

TABLE OF CONTENTS

	<u>Page No.</u>
1. INTRODUCTION.....	1
1.1 Plan Purpose and Objectives of the Study	1
2. STUDY AREA FEATURES	2
2.1 Existing Land Uses within the Planning Area	2
2.1.1 Residential Land Uses	2
2.1.2 Commercial Land Uses.....	3
2.1.3 HEPC	3
2.2 Adjacent Land Uses	3
2.2.1 Commercial Land Uses.....	3
2.2.2 Residential Land Uses	4
2.2.3 Agricultural Land Uses	4
2.3 Infrastructure.....	4
2.4 Roadways.....	4
3. PUBLIC AND AGENCY CONSULTATION	6
3.1 Public and Agency Notification.....	6
3.2 Public Information Centre #1.....	7
3.3 Public Information Centre #2.....	8
4. EXISTING PLANNING AND DEVELOPMENT POLICIES	10
4.1 Provincial Policy Statement.....	10
4.2 Municipality of Chatham-Kent Official Plan	11
4.3 Chatham Township Zoning By-Law 92-50.....	16
4.4 New Draft Chatham-Kent Zoning By-Law	17
5. ISSUES, OPPORTUNITIES AND CONSTRAINTS	19
5.1 Development Options.....	19
5.2 Fragmentation of Land Ownership.....	19
5.3 Traffic Analysis and Access Management.....	20
5.4 Infrastructure Improvements	20
6. THE CONCEPT PLAN.....	21
6.1 Goals and Objectives.....	21
6.1.1 Goals.....	21
6.1.2 Objectives	21
6.2 The Development Concept.....	21
6.2.1 Residential Land Use.....	21
6.2.3 Commercial Uses	22
6.2.5 Transportation Network	22
6.2.6 Municipal Services.....	24

TABLE OF CONTENTS

	<u>Page No.</u>
7. STATEMENT OF POLICY	25
7.1 Mobile Home Park Area Policies	25
7.2 Commercial Area Policies	25
7.3 Transportation Network Policie	27
8. IMPLEMENTATION	29
8.1 Implementation Policy	29
8.1.1 Official Plan Amendment	29
8.1.2 Zoning By-law Amendments	29
8.1.3 Servicing Agreements	26
8.1.4 Site Plan Control	26

LIST OF FIGURES

Figure 1	Location Plan
Figure 2	Existing Land Use Photos
Figure 3	Official Plan Designations
Figure 4	Existing Zoning
Figure 5	Proposed Zoning
Figure 6	Preferred Development Concept Plan

LIST OF APPENDICES

APPENDIX A	TRAFFIC ANALYSIS REPORT
APPENDIX B	PUBLIC AND AGENCY NOTIFICATION
APPENDIX C	PUBLIC INFORMATION CENTRE #1
APPENDIX D	PUBLIC INFORMATION CENTRE #2
APPENDIX E	BY-LAW 131-2004 (ST. CLAIR ROAD SANITARY SEWER PROJECT)

1.0 INTRODUCTION

The Municipality of Chatham-Kent has retained Dillon Consulting Limited to prepare a secondary plan for the lands that are referred to as the “St. Clair North Study Area”. This report will form the basis of a Secondary Plan for the subject lands providing policy to facilitate the orderly development of the area. The Secondary Plan will be incorporated into the Official Plan as approved by the Municipality of Chatham-Kent’s Council.

The St. Clair North Study Area is approximately 40 ha (100 acres), located in the northern portion of the Chatham Urban Centre. The study area is bound by the southern limit of the Commercial Power Centre at the north end. The eastern limit is defined by the Martin and Bragg Drains and wraps around the St. Clair Community Estates Mobile Home Park and includes the remaining commercial lots south of the Mobile Home Community and terminates at Gregory Drive on the south end. The Study Area boundaries are predominantly defined by the Primary Urban Centre boundary in the new Official Plan, which also reflects the *Settlement Area*¹ boundaries as defined by the 2005 Provincial Policy Statement (*refer to Figure 1.0 – Location Plan*).

1.1 Plan Purpose and Objectives of the Study

Before amalgamation in 1998, the majority of the study area was located in the former Township of Chatham and was initially developed as a linear highway commercial corridor primarily serving the needs of the rural residents, along with a Mobile Home Community with approximately 335 modular homes located just north of the former municipal boundary of the City of Chatham. These lands were originally developed on private services. At the north end of the study area is a new commercial power centre. The east side of the St. Clair Street Power Centre is a redevelopment of the "North Maple Mall", which existed for many years on that site. The west side of the St. Clair Street Power Centre is a new "greenfield" development for which construction began in 2004. As part of the development process of the Power Centres, there were substantial infrastructure improvements including the extension of a trunk sanitary sewer and various road improvements to St. Clair Street between Pioneer Line and northerly limit of the Study Area. The introduction of the Power Centres has initiated some redevelopment interest from the landowners within the study area. The purpose of the study was to prepare a comprehensive secondary plan for the lands found within the study area.

The purpose of the study is to prepare a comprehensive secondary plan for the lands found within the study area, while soliciting feedback from concerned residents and property owners to support the preparation of a Secondary Plan for the St. Clair North Study Area.

1. Settlement areas: means urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets) that are:

- a) built up areas where development is concentrated and which have a mix of land uses; and
- b) lands which have been designated in an official plan for development over the long term planning horizon provided for in policy 1.1.2. In cases where land in designated growth areas is not available, the settlement area may be no larger than the area where development is concentrated.

Objectives of the study include the following:

- Provide guidelines for addressing planning issues specific to the St. Clair North Study Area;
- Ensure that any future development in the study area conforms to these policies/guidelines and is done in an orderly and efficient manner;
- To apply existing planning directives as described in the Municipality of Chatham-Kent's Official Plan.
- Identify future roadway connections between the existing and planned roadway network;
- Identify and integrate compatible land uses in accordance with the existing Official Plan goals, policies and objectives; and
- Identify opportunities and constraints associated with the development of the subject lands.

2.0 STUDY AREA FEATURES

The following is a discussion of the existing land uses, infrastructure, utilities, roadways, and ownership patterns found within the study area.

