

7.1 Municipal Development Strategy

INTRODUCTION
AND PURPOSE

The purpose of this section of the Official Plan is to provide general policy direction and a long-range planning framework for *development* within the City of Woodstock. The objectives and policies of this Chapter together with the land use designations on Schedules W-1, W-2, W-3, W-4, W-5 and W-6 are intended to guide the physical *development* of the City with a view to enhance the social, economic and environmental well being of the municipality and its residents. The policies of this Chapter are to be considered in conjunction with those throughout the Plan.

The Municipal Development Strategy is the overall context within which the Official Plan policies for the City of Woodstock have been prepared and should be examined. The strategy summarizes the fundamental policy initiatives which provide the foundation for the detailed policies and initiatives applying to the City of Woodstock. These fundamental policy initiatives are reflective of the values, attitudes and kind of urban environment that are desired by residents of the City of Woodstock. These initiatives are not presented as a ranking of priorities, but rather, are intended to cumulatively provide a qualitative framework for decision-making.

7.1.1 Strategic Initiatives

In keeping with the fundamental policy directions of this Plan, as set out in Chapter 2, the detailed policies for the City of Woodstock, have been developed based on the strategic policy initiatives outlined as follows.

EFFICIENT LAND
USE PATTERNS

The City of Woodstock promotes the concept of a compact urban form as a means of maximizing the use of existing services, promoting energy efficiency and protecting agricultural lands and natural areas. The policies of this Plan emphasize an efficient land use pattern for both residential and employment areas by promoting higher overall densities in newly developing areas while maintaining flexibility for a variety of *development* forms.

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SENSITIVE INTENSIFICATION

The City of Woodstock promotes appropriate infill *development* and intensification of land and buildings in existing built up areas of the municipality. The policies of this Plan are designed to facilitate intensification while ensuring that new *development* is complementary to existing *development*.

VARIETY OF SHELTER

The policies of this Plan are designed to provide opportunities to develop the full range of housing required to meet the needs of Woodstock residents including ownership and rental housing, affordable housing and specialized housing throughout the municipality.

LAND USE COMPATIBILITY

Certain types of land use are incompatible and create conflicts with one another. The policies of this Plan have been designed to minimize land use compatibility issues by requiring appropriate setbacks and buffering between such uses through site design standards and by requiring area studies to develop appropriate land use standards where lands may be in transition from one use to another.

INTEGRATION OF ENVIRONMENTAL CONSIDERATIONS INTO LAND USE PLANNING

The City of Woodstock is committed to the conservation, stewardship and enhancement of the natural environment and resources through appropriate land use planning. The policies of this Plan are designed to preserve and protect important natural areas, to increase tree and vegetative cover and naturalized areas in the City, to promote an urban form which is energy efficient and supportive of transit, to develop community facilities such as linear parks, bicycle ways and pedestrian networks which encourage a healthy lifestyle and to ensure that environmental constraints to *development* are considered and, where necessary, appropriately mitigated prior to *development* occurring.

PROTECT HERITAGE RESOURCES

Heritage resources in the City of Woodstock enrich the community by providing a strong sense of cultural identity and a link to the past. Such resources also are a source of stability in a changing urban environment and provide educational, social, economic and cultural value to the City. The policies of this Plan provide for the protection, maintenance and rehabilitation of heritage resources and are designed to promote new *development* which is sensitive to and complements heritage resources.

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IMPROVE COMMUNITY LIVABILITY, FUNCTION AND DESIGN

In order to improve the quality of life for residents of the City of Woodstock, this Plan establishes policies designed to improve the livability, efficiency and form of urban *development*. The policies of this Plan establish Community Design criteria which promote the creation of activity nodes and focal points, integrated park systems and efficient vehicular, bicycle and pedestrian transportation networks in newly developing areas. The Plan also establishes detailed site design standards to promote a high quality, aesthetic and safe environment and human scale *development* in new residential, commercial, institutional and industrial areas.

ECONOMIC DEVELOPMENT OPPORTUNITIES

A strong and diverse economy is essential to the health of the City since economic growth and *development* can provide the municipality with the capability to maintain and improve public amenities and services. The policies of this Plan provide for the full range of employment opportunities through the designation of areas for business, industry and commerce land uses including initiatives to support the creation of small business and home enterprises. The policies are designed to support the Central Area of the City as a major place of employment.

IMPORTANCE OF THE CENTRAL AREA

The Central Area of the City of Woodstock will remain the most functionally diverse area of the City and County, will serve as the primary business and administrative centre in the County and will retain a viable retail district capable of meeting the shopping needs of residents of the City and surrounding areas. The policies of this Plan are designed to promote residential *development* and employment uses in the Central Area, to promote high quality aesthetic and functional improvements through urban design and to preserve and enhance the historical Central Area retail and shopping function.

ADEQUATE COMMERCIAL SERVICE LEVELS

In order to augment the commercial and business function of the Central Area to provide adequate levels of service for City residents and businesses, this Plan establishes a distinct commercial hierarchy of shopping areas and service commercial areas and establishes policies to minimize the effect of new commercial facilities on existing commercial areas, surrounding land uses and the transportation system.

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COMMUNITY SUPPORTIVE LAND USES

The City of Woodstock recognizes the importance of institutional uses and leisure facilities as land uses which contribute to the livability and quality of urban life. The policies of this Plan are designed to facilitate the *development* of both large scale and smaller institutional uses while ensuring such uses are compatible with adjacent neighbourhoods. The policies also provide for the creation of a hierarchy of active and passive recreational and leisure facilities to meet the varying needs and desires of City residents.

MULTI-MODAL TRANSPORTATION SYSTEM

The City of Woodstock will develop an efficient, safe and comprehensive road system and will increase opportunities for non-auto transportation including pedestrian, bicycle and public transit networks. The policies of this Plan identify major transportation network standards and improvements, including urban and site design standards promoting pedestrian and bicycle facilities and transit use and encourage better integration of City, senior governmental and private transportation networks.

COMMITMENT TO PUBLIC INVOLVEMENT

The City of Woodstock supports open and accessible public involvement in land use decision making. The policies of this Plan therefore establish a commitment to both early and multi-stage public involvement in the land use planning process.

7.1.2 Land Use Categories

Within the City of Woodstock, it is intended that *development* will take place in accordance with the land use patterns shown on Schedules W-1, W-2 and W-3 and the policies of this Chapter. The classification of land use categories in the City of Woodstock may include the following:

Schedule W-1: Land Use Plan

- Residential
- Central Area
- Business Park
- Traditional Industrial
- Regional Shopping Node
- Neighbourhood Shopping Area
- Service Commercial
- Community Facilities
- Flood Plain (see Section 3.2.12.1 for relevant policies)
- Open Space (see Section 3.2.5 for relevant policies)
- Environmental Protection (see Section 3.2.4 for relevant policies)

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Schedule W-2: Central Area Plan

- Central Business District
- Entrepreneurial District

Schedule W-3: Residential Development Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Community Park
- Neighbourhood Park
- School Facility

7.2 Housing Development and Residential Areas

7.2.1 Strategic Approach

In keeping with the initiatives set out in the Municipal Development Strategy, and to provide present and future residents of Woodstock with a choice of adequate and affordable housing which meets their needs, it is the strategic aim of City Council to:

ACCOMMODATE HOUSING DEMANDS

Accommodate the present and future demand for housing in Woodstock through the efficient use of vacant, residentially designated land, underutilized parcels in built-up areas and the existing housing stock with the objective of also reducing energy consumption, decreasing the financial burden of underutilized municipal services and relieving pressure for *development* of natural areas and open spaces.

FACILITATE HOUSING CHOICE

Facilitate a choice of housing type, tenure, cost and location that meets the changing needs of all types of households by providing for a variety and mix of housing in newly developing areas.

COMPATIBLE DEVELOPMENT

Ensure that new housing is of a human scale and is sensitive to and improves the existing physical character of the area, using the criteria established in the Official Plan to guide new *development*.

INCREASE SUPPLY OF AFFORDABLE HOUSING

Increase the supply of *affordable housing* by integrating adequate housing for low and moderate income households and those with special needs throughout the City and establish and monitor minimum *affordable housing* targets to maintain or enhance the percentage of *affordable housing* during the planning period.

CO-OPERATIVE EFFORTS

Promote and facilitate the provision of *affordable housing* through the co-operative efforts of all levels of government, the private sector and volunteer interest groups through such means as technical assistance, land conveyances, joint ventures, regulatory measures, and incentives.

CONSERVATION AND RENEWAL

Ensure that existing housing stock is conserved and renewed as an important element in meeting future housing needs by promoting the maintenance and rehabilitation of existing stock and by controlling demolition or conversion to non-residential uses.

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SPECIAL NEEDS	Facilitate a choice of special needs housing by encouraging and permitting the integration of such housing for people with special needs in all residential areas.
ACCESSIBILITY	Ensure that housing and residential <i>development</i> is designed in such a way that convenient and safe access can be attained via a variety of modes, with an emphasis on increasing opportunities for non-auto transportation including pedestrians, bicycles and public transportation and that barriers to accessibility for those persons with disabilities or special needs are removed and ease of access facilitated.
EFFICIENT LAND USE PATTERNS	Promote the concepts of compact urban form and <i>intensification</i> as means of maximizing the use of existing services, promoting energy efficiency and protecting agricultural lands and natural areas. This plan sets out minimum density requirements for residential <i>development</i> and establishes minimum <i>residential intensification</i> targets which are to be considered prior to approving new <i>development</i> within <i>designated growth areas</i> .

7.2.2 Housing Development

7.2.2.1 Affordability and Housing Distribution

OBJECTIVES	
AFFORDABLE HOUSING	To ensure that adequate <i>affordable housing</i> for low and moderate income households and those with special needs is available in the City.
ADEQUATE DISTRIBUTION	To ensure the adequate distribution of <i>affordable housing</i> throughout the City.
POLICIES	
AFFORDABLE HOUSING DEVELOPMENT	Opportunities for the <i>development</i> of housing types to meet the needs of low and moderate income households will be provided by:
AFFORDABLE HOUSING	<ul style="list-style-type: none">• facilitating the creation of new dwelling units through <i>development</i> and <i>residential intensification</i>.• designating sufficient lands on a City-wide basis, for municipal unit accommodation to meet projected housing needs;• establishing a minimum target of 20 percent as the proportion of all housing within the County which is to be <i>affordable housing</i>;

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- monitoring benchmarks for affordability on an annual basis and during each 5 year review of this Plan.

In addition to these objectives of the Plan, City Council:

- may secure options to purchase land and/or dwelling units;
- may establish joint ventures between the City or other housing agencies

for the *development of affordable housing* units.

RESIDENTIAL
INTENSIFICATION

Shall ensure that opportunities exist to increase the variety and affordability of dwelling types in the built-up portion of the City by permitting appropriate forms of *residential intensification*.

10 YEAR SUPPLY OF
DESIGNATED LAND

In keeping with the Provincial Policy Statement on housing the City will, within its legislative powers maintain the ability to accommodate residential growth for a minimum of 10 years through *residential intensification* and growth lands designated for residential *development* and will establish a long term servicing plan for the provision of services for all vacant residential land.

HOLDING
PROVISIONS

May utilize the holding (H) symbol provisions of the Planning Act to secure commitments to the construction, distribution, and timely delivery of *affordable housing*, as set out in Chapter 10, Implementation Measures.

