

# AMENDMENT NO. 9

*to the official plan of the  
sandwich south planning area*

M. M. DILLON LIMITED  
CONSULTING ENGINEERS & PLANNERS

NOVEMBER 1975

## TABLE OF CONTENTS

Section	Heading	Page
1.	INTRODUCTION TO THE AMENDMENT	1
2.	FUNCTION OF THE AMENDMENT	2
3.	BOUNDARIES OF THE AMENDMENT AREA	3
4.	BASIS OF THE AMENDMENT NUMBER 9	4
	4.1 General	4
	4.2 Population	4
	4.3 Factors Affecting Development	5
	4.4 Basic Development Objectives	5
	4.5 Capacity of Services	6
5.	DETAILS OF AMENDMENT NUMBER 9	7
6.	LAND USE AND DEVELOPMENT POLICIES	9
	6.1 Land Use Policy	9
	6.2 Roads Policy	20
	6.3 Servicing Policy	22
	6.4 Implementation	25
	6.5 Interpretation	28



Section 1      INTRODUCTION TO AMENDMENT NUMBER 9

Official Plan Amendment Number 9 has been prepared by Planning Board to provide detailed land use and development policies for an area which will be subjected to an accelerated rate of growth in the near future. This amendment will guide and direct such growth in a logical and orderly manner.

The Text and Schedules "A", "B" and "C" constitute Amendment Number 9. This amendment shall be adopted by the Township of Sandwich South as an amendment to the Official Plan of the Sandwich South Planning Area and will serve as a Secondary Plan for the Hamlet area in the north-east sector of the Township. Also included with the amendment are technical appendices which do not form part of the Amendment but provide background information in support of this document.

This amendment shall be subject to continued reviews by Planning Board and wherever it is found necessary to keep abreast of changes and trends, the Official Plan of the Township of Sandwich South shall be further amended.



This amendment establishes the policies for development in the Hamlet area in the north-east section of the Township of Sandwich South. Policies shall provide a framework for future growth in a way which minimizes conflict between established and future land use activities. The policies also provide for sufficient development to assist in the financing of the proposed water and sanitary servicing schemes.

This amendment to the Official Plan of the Township of Sandwich South, being a Secondary Plan, is a legal document, but does not in itself control or regulate the development of lands by private interests. Once in effect, however, the Municipality may not pass by-laws or undertake public works contrary to the policies of the amendment. The Plan will guide municipal administrators and private interests to ensure the most desirable form of development.

This amendment will provide a basis for the programming of future municipal services such as roads, schools, parks, water supply, storm and sanitary sewers. This planning program will result in the provision of more adequate services in the most economical manner. Private interests in the Amendment Area will be made aware of the future development policies of the municipality so that private development operations can be planned with more certainty and in accordance with an overall development strategy.

Section 3

BOUNDARIES OF THE AMENDMENT AREA

The subject lands of this amendment, being the Secondary Plan Area, are located in the north-eastern sector of the Township of Sandwich South in the County of Essex. The Plan Area is approximately bounded on the north by Provincial Highway #2 and the Town of Tecumseh; on the east by farm lot 153 and East Town Line Road; on the south by Pike Creek and a limit 400 feet south of County Road #42; and on the west by farm lots 147 and 148 and by a limit of 600 feet west of Banwell Road.

## Section 4

## BASIS OF AMENDMENT NUMBER 9

### 4.1 General

The Policies of this Amendment Number 9 have been developed to achieve a number of basic objectives. As background for the formulation of these objectives, surveys of public opinion, existing land use, and services have been undertaken. These are contained in the Appendix section of this amendment.

### 4.2 Population

The Ministry of the Environment has projected the population of the amendment area on the basis of a five per cent compounded annual growth rate. The Provincial Sewage Works Design Report<sup>1</sup> for the amendment area estimates the 1974 population to be approximately 1,500 persons. Population for the amendment area is forecast in the design report as follows:

YEAR	POPULATION
1974	1,500
1978	2,400
1982	2,800
1986	3,500
1990	4,000

In order to accommodate the design population of the sanitary sewage scheme and for economic reasons, it is necessary to provide for additional residential development within the amendment area.

<sup>1</sup> Ministry of the Environment, Provincial Sewage Works 1-0313-72 Design Report, Township of Sandwich South

#### 4.3 Factors Affecting Development

- (a) The amendment area is located within commuting distance of the City of Windsor. The demand for residential housing as well as commercial and light industrial property will be influenced by the easy access to Windsor.
- (b) The installation of sanitary and storm water drainage systems and the improvement of the potable water supply system will attract future development to the amendment area.
- (c) Road access from the City of Windsor and surrounding communities with the completion of the E. C. Row Expressway will be adequate to serve future development in the area.

#### 4.4 Basic Development Objectives

- (a) To encourage development in this area of the Township within the limits of the amendment area as designated on Schedule "B", Land Use Plan.
- (b) To provide for population growth to the limits of the design capacity of the available services.
- (c) To encourage the growth of commercial and light service industrial development along County Road #42.
- (d) To retain the rural, informal character of the Hamlet by developing large lots with frontage similar to that of existing lots.
- (e) To provide for the recreation and open space needs of present and future local inhabitants by providing for sufficient park lands.



#### 4.5 Capacity of Services

Sanitary sewers in the amendment area have been designed to service an ultimate residential population of 5,500 persons as well as commercial and industrial uses equivalent to a population of 1,760 persons. It is anticipated that lands designated for residential use in this amendment will result in an ultimate population growth to approximately 5,300 persons.

The remaining sewage capacity is available for commercial and commercial/industrial use.