2.1 Existing Land Uses within the Planning Area

The majority of these original lots on the east side of St. Clair Street have been subdivided into narrower frontages for the purpose of highway commercial development (*refer to Figures 2.1 through 2.6 – Existing Land Use Photos*). A mobile home community is also located in the study area on the east side of St. Clair Street approximately 250 metres north of Gregory Drive. The lands on west side of St. Clair are low density residential, while the lands to the north of the residential area remain agricultural and are located outside of the Primary Urban Centre (Settlement Area) and are not targeted for growth in the near planning horizon. The same can be said for the lands located to the north of the mobile home community and east of the Martin and Bragg Drains.

2.1.1 Residential Land Uses

The St. Clair Estates Mobile Home Community is situated on the east side of St. Clair Street approximately 250 metres north of Gregory Drive. The age and tenure of the mobile home park are mixed and there are approximately 335 existing modular homes with several vacant lots still available. Access to the Community is currently provided by one single lane driveway (Regency Drive) from St. Clair Street. There are no existing traffic controls at the driveway intersection.

2.1.2 Commercial Land Uses

The following commercial land uses are found within the study area:

- An automobile sales & service establishment (all terrain vehicles);
- An automobile rental establishment;
- A garden centre;
- A propane facility;
- An office building;
- A service station with convenience retail;
- Seven (7) general retail establishments;
- Three (3) retail commercial plazas with a total of twelve (12) separate commercial uses;
- Furniture and appliance retail establishments (2); and
- A veterinary clinic.

2.1.3 HYDRO ELECTRIC POWER CORRIDOR (HEPC)

There is a 42 m (140 ft.) wide hydro corridor (HEPC) to the immediate north of the mobile home community. This corridor contains a major overhead transmission line.

2.2 Adjacent Land Uses

Similar to the study area, a range of land uses can be found in the surrounding area. The following is a brief discussion of those uses.

2.2.1 Commercial Land Uses

Beyond the limits of the study area to the north, there are two distinct commercial developments that are designated as Power Centres by the Official Plan, located at the southeast and southwest corners of the St. Clair Street-Pioneer Line intersection, respectively. The following is a breakdown of the site characteristics for both:

- a) Southeast Corner of St. Clair Street and Pioneer Line
 - i) Total site Area – 19.42 ha (47.99 acres)
 - ii) Approved Site Plan Gross Floor Area – 41,044 m² (441,373 ft²)
 - iii) Total Not Built to Date – 3,388 m² (36,470 ft²)
 - iv) Also an existing 1,950 m² (20,990 ft²) vacant commercial building (former furniture store)

- b) Southwest Corner of St. Clair Street and Pioneer Line
- i) Total site Area – 8.1 ha (20 acres)
 - ii) Approved Site Plan Gross Floor Area – 12,542 m² (135,000 ft²);
 - iii) Total Not Built to Date – 4,088 m² (44,000 ft²)

2.2.2 Residential Land Uses

Although located outside the limits of the study area, low density residential uses are found on both the north and south sides of Gregory Drive. In addition, low density residential land uses front St. Clair Street south of Gregory Drive.

2.2.3 Agricultural Land Uses

Lands on the west side of St. Clair, north of the existing residential subdivision are agricultural lands and are located outside of the Primary Urban Centre (Settlement Area) and are not targeted for growth in the planning horizon outlined in the Official Plan. The same can be said for the lands located to the north of the mobile home community and east of the Martin and Bragg Drains.

2.3 Infrastructure

The study area is well serviced by trunk municipal infrastructure. There are full municipal services throughout the area including: sanitary, storm, water and hydro. These trunk services are generally found along the St. Clair Street Road frontage.

2.4 Roadways

Currently, there are several roads within the Study Area:

- **St. Clair Street** is designated as an Urban Arterial Road in the Municipality of Chatham-Kent's Official Plan and becomes Provincial Highway 40 north of Pioneer Line. St. Clair Street is also considered an MTO Connecting Link within the Study Area. This roadway is a four lane asphalt surface between Gregory Drive and Pioneer Line. Several road and intersection improvements resulting from the Power Centre developments have occurred over the past few years between the Power Centre South Driveway and Pioneer Line. The section of St. Clair Street between McNaughton Avenue and Gregory Drive to the south is currently in the design stages for a widening of that corridor primarily to add a two-way left turn for turning movements. The primary function of an Urban Arterial Road is to carry high volumes of both passenger and commercial traffic north-south through the city at moderate speeds. Direct access from abutting properties is to be limited particularly near major intersections.

- **Gregory Drive** is a two lane east-west Urban Collector Road between Urban Collector Road between Prince Albert Road in the east and Bearline Road in the west. Its primary function is to carry moderate volumes of passenger traffic east-west through the city at low to moderate speeds.
- **Pioneer Line** is currently designated as a Local Road in the Official Plan. However, it is noted that the recently completed Draft Transportation Master Plan prepared by Delcan Corporation recommends that Pioneer Line between Bearline Road and St. Clair Street be upgraded to a Rural Arterial standard over the next five years.

3.0 PUBLIC AND AGENCY CONSULTATION

In accordance with the policies established in the Municipality of Chatham-Kent's Official Plan, a public consultation process was undertaken to:

- Provide for the opportunity for affected agencies to participate and ensure that their interests or concerns are considered during the preparation of the Plan; and
- Provide for the active participation of residents, property owners and organized interest groups in shaping and drafting detailed planning policies for the Study Area.

To accomplish this, a number of consultation opportunities and techniques were incorporated into the consultation process. These included:

- Notification of the project initiation;
- Public notification through newspaper notices and individual mailings;
- Two formal Public Information Centres;
- Individual meetings and telephone discussions with affected Municipal Departments and the public; and
- Required circulation as mandated by the *Ontario Planning Act* for an Official Plan Amendment.

The following provides a brief description of the key components of the consultation process.

3.1 Public and Agency Notification

Notification of the public, including property owners, residents, interest groups, and agencies was accomplished through the placement of notices in the local newspaper (Chatham Daily News) and was distributed at key stages of the planning process. It should also be noted that all property owners and tenants within the Study Area and adjacent property owners within 120 m of the Study Area were also sent notification by mail.

- Public Information Centre #1– a notice was placed in the newspaper and letters notified the public of the first Public Information Centre scheduled on October 17, 2007.
- Public Information Centre #2– a notice was placed in the newspaper and letters notified the public of the second Public Information Centre scheduled on February 27, 2008.