REDUCED
STANDARDS

May consider the use of reduced municipal *infrastructure* requirements and lot standards on a site or area specific basis, to facilitate the delivery of *affordable housing* while still meeting the overall objectives of the Plan.

3 YEAR
SUPPLY

In keeping with Provincial Policy Statement, the City will, within its legislative powers, maintain land with servicing capacity sufficient to provide at least a 3-year supply of residential units through opportunities for *residential intensification* and lands within registered and draft approved plans of subdivision.

DISTRIBUTION OF
SOCIAL HOUSING

City Council shall encourage the provision of a distribution of social housing throughout the City, and may assist social housing providers to locate potential sites.

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ASSISTANCE TO
OTHER GROUPS

City Council shall, where feasible, provide assistance to interest groups, special needs groups, volunteer sector groups, the public and the private sector to provide *affordable housing*. Such assistance may include technical assistance, programme information, partnership arrangements, leasing of land and other measures that are appropriate.

ACQUISITION

City Council may acquire property for the purpose of developing *affordable housing*.

DENSITY BONUS

City Council, under the authority of the increased density provisions of the Planning Act, may provide increases in height and/or density of *development* in return for affordable housing as set out in Chapter 10, Implementation Measures.

CITY LAND
DISPOSAL

City Council, in the disposition of City owned lands suitable for residential *development*, may give first priority to proponents for social or *affordable housing*.

7.2.2.2 *Tenure Mix*

OBJECTIVES

RANGE OF TENURE
FORMS

To promote a range of tenure forms in all neighbourhoods consistent with the demand.

SUPPLY OF
RENTAL HOUSING

To maintain an appropriate supply of rental *affordable housing* in the City of Woodstock while recognizing that this housing should be suitably maintained and adequate for habitation.

POLICIES

NEIGHBOURHOOD
MIX

City Council shall encourage the creation of housing opportunities that may result in a mix of tenure forms, such as ownership, rental and co-operative, throughout the City. Such encouragement will include the provision of opportunities for the *development* of a variety of housing forms in newly developing areas and by permitting sensitive infilling and accessory apartments in built-up areas.

RENTAL HOUSING
CONVERSION

Rental housing conversion refers to any change in the tenure status of an existing residential building from rental to ownership in accordance with the Tenant Protection Act. Existing rental residential buildings include buildings that are either totally occupied, partially occupied, or unoccupied and approved as rental buildings.

CONVERSION
POLICIES

When reviewing a proposal for permission to convert a rental residential building to ownership tenure, City Council will be guided by the following criteria before approving such applications.

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VACANCY RATE	The vacancy rate for similar unit types which are available at a similar level of rent, as determined by the Canada Mortgage and Housing Corporation or by a supplementary vacancy rate survey conducted by the City, is 3% or greater. The vacancy rate will be defined as the average of the latest two vacancy surveys conducted in the City of Woodstock by either the City or other appropriate agency.
AFFORDABILITY	Whether the proposal will add to the <i>affordable housing</i> stock and the proportion of similarly priced ownership housing in the housing market. The affordability of ownership housing will be determined by using local income data, a 10% down payment, the current mortgage interest rate, and a 30% gross annual household income allocation for housing.
IMPACT ON TENANTS	The impact of the conversion on tenants and the potential for displacement and the measures proposed to minimize hardship for existing tenants.
SITE PLAN CONTROL	That the proposal complies with all residential <i>development</i> standards, the maintenance and occupancy by-law and design standards. In this regard proposals to convert rental residential buildings to ownership tenure may be subject to site plan control to ensure that consistent standards are established for both new <i>development</i> and conversion throughout the City.
BUILDING/FIRE CODES	That the proposal complies with the Ontario Building Code and Fire Codes or is proposed to be upgraded in accordance with such standards or requirements. The City may require a building condition report to be submitted by a qualified professional engineer for this purpose.
CONVERSION PERMITTED	Notwithstanding the above, the City may approve an application to convert rental housing to ownership tenure where it can be demonstrated that:
ESSENTIAL RETROFITTING	Essential retrofitting is immediately required to promote safe, healthy and affordable housing and where it is demonstrated to the satisfaction of the City that income received from rent, including rent increases permitted under Provincial legislation, is not capable of supporting the work required. The City may require applicants to submit certified financial statements in this regard.
HERITAGE BUILDINGS	The building proposed for conversion is designated as a heritage property under the provisions of the Ontario Heritage Act.

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7.2.2.3 Conservation and Renewal

OBJECTIVES

ENSURE
MAINTENANCE

To ensure that the existing housing stock is maintained in a condition which ensures its usefulness in meeting future housing needs.

CONTROL,
DEMOLITION/
CONVERSION

To ensure that the existing supply of housing is not eroded through unnecessary demolition or conversion to non-residential uses.

POLICIES

MAINTENANCE AND
REHABILITATION

City Council shall ensure that the maintenance and rehabilitation of the existing housing stock through enforcement of the Property Standards By-Law. This shall not preclude the demolition of existing housing which has deteriorated to the point where it represents a safety or fire hazard.

ROLE OF
PROPERTY
STANDARDS

City Council shall review the regulations of the Property Standards By-Law on an on-going basis to ensure its effectiveness.

REHABILITATION
PROGRAMMES

City Council may administer residential rehabilitation programmes offered by senior levels of government.

HOUSING STOCK
PROTECTION

City Council, when reviewing and approving *development* applications and permits requiring the demolition of existing housing, will review the adequacy of the supply of replacement units available or proposed to be available to offset the loss of housing units through conversion or demolition

7.2.2.4 Special Needs Housing

OBJECTIVE

FACILITATE
SPECIAL NEEDS
HOUSING

To facilitate the integration of special needs housing facilities for people with unique housing needs in appropriate locations throughout the City.

POLICIES

SPECIAL NEEDS
HOUSING IN
RESIDENTIAL
AREAS

City Council shall encourage the provision of and permit housing for people with special needs to be located in all areas where residential uses are permitted.

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SIZE AND LOCATION

The location of various sizes of special needs housing will be determined by residential densities in the City, with the intention of permitting smaller sized facilities in area of Low Residential Density and directing larger sized special needs facilities to areas of Medium and High Residential Density and appropriate Employment and/or Community Facilities Areas.

GROUP HOMES, HOSTELS, TEMPORARY SHELTERS AND EMERGENCY SHELTERS

City Council shall implement through the Zoning By-law regulations permitting group homes, hostels, temporary shelters, emergency shelters and other similar forms of special needs housing in specific Low, Medium and High Density Residential areas as of right. These forms of specialized housing may be subject to site plan control

REVIEW CRITERIA

When reviewing any proposal for the purposes of establishing, through new construction or conversion of existing structures, a group home, hostel, temporary shelter, emergency shelter or other similar form of special needs housing City Council shall be satisfied:

TRAFFIC

That traffic generated from the facility can be adequately accommodated by the road network and will not have a significant impact on adjacent residential areas.

DESIGN

The facility shall be of a design which maintains the scale, density, appearance, character and continuity of existing land uses in the surrounding neighbourhood.

ZONING CONFIRMITY

The lands, buildings or structures for the proposed facility shall conform to the provisions of the Zoning By-Law. Parking requirements will be established on the basis of floor area and shall ensure that the on-site parking supply meets the needs of residents, support staff and visitors.

ROOMING, BOARDING AND LODGING HOUSES

City Council shall implement through the Zoning By-Law regulations permitting rooming, boarding and lodging houses within the Central Area and in specific residential zones adjacent to the Central Area as of right.

- Specifically rooming, boarding and lodging houses with an occupant load of between 4 to 8 persons shall be permitted in all Residential Areas adjacent to the Central Area but only in zones permitting multiple dwellings.
- Rooming, boarding and lodging houses with an occupant load of more than 8 persons shall be permitted in Medium and High Density Residential Districts.

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- Rooming, boarding and lodging houses may be subject to site plan control

7.2.2.5 Residential Intensification

OBJECTIVE

PROMOTE
RESIDENTIAL
INTENSIFICATION

To promote *residential intensification* in appropriate locations to make more efficient use of existing land, *infrastructure* and *public services*.

POLICIES

WHERE
PERMITTED

Residential intensification is permitted in appropriate locations within the Residential and Central Areas of the City, subject to complying with the policies of the associated land use designations pertaining to the density, form and scale of residential *development* being proposed.

SIZE AND
LOCATION

It is not intended that *residential intensification* will occur uniformly throughout the City. The location, form and intensity of *residential intensification* will be determined by the policies of the various land use designations, with the intention of permitting smaller scale *developments*, such as individual infill lots in areas designated as Low Density Residential and directing larger scale projects to areas designated as Medium and High Density Residential and Central Area.

RESIDENTIAL
INTENSIFICATION
TARGET

A minimum target of 15 percent shall be established as the proportion of all new residential dwelling units to be developed through *residential intensification* within built-up areas of the City.

APPLICATION OF
INTENSIFICATION
TARGET

Prior to, or concurrent with, the approval of new residential *development* in *designated growth areas*, County and/or City Council shall be satisfied that the minimum *residential intensification* target has been achieved and that approval of such *development* will not *negatively affect* the ability of the City to achieve the target in the future.

MONITORING

The minimum *residential intensification* target is to be monitored by the County on an annual basis, with progress toward the target evaluated as part of each 5 year review of this Plan.

REDUCED
STANDARDS

Residential intensification and compact urban form shall be facilitated through appropriate zoning standards and City Council may consider the use of reduced municipal *infrastructure* requirements and lot standards on a site or area specific basis, provided that such standards are still in keeping with the overall objectives of the Plan.

7.2.3 Residential Areas

DESCRIPTION Residential Areas are those lands primarily designated for housing purposes which may also include other land uses which are integral to and supportive of a residential environment. Within the Residential Area, housing will include the full range of dwelling types from detached homes to apartment dwellings including special needs housing. In order to provide opportunities for the *development* of a broad range of dwelling types, to facilitate the efficient use of residentially designated land and to provide for compatibility between housing of different residential densities, three categories of residential land uses are identified. Areas designated Low, Medium and High Density Residential on Schedule W-3 are differentiated according to function, permitted uses, location criteria, density and scale of *development*.

7.2.3.1 Objectives for All Residential Designations

LAND SUPPLY Provide for a supply of residential lands that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types over the planning period, through *residential intensification and, if necessary, designated growth areas*.

VARIETY AND MIX Support the provision of a choice of dwelling types according to location, size, cost, tenure, design, and accessibility by designating lands for a range of densities and structural types throughout the City to satisfy a broad range of housing requirements.

SPECIAL NEEDS Support the *development* of residential facilities that meet the housing needs of persons requiring special care.

ORDERLY DEVELOPMENT Ensure orderly residential *development* throughout the City by:

- directing the expansion of residential *development* into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints and in a form which can be integrated with established land use patterns;
- ensuring that approvals for residential *development* are consistent with servicing capacities and provide for the efficient allocation of municipal services to ensure that the expansion of services does not occur prematurely.

