throughway for *pedestrians* and cyclists with enhanced connectivity to the *pedestrian* bridge, Murray Street bridge, and Wallace Street.

- 8.24 Once connections are complete for the boardwalk, the Trans Canada Trail shall be relocated from Wallace Street to the waterfront. This change shall be reflected in the Municipality’s online mapping and in future maps created by the Municipality.
- 8.25 Paved connectors leading to and from the boardwalk shall be developed, reflecting observed paths of travel.

Multi-use Path

- 8.26 A multi-use path shall be developed in the area adjacent to the railway corridor identified as Activity Area E on Schedule 2 and as parkland on Schedule 4. Eventually, this path could connect to McNaughton Avenue partially achieved through land acquisitions.

Cycling Routes

- 8.27 Murray Street, King Street, Gillard Street, Herbert Street, and McDougall Street shall continue to be prioritized as cycling routes in the local and community-wide cycling network. The western portion of Wallace Street and the southern portion of Herbert Street shall additionally be prioritized, following street extension.
- 8.28 Efforts shall be made to fill the connection gaps in cycling infrastructure along McNaughton Avenue.
- 8.29 Protected crossings shall be considered at locations where prioritized cycling routes cross Murray Street and McNaughton Avenue.

Transit

- 8.30 Interurban bus transit stops shall be added on McNaughton Avenue with the preferred locations being near the intersection with Gillard Street. Local bus transit virtual stops may additionally be added, with the preferred locations being near the intersection of Duke Street and Herbert Street.

9.0 Parkland Network Structure

Goal and Objectives

- 9.1 Schedule 4 indicates the Parkland Network Structure envisioned for the Secondary Plan Area. With an overall goal of supporting community wellness, implementation of this Structure shall occur in accordance with the following objectives:

- a. Optimize existing parkland and greenspace through enhancements and public/private partnership
- b. Expand parkland infrastructure
- c. Create *universally accessible* outdoor amenities that are inclusive for a wide range of ages, abilities, and mobilities
- d. Support passive and active recreational activity and programming, year round

Scale, Location, and Design

- 9.2 The Municipality shall strive to add approximately 1.4 hectares of new parkland to the Secondary Plan Area, as a fundamental implementation element for supporting residential growth and community sustainability.
- 9.3 The Municipality shall consider new *parkettes* smaller than 0.5 hectares within the Secondary Plan Area, where these *parkettes* are connected by a public trail (e.g. in the railway corridor adjacent parkland) to form part of a larger contiguous parkland area, or where a new *parkette* is developed as an extension of an existing parkland area.
- 9.4 The Parkland Network Structure indicates the preferred placement of parkland in the Secondary Plan Area with consideration given to visibility, connections, corridor anchors, and a 400 m resident service radius (approximately a 5-minute walk).
- 9.5 Flexibility may be allowed in the placement of the Murray Street *parkette* to accommodate development plans. Proposed development plans shall indicate a suitable connection for the active transportation corridor located adjacent to the railway corridor linking it to the cycling network at, or near, the intersection of Duke Street and Murray Street.
- 9.6 A comfortable user experience shall be promoted on parkland that is supported by elements such as seating, trees, shade structures, public washrooms, waste receptacles, and drinking water fountains, where appropriate.
- 9.7 Parkland shall support climate change mitigation and resiliency by including trees and landscaping that contribute to carbon sequestration, and that offer shading and cooling of the urban environment. These elements shall be suitably combined with open areas intended for community programming.
- 9.8 Parkland and all associated public trails and facilities shall be designed in accordance with Section 80 of the *Design of Public Spaces Standards within the Integrated Accessibility Standards of the Accessibility for Ontarians with Disabilities Act 2005*, and future iterations of this Act.

Waterfront Park

- 9.9 The waterfront parkland envisioned in Activity Area A of Schedule 2 and on Schedule 4 shall be developed as a *community park*. A mix of amenities shall be included in the design to support year-round passive and programmed outdoor activity, such as:
- a. A small amphitheatre
 - b. A skating rink or path

- c. A washroom building
- d. Art installations
- e. An interactive water feature (differentiated from a splash pad in its focus on landscape, art, and/or architecture)
- f. Naturalized landscaping that can also function as play features and seating

Water Tower Park Enhancement and Expansion

- 9.10 The parkland envisioned in Activity Area D of Schedule 2 and on Schedule 4 consists of Water Tower Park and the adjacent greenspace. Water Tower Park shall remain as a *neighbourhood park* that provides play opportunities for younger children. The following new features may be included during park renewal:
- a. Seating
 - b. Trees and other shade providing features
 - c. A playground designed with considerations for *universally accessible* play features, reflecting the varied abilities and mobilities of children and caregivers
 - d. Climate/temperature appropriate play equipment (e.g. plastic instead of metal slide)
- 9.11 The addition of a new splash pad in the greenspace adjacent to Water Tower Park shall be considered in tandem with the land use needs of the adjacent heritage and cultural uses located in Activity Area C, and with operational considerations for the municipal utility buildings in this area. Opportunities to consolidate vehicle access points should be explored to optimize design.

Sports Field Agreement

- 9.12 The Municipality shall be encouraged to explore a partnership with the owner of 430 King Street to provide public access to the sports field located on the property. This agreement may be best suited for scheduled use by leagues and associations, and may include municipal responsibilities for the maintenance of the field.

Railway Corridor Adjacent Park

- 9.13 The parkland adjacent to the railway corridor envisioned in Activity Area E of Schedule 2 and on Schedule 4 is located between Murray Street and land on the west side of Minnie Street. This area is intended to serve as a recreation corridor anchored by a *neighbourhood park* at the south end of the Herbert Street extension and a *parkette* next to, or near, Murray Street. Design elements of this parkland shall include a paved multi-use path and may include the following additional design elements:
- a. A playground
 - b. Outdoor fitness stations
 - c. Trees
 - d. Naturalized landscaping
 - e. Seating

- 9.14 The multi-use path within the railway corridor adjacent parkland shall be designed to have a suitable connection to Murray Street. The Municipality shall additionally consider extending the multi-use path to connect to McNaughton Avenue, requiring land acquisitions.

Parkland and Cash-in-lieu Dedications

- 9.15 The Municipality may create new parkland through land dedications, cash-in-lieu of land dedications, land swaps, capital reserves, and funding received from senior levels of government.
- 9.16 Cash-in-lieu of parkland dedication shall not be accepted by the Municipality as a contribution method from properties within which new parkland has been identified on the Parkland Network Structure on Schedule 4.
- 9.17 Cash-in-lieu of parkland dedication accepted by the Municipality shall be used to create parkland specifically within the Secondary Plan Area.
- 9.18 Cash-in-lieu accepted from developments outside of the Secondary Plan Area may be used to create parkland within the Secondary Plan Area.

10.0 Land Use Designations Structure

Goal and Objectives

- 10.1 Schedule 5 indicates the Land Use Designations Structure applicable to the Secondary Plan Area. With an overall goal of encouraging growth, implementation of this Structure shall occur in accordance with the following objectives:
- a. Provide land use designations that reflect the continuing historic character and newer residential land uses of some areas
 - b. Provide land use designations that can contribute towards to increasing residential land supply and creating development opportunities to meet current and projected housing needs
 - c. Provide policy direction that promotes a balanced mix of land uses

Amendment Areas

- 10.2 The Official Plan is amended by changing the land use designations of the following Amendment Areas indicated on Schedule 5 of this Secondary Plan:
- a. **Amendment Area A** is redesignated from Residential Area to Downtown/Main Street Area, reflecting the community serving function of this area’s current and envisioned land uses and the heritage character of the built form. The intent is to conserve and expand the Downtown/Main Street Area

designation to recognize and maintain the historical connection between the north and south sides of downtown.

- b. **Amendment Area B** is redesignated from Residential Area to Downtown/Main Street Area to reflect the community-serving function of the boardwalk and the envisioned extension of the boardwalk to Wallace Street at Murray Street.
- c. **Amendment Area C** is redesignated from Downtown/Main Street Area to Residential Area, reflecting the predominantly residential use envisioned for this area and reflecting the area’s relationship with the residential character present to the east.
- d. **Amendment Area D** is redesignated from Employment Area to Residential Area to reflect the residential and parkland corridor uses envisioned for this area. Consideration may be given to alternatively creating a *community park*, public recreation facility, or institutional facility, reflecting the potential for residential use restrictions associated with potential contamination from historical industrial and transportation uses in this area.

Non-amendment Areas

- 10.3 For properties designated Downtown Area located outside of the indicated Amendment Areas, the standard policies of the Official Plan for this designation shall apply.
- 10.4 For properties designated Residential Area located outside of the indicated Amendment Areas, the standard policies of the Official Plan for this designation shall apply.

11.0 Intensification Areas Structure

Goal and Objectives

- 11.1 Schedule 6 indicates the Intensification Areas Structure envisioned for the Secondary Plan Area. With an overall goal of managing growth, implementation of this Structure shall occur in accordance with the following objectives:
 - a. Efficiently use existing land assets
 - b. Address current housing needs and prepare for projected housing needs
 - c. Encourage new residential development that is compatible with existing, lower density development
 - d. Encourage denser forms of residential development to support affordability, walkability, and sustainability
 - e. Create *universally accessible* housing opportunities for residents with a range of abilities
 - f. Create housing for a range of household sizes

- g. Encourage developments to include on-site amenities and features that support climate change adaptation
- h. Create opportunities for *pedestrian*-oriented commercial uses

Intensification Area A

11.2 Intensification Area A is located between Wallace Street and King Street, next to Bridge Street. This area is envisioned for the development of a community, arts, and/or cultural use facility, with complementary secondary uses. The area shall be developed as follows:

- a. Property consolidations shall ideally be pursued to optimize development potential
- b. The first storey shall be used for community, arts, and/or cultural purposes
- c. A small, *pedestrian*-oriented commercial space may also occur on the first storey fronting onto Wallace Street
- d. Residential apartments may occur above the first storey
- e. Residential use shall be low to medium density, not exceeding 75 units per net hectare
- f. Four storeys shall be the maximum height
- g. For a community facility, all floors shall be *universally accessible* and a community meeting room and washroom shall be provided on the first storey
- h. Buildings shall be located at, or close to, the property boundary at Wallace Street
- i. Built character shall reflect the historic main street character of the north side of downtown, with similar horizontal and vertical articulations
- j. Use of brick exterior shall be encouraged
- k. A high proportion of glazing shall be encouraged for the first storey
- l. Parking shall be encouraged to be located at the rear of the building, accessed from King Street and potentially also from Bridge Street
- m. Site Plan Control shall apply

Intensification Area B

11.3 Intensification Area B is located on the north side of Wallace Street, next to Bridge Street. This area is envisioned for mixed commercial/residential use and shall be developed as follows:

- a. A property boundary realignment shall be pursued to accommodate the adjacent parkland connecting to Wallace Street
- b. Residential use shall be high density, with a minimum of 76 units per net hectare to an increased maximum of 170 units per net hectare
- c. Four storeys shall be the maximum height
- d. A *pedestrian*-oriented commercial space (e.g. coffee shop, kayak rental store) shall occupy 50% of the first storey and shall be oriented towards the waterfront park
- e. The character of the development shall be consistent with the surrounding residential character
- f. Parking shall be screened from view from the waterfront, with carport design encouraged
- g. Off-site parking shall be encouraged to reduce vehicle presence next to the waterfront
- h. Parking for *pedestrian*-oriented commercial space shall not be required
- i. Polices for residential developments with 10 or more units shall apply

- j. Site Plan Control shall apply

Intensification Area C

- 11.4 Intensification Area C is located on the north side of Wallace Street, near Murray Street. This area is envisioned for high density residential use and shall be developed as follows:
- a. A property boundary realignment shall be pursued to allow for an *universally accessible* boardwalk connection to be developed to Wallace Street at Murray Street
 - b. Residential use shall be high density, with a minimum of 76 units per net hectare to an increased maximum of 170 units per net hectare
 - c. Four storeys shall be the maximum height
 - d. The character of the development shall be consistent with the surrounding residential character
 - e. Parking shall be screened from view from the waterfront, with carport design encouraged
 - f. Off-site parking shall be encouraged on the south side of Wallace Street to reduce vehicle presence next to the waterfront
 - g. A marked *pedestrian* crossing between the area and off-site parking may be explored
 - h. Polices for residential developments with 10 or more units shall apply
 - i. Site Plan Control shall apply

Intensification Area D

- 11.5 Intensification Area D is located between Wallace Street, Murray Street, King Street, and Bridge Street. This area is envisioned for medium density residential use that occurs through gradual housing renewal on individual, or potentially consolidated, properties, and shall be developed as follows:
- a. Three storeys shall be the maximum height
 - b. Three dwelling units per property shall be the minimum residential requirement for stand-alone residential development
 - c. Four dwelling units shall be the maximum residential allowance
 - d. Commercial uses shall continue to be allowed
 - e. A laneway from Bruce Street to Bridge Street may be developed to provide parking access at the rear of properties
 - f. Driveway access at the front of properties shall be discouraged
 - g. Site Plan Control shall apply

Intensification Area E

- 11.6 Intensification Area E, located at 55 Minnie Street, is envisioned for medium density mixed (affordable/market) residential use and shall be developed as follows:
- a. A property boundary realignment shall be pursued to accommodate the east-west connector between Minnie Street and Herbert Street
 - b. Residential use shall be medium density, with a minimum of 26 units per net hectare and a maximum of 75 units per net hectare (ideally the higher end of this category will be achieved)

- c. Development shall be primarily oriented towards Herbert Street and the connector to Minnie Street
- d. Residential properties may be created facing Minnie Street, or this area may be developed for an on-site amenity (e.g. private or public community garden)
- e. Four storeys shall be the maximum height, excluding development facing Minnie Street for which 3 storeys shall be the maximum height
- f. A mix of affordable and market rental units shall ideally be provided
- g. One bedroom dwelling units shall be developed
- h. Two and three-bedroom units may additionally be considered, depending on community needs
- i. Policies for residential developments with 10 or more units shall apply, with exception considered for unit types based on service needs
- j. Ground level outdoor amenity space shall be encouraged
- k. A laneway may developed
- l. Site Plan Control shall apply

Intensification Area F

- 11.7 Intensification Area F is located at 447/601 Duke Street. This property shall be diligently tested for contamination associated with former industrial and transportation uses prior to establishing a new land use. If determined to be contaminated, a Holding Provision shall apply until the lands have been adequately remediated prior to development approvals.
- 11.8 Intensification Area F is envisioned for high density residential development. If this land use is pursued, it shall be developed as follows:
- a. A property boundary realignment shall be pursued to accommodate the extension of Herbert Street and the creation of parkland adjacent to the railway corridor
 - b. Residential use shall be high density, not exceeding 170 units per net hectare
 - c. Development shall be a mix of townhouses and apartments, with townhouses oriented towards Duke Street
 - d. Other housing forms may additionally be developed
 - e. Five storeys shall be the maximum height
 - f. Three storeys shall be the maximum height facing Duke Street, with exception near Murray Street where a maximum of five storeys may be considered
 - g. Outdoor amenity space for use by residents of the property, and potentially the broader community, shall be encouraged
 - h. Policies for residential developments with 10 or more units shall apply
 - i. Site Plan Control shall apply
- 11.9 As an alternative to the preferred residential land use envisioned for Intensification Area F, recreational or institutional use may be considered for this area depending on the achieved level of soil safety and future assessment of Wallaceburg's recreational and institutional needs. Planning for a new institutional use shall be coordinated with, or following, planning for Activity Area B on Schedule 2, which shall be prioritized for the location of a new community use building.

12.0 Additional Plans and Studies

- 12.1 The Municipality shall undertake traffic, cycling, signalization, transit, and any other assessments deemed necessary to confirm the feasibility and appropriateness of the implementation elements identified in the Mobility Network Structure on Schedule 3.
- 12.2 The Municipality shall undertake heritage evaluation assessments for each of the buildings identified for potential heritage designation, prior to considering these resources for designation.
- 12.3 The Municipality is encouraged to develop a heritage, arts, and culture strategy for the broader downtown area that includes Indigenous representation and identifies revisions and additions needed to the interpretive information featured on plaques and in history exhibits.
- 12.4 The Municipality is encouraged to review the property tax refund available to owners of municipally designated heritage buildings to potentially increase the refund available for further incentivization of the designation process, particularly in the downtown area.
- 12.5 The Municipality is encouraged to review the Community Improvement Plan to potentially increase the grant available to private developers for the creation of new *affordable housing* units, particularly in the downtown area.
- 12.6 The Municipality is encouraged to develop a tree canopy goal for the community, and especially for the downtown area, reflecting that as climate change progresses, trees will play an increasing essential role in the shading and cooling of the urban area.
- 12.7 The Municipality is encouraged to develop a Sanitation and Pollution Reduction Plan to address the litter that washes into the Sydenham River. Consideration for enhancing the filtration ability of storm water collection infrastructure may be considered as part of this plan, along with improvements to public waste collection facilities, particularly along the waterfront.
- 12.8 The Municipality is encouraged to explore policy implementation through creating Zoning By-law requirements for multiple dwelling unit developments that address the provision of on-site amenity spaces and *universally accessible* units, meeting the federal standards set by Accessibility Standards Canada.

13.0 Definitions

Affordable housing: refers to rental and ownership housing in the affordable range, as currently defined in the Official Plan. Affordable rental housing is housing where monthly rental costs (excluding utilities) do not exceed 30% of the tenant’s gross monthly income and is rented at, or below, the average market rent for a rental unit in Chatham-Kent. Affordable ownership housing is housing where monthly housing expenses (including mortgage principle, interest, and property tax, but excluding insurance and utilities expense) do not exceed 30% of gross

monthly household income, and where the purchase price is at least 10% below the average purchase price of a home in Chatham-Kent.

Community park: as similarly defined in the Official Plan, refers to parkland designed to provide a large open space for meeting the outdoor recreational needs of residents within a cluster of neighbourhoods. Community parks are multipurpose and offer passive and active recreation areas for both programmed and non-programmed use, year-round. Goals for community parks include being well connected to the surrounding neighbourhood in the form of walkways and trails.

Complete streets: refers to streets that are designed to be safe for all users, including *pedestrians*, cyclists, transit users, motorists, and people of varying ages, abilities, and mobilities. Complete streets typically include features such as *universally accessible* sidewalks, painted and protected crossings, pavement markings, and sidewalk bump-outs to shorten crossing distances. Complete streets also include features such as street furniture, trees, landscaping, utilities, and stormwater management.

Green roof: the roof of a building partially or completely covered in vegetation planted in a growing medium over a waterproof membrane. Vegetation may additionally, but not entirely, be contained in pots.

Neighbourhood park: as similarly defined in the Official Plan, refers to parkland that satisfies the open space and recreational needs of one or two neighbourhoods, with a service radius of a five to ten minute walking distance, and accommodating passive and active uses.

Parkette: as similarly defined in the Official Plan, refers to parkland that serves as a small open space, typically with landscaping and generally used for leisure, passive rest, and commemoration.

Pedestrian: refers to a person traveling by walking or with the use of a mobility aid, such as a walker, wheelchair, or motorized chair.

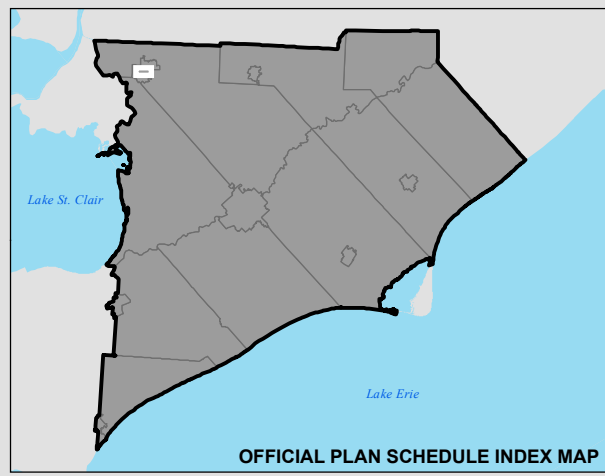
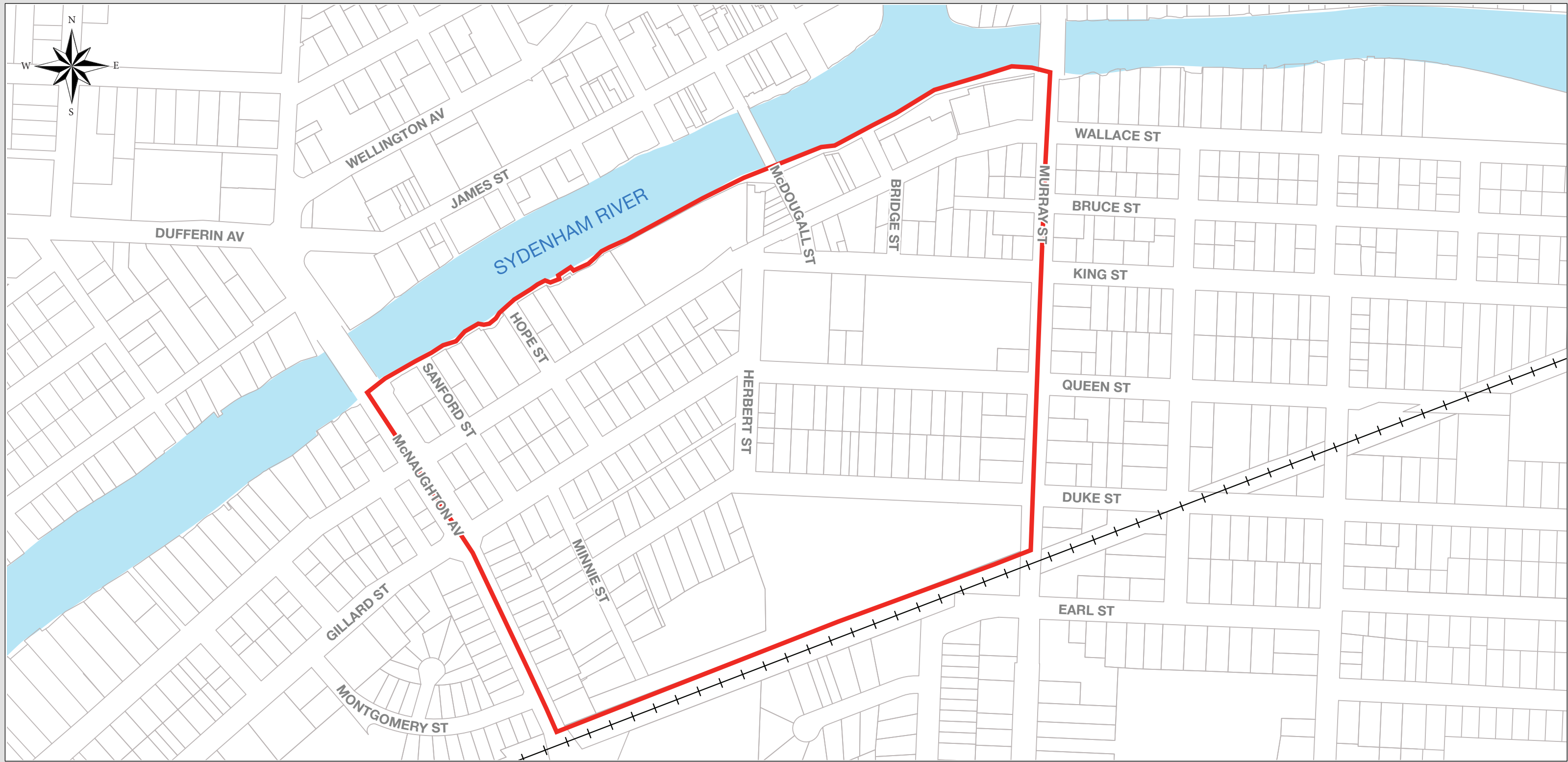
Placeknowing: refers to the understanding and acknowledgement that a place may already have an identity based on the historical and present-day use of the area. Placeknowing shares the same conceptual framework as placemaking, but with emphasis on Indigenous identity within a cultural landscape.