Section 5

DETAILS OF AMENDMENT NUMBER 9

- 5.1 Schedule "A" to the Official Plan of the Township of Sandwich South is hereby amended by:
- (a) redesignated from "Hamlets" to "Official Plan Amendment Number 9" the lands shown as "Change to Official Plan Amendment Number 9" on Schedule "A" of the Amendment, attached hereto;
  - (b) redesignated from "Industrial Area" to "Official Plan Amendment Number 9" the lands shown as "Change to Official Plan Amendment Number 9" on Schedule "A" of the Amendment, attached hereto; and
  - (c) redesignated from "Rural Areas" to "Official Plan Amendment Number 9" the lands shown as "Change to Official Plan Amendment Number 9" on Schedule "A" of the Amendment, attached hereto.
- 5.2 The Official Plan of the Township of Sandwich South is hereby amended by the addition of Schedule "B", "Land Use Plan - Official Plan Amendment Number 9" and Schedule "C", "Servicing Plan - Official Plan Amendment Number 9".
- 5.3 The Official Plan of the Township of Sandwich South is hereby amended by the addition of a Section "6.0" entitled "Official Plan Amendment Number 9 - Land Use and Development Policies". The policies and schedules A, B, and C of the amendment will supercede those policies and schedules of the Official Plan of the Sandwich South Planning Area pertaining to the Amendment Area.

Section 6.0 shall be added to the Official Plan of the Township of Sandwich South following Section 5.0 and shall read as follows:

## Section 6      LAND USE AND DEVELOPMENT POLICIES

### 6.1      Land Use Policy

#### 6.1.1    General

The land resources of the amendment area shall be developed in accordance with Schedule "B" which forms the Land Use Plan of this document and designates the Residential, Commercial, Commercial/Industrial, Open Space and Environmental Protection categories of land uses. Policies and provisions governing this use of lands within these designations are described in the following sub-sections.

Existing agricultural uses shall be permitted to continue on undeveloped lands until such time that such lands are developed for the designated land use. The establishment of new agricultural practices other than crop production shall not be permitted within the amendment area.

The effect of noise from aircraft using the Windsor Airport will be taken into consideration in the review of development proposals in the amendment area. The current policy of the Ministry of Housing will be used in determining appropriate land uses and suitable conditions to govern developments in the noise zone.

In view of the deficiency of data concerning the future of the runway facilities, noise zones cannot be included at this time. When the airport study and noise zone data becomes available, it will provide part of the development review criteria for the amendment area.



#### 6.1.2 Residential

The predominant use of land designated Residential shall be for low density residential uses, for which full municipal services including storm drainage systems can be made available. In addition, such uses as serve, or are complementary to, the basic residential use, shall be permitted on a limited and controlled basis.

The following policies shall apply to the area designated Residential:

- (a) Permitted uses are single family residential units, constructed one per lot, home occupational uses, public and institutional uses and a limited number of local convenience uses.

In considering rezoning applications for local convenience uses, Planning Board and Council will have regard to the following:

- that the proposed use be located on a Collector Road as per Schedule "B",
- that the proposed use is necessary to the neighbourhood and will not cause a surplus of similar uses in the amendment area;
- that the proposed use will function as a local convenience use servicing primarily the immediate neighbourhood, and
- that the proposed use be adequately buffered from adjacent residential uses by means of landscaping and adequate setback.

- (b) Home occupation uses shall be permitted, provided they are compatible with the predominant residential uses and do not adversely affect the residential character by obtrusive lighting, signs, parking, traffic, outdoor storage or other evidence of commercial or industrial activity and provided that the home occupation use remains secondary to the residential use.
- (c) Adequate off-street parking shall be provided for all permitted uses.
- (d) Development will generally be by Plan of Subdivision, but, as the development of excessively large existing lots is essential for the complete development of the amendment area, severance of land under the provisions of Section 29 (1) of The Planning Act, RSO 1970, shall be permitted as follows:
  - (i) The frontage of a residential lot created by consent shall generally not be less than 75 feet; and the minimum lot area shall be 10,000 square feet.
  - (ii) Where the 75 foot frontage requirement cannot be met, up to a 20% deviation from this requirement may be permitted, provided that the lot size is not less than 10,000 square feet.
  - (iii) Notwithstanding paragraph (ii), where Planning Board deems it necessary in the interest of preserving the character of the neighbourhood, lots having a frontage greater than 75 feet may be required.

- (iv) Where a severance application does not meet the requirements of the implementing Zoning By-law, the consent will be granted only subject to rezoning or a minor variance. x
  - (v) Land severances will be subject to a park dedication of land or cash in lieu of land, as established by the Municipality.
  - (vi) Council may establish impost charges for x lot development to recover municipal costs of servicing development.
- (e) The following policies shall apply to the development of lands by Plan of Subdivision:
- (i) The frontage of individual lots created by Plan of Subdivision shall generally be 75 feet but may be reduced below 75 feet to accommodate design constraints. The average frontage of all residential lots in a Plan of Subdivision shall not be less than 75 feet.
  - (ii) The density of lots shall not exceed 4 lots x per acre, inclusive of roads.
  - (iii) Approval of plans of subdivision shall be subject to the provision of a 5 per cent of gross land dedication or cash in lieu thereof to the Municipality, subject to the approval of the Minister, as set forth in Sections 33 (5) and (8) of The Planning Act, RSO 1970. Where cash in lieu of the required parkland dedication is received, the equivalent cash value of the 5 per cent parkland dedication

to be paid by the developer shall be the fair market value of the land as if it were fully serviced and subdivided into individual lots available for sale.