Refer to **Appendix B** for copies of the Notices.

3.2 Public Information Centre #1

The public and affected agencies were invited to attend Public Information Centre #1 on October 17, 2007 at the Municipal Council Chambers, located at 315 King Street West. The Public Information Centre provided an informal open forum for the public and affected agencies to review and comment on the background information collected. There were several display boards available for review, including:

- Study Area Location Plan;
- Study Purpose and Objectives;
- Secondary Plan Process;
- Existing Land Uses (including photos);
- Official Plan Designations Map;
- Existing Highway Commercial Policies;
- Existing Residential Policies;
- Existing Zoning By-Law Map;
- Existing Permitted Uses;
- Existing Lane Configuration and Traffic Control;
- Existing Traffic Volumes; and
- Existing Area Servicing.

The Public Information Centre was attended by approximately 50 people. Comment sheets were available and completed by 33 members of the public, including the comment sheets which were completed by Dillon representatives during an informal question and answer period.

Based on the comments received during Public Information Centre #1 and the question and answer period, the following general observations were made:

- Need for Secondary Access into/out of St. Clair Community Estates

Residents in the mobile home community were concerned with the difficulty exiting the only access to the park located at Regency Drive. Many residents cited lengthy wait times during peak hours, as well as safety concerns related to trying to make left turns onto St. Clair Street. They also noted concerns related to emergency access seeing as the park is limited to one entrance/exit to St. Clair Street. To help alleviate these issues, many residents recommended a secondary access point into and out of the mobile home park be incorporated into the development of the Secondary Plan.

- Need for Traffic Signal at St. Clair Community Estates (Regency Drive)

Several residents in the mobile home park also recommended a traffic signal be installed at the intersection of Regency Drive and St. Clair Street to address lengthy wait times and dangerous egress movements, particularly left turning movements from Regency Drive during afternoon peak hours and weekends.

- Concerns with High Speeds and Increased Traffic on St. Clair Street

Property owners and residents were concerned with the existing high levels of traffic in the study area, especially along St. Clair Street. There was concern that the expected increase in the volume of traffic would cause further delays and concerns for safety.

- Protection of Unrestricted Access into Retail Properties

Several commercial property owners requested that unrestricted access in and out of the business properties along St. Clair Street be incorporated into the Secondary Plan. In addition, several recommendations were made to incorporate a two-way centre left turn lane on St. Clair Street to improve traffic flow in and out of the properties.

- Concerns with High Speeds and Increased Traffic on St. Clair Street

Property owners and residents were concerned with the existing high levels of traffic in the study area, especially along St. Clair Street. There was concern that the expected increase in the volume of traffic would cause further delays and concerns for safety.

- Concerns from Residents of Northern Trace Subdivision about a Possible Secondary Access to St. Clair Community Estates Connecting through the Subdivision

Property owners and residents of Northern Trace Subdivision sent several letters after the October 17, 2007 PIC strongly opposed to any concept that would recommend a possible secondary access to St. Clair Community Estates that would potentially connect to their subdivision. It should be noted that this concept was not presented by the consultant team or administration.

A copy of Public Information Centre #1 attendance sheets, display boards, the questionnaire and comment sheet, and a summary of the comments received from the public are located in **Appendix C**.

3.3 Public Information Centre #2

Based on the input received from the first Public Information Centre, the public was invited to attend a second Public Information Centre on February 27, 2008 at the Municipal Council Chambers, located at 315 King Street West. The second Public Information Centre presented the Preferred Secondary Plan Concept for the study area, including detailed planning policies related to land use, traffic, access, and site servicing. The material was presented as a formal PowerPoint presentation and included:

- A Study Update (Where are we now?)
- Existing Planning and Development Policies
- Issue, Opportunities and Constraints
- Traffic Analysis

- The Concept Plan
- Statement of Policy
- Implementation of the Secondary Plan
- Tentative Schedule

Public Information Centre #2 was attended by approximately 48 people. Generally speaking, the presentation information was well received with a relatively brief question and answer period after the presentation. One comment sheet was received. A copy of Public Information Centre #2 attendance sheets, PowerPoint Presentation, the questionnaire and comment sheet, and a summary of the comments received from the public are located in **Appendix D**.

4.0 EXISTING PLANNING AND DEVELOPMENT POLICIES

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development in Ontario. It provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS identifies long term plans for the wise use of lands in the province and the building of strong communities. We have identified the following applicable policies:

Section 1.1.1, *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns, which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlements areas;*
- e) *promoting cost-effective development standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

The PPS provides guidance on the management and direction of growth to *settlement areas* in order to protect natural heritage and agricultural areas. The entire Study Area is within a *settlement area* by definition of the PPS.

Section 1.1.3, Settlement Areas states:

1.1.3.1 Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) *densities and a mix of land uses which:*
 1. *efficiently use land and resources;*
 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and.*

3. minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

4.2 Municipality of Chatham-Kent Official Plan

The New Official Plan was adopted by Council on January 10th, 2005 and is now awaiting approval from the Ministry of Municipal Affairs and Housing. The New Official Plan contains policy text that describes the urban and rural structure of the municipality. It also contains a series of maps that, in conjunction with the planning policies, describes the spatial allocation of land uses throughout Chatham-Kent.

The St. Clair North Secondary Plan Study Area is located within the Chatham Urban Centre according to Land Use Schedule ‘E2’ of the Official Plan. The Study Area is primarily designated “Highway Commercial Area” with the exception of the St. Clair Community Estates, which is designated “Mobile Home Park Area” according to Land Use Schedule ‘E2’: Land Use of the Official Plan (*refer to Figure 3.0 – Official Plan Designations*).

Specifically, Part B of the Chatham-Kent Official Plan contains the Urban Centre Plan for the Primary Urban Centres, which are planned as the major areas for urban growth in Chatham-Kent. The Primary Urban Centres are:

- Blenheim;
- Chatham;
- Dresden;
- Ridgetown;
- Tilbury;
- Wallaceburg; and
- Wheatley.

The Official Plan notes that:

As the regional centre and largest urban community in Chatham-Kent, Chatham is expected to attract the majority of population growth. The Chatham downtown works in tandem with the power centres and district shopping centres in Chatham and the downtowns/main streets in the other primary urban centres to serve the broader shopping needs of Chatham-Kent residents. They represent the upper end of Chatham-Kent’s retail commercial hierarchy. To ensure a healthy community, this Urban Centre Plan provides for a balance of residential, employment and recreational/open space uses.