Placemaking: refers to the planning, design, and management of public spaces in ways that enhance the urban experience and promote the wellbeing, safety, and sense of belonging of residents. Placemaking is also used to create gateways, provide amenities, and attract visitors to an area.

Supportive housing: refers to housing facilities that provide emergency shelter beds, transitional units, group homes, housing for people with disabilities (mental, physical, and/developmental) and addictions, and facilities that provide care for seniors. Various levels of staffed support are typically provided on site. Supportive housing is often focused on resident rehabilitation and community integration.

Universally accessible: refers to a space, feature, facility, element, site, environment, etc., designed with the necessary characteristics for it to be entered, exited, and used by people, including those with physical, sensory, communication, or cognitive disabilities, with or without the use of mobility aids, such as a walker, wheelchair, or motorized chair. The broad goal of universally accessible urban design is inclusionary use by all people, to the greatest extent possible.

Woonerf: translated from Dutch as “living street”, refers to a street designed to be a people-friendly open space that is shared by *pedestrians*, cyclists, and motorists moving at slow speeds. A woonerf employs traffic strategies and low speeds to force drivers to slow down and safely share street space without separation by raised curbs.



- LEGEND**
- Base Map:**
- Secondary Plan Area
 - Property Line
 - Railway

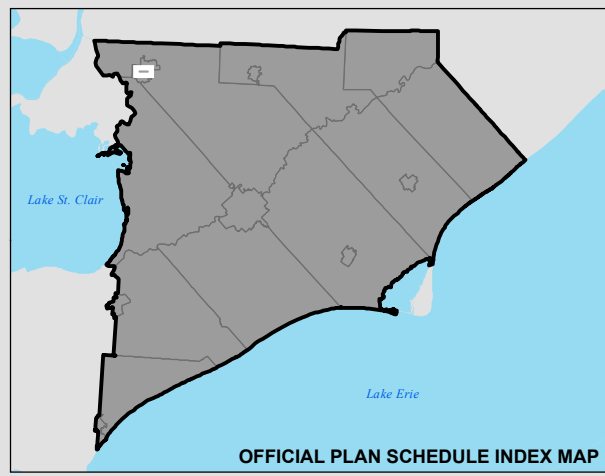
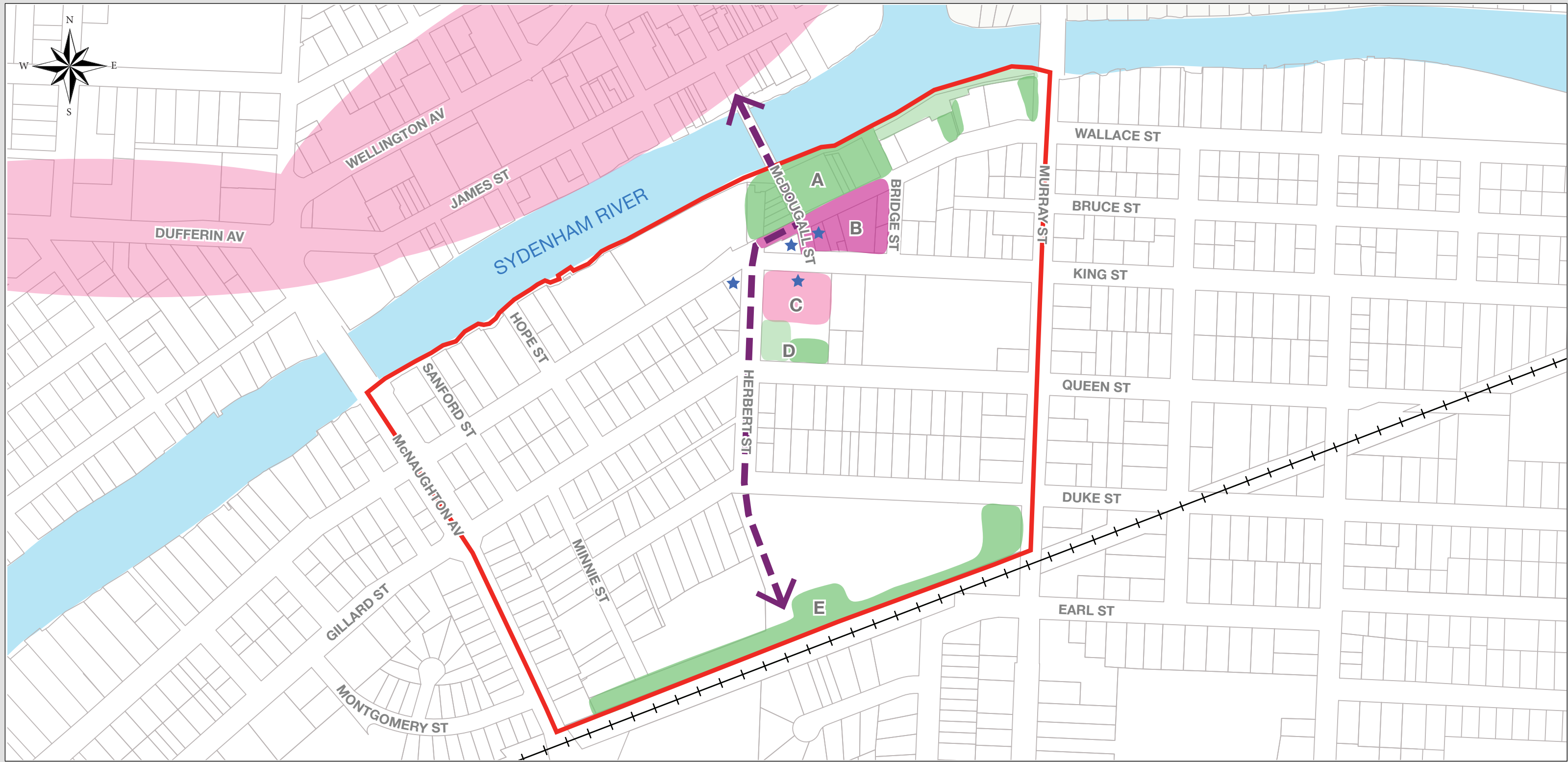
**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 1: SECONDARY PLAN AREA**



Date: February 9, 2024
Projection: NAD 83 Zone 17N



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LEGEND

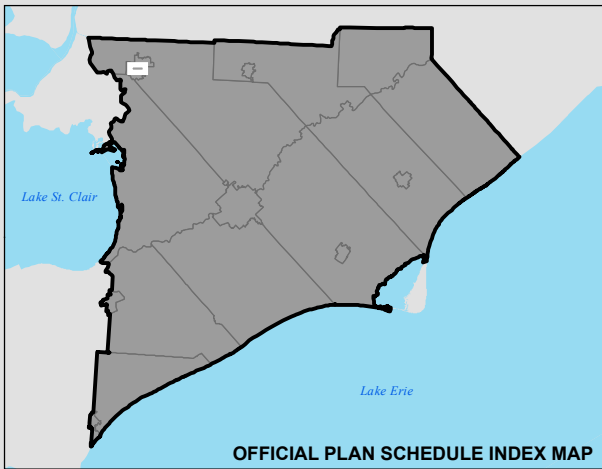
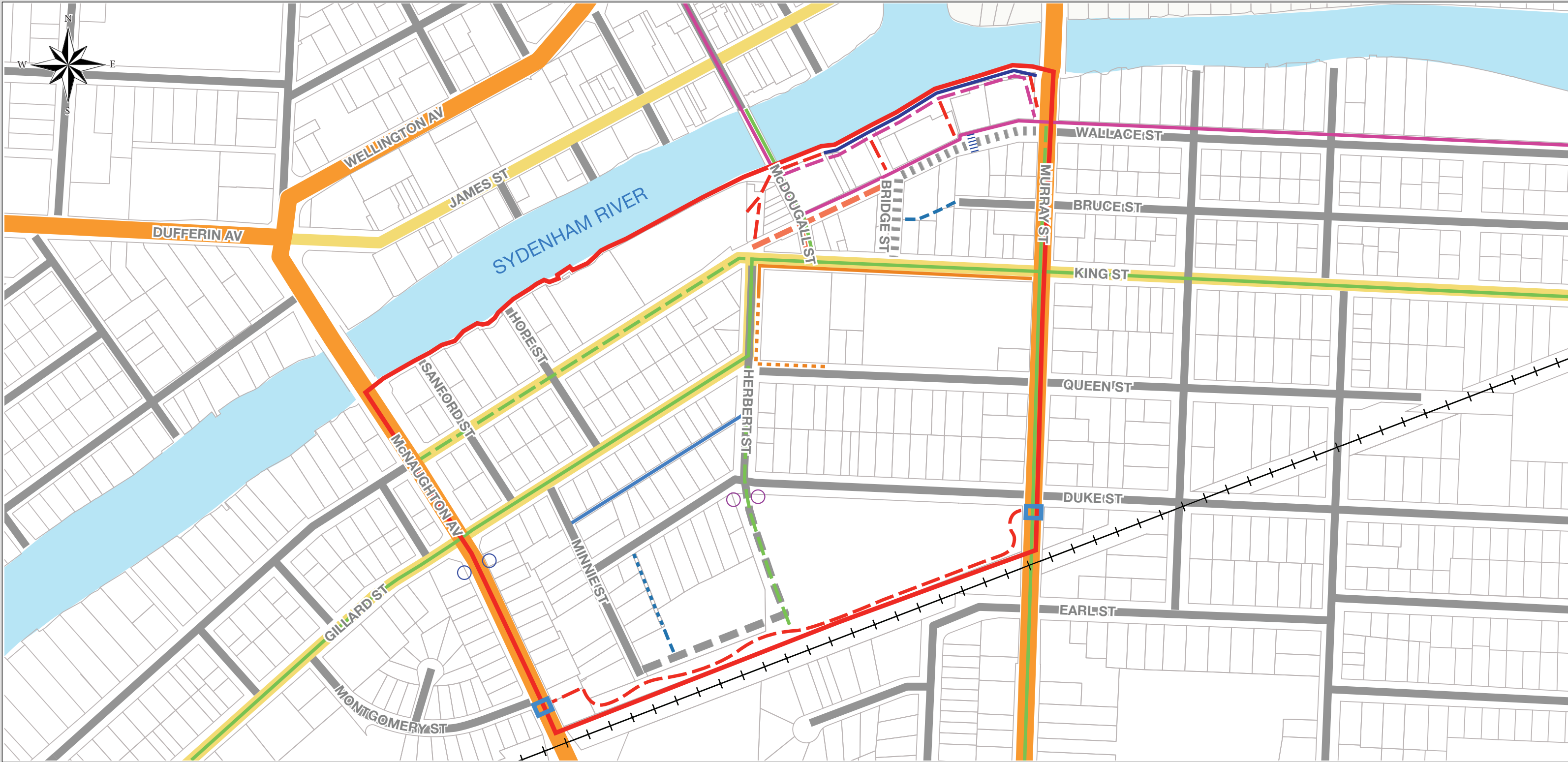
Base Map:	Existing:	Implementation:
Secondary Plan Area	Cultural Area	Arts / Cultural / Commercial Area
Property Line	Recreation / Leisure Area	Recreation / Leisure Area
Railway		Primary Active Transportation Corridor
		Heritage Building Designation

**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 2: ACTIVITY AREAS STRUCTURE**

Date: February 9, 2024
Projection: NAD 83 Zone 17N

0 25 50 100 Metres

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LEGEND			
Base Map:			
	Secondary Plan Area		Existing:
	Property Line		Arterial Road
	Railway		Collector Road
			Local Road
			Laneway
			Community Safety Zone
			Cycle Path
			Trans Canada Trail
			Boardwalk
			Implementation:
			Local Road
			Local Road (Reconfigured as One or Two-Way with Potential Closure at Murray Street)
			Laneway (Pedestrian and Cyclist Only)
			Laneway
			Pedestrian Promenade (Similar to a Woonerf)
			Boardwalk and Multi-Use Path
			Trans Canada Trail Relocation
			Cycle Path
			Community Safety Zone
			Crosswalk
			Protected Crossing
			Interurban Bus Transit Stop
			Virtual Local Bus Transit Stop

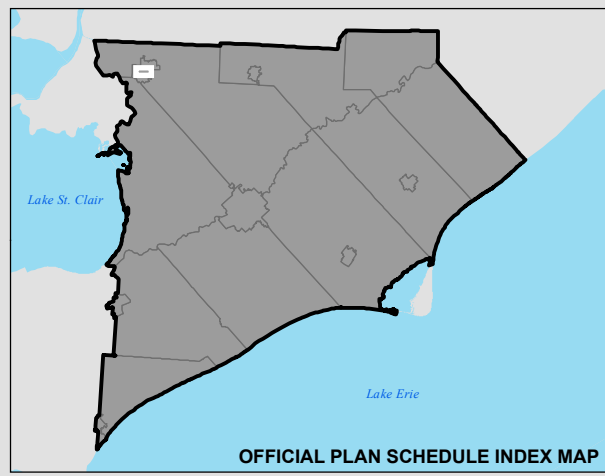
Note: Existing bus transit stops and signalization not shown.

**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 3: MOBILITY NETWORK
STRUCTURE**

Cultivating Growth, Shore to Shore

Date: February 9, 2024
Projection: NAD 83 Zone 17N

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LEGEND

Base Map:	Existing:	Implementation:
Secondary Plan Area	Parkland	Parkland
Property Line		Municipal / Private Agreement for Public Use and Maintenance of Sports Field
Railway		Active Transportation Link
~5 Minute Walking Distance (400 m)		

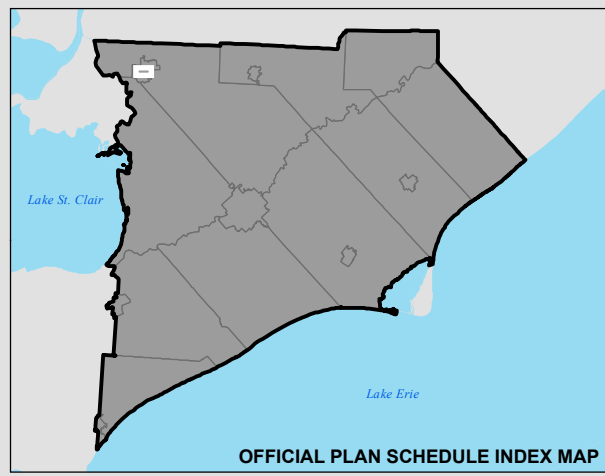
**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 4: PARKLAND NETWORK
STRUCTURE**

Chatham-Kent
Cultivating Growth, Shore to Shore

Date: February 9, 2024
Projection: NAD 83 Zone 17N

0 25 50 100 Metres

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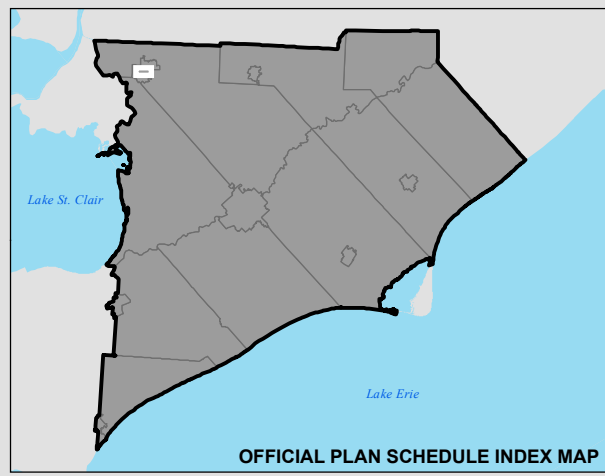
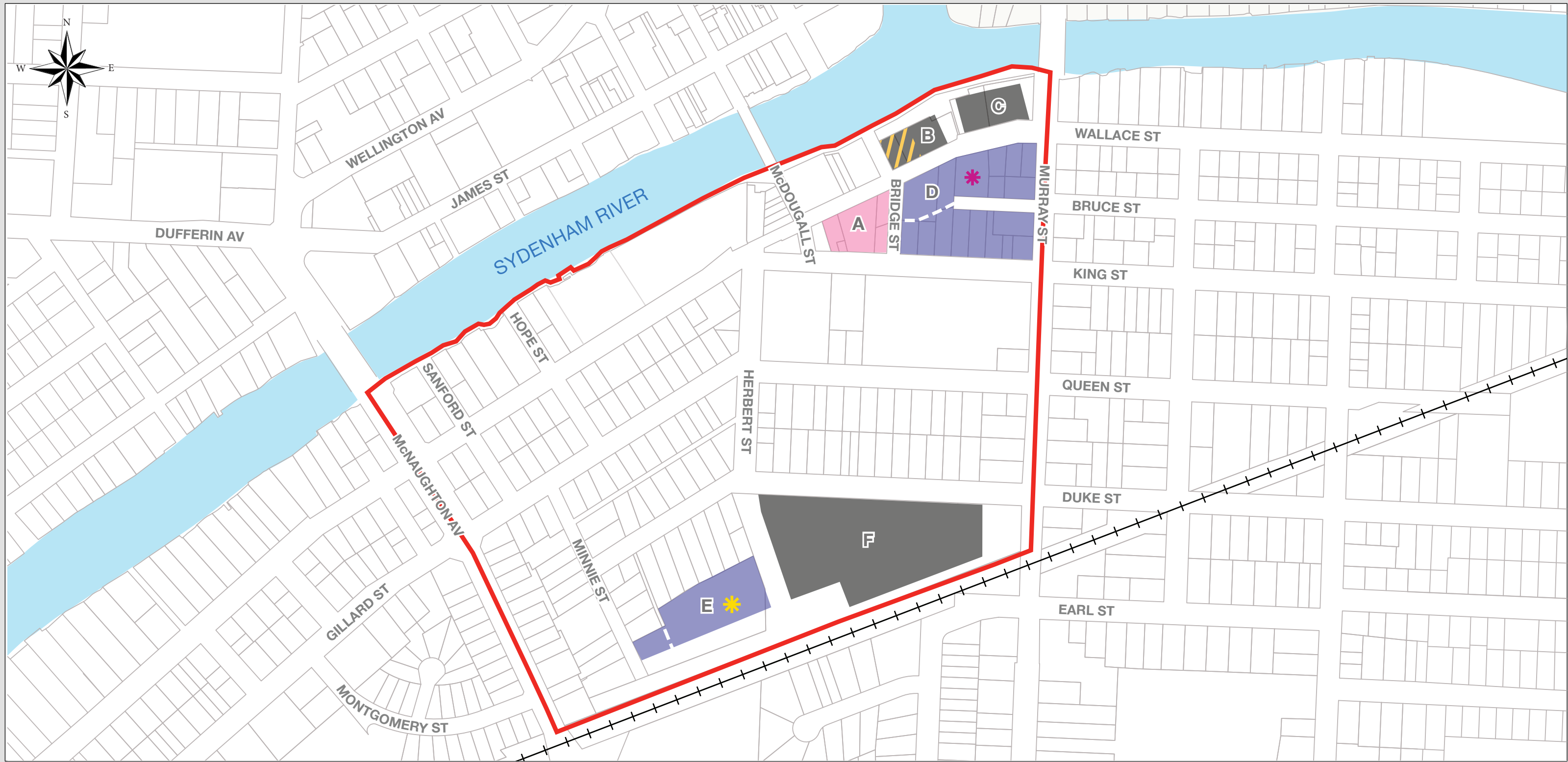
Base Map:	Existing:	Implementation:
Secondary Plan Area	Downtown / Main Street Area Designation	Amendment Areas A and B - Downtown / Main Street Area Designation (Replacing Residential Area Designation)
Property Line	Residential Area Designation	Amendment Area C - Residential Area Designation (Replacing Downtown / Main Street Area Designation)
Railway	Public Facility Designation	Amendment Area D - Residential Area Designation (Replacing Employment Area Designation)

**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 5: LAND USE DESIGNATIONS
STRUCTURE**

Date: February 9, 2024
Projection: NAD 83 Zone 17N

0 25 50 100 Metres

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LEGEND

- Base Map:**
- Secondary Plan Area
 - Property Line
 - Railway
 - ~5 Minute Walking Distance (400 m)

Implementation:

- Area A - Community, Arts, or Cultural Building with First Storey Commercial and Medium Density Residential Above First Storey (4 Storeys Maximum)
- Area B - High Density Residential with Park-facing First Storey Commercial (4 Storeys Maximum)
- Area C - High Density Residential (4 Storeys Maximum)
- Area F - High Density Residential (5 Storeys Maximum, 3 Storeys Maximum Facing Duke Street)
- Area D - Medium Density Residential (3 Units Minimum, 4 Units Maximum; 3 Storeys Maximum)
- Area E - Medium Density Residential (4 Storeys Maximum, 3 Storeys Maximum Facing Minnie Street)
- Off-site Parking for Area C
- Municipal Mixed Housing (Affordable / Market)

**WALLACEBURG SOUTH SIDE
SECONDARY PLAN
SCHEDULE 6: INTENSIFICATION AREAS
STRUCTURE**



Date: February 9, 2024
Projection: NAD 83 Zone 17N



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Wallaceburg South Side Secondary Plan

Concept Report

February 2024

Prepared for the
Municipality of Chatham-Kent
jointly by

FOTENN
TYLin



Prepared for the Municipality of Chatham-Kent.