- (f) Natural features and tree cover shall be retained where possible, and incorporated into the overall development scheme.
- (g) Mobile homes shall not be permitted.
- (h) Policies will be implemented by Restricted Area By-law. Regulations including minimum frontage, lot depth, side yards, lot area, and minimum gross floor area will be specified in the implementing Restricted Area By-law.

In the Residential designation a number of commercial uses exist which Council wishes to recognize as such. These include the Pink Haven Motel, Kent Safety Equipment and Machinery and the Shell and Sunoco Service Stations, all on County Road #42, and the Shawnee Steak House and Tavern and Lindquist Bros. Bait Company, both on Shawnee Road.

These uses may be recognized in the implementing Zoning By-law, though they are in a Residential designation.

- (i) Building permits will be issued in compliance with the Building By-law, and the Restricted Area (Zoning) By-law of the Township of Sandwich South.
- (j) The cost of servicing new development shall be borne by the developer.



### 6.1.3 Commercial

The predominant use of land designated Commercial shall be for the buying and selling of goods and services.

The policies to be considered in the development of Commercial uses are as follows:

- (a) Permitted uses include those Commercial uses which serve primarily the amendment area and adjacent rural residents and can be incorporated in a neighbourhood shopping centre. A site in the order of 15 acres is designated Commercial on Schedule "B" of this plan to accommodate service retail space, a supermarket and other retail outlets not requiring outdoor storage facilities.
- (b) All development shall be fully serviced by municipal sewers, water supply and storm drainage systems, to be installed by the developer at his own expense.
- (c) To discourage the development of a shopping centre of regional magnitude, the Commercial area shall not be developed as one unit, but rather in individual commercial establishments or groups of retail outlets and/or service developments. Lots in the Commercial designation shall not exceed 5 acres in size inclusive of parking, pedestrian access and delivery facilities. The maximum building coverage of a lot shall not exceed 30% of the lot area.
- (d) Adequate off-street parking will be provided for uses within the Commercial designation.
- (e) Adequate buffering shall be provided to adjacent residential uses.

- (f) The Commercial Policies contained herein will be implemented by a Restricted Area By-law, and by the approval of a Site Plan by Council. Regulations including minimum frontage, lot depth, side yards, lot area, minimum gross floor area, and parking and loading requirements will be included in the implementing Restricted Area By-law.
- (g) Setback and parking requirements will be covered in the implementing Restricted Area By-law.
- (h) The Building Inspector shall be satisfied that construction methods and materials comply with the Township Building By-law prior to the issuance of a Building Permit.

#### 6.1.4 Commercial/Industrial

The predominant use of land in the area designated Commercial/Industrial shall be for warehouse, wholesale commercial and light industrial uses which are compatible with adjacent uses. Heavy manufacturing uses are not permitted.

The policies to be considered in the development of Commercial/Industrial uses are as follows:

- (a) Permitted uses include those uses which require highway access as well as a large storage or display area for successful operation. These include automobile sales and service facilities, light manufacturing, warehousing, wholesale establishments, wholesale retail outlets, factory sales outlets, a bank and building material supply.

The location and type of display and storage facilities permitted will be subject to the review and discretion of Planning Board and Council.

Accessory office and commercial uses are also permitted.

- (b) Commercial uses to serve the workers in this Commercial/Industrial area shall be permitted, including eating establishments, service stations and variety stores.
- (c) Heavy industrial uses, wrecking yards, salvage yards or construction yards requiring extensive outside storage and generators of extensive heavy-truck traffic, will not be permitted in the Commercial/Industrial area.
- (d) Development shall be fully serviced by municipal sewers, water supply and storm drainage facilities to be provided by the developer at his own expense. Where improvements to existing sewers, water supply and storm drainage are required, such improvements shall be paid by the developer.
- (e) Adequate off-street parking and loading space shall be provided.
- (f) The establishment of uses which would harmfully pollute the air, or water, or create excessive noise, or are of an obnoxious nature, or incompatible with the surrounding residential uses will not be permitted.

- (g) The Commercial/Industrial policies contained herein shall be implemented by a Restricted Area By-law and by the approval of a Site Plan by Council.
- (h) The local Building Inspector shall be satisfied that construction methods and materials comply with the Township Building By-law prior to the issuance of a Building Permit.

#### 6.1.5 Open Space

The predominant use of land designated Open Space shall be for outdoor recreation, conservation, or parkland, and may be developed to provide community recreation facilities.

The policies to be considered in the development of Open Space areas are as follows:

- (a) Permitted uses shall include conservation, recreation, storm water collection areas and the development of community recreation facilities.
- (b) The establishment of commercial recreation facilities shall be permitted where such use will benefit the overall community.
- (c) Adequate off-street parking shall be provided for recreation or open space areas.
- (d) Open Space dedications to the Municipality of the Township of Sandwich South shall be required as part of future subdivision agreements between Council and private developers. Such dedications shall not be less than 5 per cent of the gross residential area of the proposed plan.



Cash received by the Township in lieu of the 5 per cent parkland dedication shall be used to finance the purchase and improvement of parks and recreation projects in the Township.

- (e) Parklands and recreation areas shall be integrated with school sites where possible so that optimum use may be derived from publicly owned land and facilities.
- (f) Open Space Policies will be implemented by Restricted Area By-law and through land dedications when subdivision plans are approved.
- (g) Where a 5 per cent land dedication is provided by the developer as a condition of subdivision approval, such land shall be landscaped and prepared to the satisfaction of the Township at the developer's expense prior to the assumption of such lands by the Township.

#### 6.1.6 Environmental Protection Area

The Environmental Protection designation includes land having environmental development hazards, including floodplain and steep slopes. Uses permitted under such designation are limited to public or private parks, outdoor recreation, agricultural or forestry uses and the conservation of soil or wildlife.