The Primary Urban Centres of Blenheim, Dresden, Ridgetown, Tilbury, Wallaceburg and Wheatley range in size from populations of 11,800 (Wallaceburg) to 1,850 (Wheatley). The Urban Centre Plan provides for a range of residential, employment, shopping and recreational opportunities that are well beyond what is available in the Secondary Urban Centres, Hamlets and Rural Settlement Areas. At the same time, these Primary Urban Centres are at a scale that provides residents with a strong sense of connection to their community.

At the heart of each of these Primary Urban Centres is a Downtown or Main Street Area that represents the historic core area of the community and continues to serve the community's needs for a range of shopping, dining, entertainment, tourism promotion, employment and public services. The policies in this Urban Centre Plan are intended to promote and support the long-term vitality of the downtown/main street areas in the seven Primary Urban Centres. Wrapped around the historic core areas are both existing and planned residential uses, employment uses, public facilities, open space and conservation lands.

Within the Primary Urban Centre Polices, there are six separate distinct commercial Land Use Designations:

- Downtown/Main Street Area;
- Employment Area;
- Power Centre Commercial Area;
- Shopping Centre Commercial Area;
- Community Commercial Area; and
- Highway Commercial Area.

In 2003, the Municipality commissioned a market study, which was entitled "Retail Commercial Systems Study, Retail and Survey Market Projections and Input to Commercial Policy Review". This study was undertaken to project Chatham-Kent's future retail space requirements and to identify the most appropriate blend of commercial activities to best satisfy community needs and complement existing commercial operations. It focused on the Chatham Urban Centre, based on the assumption that the majority of the projected growth in Chatham-Kent over the next 20 years will occur in Chatham. The study was commissioned in reaction to commercial proposals at the time and to also provide the framework for the commercial proposals in the new Official Plan in order to evaluate future commercial proposals. Based on this study, a commercial hierarchy was established and includes three distinct elements in the upper level of the hierarchy:

- Downtown/Main Street Area Designation;
- Power Centre Area Designation; and
- Shopping Centre Designation.

All seven of the Primary Urban Centres have lands designated Downtown/Main Street Area, Employment Areas and Highway Commercial Areas, while the Power Centre Commercial Areas, Shopping Centre Commercial Areas and Community Commercial Areas are specific to the Chatham Urban Centre commercial

hierarchy. The Community of Wallaceburg also contains lands within the Shopping Centre Designation. As noted previously, all of the commercial lands in the Study Area are designated “Highway Commercial Area”, just south of the “Power Centre Commercial Areas. The applicable “Highway Commercial Area” policies found in the Plan are as follows:

Section B.2.8 “Highway Commercial Area” policies state:

- B.2.8.1 The Highway Commercial Area in the Primary Urban Centre will be designated on Schedule “E” series – Land Use respectively, to this Official Plan.*
- B.2.8.2 The Highway Commercial Area is intended for a specific range of commercial use that cater to the needs of the travelling public, which will be developed on full municipal services.*
- B.2.8.3 Permitted commercial uses in the Highway Commercial Area will include restaurants, financial institutions, service commercial uses, automobile oriented uses such as vehicle sales, service and gas bars with convenience retail, commercial recreational facilities, hotels, motels, conference facilities, meeting/banquet facilities, entertainment use excluding a cinema, public and private clubs, and police, fire or ambulance facilities, as more specifically defined in the Zoning By-law.*
- B.2.8.4 Proposals for retail commercial uses will require a site-specific amendment to the Official Plan to redesignate the subject lands from Highway Commercial Area to the appropriate land use category.*
- B.2.8.5 Proposals for new retail uses in a Highway Commercial Area will be encouraged to locate in the Downtown/Main Street Area, Shopping Centre Commercial Area, Power Centre Commercial Area or Community Commercial Area, as deemed appropriate.*
- B.2.8.6 Applications for new highway commercial uses will be subject to the following policies:*
 - B.2.8.6.1 Adequate off-street parking will be provided;*
 - B.2.8.6.2 The depth and frontage of the lots will be sufficient to allow for parking and turning movements;*
 - B.2.8.6.3 Traffic access will be properly designed and controlled to maintain public safety and convenience;*
 - B.2.8.6.4 Vehicular access points will be limited, and those that are continuous across the lot frontage will not be permitted;*
 - B.2.8.6.5 Common access points among uses will be encouraged;*

- B.2.8.6.6 *Adequate buffer planting, landscaping, screening and separation distances will be provided between uses and throughout the site;*
- B.2.8.6.7 *The landscaping and buffering may include separation distances, trees, shrubs plantings, and the use of earthen berms; and;*
- B.2.8.6.8 *The creation of parcels of land unsuitable for commercial use will not be permitted.*
- B.2.8.7 *Parking for cars and trucks, and loading areas for trucks and garbage vehicles, will be provided in paved, properly demarcated and illuminated parking areas.*
- B.2.8.8 *Access to a new development will be provided from an arterial, collector or industrial local road.*
- B.2.8.9 *Multiple driveways will be discouraged unless separate driveways for cars and trucks are warranted for safety reasons.*
- B.2.8.10 *Where new development is proposed on lands designated Highway Commercial Area, which are adjacent to a Residential Area, the following will be required:*
 - B.2.8.10.1 *Additional buffering, including but not limited to, increased yard requirements, treed landscaping and fencing;*
 - B.2.8.10.2 *The orientation of facilities for the loading and unloading of vehicles away from the Residential Area;*
 - B.2.8.10.3 *Outdoor storage of any goods or raw materials will be away from the Residential Area.*
 - B.2.8.10.4 *Illumination will be directed, focused, shielded and/or screened to prevent light pollution to the Residential Area from the illumination of:*
 - a) *any parking area; and,*
 - b) *gas stations and other automobile-type uses, if the use is permitted in the Zoning By-law.*
- B.2.8.11 *All development in the Highway Commercial Area will be subject to Site Plan Control.*

B.2.8.12 A site plan agreement will be required as a condition of site plan approval.