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EFFICIENT USE	Facilitate the efficient use of the existing housing stock, under-utilized residential parcels and vacant land designated residential to accommodate the future demand for housing and to reduce energy consumption, efficiently utilize municipal services and to maximize public open space opportunities.
COMPATIBILITY	Ensure that the built form, massing and profile of new housing is well integrated and compatible with existing housing and that a compatible transition between lands of different residential densities and between residential and non-residential land uses is achieved.
HERITAGE	Support the maintenance and preservation of buildings and/or areas considered by City Council to be architecturally and/or historically significant to the community.
NEIGHBOURHOOD SERVING USES AND AMENITIES	Facilitate the provision of conveniently and appropriately located neighbourhood serving uses and supportive amenities which enhance the quality of the residential environment in residential areas.
RESIDENTIAL INTENSIFICATION	Support <i>residential intensification</i> in appropriate locations taking into consideration <i>public services</i> and <i>infrastructure</i> and environmental features and constraints and ensure the <i>residential intensification</i> target in accordance with Section 7.2.2.5, is achieved prior to, or concurrent with, the approval of new residential <i>development</i> in <i>designated growth areas</i> .

7.2.3.2 Community Design Criteria for Residential Areas

COMMUNITY PLANNING DISTRICTS

To assist in achieving the land use objectives for Residential Area designations as identified in Section 7.2.3.1, the City of Woodstock is divided into smaller planning units called Community Planning Districts.

The boundaries of Community Planning Districts will generally be established on the basis of physical boundaries such as rivers, railways, major streets and open space and will be sufficiently large to be served by elementary schools and a community park facility.

Community Planning Districts are identified on Schedule W-3.

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7.2.3.2.1 Established Communities

Within existing built-up Community Planning Districts, it is anticipated that further residential *development* will largely occur through *residential intensification* consistent with the policies of the Low Density, Medium Density and High Density Residential Districts, as applicable, and in conformity with Schedule W-3. Neighbourhood Serving and Non-Residential uses will be established in accordance with the policies in Sections 7.2.3.3 and 7.2.3.4.

Where *development* pressures in established Community Planning Districts warrant it, City Council may require the preparation of a secondary plan to address identified land use issues within the District or identified portions thereof prior to approving *development*. Any required Secondary Plan will conform to the policies of this Section.

7.2.3.2.2 Newly Developing Communities

Prior to permitting *development* within largely vacant Community Planning Districts, a secondary plan shall be prepared to provide comprehensive policies and community design guidance for the area. Until such time as a secondary plan is approved by City Council, lands in newly developing Community Planning Districts will be designated Residential Reserve and will be subject to the policies of Section 7.2.7. Required secondary plans will address, among other matters, the following:

SECONDARY PLAN REQUIREMENT

- land use mix and the compatibility between different land uses and residential *development* of different densities;
- major road alignments;
- servicing requirements and *development* phasing if required;
- storm water drainage and erosion control measures;
- local road access points to collector and arterial roads;
- location of community leisure facilities including an open space system;
- location of pedestrian and bicycle routes;
- the integration of new *development* with any existing *development* and environmental and *heritage resources* in the area;

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- any effects of the proposed *development* on environmental resources or the effects of environmental constraints on the proposed *development* in accordance with the policies of Section 3.2.

URBAN STRUCTURE DESIGN CRITERIA

Any secondary plan approved by City Council, for a newly developing residential community will satisfy the following structural design criteria:

- a variety of dwelling types will be accommodated within each Community Planning District such that the following dwelling mix is attainable:

Low Density	55%
Medium Density	30%
High Density	15%

- the overall *net residential density* for the Community Planning District will approximate 30 units per hectare (12 units per acre);
- residential uses within each Community Planning District will be developed around a functional leisure and recreation system which may include natural areas, active parks and walkways and bikeways;
- the Community Planning District will incorporate an activity node providing a central focus for shopping, education, health and child care facilities clustered around common open space. Such activity nodes will be located at major intersection points in the transportation system;
- High and Medium Density Residential uses will be located in proximity to activity nodes and adjacent to park facilities. It is intended that High and Medium Density residential *development* will be distributed throughout a Community Planning District rather than being concentrated in one particular area;
- the major road system and residential density pattern will result in *development* which is transit supportive. Specifically the following criteria will be met through the community design:
 - the arterial and/or collector road system will generally consist of a grid system with major roads spread 500 to 1000 metres (1640 to 3280 feet) apart;

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- approximately 90% of the residential units in the Planning District will be located within 400 metres (1312 feet) of an arterial or collector road and 65% will be within 200 metres (656 feet). It is intended that to meet this policy, multiple unit dwellings will be distributed throughout the area and large concentrations of similar housing types will be discouraged;
- within approximately 200 metres (656 feet) of an arterial or collector road minimum *net residential densities* will be 25 units per hectare (10 units per acre).

OFFICIAL PLAN
AMENDMENT

Secondary Plans will be incorporated into this Plan through a specific amendment for each Secondary Plan after public consultation in accordance with Section 10.7

7.2.3.3 Neighbourhood Serving Uses in Residential Areas

DESCRIPTION

City Council will support the provision of services and amenities that enhance the quality of the residential environment within lands designated as Residential Area on Schedule W-1 by permitting neighbourhood serving uses to be established. Neighbourhood serving uses include land uses such as schools, churches, day care facilities, libraries, parks, convenience shopping facilities and community support services which primarily serve a local residential neighbourhood by providing everyday goods and services or fulfilling cultural and social needs.

EVALUATION
CRITERIA

In addition to the specific policies as outlined in Section 7.4.3 and Section 7.5.2, the following factors will be used to evaluate the acceptability of *development* proposals for neighbourhood serving uses:

- demonstration that such uses will contribute in a positive way to providing a sense of community by facilitating interaction among residents, by increasing the personal security of residents and by supplying everyday needs;
- such uses will generally be clustered in association with other community-oriented land uses, such as open spaces, pedestrian linkages, or leisure facilities in order to provide a focal point for the neighbourhood or will be located such that they serve as intervening land uses between residential and non-residential *development*;

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- the presence or provision of pathways or sidewalks which facilitate pedestrian access to these uses;
- those uses with the potential to generate significant amounts of traffic and parking, originating from points external to the residential neighbourhood, are located on either major collector or arterial roadways, to minimize the disturbance that is created on local streets;
- screening, buffering, physical separation or other design measures can be utilized to reduce any adverse effects generated by the use on adjacent residential uses. Such effects may include noise, lighting, fumes, parking and outdoor storage;
- it can be demonstrated that such uses complement adjacent residential uses, provide a needed service to the area, and are better located in the Residential Areas designation than in other areas a designated in the Plan.

ZONING BY-LAW AMENDMENT REQUIREMENT

Proposals to establish neighbourhood serving uses in a Residential Area designation will require a zoning by-law amendment to an appropriate zone. City Council may choose to restrict the location and the range of neighbourhood serving uses permitted at a particular location through the Zoning By-Law.

SCALE OF COMMERCIAL USES

Neighbourhood serving commercial uses in a Residential Area will be limited to a maximum *gross leasable commercial floor area* of 920 square metres (10,000 square feet).

ACCESSORY RESIDENTIAL USES

Residential units accessory to a neighbourhood serving use are permitted except where the neighbourhood serving use functions as an intervening land use between residential and non-residential *development*.

METHADONE

Notwithstanding any other policy or provision contained in this subsection, Neighbourhood Serving Uses shall not include a methadone clinic or methadone dispensary.

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7.2.3.4 Non-Residential Uses in Residential Areas

GENERAL POLICY
FOR
NON-RESIDENTIAL
USES

In addition to permitting neighbourhood serving uses as outlined in Section 7.2.3.3, City Council may permit limited non-residential uses which may serve the wider community such as small scale offices, health care facilities, funeral homes, retirement homes, small-scale long-term care facilities such as nursing homes, and commercial recreation uses, in the Residential Area designation provided that:

EVALUATION
CRITERIA

- those uses with the potential to generate significant amounts of traffic or parking, originating from points external to the residential neighbourhood will be located at the periphery of the existing concentrations of residential *development* on a collector or arterial roadway;
- the proposed use can be considered to be compatible with existing residential uses through appropriate screening, buffering, physical separation or other design measures to mitigate noise, lighting, fumes, parking and outdoor storage;
- the proposed use is compatible with any other existing or designated non-residential use in the area;
- the proposed use is of a small scale, residential in character, and is consistent with the surrounding residential neighbourhood having regard to the external design of the proposed use in terms of height, bulk, mass, layout and roof line, and the established setbacks and spacing between buildings;
- proposed uses providing an accommodation function such as nursing or retirement homes and health related facilities will be of a size and scale which will generate similar levels of activity or land use intensity with respect to required parking, traffic movement or client/resident activity as uses permitted within the applicable Residential District. In Low Density Residential Districts such uses will be restricted to 35 beds or less;
- the proposed use will not adversely affect the availability of residential land supplies to meet anticipated housing demand;
- such uses are limited in number and will not incrementally form concentrations of non-residential *development* in the Residential Area.

Amendment No. 27

Amendment No. 27

Amendment No. 27

County of Oxford Official Plan

METHADONE

Notwithstanding any other policy or provision contained in this subsection, Non-Residential Uses in Residential Areas shall not include a methadone clinic or methadone dispensary.

Amentment No. 171

7.2.3.5 Home Occupations in the Residential Areas

EVALUATION
CRITERIA

Within the Residential Area designation a dwelling unit or accessory structure may be used for the purpose of a home occupation provided that:

- such home occupation is a business activity which is clearly secondary to the residential use of the property;
- the home occupation is carried on entirely within the dwelling unit or accessory structure by a resident of the dwelling unit;
- the home occupation does not generate noise, odour, traffic or visual impacts that may have an adverse effect on adjacent properties or dwelling units.

ZONING
RESTRICTIONS

The Zoning By-Law may contain regulations to limit the kinds of activities to be allowed as home occupations according to the type of dwelling unit and will establish standards relating to matters such as the scale of use, extensions to buildings, parking facilities, number of employees, exterior storage or display of goods, signage and other evidence of the business activity from outside the property, dwelling unit or accessory structure.

7.2.4 Low Density Residential Districts

DESCRIPTION

Low Density Residential Districts are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including both executive and smaller single detached dwellings, semi-detached, duplex and converted dwellings, street fronting townhouses, quadraplexes, low density cluster *development* and low rise apartments. In these Districts, it is intended that there will be a mixing and integration of different forms of housing to achieve a low overall density of use. It is not intended however that the full range of housing will be permitted in every individual neighbourhood or *development* and City Council may choose to restrict the range of uses permitted in a particular location through the Zoning By-Law. Low Density Residential Districts are identified on Schedule W-3.

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DENSITY

The maximum *net residential density* for an individual *development* in the Low Density Residential District is 30 units per hectare (12 units per acre) and no building shall exceed three storeys in height at street elevation.

Within newly developing Low Density Residential Districts, the minimum overall *net residential density* shall be 22 units per hectare (9 units per acre). Individual *development* proposals may be approved at lower *net residential densities* provided that opportunities are available to achieve the minimum overall density requirement through *development* elsewhere in the Low Density Residential District. To achieve this density target, City and County Councils will support a variety of lot sizes and configurations, the *development* of low rise multiple units and will consider narrower road widths in plans of subdivision and private roads within condominium developments in area of new Lot Density Residential *development*.

CRITERIA FOR MULTIPLE UNITS

Multiple unit dwellings, such as cluster, townhouse and low rise apartments in Low Density Residential Districts, will generally be restricted to the following areas:

- site which abut arterial or collector roads or are situated such that traffic impacts from the site create a minimum disturbance on local streets;
- sites where the topography or other natural features would be best preserved by fewer buildings;
- sites which are close to community serving uses, schools, shopping plazas, day care facilities, churches, arenas and parks.

Street oriented multiple units such as street fronting townhouses, quadraplexes and converted dwellings may be permitted on local streets.