Where land is delineated as "Environmental Protection" on Schedule "B", the purpose is primarily for the preservation and conservation of the natural environment and as a protection of adjacent land uses from physical hazards or their effects.

It is the policy of this amendment that development of permanent structures or buildings shall not be permitted in the vicinity of Pike Creek. Until such time as flood-plain mapping has been prepared, the construction of buildings is prohibited within 50 feet of the top of the bank as shown on Schedule "B" of this amendment. This Policy shall be implemented by means of a Restricted Development Zone in the implementing Restricted Area By-law.

Where permitted uses are developed within the Environmental Protection designation, provision shall be made for an easement along the drain for the purpose of periodic cleaning of the drain, as required by the Township.

Where Planning Board and Council are considering an application for the redesignation of Environmental Protection Area, they shall consult with the Ministry of Natural Resources and the Conservation Authority and have consideration for the general policies of this amendment and the following criteria:

- (i) The existing environmental and/or physical hazards;
- (ii) The potential impact of these hazards;
- (iii) The proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices; and
- (iv) That an easement along the drain is retained as required by the Township for the purpose of periodic cleaning of the drain.

Where new development is proposed on a site, part of which has physical limitations or hazards, then such Environmental Protection area shall not necessarily be acceptable as part of the 5 per cent park dedication under The Planning Act. All lands dedicated to the municipality for public purposes shall be conveyed in a physical condition satisfactory to the municipality.

#### 6.1.7 Ontario Hydro Right-of-Way

The Ontario Hydro right-of-way as shown on Schedule "B" of this amendment passes through the central portion of the amendment area.

The right-of-way is under the jurisdiction of Ontario Hydro and use of such lands for uses other than transmission lines or recreation uses is not permitted. This Hydro right-of-way may be used for recreation activities which do not conflict with use of this corridor for transmission line purposes. Such uses as walking trails, bicycle paths, active recreation areas and parkland will be permitted subject to the regulations and approval of the Ontario Hydro Corporation and the Municipality.

#### 6.2 Roads Policy

The road pattern as shown on Schedule "B" of this Plan is based on following considerations:

- (a) Movement of large volumes of traffic through the interior of the amendment area will be discouraged.
- (b) The interior road pattern will facilitate the orderly flow of traffic generated primarily by local residents.

- (c) Adequate road access will be provided to and from the interior of the Hamlet.

#### 6.2.1 Road Classification

The roads which serve the amendment area are classified on Schedule "B" of this Plan according to their planned function. Where land is required for roads which presently do not exist or for widenings or extensions, such rights-of-way shall be obtained by means of land dedications made in accordance with conditions of approval of applications made under Section 33 (5) of The Planning Act, RSO 1970.

The following descriptions apply to the classification of roads as shown on Schedule "B" of this Plan.

##### (a) Arterial Roads

Arterial Roads are designed to facilitate through movements of medium volumes of traffic on 2 to 4 lanes, and provide limited access to adjacent properties. A minimum right-of-way of 86 feet is required.

##### (b) Collector Roads

Collector roads are designed to collect and carry local traffic to arterial roads, distribute traffic to local roads and provide access to adjacent properties. Generally collectors are two lane roads and have a minimum right-of-way width of 66 feet.

Where the widening and improvement of collector roads is necessary abutting new developments, the developer shall dedicate the required right-of-way

for such widenings, and bear the cost of the necessary improvements.

Lesperance Road, St. Althouse Avenue, Shawnee Road and Intersection Road function as collector roads in the amendment area. Rights-of-way of 66 feet will be required for all collector roads except Intersection Road which shall have an 86 foot right-of-way.

Future traffic is not considered to be of sufficiency volume to warrant 86 foot rights-of-way for collectors with the exception of Intersection Road.

(c) Local Roads

The remaining existing and proposed roads in the amendment area function as local roads. Their purpose is primarily to provide access to abutting properties. These roads are two-lanes, with a minimum right-of-way width of 66 feet.

Local roads will be constructed in future subdivisions by the developer to the specifications set forth in the Subdivision Policy established by Council as amended from time to time, subject to Section 33 (6) of The Planning Act, RSO 1970.

6.3 Servicing Policy

The municipal water and sanitary sewer services to be provided in the amendment area are shown on Schedule "C". The provision of services to the amendment area is based on the following considerations:

- (a) Pollution abatement from existing development in the Hamlet;



- (b) Adequate provision for future growth within the Hamlet;
- (c) Provisions for a safe potable water supply for the entire Hamlet and adequate water for fire protection; and
- (d) All future development in the amendment area shall be permitted only on full services, namely, sanitary services, piped water and storm drainage facilities.

#### 6.3.1 Sanitary Sewers

Sanitary sewers convey sanitary waste and/or storm water which does not meet the current Ministry of the Environment standards for open watercourses.

Sanitary sewers will be constructed in the amendment area in two phases. Phase I will include the installation of sanitary sewers to serve all existing development. The cost of such services will be financed by the Township. Phase II will include the extension of sewers as required for new development; these extensions will be financed by the developer.

Provision of over-sized trunk mains extensions to serve areas outside the amendment area may be made, subject to an amendment of the existing Sewage Works Agreement for sewage collection and treatment.

#### 6.3.2 Storm Drainage

Storm sewers are designed to convey solely surface runoff and ground water which meets current Ministry of the Environment standards for open water courses.