Prepared by Fotenn Planning + Design
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Unless otherwise indicated, all photos are by Fotenn.

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I. Executive Summary

The consulting services of Fotenn Planning + Design and TYLin Group were retained in April 2021 by the Planning Services department of the Municipality of Chatham-Kent to undertake a Secondary Plan process for a portion of the south side of Wallaceburg. The planning area is bounded to the north by the Sydenham River, to the east by Murray Street, to the south by the Canadian National Railway corridor, and to the west by McNaughton Avenue. It consists of a small but historically significant part of the community's downtown core, along with adjacent residential, commercial, institutional, recreational, and former industrial land uses. The process was initiated in recognition of the impacts that decades of economic decline have had on the vitality of the planning area, reflected in the numerous vacant and underutilized properties left behind by industries that have terminated or relocated.

The overarching goal of the Secondary Plan process has been to create a vision and planning framework that can breathe new life into this once vibrant area, while identifying opportunities to replenish and increase the housing stock. The policy document that will result from this process is the Wallaceburg South Side Secondary Plan (the Secondary Plan), which will be considered for adoption by Municipal Council through an amendment to the Municipality's 2005 Official Plan: Action Toward Sustainability. The process has occurred in alignment with the Municipality's Community Strategic Plan and Municipal Council Priorities, which focus on growth, environmental sustainability, community wellness, and community engagement.

The Secondary Plan will set a vision for how the planning area can evolve over the next 22 years, with a planning horizon set for 2046. This Concept Report has been developed to serve the Municipality and the public as a reference tool during Secondary Plan implementation, providing context, descriptions of intent, photo references, and illustrated Demonstration Plans.

Extensive municipal and external engagement has occurred to develop an understanding of the challenges and opportunities faced within the planning area, and to hear about the public's vision for the future of the area. Engagement activities have included 15 individual and group interviews, 2 online surveys, 2 open houses, and 1 workshop, resulting in over 400 interactions.

A vision statement has been developed for the planning area that commences with the following: "*The planning area is envisioned as a **welcoming, revitalized, attractive, and safe** part of Wallaceburg's community core that **complements and supports** the north side of downtown, while offering **distinct amenities and experiences** for residents and visitors...*" In support of the vision, the following principles have been identified to guide the evolution of the planning area's land uses, development, and infrastructure:

- / **Sustainability:** Achieved through efficient land uses that meet the needs of current residents, while planning for future generations (placing climate change, land/resource availability, and affordability at the forefront of decisions)
- / **Complete community:** Achieved by providing a mix of land uses, building typologies, and amenities that are supported through safe and effective connectivity
- / **Inclusivity:** Achieved through land uses and urban design that support and celebrate the diversity of residents through the 8-80-city approach (if the design works for 8 and 80 year olds, it will work for most people)

The following five Structures and high-level goals have been developed to implement the vision, which are refined through objectives specific to each Structure and over 40 implementation elements and actions:

- / **Activity Areas Structure:**
Placeknowing and placemaking

- / **Mobility Network Structure:**
Safety and connectivity
- / **Parkland Network Structure:**
Community wellness
- / **Land Use Designations Structure:**
Encouraging growth
- / **Intensification Areas Structure:**
Managing growth

Wallaceburg is one of Chatham-Kent's seven Primary Urban Communities, as identified in the Official Plan, and is second to Chatham for largest population. Approximately 10,323 residents were reported for Wallaceburg by Statistics Canada in the 2021 Census, a growth of approximately 2.2% from 2016. Population projections prepared in 2022 by Watson and Associates Economists Ltd. for the Municipality's review of the Official Plan indicate that Wallaceburg is anticipated to grow by approximately 800 to 1,000 residents by 2046, requiring 595 new dwelling units to be generated.

Through expansion of residential land uses and intensification of some properties, the planning area is envisioned to accommodate an estimated 200 to 250 new dwelling units, satisfying approximately 34 to 42% of the community's projected unit needs. New housing is envisioned as medium to high density residential typologies, including triplexes, townhouses, and apartments, ranging from one to three bedrooms and including universally accessible units. Rent-geared-to-income units are envisioned as part of a new mixed (affordable/market) rental housing development on the municipally-owned land located at 55 Minnie Street. Strategies for achieving higher densities include relaxation of the parking space requirement for multiple dwelling unit developments and allowing waterfront properties to have off-site parking.

Increasing the amount of parkland available to residents is a fundamental part of the vision to support population growth, contribute to community vibrancy, and

promote resiliency to climate change. Approximately 1.4 hectares of new parkland is envisioned that includes a new waterfront park intended to support a variety of community activities and events, year round. A recreation corridor is envisioned adjacent to the railway corridor, featuring a multi-use path anchored by a new neighbourhood park and parkette. Enhancements to Water Tower Park are also envisioned, along with expansion of this park to include a splash pad.

Changes to the mobility network have been identified for enhancing circulation and safety throughout the planning area, and to support new residential development. Highlights include establishing an intersection to connect Wallace Street with Herbert street and King Street, extension of Herbert Street to the south and connecting it to Minnie Street, and creating a pedestrian-focused promenade on Wallace Street and McDougall Street to support programming in the waterfront park and adjacent buildings. A new community building facing the promenade is envisioned for use as a municipal facility (e.g. relocation or expansion of the public library or seniors' centre, currently located on the north side of downtown) or as a space created to support arts and culture. The promenade is additionally intended to support activity generated by the Wallaceburg and District Museum and the Jeanne Gordon Hall, located on King Street.

Through thoughtful and collaborative design, all public spaces (indoor and outdoor) are encouraged to be universally accessible, socially inclusive, and representative of the diverse histories, heritages, and cultures of residents in the Chatham-Kent region, and particularly of Indigenous Peoples. Representation can be expressed through various forms, including architecture, building materials, landscaping, murals, sculpture, installations, interpretive panels, place and feature naming (or renaming), and any other expressions determined to be suitable through consultation with cultural groups and organizations.

The Secondary Plan, supported by this Concept Report, is intended to provide policy guidance for a long-term interdepartmental implementation program that will need to be developed by the Municipality. Further community engagement, particularly with the owners of properties directly impacted by implementation, will need to occur along with feasibility studies and detailed design processes. Future decisions by Municipal Council on By-law amendments, budgetary allocations, and land acquisitions will also be required. In some cases, developer contributions and municipal reserves may be sufficient to fund implementation elements, while in other cases, funding through provincial and federal levels of government may need to be pursued.



Above: Boardwalk next to the Sydenham River in Superior Marine Park.

1.0 PROCESS OVERVIEW

1.1 Introduction

The consulting services of Fotenn Planning + Design and TYLin Group were retained in April 2021 by the Planning Services department of the Municipality of Chatham-Kent to undertake a Secondary Plan process for a portion of the south side of Wallaceburg. The planning area consists of a small but historically significant part of the community's downtown core, along with adjacent residential, commercial, institutional, recreational, and former industrial land uses. The policy document that will result from this process is the Wallaceburg South Side Secondary Plan (the Secondary Plan), which will be considered by Municipal Council for adoption through an amendment to the Municipality's 2005 Official Plan: Action Toward Sustainability.

The Secondary Plan process was initiated in recognition of the impacts that decades of economic decline have had on the vitality of Wallaceburg's downtown area, particularly on the south side of the Sydenham River. This is reflected in the numerous vacant and underutilized properties left behind by industries that have terminated or relocated. The overarching goal of the Secondary Plan process has been to create a vision and planning framework that can breathe new life into this once vibrant area, while identifying opportunities to replenish and increase the housing stock.

The planning area has enviable development potential given its waterfront location, flat topography, and the availability of serviced, vacant land. The area also benefits from having many engaged residents who are willing to come together to discuss community challenges and explore potential solutions. The Secondary Plan process is preceded by conversations that have similarly focused on community revitalization, including the Vision Wallaceburg 2020 process that occurred in 2007, which resulted in a Community Development Plan. More recently, in 2020, the Wallaceburg Business Improvement Association held an online

survey to identify priorities and develop strategic actions for strengthening the downtown area. The Secondary Plan process has built on these earlier conversations and moved the dialogue forward through its exploration of land use policies, urban design, and infrastructure, while considering the social and environmental realms of the planning area.

Draft 1 of the Concept Report was developed as an engagement resource that was released for public feedback in February 2023. Draft 2 of the Concept Report (this document) captures revisions to the initial Concept Report and features additional information, including a summary of the Secondary Plan process and illustrated Demonstration Plans of key concepts and implementation elements. References are made to municipal addresses throughout this document, which are indicated in Appendix A.

1.2 Purpose of the Secondary Plan and Concept Report

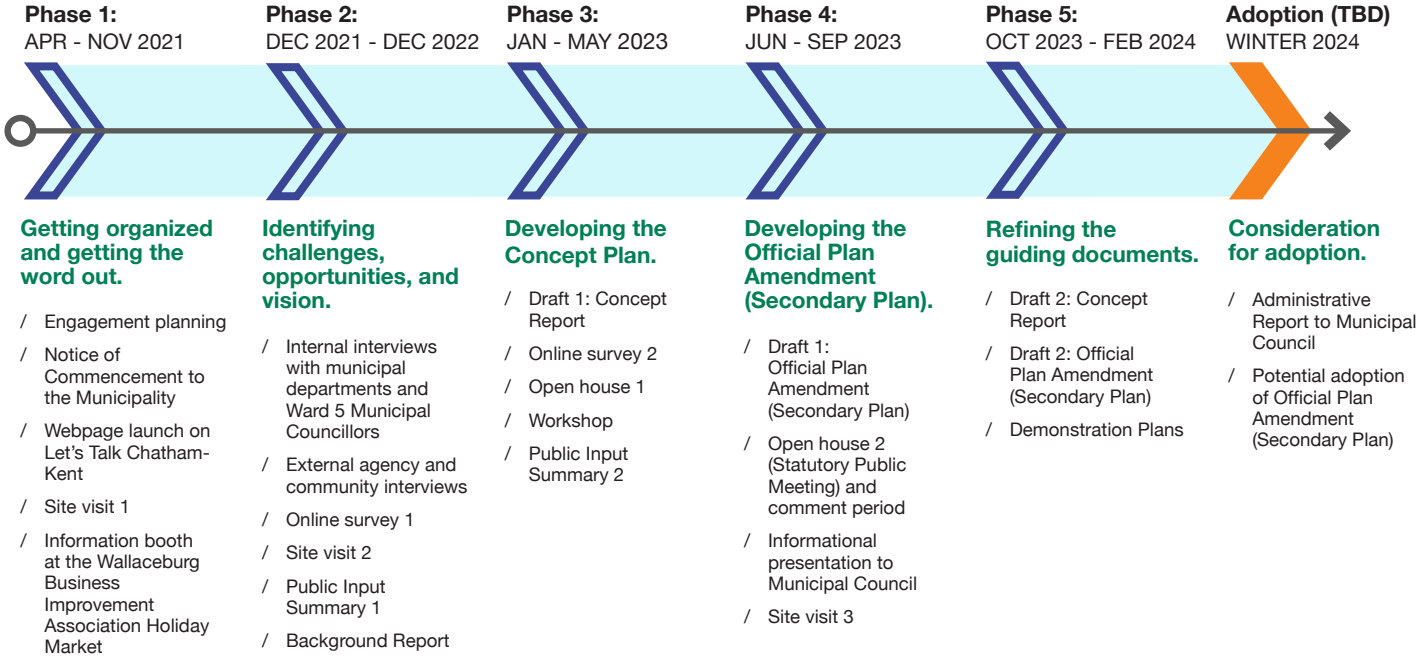
The Secondary Plan will set a path for how the planning area can evolve gradually over time, with an implementation horizon of 2046. Policies of the Secondary Plan will guide decision making and public and private investment on a wide range of land use and related topics, including infrastructure siting, urban design, waterfront access, mobility, housing, parkland, recreation, arts, culture, and heritage. The direction set will have a legacy impact not only on the planning area but on the broader Wallaceburg community. Implementation will contribute significantly towards shaping local identity, enhancing the quality of life enjoyed by residents, and influencing the appeal of the community as a destination to visit, reside in, and invest in.

This Concept Report is intended to serve the Municipality and the public as a reference tool during Secondary Plan implementation. In the case of discrepancy between this Concept Report and the policies of the Secondary Plan, the Secondary Plan will prevail.

1.3 Process Timeline

The timeline indicated below in Figure 1 highlights the key activities of the Secondary Plan process that occurred between April 2021 and February 2024. Municipal Council is anticipated to consider adopting the Secondary Plan in Winter 2024.

Figure 1: Process timeline.



1.4 Process Goals

The goals of the Secondary Plan process have been as follows:

- / Deliver an inclusive and accessible engagement process that provides participation opportunities for residents within the planning area and community-wide
- / Identify a vision and guiding principles for the planning area that reflect local and community-wide needs, interests, and aspirations
- / Establish a planning framework and land use plan for lands within the planning area to guide the development review process and ensure orderly development
- / Identify efficient use of lands and new infrastructure and amenities to support residential growth
- / Provide for an appropriate mix of land uses and housing typologies, and create new opportunities for attainable and affordable housing to be developed
- / Identify, preserve, and enhance the existing character of the planning area, while also suggesting future character
- / Respond to changing environmental and social conditions, challenges, and opportunities

1.5 Engagement Activities

Extensive municipal and external engagement have occurred throughout the Secondary Plan process to develop an understanding of the challenges and opportunities faced within the planning area, and to hear about the public’s aspirations and vision for the future of the planning area.

Engagement began in December 2021 with virtual interviews held with Chatham-Kent municipal departments, Ward 5 Councillors, the St Clair Region Conservation Authority, community groups, businesses, and a developer. Interviews were followed by a month-long online survey held in April 2022 that was responded to by 150 people. The input collected was used by the planning team to develop the vision statement, guiding principles, and land use plan described in Draft 1 of the Concept Report, released for public review in February 2023. A second month-long online survey occurred to collect feedback on the draft that was responded to by 132 people. Two in-person events also occurred for the draft that were held on February 18, 2023, at the Royal Canadian Legion in Wallaceburg. The events consisted of an open house attended by 55+ people, followed by a workshop attended by 20 participants.

Draft 1 of the Official Plan Amendment (the Secondary Plan) was developed to translate key ideas from the Concept Report into municipal policies. The draft was released for public review in July 2023. An open house was held for it in the main atrium of the Chatham-Kent Civic Centre in Chatham on July 10, 2023, which was followed by an informational presentation delivered to Municipal Council by the planning team. These events provided the public and Councillors with a process update and a chance to review and comment on the draft policies prior to formal consideration occurring at a later date. Public input was collected until September 1, 2023. Six people attended the open house and three written submissions were received by email.

1.6 Additional Information Resources

The documents indicated below are additional information resources that have been produced during the Secondary Plan process to summarize the input received through engagement and to provide analysis on various aspects of the planning area:

- / **Background Report:** Released in December 2022, this document describes the planning area’s current conditions and provides an inventory of the area’s infrastructure and assets. The report includes an input summary on the technical interviews held with municipal departments, Ward 5 Councillors, and staff at the St Clair Region Conservation Authority.
- / **Public Input Summary 1:** Released in October 2022, this document provides a summary of responses received to the first online survey held in April 2022, which focused on challenges, opportunities, and the public’s vision and aspirations for the future of the planning area. (Internal meeting notes were prepared to summarize the interviews held with individuals and community groups.)
- / **Public Input Summary 2:** Released in May 2023, this document provides a summary of feedback received on Draft 1 of the Concept Report collected through the second online survey held for the process and through the in-person open house and workshop, all held in February 2023.
- / **Servicing Study:** Completed in September 2023, this document is an internal resource that provides the Municipality with an overview of the existing water, sewer, and stormwater infrastructure within the planning area and its potential to accommodate the expansion of residential uses and intensification envisioned through the Secondary Plan process.

1.7 Alignment with the 2017 Community Strategic Plan

The Secondary Plan process has occurred in alignment with the direction set by the 2017 Chatham-Kent Community Strategic Plan (CSP). The CSP is the Municipality's guide to growth and sustainability with a horizon of 2035, which is implemented through municipal decision making, business planning, and budgeting processes.

The strategic areas of focus for the CSP are as follows:

- / Economic prosperity
- / People and culture
- / A healthy and safe community
- / Environmental sustainability

The CSP commits the Municipality to the following critical success factors:

- / Financial sustainability
- / Open, transparent, and effective governance
- / Resiliency

Municipal Council priorities stated in the CSP are as follows:

- / Growth
- / Environmental sustainability
- / Community wellness
- / Community engagement

1.8 Integration with the 2005 Official Plan

The Secondary Plan process is intended to result in a document that modifies and refines policies of the Municipality's 2005 Official Plan to reflect the specific context and needs of the planning area. The ability of the planning area to contribute towards community-wide goals and meeting the needs of the broader Wallaceburg community is also intended to be enhanced. The Secondary

Plan will need to be read in conjunction with the general goals, objectives, and policies of the Official Plan, which will continue to apply within the planning area, except where specifically amended.

1.9 Authority

The Secondary Plan process has occurred in conformity with the policies of the Official Plan that guide the development of new Secondary Plans to ensure they can usefully serve the Municipality as planning tools to guide decision making. The Secondary Plan process has additionally occurred in alignment with policies of the 2020 Provincial Policy Statement and in conformity with requirements of the Government of Ontario *Planning Act*.

1.10 Future Processes

The Secondary Plan, supported by this Concept Report, is intended to provide policy guidance for a long-term interdepartmental implementation program that will need to be developed by the Municipality. Further community engagement, particularly with the owners of properties directly impacted by implementation, will need to occur along with feasibility studies and detailed design processes. Future decisions by Municipal Council on By-law amendments, budgetary allocations, and land acquisitions will also be required. In some cases, developer contributions and municipal reserves may be sufficient to fund implementation elements, while in other cases, funding through provincial and federal levels of government may need to be pursued.



Above: Heritage buildings on Wallace Street at McDougall Street.

2.0 COMMUNITY CONTEXT AND CONSIDERATIONS

2.1 Population and Projected Growth

Located in southwestern Ontario, Chatham-Kent is a single-tier municipality comprised of over 23 communities. The municipality had a total population of approximately 104,316 residents reported by Statistics Canada in the 2021 Census, growing approximately 2.3% between 2016 and 2021. Wallaceburg is one of Chatham-Kent's seven Primary Urban Communities, as identified in the Official Plan, and is second to Chatham for largest population. Approximately 10,323 residents were reported for Wallaceburg in the 2021 Census, growing approximately 2.2% between 2016 and 2021. Wallaceburg measures 8.84 km² in area and had a population density of approximately 1,167.4 people/km² in the 2021 Census.

Population projections carried out in 2022 by Watson and Associates Economists Ltd. (Watson), in preparation for the Municipality's review of the Official Plan, indicate that Wallaceburg's population is anticipated to grow by approximately 800 to 1,000 residents by 2046, reaching a population of approximately 11,100 residents (11,400 including Census undercount). There were approximately 4,570 households in Wallaceburg reported in the 2021 Census. Watson estimates that the community will need to generate an additional 595 dwelling units to accommodate anticipated growth.

The Secondary Plan process has occurred with consideration given to generating new housing opportunities through amendments to the land use designations of the Official Plan, which will need to be implemented through amendments to regulations in the Zoning By-law. The planning area is envisioned to contribute approximately 200 to 250 new dwelling units to the community's housing stock, satisfying approximately 34% to 42% of the total units required to meet the 2046 growth projection for Wallaceburg.

2.2 Seniors and Universally Accessible Design

By 2046, Watson estimates that Chatham-Kent's seniors population aged 75 years and over will increase from a 9% to 22% share of the municipality's total population. Reflecting this projection, it is increasingly essential that Chatham-Kent's urban areas are planned with consideration given for universally accessible design so that residents can age-in-place comfortably within their communities.

The Secondary Plan process has occurred in recognition of the current and shifting needs of Wallaceburg residents. The process has been an opportunity for design and policy options to be explored to support the planning area in becoming a more user-friendly place for seniors and all residents living with mobility challenges. Elements have been included to help increase the supply of universally accessible dwelling units, encourage the development of universally accessible infrastructure, and provide amenities suitable for residents of diverse ages, abilities, and mobilities.

Universally accessible refers to a space, feature, facility, element, site, environment, etc., with the necessary characteristics to be entered, exited, and used by people, including those with physical, sensory, communication, or cognitive disabilities, with or without the use of mobility aids, such as a walker, wheelchair, and motorized chair. The broad goal of universally accessible design is inclusionary use by all people, to the greatest extent possible.

2.3 Affordable Housing

There is an increasing need in all Chatham-Kent communities to generate dwelling units across the housing spectrum, from providing new rent-geared-to-income (RGI) units to adding new opportunities for home

ownership and market rentals to occur. The need is especially pressing for adding RGI units. At the onset of the Secondary Plan process, there were 95 households on the Municipality's waitlist seeking RGI units in Wallaceburg, including 16 seniors. The highest demand is for one-bedroom units. The average wait time to receive an RGI unit in Wallaceburg is three years, while the wait time in other Chatham-Kent communities is up to five years.

The Secondary Plan process has occurred with consideration given for increasing the supply of RGI rental units primarily on municipally-owned land. For new housing generated on public and private lands, development is envisioned to be medium to high density, which is a key strategy for supporting ownership attainability and rental affordability.

In Chatham-Kent, **affordable housing** refers to rental and ownership housing in the affordable range, as currently defined in the Official Plan. **Affordable rental housing** is housing where monthly rental costs (excluding utilities) do not exceed 30% of the tenant's gross monthly income and is rented at, or below, the average market rent for a rental unit in Chatham-Kent. **Affordable ownership housing** is housing where monthly housing expenses (including mortgage principle, interest, and property tax, but excluding insurance and utilities expense) do not exceed 30% of gross monthly household income, and where the purchase price is at least 10% below the average purchase price of a home in Chatham-Kent.

2.4 Climate Change

In 2019, Municipal Council declared a climate change emergency in Chatham-Kent calling for the identification of cost-effective actions to address the local impacts of climate change. In response, the Municipality is now

undertaking a process to develop a Climate Change Action Plan. A report prepared for the process indicates that a local warming trend of between 3.5°C and 5.8°C is expected for Chatham-Kent by the end of the century, based on low and high greenhouse gas emissions scenarios. Chatham-Kent's climate is expected to become more varied and extreme. An increase in the frequency and severity of major precipitation events, along with the duration of heatwaves, is anticipated.