SITE DESIGN CRITERIA

When considering any specific proposal for multiple unit *development*, City Council will be satisfied that the site design criteria of Section 7.2.8 are adequately addressed.

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7.2.4.1 Infill Housing

For the purposes of this Plan, infill housing is defined as the placement of new residential *development* into established built-up areas on vacant or underutilized sites. In order to efficiently utilize the land supply designated residential and municipal servicing *infrastructure*, infill housing will be supported in Low Density Residential Districts. The County Land Division Committee and City Council will be guided by the following policies when considering proposals for infill *development* in Low Density Residential Districts.

EVALUATION
CRITERIA

7.2.4.1.1 Street Oriented Infill

The introduction of new residential housing into an established streetscape pattern will only be permitted if the proposal is deemed to be consistent with the characteristics of existing *development* on both sides of the same street. In order that the street oriented infill projects are sensitive to the continuity of the existing residential streetscape, the County Land Division Committee and City Council will ensure that:

- the proposal is consistent with the street frontage, setbacks, lot area and spacing of existing *development* within a two block area on the same street;
- for proposals involving more than two dwelling units, the exterior design in terms of height, bulk, scale and layout of the proposed building is consistent with present land uses in the area;
- the proposal will comply with the requirements of Section 7.2.4.1.4.

SITE DESIGN
CONTROL

Street oriented infill proposals in the Low Density Residential Districts may be subject to site plan control.

7.2.4.1.2 Backyard Infill

In Low Density Residential Districts, infill *development* may involve the construction of a residential structure behind a building facing a street, the conversion of secondary structures for residential purposes, new residential *development* on lots with minimal street frontage, on small vacant remnant parcels of land which cannot be integrated into a plan of subdivision, or on under-utilized institutional sites. Backyard infill may include the creation of new lots by consent or the *development* of a granny flat or *garden suite*. *Garden suites* and granny flats may be permitted as backyard infill *development*

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subject to the criteria of this Section and the policies of Section 10.3.9.

EVALUATION CRITERIA

When considering proposals for backyard infilling, the County Land Division Committee and City Council will be guided by the following policies as well as the policies of Section 7.2.4.1.4:

- the nature of the proposed residential *development* will be evaluated having regard to the type of housing found in the surrounding residential neighbourhood;
- the exterior design in terms of height, bulk, scale and layout of the proposed building is consistent with present land uses in the area.
- the siting of any buildings and parking areas in relation to the size, configuration and topography of the lot is such that the effect on light, view and privacy of adjacent yards is minimal;
- direct vehicular access to a public street will be required and driveways will have sufficient width to allow efficient vehicular use and turning of both private and emergency vehicles and to provide for snow storage;
- any proposed multiple unit *development* is consistent with the requirements set out in this Plan for Low Density Residential Districts.

SITE PLAN CONTROL

Backyard infill proposals may be subject to site plan control

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7.2.4.1.3 Infill Subdivision

In addition to the policies of Sections 7.2.4.1.4 and 10.3.3, where infill *development* is proposed on vacant or underutilized sites within established residential areas by plan of subdivision, City Council and County Council will ensure that:

- the nature of the proposed residential *development* will be evaluated having regard to the type of housing found in the surrounding residential neighbourhood;
- any new residential lots with direct exposure to an established residential street will be consistent with the size of lots within a two block area on the same street and new residential *development* will maintain setbacks and spacing between dwellings consistent with the established built pattern;
- measures will be incorporated into the subdivision design to buffer and screen existing residential uses from the new *development*;
- proposed multiple unit developments will comply with the multiple unit requirements for Low Density Residential areas.

7.2.4.1.4 All Infill Proposals

In addition to the specific infill policies identified, the following policies will apply to all infill proposals:

- the location of vehicular access points, the effect of traffic generated by the proposal on the public road system, pedestrian and vehicular safety and surrounding properties is assessed and found to be acceptable;
- existing municipal services and community facilities will be adequate to accommodate the proposed infill project;
- stormwater run-off from the proposal will be adequately controlled and will not negatively affect adjacent properties;
- the extent to which the proposed *development* provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;

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- the effect of proposed *development* on environmental resources or the effects of environmental constraints on the proposed *development* will be addressed and mitigated in accordance with Section 3.2;
- compliance of the proposed *development* with the provisions of the Zoning By-Law of the City and other municipal by-laws;
- consideration of the potential effect of the *development* on natural and *heritage resources* and their settings.

EXISTING
NON-RESIDENTIAL
USES

7.2.4.2 **Redevelopment or Conversion of Non-Residential Buildings**

Existing non-residential uses in Low Density Residential Districts which do not meet the criteria of the Plan will be considered legal non-conforming uses in accordance with Section 10.3.5.

EVALUATION
CRITERIA

Existing non-residential uses in Low Density Residential Districts proposed for redevelopment and reuse will be consistent with the following policies:

HEIGHT, BULK,
SCALE OF
DEVELOPMENT

- any new buildings or additions will respect the height, bulk, scale and setbacks of adjacent residential uses and shall not adversely impact adjacent residential uses in terms of light, views, privacy or traffic. Redevelopment will be in keeping with the height, density and use policies of the Low Density Residential District;

USES

- the range of residential unit types permitted in a particular location by the policies pertaining to Low Density Residential Districts may be expanded without amendment to this Plan by City Council where a non-residential building is being converted to residential use through an amendment to the Zoning By-Law;

LANDSCAPING,
PRIVACY
SCREENING

- landscaping, privacy screening or other appropriate measures will be incorporated into the *development* to provide and adequate buffer to minimize impacts and to maintain the low density character of the surrounding residential area;

TRAFFIC

- vehicular traffic generated from the *development* will create minimal impacts on local streets;

MUNICIPAL
SERVICES

- existing municipal services and community facilities will be adequate to accommodate the *development* and its residents;

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PARKING

- adequate off-street parking and outdoor amenity areas will be provided;

BROWNFIELDS

- redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule W-6 will satisfy the requirements of Section 10.4, as appropriate;

ENVIRONMENT

- the effect of the proposed *development* on environmental resources or the potential effects of any environmental constraints on the proposed *development* will be addressed and mitigated in accordance with Section 3.2;

HERITAGE

- conversions which result in the preservation and/or upgrading of buildings considered by City Council to be of architectural or historical significance may be permitted to exceed the density limitations of Low Density Residential Districts if the policies of Section 10.3.10 are satisfied.

7.2.4.3 *Converted Dwellings*

Within the Low Density Residential Districts, City Council may zone areas to permit detached, semi-detached and townhouse dwellings to be converted into two residential units.

CRITERIA FOR MORE THAN TWO UNITS

In addition, City Council may zone areas within the city to permit the conversion of dwellings for more than two dwelling units in accordance with the following criteria:

- the area is characterized by a mixture of residential dwelling types including detached, semi-detached, townhouse and existing converted dwellings;
- lot sizes are generally sufficient to accommodate the required off-street parking without detracting from the visual character of the area;
- existing dwelling units are generally of a size sufficient to accommodate the creation of additional dwelling units.

ZONING

The Zoning By-Law may limit the number of units that may be contained in a converted dwelling and specify minimum lot or dwelling size requirements for conversion. To maintain the external character of the dwelling the Zoning By-Law may also limit the extent of structural additions or changes that would be permitted.

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SITE PLAN
CONTROL

Any converted dwellings with more than two dwelling units may be subject to site plan control.

7.2.4.4 Specific Development Policies

In specified areas the nature, scale, location and design criteria of the Low Density Residential District designation may be varied to meet specific policy objectives or to accommodate the unique characteristics of the area. Low Density Residential Districts where specific policies apply, in addition to the relevant policies of this section, are identified as follows:

LIMIT OF
DESIGNATION

7.2.4.4.1 Springbank Avenue South at Parkinson Road

The location of lands designated Low Density Residential on Schedule W-3, Residential Development Plan which are adjacent to the Brick Wetlands Complex, is more precisely defined in the Brick Wetlands Environmental Impact Study modified and adopted by City Council on February 17, 1994 and shown in Appendix 3 attached to this Plan.

SUBDIVISION
CRITERIA

Within the Low Density Residential designation at the northeast corner of Springbank Avenue and Parkinson Road, *development* shall be by plan of subdivision and the design of the *development* will be consistent with the following criteria:

ROADS

Low Density residential uses shall be developed with access from a local street having a minimum road allowance of 15 metres (49 feet). Direct access of individual residential lots to an arterial road designated on Schedule W-5 shall be prohibited. The location of an intersection of a local street and any Arterial Road designated on Schedule W-5 shall be to the satisfaction of the appropriate road authority.

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STORM WATER MANAGEMENT

Detailed storm water analysis will be required for the proposed subdivision and runoff from rainfall or snowmelt will not be discharged directly to the Brick Wetlands Complex, but will be transported by grasses swales and vegetated filter strips to *best management practices* water quality control facilities approved by the City, the Province and the Upper Thames River Conservation Authority prior to entering into the wetland system. Curbs and gutters will generally be discouraged within any subdivision in this location. Any required *best management practices* water quality control facilities shall be located on lands in public ownership and will be consistent with the Environmental Protection Area policies applying to the Brick Wetlands in Section 3.2.4.3. Suitable access shall be provided to any necessary *best management practices* water quality facility for future maintenance purposes.

WETLAND POLICY STATEMENT

The review and approval of any plan of subdivision will involve the Province to ensure consistency with the Provincial Policy Statement and to ensure that the subdivision and drainage design is consistent with the requirements of the Province for a “Scoped Environmental Impact Statement” as outlined in the Provincial Policy Statement.

LOT CONFIGURATION

In order to facilitate *development* which is consistent with the approved Brick Wetlands Environmental Impact Study, the subdivision design and implementing zoning may incorporate reduced lot sizes and setbacks and increased lot coverage for Low Density Residential uses in this location.

EXISTING VEGETATION

Existing vegetation within any plan of subdivision will be retained and incorporated into the design as much as practical and especially adjacent to Springbank Avenue where such vegetation contributes to shading, screening and noise attenuation.

THICKET AND FENCE BARRIER

The subdivision agreement will require the establishment of a thicket and fence border on land adjacent to the *development* consistent with the policies of Section 3.2.4.3 relating to the Brick Wetlands. The agreement shall require the thicket to be established prior to any site grading or construction on the lands.

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SITE DESIGN CRITERIA

The City of Woodstock may pass a site plan control by-law for single detached, semi-detached and converted dwellings to address drainage only or for street townhouses developed on lands at the northeast intersection of Springbank Avenue and Parkinson Road. Ancillary minor institutional uses established in accordance with the policies of Sections 7.2.3.3 and 7.4.3 shall be subject to site plan control. Where site plan approval is required, as a minimum the following criteria will be satisfied through site plan design prior to the approval of site plans:

- Parking areas for any minor institutional use will incorporate pervious surfacing to facilitate water infiltration. Parking areas shall, where possible, be oriented away from existing and proposed residential *development* and shall be buffered from any adjacent residential use and from the public road system through appropriate landscaping measures. In order to minimize safety hazards resulting from the deposition of gravel on adjacent roads, asphalt paving may be required for that part of the driveway which is in the public road allowance and an asphalt pad may be required for that portion of the driveway immediately abutting the road allowance.
- Driveways accessing any minor institutional use shall be sufficiently set back from the Springbank Avenue and Parkinson Road intersection to provide sufficient separation to allow efficient traffic movement and the operation of future traffic control devices.
- To ensure the suitability of plant species incorporated into the site design over the long term, the compatibility of new plant material with that found in the adjacent wetland and that the application of pesticides and herbicides which may be detrimental to the wetland is minimized, landscaping plans will primarily utilize low maintenance native plant materials.
- Sufficient lighting of parking areas, driveways, pedestrian areas and building entranceways will be provided to facilitate vehicular and pedestrian movement and for safety and security. Undesirable effects of lighting on residential units in the vicinity, and on the adjacent wetland will be minimized through measures such as directed lighting, the use of shades, diffusers and tinted covers.

