

Schedule "A" to the order of the Ontario Municipal
Board made on the 17th day of April, 1998

AMENDMENT NUMBER 61 TO THE OFFICIAL PLAN

FOR THE CHATHAM PLANNING AREA

AMENDMENT NUMBER 61
TO THE OFFICIAL PLAN FOR
THE CHATHAM PLANNING AREA

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CONSTITUTIONAL STATEMENT

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

PART B - THE AMENDMENT, consisting of the following text and maps (designated as Schedule "A"), constitutes Amendment Number 61 to the Official Plan for the Chatham Planning Area.

PART C - THE APPENDICES do not constitute part of this Amendment. These appendices (I through VIII inclusive) contain the background data and public and agency involvement associated with this Amendment.

PART A - THE PREAMBLE

PURPOSE

The purpose of this Amendment is:

- (1) to delete the conceptual illustration of the "Western By-pass" from Schedule "F" of the Official Plan.
- (2) to incorporate a Secondary Plan for the Northwest Quadrant Area "A" into the Official Plan of the Chatham Planning Area as required by Sections 1.2 and 6.5. The Secondary Plan shall be incorporated into the Official Plan by the creation of a new Section 10 - Northwest Quadrant Area "A" Secondary Plan which will include new Schedules "B1-4" and "B1-4P".

LOCATION

The Northwest Quadrant Planning Area "A" is that area generally bounded by McNaughton Avenue West, Bearline Road, Gregory Drive West, and Baldoon Road.

Appendix I - Planning Area delineates the boundary of the Northwest Quadrant Secondary Planning Area "A".

BASIS

The lands within the Northwest Quadrant Planning Area "A" are currently designated Agricultural in the Official Plan of the Township of Dover, which was assumed by the City of Chatham in 1991 under an annexation agreement. The lands have since been held from development until a comprehensive plan is prepared to ensure the orderly development of these areas. This work was directed by Council in April of 1994.

The integration of new residential development into an established residential community and the resolution of the major servicing constraints were the critical considerations in the formulation of an effective planning program for the Planning Area. The development of such a residential community had to be consistent with the engineering requirements for the servicing of the planning area with stormwater management facilities, sanitary sewers, watermains and paved roads.

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

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

The Secondary Plan and the Background Report (Appendix III) were prepared by the Planning Department in conjunction with an Interdepartmental Committee comprised of other City Administration.

The planning process for approval of the secondary planning program provided for a public participation program, which included landowners, government and other public agencies, as well as interested citizens. The public process commenced on June 13, 1994 with the approval

of the Terms of Reference (see Appendix II) by Council. An informal public workshop was held on January 21, 1997, as part of the public participation program. As well, numerous meetings were held with landowners, government and public agencies at all stages of the planning process. The stages of the planning program are illustrated on Figure 1.

Ultimately, a formal public meeting, as required by the Planning Act, was held on March 24, 1997 at which time Chatham City Council approved Amendment No. 61 to incorporate the Secondary Plan into the Official Plan.

Amendment No. 61 (Secondary Plan for the Northwest Quadrant Area "A") establishes the development pattern for a Northwesterly portion of the City of Chatham that was formerly designated Agriculture in the Township of Dover and deletes the conceptual illustration of the Western By-pass from Schedule "F" of the Official Plan.

NORTHWEST PLANNING AREA 'A'