Storm drainage systems may consist of storm water retention ponds and enclosed sewers. The developers of new residential, commercial and commercial/industrial uses within the amendment area will be required to provide adequate storm drainage facilities in accordance with current Ministry of Transportation and Communications and Ministry of the Environment standards. This may require oversizing of trunks to accommodate upstream improvements, and may also require downstream improvements, in accordance with a Master Plan to be prepared by the Township. Where improvements to existing municipal drains are required to facilitate adequate storm drainage of new developments, the cost of such improvements shall be borne by the developer.

Provision shall be made in new developments for the cleaning of open drainage channels where they exist. Easements shall be maintained along such ditches as required by the Township for periodic cleaning of such municipal drains.

The establishment of uses which by their nature will increase the velocity and volume of storm water runoff shall only be permitted where provision is made to accommodate the storm water in a storm drainage system which does not interfere with adjacent farm uses, or their drainage systems, and where adequate easement is retained for cleaning and maintenance of the drain.

#### 6.3.3 Water Supply

The existing water supply system in the amendment area will be improved and expanded by the construction of new supply and distribution watermains from the Town of Tecumseh as described in the "Township of Sandwich South

Water Supply from the Tecumseh Public Utilities Commission" Report.

Where new subdivisions are proposed, the developer shall extend trunk watermains to the development and construct an internal water supply distribution system to serve the new development in accordance with Township standards.

#### 6.4 Implementation

##### 6.4.1 General

This amendment shall be implemented by means of the powers conferred on the Township of Sandwich South Planning Board, by The Planning Act, the Municipal Act, and such other statutes as may be applicable.

A Restricted Area By-law shall be adopted by the Township of Sandwich South for the purpose of implementing this Official Plan Amendment. In addition, this amendment shall be implemented by legislation pursuant to the Municipal Act, and by means of public works and capital works program as may be undertaken by the Township of Sandwich South.

##### 6.4.2 Restricted Area (Zoning) By-law

The Zoning By-law of the Township of Sandwich South shall be amended in accordance with the land designations and policies contained in this amendment, and shall establish regulations to control the use of land, character, and use of buildings and structures.

Holding zones under the provisions of Section 35 (a) of The Planning Act, RSO 1970 may be used in the implementing Zoning By-law.

#### 6.4.3 Subdivision and Part-Lot Control

Land development shall generally take place by Plan of Subdivision. Under circumstances where a plan of subdivision is not necessary for the proper and orderly development and where not more than three new lots will result, consent to a land severance may be granted in accordance with the following consent policies:

- (a) Consents shall be granted where additional serviceable lots may be created by the division of existing lots having sufficient frontage and depth.
- (b) Consents shall be granted only where the land fronts on an existing public road of acceptable standard. Where a public road has not been constructed, but is shown on Schedule "B" of the Plan, a decision on consent will be held over until such time that a public road is constructed to serve the area in question.
- (c) Consents shall be granted for the purpose of infilling in built-up areas where new lots can be created by the division of larger lots.
- (d) The number of new lots created by consent shall generally be limited to three. Where more than three new lots would be created, the creation of such shall be by Plan of Subdivision.

- (e) Consents shall not be granted for parcels of land adjacent to a road from which access is to be obtained, where a traffic hazard would ensue unless this hazard can be eliminated.
- (f) Where a new road is required to serve new development, such development shall occur by plan of subdivision rather than by way of individual land severances, and the required road shall be constructed by the developers as a condition of the Subdivision Agreement.

#### 6.4.4 Plans of Subdivision

It shall be the policy of the Township of Sandwich South to recommend to the Minister for approval only those plans of subdivision which comply with the following policy:

The subdivider shall agree to enter into a Subdivision Agreement with the Township of Sandwich South prior to release for registration of the Plan of Subdivision, as required by the Municipality.

Subdivision Agreements shall be registered against the title of the property subject of the Subdivision Agreement.

#### 6.4.5 Public Works and Capital Works Program

The Township of Sandwich South will be responsible for the control of the development of water supply and sanitary sewage works for the amendment area and for the development of parklands, roads and storm drainage systems in order that future development can occur.



The costs of extending services for the purpose of serving new development in the amendment area shall be borne by the developers. Provision shall be made in Subdivision Agreements for the Township to recover the cost of works that are undertaken by the Township to facilitate new development.

Council shall, from time to time, establish subdivision policy by resolution, including impost charges for lot development. Included in the impost charge will be an allocation with respect to the sanitary services developed within the amendment area.

#### 6.4.6 Public Information

To inform the general public as to the policies and land use designations contained in this amendment, Council shall, upon receiving the Minister's approval of this document, reproduce this amendment and make it available to the public upon request.

#### 6.5 Interpretation

##### 6.5.1 Land Use Boundaries and Roads

Land use boundaries as shown on Schedule "B" of this Plan should be considered as approximate, and absolute only where bounded by fixed features such as collector or arterial roads, railways, natural watercourses, or other geographic barriers. The location of proposed roads is approximate. Therefore, provided the general intent of this amendment is satisfied, minor adjustments to the land use boundaries or roads will be permitted without further amendment to the Official Plan.

#### 6.5.2 Population Estimates

It should be noted that population figures contained herein are approximate. A reasonable variance from such figures will be permitted subject to the availability of necessary services and the approval of Council.