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- Adequate storm water control measures will be incorporated into the site design to direct runoff from rainfall and snowmelt to *best management practices* water quality control facilities, approved by the City, Ministry of Natural Resources and the Upper Thames River Conservation Authority prior to runoff entering the wetland system.
- Existing topographic variations of the site will be maintained as much as possible and *development* will be designed to fit the contour of the land. In order to provide *development* which is of a human scale and which will not overpower residential uses west of Springbank Avenue, buildings will be set back from the northeast quadrant of the intersection of Springbank Avenue and Parkinson Road such that the rise in topography at this location will be used for screening purposes.

GENERAL PROVISIONS

It is intended that other policies of the Low Density Residential District in Sections 7.2.4 and 7.2.8 will also apply.

7.2.4.4.2 Historical Residential District

Lands which are designated Low Density Residential on Schedule W-3, Residential Development Plan, and further identified as a Historical District on this Schedule are subject to the following policies:

HERITAGE ZONE

City Council shall maintain a Zoning By-Law to regulate the use, bulk, form, location and setbacks of new *development* and parking facilities to ensure that new *development* respects the massing, profile and character of existing buildings and structures in the Historical District.

SITE PLAN CONTROL

New *development* including the expansion or replacement of existing buildings or structures within the Historical District may be subject to site plan approval to ensure that such *development* is in character and minimized impact on existing land uses.

HERITAGE POLICIES

New *development* including the expansion or replacement of existing buildings or structures within the Historical District will comply with the policies of Section 3.2.7.5.

LOT CREATION

The division of property for the purposes of creating new vacant residential lots will be discouraged within the Historical District to maintain the historical and heritage characteristics of this area unless the applicant can demonstrate that the vacant lot to be created will be in keeping with the area.

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EXCEPTION

Notwithstanding the limitations of new lot creation, one new residential building lot may be created for a single-detached dwelling on Lot 16, Registered Plan No. 10. *Development* on a new lot creation in accordance with this provision shall be subject to site plan control.

7.2.4.4.3 Southside Community Planning District

Lands which are designated Low Density Residential on Schedule W-3, Residential Development Plan lying between Parkinson Road and Athlone Avenue and between Mill Street and Cedar Creek are subject to the following policies:

AGGREGATE RESOURCES

OMB Modification
January 11/98

In recognition of the presence of an existing licensed pit operation and of additional high quality sand and gravel resources in the Township of South-West Oxford west of Mill Street, the policies of Section 3.3.1.5 will be applied to development within the Southside Community Planning District.

ROAD PATTERN

Within the Southside Community alternative development standards including reduced road allowance widths and the use of rear lanes will be considered. The local road pattern will be developed on the basis of a modified grid pattern. Cul-de-sacs will generally be discouraged. Low Density Residential uses will not be permitted to have direct access to any arterial road designated and Schedule W-5. The location of an intersection of a local street and Athlone Avenue shall be to the satisfaction of the municipality having jurisdiction.

LOT VARIETY

Within the Southside Community a mixture of lot sizes will be required. In specific circumstances the implementing zoning may provide for reduced lot depths and for front yard setbacks which encourage a street oriented built form.

STORM WATER MANAGEMENT

Detailed storm water analysis addressing both water quality and quantity will be required for new plans of subdivision in the Southside Community. It is intended that a detention pond storage area will be provided for each of the three drainage basins within the Southside Community by the City of Woodstock to accommodate the 1:100 year storm and to provide for water quality control. Until such time as this occurs, however, temporary on-site detention facilities will be required for individual developments to the satisfaction of the City Engineer in consultation with the Upper Thames River Conservation Authority.

EXISTING VEGETATION

To the extent possible, existing hedgerows and vegetation will be retained and incorporated into plans of subdivision and the open space system for the Southside Community.

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*FORMER
PARKINSON ROAD
LANDFILL SITE*

Prior to the development of any lands designated for Low Density Residential development located within 2000 metres of the former Parkinson Road Landfill Site, the monitoring of possible methane gas migration consistent with the requirements of the Ministry of Environment will be required. If warranted, a forced air methane gas interceptor and ventilation system will be required to be installed along the south boundary of the former Parkinson Road Landfill Site as a condition of development approval.

7.2.4.4.4 Sally Creek Development District

The Sally Creek Development area described as Part Lots 3, 4, & 5, Concession 11 (East Zorra) will not result in nuisance or health or safety risks to citizens or cause other adverse environmental impacts. As such, the City of Woodstock, prior to permitting residential development, will require professional analysis of soils to determine the presence of solid, liquid, particulate or gaseous contaminants and their concentrations. Where the presence of contaminants is found in concentrations above acceptable Provincial standards, the City will require the preparation of a remedial action plan and restoration of the site in accordance with Provincial Criteria for Decommissioning and Cleanup of Sites.

Amendment No. 13
as amended by
MMA

7.2.4.4.5 Northeast Community Planning District

Lands which are located within the area located between the Pittock Reservoir and the extension of Nellis Street east of Lansdowne Avenue to the City limits are subject to the following policies:

ROAD PATTERN

Alternative development standards including reduced road allowances widths and the use of rear lanes in condominium developments will be considered. The development of the area will minimize the use of cul-de-sacs in favour of a grid pattern for local roads. In order to create distinct neighbourhood identities within the wider community, during subdivision design distinctive features such as roundabouts or turning circles, landscaped boulevards, and entrance features within the road allowance will be considered.

Amendment No. 21

LOT VARIETY

A mixture of lots sizes will be required throughout the Community Planning District and alternative lotting configurations including specialized lot types such as wide-shallow lots will be encouraged in order to provide a variety of housing opportunities. The implementing zoning by-law may provide for reduced front yards and may restrict garage locations to encourage a street oriented built form and to emphasize a pedestrian environment.

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STORM WATER MANAGEMENT

The general locations for required storm water management facilities are identified in North East Community Design Study approved by City Council on May 14, 1998 and are designated Open Space in this Plan. During subdivision review, detailed storm water analysis including water quality and quantity issues, natural hazards such as in-stream erosion and slope stability issues and how facilities will be integrated with both aquatic and terrestrial features will be required. Storm water management facilities will be consistent with the criteria outlined within the 'Servicing Strategy Summary' forming part of the North East Community Design Study.

ENVIRONMENTAL IMPACT STUDY

Environmental features within the Community have been identified and classified in the North East Community Design Study approved by City Council on May 14, 1998. During subdivision review it is expected that environmental features identified as a priority for retention in the 'Environmental Review' forming part of the Design Study, will be integrated into the subdivision design either as passive parkland, open space drainage corridors or as natural vegetation to be preserved along the rear lot line of residential blocks. It is expected that the existing Costello Drain feature between Devonshire Avenue and the Pittock Reservoir will be maintained in a natural state to provide minor drainage flows and to contribute to a linear park system. Where environmental features have been identified, subdivision proposals will be supported by an environmental impact study in accordance with Section 3.2.6.

DEVELOPMENT PHASING

In order to provide orderly, local and economically responsible development within the Community, development areas will be based on the service area limits outlined in the North East Community Design Study approved by City Council on May 14, 1998. Generally, the staging of development within the Community Planning District will be subject to the following considerations:

- (a) development areas which can be serviced by gravity and the orderly extension of municipal services will be the first municipal priority and these areas will be substantially complete prior to the development of areas which require infrastructure such as sewage pumping stations or which are not located contiguous to developed areas;
- (b) notwithstanding (a), lands which require sewage pumping stations may be developed provided that:

Amendment No. 21

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- * such facilities are provided by a land developer at no cost to the City of Woodstock or the County of Oxford;
 - * the extension of municipal services to the area is a logical and orderly progression from the limits of existing infrastructure; and
 - * necessary communal storm water management facilities or temporary on-site facilities are in place or will be available to coincide with development.
- (c) notwithstanding (a), lands which are not contiguous to an existing developed area may be developed provided that the City of Woodstock and the County of Oxford agree to assure that services can be extended to the lands and that necessary municipal infrastructure including storm water management facilities will be available with sufficient capacity to service the development. In such situations, land developers may be responsible for ‘front-ending’ the costs of providing or extending municipal infrastructure and storm water management facilities.

REQUIRED INFRASTRUCTURE IMPROVEMENTS

In accordance with the findings of the North East Community Design Study adopted by City Council on May 14, 1998, development of the Community Planning district will be restricted to approximately 2000 persons or 52 hectares to coincide with the capacity of the existing trunk sanitary sewer servicing the area. Development of the Community in excess of this threshold will require a commitment by the City of Woodstock and/or the County of Oxford that necessary infrastructure improvements will be made to accommodate such development.

COMMUNITY FACILITIES AND AMENITIES

Community facilities such as storm water management areas, municipal park locations and school locations identified in the North East Community Design Study and designated in this Plan represent locations providing a benefit to all areas of the Community Planning District. It is intended that all development within the Community will share in the cost of providing such facilities and amenities. As such the City of Woodstock and the County of Oxford will utilize the provisions of the Planning Act, Development Charges Act and other mechanisms to ensure that each individual *development* contributes their fair share of the cost for such facilities.

Amendment No. 21

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PERMITTED USES

7.2.4.4.6 North of Athlone Avenue, East of Finkle Street

In addition to the uses permitted in Low Density Residential Districts, lands located on the north side of Athlone Avenue and east of Finkle Street, comprising approximately 1.62 ha (4 acres) may be used for a large-scale religious institution and associated uses in accordance with the relevant policies contained in Section 7.4 – *Community Facilities and Minor Institutional Uses*.

Amendment No. 110

NOISE, VIBRATION

7.2.4.4.7 South of Juliana Drive Adjacent to Sierra Pit Operation

Notwithstanding Section 3.3.3.1 – *Noise, Vibration and Safety – Restrictions on Land Uses*, on those lands south of Juliana Drive and immediately west of and abutting the existing licensed pit operation located at the southwest intersection of Juliana Drive and Athlone Avenue, the *development of noise sensitive land uses* will be permitted within 20 metres (65 feet) of an existing or proposed industrial use. Where such development is proposed, the said development will include appropriate noise attenuation measures and warning clauses as deemed appropriate by City Council.

Amendment No. 110

7.2.4.4.8 North Side of Township Road 3 (Lansdowne Avenue) and identified as Part Lot 14, Concession 3- Blandford (East Woodstock Secondary Plan)

Notwithstanding any other provision contained in this Plan, a minimum setback of 15 metres (49.2 feet) between any new residential lot and the Pittock Reservoir trail system shall be incorporated for those lands located on the north side of Township Road 3 (Lansdowne Avenue) within the area subject to the East Woodstock Secondary Plan and Design Study and designated for residential use.