As noted earlier, the other lands within the Study Area that are not designated "Highway Commercial Area" are designated "Mobile Home Park Area" by the new Official Plan. This includes the existing St. Clair Community Estates development and approximately 3.23 ha (8 acres) of vacant land adjacent to St. Clair Community Estates to the immediate south. The applicable "Mobile Home Park Area" policies found in the Plan are as follows:

Section 2.3.13 "Mobile Home Park Area" policies state that:

It will be the objective of Chatham-Kent to:

2.3.13.1 Recognize the existing mobile home park while requiring the development of new or expanding mobile home parks to be by site-specific Amendment to this Official Plan.

It will be the policy of Chatham-Kent that:

2.3.13.2.1 The approved mobile home parks in Chatham-Kent will be designated Mobile Home Park Areas on Schedule "A" and "B" Series – Land Use to this Official Plan.

2.3.13.2.2 The permitted use of land within Mobile Home Park Area designation will be for mobile homes and accessory uses based on approved mobile home park site development plans. Home-based businesses will also be permitted, subject to the policies of Section B.2.3.8 of this Plan and the Zoning By-law.

2.3.13.2.3 For lands located within or adjacent to the significant habitat of endangered or threatened species identified in consultation with the Ministry of Natural Resources, Provincially Significant Wetlands identified on Schedules "A" and "E" Series – Land Use, or significant natural heritage features identified on Schedule "C" Series – Natural Heritage and Hazard Features, the policies contained in Section 4 of this Plan will also apply.

2.3.13.2.4 Mobile home parks will be serviced with adequate water supply and sanitary sewage disposal services. Development proposals will demonstrate the suitability of the site for the proposed method of water supply and sanitary sewage disposal to the satisfaction of Chatham-Kent and other approval agencies.

2.3.13.2.5 Mobile home park development will provide adequate stormwater management in accordance with policy 2.4.9 of this Plan.

2.3.13.2.6 Mobile home park development will be subject to site plan control.

2.3.13.2.7 Conventional dwellings and travel trailers will not be permitted in the Mobile Home Par

Area. Mobile homes will have their running gears permanently removed and will be set on blocks and/or foundations.

2.3.13.2.8 The delineation of specific areas for various land uses in a mobile home park development will be established through the implementing Zoning By-law.

2.3.13.2.9 Proposals to either establish a new Mobile Home Park Area designation or expand an existing Mobile Home Park Area designation in the rural areas are not contemplated. An application for an Official Plan Amendment to permit a new or expanded Mobile Home Park in the settlement areas will be reviewed under the policies of Section 6.3.3.9 of this Plan.

The Official Plan also identifies the 42 m (140 ft.) wide hydro electric power corridor (HEPC) to the immediate north of the mobile home community. This corridor contains a major overhead transmission line.

4.3 Chatham Township Zoning By-Law 92-50 - (refer to Figure 4.0 - Existing Zoning)

The Municipality has prepared a first draft of a new consolidated Zoning By-Law to implement the policies of the new Official Plan. However, at this time, the former Chatham Township Zoning By-Law 92-50 remains the governing by-law. Most of the land within the Study Area, with the exception of St. Clair Community Estates and the few properties south of it, are zoned “C2, Highway Commercial”, which permits the following uses:

- an accessory dwelling unit;
- an automotive use;
- a building or construction contractor’s yard;
- an existing business or professional office;
- an existing dwelling or dwelling unit;
- a home occupation secondary to a single dwelling;
- a motel;
- an existing personal service shop;
- an existing shopping centre including retail stores; however, the total retail floor area shall not exceed the total square metres of the shopping centre as it exists at the date of passing of this By-law;
- a private club;
- a recreational or entertainment facility;
- a refreshment room;
- a restaurant;
- a retail lumber and building supply yard;
- a retail store engaged in the sale of antiques, furniture, automotive supplies, farm produce, or domestic arts and crafts;
- an existing retail store;
- a garden centre;

- a service trade;
- a variety store;
- a veterinary clinic;
- a wholesale establishment.

St. Clair Community Estates is zoned “R2, Mobile Home Park” by the former Chatham Township Zoning By-law, which permits the following uses:

- a mobile park; and
- a mobile home lot may contain not more than one accessory building.

4.4 New Draft Chatham-Kent Zoning By-Law - (refer to Figure 5.0 - Proposed Zoning)

As mentioned previously, the Municipality has prepared a first draft of a new consolidated Zoning By-Law to implement the policies of the new Official Plan. For the lands within the Study Area that are currently zoned “C2, Highway Commercial” by the former Chatham Township, the new Zoning By-law proposes an “UC (HC1), Highway Commercial First Density” zone classification. Specifically, the proposed zoning would permit the following uses:

- a) *Agricultural Service and Supply Establishment;*
- b) *Assembly Hall;*
- c) *Automatic Car Wash;*
- d) *Automobile Repair Shop;*
- e) *Automobile Sales and Service Establishment;*
- f) *Bake Shop;*
- g) *Bank/Financial Institution;*
- h) *Beer/Liquor Store;*
- i) *Builders Supply Yard;*
- j) *Call Centre;*
- k) *Church;*
- l) *Clinic;*
- m) *Club;*
- n) *Commercial Entertainment and Recreational Establishment;*
- o) *Commercial School;*
- p) *Contractor’s Yard;*
- q) *Cultural Facility;*
- r) *Day Nursery;*
- s) *Dry Cleaning Depot;*
- t) *Eating Establishment;*
- u) *Eating Establishment – Take Out;*
- v) *Funeral Home;*
- w) *Furniture Store;*

- x) Gas Bar;
- y) Hotel/Motel;
- z) Laundromat;
- aa) Mixed Use Commercial/Residential Building;
- bb) Nursery;
- cc) Office;
- dd) Personal Service Establishment;
- ee) Pet Shop;
- ff) Print Shop;
- gg) Rental Establishment;
- hh) Retail Stores;
- ii) Retail Store Convenience;
- jj) Service or Repair Shop;
- kk) Service Station;
- ll) Service Trade Establishment;
- mm) Tavern;
- nn) Taxi Stand or Taxi Establishment;
- oo) Temporary Care Facility;
- pp) Warehouse;
- qq) Wholesale Establishment.

It should be noted that under the new Zoning By-law a "retail store" is defined as *a building or structure, or part thereof, in which goods, wares, merchandise, substances, foodstuffs, farm produce, articles or things are stored, offered or kept for sale to the public, and includes the business premises of an auctioneer, where such premises are used for the sale of merchandise by auction, but does not include a use otherwise classified or defined in this by-law.* This is noted because there are several specific types of retail uses that are defined in the new Zoning By-law that would not be permitted under the "UC (HC1)" zoning.