The Secondary Plan process has occurred with consideration given to the need for local action to mitigate and adapt to a warming climate. Planning and urban design options have been explored that encourage residential densification to create a less vehicle-oriented land use pattern, connected by infrastructure that supports active and public modes of transportation. Opportunities have been explored for creating new parkland and adding more trees and landscaping into streetspaces to provide pedestrian comfort and to help cool the urban environment. Residential building elements that provide residents with opportunities for passive cooling have also been identified.

Most significantly, the Secondary Plan process has occurred with recognition for the increasing risks associated with flooding of the Sydenham River. Wallaceburg, in its entirety, rests below the regional flood level based on the extent of flooding during Hurricane Hazel in 1954. A precautionary approach has been taken to discourage the development of underground infrastructure reflecting the anticipated increase in occurrence and magnitude of high water events, coupled with uncertainty about the effectiveness of the community's flood diversion infrastructure under future climate conditions.

2.5 Traditional Territory Acknowledgment

The land known today as Chatham-Kent was established as part of Treaty #2, the McKee

Purchase Treaty of 1790. At that time, the land was also inhabited by the Three Fires Confederacy: the Odawa, Potawatomi, and Ojibwe. The Lunaapeew also lived in the area, stewarding the land. The People of the Three Fire Confederacy (the Anishinaabeg and Lunaapeew Peoples), agreed to the mutual sharing of the land, with obligations and responsibilities to the environment.

Chatham-Kent neighbours the Lunaapeew at Eelūnaapèewi Lahkèewiit, which is part of the McKee Purchase Treaty, as well as the unceded territory of the Bkejwanong Walpole Island First Nation. The area continues to be home to diverse First Nations, Métis, and Inuit Peoples. As beneficiaries of the treaty, we recognize that all Peoples have responsibilities, including collective responsibilities, to the land and water.

The Secondary Plan process has occurred in acknowledgment of the planning area's location within this traditional territory, as well as with consideration given to the principles developed by the Truth and Reconciliation Commission of Canada to further reconciliation between Canadians and Indigenous Peoples. The following principles are reflected:

- / Reconciliation is a process of healing of relationships that requires public Truth sharing, apology, and commemoration that acknowledge and redress past harms
- / Supporting Indigenous peoples' cultural revitalization and integrating Indigenous knowledge systems, oral histories, laws, protocols, and connections to the land into the Reconciliation process are essential
- / Reconciliation requires sustained public education and dialogue, including youth engagement, about the history and legacy of residential schools, Treaties, and Indigenous rights, as well as the historical and contemporary contributions of Indigenous peoples to Canadian society

Opportunities are identified for creating a downtown in Wallaceburg that is more inclusive and representative of the diverse histories, heritages, and cultures of residents in the Chatham-Kent region, and particularly of Indigenous Peoples. In Wallaceburg alone, 1,065 residents (10% of the community's total population) reported having Indigenous identity in the 2021 Census. In all of Chatham-Kent, 4,245 residents (4% of the municipality's total population) were reported as having Indigenous identity in the 2021 Census. The Indigenous identity category is based on a 25% sample of the population and includes persons who identify as First Nations (North American Indian), Métis and/or Inuk (Inuit), and/or those who report being Registered or Treaty Indians (registered under the Indian Act of Canada), and/or those who report having membership in a First Nation or Indian band).



Above: Aerial view of the planning area.

3.0 PLANNING AREA OVERVIEW

3.1 Location and Boundary

The planning area encompasses approximately 22 hectares of land in Wallaceburg on the south side of the Sydenham River. The planning area is bounded to the north by the river, to the east by Murray Street, to the south by the Canadian National Railway corridor, and to the west by McNaughton Avenue. The extent of this boundary was determined based on natural and built features, and to include several municipally and privately-owned properties with significant development potential. Two multi-modal bridges and one pedestrian bridge (the L.O. Stonehouse Memorial Bridge) connect the planning area to the north side of downtown.

3.2 Properties, Housing Typologies, and Population

There are approximately 192 properties within the planning area that are used for residential, commercial, institutional, and recreational purposes. Lands formerly used for industrial

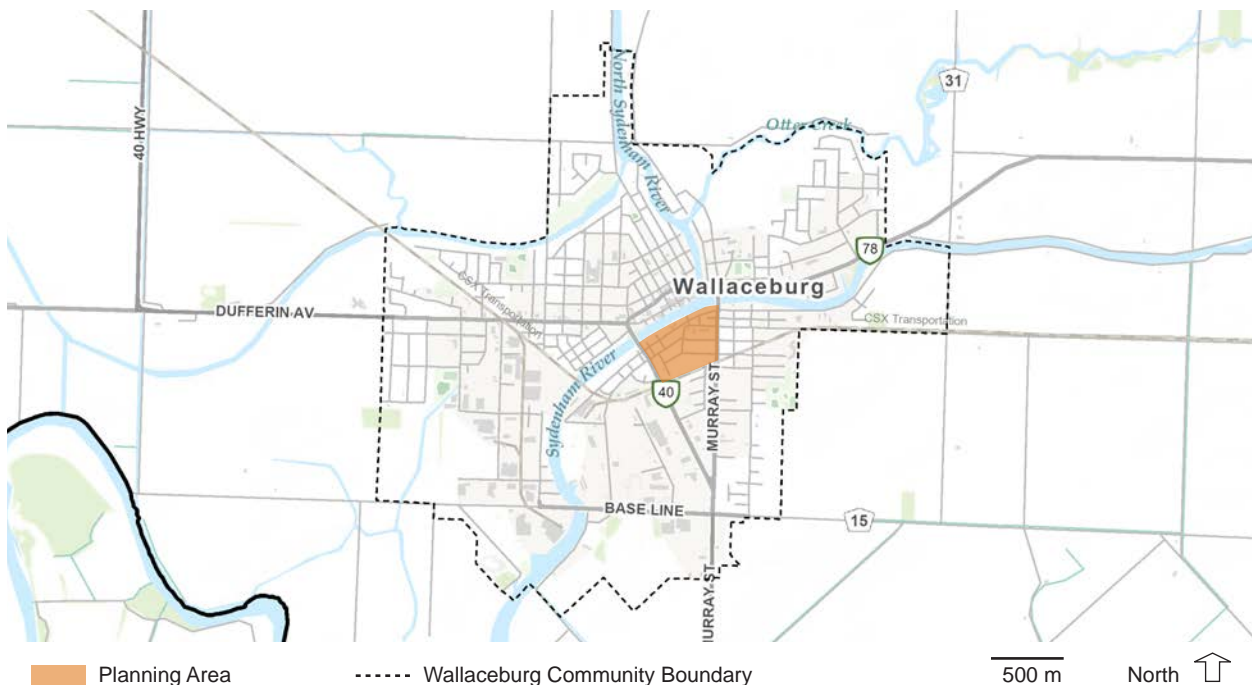
purposes are also present and have remained vacant for many years.

The majority of properties contain low density residential uses. Housing consists primarily of single detached dwellings and to a lesser extent apartment dwellings. Based on unit type and an average household size of 2.23 people per dwelling unit, the planning area has an estimated population of 410 residents. This represents approximately 4% of Wallaceburg’s total population. The planning area includes a seniors’ residence with 52 single-occupancy apartment dwellings, suggesting that at least 13% of the planning area’s population is comprised of seniors.

3.3 Municipal and Vacant Properties

The Municipality owns 11 properties within the planning area, one of which is vacant land located at 55 Minnie Street. The property measures approximately 0.67 hectares. The Municipality has been exploring the potential of this property for a new mixed rental housing development with affordable and

Figure 2: Planning area within Wallaceburg.



market dwelling units. CSX Transportation owns the vacant property adjacent to 55 Minnie Street, located at 447/601 Duke Street, which measures approximately 2.5 hectares and also has considerable development potential. Concerns for potential ground contamination associated with former industrial land uses and close proximity to the railway exist for both properties. Soil testing is required prior to new land uses being established.

3.4 Land Use Designations

Lands within the planning area are identified in the Municipality's Official Plan as being designated the following:

- / Downtown/Main Street Area (9.2%)
- / Employment Area (11.3%)
- / Residential Area (79.5%)

The locations of current land use designations are shown in Appendix B. Relevant policies are indicated in the Background Report prepared for the Secondary Plan process.

3.5 Zoning

The Municipality's 2009 Comprehensive Zoning By-law implements policies of the Official Plan through land use and development regulations. The Zoning By-law controls property aspects such as permitted uses, setbacks, height, parking, and landscaping. The following zones apply within the planning area:

- / RL3-Residential Low Density (72.9%)
- / RL4-Residential Low Density (0.5%)
- / RH2-Residential High Density (2.1%)
- / UC (CC)-Urban Commercial,Community Commercial (22.7%)
- / OS1-Open Space (0.2%)
- / I-Institutional (1.1%)
- / M1-General Industrial (0.5%)
- / HL-Hazard Land (dock area on river)

The planning area's current zoning is shown in Appendix C. Relevant regulations are indicated in the Background Report. Some regulations have been subject to amendment since release of the document.

3.6 Assets

The following assets have been identified within the planning area through background research, site visits, and engagement activities:

- / The Sydenham River, which supports transportation, recreation, and tourism
- / Waterfront lands, which offer opportunities for public use and private development
- / Flat topography that makes the planning area easy to circulate in for people with a range of mobilities
- / The boardwalk, which offers scenic views of the river
- / Proximity to businesses and services located on the north side of downtown and in the County Fair Mall
- / Connection to the pedestrian bridge, which is a vital link to the north side of downtown, especially for seniors
- / The Trans Canada Trail, which is a unique feature of national significance
- / Historic buildings that give the area its heritage character
- / Cultural assets, including the Wallaceburg and District Museum, the museum's outdoor Agricultural Exhibit, and the Jeanne Gordon Hall
- / Community events, including the annual Wallaceburg Antique Motor and Boat Outing and the Sydenham Challenge Dragon Boat Festival
- / Vacant, serviced lands with considerable development potential
- / The adjacent railway, which has potential for future freight and passenger travel

3.7 Challenges

Challenges identified within the planning area include the following:

- / Vacant lands and abandoned buildings, which affect the planning area's image and the sense of safety experienced by residents and visitors
- / Public use of drugs and alcohol along the waterfront
- / Lack of housing availability and affordability
- / Pedestrian bridge closures
- / Vehicle, cyclist, and pedestrian safety, especially at crossings
- / Vehicle speeding
- / Limited sightlines for vehicles approaching the Murray Street and McNaughton Avenue bridges, as well as turning onto and off of these streets immediately after the bridges
- / Lack of bicycle infrastructure on some streets, including Wallace Street, Queen Street, and Duke Street
- / Limited historical, heritage, and cultural representation outside of that associated with European settlers and former industries (logging, shipping, glass, sugar, and brass)
- / Providing more and various kinds of housing, including market and affordable rental units, and units designed for seniors and other residents living with mobility challenges
- / Creating opportunities for small businesses to open
- / Providing community amenities for performances and events
- / Creating more things to do in the area for families and people of all ages, but especially for children, youth, and seniors
- / Making the area a place that residents feel proud to live in and share with the rest of the community

3.8 Needs and Interests

The following needs and interests have been identified within the planning area:

- / Keeping the pedestrian bridge open, maintained, functional, and safe
- / Expanding the boardwalk and connecting it to other paths, ideally forming loops
- / Establishing more parkland, trees, landscaping, and naturalization
- / Introducing wellness infrastructure for people of all ages and mobilities, including outdoor equipment for play, sport, fitness, and leisure



Above: Wallaceburg and District Museum and outdoor Agricultural Exhibit on King Street (view from Herbert Street).

4.0 VISION, GUIDING PRINCIPLES, AND STRUCTURES

4.1 Vision

The Secondary Plan will set a vision for how the planning area can evolve gradually over time with an implementation horizon of 2046. The vision statement below has been developed and refined through the engagement process and represents local interests and aspirations for the planning area.

“ The planning area is envisioned as a **welcoming, revitalized, attractive, and safe** part of Wallaceburg’s community core that **complements** and **supports** the north side of downtown, while offering **distinct** amenities and experiences for residents and visitors.

As a part of the downtown area, commercial and cultural uses will continue to be **supported** within the planning area, while **enhancements** and **new ways** to support recreation and the arts are also explored. Residential uses will be **intensified** in ways that meet the community’s **varied** and **growing** housing needs, and redevelopment opportunities will be used to improve **universal accessibility, walkability, and other facets of community sustainability.**

The planning area will be designed to be ‘**complete**’ with the daily retail and wellness needs of residents met locally, or within close reach, and the area will be **well connected** to the rest of Wallaceburg through **maintained** bridges, **safe** and **efficient** roads, **convenient** public transit, and an **enhanced** active transportation network. The **rich** ecological and human histories of the area, and the **diverse** cultures and heritages of residents, will be **acknowledged, celebrated, and conserved.**

Residents will feel **included** and **proud** to call the planning area home. The broader community and tourists will feel **encouraged** to visit the area to enjoy its **dynamic** waterfront, **inviting** public spaces, and **lively** arts and cultural events. ”



4.2 Guiding Principles

The vision for the planning area is supported by the following overarching guiding principles:



Sustainability:

Achieved through **efficient land uses** that meet the needs of current residents, while planning for future generations (placing climate change, land/resource availability, and affordability at the forefront of decisions)



Complete community:

Achieved by providing **a mix of land uses, building typologies, and amenities** that are supported through safe and effective connectivity



Inclusivity:

Achieved through land uses and urban design that support and celebrate the diversity of residents through the **8-80-city approach** (if the design works for 8 and 80 year olds, it will work for most people)

4.3 Structures Overview

The following Structures and high-level goals have been developed to implement the vision for the planning area, which are refined through objectives specific to each Structure and over 40 implementation elements and actions described in the next sections:

- / **Activity Areas Structure:**
Placeknowing and placemaking
- / **Mobility Network Structure:**
Safety and connectivity
- / **Parkland Network Structure:**
Community wellness
- / **Land Use Designations Structure:**
Encouraging growth
- / **Intensification Areas Structure:**
Managing growth



Above: Farmers' market on the waterfront during the Wallaceburg Antique Motor and Boat Outing.

5.0 ACTIVITY AREAS STRUCTURE

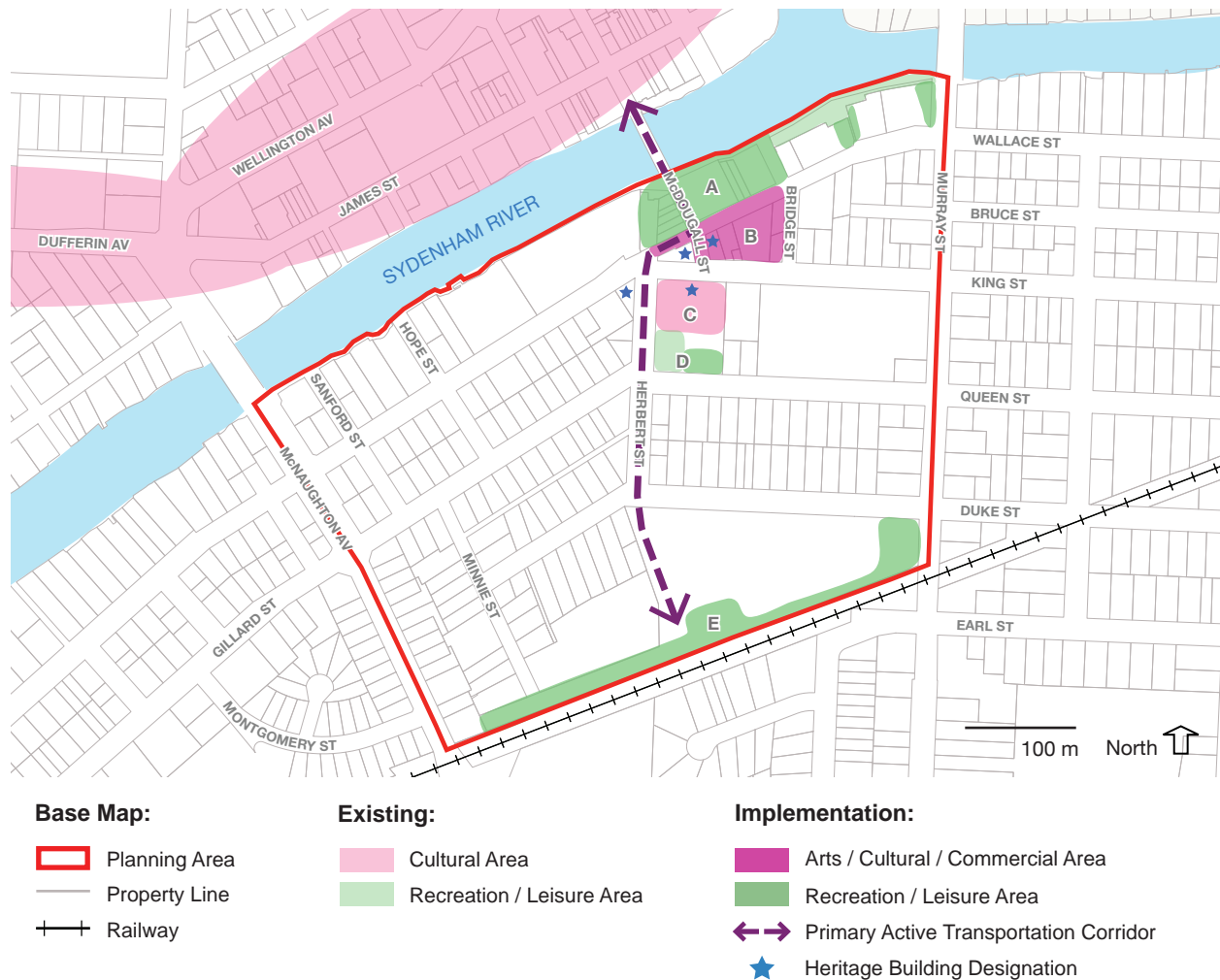
*Placeknowing
and Placemaking*

5.1 Overview

The land uses envisioned for the planning area are structured around five Activity Areas (A, B, C, D, and E) that focus on cultural, heritage, commercial, social, and recreational land uses. These Activity Areas are envisioned to be linked by a north-south active transportation spine along

Herbert Street that passes through a newly created Herbert Street/King Street/Wallace Street intersection and along a southwards extension of Herbert Street. The Activity Areas Structure, shown below in Figure 3, seeks to liven the public realm by introducing pedestrian-oriented uses into underutilized spaces and by increasing multi-modal circulation throughout the planning area.

Figure 3: Activity Areas Structure.



5.2 Goal and Objectives

Supporting placeknowing and placemaking is the overall goal of the Activity Areas.

Placeknowing refers to the understanding and acknowledgment that a place may already have an identity based on historical and present-day use of the area. Placeknowing shares the same conceptual framework as placemaking, but emphasizes Indigenous identity within the cultural landscape.

Placemaking refers to the planning, design, and management of public spaces in ways that enhance the urban experience and promote the wellbeing, safety, and sense of belonging of residents. Placemaking is also used to create gateways, provide amenities, and attract visitors to an area.

The following objectives have been developed for the Activity Areas Structure:

- / Reinforce and create new points of interest
- / Provide opportunities for outdoor recreation and wellness activities
- / Represent and celebrate diverse resident groups, histories, heritages, and cultures
- / Support the arts
- / Conserve built heritage
- / Attract local and broader community residents and visitors to enjoy the planning area

5.3 Activity Areas

This section provides an overview of each Activity Area. Additional details on implementation elements are also found in the descriptions of other structures, where themes overlap.

Activity Area A: Waterfront Recreational and Leisure Area

Activity Area A is located next to the waterfront, extending from Murray Street to

lands on the west side of McDougall Street. This area is envisioned for recreation and leisure use and is intended to be developed as a community park that absorbs Superior Marine Park, along with extensions of the boardwalk joining it to the pedestrian bridge and Wallace Street at Murray Street. This park should include a mix of amenities that can support year-round passive and programmed outdoor activity. Activity-generating features could include a small amphitheatre and a skating rink or skating path. Elements of interest could include a water feature and a public washroom building with statement architecture.

Activity Area A is intended to be designed and programmed in close association with the adjacent pedestrian promenade envisioned on Wallace Street and McDougall Street, which forms part of Activity Area B. The Mobility Network Structure and Parkland Network Structure contain additional design elements envisioned for Activity Area A.

Activity Area B: Wallace Street Arts, Cultural, and Commercial Area

Activity Area B is located between Wallace Street and King Street and extends from Herbert Street to Bridge Street. This area is envisioned for community use through the development of a new public building (e.g. expansion or relocation of the library or seniors' centre), arts facility, or another type of cultural facility. Complimentary secondary uses are envisioned to include a small pedestrian-oriented commercial space and residential apartments above the first storey.

Adjacent to the new facility, the portions of Wallace Street (between Herbert Street and Bridge Street) and McDougall Street (between Wallace Street and King Street) are envisioned as a pedestrian-focused promenade to support outdoor community use (e.g. festivals, farmers' markets, performances, and pop-up events). This promenade should be designed and programmed in close association with the waterfront park in Activity Area A. Travel access for vendor,

maintenance, and emergency vehicles should be retained, and the design should be flexible to allow pedestrianization to occur on an occasional or continuous basis, depending on community needs. Utility connections to support vendors and performers during events should be included in the design.

Activity Area C: King Street Cultural Area

Activity Area C is located on the south side of King Street at Herbert Street and is comprised of the planning area's existing cultural points of interest, these being the Wallaceburg and District Museum, the museum's outdoor Agricultural Exhibit, and the Jeanne Gordon Hall. These facilities are encouraged to continue in their historical, heritage, and cultural roles, which serve as a draw for community members and tourists to visit the planning area. Expansion of the informational content of these facilities is encouraged to ensure that the diverse peoples who have used and continue to use the area today are more fully represented. As a supporting measure, the Municipality should consider including lease requirements for the representation of Indigenous Peoples in public facilities and spaces used for interpretative and educational purposes. Exploration for how these facilities may be enhanced to support Wallaceburg's arts and cultural scene is encouraged to occur before, or in tandem with, exploration of developing the new community use facility envisioned in Activity Area B.

Activity Area D: Water Tower Park Recreation and Leisure Area

Activity Area D is located on the north side of Queen Street at Herbert Street and consists of Water Tower Park and the adjacent greenspace. Water Tower Park is envisioned to remain as a recreation and leisure area featuring a neighbourhood park that provides play opportunities for younger children. The addition of a new splash pad in the greenspace adjacent to Water Tower Park should additionally be explored and considered in tandem with the land use

needs of the adjacent cultural use located in Activity Area C. The Parkland Network Structure contains additional design elements envisioned for Activity Area D.