AMENDMENT No. 113
AS AMENDED BY OMB
PL070686

7.2.4.4.9 North Woodstock Area Planning District

Lands which are designated Low Density Residential on Schedule “W-3” – *City of Woodstock Residential Density Plan* lying south of Oxford Road 17, east of the 13th Line of East Zorra and north of the CP Rail line are subject to the following policies:

AMENDMENT No. 144

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*ALTERNATIVE
DEVELOPMENT
STANDARDS*

Within the North Woodstock community, alternative development standards including reduced road widths and the use of rear lanes in condominium developments will be considered. The development of the area will minimize the use of cul-de-sacs in favour of a modified grid pattern for local streets. In order to create distinct neighbourhood identities within the wider community, distinctive features such as roundabouts or turning circles, landscaped boulevards and entrance features within the road allowance will be considered.

AMENDMENT No. 144

LOT VARIETY

A mix of lot sizes and housing forms will be encouraged throughout the North Woodstock community. Alternative approaches such as specialized lotting configurations and 'flexible' zoning provisions will also be considered in order to encourage a variety of housing opportunities and a street-oriented built form.

AMENDMENT No. 144

7.2.4.4.10 Havelock Corners

DESCRIPTION

The lands to which this subsection applies includes those areas which are designated Low Density Residential on Schedule "W-3" – *City of Woodstock Residential Density Plan* lying south of Oxford Road 17, west of the 13th Line, north of Pittock Park Road and bounded generally to the west by the Hart-Smith Drain. These lands have historically been recognized as the rural settlement of Havelock Corners.

AMENDMENT No. 160

INTRODUCTION

The subject area, which will be referred to herein as Havelock Corners, was incorporated into the urban boundary of the City of Woodstock in 2006 as part of a larger annexation of lands into the City from the Township of East Zorra-Tavistock. Havelock Corners comprises an area of existing single-detached residential development on larger lot sizes, reflective of the historical development of the area as a rural settlement on private water and septic services.

AMENDMENT No. 160

While the northerly area of Havelock Corners (along the upper reaches of the 13th Line and across Oxford Road 17) consists of a wider variety of lot sizes and housing footprints than found in the southerly area (particularly the area in proximity to Summit Crescent), the City recognizes the whole of the subject area as an established, stable neighbourhood exhibiting characteristics unique within the City of Woodstock. In order to preserve the low density, large lot setting of Havelock Corners over the life of the current Official Plan, it is City Council's intent to permit only limited infilling within this area in accordance with the following policies:

AMENDMENT No. 160

County of Oxford Official Plan

POLICIES

Notwithstanding Section 7.2.4 regarding Low Density Residential Districts, on those lands described as Havelock Corners in this subsection, the only form of housing that shall be permitted is single-detached dwellings.

AMENDMENT No. 160

Summit Crescent

Within that area of Havelock Corners generally described as those lands abutting Summit Crescent and including those lots located in immediate proximity to these lands, the division of land for the purpose of creating new vacant residential lots shall generally be discouraged. The creation of new vacant residential lots shall only be permitted where it is demonstrated to the satisfaction of the City and the County Land Division Committee that the proposed residential lot or lots, and the resulting development, will be integrated into the existing area in a manner that preserves the unique physical characteristics of the area, in accordance with City Council's intent.

AMENDMENT No. 160t

To ensure that infilling development within the Summit Crescent area, as described above, is sensitive to the low density, large lot setting of Havelock Corners, the City and County Land Division Committee will ensure that infill projects generally maintain lot frontage, lot area and spacing of development similar to that of existing development within the Summit Crescent area.

AMENDMENT No. 160

Zoning

City Council shall implement the policies contained in this subsection through the incorporation of appropriate provisions in the City's Zoning By-law to regulate the use, bulk, form, location and setbacks of new development within the Summit Crescent area.

AMENDMENT No. 160

Site Plan Control

New infilling development within the area may be subject to site plan approval to ensure that said development respects the massing, profile and character of existing development.

AMENDMENT No. 160

Local Street

Notwithstanding any other provision contained in this Plan, Summit Crescent shall continue to be recognized as a Local Street as identified in Section 7.6.2.

AMENDMENT No. 160

7.2.4.4.11 Former Woodstock General Hospital Lands

Notwithstanding the policies of Section 7.2.3.4 – *Non Residential Uses in Residential Areas*, the limit of 35 beds in a retirement or nursing home shall not apply on the subject lands.

AMENDMENT No. 174

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In addition to the applicable policies of Section 7.2.8 – *Site Design Policies for Multiple Unit Residential Development*, and the overall policy framework established in this Plan, development on the lands located at 525 Brant Street will be subject to the following urban design policies:

AMENDMENT No. 174

- New development should frame the street and be visually connected to existing dwellings and appropriate mass and scale to maintain compatibility with the surrounding neighbourhood, whereas building setbacks and spacing can vary to reflect the adjacent existing dwellings.

AMENDMENT No. 174

- Facades that line the street must be coordinated with architectural elements from the surrounding neighbourhood and be designed to a high standard. Variation in facades that enhance and reinforce the architectural character of the neighbourhood is encouraged.

AMENDMENT No. 174

- Building materials that are similar or complementary to those found in the area, such as red brick are encouraged in new buildings.

AMENDMENT No. 174

- Building elevations should be designed to create visual interest to the surrounding streetscape. Corner lots are to be designed to address both front and flanking street elevations.

AMENDMENT No. 174

- Site Placement, Landscaping and Parking for multiple residential units shall all be designed to contribute to the existing streetscape character and minimize impacts on existing residential uses.

AMENDMENT No. 174

7.2.5 Medium Density Residential Areas

DESCRIPTION

Medium Density Residential Districts are those lands that are primarily developed or planned for low profile municipal unit *development* that exceed densities established for Low Density Residential Districts. Residential uses within Medium Density Residential Districts include townhouses, cluster houses, converted dwellings, and apartment buildings. In these Districts it is intended that there will be a mixing and integration of different forms of housing to achieve an overall medium density. To help achieve a variety of forms of housing, City Council may choose to restrict the range of uses permitted on individual sites through the Zoning By-Law. Medium Density Residential Districts are identified on Schedule W-3.

DENSITY

The maximum *net residential density* in the Medium Density Residential Districts is 70 units per hectare (30 units per acre) and no building shall exceed four storeys in height at street elevation.

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With newly developing Medium Density Residential Districts, the minimum *net residential density* shall be 31 units per hectare (13 units per acre).

DENSITY BONUS

City Council, in accordance with the density bonus policies of Chapter 10, may allow an increase in the height or density of *development* from the limit provided in the Zoning By-Law in return for the provision of certain facilities or design features provided such density bonus is consistent with the density limitations established for Medium Density Residential Districts.

AMENDMENT REQUIRED

Any lands proposed for medium density residential *development* not identified on Schedule W-3 will require an amendment to the Official Plan.

LOCATION CRITERIA FOR FURTHER DESIGNATION

Any further Medium Density Residential designations will be consistent with the following location criteria:

- sites which abut arterial or collector roads or sites situated in a manner which prevents traffic movements from the site from flowing through any adjoining Low Density Residential Districts;
- sites which are close to community supportive facilities such as schools; shopping plazas, institutional, recreational and open space areas;
- sites which are adjacent to the Central Area, designated Shopping Centres and Service Commercial Areas, Community Facilities, High Density Residential Districts or developed Medium Density Residential Districts.

SITE SPECIFIC EVALUATION CRITERIA

In addition to the requirement for compliance to the locational policies; when considering proposals to designate lands for medium density residential *development*, City Council and County Council will be guided by the following:

- the size, configuration and topography of the site provides sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on the public road system and surrounding properties relative to pedestrian and vehicular safety is acceptable;

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- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is available or will be available to accommodate the proposed *development*;
- adequate off-street parking and outdoor amenity areas can be provided;
- the availability of, and proximity to, existing or proposed services and amenities such as day care, schools, leisure facilities, shopping and parks to serve the new *development*;
- the effect of the proposed *development* on environmental resources or the effect of environmental constraints on the proposed *development* will be addressed and mitigated as outlined in Section 3.2.

SITE DESIGN CRITERIA

All proposals for medium density residential *development* shall be subject to site plan control. When considering any specific proposal for medium density residential *development*, City Council will be satisfied that the criteria of Section 7.2.8 are adequately addressed.

CONVERTED DWELLINGS

Converted dwellings will be permitted to be established or to intensify in accordance with the density criteria of the Medium Density Residential Districts and in keeping with the provisions of the Zoning By-Law.

7.2.5.1 Redevelopment or Conversion of Non-Residential Buildings

CRITERIA

Existing non-residential uses in Medium Density Residential Districts which do not meet the criteria of this Plan will be considered legal non-conforming uses in accordance with Section 10.3.5. Such uses are intended for redevelopment and reuse for medium density residential purposes consistent with the following criteria:

LAND USE COMPATIBILITY

Any new buildings or additions will respect the height, bulk, scale and setbacks of adjacent residential uses and shall not adversely affect adjacent residential uses in terms of light, views, privacy and traffic. Redevelopment will be in keeping with the height density and land use policies and criteria established for Medium Density Residential Districts.

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HISTORICAL BUILDINGS

Conversions which result in the preservation and/or upgrading of buildings considered by City Council to be of architectural or historical significance may be permitted to exceed the density limitations of Medium Density Residential Areas.

BROWNFIELDs

Redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule W-6 will satisfy the requirements of Section 10.4, as appropriate.

ENVIRONMENTAL POLICIES

The effects of proposed *development* on environmental resources and the effects of any environmental constraints on proposed *development* will be addressed and mitigated in accordance with Section 3.2.

EXISTING RESIDENTIAL USES

Existing low density residential uses in a Medium Density Residential Districts may be recognized as permitted uses in the Zoning By-Law.

Notwithstanding any such recognition, within Medium Density Residential Districts, characterized by existing low density residential land uses, the creation of new lots may be restricted to avoid increased land fragmentation and to facilitate land assembly for medium density residential redevelopment.

REMOVAL OF DESIGNATION

Prior to considering any proposal to redesignate any Medium Density Residential District identified on Schedule W-3 for any other purpose, City Council and County Council will be assured that the City has adequate Medium Density Residential land supplies relative to expected growth. In general, proposals to redesignate land identified for Medium Density Residential and Low Density Residential purposes will be discouraged.

7.2.5.2 Specific Development Policies

In specified Medium Density Residential Districts of the City, the nature, scale, location and design criteria may be varied to meet specific policy objectives or to accommodate the unique characteristics of an area. Medium Density Residential Districts where specific policies apply, in addition to the relevant policies of this section are identified below.

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7.2.5.2.1 Lands North of Juliana Drive, East of Cedar Creek and West of Norwich Avenue

Specific policies are required for this area to ensure that new *development* is compatible with existing low density residential uses, with adjacent commercial and nearby industrial areas and that the overall *development* form is consistent with the overall objectives of City Council for this area of the City.

SCALE, FORM AND
DENSITY OF
DEVELOPMENT

Medium density residential uses will generally be oriented toward the extension of Lampman Place to provide a maximum setback from medium intensity industrial uses on the east side of Norwich Avenue. Increased setbacks will generally be required where medium density residential uses abut established low density areas to provide for compatibility and transition in residential densities. The Zoning By-Law will establish limits to height, density and building setbacks to achieve these objectives.

ENVIRONMENTAL
CONSTRAINTS

In recognition of the existence of an automobile salvage establishment in the Medium Density Residential designation, *development* within this designation will be contingent upon a determination that residential *development* will not result in nuisance or health or safety risks to citizens or cause other adverse environmental impacts. As such, the City of Woodstock, prior to permitting residential *development*, will require professional analysis of soils to determine the presence of solid, liquid, particulate or gaseous contaminants and their concentrations in accordance with the environmental site assessment policies of Section 3.2.8.4.