St. Clair Community Estates and the vacant lands to the immediate south are proposed to be zoned "MH, Mobile Home Park", which would permit the following uses:

- a) Buildings, structures and uses accessory to a trailer park including one dwelling containing not more than one dwelling unit for the park manager; and
- b) Mobile Home Parks.

5.0 ISSUES, OPPORTUNITIES AND CONSTRAINTS

This section provides a general overview of the key issues affecting the St. Clair North Secondary Plan Area and describes how they were addressed in an attempt to transform “constraints” into potential “opportunities”.

5.1 Development Options

Following input from the public information and consultation sessions, the development options were refined to reflect concerns from residents and property owners in the area and the Municipality of Chatham-Kent. To summarize, the primary focus of the residents’ concerns centred on traffic congestion and need for an orderly plan for the area, including the mobile home park. The primary focus of the commercial property owners’ concerns centred on the need for unrestricted access into and out of those properties and to refine the permitted commercial land uses in this area. To facilitate orderly development of the area, the Secondary Plan reflected concerns raised by those who attended the public information and consultation session, as well as sound planning rationale.

The Preferred Development Concept Plan identifies the following aspects:

- Asphalt road widening for additional lane to be utilized for turning improvements (Two-way Centre Left Turn Lane) on St. Clair Street from Gregory Drive to the first existing signalized intersection to the north;
- A future east-west road (Road "A") located just north of the HEPC corridor, which would protect a future corridor to provide access to the undeveloped lands to the east of the Study Area. This future road would also provide safe access for St. Clair Community Estates to a recommended new signalized intersection on St. Clair Street. A future north-south service road (Road "B") is also recommended along the rear of the commercial properties that would also provide these properties with safe access to St. Clair Street via the same signalized intersection;
- An Area of Interest has also been identified along Gregory Drive East to pursue a potential secondary access to St. Clair Community Estates mobile home park; and
- Specific Official Plan Policies to support these concepts and to refine the land use policies.

Also refer to *Figure 6.0 – Preferred Development Concept Plan and/or the page following.*

5.2 Fragmentation of Land Ownership

This Secondary Plan does not consider an expansion to the existing settlement area as currently defined by the Provincial Policy Statement and the Official Plan. With the exception of a few properties, the existing lots fronting onto St. Clair Street have not been assembled and consolidated for development purposes. At the present time there are limited development opportunities in the Study Area; however, there is some potential for redevelopment and/or infilling of either vacant or underutilized lands within the "Highway Commercial

Area" designated lands; especially, north of the HEPC Corridor. This area is 7 ha (17.2 acres) with approximately 9,525 m² (102,500 ft²) existing commercial floor space. Of this area, it is estimated that approximately 3.2 ha (8 acres) are either vacant or underutilized and could accommodate new development proposals. It has been estimated that there is a potential for an additional 6,690 m² (72,000 ft²) of commercial floor space within this area.

5.3 Traffic Analysis and Access Management

A separate Traffic Analysis Report has been prepared as a component of this Secondary Plan and is attached as Appendix A to this Report.

5.4 Infrastructure Improvements

Presently there are adequate services in the study area (i.e. sanitary sewers, storm sewers, water, hydro, etc.) to service the potential infilling and/or redevelopment opportunities within the Study Area.

6.0 THE CONCEPT PLAN

6.1 Goals and Objectives

The goals and objectives for the St. Clair North Secondary Plan have been influenced by the background analysis and the input at the public meetings. The following goals and objectives have been prepared:

6.1.1 Goals

- To establish amendments to current planning policies for the St. Clair North Secondary Plan Area;
- Create condition to encourage revitalization of an existing highway commercial node within the Chatham Urban Centre, while at the same time not having a deleterious impact on the planned function of the upper level of the Chatham-Kent regional commercial system hierarchy;
- Promote land use patterns that make use of existing services, resources and infrastructure;
- Promote land use patterns that are compatible with adjacent existing and proposed uses; and
- Develop an appropriate road network to ensure the safety of motorists, cyclists and pedestrians.

6.1.2 Objectives

- To determine access management needs for property owners and residents in the study area and adjacent properties;
- To determine appropriate development measures for existing commercial properties; and
- To integrate future commercial development in the study area where appropriate.

6.2 The Development Concept

Based on the background analysis and public input, a concept plan has been prepared (*refer to Figure 6.0 – Preferred Development Concept Plan*). The intent of this plan is to achieve the previously described goals and objectives. A description of the plan components, planning and design principle follow.

6.2.1 Residential Land Use

The only Residential Land Use within the Study Area is the "Mobile Home Park Area" designated lands. No additional specific land use policies are recommended.

6.2.2 Commercial Uses

Existing commercial corridors will be maintained in the area, allowing for the character of the locale to be preserved. New commercial developments will be permitted when opportunities for redevelopment exist. The existing Commercial Official Plan Policy framework was presented in Section 4.0 of this Report. Initially, the commercial properties in the Study Area were developed for highway commercial purposes; however, over time there has been a transition to some retail type commercial uses as well. Currently, the existing Chatham Township By-law permits existing retail uses and some limited retail type uses.

Landowners in this area have expressed an interest to permit unlimited retail uses; however, this would not be in keeping with the 2003 Retail Commercial Systems Study. There are several existing retail uses and approximately 3.23 ha (8 acres) of either vacant or underutilized commercial lands within the Study Area. Considering these circumstances, it is recommended that existing retail uses be permitted along with expansion to existing retail uses and/or new retail uses no greater than 1,858 m² (20,000 ft²) gross floor area. New retail uses will also have a minimum gross floor area of 465 m² (5,000 ft²). These requirements were identified in the Retail Commercial Systems Study.

Expansions to existing retail uses or new retail commercial uses greater than 1,858 m² (20,000 ft²) will be required to complete a Market Demand and Directional Impact Analysis. This analysis shall be prepared to the satisfaction of the Municipality to demonstrate that the proposed retail commercial uses will not have an unacceptable impact on the planned function of existing commercial designations within the upper level of the Chatham-Kent retail commercial system hierarchy. The upper level of the commercial hierarchy will comprise the Downtown/Main Street Area, Power Centre Commercial Area and Shopping Centre Commercial Area designations. The analysis will be subject to peer review by the Municipality carried out at the expense of the applicant. Access to these developments will be in keeping with Municipal Standards and the recommendations of this Secondary Plan.