Activity Area E: South End Recreation and Leisure Area

Activity Area E is located adjacent to the railway corridor between Murray Street and lands on the west side of Minnie Street. This area is envisioned for recreation and leisure use, developed as a parkland corridor anchored by a neighbourhood park at the south end of the Herbert Street extension and a parkette next to, or near, Murray Street. A paved multi-use path that spans the full length of the corridor is envisioned, ideally linking to the community's broader active transportation network at both ends. A new playground, outdoor fitness stations, trees, and landscaping are features that should be considered during the detailed design phase. The Parkland Network Structure contains additional policies on the design elements envisioned for Activity Area E.

5.4 Design, Programming, and Representation

The Municipality is encouraged to organize a cross sectoral Steering Committee to oversee the design and programming of Activity Areas. Representation should be present from the arts, culture, heritage, recreation, business, accessibility, and social service communities, and from other groups as needed. Invitation should be made to include Indigenous Nations and organizations to participate in the committee to help ensure that Indigenous identity is appropriately recognized and celebrated within these public spaces.

As a priority and primary responsibility of the Steering Committee, a joint Master Plan for the design of Activity Area A and the adjacent pedestrian promenade in Activity Area B should be developed so that these

spaces are designed to complement and support each other during community events. A Programming Plan should be created that identifies events, such as farmers' markets, festivals, and performances, that can be coordinated to distributed activity throughout the year, as much as possible.

Through thoughtful and collaborative design, all public spaces (indoor and outdoor) are encouraged to be universally accessible, socially inclusive, and representative of the diverse histories, heritages, and cultures of residents in the Chatham-Kent region, and particularly of Indigenous Peoples. Representation can be expressed through various forms, including architecture, building materials, landscaping, murals, sculpture, installations, interpretive panels, place and feature naming (or renaming), and any other expressions determined to be suitable through consultation with cultural groups and organizations.

Examples of indoor installations include paintings, photographs (heritage and contemporary), and artifacts that can be featured in the reception areas of buildings. The Municipality is also encouraged to feature outdoor interpretive signage on the waterfront that highlights the ecological and human histories of the Sydenham River. This information could be coordinated with educational strategies focused on reducing river pollution, or could be coordinated with a downtown-wide strategy for revising and creating new interpretive signage on history, heritage, and culture.

5.5 Heritage Building Designations

Heritage buildings serve as local landmarks that provide residents and visitors with a physical connection to an area's past. The municipal designation process offers long-term protection of these important community assets. The first step in the designation process is to have a heritage building listed

on the Municipality's Heritage Register. A By-law and Public Hearing process is required for the designation to occur, which concludes with a decision by Municipal Council.

In Chatham-Kent, the owners of designated heritage buildings benefit from an annual municipal tax refund at a rate of 25% for commercial and residential buildings, and 15% for multi-residential and industrial buildings. Additionally, funding for the exterior restoration of listed (designated and undesignated) heritage buildings is available through the Municipality's Community Improvement Plan.

Of the 39 listed heritage buildings in Wallaceburg, none have been designated. Six of these buildings are located within the planning area. The Municipality is encouraged to evaluate the following four heritage buildings for potential designation, which have been selected for their clustered location near a prominent intersection (Herbert Street/King Street/Wallace Street) and for their visibility from the pedestrian bridge, boats travelling on the Sydenham River, and the envisioned waterfront park:

- / **505 King Street:** constructed 1925-1926, this building was formerly used by Wallaceburg Hydro and is the site of Wallaceburg's first town hall
- / **490 Wallace Street:** constructed in 1919, this building is one of the oldest churches in Wallaceburg, built for the Reorganized Church of Latter Day Saints
- / **500 Wallace Street:** constructed circa 1880, this building is Wallaceburg's oldest surviving bank structure, first occupied by the Bank of Montreal
- / **510 Wallace Street:** constructed circa 1880, this is one of the first commercial buildings to be constructed on the south side of the Sydenham River with former uses including a union hall, restaurant, and variety store, and the current use being residential apartments

Protecting the viewsheds of these heritage buildings is important to consider during the development review process for surrounding properties, in order to support the continued landmark and gateway functions of these significant buildings.

The heritage building at 505 King Street is owned by the Municipality and is leased to the Wallaceburg and District Museum. The remaining three buildings are privately owned and are used for commercial purposes. The heritage buildings located at 17 Gillard Street and 430 King Street, used as a Salvation Army residence and as a boarding school, respectively, could additionally be considered for designation. These buildings are less integrated into the historic downtown core given their locations and are therefore of lower priority for designation.

The Municipality is encouraged to create a process for engaging with the owners of heritage properties to gauge interest and assess the suitability of the identified buildings for designation. The Municipality could additionally explore increasing the municipal tax refund available to provide greater incentive for property owners to pursue designation, with emphasis on buildings located within the Official Plan's Downtown/Main Street Area land use designation. Provincial legislation allows for municipalities to refund up to 40% of municipal taxes.

Changes to how municipal Heritage Registers are administrated in Ontario occurred through the Province's Bill 23: *More Homes Built Faster Act*, which received Royal Assent in November 2022. As a result of this Bill, properties in Ontario can only be listed on a Heritage Register for two years, after which a decision must be made to either pursue designation or remove the property from the Heritage Register. Once removed, a property cannot be added back to the Heritage Register for five years. Given the new timeline restrictions, potential designations should be explored by the Municipality as a priority action for implementation.



Above: Murray Street.

6.0 MOBILITY NETWORK STRUCTURE

*Safety and
Connectivity*

6.1 Overview

The intent of the Mobility Network Structure developed for the planning area, shown below in Figure 4, is to provide safe and efficient circulation routes for pedestrians (including people who use mobility aids, such as walkers, wheelchairs, motorized chairs, and scooters), cyclists, and motorists. Transportation infrastructure needs to be well

planned so that it is intuitive for all users and provides multi-modal options at appropriate locations, while reducing user friction and frustration. Including amenities that support active transportation and use of public transit is additionally important for providing affordable mobility options that help to avoid the release of greenhouse gas emissions generated from personal vehicle use.

Figure 4: Mobility Network Structure.



6.2 Goal and Objectives

Supporting safety and connectivity is the overall goal of the Mobility Network Structure. This goal recognizes that network safety can be improved by addressing areas of concern and seeks to enhance network connections to the surrounding community.

The following objectives have been developed for the Mobility Network Structure:

- / Improve connectivity for all transportation modes users (pedestrians, cyclists, motorists, and transit riders)
- / Increase the presence of universally accessible mobility infrastructure
- / Enhance the pedestrian experience
- / Create people-oriented streetscapes and streetspaces
- / Establish convenient crossings with suitable signalization
- / Enhance connections to the broader community mobility network

6.3 Mobility Elements

The following design elements have been identified for enhancing the Mobility Network of the planning area. Elements have received a high-level engineering review in consideration of existing conditions, collision data, and average daily traffic volumes recorded for 2007 and 2013, but are subject to further study and refinement. The potential impact of network changes to traffic volumes have not been modeled and require analysis to confirm suitability. Signalization analysis is also needed. Alternative mobility elements may be identified through the implementation process where they can offer safety, connectivity, and feasibility advantages.

Street Reconfigurations and Extensions

Mobility Element 1:

Establish an intersection to connect **Herbert Street, King Street, and Wallace Street** by:

- / Removing the small parking area at the elbow of King Street and Herbert Street
- / Extending Herbert Street north to intersect with King Street and Wallace Street
- / Adding a stop control, or other appropriate signalization

The intent is to remove the thinly defined street separation area at the elbow of Herbert Street and King Street, and to introduce circulation between the three streets.

Mobility Element 2:

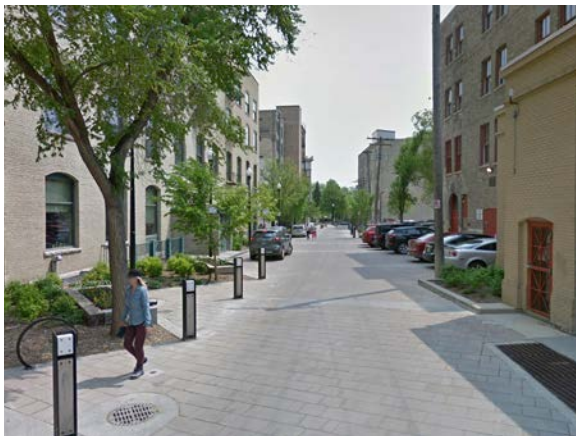
Create a **pedestrian-focused promenade** on Wallace Street, between Herbert Street and Bridge Street, and on McDougall Street, between Wallace Street and King Street, by:

- / Installing bollards, or alternative street closure devices, at each promenade entrance
- / Installing distinctive street surfacing (e.g. paving stones) to differentiate the space from vehicle-oriented roads
- / Creating a curbsless surface with transition features to indicate frontage, pedestrian, flex, and travel zones
- / Installing trees and landscaping, including container plantings
- / Installing utility hookups for vendors

This promenade is envisioned to be designed similar to a woonerf. Translated from Dutch as meaning “living street”, a woonerf is a street designed to be a people-friendly open space that is shared by pedestrians, cyclists, and motorists moving at slow speeds. A woonerf employs traffic calming strategies to force drivers to slow down and safely share the space. The design is typically curbsless with other forms of barriers, such as bollards, plantings, and variations in surfacing, used to suggest user zones. Examples of woonerfs are indicated in Figure 5 on the next page.

The intent is for the promenade to be animated with community uses (e.g. festivals, farmers’ markets, performances, and pop-up events) associated with Activity Areas A, B, and C. Ideally, the promenade would differ from a typical woonerf by limiting vehicle access to vendor, maintenance, and emergency vehicles only. However, the design should allow flexibility for the space to be pedestrianized on a continuous or occasional basis (e.g. a certain day or days of the week, month, or year), reflecting the changing circumstances and needs of the community.

Figure 5: Woonerf examples.



(Top image: Google Earth; bottom image: GSP Group).

Mobility Element 3:

Close **McDougall Street** north of Wallace Street by:

- / Replacing the street segment with park features

The intent is to absorb this right-of-way into the waterfront park.

Mobility Element 4:

Reconfigure **Bridge Street** and the portion of **Wallace Street** between Bridge Street and Murray Street into an elbow configuration by:

- / Exploring multiple street profile options, including a one-way profile exiting onto Murray Street, a one-way profile exiting onto King Street, and a two-way profile with a closure at Murray Street
- / Narrowing the width of the travel lane (or lanes) to 3.5 m
- / Retaining parallel parking on both sides of Bridge Street and Wallace Street
- / Adding street diets (e.g. sidewalk bulb-outs) at pedestrian crossings
- / Widening sidewalks
- / Adding trees and landscaping

The intent is to reduce through traffic on the eastern portion of Wallace Street and address safety concerns associated with vehicles turning onto and off of Murray Street, where there is poor visibility due to the grade difference of the bridge and lack of signalization. In addition to enhancing safety, implementing a pedestrian-oriented streetscape should be a high priority for this area, given the high density residential intensification envisioned for Wallace Street.

Mobility Element 5:

Extend **Herbert Street south** towards the railway corridor and add an east-west connection to Minnie Street by:

- / Requiring construction of the street extension and underground main

infrastructure by the developer of 447/601 Duke Street or exploring a municipal/private cost-sharing arrangement through the development review process (transfer of the infrastructure to the Municipality for operation and maintenance would follow construction)

- / Constructing the Herbert Street extension as a two-way street profile with parallel parking
- / Constructing the east-west connector as a two-way street profile with parallel parking

The intent is to increase circulation in support of residential intensification identified in Intensification Areas E and F and to support recreational use of the parkland corridor identified in Activity Area E.

Mobility Element 6:

Develop a **laneway** parallel to Minnie Street, from Duke Street to the east-west connector between Minnie Street and Herbert Street, by:

- / Dedicating a portion of the municipally-owned property at 55 Minnie Street
- / Acquiring the privately-owned land between 655 and 661 Duke Street and the rear portions of lots facing onto Minnie Street
- / Developing the northern portion of the laneway for use by pedestrians and cyclists, reflecting its narrow (3 m) width
- / Developing the southern portion of the laneway to additionally accommodate vehicle use

The intent is to provide a mid-block active transportation connector, along with rear vehicle access and parking for properties facing onto Minnie Street. A decision on this laneway should occur in tandem with planning for Intensification Area E.

Mobility Element 7:

Develop a **laneway** between Bruce Street

and Bridge Street by:

- / Acquiring portions of 570 and 576 Wallace Street and 438 King Street
- / Exploring one and two-way laneway profile options
- / Providing vehicle access for rear parking on residential properties facing onto King Street and Wallace Street

The intent is to support residential intensification on properties identified in Intensification Area D. Ideally, this laneway will also reduce vehicle access points along Wallace Street and King Street, in support of a more pedestrian-oriented streetscape.

Speed Limits

Mobility Element 8:

Extend the **Community Safety Zone** to Queen Street and reduce the speed limit from 40 km/hr to 30 km/hr by:

- / Posting Community Safety Zone signs on the north and south sides of 430 King Street (Edward International Academy) and near Water Tower Park

The intent is to better correspond the Community Safety Zone with areas of play. The Municipality is encouraged to explore the potential of reducing the Community Safety Zone speed limits across the community.

Mobility Element 9:

Reduce the **general speed limit** for areas outside of the Community Safety Zone from 50 km/hr to 40 km/hr by:

- / Posting speed limit signs at the street entries of the planning area connecting from Murray Street and McNaughton Avenue

Reducing vehicle speed from 50 km/hr to 40 km/hr significantly reduces the risk of fatality in the incidence of a pedestrian being struck by a vehicle. The Municipality is encouraged

to explore the potential of reducing the speed limit throughout the downtown area, and across the community.

Boardwalk and Connectors

Mobility Element 10:

Extend the **waterfront boardwalk** to the pedestrian bridge and Wallace Street, at Murray Street, by:

- / Dedicating a portion of the municipally-owned property at 525 Wallace Street to connect the boardwalk to the pedestrian bridge
- / Acquiring a portion of 595 Wallace Street to connect the boardwalk to Wallace Street at Murray Street

The intent is to create a universally accessible thoroughway for the boardwalk that provides pedestrians and cyclists with enhanced connectivity and improves the boardwalk's function as a scenic leisure amenity. The extensions also support the creation of an active transportation loop spanning the south and north sides of downtown.

Mobility Element 11:

Relocate the **Trans Canada Trail** from Wallace Street to the boardwalk by:

- / Updating the trail location in the Trans Canada Trail and the Municipality's online mapping platforms
- / Indicating the new trail location in future municipal documents

The intent is to provide a more scenic and interesting trail route along the waterfront, once the boardwalk extensions are complete.

Mobility Element 12:

Add **multi-use path connectors** leading to and from the pedestrian bridge by:

- / Adding a paved connection to the Harbour Court seniors' residence

parking lot (ideally, a path connection would also be developed within this property leading to the entrance of the building)

- / Adding a paved connection that aligns with the Herbert Street/King Street/Wallace Street intersection

The intent is to support pedestrian and cycling connections by formalizing observed paths of travel.

South End Multi-use Path

Mobility Element 13:

Add a **multi-use path** in the parkland adjacent to the railway corridor, between Murray Street and Minnie Street, that could eventually connect to McNaughton Avenue, by:

- / Dedicating a portion of the municipally-owned property at 29 McNaughton Avenue
- / Acquiring a portion of 447/601 Duke Street
- / Acquiring portions of 58 Minnie Street and 31 McNaughton Avenue

The intent is to improve active circulation in the south end of the planning area and to provide a new recreation and leisure amenity.

Cycling Routes

Mobility Element 14:

Extend **prioritized cycling routes** onto the western portion of Wallace Street and the southern portion of Herbert Street, following street extension, by:

- / Adding painted or separated lanes or sharrows on Wallace Street from Herbert Street to McNaughton Avenue
- / Adding painted or separated lanes or sharrows on Herbert Street and its south extension

The intent is for Murray Street, King Street, Gillard Street, Herbert Street, and McDougall Street to continue to be prioritized as cycling routes in the local and community-wide cycling network, and for Wallace Street and the southern portion of Herbert Street to receive similar treatment. The Municipality should also seek to fill in cycling network gaps along McNaughton Avenue.

Mobility Element 15:

Add **protected crossings** on Murray Street and McNaughton Avenue at locations where prioritized cycling routes cross these streets by:

- / Adding overhead user-activated signalization, or other appropriate signals

The intent is to link the multi-use path in the railway corridor adjacent park to Duke Street and Montgomery Drive, where prioritized cycling lanes could be introduced outside of the planning area.

Transit

Mobility Element 16:

Add **interurban bus transit stops** near the intersection of McNaughton Avenue and Gillard Street by:

- / Adding bus signs and potentially also benches and shelters on both sides of McNaughton Avenue

The intent is to introduce an interurban bus transit stop within the planning area to improve the convenience of accessing the interurban transit service. Currently, the closest stops are on James Street and Wellington Avenue on the north side of downtown, and on McNaughton Avenue, south of the planning area.

Mobility Element 17:

Add **virtual local bus transit stops** near the

intersection of Herbert Street and Duke Street by:

- / Adding stops to the Municipality's OnRequest online network

The intent is to improve the convenience of accessing local public transit within the planning area, particularly at the time when residential intensification occurs in Intensification Areas E and F.

6.4 Steetscapes

A “complete streets” approach is encouraged for the design of improvements to existing streets within the planning area and for the new street sections identified in the Mobility Network Structure. Complete streets are streets that are designed to be safe for all users: pedestrians, cyclists, transit users, motorists, and people of varying ages, abilities, and mobilities. Complete streets typically include features such as universally accessible sidewalks, painted and protected crossings, pavement markings, and sidewalk bump-outs to shorten crossing distances. Complete streets also include features such as street furniture, trees, landscaping, utilities, and stormwater management.

Streetscapes should be designed to be inviting spaces that encourage active transportation as a desirable choice for moving throughout the planning area. Continuous paths of travel should be provided for pedestrians that connect to the surrounding mobility network. Rural design features, such as bioswales used for stormwater management, could be considered but should not be used where they may compromise the accessibility of pedestrian connections.

New development occurring on private property can support active transportation through the provision of pedestrian and cycling connections internal to the property. Property owners should additionally seek to retain and protect existing trees that are

healthy and mature, where possible, and can contribute towards increasing the tree canopy coverage of the area for the comfort of pedestrians and to cool the urban area. Landscaping areas within streetscapes should be designed with optimized soil volumes to support tree root systems.

parking policies and requirements applicable to development within the planning area should continue to apply.

6.5 Parking

To limit the amount of parking visible from the waterfront, off-site parking should be encouraged on the south side of Wallace Street to accompany high density residential development envisioned for the north side of Wallace Street. This includes but is not limited to the parking area identified in Intensification Area D. Lands used for off-site parking should ideally be titled in the same ownership as the property proposed for development and should be located within a short distance (e.g. 40 m) of the development property. Mid-block crossings should be explored to support pedestrian connection between developments and parking areas.

Public and private parking facilities throughout the planning area should be located above ground to reduce the risk of personal injury and property damage associated with flood hazard. This is particularly important in consideration of climate change and the impacts that it may have on environmental conditions. Underground parking should generally be avoided but could be considered where supported through geotechnical studies and engineering to minimize risk.

With a generous provision of on-street parking throughout the planning area, the Municipality is encouraged to consider a reduction to the off-street parking requirement for multiple dwelling unit developments of more than eight units, lowering the requirement from 1.25 to 1 space per dwelling unit. The parking requirement applicable to affordable housing could be considered for a further reduction, where appropriate, to improve development potential. All other



Above: Water Tower Park on Herbert Street and Queen Street.

7.0 PARKLAND NETWORK STRUCTURE

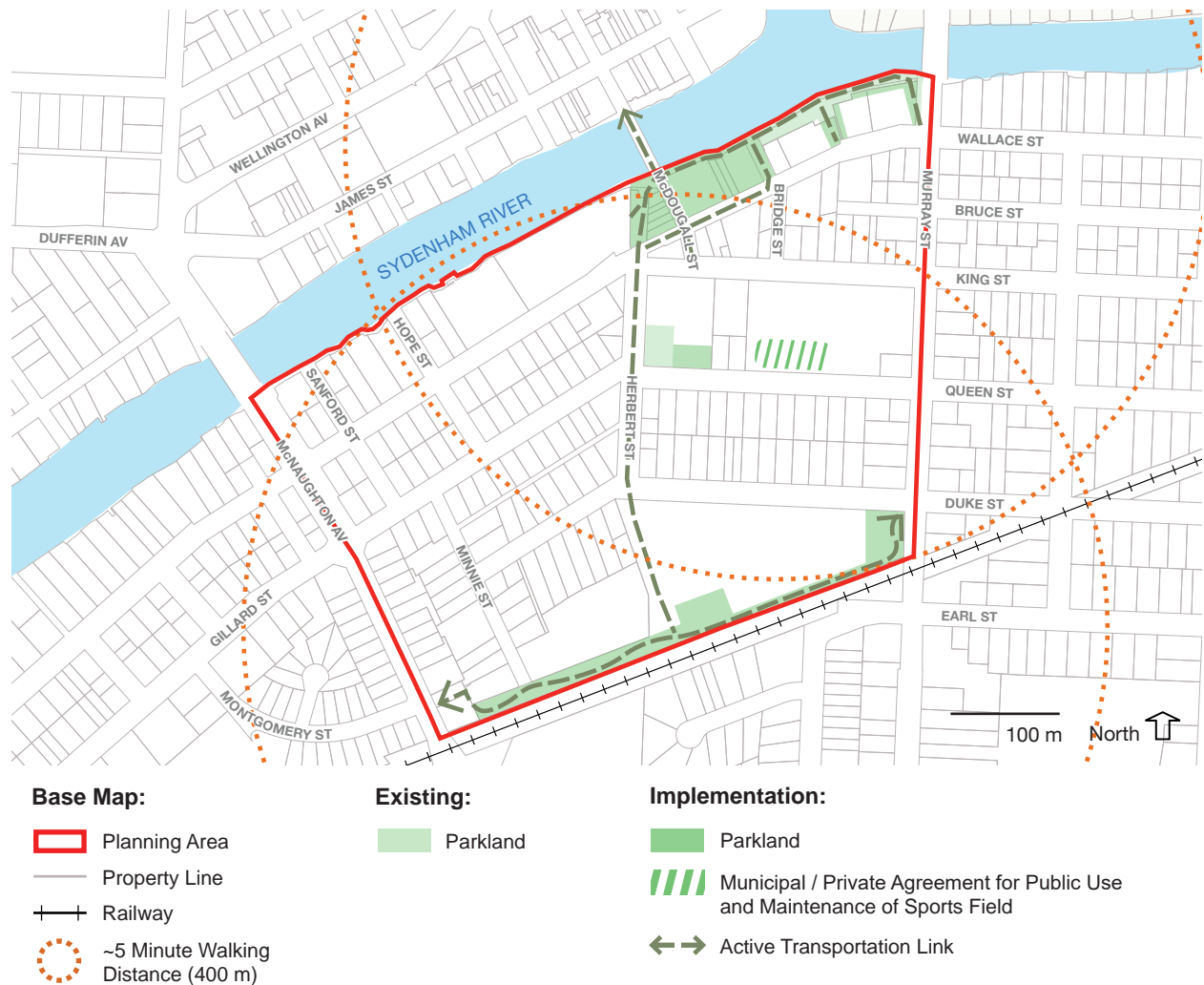
Community Wellness

7.1 Overview

The intent of the Parkland Network Structure developed for the planning area, shown below in Figure 6, is to provide year round community and neighbourhood-serving public spaces that meet a variety of leisure,

recreational, and social gathering needs for a wide range of ages, abilities, and mobilities. Approximately 1.4 hectares of new parkland is envisioned to be created, which will be essential for supporting the residential expansion and intensification envisioned to accommodate population growth.