Where the presence of contaminants is found in concentrations above acceptable Provincial standards, the City will require the preparation of a remedial action plan and restoration of the site in accordance with the Ministry of the Environment Guideline for Use at Contaminated Sites in Ontario, as amended. The City may require noise studies to be prepared where a potential noise conflict is deemed to exist to ensure that an acceptable acoustical environment is provided in accordance with Provincial standards.

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PLANNING

SITE

Within this Medium Density Residential designation, site plan control will be used to achieve a consistent approach to the position of buildings and parking areas and to the design of site plans within the designation. Site plan control will also be used to ensure compatibility with adjacent commercial and low density residential uses and with medium density industrial *development* east of Norwich Avenue. In addition to the policies of Section 7.2.8, the following criteria will be required to be satisfied through site design prior to the approval of site plans:

- site plans will provide for pedestrian access to adjacent commercial uses and between individual residential *developments*. Site plans will also provide for the integration of driveways and/or parking areas between individual *developments* to ensure that emergency vehicles can manoeuvre between sites;
- residential buildings will be oriented such that the majority of the outdoor amenity areas and habitable living spaces are oriented away from adjacent commercial and nearby industrial uses;
- residential uses will be buffered from adjacent commercial uses through setbacks, landscaped strips, screening and other measures;
- substantial landscaping will be required adjacent to local roads, the interface between residential and commercial land uses and between low density and medium density residential *development*. Landscaping will also be integrated within communal parking areas.

7.2.5.2.2 Southside Community Planning Area

Lands which are designated Medium Density Residential on Schedule W-3, Residential Development Plan lying between Parkinson Road and Athlone Avenue and between Mill Street and Cedar Creek are subject to the following policies:

AGGREGATE
RESOURCES

In recognition of the presence of an existing licensed pit operation and of additional high quality sand and gravel resources in the Township of South-West Oxford west of Mill Street, the policies of Section 3.3.1.5 will be applied to *development* within the Southside Community Planning District.

OMB Modification
January 11/98

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LANDS IN
PROXIMITY TO THE
COMMUNITY
COMPLEX

Medium Density Residential *development* adjacent to the Finkle Street or Juliana Drive collector road system located in proximity to the Woodstock Community Complex, will be oriented to provide a street presence to these roads so as to emphasize this area as a community focal point. The implementing Zoning By-Law will contain provisions designed to orient buildings towards the street.

PART LOTS 4, 5
AND 6,
REGISTERED PLAN
NO. 108 (26 AND 30
STAFFORD
STREET)

Notwithstanding the policies for Medium Density Residential Districts established in Section 7.2.5, lands located at Part Lots 4, 5 and 6, Registered Plan No. 108 (26 and 30 Stafford Street), in the City of Woodstock, may be permitted to redevelop as single detached and/or semi-detached dwellings.

Amendment No. 48

BLOCK 149, PLAN
NO. 41M-124
(SOUTH-WEST
CORNER OF
ANDERSON
STREET AND
CANROBERT
STREET)

Notwithstanding the policies for Medium Density Residential Districts established in Section 7.2.5, lands consisting of Block 149, Registered Plan No. 41M-124 (south-west corner of Anderson Street and Canrobert Street), in the City of Woodstock, may be permitted to develop as single detached and/or semi-detached dwellings.

Amendment No. 53

7.2.5.2.3 North Woodstock Area Planning District

Amendment No. 144

Lands which are designated Medium Density Residential on Schedule W-3, Residential Development Plan lying south of Oxford Road 17, east of the 13th Line of East Zorra and north of the CP Rail line are subject to the following policies:

Alternative
Development
Standards

Within the North Woodstock community, alternative development standards including reduced road widths and the use of rear lanes in condominium developments will be considered. The development of the area will minimize the use of cul-de-sacs in favour of a modified grid pattern for local streets. In order to create distinct neighbourhood identities within the wider community, distinctive features such as roundabouts or turning circles, landscaped boulevards and entrance features within the road allowance will be considered.

Amendment No. 144

Lot Variety

A mix of lot sizes and housing forms will be encouraged throughout the North Woodstock community. Alternative approaches such as specialized lotting configurations, increased lot coverage provisions and 'flexible' zoning provisions will also be considered in order to encourage a variety of housing opportunities and a street-oriented built form.

Amendment No. 144

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7.2.6 High Density Residential Areas

DESCRIPTION

High Density Residential Districts are those lands primarily developed or planned for a limited range of large scale, multiple unit forms of residential *development* as shown on Schedule W-3. This designation shall be applied in a localized and site specific manner in locations where high density high rise *development* can:

- result in the preservation of features of the natural environment which may otherwise be compromised with more dispersed low rise *development*, or
- result in the efficient use of land which may be difficult to develop at a lower residential density due to the presence of environmental constraints and the costs of mitigating such constraints; or
- constitute community land marks or reference points, or
- support the functionality of the municipal transit system, or
- support the viability and functionality of the Central Area.

HEIGHT AND DENSITY

The height and density limitations applicable to the various forms of *development* allowed in the High Density Residential District shall be determined on the basis of the nature, character and scale of adjacent land uses. Height and density limitations will be specified in the Zoning By-Law and may vary from location to location. Unless there are specific site or area characteristics which favour higher limits, *net residential densities* will normally not exceed 150 units per hectare (60 units per acre).

City Council may establish lower height and/or density limits than permitted by this Plan for specific areas on the basis of the following criteria:

- sanitary sewage, water or storm drainage constraints;
- limitations related to municipal fire protection;
- *development* constraints related to topographical features;
- protection of significant or scenic views or vistas;
- to minimize the effect of *development* and required parking on significant natural features;

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- where adjacent low profile residential land uses may be adversely affected in terms of sunlight, traffic or privacy.

Under no circumstance will *development* within a High Density Residential District be less than 70 units per hectare (31 units per acre) *net residential density* without amendment to this Plan.

DENSITY BONUS

City Council, in accordance with the density bonus policies of Chapter 10, may allow an increase in the height or density of *development* from the limit otherwise permitted in the Zoning By-Law in return for the provision of certain facilities or design features.

Any lands proposed for High Density Residential *development* not identified on Schedule W-3 will require an amendment to this Plan.

LOCATION CRITERIA FOR FURTHER DESIGNATION

In addition to areas predominantly composed of existing or planned High Density Residential *development* as identified on Schedules W-2 and W-3, any further designations will be consistent with the following location criteria:

- the site will generally have direct access to arterial and collector roads;
- on vacant or under utilized sites adjacent to *development* which is already built at medium or high densities;
- close to community services and neighbourhood conveniences such as shopping plazas, institutional, recreational and open space facilities;
- sites which are adjacent to the Central Area, designated Shopping Centres or Community Facilities.

High Density Residential *development* will generally be discouraged adjacent to Low Density Residential *development* except where such low density *development* is proposed for redevelopment to higher density land uses or where considerable separation between the low density area and the proposed high density *development* exists.

SITE SPECIFIC EVALUATION CRITERIA

In addition to the requirement for compliance to the locational policies, when considering proposals to designate lands for High Density Residential *development*, City Council and County Council will be guided by the following:

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- the size, configuration and topography of the site is such that there is sufficient flexibility to site design to mitigate adverse effects on the amenities and character of any adjacent residential *development* through adequate setbacks, buffering and screening;
- the *development* results in a gradual transition from low profile residential buildings to higher profile residential buildings and vice versa;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on the public road system and surrounding properties relative to pedestrian and vehicular safety is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is available or will be available to accommodate the proposed *development*;
- adequate off-street parking and outdoor amenity areas can be provided;
- the availability of, and proximity to existing or proposed services and amenities such as day care, schools, leisure facilities, shopping and parks to serve the new *development*;
- the effect of the proposed *development* on environmental resources or the effect of environmental constraints on the proposed *development* will be addressed and mitigated as outlined in Section 3.2.

SITE DESIGN CRITERIA

When considering any specific proposal for high density residential *development*, City Council will be satisfied that the criteria of Section 7.2.8 are adequately addressed.

CONVERTED DWELLINGS

Converted dwellings will be permitted to be established or to intensify in accordance with the density criteria of the High Density Residential District and in keeping with the provisions of the Zoning By-Law.

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7.2.6.1 *Redevelopment or Conversion of Non-Residential Buildings*

CRITERIA

Existing non-residential uses in High Density Residential District which do not meet the criteria of this Plan will be considered legal non-conforming uses in accordance with Section 10.3.5. Such uses are intended for redevelopment and reuse for high density residential purposes consistent with the following policies:

LAND USE COMPATIBILITY

Any new buildings or additions will respect the height, bulk, scale and setbacks of adjacent residential uses and shall not adversely impact adjacent residential uses in terms of light, views, privacy and traffic. Redevelopment will be in keeping with the height, density and land use policies and criteria for High Density Residential *development*.

HISTORICAL BUILDINGS

Conversions which result in the preservation and/or upgrading of buildings considered by City Council to be of architectural or historical significance may be permitted to exceed the density limitations of High Density Residential Districts.

BROWNFIELDS

Redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule W-6 will satisfy the requirements of Section 10.4, as appropriate.

ENVIRONMENT

The effects of proposed development on environmental resources or effect of any environmental constraints on proposed *development* will be addressed and mitigated in accordance with Section 3.2.

EXISTING RESIDENTIAL USES

Existing low and medium density residential uses in a High Density Residential District may be recognized as permitted uses in the Zoning By-Law.

Notwithstanding any such recognition, within High Density Residential District characterized by existing low and/or medium density residential lands uses, the creation of new lots may be restricted to avoid increased land fragmentation and to facilitate land assembly for high density residential redevelopment.

REMOVAL OF DESIGNATION

Prior to considering any proposal to redesignate any High Density Residential District identified on Schedule W-3 for any other purpose, City Council and County Council will be assured that the City has adequate High Density Residential land supplies relative to expected growth. In general, proposals to redesignate land identified for High Density Residential for a residential use of a lower density will be discouraged.

7.2.6.2 Specific Development Policies

In specified High Density Residential Districts of the City, the nature, scale, locational and design criteria may be varied to meet specific policy objectives or to accommodate the unique characteristics of an area. High Density Residential Districts where specified policies apply, in addition to the relevant policies of this section, are identified below.

7.2.6.2.1 Lands North of Juliana Drive, East of Cedar Creek and West of Norwich Avenue

Specific policies are required for this area to ensure that *development* is compatible with adjacent Medium Density Residential uses and with commercial, industrial and open space uses in the vicinity and to ensure that *development* of the High Density designation is consistent with the overall objectives of City Council for this area of the City.

*BUILDING
LOCATION*

High Density Residential apartment dwellings will be situated close to Juliana Drive to provide a maximum separation distance between the high density use and planned low-rise multiple uses in this Neighbourhood. The Zoning By-Law may establish limits to height and density and require minimum building setbacks to achieve these objectives.

ACCESS

Access to planned High Density Residential uses will be permitted on a local road with direct access to Juliana Drive.