SECONDARY PLANNING PROCESS AND SCHEDULE

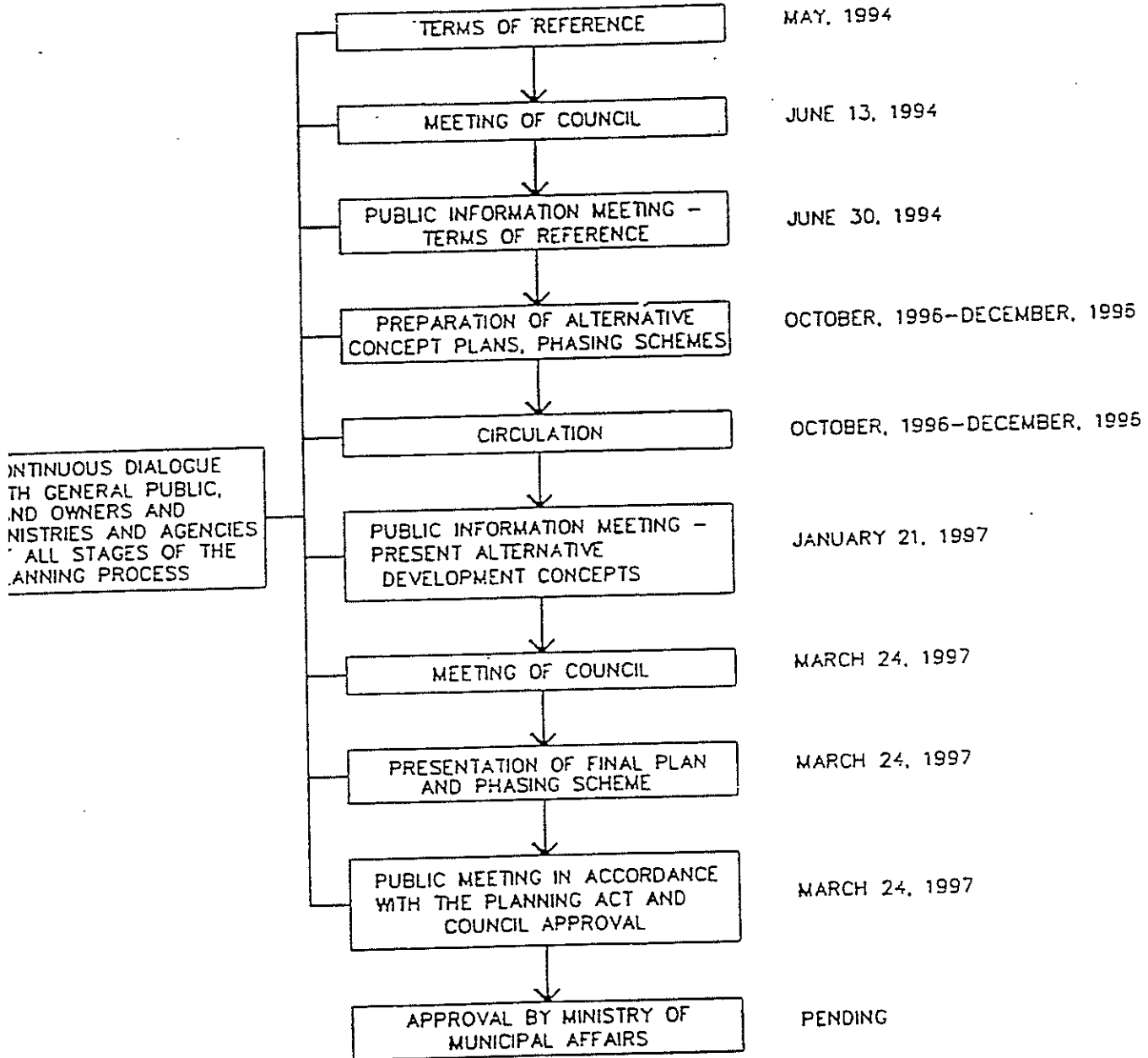


FIGURE I.

IMPLEMENTATION

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

PART B - THE AMENDMENT

All of this part of the document entitled PART B - THE AMENDMENT, consisting of the following map schedules and text, constitutes Amendment Number 61 to the Official Plan for the Chatham Planning Area.

DETAILS OF THE AMENDMENT

The Official Plan is hereby amended as follows:

Item (1): That Schedule "F" be amended by deleting the conceptual illustration of the Western By-pass of the City of Chatham.

Item (2): The subject lands are as shown outlined on Schedule "A" to the City of Chatham Official Plan.

Item (3): The Table of Contents are hereby amended to add a new Section 10 - SECONDARY PLAN FOR THE NORTHWEST QUADRANT AREA "A", inclusive of the following text and Schedules:

"SECTION 10 - SECONDARY PLAN FOR THE NORTHWEST QUADRANT AREA "A""

10.1 Introduction

A major purpose of the Secondary Plan for the Northwest Quadrant Area "A" is to replace the policies of the Official Plan for the Township of Dover Planning Area with a land use scheme that enunciates, in greater detail, the broad policies established in the Official Plan for the City of Chatham Planning Area. The Secondary Plan shall generally conform to and implement the goals, polices and land use designations of the Official Plan of the City of Chatham Planning Area. However, where there is a conflict between the Official Plan and the Secondary Plan, the Secondary Plan policies shall prevail.