Figure 6: Parkland Network Structure.



7.2 Goal and Objectives

Supporting community wellness is the overall goal of the Parkland Network Structure, recognizing the many physical and mental health benefits that are offered to residents through the presence of greenspace and amenities for outdoor physical activity.

The following objectives have been developed for the Parkland Network Structure:

- / Optimize existing parkland and greenspace through enhancements and public/private partnership
- / Expand parkland infrastructure
- / Create universally accessible outdoor amenities that are inclusive for a wide range of ages, abilities, and mobilities
- / Support passive and active recreational activity and programming, year round

7.3 Parkland Elements

The following design elements have been identified to enhance and expand the Parkland Network of the planning area. Specific features will need to be confirmed at the detailed design phase of each implementation element.

Parkland Element 1:

Create a **waterfront park** between Murray Street and land on the west side of McDougall Street that absorbs Superior Marine Park and includes extensions of the boardwalk by:

- / Dedicating portions of McDougall Street and Bridge Street
- / Dedicating municipally-owned properties at 12, 32, 38, and 42 McDougall Street, and 525 and 565 Wallace Street
- / Acquiring privately-owned properties at 495, 543, and 547 Wallace Street, and 18/22/24 and 28 McDougall Street, in their entirety

- / Acquiring portions of privately-owned properties at 575, 581/585/589, and 595 Wallace Street

The following amenities could be included in the design of the waterfront park:

- / A small amphitheatre (e.g. a performance area with utilities for performers and concrete steps or a grassed hill for seating)
- / A skating rink (created by flooding the amphitheatre) or a skating path
- / A universally accessible washroom in a statement building (e.g. designed with artistic and/or naturalized architecture)
- / Universally accessible parking located close to the washroom building
- / Art installations (e.g. cultural art or tributes to former industries)
- / An interactive water feature (differentiated from a splash pad in its focus on landscape, art, and/or architecture)
- / Trees
- / Naturalized landscaping that can also function as play features and seating
- / Pollinator gardens
- / Gently rolling hills
- / Comfort features, including seating, shade structures, and drinking fountains
- / Heritage style lighting
- / A multi-use path connection between Harbour Court residence and the pedestrian bridge
- / Retained viewshed from the river of the heritage buildings at 500 and 510 Wallace Street

The intent is for this parkland to be developed as a community park containing a mix of amenities that can support year round passive and programmed outdoor activity. An integral component of the vision for this parkland is its interaction with the pedestrian-oriented promenade envisioned for the adjacent portion of Wallace Street. As described in the

Mobility Network Structure, the promenade is envisioned as a “living street” that serves as an extension of the park and surrounding facilities during community events. The Activity Areas Structure describes the cross-sectoral Steering Committee, Master Plan, and Programming Plan encouraged for the implementation of these connected spaces.

Parkland Element 2:

Enhance **Water Tower Park** to potentially include:

- / A playground designed with considerations for universally accessible play features and approaches, reflecting the varied abilities and mobilities of children and caregivers
- / Climate and temperature appropriate play equipment (e.g. a plastic instead of metal slide)
- / Comfort features, including seating, shade structures, and a drinking fountain
- / Trees
- / Naturalized landscaping

The intent is for this parkland to continue to serve as a neighbourhood park with play equipment that serves younger children and amenities that make it a comfortable and enjoyable space for leisure. “Green playground” design with naturalized components that offer creative play and incremental learning opportunities should additionally be explored.

Parkland Element 3:

Expand Water Tower Park to potentially include a **splash pad** by:

- / Consolidating vehicle access points to the museum storage building and municipal utility buildings, either retaining access from Queen Street or exploring access from the adjacent parking lot to the north
- / Removing any unnecessary fencing

- / Exploring a splash pad design that is engaging and water efficient
- / Installing a changing stall and washroom facility

The intent is to optimize the underutilized greenspace in this area and to provide a new play amenity that can offer cooling opportunities during summer months. Planning for expansion of the park will need to consider the operational needs of the Municipality relating to the two utility buildings in this area. The land use needs of adjacent cultural uses located in Activity Area C (the Wallaceburg and District Museum and the Jeanne Gordon Hall) should also be considered.

Parkland Element 4:

Create a **public use and maintenance agreement** with the owner of 430 King Street to provide community access to the property’s sports field by:

- / Engaging with the property owner (Edward International Academy) to explore interest and feasibility
- / Drafting an agreement similar to the agreements between the Municipality and public schools, allowing for leagues and community groups to have access to the sports field in exchange for municipal maintenance

The intent is to optimize this existing greenspace to serve the recreational needs of various age groups.

Parkland Element 5:

Create a **parkland corridor** next to the railway corridor that spans from Murray Street to land on the west side of Minnie Street by:

- / Testing soil for industrial and transportation contaminants and determining appropriate remediation strategies, if needed
- / Acquiring a portion of 447/601 Duke Street

Features could include:

- / A paved multi-use path
- / Fitness stations
- / Comfort features, including seating, shade structures, and drinking fountains
- / Safety fencing along the railway corridor
- / Trees
- / Naturalized landscaping

The intent of this parkland is to serve as a recreation and leisure corridor for neighbourhood and broader community use, as well as to serve as an active transportation commuter link connecting to Murray Street and ideally also to McNaughton Avenue. The corridor is envisioned to be anchored by a neighbourhood park at the south end of the Herbert Street extension and by a parkette next to, or near, Murray Street.

Parkland Element 6:

Create a **Herbert Street park** at the south end of the street extension that is integrated into the parkland corridor by:

- / Acquiring a portion of 447/601 Duke Street
- / Installing a play structure

Additional features could include:

- / Comfort features, including seating, shade structures, and drinking fountains

The intent is for this parkland to serve as a neighbourhood park that offers play features diversified from those found in Water Tower Park to serve older children.

Parkland Element 7:

Create a **Murray Street parkette** next to or near Murray Street that could include:

- / Seating
- / Trees
- / Naturalized landscaping

The intent is for this parkland to serve as a

parkette that provides a gateway into the parkland corridor and offers opportunities primarily for leisure enjoyment. Flexibility could be considered in the placement of this parkette to accommodate development plans on 447/601 Duke Street, but the intent of this parkette should be satisfied. Development plans should indicate a suitable connection for the multi-use path to connect to the cycling network at, or near, the intersection of Duke Street and Murray Street.

7.4 Scale, Location, and Design

The Parkland Network Structure indicates the preferred placement of parkland in the planning area, with consideration given to visibility, connections, anchors, and a 400 m resident service radius (approximately a 5-minute walking distance). A comfortable user experience should be supported on all parkland by elements such as seating, trees, landscaping, shade structures, public washrooms, waste receptacles, and drinking fountains, where appropriate and feasible.

Parkland should be planned and developed as a key feature for supporting climate change adaptation and resiliency. Trees can offer shade for park users and cooling of the urban environment. This contribution to resident comfort will be increasingly important as temperatures increase. Design features, such as temperature appropriate play equipment and interactive water features, will also become more significant for supporting the livability of the planning area under future conditions.

Universally accessible features will continue to be important for making all residents feel supported in their community through intentional planning and detailed-oriented urban design. Parkland and associated public trails and facilities should be designed in accordance with Section 80 of the Design of Public Spaces Standards within the *Integrated Accessibility Standards of the Accessibility for Ontarians with Disabilities Act 2005*, and future iterations of this Act.

7.5 Ideas from Elsewhere

The lands identified for parkland within the planning area have features similar to those found in the City of Toronto’s Port Union Village Common Park, located in the east end of Toronto. The park rests adjacent to water (Lake Ontario) and a railway corridor (GO Transit). The park includes many of the same types of features envisioned for the planning area’s parkland, as shown in Figure 7 below and on the next pages, and may be a useful design reference during parkland implementation.

Figure 7: City of Toronto’s Port Union Village Common Park.











Above: Queen Street facing Herbert Street and Gillard Street.

8.0 LAND USE DESIGNATIONS STRUCTURE

Encouraging Growth

8.1 Overview

The Land Use Designations Structure, shown below in Figure 8, assigns the land use designations envisioned for the planning area and forms the base of the policy guidance that will be provided in the Secondary Plan. The Residential Area land use designation is intended to continue to apply to the majority of properties. Changes are envisioned for lands within Amendment Areas A, B, and C to

more accurately reflect the current land uses of these areas and to align with the locations of certain heritage buildings. This Structure also seeks to amend designations to increase opportunities for new residential development in Amendment Areas C and D. Land use designations are envisioned to be reduced from three to two designations that maintain the general policy provisions of the Official Plan, with some exceptions.

Figure 8: Land Use Designations Structure.



Base Map:

- Planning Area
- Property Line
- Railway

Existing:

- Downtown / Main Street Area Designation
- Residential Area Designation

Implementation:

- Amendment Areas A and B - Downtown / Main Street Area Designation (Replacing Residential Area Designation)
- Amendment Area C - Residential Area Designation (Replacing Downtown / Main Street Area Designation)
- Amendment Area D - Residential Area Designation (Replacing Employment Area Designation)

8.2 Goal and Objectives

Encouraging growth is the overall goal of the Land Use Designations Structure developed for the planning area. This Structure responds to Wallaceburg's need for generating new housing units to accommodate projected population growth and embraces the benefits that higher density residential use can offer for supporting the liveliness and vitality of the planning area. The intent of this Structure is to provide high-level policy guidance that is complemented by the Official Plan's general land use designation policies and refined in the Intensification Areas Structure.

The following objectives have been developed for the Land Use Designations Structure:

- / Provide land use designations that reflect the continuing historic character and newer residential land uses of some areas
- / Provide land use designations that contribute towards increasing residential land supply and creating development opportunities to meet current and projected housing needs
- / Provide policy direction that promotes a balanced mix of land uses

8.3 Official Plan Land Use Designations and Policies

The Employment Area land use designation is envisioned to be eliminated from the planning area, leaving the Downtown/Main Street Area and the Residential Area land use designations as the two applicable designations. These designations are intended to be generally consistent with the Official Plan's existing provisions.

The Downtown/Main Street Area land use designation policies of the Official Plan include but are not limited to the following ("..." indicates a policy excerpt):

- / B.2.2.3.1 The Downtown/Main Street Area is recognized as the historic core area and the predominant function shall be as the primary retail and service commercial centre in those Primary Urban Centres.
- / B.2.2.3.2 The predominant use of land within the Downtown/Main Street Area shall be mixed use, predominantly retail and service commercial, and residential uses.
- / B.2.2.3.3 Permitted uses shall include retail, service, recreational and tourism related commercial uses, entertainment, cultural, community, business and professional offices, institutional and residential uses, as more specifically defined in the Zoning By-law.
- / B.2.2.5 Development or redevelopment shall enhance the historical character of the core area,...

The Official Plan's land use designation policies for the Residential Area designation include but are not limited to the following:

- / B.2.3.2 The Residential Area is intended for a range of low- and medium-density residential development, and a limited amount of high-density residential development, which shall be developed on full municipal services and in accordance with the Housing policies contained in the Official Plan's Section 2.3.4.
- / B.2.3.3 Non-residential uses that are complementary to and serve the everyday needs of residential neighbourhoods such as churches, elementary schools, neighbourhood parks/parkettes, day care centres and neighbourhood commercial uses shall also be permitted, subject to the provisions of the Zoning By-law. Home-based businesses shall also be permitted.

8.4 Amendment Areas

The following describes the changes envisioned to the land use designations of each Amendment Area.

Amendment Area A: Downtown/Main Street Area, Replacing Residential Area

Preserving the historic core of Chatham-Kent communities is a fundamental component of the Official Plan's Main Street/Downtown Area land use designation. Within the planning area, this designation is envisioned to be extended southwards to encompass the properties at 505 and 507 King Street, which contain the heritage building formerly used by Wallaceburg Hydro, now home to the Wallaceburg and District Museum and the Jeanne Gordon Hall. Similarly, this designation is envisioned to be extended to encompass 490 Wallace Street, which contains the heritage building formerly used as a church of the Church of Latter Day Saints, and now used as an artist's studio. With their classic brick exteriors, these heritage assets provide a strong representation of the community's historic main street character. Water Tower Park is included in the designation expansion given that it is envisioned to accommodate a new splash pad intended to serve as an amenity for the broader community. The Downtown/Main Street Area designation would replace the Residential Area designation that currently applies to this area.

Amendment Area B: Downtown/Main Street Area, Replacing Residential Area

The Downtown/Main Street Area land use designation is envisioned to be extended eastward along the waterfront to encompass Superior Marine Park and the extension of the boardwalk to Wallace Street at Murray Street. The combined implementation of the waterfront park with improvements to the east-west connectivity of the boardwalk and relocation of the Trans Canada Trail are intended to elevate this area in its community use and significance. The Downtown/Main

Street Area designation would replace the Residential Area designation that currently applies to this area.

Amendment Area C: Residential Area, Replacing Downtown/Main Street Area

The Downtown/Main Street Area land use designation of seven properties located east of Bridge Street is envisioned to be replaced by the Residential Area designation. These properties include the former commercial use properties at 570, 571, and 575 Wallace Street, and the residential use properties at 576 Wallace Street and 438, 446, and 450 King Street. The intent is for the use and character of these properties to be cohesive with the adjacent residential use properties to the east rather than emulating the historic main street character.

Amendment Area D: Residential Area, Replacing Employment Area

The Employment Area designation at 447/601 Duke Street is envisioned to be replaced ideally with the Residential Area designation or another designation suitable for indoor or outdoor community-level recreation use. A combination of both designations could also be explored. Implementation will need to include investigation of potential ground contamination resulting from former industrial and transportation uses in the area, the feasibility of soil remediation to satisfy residential and/or recreational use standards, and Wallaceburg's long range land supply needs projected for employment uses.



Above: Duke Street near Herbert Street.

9.0 INTENSIFICATION AREAS STRUCTURE

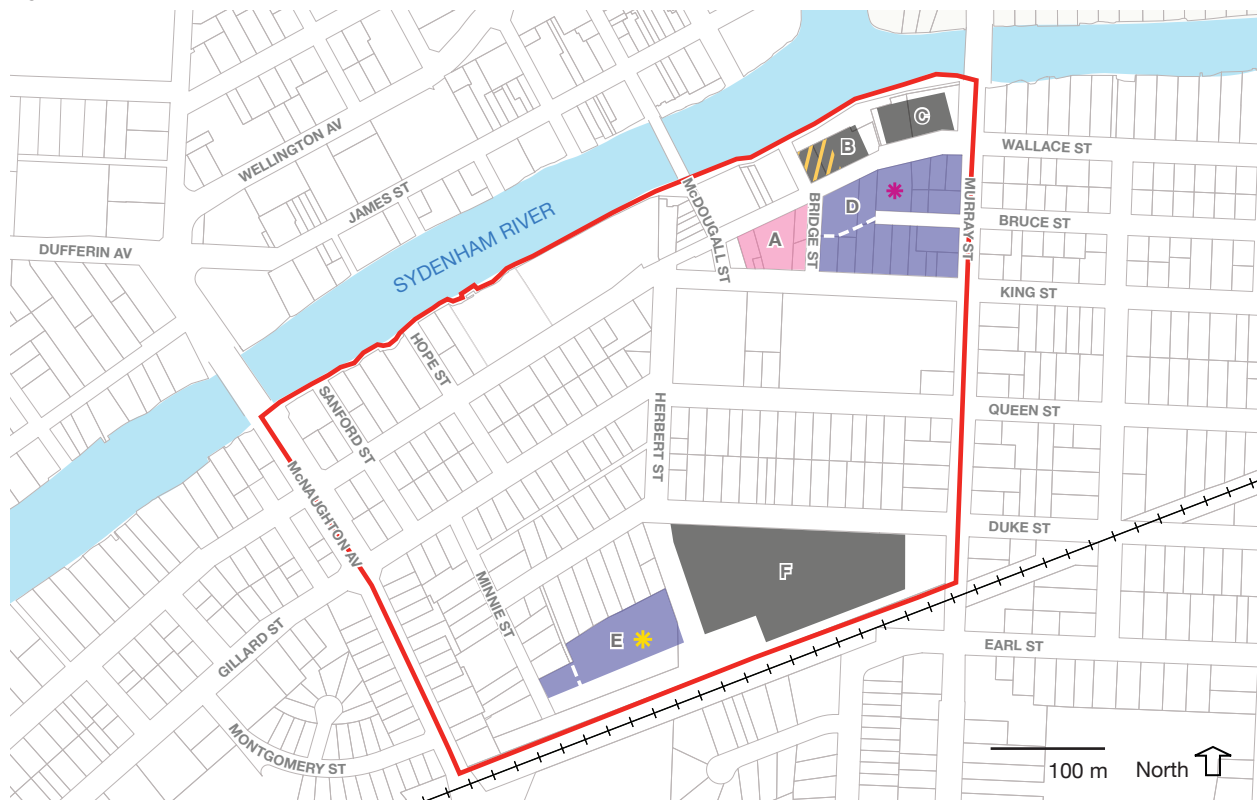
Managing Growth

9.1 Overview

Modifications to the planning area's land use designations will allow for residential uses to be expanded and intensified at certain locations. The Intensification Areas Structure, shown below in Figure 9, indicates areas envisioned for density increases managed through site-specific land use and urban design policies, implemented through zoning. The planning area is envisioned to continue to feature low to medium density residential

development, while new opportunities for medium to high density residential developments are created and in some cases increased. The tallest buildings are envisioned to be 4 to 5 storeys, with height transitions provided to correspond with facing development allowances. Through implementation, the planning area could generate an estimated 200 to 250 new dwelling units, satisfying approximately 34% to 42% of the total units needed to accommodate the 2046 population growth projected for Wallaceburg.

Figure 9: Intensification Areas Structure.



Base Map:

- Planning Area
- Property Line
- Railway

Implementation:

- Area A - Community, Arts, or Cultural Building with First Storey Commercial and Medium Density Residential Above First Storey (4 Storeys Maximum)
- Area B - High Density Residential with Park-facing First Storey Commercial (4 Storeys Maximum)
- Area C - High Density Residential (4 Storeys Maximum)
- Area F - High Density Residential (5 Storeys Maximum, 3 Storeys Maximum Facing Duke Street)
- Area D - Medium Density Residential (3 Units Minimum, 4 Units Maximum; 3 Storeys Maximum)
- Area E - Medium Density Residential (4 Storeys Maximum, 3 Storeys Maximum Facing Minnie Street)
- Off-site Parking for Area C
- Municipal Mixed Housing (Affordable / Market)

9.2 Goal and Objectives

The overall goal of the planning area's Intensification Areas Structure is growth management, which can be implemented through site-specific policy guidance and zoning requirements. Intensification Areas are areas envisioned for mixed land uses and stand-alone residential, with consideration given to building height, height transitions, density, character, access, and parking.

The following objectives have been developed for the Intensification Areas Structure:

- / Efficiently use existing land assets
- / Address current housing needs and prepare for projected housing needs
- / Encourage new residential development that is compatible with existing, lower density development
- / Encourage denser forms of residential development to support affordability, walkability, and sustainability
- / Create universally accessible housing opportunities for residents with a range of abilities
- / Create housing for a range of household sizes
- / Encourage developments to include on-site amenities and features that support climate change adaptation
- / Create opportunities for pedestrian-oriented commercial uses

9.3 Intensification Areas

The planning area's waterfront location, flat topography, and close proximity to commercial land uses on the north side of downtown make it an ideal location for accommodating population growth. Intensification Areas are described in this section with references made to "net development density", which is a calculation of the number of dwelling units on a property divided by the total property area. The Official Plan's density categories are as follows:

- / Low density: up to 25 units per net hectare
- / Medium density: 26 to 75 units per net hectare
- / High density: 76 to 150 units per net hectare

For comparison, the Harbour Court seniors' residence located at 475 Wallace Street contains 52 dwelling units in a 3-storey apartment building on a property that measures approximately 0.64 hectares. The net density for this property is approximately 82 units per net hectare. The property is within the Official Plan's high density category. For some Intensification Areas, the high density category is envisioned to be increased to allow for up to 170 units per hectare. This density could be enabled through parking reductions and could be managed through height restrictions.

Intensification Area A: Community, Arts, or Cultural Building with Commercial Space and Low to Medium Density Residential

A new facility for community, arts, or cultural uses is envisioned for the group of properties located on the south side of Wallace Street between Bridge Street and 520/524/528 Wallace Street. This group includes 540, 552, and 554/558/562 Wallace Street, along with 474 and 468 King Street. The adjacent property located at 510 Wallace Street has been excluded given that it contains a heritage building and has been recently rezoned and renovated to establish residential apartments. The land at 468 King Street is vacant and is owned by the Municipality. The privately-owned properties in this group could be explored for purchase and consolidation to create a municipally-owned facility or to sell the land back to the market with the new property configuration and zoning in place.

The new facility could serve as an expansion or relocation of the Wallaceburg public library and/or seniors' centre, currently located on the north side of downtown. Alternatively, the facility could be used to meet the needs of

Wallaceburg's arts and culture communities (e.g. used as a rehearsal, performance, event, or exhibit space), to be specified through further engagement.

The new facility would provide the planning area with an anchor that can generate daily and year round activity that complements and supports the activities of the nearby museum and theatre. Provisions could be included to allow for a small pedestrian-oriented first storey commercial space (e.g. coffee, ice cream, or gift shop). Including allowances for low to medium density residential apartments above the first storey would add revenue potential, and would support the overall residential density of the planning area. Parking associated with the residential use should be minimal reflecting the area's downtown context and the availability of public transit. Four storeys should be the maximum height allowance, respecting the scale of surrounding development.