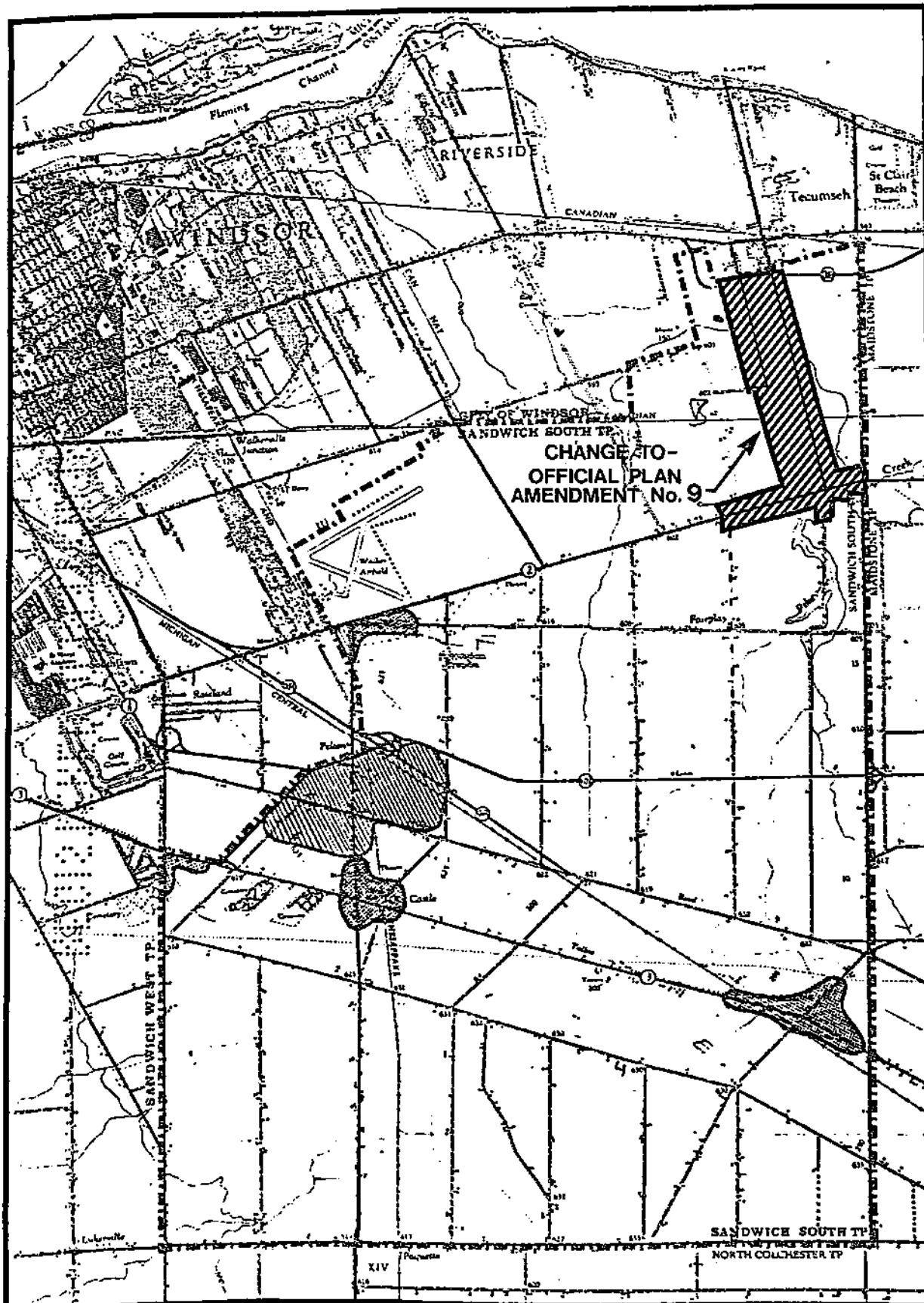
#### 6.5.3 Accessory Uses

Where a use is permitted in a land use classification, uses, buildings or structures normally incidental and accessory, but essential to that use shall also be permitted.





#### 6.5.4 Amendment Procedure

This Amendment Number 9 shall be incorporated into the Official Plan of the Township of Sandwich South, in accordance with Section 17 of The Planning Act, RSO 1970.

Following the Minister's approval of this Plan, sufficient copies shall be prepared for public distribution, and a notice shall be placed in the local newspaper advising of such approval and that copies of this amendment may be obtained from the Clerk of the Township.



# LEGEND

-  RURAL AREAS
-  HAMLETS
-  INDUSTRIAL AREA
-  AMENDMENT AREA



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

## SCHEDULE 'A' AMENDMENT No. 9

TO THE  
OFFICIAL PLAN OF THE  
SANDWICH SOUTH PLANNING AREA

APPENDICES  
TO  
THE OFFICIAL PLAN  
OF THE  
SANDWICH SOUTH PLANNING AREA  
AMENDMENT NO. \_\_\_\_\_

The following information is not  
intended to form part of the approved  
Official Plan Amendment No. \_\_\_\_\_  
but is included only for the purpose  
of supplying supplementary information  
to support the proposals contained  
within the Official Plan Amendment

## APPENDICES

### TABLE OF CONTENTS

	<u>Page No.</u>
Location and Character	1
Physical Features	2
Existing Land Use	4
Roads Network	6
Municipal Services	8
Public Involvement	10



## LOCATION AND CHARACTER

The Amendment Area, hereafter referred to as the "Hamlet or Study Area" consists of the areas as shown in Figure 1, located in the north-eastern sector of the Township of Sandwich South in the County of Essex. It is approximately bounded on the north by Highway #2 and the Town of Tecumseh, on the east by farm lot 153 and East Town Line Road, on the south by Pike Creek and a limit 400 feet south of County Road #42, and on the west by farm lots 147 and 148 and by a limit 600 feet west of Banwell Road.

It would appear that the Hamlet Area has developed as an extension of the Town of Tecumseh into Sandwich South Township. Existing development is of an urban nature relative to the remainder of the Township where land use is primarily agricultural, and although areas of non-agricultural use and other Hamlets do exist in the Township, the Study Area is by far the largest area of non-farm residential development. A certain rural atmosphere is evident in the Hamlet which local residents wish to preserve. The area is partially developed on large lots, some of which are 75 x 500 feet in size. The population density presently stands at approximately 2.1 persons per acre.