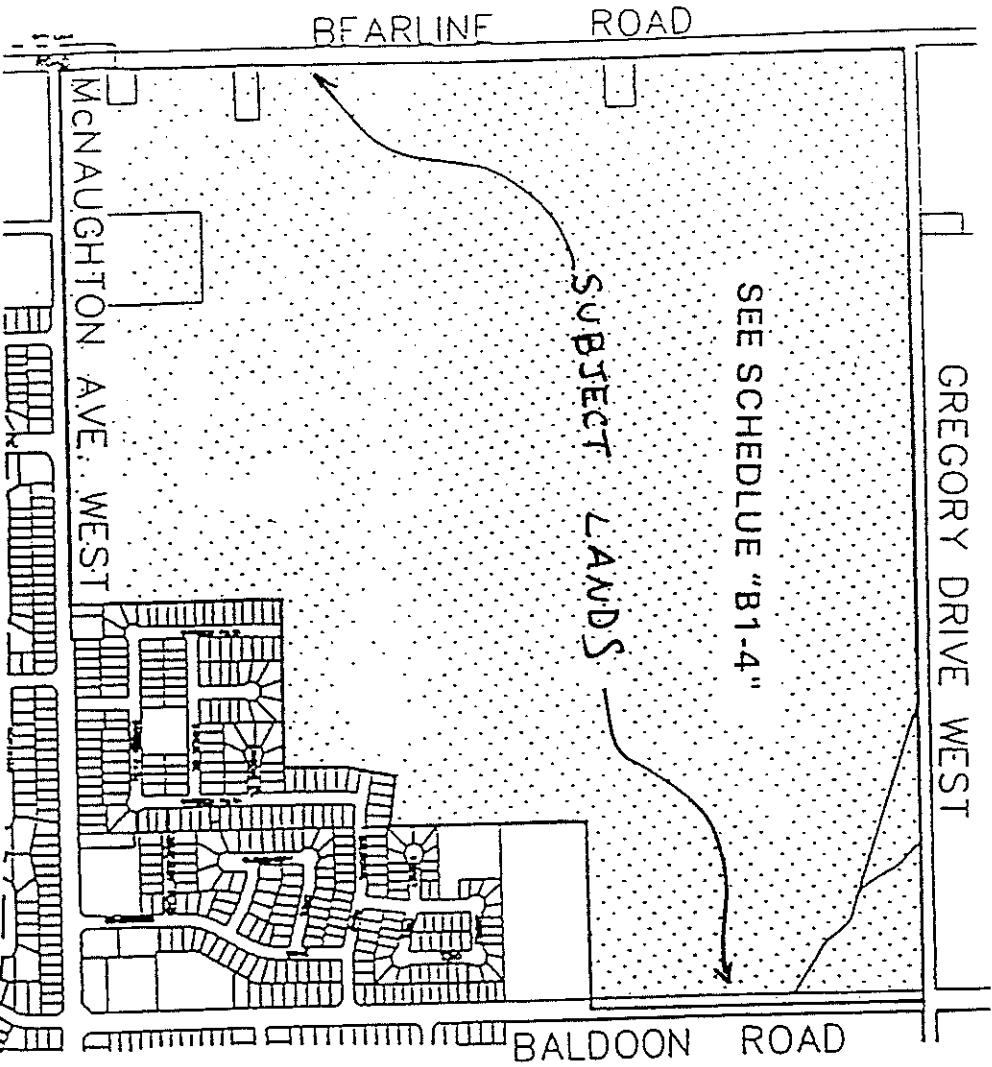
Another major purpose of the Secondary Plan is to ensure that development is phased in an efficient manner that creates a compact urban form and that prevents the premature development of agricultural lands.

The Secondary Plan is comprised of:

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

This Secondary Plan also provides for an Urban Reserve for future development. In considering the Official Plan Amendment and Urban Reserve Secondary Plan provided for pursuant to Section 10.3.7., such amendment will have regard for the policies herein and for all other relevant considerations.














AMENDMENT NO. 61 TO THE OFFICIAL
PLAN FOR THE CHATHAM PLANNING AREA



OFFICIAL PLAN

SCHEDULE 'A'

LEGEND

-  GENERAL RESIDENTIAL
 -  HIGH DENSITY RESIDENTIAL
 -  LIMIT OF CENTRAL AREA
 -  DISTRICT COMMERCIAL CENTRE
 -  COMMUNITY COMMERCIAL CENTRE
 -  NEIGHBOURHOOD COMMERCIAL CENTRE
 -  HIGHWAY COMMERCIAL
 -  OFFICE / SERVICE
 -  INDUSTRIAL
 -  INSTITUTIONAL
 -  OPEN SPACE
 -  SPECIAL POLICY AREA
 -  PROPERTIES NOT INCLUDED IN OFFICIAL PLAN
- DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT - NO. 5
- ① 47-53 ST. GEORGE STREET
 - ② 199-204 STANLEY AVENUE EXTENSION
 - ③ 345 KING STREET EAST
 - ④ 253-345 (INCLUSIVE) PARK AVENUE WEST, EXCLUDING 311 AND 329 PARK AVENUE WEST
 - ⑤ 253 KING STREET EAST

For background material, reference should be made to the background report and other studies prepared and utilized in the preparation of the Secondary Plan for the Northwest Quadrant Area "A".

10.2 Development Concept

The Development Concept for the Planning Area is illustrated in Schedule "B1-4".

The Phasing Scheme for the Planning Area is illustrated in Schedule "B1-4P".

10.3 Development Policies

10.3.1 **Neighbourhood Low Density Residential**

- (a) Neighbourhood Low Density Residential shall mean residential development comprised of single-detached dwellings. The minimum lot frontage shall be 50 feet and the minimum lot area shall be 5,000 square feet except in those areas where Policy 10.3.1(b) below applies.
- (b) In areas that are adjacent to existing residential neighbourhoods, development shall have lots and associated housing that are consistent with the lot size and housing character of those existing neighbourhoods.

10.3.2 **Low Density Residential**

- (a) Low Density Residential shall mean residential development comprising a range of single-detached and semi-detached housing types. The minimum lot frontage for single-detached will be 35 feet and the minimum lot area will be 3,000 square feet. The minimum lot frontage for semi-detached will be 60 feet and the minimum lot area will be 6,000 square feet.