6.2.3 Transportation Network

As noted earlier, the complete Traffic Analysis Report is attached as Appendix A. The Report examined both existing and future conditions of traffic related to St. Clair Street between Gregory Drive and Pioneer Line. The future conditions were based on planned growth along this corridor within the Primary Urban Centre Boundary and also added an allowance for some redevelopment and/or infilling opportunities. Traffic count data was gathered at strategic locations along this corridor for both weekday and weekend morning and afternoon peak hours. To summarize, the analysis identified poor levels of service at Regency Drive (St. Clair Community Estates driveway) for motorists attempting to make left turns from Regency Drive. This is further complicated by the fact that the Regency Drive is a single lane driveway, which often creates the stacking of vehicles within the driveway itself. Left turn movements out of all highway commercial properties in the Study Area were also recognized as having poor levels. Therefore, the following improvements to the transportation network are recommended over the five year planning horizon (2012):

- At the intersection of St. Clair Street with the north and south Power Centre accesses, the overall operations of the intersections could be improved through signal timing improvements. In addition, the south mall access should be provided with a northbound right turn lane with a parallel length of 60 m.
- A centre left turn lane should be provided on St. Clair Street between the Power Centre south driveway and Gregory Drive. The provision of a centre left turn lane may function adequately in the near term; however, it is anticipated that within the development density and time horizon of this study, that the centre left turn lane may not provide adequate egress from the commercial strip to accommodate left turn demands for motorists bound toward the heart of the community of Chatham. As such, it is suggested that a new intersection be planned just north of the Hydro corridor that could provide access to the St. Clair Community Estates mobile home park (Road "A") and provide a viable signalized access to the commercial strip properties north of Regency Drive through a future rear service road (Road "B").
- The intersection of St. Clair Street at Gregory Drive will experience capacity deficiencies under existing traffic signal timing and left turn storage lengths. Increasing the storage length of the eastbound left turn lane to 70 metres and the southbound left turn lane to 75 metres along with traffic signal timing improvements will improve the overall operation of this intersection.
- While the new proposed intersection would provide St. Clair Community Estates with an improved access to St. Clair Street, there still is no alternative or secondary access. An Area of Interest has been identified along Gregory Drive East to pursue a potential secondary access to St. Clair Community Estates mobile home park. This is based on the significant concerns expressed by residents of St. Clair Community Estates along with sound planning principles that promote development and land use patterns that avoid causing public health and safety concerns that are addressed in both the Provincial Policy Statement and the Official Plan. It is also noted that Development Servicing Requirements of the Municipality require that:

All developments shall provide a secondary road access with the road allowance layout inclusive of subdivision phasing that is in accordance with the following design criteria:

- a) The maximum length of street allowed in a single access subdivision shall be 150 m;*
- b) The maximum length of street allowed in any phase prior to requiring a secondary emergency access street shall be 300 m;*
- c) Any subdivision with a street length exceeding 300 m must have a permanent secondary access.*

While this standard is applied to all new subdivision approvals, it is worth noting that St. Clair Community is approximately 1,200 m in length with no secondary access, which is four times greater than today's municipal development standard. To accomplish this initiative, negotiations will be required between the Municipality, private landowners, and the owner of St. Clair Community Estates to agree on property acquisition and financing.

The existing Development Charges By-law does not contain a roads component. However, it is understood that Council will be considering this in the near future once the Final Transportation Master Plan has been considered and accepted by Council. The Draft Transportation Master Plan does not recommend any capital cost improvements to St. Clair Street; however, this is primarily due to the fact that it is an MTO Connecting Link and any issues should be coordinated with MTO. It should be noted that similar improvements to St. Clair Street between Gregory Drive and McNaughton Avenue were secured through Connecting Link funding, which may be a possibility for this section of St. Clair Street as well. The capital costs associated to:

- i) widen St. Clair Street and install a new signalized intersection and to improve the Gregory Drive intersection are estimated to be around \$800,000;
- ii) construct Phase 1 of Road "A" approximately 200 m to connect with Road "B" are estimated to be around \$60,000; and
- iii) construct the future rear service road (Road "B") are estimated to be around \$100,000.

6.2.4 Municipal Services

As mentioned previously, there are adequate services in the study area (i.e. sanitary sewers, storm sewers, water, hydro, etc.) to service the potential infilling and/or redevelopment opportunities within the Study Area. In 2004, a new sanitary sewer was installed along St. Clair Street, primarily to service the Power Centres to the north of the Study Area. By-law 131-2004, "a by-law to authorize the construction of a sanitary sewer works and the imposition of a sanitary sewer charge for the payment of the capital cost of the construction of such water works (St. Clair Road Sanitary Sewer Project)" was approved by Council. Some of the lands within the Study Area, specifically the highway commercial properties north of St. Clair Community Estates, are considered "Benefitting Lands" and were subject to a connection charge under Part XII of the Municipal Act, 2001.

7.0 STATEMENT OF POLICY

The policies set forth in this document are designed to guide future development while observing provincial policy. The policies of the Municipality of Chatham-Kent's Official Plan are applicable provided that they are not in conflict with the more specific objectives outlined herein. In the event of conflict, the objectives and policies set forth in this document take precedence.