The Hamlet Area appears to function as a residential community in a rural environment, which does not exert any noticeable influences on the surrounding area, but is, in turn, influenced by the surrounding urban centres of the City of Windsor, the Village of St. Clair Beach and the Town of Tecumseh. These centres function as a source of employment, provide the necessary goods and services, and have provided a stimulus for growth in the Study Area.

Present population has been established at approximately 1,600 persons for the year 1974, in the Provincial Sewage Works Report for the Area<sup>1</sup>. Future growth has been estimated at the compounded rate of 5 per cent per annum, which is in line with the growth estimate for St. Clair Beach and Tecumseh. Of the total growth increase in the Windsor area, it is anticipated that a large percentage of such growth will occur in the Town of Tecumseh, in the Townships of Sandwich South and in Sandwich West. Population in the Study Area is anticipated to reach 2,600 persons by 1980 and 4,000 by 1990<sup>1</sup>.

#### PHYSICAL FEATURES

The physical characteristics of the Study Area consist primarily of flat topography, limited tree cover, drainage ditches and Pike Creek located in the southern extent of the Area.

#### Topography:

The topography in the Hamlet Area is relatively flat as in the majority of Essex County. Contours vary within a range of 8 feet from north to south, and indicate higher points towards the northern extent of the Area, and just south of the CPR Railway. Slopes fall from these high points towards Highway #2, and Pike Creek, and a slight depression is formed in the central portion of the Hamlet. It appears that the flat topography would impair the natural drainage of the area.

1 Design Report - Provincial Sewage Works - Township of Sandwich South

#### Soils:

The soils in the Study Area are basically a deep, silty clay with the upper portion being a very stiff to hard, brown silty clay underlain by a very stiff, grey, silty clay. Soils are very similar throughout the general surrounding region. The depth to bedrock is approximately 100 feet in the Study Area.

#### Drainage:

Natural drainage characteristics are generally poor in the Study Area. The heavy clay soils, combined with the flat topography tend to restrict both ground seepage and surface run-off. As a result, ponding and accumulation of surface water in local depressions does occur. Pike Creek which forms the southern boundary of the Study Area drains the surface run-off only in the immediate area. The creek does not provide proper drainage for the rest of the Study Area due to the limited slope of the landscape and the geographic location of the creek relative to the Study Area. Surface drainage within the Hamlet is primarily by roadside ditches and swales.

#### Vegetation:

Tree cover in the Hamlet area is largely restricted to property boundaries, and scattered clumps, and is of a very limited nature. Existing tree cover should, therefore, be retained and incorporated into the development scheme where possible. A woodlot is located immediately adjacent to the Study Area on the west side, south of the CPR tracks. This area appears suited for park or open space purposes and is not included in the sanitary service area.

## EXISTING LAND USE

The land uses in the Hamlet Area consist primarily of residential, and limited commercial, industrial, and institutional uses. A large percentage of the Area is undeveloped, or included in the large lot areas characteristic of the Hamlet.

### Residential:

Residential development which consists of approximately 340 single-family detached dwellings is concentrated along the existing streets in the Hamlet Area. Residential lots are generally quite large, having depths of up to 500 feet, especially along the east side of Lesperance Road. These large lots are constraints to the overall design and development of the Hamlet if retained in their present state. Five farm residences are also located in the Study Area, although the entire extent of accompanying farmland is outside the Area boundary.

### Commercial:

A limited amount of commercial development has taken place in the Study Area, the most noticeable being the Checker Flag Raceway on County Road #42. Others include a motel, service station, greenhouses, steak house and tavern and a small grocery store. The Checker Flag Raceway apparently generates a considerable amount of undesirable noise on race days<sup>1</sup> as well as an increase in traffic in the immediate area. The Restricted Area By-law 1641 of the Township of Sandwich South

1 Local resident comment at Public Meeting

presently provides for the continued operation of the Checker Flag Raceway, therefore provided that parking requirements are met, the raceway is a legal, conforming use.

#### Industrial:

Industrial land uses are located primarily along County Road #42 and include light industrial uses such as the Libby Manufacturing Company Limited, a cabinet manufacturer, an upholstering and sewing establishment and a woodworking shop. It seems that additional light industry and retail uses could be suitably located along County Road #42.

#### Institutional:

The St. Peter's Separate School, the Sandwich South Fire Hall and the Essex County Roads Department yard are situated near the intersection of St. Alphonse Avenue and County Road #42. It was determined from discussions with Mr. G.D. Dwyer, Superintendent of Education of the Essex County Separate School Board that no additional separate school site is required to serve projected needs in the Secondary Plan Area. St. Peter's School can be expanded on the present site from 11 to 16 classrooms, and St. Mark's School close by in Maidstone Township can also be expanded to meet future area requirements.

From discussion with Mr. G.E. Seguin, Director of Education of the Essex County Board of Education it was similarly determined that no public school site is required in the Hamlet Area to serve anticipated needs. A.V. Graham School in the Town of Tecumseh presently provides sufficient classrooms to accommodate Hamlet students, and is not filled to capacity. Also, the Public School



Board owns a 30 acre site in St. Clair Beach which will be developed as needs dictate. Therefore, public school students will be bussed to other centres from the Hamlet Area as population increases.

Local high school students are accommodated at Essex District High School, and in the City of Windsor.