10.3.3 **Medium Density Residential**

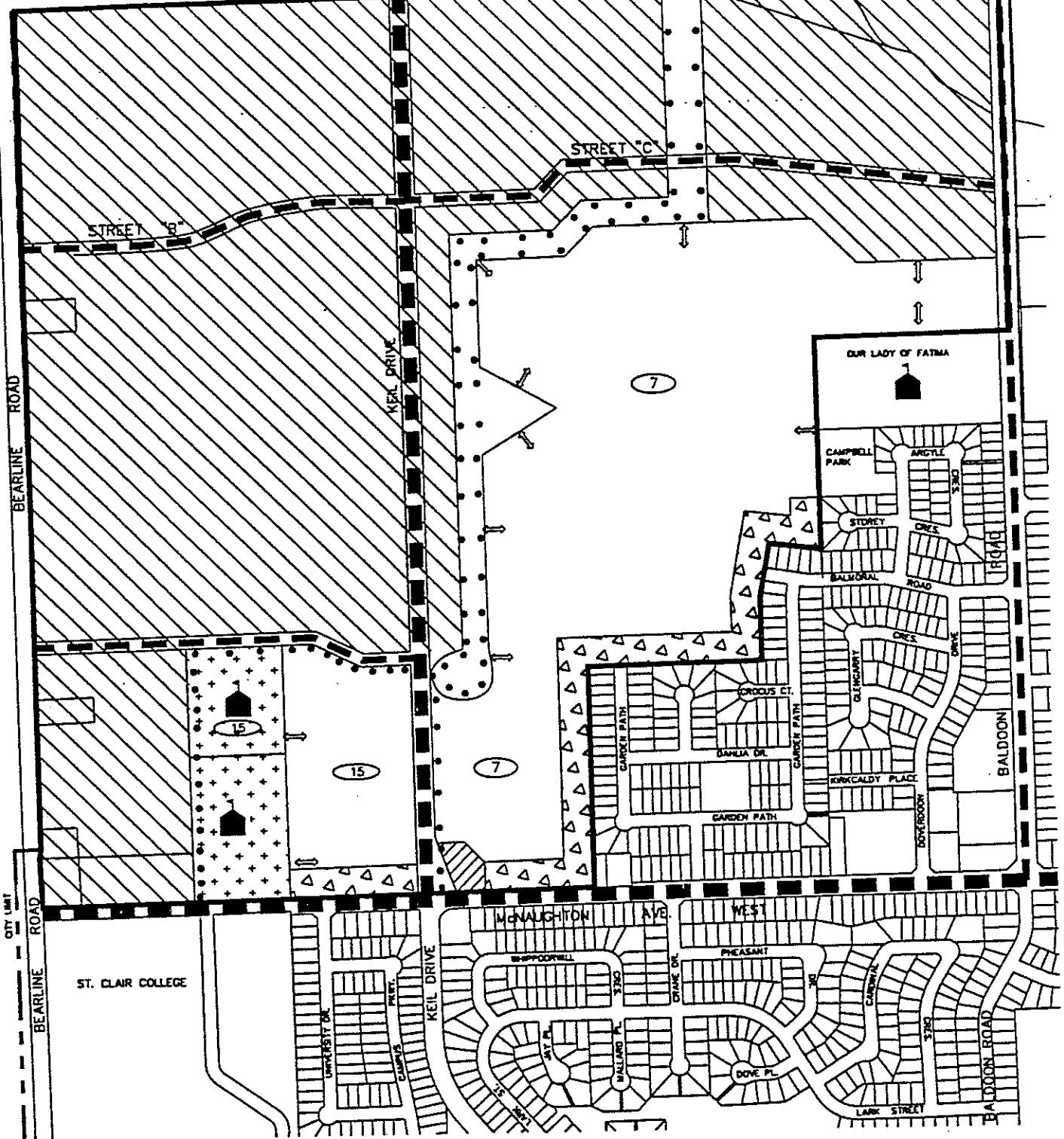
- (a) Medium Density Residential shall mean townhouse and fourplex dwellings and single-detached, duplex and double-duplex and semi-detached housing. The maximum residential density will be 15 units per gross acre. The minimum lot frontage for single-detached housing shall be 30 feet and minimum lot area of 3,000 square feet except where single-detached dwellings front on McNaughton Avenue West where the requirements shall be 50 feet frontage and 5,000 square feet in lot area. Only single-detached dwellings may have direct driveway access to McNaughton Avenue West. All other housing types fronting on McNaughton Avenue West shall use common driveways and shall not exceed one driveway per 50 feet of frontage. The minimum lot frontage for semi-detached housing will be 60 feet and the minimum lot area will be 6,000 square feet.