7.1 Mobile Home Park Area Policies

*Section 2.3.13 "Mobile Home Park Area" policies of the Chatham-Kent Official Plan shall apply to the lands designated "Mobile Home Park Area" on **Figure 6.0 – Preferred Development Concept Plan**.*

7.2 Commercial Area Policies

*For the lands designated "Highway Commercial Area" on **Figure 6.0 – Preferred Development Concept Plan**, the following policies shall apply:*

- a) *The Highway Commercial Area is intended for a specific range of commercial uses that cater to the needs of the travelling public, while also recognizing the existing retail uses and limited expansions and/or redevelopment of these retail uses;*
- b) *Development within the Highway Commercial Area will be developed on full municipal services.*
- c) *New development will be required to provide adequate stormwater management in accordance with policy 2.4.9 of the Official Plan.*
- d) *Permitted commercial uses in the Highway Commercial Area will include restaurants, financial institutions, service commercial uses, automobile oriented uses such as vehicle sales, service and gas bars with convenience retail, commercial recreational facilities, hotels, motels, conference facilities, meeting/banquet facilities, entertainment use excluding a cinema, public and private clubs, and police, fire or ambulance facilities, existing retail uses and limited expansions and/or redevelopment of these retail uses, as more specifically defined in the Zoning By-law.*
- e) *Expansions to existing retail commercial uses and new retail commercial uses shall be permitted, subject to the following:*
 - i) *The maximum gross floor area for expansions to existing retail commercial uses or new retail commercial uses shall not be greater than 1,858 m² (20,000 ft²);*
 - ii) *The minimum gross floor area for a new single retail facility shall be 465 m² (5,000 ft²);*
 - iii) *Except where specifically permitted in the Zoning By-law, when an applicant is proposing a*

retail commercial use expansion or new retail commercial use greater than 1,858 m² (20,000 ft²) a Market Demand and Directional Impact Analysis shall be prepared to the satisfaction of the Municipality to demonstrate that the proposed retail commercial uses will not have an unacceptable impact on the planned function of existing commercial designations within the upper level of the Chatham-Kent retail commercial system hierarchy. The upper level of the commercial hierarchy will comprise the Downtown/Main Street Area, Power Centre Commercial Area and Shopping Centre Commercial Area designations. The analysis will be subject to peer review by the Municipality carried out at the expense of the applicant.

- f) Applications for new development in the highway commercial area will be subject to the following policies:*
- i) Adequate off-street parking will be provided;*
 - ii) The depth and frontage of the lots will be sufficient to allow for parking and turning movements;*
 - iii) Traffic access will be properly designed and controlled to maintain public safety and convenience;*
 - iv) Vehicular access points will be limited, and those that are continuous across the lot frontage will not be permitted;*
 - v) Common access points among uses will be encouraged;*
 - vi) Adequate buffer planting, landscaping, screening and separation distances will be provided between uses and throughout the site;*
 - vii) The landscaping and buffering may include separation distances, trees, shrubs plantings, and the use of earthen berms; and;*
 - viii) The creation of parcels of land unsuitable for commercial use will not be permitted.*
- g) Parking for cars and trucks, and loading areas for trucks and garbage vehicles, will be provided in paved, properly demarcated and illuminated parking areas.*
- h) Access to a new development will be provided from an arterial, collector or local road.*
- i) Multiple driveways will be discouraged unless separate driveways for cars and trucks are warranted for safety reasons.*
- j) For the highway commercial area north of the HEPC corridor the following policies may be required as conditions of development:*

- i) *the Municipality may require the Owner to convey the necessary land to secure the eventual construction of Future Road "B" as indicated on the Preferred Development Concept Plan as a Public Road ;*
- k) *All development in the Highway Commercial Area will be subject to Site Plan Control.*
- l) *A site plan agreement will be required as a condition of site plan approval.*

7.3 Transportation Network Policies

A separate Traffic Analysis Report has been prepared as a component of this Secondary Plan and is attached as Appendix A to this Report. Specifically, the Traffic Analysis Report recommends the following road network improvements to accommodate the total 2012 future forecasted traffic volumes:

- a) *Provide a northbound right turn lane with 60 metres of parallel length at the Power Centre south access;*
- b) *Provide a centre two-way left turn lane with a width of 5 metres between the Power Centre south access and Gregory Drive;*
- c) *Monitor the future traffic volumes on St. Clair Street and, if warranted, plan to replace the two-way left turn lane with a future 5 metre wide non traversable median when future growth occurs;*
- d) *Plan and prepare for a new signalized intersection located just north of the Hydro corridor, which would provide access to the St. Clair Community Estates mobile home park and a signalized access for the commercial strip properties;*
- e) *Plan and prepare for a rear access service road (Road "B") along the rear of the existing commercial strip properties which would provide access to the proposed new traffic signal located just north of the Hydro corridor;*
- f) *At the intersection of St. Clair Street and Gregory Drive, increase the storage length of the eastbound left turn lane to 70 metres and the southbound left turn lane to 75 metres, modify the existing traffic signal timing plan to accommodate future anticipated traffic volumes;*
- g) *That the Municipality pursue a potential secondary access to St. Clair Community Estates mobile home park in the Area of Interest identified along Gregory Drive East on the Preferred Development Concept Plan;*

7.4 Capital Expenditures

The policy of the Secondary Plan will be to ensure the economic provision of the recommended infrastructure improvements in accordance with recognized standards for urban development. Specifically, the Municipality may use the following to recover capital expenditures in the Secondary Plan Area:

- a) The Municipality may use financial mechanisms available to it under the Municipal Act, Development Charges Act, Planning Act and any other applicable legislation;*
- b) The Municipality may pass a development charges by-law that applies to the Municipality as a whole, and/or that applies to specific areas of the Municipality;*
- c) The Municipality will diligently seek the maximum revenues possible from senior levels of government in relation to the provision of public infrastructure improvements in the Secondary Plan Area.*

7.5 Expansion of Existing Urban Area Boundary

Any proposals to expand the existing urban area boundaries of the Primary Urban Centre within the Secondary Plan Area as shown on Schedule "A" will be in accordance with the policies of Section 2.3.6 of the Chatham-Kent Official Plan.

8.0 IMPLEMENTATION

8.1 Implementation Policy

8.1.1 Official Plan Amendment

The St. Clair North Secondary Plan policies shall be adopted by the Municipality through an Official Plan amendment. Further amendments may be initiated by the Municipality where details are deemed to provide insufficient guidance due to changed physical conditions or new policy directives.

8.1.2 Zoning By-law Amendments

Amendments to the former Chatham Township Zoning By-law 92-50 and subsequent new Chatham-Kent Zoning By-law will be considered with respect to the development policies for the St. Clair North Secondary Plan Area established by this amendment. Zoning amendments may be initiated by property owners or the Municipality of Chatham-Kent.

8.1.3 Servicing Agreements

Residential and commercial development and associated servicing may proceed by means of a servicing agreement with the Municipality of Chatham-Kent.

8.1.4 Site Plan Control

When applications for site plan approval are reviewed, the development policies for the St. Clair North Secondary Plan Area established by this plan shall be considered.