#### Vacant:

Approximately 262 of the total 606 acres in the Study Area are vacant. The majority of Vacant lands are presently used for agricultural purposes, until such time that these lands can be developed for residential purposes. As municipal sewers will be available in the near future, it seems that the development of these lands would be appropriate.

#### ROADS NETWORK

External access to the Tecumseh Hamlet is presently provided by Provincial Highway #2 and County Road #42.

Highway #2 is a major route which extends easterly from the City of Windsor, passes adjacent to the northern limits of the Study Area, and continues easterly to Belle River, Tilbury and Chatham. At present, Lesperance Avenue and Shawnee Road provide direct access to the Study Area from Highway #2.

With the E.C. Row Expressway being built along the northern limit of the Study Area, direct access to the Expressway from Shawnee Road will be terminated.

A major interchange at the intersection of Lesperance Avenue and the E.C. Row Expressway will permit direct access to the Expressway from the Hamlet Area as well as to the Township of Tecumseh at this point. An internal road connection to Shawnee Road from Lesperance will be required to facilitate traffic movement from the northern extent of Shawnee Road to the Expressway interchange.

County Road #42 which passes through the southern portion of the Hamlet Area extends from the City of Windsor and intersects with East Town Line Road, the eastern limits of Sandwich South Township. Direct access to the Study Area is provided from County Road #42 by St. Alphonse Avenue, Lesperance Avenue and the 12th Concession Road.

The interior road pattern consists primarily of Lesperance Road, St. Alphonse Avenue, St. Anne Street, and Shawnee Road. These roads run parallel to each other in a north-south direction in a very straight manner. Shorter, connecting streets join the above roads at intervals to facilitate cross-traffic movement.

It appears that Lesperance Road functions as a major interior collector, as it runs from Highway #2 to County Road #42, and provides the only existing crossing of the C.P. Railway in the Hamlet Area. This is an at-grade, level crossing, and may need improvement at a future date.

Development along the present roads network has resulted in a long, linear settlement pattern with homes fronting on existing roads and large areas of undeveloped land being removed from road frontage. The design and development of a roads

system to serve these areas is necessary in order to permit development of vacant lands in the Study Area.

## MUNICIPAL SERVICES

### Sanitary Facilities:

In May of 1972 the Council of the Township of Sandwich South requested that the Ministry of the Environment consider the provision of Sanitary Sewers to the Hamlet Area of the Township<sup>1</sup>. The proposed outlet would be to the Lesperance Road sewer within the Town of Tecumseh, which would be oversized to accommodate services to the Hamlet Area. Subsequently, a Provincial Sewage Works was established by the Township of Sandwich South.

Phase I will provide service to existing development and consists of the construction of a major trunk line and collectors, a pumping station and force main to the trunk line.

The trunk line ranges in size from 24 to 18 inches, tapering in diameter towards the southern limit of the drainage area, and terminating in the vicinity of the Sandwich South Fire Hall near Leblanc Road. The pumping station will be located near the intersection of County Road #42 and St. Alphonse Avenue. Gravity flow can be used to service the majority of the area, but the pumping station is required to draw from the collectors extending along County Road #42 and the southern extent of the drainage area and to provide lift to the main trunk line by means of a force main.

1 M.O.E. - Design Report, Provincial Sewage Works in the Township of Sandwich South

Phase II will be constructed as required by future development in the drainage area. It consists primarily of collectors which will lead to the main trunk line.

Presently, the Hamlet Area is serviced by septic tanks. It was found that future growth and existing conditions within the Hamlet are considered to be undesirable without the provision of sanitary sewers<sup>1</sup>.

#### Water Supply:

A study has been recently completed to assess the water requirements of the Hamlet Area in the Township of Sandwich South for the 1974 to 1994, 20-year period<sup>2</sup>.

Over this period, water is to be supplied to the Hamlet by the Town of Tecumseh Public Utilities Commission. Design capacities are based on the 1974 population of 1,500 persons, 2,600 in 1984 and 4,000 in 1994. The report finds that the present water supply in the Hamlet Area is inadequate for fire demand, and cannot meet peak demand requirements. A combination of existing and new watermains will be utilized to serve the Study Area as described in the Report<sup>2</sup>.

1 M.O.E. - Design Report, Provincial Sewage Works in the Township of Sandwich South

2 Township of Sandwich South Water Supply From Tecumseh Public Utilities Commission  
Prepared for Township of Sandwich South by LaFontaine, Cowie, Burattor and Associates Limited

### Storm Drainage:

Design alternatives are being investigated for a storm drainage system for the Study Area. It is anticipated at this time that a storm water retention basin is needed towards the northern extent of the Study Area. Present storm drainage is by roadside ditches and swales, and inadequate to serve future development.

### PUBLIC INVOLVEMENT

At the start of the Secondary Plan Program in September, 1974, a public meeting was held in St. Peter's School in the Study Area. The objectives of the meeting were to acquaint the local residents with the planning program and to obtain public input prior to the Secondary Plan preparation. Also, it was not known whether owners of excessively deep lots (up to 500 feet) wished to divide their land to permit the construction of roads and development of rear lots.

The results of the meeting are summarized as follows:

- by distribution and analysis of returned questionnaires it was found that the majority of local property owners were agreeable to the division of deep lots.
- new lots should be in the order of 10,000 square feet in size to maintain the present low-density nature of the area.
- frontage of new lots should not be less than 75 feet.
- the informal, rural character of the area should be retained.
- local residents have negative feelings towards the Checker



Flag Raceway which is the source of considerable noise.

- the establishment of an additional runway at Windsor Airport would increase the noise levels in the Study Area. Residents are strongly opposed to this. Noise generated by the existing airport appears to be sufficient cause for complaints.