SCHEDULE "B1-4"

TOWNSHIP OF DOVER

GREGORY DRIVE WEST

CITY LIMIT



- LOW DENSITY RESIDENTIAL
- NEIGHBOURHOOD LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- INSTITUTIONAL • See Section 10.3.3 b)
- OPEN SPACE
- NEIGHBOURHOOD COMMERCIAL
- URBAN RESERVE

- SCHOOL OR CHURCH
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD
- BIKEWAY
- WALKWAY
- DENSITY (D.U. PER ACRE)
- DENSITY (D.U. PER ACRE)

SCALE 0 500 feet

NORTHWEST PLANNING AREA "A"	
DEVELOPMENT CONCEPT	
DATE: MAR. 25/87	FILE: CONCEPT2.DWG
DRAWN BY: MDC	

- (b) The maximum residential density of 15 units per gross acre may be adjusted, as a result of further subdivision, up to 30 units per gross acre provided that the average of all Medium Density Residential properties combined do not exceed 15 units per gross acre.
- (c) Ultimate residential densities for individual multi-unit residential developments will be established through the Zoning By-law and through Site Plan Control, based on the appropriateness, size, shape and design of individual sites. Where a multi-unit site is located adjacent to existing residences, special screening and buffering will be implemented under Site Plan Control (see also Policy 10.3.9 -Civic Design).
- (d) Where possible, development at the rear of underutilized lots shall be incorporated into adjacent development.
- (e) The City will require private waste collection and disposal for all medium density developments comprising 15 or more units. Further, there will be no outside storage of refuse except in designated refuse storage areas.

10.3.4 **Neighbourhood Commercial**

- (a) "Neighbourhood Commercial" shall mean a group of convenience or service establishments developed as a unit which include uses which serve the most frequent and everyday needs of the residents of the surrounding residential areas, such as variety stores, personal services, banks, restaurants, offices, clinics, day care or nursery schools and other convenience facilities.
- (b) A Neighbourhood Commercial Centre shall:
 - (i) Contain a maximum of 16,000 sq. ft. of gross leasable floor area.
 - (ii) The gross leasable floor area of an individual store or unit shall not exceed 5,500 sq. ft.
 - (iii) The Neighbourhood Commercial site shown on Schedule "B1-4" shall have a maximum frontage along McNaughton Avenue West of 150 feet.
- (c) Notwithstanding Sections 4.3.4 and 4.4.6 of the Official Plan, an Official Plan Amendment will be required to designate any additional neighbourhood commercial areas in the planning area.

10.3.5 Open Space

- (a) In the areas designated as Open Space, the predominant use of land will be for public outdoor recreation and for stormwater management.
- (b) Stormwater management shall be consistent with the land use described on Schedule "B1-4" - Development Concept and with the overall stormwater management report entitled "Conceptual Stormwater Management Plan for Part of the Northwest Quadrant" by Sullo Associates Ltd., Consulting Engineers, dated June 11, 1996 as modified by the Engineering Department Concept for Stormwater Management dated November 29, 1996 and subject to final design.

The Ministry of Environment Southwest Region shall be consulted with respect to the final stormwater management design. All statutory approvals for the stormwater management works will be sought under the *Ontario Water Resources Act*.

The rate of flow of stormwater discharge into the existing municipal drains from the Planning Area shall be no greater than the pre-development rate of flow.

- (c) Public outdoor recreation shall include both active and passive uses as follows:
 - (i) active uses requiring playing fields or other facilities;
 - (ii) passive uses such as walking, jogging, bicycling and picnicking and may include the installation of playground equipment.
- (d) Public walkways will be required at strategic locations within development proposals in order to improve the continuity, accessibility and utility of the open space system. The general requirements for walkways have been depicted in Schedule "B1-4" - Development Concept, however, the precise location and number of walkways required will be a function of subdivision design and accessibility and will, therefore, be finally determined at the time of subdivision application.
- (e) Paved 8 foot wide bikeways will also be constructed within the open space system, including along both sides of the stormwater management channel and through the school sites. Paved 6 foot wide separated bikeways will be constructed along Minor Arterial and Collector roads, as depicted in

Schedule "B1-4" - Development Concept (see also Section 10.3.8). Final bikeway locations will be dependent on the final design of the stormwater management plan and roadway alignments as approved by the Engineering Department and the Department of Culture and Recreation.

- (f) Within a plan of subdivision, the City will require 5 percent of the land included in the plan as parkland conveyance, as depicted on Schedule "B1-4" - Development Concept and the residual as cash-in-lieu of parkland dedication.
- (g) Land that is subject to flooding, or land that has an elevation equal to or below the 100 year return storm storage elevation established by a storm water management report or any lands that lie between the tops of the banks of any drain or stormwater management facility will not be considered acceptable as a parkland dedication.
- (h) All lands dedicated for parkland shall be in a condition suitable for development as a public recreation area in accordance with the standards of the City.
- (i) Prior to the dedication of Open Space to the City, the owner shall:
 - (i) Level and seed with grass all open space areas. Where the grade of any open space area is of a slope of 4:1 or steeper, the area shall be planted in a self-maintaining manner such as with wild flowers or ornamental grasses. Where a watercourse is part of an open space area, a buffer strip on both sides of the watercourse shall also be planted in a self-maintaining manner. The nature, extent and timing of improvements shall be determined by the Department of Culture and Recreation through the subdivision agreement;
 - (ii) Construct all required paved bikeways as depicted on Schedule "B1-4" - Development Concept (see also Section 10.3.8). The owner shall receive a credit for the cost of construction of the bikeway if and when the Development Charges By-law is implemented;
- (j) The Owner shall construct, at their own expense, all required 5 ft. wide concrete walkways and associated walkway fencing.
- (k) The installation of walkways and bikeways in the open space system shall take place prior to the construction of any dwelling units in the vicinity.