The following details are envisioned for Intensification Area A:

Land use designation:

- / Downtown/Main Street Area (unchanged)

Residential density:

- / Low to medium residential density (up to 75 units per net hectare)

Zoning:

- / UC-CC Urban Commercial Community Commercial (unchanged)

Design:

- / Community, arts, and/or cultural facility use on the first storey, and potentially on upper storeys, as the principal use
- / Allowance for a small, pedestrian-oriented commercial space fronting onto Wallace Street as a secondary use
- / Allowance for low to medium density residential apartments above the first storey as a secondary use

- / 4 storeys maximum height
- / For a community facility, all floors universally accessible and a community meeting room and washroom located on the first storey
- / Street presence at, or close to, the property boundary on Wallace Street
- / Architectural character should reflect the historic main street character of the north side of downtown for cohesion between the north and south sides of downtown, and should be similar in horizontal and vertical façade rhythms and articulations
- / Brick exterior should be encouraged
- / High glazing should be encouraged along the first storey to add visible interior activity and illumination to the street as part of winter-city design and Crime Prevention Through Environmental Design (CPTED)

Parking:

- / Parking should be located at the rear of the building, accessed from King Street and potentially also from Bridge Street
- / The Zoning By-law's existing parking requirements for cultural facilities should be retained at 1 parking space per 23.22 m² gross floor area or 15 parking spaces, whichever is greater
- / A reduction or exemption from the residential parking requirement of 1 parking space per dwelling unit for multiple dwellings under 8 units could be explored

Intensification Area B: Waterfront High Density Residential with Park-facing Commercial Space

An area of mixed land use is envisioned for the properties located at 571 and 575 Wallace Street, consistent with the Zoning By-law's current mixed-use requirement at this location. These properties are currently titled to the same owner. Consolidation would significantly increase the development

potential, along with an increase to the number of units allowed in the Official Plan's high density category. A reduction in the parking requirement for multiple dwelling unit development is encouraged to improve unit yield and to lessen the presence of parking along the waterfront. On-street parallel parking would need to be optimized. A boundary realignment is envisioned for the eastern portion of 575 Wallace Street to accommodate new parkland associated with the mid-block connection of the boardwalk to Wallace Street at Murray Street.

The intent for this area is to provide an opportunity for high density residential development to occur in a compact form next to a parkland amenity. A first storey commercial space is envisioned that would face onto the waterfront park, helping to frame the space and serve as an activity generator. Both properties are privately owned and are vacant of development. The Municipality could explore purchasing, consolidating, and selling this land back to the market with the new configuration and zoning in place. Four storeys should be the maximum height allowance, respecting the waterfront context of this area.

The following details are envisioned for Intensification Area B:

Land use designation:

- / Residential Area (currently Downtown/ Main Street Area)

Residential density:

- / High density residential in the 151 to 170 units per net hectare range (increased from the current high density category limit of 150 units per net hectare)
- / Minimum 76 units per net hectare

Zoning:

- / UC-CC Urban Commercial Community Commercial (unchanged)

Design:

- / First storey commercial component (50% of floor area) for pedestrian-oriented commercial space (e.g. coffee shop, kayak rental) facing towards the waterfront park
- / Property boundary realignment to accommodate parkland connecting the boardwalk to Wallace Street at Murray Street
- / 4 storeys maximum height with an increase in the Zoning By-law's 12.19 m height limit for the UC-CC Urban Commercial Community Commercial zone to 14 m allowing for a 4 m commercial first storey
- / "Dwelling, Multiple" added as a use
- / 1 to 3-bedroom dwelling units
- / Architectural character should be consistent with surrounding residential character (i.e. does not need to reflect historic downtown main street)

Parking:

- / Residential requirement of 1 parking space per dwelling unit (reduced from 1.25 spaces per unit)
- / Commercial parking requirement for 1 employee, 1 accessible, and 1 loading space
- / No customer parking requirement given the pedestrian nature of the commercial space and availability of on-street parking
- / On-site parking screened from view from the river and Wallace Street (e.g. carport design)
- / Off-site parking encouraged
- / On-street parallel parking on Wallace Street and Bridge Street optimized for overflow and visitor parking

Intensification Area C: Waterfront High Density Residential

An area of high density residential use

is envisioned next to the waterfront at 581/585/589 and 595 Wallace Street. Similar to Intensification Area B, the intent for this area is to provide opportunity for residential development to occur in a compact urban form next to a parkland amenity. A boundary realignment is envisioned for the eastern portion of 595 Wallace Street to accommodate new parkland associated with the connection of the boardwalk to Wallace Street at Murray Street.

Four storeys should be the maximum height allowance, respecting the waterfront context of this area. A reduction in the parking requirement for multiple dwelling unit development is encouraged to improve unit yield and to lessen the presence of parking along the waterfront. Development of a private off-site parking lot across the street at 580/582/584 Wallace Street is encouraged, along with an indicated pedestrian crossing leading to the development. On-street parallel parking will need to be optimized. The three properties implicated are all titled to the same owner.

The following details are envisioned for Intensification Area C:

Land use designation:

- / Residential Area (mostly unchanged, except for the boardwalk extension)

Residential density:

- / High density residential in the 151 to 170 units per net hectare range (increased from the current high density category limit of 150 units per net hectare)

Zoning:

- / RH2-Residential High Density (currently UC-CC Urban Commercial Community Commercial)

Design:

- / Property boundary realignment to accommodate parkland connecting the boardwalk to Wallace Street at Murray

Street (replacing or in addition to the existing stairs leading to bridge level)

- / 4 storeys maximum height
- / “Dwelling, Multiple” added as an allowed use
- / 1 to 3-bedroom dwelling units

Parking:

- / 1 parking space per dwelling unit (reduced from 1.25 parking spaces per unit)
- / Parking screened from view from the river and Wallace Street (e.g. carport design)
- / Off-site parking lot on the south side of Wallace Street encouraged with landscaping to buffer and screen from neighbouring properties
- / An indicated crossing is encouraged between the development and the off-site parking lot, if this arrangement is pursued
- / On-street parallel parking on Wallace Street and Bridge Street optimized for overflow and visitor parking

Intensification Area D: Medium Density Residential (Wallace Street, Bruce Street, and King Street, between Murray Street and Bridge Street)

An increase in residential density is envisioned for the area bounded by Wallace Street, Murray Street, King Street, and Bridge Street. With one exception, these properties are in a situation of non-conformance with the Zoning By-law given the area’s Urban Commercial-Community Commercial zoning, which does not allow for stand-alone residential development as a use. Residential development is allowed but only as part of a mixed-use commercial/residential development. The commercial zoning of this area has been inconsistent with much of its actual use for some time. The only commercial building, located at 570 Wallace Street, appears to be vacant.

Gradual intensification over time is envisioned as individual properties redevelop, replacing the existing single detached housing stock with medium density development.

Through provincial legislation (the 2019 *More Homes, More Choice Act*), provisions are in place that permit residential properties to have up to three dwelling units as-of-right, including a unit within a building or structure ancillary to a house. The intent for Intensification Area D is to introduce stand-alone residential development as an allowed use and to set the three dwelling unit provision as a required minimum where this use occurs, with the potential for properties to have an additional fourth unit as a maximum. Allowances for a variety of housing forms to achieve this density are intended, including side-by-side and stacked units, along with detached suites. Commercial uses should continue to be allowed, providing for a range of land use and development options.

A laneway extending from the west end of Bruce Street to Bridge Street is envisioned to provide properties facing onto King Street and Wallace Street with rear vehicle access and parking. The intent is to encourage redevelopment and improve development feasibility, while supporting a more pedestrian-oriented streetscape at the front of properties with fewer access interruptions. Three storeys should be the maximum height allowance for compatibility with existing lower density residential development in this area.

The following details are envisioned for Intensification Area D:

Land use designation:

- / Residential Area (currently Residential Area and Downtown/Main Street Area)

Residential density:

- / Medium density residential for the entire area (achieving approximately 55 units per net hectare, if each property is redeveloped, excluding the parking area associated with waterfront development)

Zoning:

- / RL3-Residential Low Density exception (currently zoned UC-CC Urban Commercial Community Commercial)

Design:

- / “Dwelling, Multiple” added as a use
- / 3 dwelling units per property minimum requirement and 4 dwelling units per property maximum allowance, for properties where stand-alone residential development is pursued
- / Continued allowance of commercial uses, including as stand-alone
- / 3 storeys maximum height

Parking:

- / A new laneway extending from Bruce Street to Bridge Street to provide rear parking access for properties facing onto King Street and Wallace Street
- / Residential requirement of 1 parking space per dwelling unit (unchanged)

Intensification Area E: Medium Density Residential with Affordable/Market Rental Housing (55 Minnie Street)

The Municipality is considering options for a new mixed (affordable/market) rental housing development on the municipally-owned property located at 55 Minnie Street. This property is vacant and measures approximately 0.67 hectares. An assessment of potential ground contamination from former industrial and transportation uses in the area is currently underway. Depending on the findings, soil remediation measures may need to be pursued before a new land use can be established. The development potential of the property is impacted by the new street connection envisioned between the Herbert Street south extension and Minnie Street, which would remove land from the southern portion of the property. Residential exception zoning is currently in place that sets a height limit of three storeys for apartment buildings, amongst other restrictions.

Medium density development is envisioned for this property, retaining the three-storey height restriction facing Minnie Street and adding allowance for a fourth storey facing onto Herbert Street and the new connector. A reduction in the parking space requirement for multiple dwelling unit development, and potentially a further reduction for affordable housing development, would improve the property's development potential and could allow space for an outdoor amenity, such as a community garden, to be included on-site. Ideally this amenity would be located next to Minnie Street and could be reserved for use by residents of the property or could be programmed for broader community use. Alternatively, the portion of the property facing onto Minnie Street could be developed for lower density housing within the medium density category (e.g. triplex or fourplex buildings), either as part of the mixed housing development or sold to assist the Municipality with development financing.

Land use designation:

- / Residential Area (unchanged)

Residential density:

- / Medium density residential (26 to 75 units per net hectare, ideally achieving the upper limit)

Zoning:

- / RH2-419-Residential Medium Density with modified restrictions (currently RH2-419-Residential High Density with restrictions)

Design:

- / Property boundary realignment to accommodate the Herbert Street south extension and connector to Minnie Street
- / 3 storeys maximum height allowance facing Minnie Street
- / 4 storeys maximum height allowance facing the Herbert Street extension and connector to Minnie Street
- / 1-bedroom dwelling units

- / Potential for on-site amenity space (e.g. community garden) at west end with landscaping to buffer the adjacent residential use

Parking:

- / 1 parking space per dwelling unit (reduced from 1.25 parking spaces per unit) and potential further reduction for affordable housing dwelling units

Intensification Area F: High Density Residential (447/601 Duke Street)

Measuring approximately 2.5 hectares, the vacant property at 447/601 Duke Street has the most development potential in the planning area given its size, and is envisioned for high density residential use. The Municipality is encouraged to pursue purchasing the property from CSX Transportation for eventual sale back to the market once the desired land use designation and zoning are in place, and excluding the portions envisioned for parkland use in the Parkland Network Structure. Similar to Intensification Area E, an assessment of potential ground contamination from former industrial and transportation uses in the area will be needed and soil remediation measures may need to be pursued before a new land use can be established.

Ideally, this property will provide opportunity for a mix of housing forms to be developed through a cohesive Master Plan process that provides appropriate height transitions. Encouraging townhouses at the front of the property that are 2 to 3 storeys would correspond with the height of existing 2-storey development on the north side of Duke Street, and would be consistent with the 3-storey height restriction currently in place for the north side of the street. Townhouse units should ideally be divided into groupings for permeability that supports pedestrian connections and for sunlight to pass between buildings. A height allowance of up to 5 storeys is suitable closer to the railway corridor and Murray Street.

As an alternative to residential land use, Intensification Area F could be used, either in its entirety or a portion of, to create a recreational node that would be in addition to the railway corridor parkland identified in the Parkland Network Structure. This node could feature indoor and/or outdoor elements, depending on remediation constraints and assessment of community-wide recreation needs.

Land use designation:

- / Residential Area or Public Facility (currently Employment Area)

Residential density:

- / High density residential (achieving approximately 80 to 100 units per net hectare through a mix of housing forms)

Zoning:

- / RH2-Residential High Density or another zone suitable for indoor or outdoor recreation use (currently M1-General Industrial)

Design (for residential use):

- / Property boundary realignment to accommodate the Herbert Street south extension
- / A mix of housing forms including townhouses, back-to-back townhouses, and apartment buildings, and potentially other forms, such as triplexes and fourplexes
- / 2 to 3-storey height allowance facing Duke Street
- / 5-storey height allowance on the railway corridor side of the property and close to Murray Street
- / Potential for on-site amenity space (e.g. community garden)

Parking (for residential use):

- / 1 parking space per dwelling unit (reduced from 1.25 parking spaces per unit)

9.4 Developments Over 10 Dwelling Units

To achieve a balanced mix of unit types and sizes that respond to diverse household needs, residential developments with ten or more units should be encouraged to include a mix of one, two, and three-bedroom units. Exceptions could be considered for affordable housing developments reflecting the high demand for one-bedroom rent-geared-to-income units. These larger developments should additionally be encouraged to offer universally accessible units on the first storey, with a target set for 50% of the total number of first storey units. Consideration should also be given to including green roofs that can contribute to the passive cooling of buildings and the urban environment, while serving as an outdoor amenity space for residents of the development.

9.5 Official Plan Density Policies and Amendments

The Official Plan's general policies related to residential density include but are not limited to the following ("..." indicates a policy excerpt):

- / 2.3.4.2.2 The Municipality shall encourage a housing mix of 65% low-density dwellings (a maximum of 25 dwelling units per net residential hectare), 25% medium-density dwellings (a maximum of 75 dwellings units per net residential hectare) and 10% high-density dwellings (a maximum of 150 dwelling units per net residential hectare) over the 20-year time horizon (2011–2031).
- / 2.3.4.2.3 The Municipality shall encourage the provision of a diverse range of housing choices to meet the projected demographic and market requirements of current and future residents of Chatham-Kent...

- / 2.3.4.2.4 A portion of Chatham-Kent’s housing supply will be accommodated through residential intensification. The Municipality has established a residential intensification target of 10% within the built-up portions of the Primary and Secondary Urban Centres...

The Official Plan provides development policies specific to each density category. The Intensification Areas Structure deviates from the following policies, which would require amendment or exception in order for implementation to proceed:

- / 2.4.3.2.3 Medium- and high-density residential development shall be encouraged to front on arterial roads where transit is either provided or planned.
- / B.2.3.6.5 (High-density residential development shall...) Be permitted to contain a small-scale convenience-retail commercial use on the first floor that fronts onto the street.

One of the proposed high density Intensification Areas is envisioned to contain a commercial use, while the other two high density Intensification Areas are intended for stand-alone residential use. This direction reflects the planning area’s close proximity to commercial uses located on the north side of downtown and at the County Fair Mall located south of the planning area, which serve area residents.

9.6 Housing Typologies

Housing envisioned for the planning area includes triplexes (side-by-side or other combinations of three dwelling units, such as duplexes with an upper storey apartment or garden suite), townhouses, and apartments, ideally ranging from one to three bedrooms. Figure 10, next page, shows examples of new housing typologies envisioned, along with descriptions of design strategies that can help

new development to fit in with the established but transitioning character and context of the planning area.

9.7 Residential Parking Requirements

A reduction to the Zoning By-law’s parking requirements is encouraged reflecting the generous availability of public on-street parking in the planning area and to improve the development potential of properties envisioned for medium and high density residential development. The current parking requirement is 1.25 parking spaces per dwelling unit, which is envisioned to be reduced to 1 parking space per dwelling unit. This aligns the requirement with the requirement for low density residential development. A further reduction could be explored for affordable housing.

Official Plan policy B.2.2.8.2 indicates that the Municipality can consider reduced parking standards in the Zoning By-law for lands within the Downtown/Main Street Area designation, geared at supporting transit use and active transportation. This consideration should be extended to include the entirety of the planning area. Ideally, provisions for e-vehicle, bicycle, and scooter parking along with charging stations should additionally be included in municipal policies and regulations, helping to support and encourage lower carbon modes of transportation.

The use of on-street parking will need to be monitored as medium and high density residential development unfolds. The Municipality may need to consider introducing an overnight on-street parking permit system to manage parking in higher demand areas.

9.8 Affordable Housing

The Municipality’s Housing Services department has indicated the urgent need and dedicated interest to develop affordable

Figure 10: Housing typologies and design strategies.



Carport parking is encouraged to increase the development potential of high density properties while softening the presence of parking next to the waterfront and providing opportunities for sheltered parking. The above image on the left shows a development with a commercial first storey and residential apartments on upper floors (Image: Kobayashi+Zedda Architects). On the right is a residential development (Image: Google Earth).



The images above demonstrate vertical articulations and colour blocking that are used to divide and soften the appearance of building massing. These design strategies can help medium and high density developments to fit within the context of lower density residential surroundings. Brick exteriors provide a heritage element that ties newer development in with older construction. (Images: Google Earth)



The above images show front and rear views of a back-to-back townhouse development with third storey apartments accessed through separated first storey entrances. The rear of the building is accessed from an internal drive with street-like treatment, including a sidewalk and curb.



The images above show variations of townhouse developments. Staggered rooflines, storeys above rooflines, and stepped upper storeys reduce the appearance of building massing. Front porches, balconies, landscaping, and parking at the rear contribute to an inviting, pedestrian-oriented streetscape. Separations between unit groupings provide permeability for pedestrian connections and for sunlight to pass between buildings. (Bottom left image: Google Earth)



The above image shows a fourplex development with colour blocking, material transitions, and staggered entries, which reduce the appearance of building massing. Parking is accessed from a laneway at the rear, which contributes to a more pedestrian-oriented streetscape.

The above image shows the internal walkway of a multiple dwelling unit development where seating, paving stones, and landscaping provide for an inviting and park-like feel, and offer shading and cooling benefits.

(rent-geared-to-income) housing units at 55 Minnie Street. The Municipality is also interested to include market units to create a mixed-housing rental development. The Municipality is encouraged to explore purchasing a portion of the vacant property at 447/601 Duke Street, owned by CSX Transportation, to split the affordable units into two separate developments, allowing for a more balance proportion of market units to be integrated into the developments. A phased approach to development would be needed given the land tenure.

There is considerable opportunity for the private sector to also contribute towards providing affordable housing units within the planning area and across Chatham-Kent. The Municipality could explore increasing the Community Improvement Plan incentive provided to developers for specifically creating affordable housing units. The current offering is a grant of \$7,500 per affordable unit, which matches the amount offered for other types of new and rehabilitated market units. A higher incentive for affordable units would make the endeavor a more attractive option to developers.

9.9 Parkland Dedications

Private sector developers can make a significant contribution towards creating public parkland. The *Planning Act* (as amended through Bill 23) allows municipalities to impose a 5% parkland dedication requirement for new residential developments. A cash-in-lieu option is also available, which allows municipalities to collect funds to finance new parkland in off-site locations. The Municipality is encouraged to require the full 5% parkland dedication for new developments within the planning area. Where parkland is identified in the Parkland Network Structure, cash-in-lieu of land dedication should not be accepted. Any cash-in-lieu funds accepted should be used to create new parkland specifically within the planning area.

9.10 On-site Amenities

The Official Plan includes a policy (B.2.3.6.9) that requires amenities, such as recreation facilities, to be incorporated into high density residential developments, though no requirement has been established in the Zoning By-law to implement this policy. The Municipality is encouraged to create a suitable requirement, and to also explore a similar requirement applicable to medium density developments. A cross-jurisdictional scan reveals that municipalities have taken different approaches to establishing amenity space requirements, with some stating the requirement as a minimum site coverage percentage and others setting a minimum amenity area requirement on a per dwelling unit or bedroom basis. Some regulations differentiate between private and common amenity spaces with specific requirements stated for each.

9.11 Railway Corridor Adjacent Development

New residential development has been envisioned with a setback of at least 30 m from the property line of the railway corridor. This setback respects national guidelines for new residential development adjacent to railways released in 2013 by the Federation of Canadian Municipalities in partnership with the Railway Association of Canada. The national recommended setback exceeds the Zoning By-law's setback requirement of 20 m from railway centre line. Development envisioned within the setback is limited to roadways, parking, and parkland.

9.12 Servicing Improvements

A preliminary Servicing Study has been prepared that explores the capacity of the planning area's existing water, fire suppression, wastewater, and stormwater infrastructure to accommodate the scale of the residential intensification envisioned for

the planning area. Based on high-level review of information provided by the Municipality, the study found that no mains in the planning area are currently operating at or over capacity, though some have surpassed their 80% capacity. Improvements identified for water mains to accommodate intensification include the following:

- / Upsizing the existing 100 millimetre (mm) water main on Wallace Street between Herbert Street and Murray Street to 300 mm
- / Upsizing and providing additional looping for the existing 25 mm water main on Bridge Street to 150 mm
- / Upsizing the existing 150 mm water main on King Street between Herbert Street and Murray Street to 300 mm
- / Upsizing the existing 150 mm water main on Duke Street between Minnie Street and Herbert Street to 300 mm
- / Upsizing the existing 150 mm water main on Herbert Street between Duke Street and Herbert Street to 300 mm
- / Upsizing the existing water main on Duke Street between Herbert Street and Murray Street to 300 mm
- / Upsizing the existing 150 mm dead end water main on Herbert Street to 300 mm
- / Upsizing the existing 100 mm dead end water main on Minnie Street to 300 mm
- / Providing additional water looping by connecting the two dead end water mains under the envisioned Herbert Street/Minnie Street connector with a 300 mm water main

With regards to wastewater infrastructure, as sanitary sewers are typically designed to maintain at least 20% reserve capacity, the following sewers should be considered for upsizing:

- / Upsizing the existing 300 mm sewer main in the easement upstream of the Queen Street sewage pumping station, midway between Queen Street and King Street, to 375 mm

- / Upsizing the existing 200 mm sewer main on Herbert Street, from Duke Street to Queen Street, to 250 mm
- / Upsizing the existing 600 mm sewer on Wallace Street, between Bridge Street and the Harbour Court seniors' residence, to 675 mm

Since the study used a conservative capacity criterion, the sewer improvements identified could be deferred and undertaken with other infrastructure improvements or as plans for new developments advance. The design capacity of the Queen Street sewage pumping station does not appear to be a limitation on the development densities envisioned. However, ongoing assessment of flows to the facility should occur, and upgrades should be considered when the flows consistently reach 80% capacity.