The precise timing and phasing of bikeway and walkway construction will be dealt with through the subdivision agreement.

- (l) Conveyance of parkland and municipal servicing infrastructure for stormwater management will be made in conjunction with the registration of the first phase of a plan of subdivision.
- (m) Municipal servicing infrastructure for stormwater management, including the stormwater channel, will be conveyed to the City in accordance with the above-noted policies.

10.3.6 Institutional

"Institutional" shall mean schools, places of worship and other institutional uses which serve the surrounding residential areas. Where lands designated Institutional on Schedule "B1-4" are also shown with a residential density symbol of 15 units per acre, the permitted uses shall also include Medium Density Residential uses up to a maximum density of 15 units per gross acre, in accordance with Section 10.3.3. Notwithstanding Schedule "B1-4P", for the purpose of residential use only, the lands shall be deemed to be within Phase 2 and may be released for development only in accordance with Section 10.4.4.2.

10.3.7 Urban Reserve

10.3.7.1 General

All lands within the area designated "Urban Reserve" shall be considered as a land reserve for the future development of the City and shall not require further justification to remove the lands from productive agriculture to urban uses. However, any application for the development of any lands in the Urban Reserve shall be considered premature until Policy 10.4. has been satisfied and a Secondary Plan has been adopted for the Urban Reserve area in its entirety as depicted in Schedule "B1-4" - Development Concept.

The Secondary Plan shall be implemented through a corresponding Official Plan Amendment.

10.3.7.2 Permitted Uses

For lands designated Urban Reserve, the permitted use shall be farming, for the raising of crops. No livestock operation or retail or wholesale sales will be permitted as either primary or accessory uses.

10.3.7.3 Land Severance

The severance of any lands designated Urban Reserve shall comply with Section 6.8 of the Official Plan.

10.3.7.4 Guidelines for Future Development

The future development of lands within the Urban Reserve area is limited by servicing capacity. The average population density shall not exceed 15 people per gross acre and development of this area must be consistent with the following:

1. the Sanitary Sewer Master Plan prepared by Gore and Storrie Ltd. as amended in 1993;
2. the Transportation Master Plan prepared by Delcan Engineers/Planners 1988; and
3. the "Conceptual Stormwater Management Plan for Part of the Northwest Quadrant" by Sullo Associates Ltd., Consulting Engineers, dated June 11, 1996, as modified by the Engineering Department Concept for Stormwater Management dated November 29, 1996 subject to the final design and approval by the City Engineer and the Ontario Ministry of Environment and Energy.

10.3.8 **Transportation**

10.3.8.1 Road Network

- (a) The roadways identified on Schedule "B1-4" - Development Concept consist of minor arterial, collector and local roads with future right-of-ways defined as follows:

(i) Minor Arterial Roadways

Keil Drive Extension -
McNaughton Avenue West
North to Street "A".

Two lanes with required
right-of-way of 83 feet
including a 6 ft. wide separated
bikeway (see also Section
10.3.5) as depicted on Schedule
"B1-4" - Development Concept

Pavement Width 30 feet
excluding intersection.

Keil Drive Extension -
Street "A" north to the
City Limits.

Two lanes with required
right-of-way of 83 feet.

Pavement width 30 feet.

(ii) Collector Roadways

Street "A" - from Bearline
Road east to Keil Drive
Extension.

Two lanes with required
right-of-way of 66 feet
including a 6 ft. separated
bikeway (see also Section
10.3.5) as depicted on Schedule
"B1-4" - Development Concept.

Pavement Width 30 feet.

Street "B" - from Bearline
Road east to Keil Drive
Extension.

Two lanes with required
right-of-way of 66 feet.

Pavement Width 30 feet.

Street "C" - from Keil
Drive Extension east to
Baldoon Road.

Two lanes with required
right-of-way of 66 feet.

Pavement Width 30 feet.

(iii) Local Roadways

To be determined through
Plan of Subdivision.

Two lanes with right-of-
way width of 66 feet.

Pavement Width 28 feet.

- (b) The final alignment of Keil Drive Extension will be approved by the City Engineer in consultation with Union Gas Limited. Union Gas Limited will also be consulted with respect to subdivision design and zoning, including setbacks from Keil Drive.
- (c) To ensure safety for pedestrians, sidewalks will be provided on both sides of all minor arterial and collector roads and on at least one side of all local roads with the exception of cul-de-sacs less than 500 feet. All cul-de-sacs serving as approaches to schools and open space areas shall also be provided with sidewalks.

10.3.8.2 Public Transit

The City will extend public transit service to new developed areas as demand warrants.

10.3.8.3 Bikeways

Required Bikeways, as illustrated on Schedule "B1-4" - Development Concept, shall be constructed as follows:

- (i) Bikeways in areas designated Open Space shall be paved at a width of 8 feet.
- (ii) Bikeways abutting streets shall be constructed in the boulevard, separated from the roadway and paved at a width of 6 feet. A bikeway shall not be considered a sidewalk for the purposes of Section 10.3.8.1(c).

10.3.9 Civic Design

- (a) Careful attention shall be given to setbacks, orientation, lighting and screening so as to create a compatible environment with adjacent residential, neighbourhood commercial and institutional areas. Measures to minimize the impact of traffic, noise, signs and lighting shall be implemented including adequate on-site landscaping, screening and buffering and their maintenance.
- (b) The City will encourage Developers to use entrance features and decorative lighting in residential plans of subdivisions and in site plans for all other development.

10.3.10 Archaeological Assessment

- (a) Prior to any development, an archaeological assessment shall be completed for any lands in the Planning Area. The archaeological assessment shall

be performed to the satisfaction of the City and the Ministry of Citizenship, Culture and Recreation.

10.4 **Phasing and Implementation Strategy**

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

10.4.1 **Guiding Development**

All policies contained in this Secondary Plan will be implemented through the powers delegated to the City by provincial legislation, such as the Planning Act, R.S.O. 1990 and the Development Charges Act, and particularly by means of Zoning By-laws, Site Plan Agreements and Subdivision Approvals. Development shall be restricted to those areas in which municipal services required to meet recognized standards of urban development are available.

Full municipal services and utilities shall be required for all new development at no cost to the City, *subject to the provisions of the Development Charges Act* such as:

- (i) municipal sanitary sewers,
- (ii) paved streets, curbs and gutters, sidewalks, and walkways,
- (iii) municipal water supply facilities,
- (iv) storm drainage facilities,
- (v) underground hydro, telephone and cable TV, where feasible,
- (vi) natural gas pipelines, where appropriate.

10.4.2 **Official Plan**

- (a) The Secondary Plan shall be incorporated into the Official Plan by formal amendment and shall be subject to the same administrative and public involvement procedures as required for an Official Plan Amendment.
- (b) Future changes to the Secondary Plan shall be by an Official Plan Amendment, except in the case of minor adjustments to the roadways and open space/stormwater management facilities as shown on Schedule "B1-4" - Development Concept.

10.4.3 **Zoning By-law**

- (a) An amendment to the Zoning By-law will establish the residential, neighbourhood commercial, institutional, open space and urban reserve uses.

- (b) For the purpose of interpreting zone lines, measurement will be from existing or proposed roadways. Minor adjustments to the location of zone lines can be made without amendment to the Zoning By-law.