For the stormwater network, all future development projects should control runoff on-site to not put additional load on the existing system. The storm sewer resizing should be considered whenever street reconstruction occurs, or when other infrastructure upgrades are implemented (e.g. water main improvements). The ultimate sizing of the improved storm sewers should be reviewed through a comprehensive Stormwater Master Plan exercise.



Above: Heritage building on Wallace Street (view from King Street at Herbert Street).

10.0 DEMONSTRATION PLANS

10.1 Overview

Demonstration Plans have been prepared to illustrate key concepts and development areas in the north and south ends of the planning area, where shown below in Figure 11. Demonstration Plans are visual tools that quickly and effectively convey the vision for an area to the public, decision makers, and funders. They are also useful marketing tools for attracting private sector interest and investment to an area.

The Demonstration Plans shown in Figures 12 and 13 on the next pages are artistic representations of potential future conditions and are not intended to replace policy and zoning maps, nor do they confirm future design decisions. Implementation may vary given the feasibility studies, detailed design processes, and community engagement needed to advance each area.

Figure 11: Demonstration Plan areas.



 Planning Area

250 m North 

10.2 North End

Key implementation elements envisioned for the north end of the planning area, shown below in Figure 12, include:

1. Boardwalk extensions connecting to the pedestrian bridge and to Wallace Street at Murray Street
2. Waterfront park with a small amphitheatre, statement washroom building, parking, and path connections
3. Pedestrian-focused promenade (similar to a woonerf) on Wallace Street and McDougall Street
4. Herbert Street/King Street/Wallace Street reconfiguration to create an intersection and introduce travel between these streets
5. Community use facility facing onto Wallace Street with pedestrian-oriented commercial space and opportunity for residential apartments on upper storeys
6. Bridge Street/Wallace Street reconfiguration to create an elbow between these two streets
7. Mixed-use development next to the waterfront with high density residential and a commercial space facing the waterfront park
8. High density residential development next to the waterfront with off-site parking on the south side of Wallace Street
9. Laneway from Bruce Street to Bridge Street providing parking at the rear of properties to support medium density intensification

Figure 12: Demonstration Plan, north end.

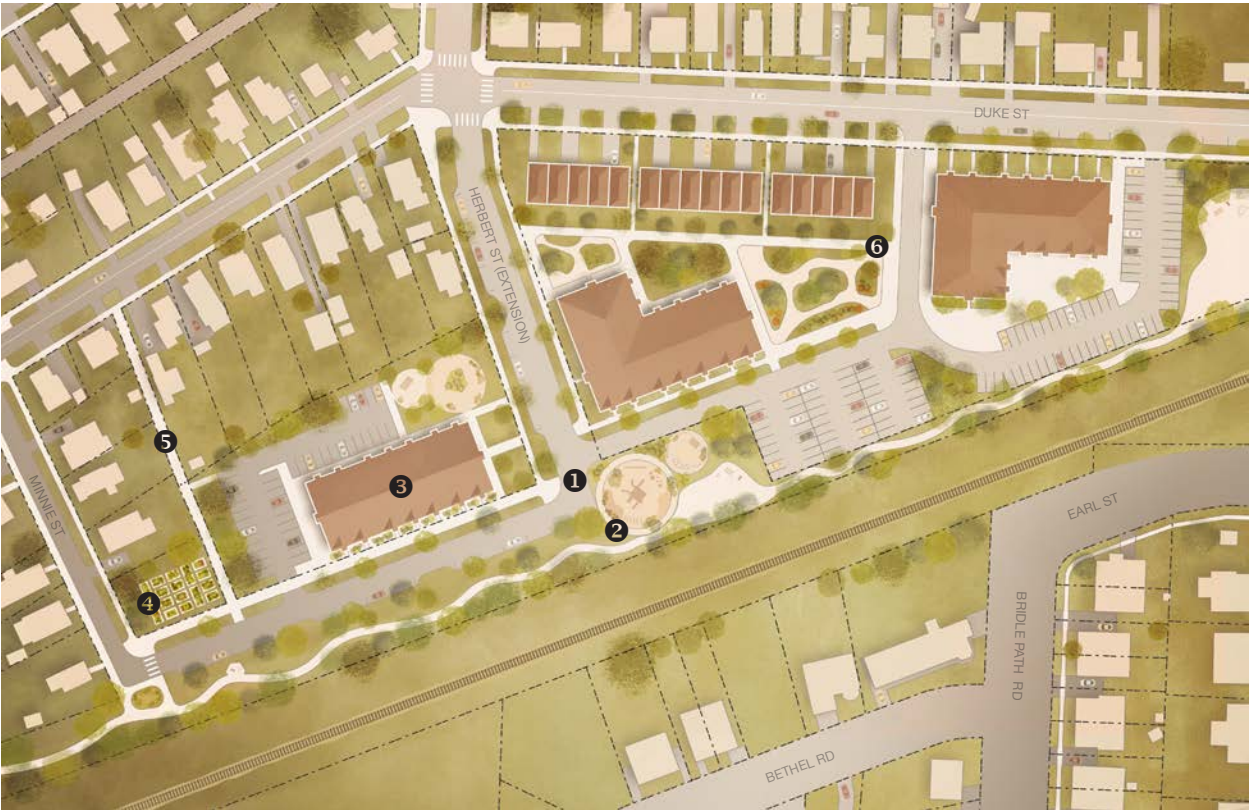


10.3 South End

Key implementation elements envisioned for the south end of the planning area, shown below in Figure 13, include:

- 1. Herbert Street south extension and connector to Minnie Street, providing on-street parking to support residential and recreational uses
- 2. Railway corridor adjacent parkland with multi-use path, playground, fitness stations, and trees to buffer the railway
- 3. Medium density mixed rental (affordable/market) housing development facing onto the Herbert Street/Minnie Street connector
- 4. Amenity space associated with the adjacent mixed rental housing development, potentially used as a community garden
- 5. Laneway between Duke Street and the Herbert Street/Minnie Street connector
- 6. High density residential development with a mix of housing typologies facing onto Duke Street and the Herbert Street extension

Figure 13: Demonstration Plan, south end.





Above: Wallace Street near Murray Street during the Wallaceburg Antique Motor and Boat Outing.

11.0 IMPLEMENTATION

11.1 Implementation Plan

The Secondary Plan will provide policy guidance for how the planning area can evolve over time and will be a starting point for a long-term interdepartmental Implementation Plan that will need to be developed by the Municipality. To develop the Implementation Plan, the Planning Services department will need to work closely with other municipal departments, including the following:

- / Engineering Services, to study and confirm feasibility of infrastructure improvements and to identify opportunities for improvements to be worked into lifecycle/renewal processes
- / Parks, Recreation, & Cemeteries, to ensure feasibility of parkland improvements and identify operational considerations
- / Housing Services, to discuss the Herbert Street south extension and connector to Minnie Street, which reduce the development area available at 55 Minnie Street
- / Transit, to discuss the locations of interurban and virtual bus stops and to integrate these into service delivery platforms

The Planning Services department should ideally remain the lead on coordinating implementation and tracking progress, which should be shared in a publicly accessible location, such as a municipal webpage. Engagement with the owners of properties directly affected by implementation elements will need to be a key facet of the implementation process of each item.

11.2 Studies and Municipal Processes

An assortment of studies and municipal processes will be needed to support implementation. Future studies include the following:

- / Transportation modeling and traffic studies, particularly associated with the intersection of Herbert Street, King Street, and Wallace Street, the pedestrian promenade, and the Bridge Street/Wallace Street elbow
- / Traffic studies associated with speed reductions and extension of the Community Safety Zone
- / Signalization studies, including at the intersections of Murray Street/Duke Street and McNaughton Avenue/Wallace Street, and at protected crossings
- / Cycling network assessments to determine the location and design of cycle lanes
- / Ground contamination assessments for 55 Minnie Street and 447/601 Duke Street, associated with former industrial and transportation uses in the area
- / Employment-to-residential land conversion study for 447/601 Duke Street to assess projected employment land needs prior to changing the land use designation

The municipal processes needed include the following:

- / Property boundary adjustments and land acquisitions through direct purchases, transitional easements, and/or transfer requirements as part of the development review process, to implement parkland, mobility, and intensification elements
- / Zoning amendments to allow for stand-alone residential use and increase density allowances in some areas
- / Zoning amendments to reduce parking requirements for medium and high density residential developments
- / Exception zoning to introduce minimum requirements (e.g. 3 dwelling units in Intensification Area D) and special uses (e.g. off-site parking) in some areas

- / Site Plan Controls for medium and high density developments near the waterfront and railway corridor
- / Parkland dedications to support the creation of new parkland
- / Public/private partnership agreement for the use and maintenance of the recreational field at 430 King Street
- / Public/private partnerships for infrastructure improvements, including the Herbert Street south extension
- / Property evaluations and By-law processes to designate heritage buildings
- / Developing a Sanitation and Pollution Reduction Plan to address the litter that washes into the Sydenham River, with consideration for enhancing the filtration ability of storm water collection infrastructure and improvements to public waste collection facilities

11.3 Additional Initiatives

During the Secondary Plan process, ideas emerged for the planning area that would be best evaluated through broader community processes, including the following:

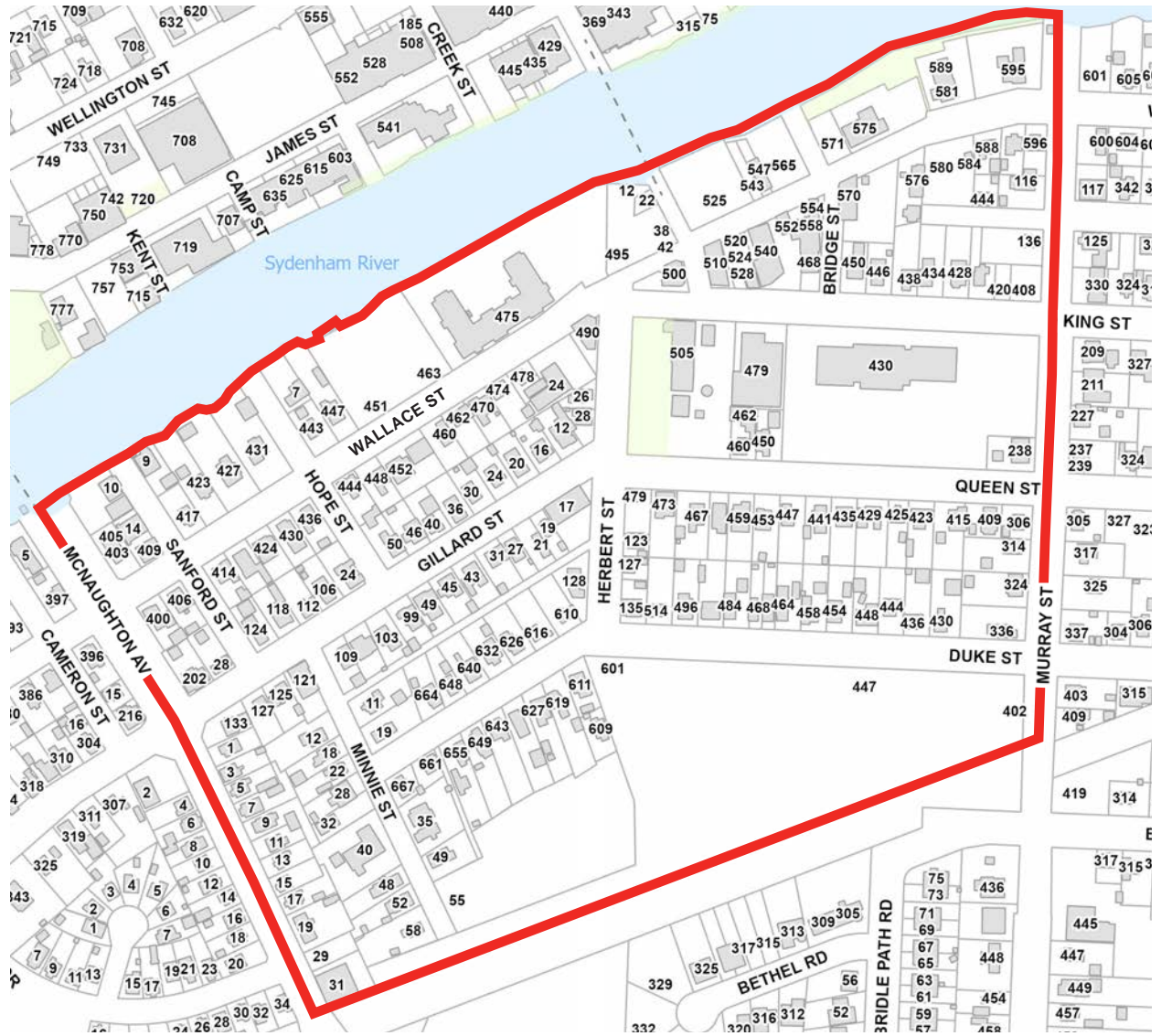
- / Incentive review to potentially increase the municipal tax refund available to the owners of properties with designated municipal heritage buildings
- / Incentive review to potentially increase in the Community Improvement Plan offering for the development of affordable housing units by private sector developers, particularly in the downtown area
- / Developing a heritage, arts, and culture strategy for the broader downtown area that includes Indigenous representation and identifies revisions and additions needed to the interpretive information featured on plaques and in historical exhibits
- / Developing a tree canopy goal for the community, and especially for the downtown area, reflecting that as climate change progresses, trees will play an increasingly essential role in the shading and cooling of the urban area



Above: King Street near Herbert Street during the Wallaceburg Antique Motor and Boat Outing.

APPENDICES

Appendix A: Municipal Addresses

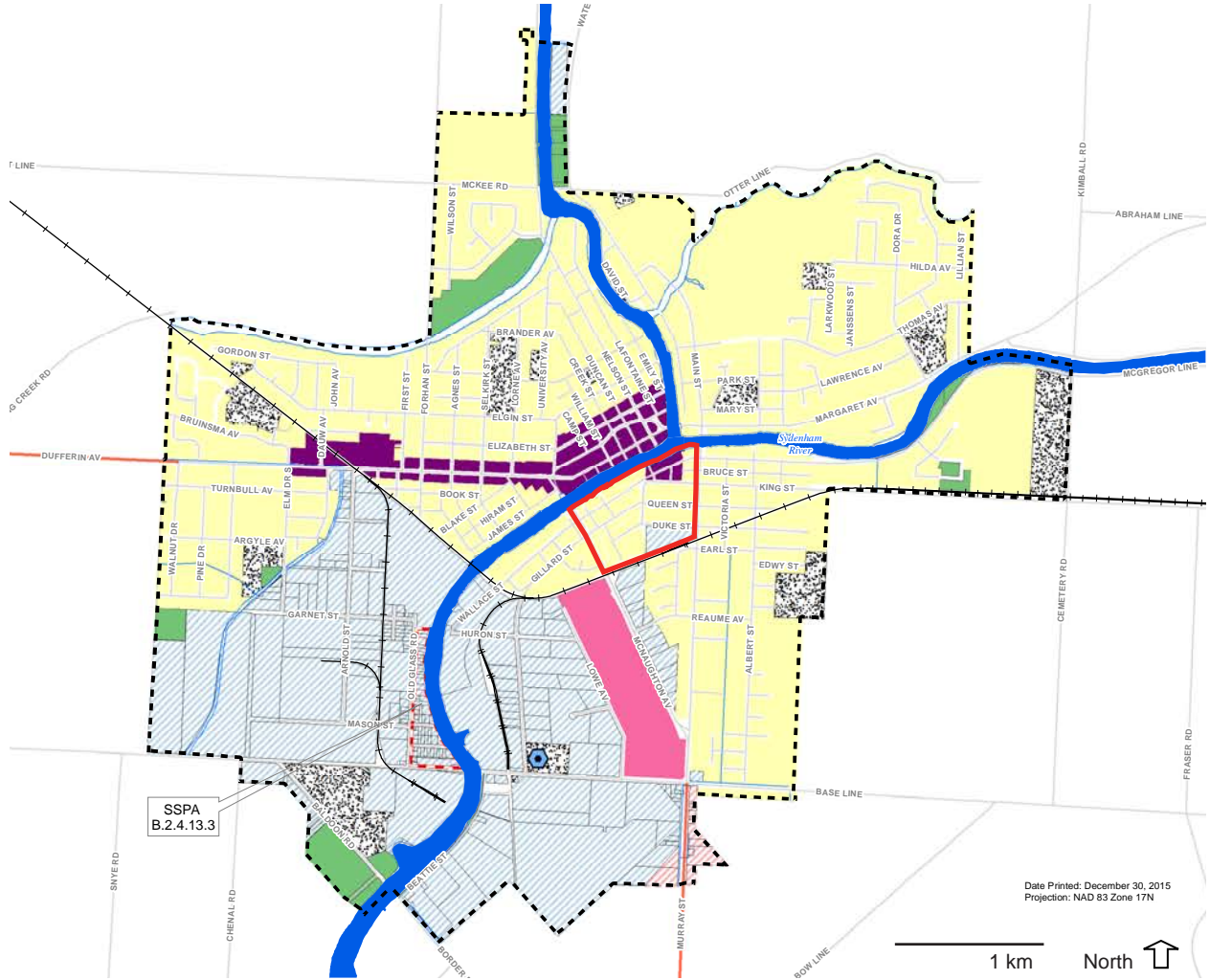


Legend:

- ▬ Planning Area
- ▬ Property Line
- ▬ Building Footprint
- ▬ Parkland



Appendix B: Official Plan Schedule E6-Wallaceburg Urban Centre



Legend:

Base Map

- Municipal Boundary
- Schedule Boundary
- Secondary Urban Centre
- Hamlet
- Rural Settlement Area
- Local Road
- Provincial Highway
- Future CWTL
- Railway
- Hydro Electric Power Commission
- Water Course
- Property Not Included in Official Plan
- Site Specific Policy Area
- Planning Area

Land Use Designations

- Agriculture**
- Agricultural
- Agricultural Buffer
- Residential**
- Residential
- Suburban Residential
- Recreational Residential
- Estate Residential
- Mobile Home Park

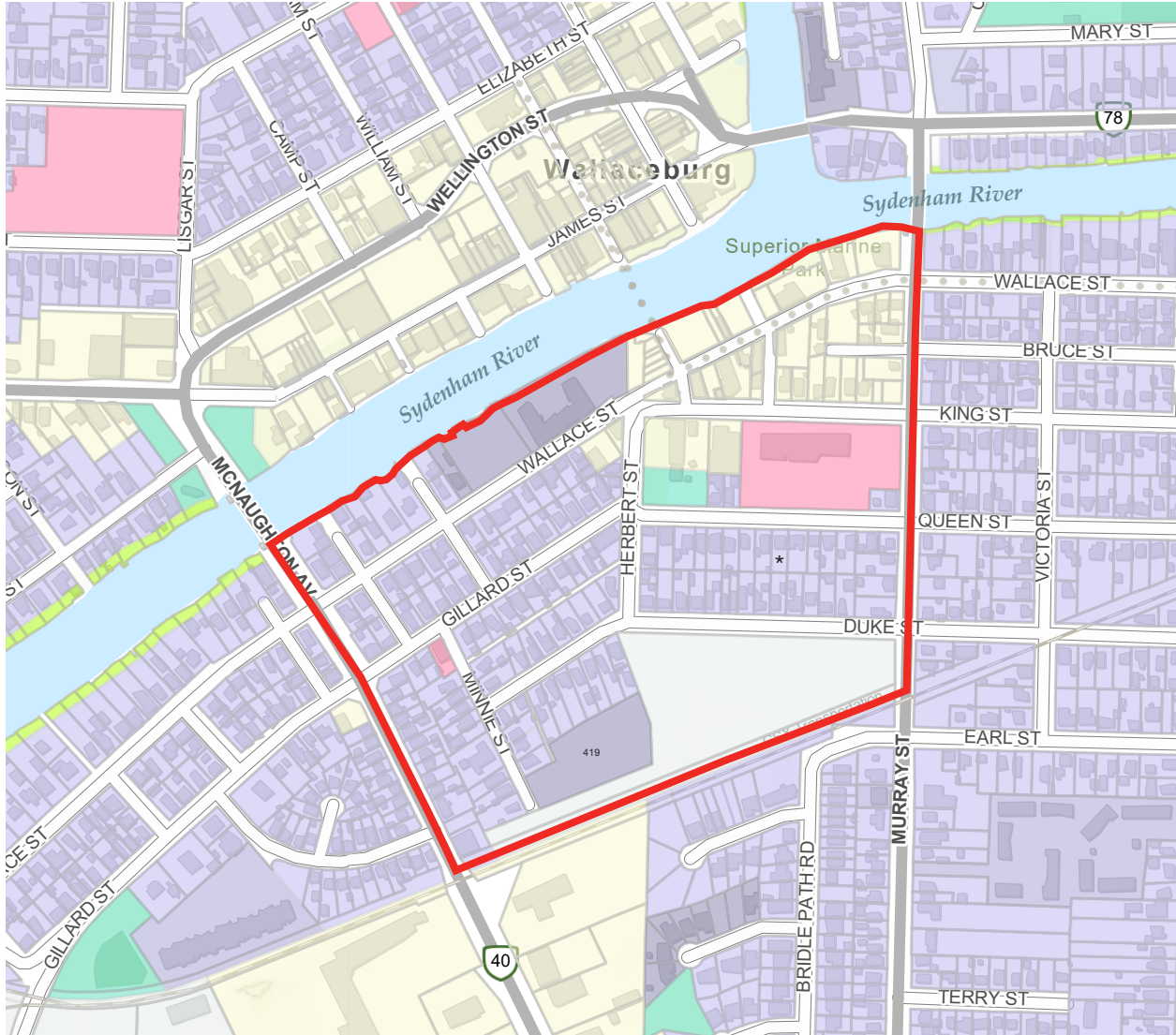
Commercial / Industrial

- Employment Area
- Industrial Rural
- Business Park
- Future Development
- Downtown / Main St
- Power Centre
- Shopping Centre Commercial
- Community Commercial Centre
- Highway Commercial

Other

- Public Facility
- Sanitary Sewage Treatment Works
- Urban Reserve
- Open Space / Conservation Lands
- Recreational Area
- Waste Management Site
- Airport
- Provincially Significant Wetland

Appendix C: Comprehensive Zoning By-law Schedule A - Zoning By-law Mapping



Legend:

- Planning Area
- RL3-Residential Low Density
- * RL4-Residential Low Density
- RH2-Residential High Density
- 419 RH2-419 Residential High Density
- I-Institutional
- UC (CC)-Urban Commercial Community Commercial
- OS1-Open Space
- M1-General Industrial
- HL-Hazard Land

200 m North

Chatham-Kent online mapping, generated January 5, 2024

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