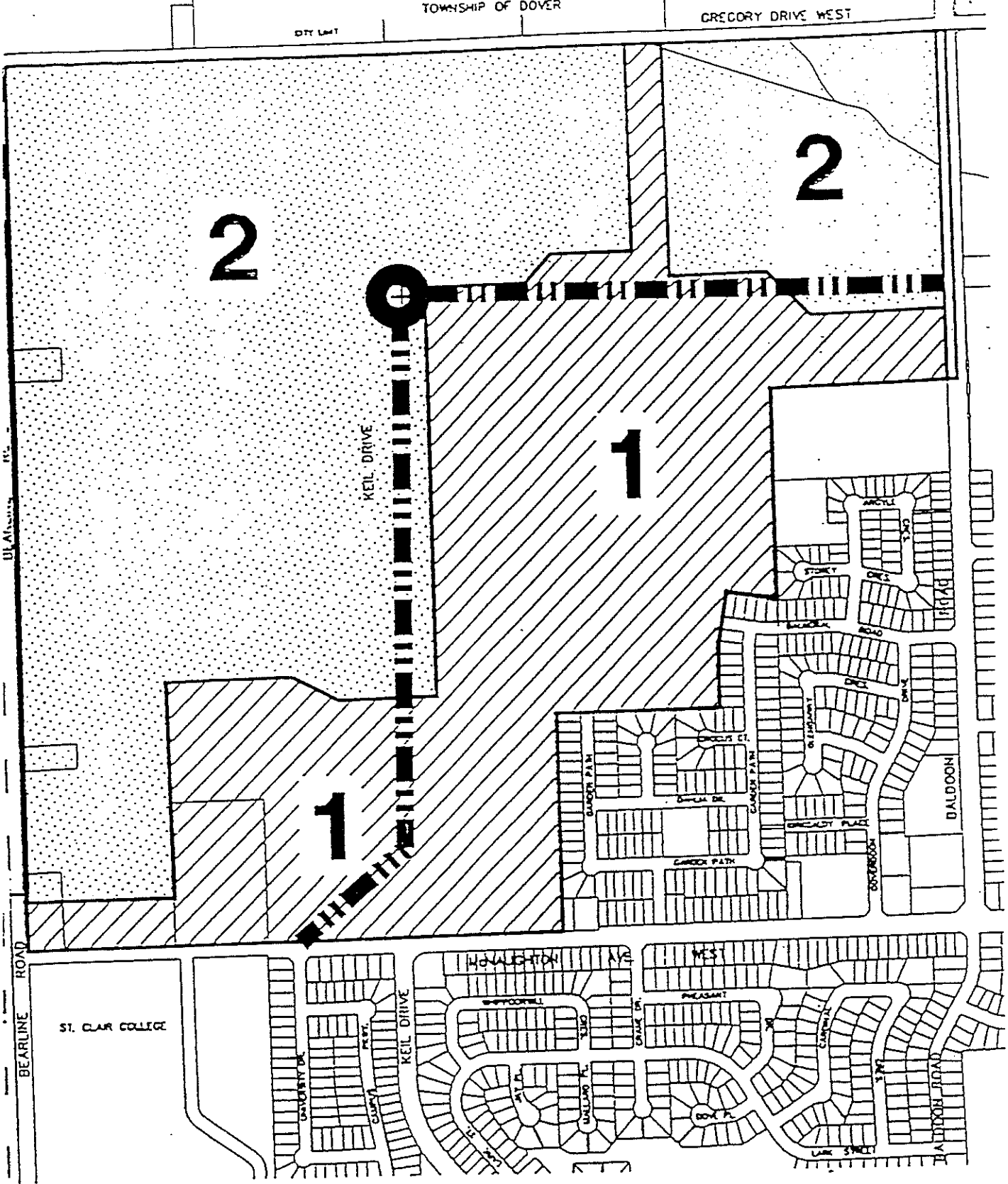
10.4.4 Phasing Scheme



The City of Chatham acknowledges the importance of encouraging a compact urban form and of preventing the premature removal of land from agricultural production. In this regard, the following phasing policies shall apply to the development of the Planning Area as illustrated in Schedule "B1-4P" - Phasing Scheme:

1. Phase 1 lands, as shown on Schedule "B1-4P" - Phasing Policy, shall be developed in accordance with "B1-4" - Development Concept, upon approval of this plan.
2. Phase 2 (Urban Reserve) lands, as shown on Schedule "B1-4P" - Phasing Policy, will remain designated as Phase 2 until all of the following criteria have been satisfied:
 - (a) a Secondary Plan has been adopted for all Phase 2 lands in their entirety;
 - (b) adequate capacity exists in municipal services and community facilities; and
 - (c) the proposed new development can be phased in an orderly and contiguous fashion in relation to the existing built-up area.

Upon adoption of the Phase 2 Secondary Plan noted in item (a) above, Phase 2 lands for residential development may only be released in an amount approximately equal to the aggregate number of housing starts in the Phase 1 lands in the Northeast Secondary Planning Area "A", Northeast Secondary Planning Area "B" and Northwest Secondary Planning Area "A", through approval of plans of subdivision that conform to the Phase 2 Secondary Plan. Holding by-laws may be used to implement the phasing of development by subdivision(s) within the Phase 2 lands.

3. A portion of the Phase 2 lands may be able to be developed without a pumping station. This matter will be addressed as part of the Secondary Plan for Phase 2.
4. As a condition of approval of the first draft plan of subdivision, an easement shall be granted in favour of the City across all applicable lands for the extension of a trunk sanitary sewer to service Northwest Planning Area "B" and the Northeast Planning Areas "A" and "B". The easement shall be granted at the time of registration of the first phase of the subdivision.



 TRUNK SANITARY SEWER EASEMENT
  PUMP STATION

 PHASE 1 LANDS
  PHASE 2 LANDS

NORTHWEST PLANNING AREA "A"

PHASING POLICY

DATE: MAR 3/97

DRAWN BY: MOC

FILE: CO-DCP11.DWG

FIGURE "BI-4P" - PHASING POLICY FOR THE NORTH-WEST QUADRANT AREA "A"

This easement is generally depicted on Schedule "B1-4P".

5. The trunk sanitary sewer shall be completed in such a manner as to permit the future development of Phase 2.

Notwithstanding the above, consideration may be given to reallocating Phase 1 lands to other land owners if no construction has occurred on Phase 1 lands within 5 years of the approval of this plan. This may be accomplished by rescinding draft plan of subdivision approval without amendment to this plan.

Land owners shall be encouraged to maintain vacant land within the Planning Area as productive agriculture until such time as actual construction occurs. The premature grading of sites is discouraged.

10.4.5 **Development Charges**

All development shall be subject to the Development Charges By-law for the Planning Area. A development charge shall include, but not be restricted to:

- (a) municipal sanitary services;
- (b) roadway and bikeway improvements;
- (c) municipal water supply facilities.

10.5 **Summary**

The Secondary Plan establishes the development pattern for a major portion of the northwest portion of the City of Chatham and provides policies and a phasing strategy to guide development in order to ensure a compact urban form and to prevent the premature removal of land from agricultural productivity.

PART C -THE APPENDICES

The following appendices do not constitute part of Amendment Number 61 but are included as information supporting the Amendment.

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