*ENVIRONMENTAL
CONSTRAINTS*

In recognition of the existence of an automobile salvage establishment in the vicinity of the High Density Residential designation, *development* within this designation will be contingent upon a determination that residential *development* will not result in nuisance or health or safety risks to citizens or cause other adverse environmental impacts. As such, the City of Woodstock, prior to permitting residential *development* will require professional analysis of soils to determine the presence of solid, liquid, particulate or gaseous contaminants and their concentrations. Where the presence of contaminants is found in concentrations above acceptable Provincial standards, the City will require the preparation of a remedial action plan and restoration of the site in accordance with the Ministry of the Environment “Guideline for Use at Contaminated Sites in Ontario”, as amended. . The City may require noise studies to be prepared where a potential noise conflict is deemed to exist to ensure that an acceptable acoustical environment is provided in accordance with Provincial standards.

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SITE DESIGN

In addition to policies of Section 7.2.8, the following criteria will also be required to be satisfied through site design prior to the approval of site plans:

- low-rise multiple and low density residential uses will be buffered from the high density residential use and associated parking areas through setbacks, landscaped strips, screening or other measures;
- substantial landscaping will be required adjacent to local roads and the interface between the high density *development* and low density and medium density residential land uses. Landscaping will also be integrated within communal parking areas.

7.2.6.2.2 Southside Community Planning District

Lands which are designated High Density Residential on Schedule W-3, Residential Development Plan lying between Parkinson Road and Athlone Avenue and between Mill Street and Cedar Creek are subject to the following policies:

AGGREGATE RESOURCES

In recognition of the presence of an existing licensed pit operation and of additional high quality sand and gravel resources in the Township of South-West Oxford west of Mill Street, the policies of Section 3.3.1.5 will be applied to *development* within the Southside Community Planning District.

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HEIGHT LIMITATIONS

In the High Density Residential designation within the Southside Community the form of *development* will be low profile high coverage buildings with a maximum of 5 stories in height.

LANDS IN PROXIMITY TO THE COMMUNITY COMPLEX

High Density Residential *development* adjacent to the Finkle Street or Juliana Drive collector road system located in proximity to the Woodstock Community Complex, will be oriented to provide a street presence to these roads so as to emphasize this areas as a community focal point. The implementing Zoning By-Law will contain provisions designed to orient buildings towards the street. The site design will provide for the integration of the *development* with surrounding land uses in terms of facilitating pedestrian movement into, within and out of the *development* as well as encouraging movement through the *development* to the Woodstock Community Complex.

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HEIGHT LIMITATIONS

7.2.6.2.3 Northeast Community Planning District

In the High Density Residential designation within the lands located between the Pittock Reservoir and Nellis Street east of Lansdowne Avenue, the form of *development* will be low profile high coverage buildings with a maximum of 5 stories in height.

PERMITTED USES

7.2.6.2.4 Corner of Juliana Drive and Finkle Street

In addition to the uses permitted in High Density Residential Districts, lands located at the intersection of Juliana Drive and Finkle Street comprising approximately 1.97 ha (4.87 ac) may include a range of uses such as medical clinics and labs, small-scale pharmacies and other similar types of related office and commercial space. Such development must be of a limited scale and clearly a secondary element relative to the residential component of the site.

Amendment No. 110

7.2.6.2.5 Southwest Corner of Lansdowne Avenue and Nellis Street

On those lands located at the southwest corner of Lansdowne Avenue and Nellis Street, the maximum height of an apartment building shall not exceed 6 storeys and the total number of residential dwelling units shall not exceed 46.

Amendment No. 235

7.2.6.2.6 Lot 2 & Part Lot 6, Plan 495, City of Woodstock

LOCATION

The lands to which this subsection applies are described as Lot 2 & Part Lot 6, Plan 495, in the City of Woodstock. The lands are located at the northwest corner of James Street and Clarke Street South and comprise approximately 1.19 ha (2.9 ac) of area.

POLICIES

On those lands located at the northwest corner of James Street and Clarke Street South, the maximum residential density shall not exceed 256 units per hectare.

Amendment No. 203

7.2.6.2.7 Part Lot 10, Plan 1613, Parts 1 & 4, 41R-6920 (Ferguson Drive)

On those lands described as Part of Lot 10, Plan 1613 and further described Parts 1 & 4, 41R-6920 (Ferguson Drive), the maximum height of an apartment building shall not exceed 8 storeys and the total number of residential dwelling units shall not exceed 103.

Amendment No. 226

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7.2.6.2.8 Park Lot 6, s/s Ingersoll Avenue, Plan 10 (Drew Street)

On those lands located on Park Lot 6, s/s Ingersoll Avenue, Plan 10 (Drew Street), the maximum height of an apartment building shall not exceed 5 storeys and the total number of residential dwelling units shall not exceed 78.

Amendment No. 256

7.2.7 Residential Reserve Land Use Designations

DESCRIPTION	The Residential Reserve Land Use designation is intended to apply to large, mostly undeveloped and unserviced parcels of land forming part of the land supply for the City of Woodstock for the planning period but where detailed secondary planning in accordance with Section 7.2.3.2.2 has not been completed. Until such studies are completed and approved by City Council and County Council, it is considered premature to apply site specific land use designations to these areas.
LOCATION	Areas designated Residential Reserve are shown on Schedule W-1.
PERMITTED USES	Due to concerns regarding premature <i>development</i> and the need to develop appropriately detailed land use policies for lands designated Residential Reserve, the uses permitted within such areas will be restricted to a limited range of uses which will not preclude or conflict with future residential <i>development</i> .
AMENDMENT REQUIRED	Where a proposal is made to develop a Residential Reserve Area of part thereof, City Council and County Council will require an amendment to this Plan. Notwithstanding the above, where a site specific proposal is made and, in the opinion of City and County Councils, such proposal will not adversely affect the ability to develop appropriate policies for the wider residential community, City and County Council may waive the secondary plan requirement of Section 7.2.3.2.

7.2.7.1 Specific Development Policies

In specific Residential Reserve areas of the City, the general policies of this section may be varied or expanded upon to meet specific policy objectives or to address the unique characteristics of the area. Residential Reserve areas where specific policies apply, in addition to the relevant policies of this section, are identified below.

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7.2.7.1.1 West of Mill Street

In recognition of the presence of an existing licensed pit operation and of additional high quality sand and gravel resources in the Township of South-West Oxford west of Mill Street, the policies of Section 3.3.1.5 will be adequately addressed prior to approving any residential *development* of such lands.

OMB Modification
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7.2.8 Site Design Policies for Multiple Unit Residential Development

PURPOSE

7.2.8.1 Buildings

In order to ensure that multiple unit residential *development* provides a high quality of life for residents, that consistent design standards are applied to new multiple unit residential *development* and that a vision is articulated of those elements which, when applied in conjunction with one another, result in positive *development*, the following objectives and design criteria will be considered for all multiple unit *development* in every designation and applied where feasible.

VARIATIONS IN
BUILDING AND
ROOF LINE

New multiple unit buildings and especially townhouse dwellings will avoid long linear orientations, where feasible, by staggering sections of the building and by providing breaks in the building line at appropriate intervals. Periodic variations in the roof line for individual units will also be sought for townhouse dwellings.

PRIVACY AND
SHADOWING

Multiple unit dwellings and amenity areas will be sufficiently separated from each other and from parking areas to ensure privacy and to avoid prolonged periods of shadowing especially during winter months. Where a multiple unit residential dwelling abuts lower density residential *development*, where feasible, the building will be sited to minimize visual intrusion onto neighbouring properties.

ENERGY
EFFICIENCY

Multiple unit residential dwellings will be generally situated to ensure that a majority of dwelling units will benefit from passive solar orientation.

BARRIER FREE
DESIGN

A portion of all townhouse dwellings in each *development* will provide barrier free access to persons with mobility limitations. All apartment buildings will have at least one entranceway which provides barrier free access.

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TOPOGRAPHIC CONSIDERATIONS

Where a site is characterized by topographic variations, the *development* will be designed as much as possible to fit the contour of the land. In order to provide *development* which is at a human scale, higher profile buildings within the *development* will generally be situated at lower elevations.

7.2.8.2 Driveways and Parking Areas

NUMBER AND LOCATION OF PARKING AREAS

Communal parking areas will generally be developed with a number of small parking lots oriented toward individual residential complexes within a *development*. Parking lots should generally not be more than 45 metres (150 feet) from the units they are intended to serve. Where significant number of communal parking spaces are situated beyond this distance, drop off facilities close to building entrances should be provided.

Individual parking areas located in front of dwelling units will provide adequate space for vehicles and snow storage.

ACCESS AND INTEGRATION OF DEVELOPMENTS

Where possible, more than one vehicular access will be provided to a multiple unit residential *development* and all parking areas will be accessible from each access point for emergency vehicles. Where multiple unit residential *developments* abut one another the integration of driveways and/or parking areas to allow emergency or maintenance vehicles to manoeuvre between sites will be considered as part of the design.

PARTIAL SCREENING OF PARKING AREAS

Partial screening of surface parking lots will be achieved through the use of low fences, walls and landscape elements while still recognizing the need for orientation and safety. Surface parking lots will be screened from the public street through a combination of location, berming and landscaping.

DRIVEWAY WIDTH

Driveways will have sufficient width to allow efficient vehicular use including turning movements for both private and emergency vehicles.

SHADING OF PARKING AREAS

Landscaping will be provided with and *contiguous* to parking areas to improve the visual effect and micro-climate of such areas.

TANDEM PARKING

Communal tandem parking facilities may be accepted for multiple unit residential *developments* where more than one space is required for each unit or where storage areas for boats and trailers is necessary as a means of reducing paved parking areas.

VISITORS PARKING

Separate and distinct visitor parking areas will be provided.

7.2.8.3 Pedestrian Activity

PEDESTRIAN FACILITIES

A separate and distinct pedestrian system will be provided to allow for pedestrian movement into, within and out of the *development*. Such system will link communal open space, play areas, parking lots, adjacent public open space, adjacent pedestrian systems in multiple residential *development* and any transit stops on adjacent road allowances.

SIDEWALK SETBACK

Sidewalks will be adequately setback from the public and internal road and driveway network to allow snow ploughing and will be adequately drained.

BARRIER FREE DESIGN

The on-site pedestrian system will provide continuous barrier free movement throughout the site as much as possible by incorporating features such as curb cuts, railings, rest areas and by minimizing slopes.

WIDTH OF PEDESTRIAN SYSTEM

The on-site pedestrian system should be wide enough to allow two persons to move in a side by side fashion.

PEDESTRIAN PRIORITY

Where the pedestrian system crosses driveways and parking areas, visual priority will be provided to the pedestrian system through the use of cross-walks or the continuation of the walkway material cross the driveway or parking area.

7.2.8.4 Landscaping

RETENTION OF VEGETATION

Existing vegetation on a property undergoing *development* will be retained and incorporated into site plans as much as is practicable and especially in circumstances where:

- the existing vegetation functions as part of a larger vegetated area on abutting properties;
- the existing vegetation will contribute to shading, screening and noise attenuation on site or for adjacent properties.

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PLANT SPECIES SUITABILITY

To ensure the suitability of plant species to be incorporated into site design over the long term, a predominance of native plant species suitable for the soil, drainage and shade conditions of the site will be specified. Plants which are tolerant to disease, drought conditions and urban pollution will comprise a substantial percentage of plant material installed at any site.

SEASONAL VARIETY

Ensure that plant materials provide for seasonal variation in form, colour and texture by using a variety of species such as evergreens, trees which retain their fruit or foliage in the winter, and trees with interesting shape, bark texture and/or colour.

LOCATIONAL PRIORITIES

A substantial percentage of the landscaped open space required on a property will be planted with a variety of suitable trees, shrubs and ground covers. Particular emphasis will be given:

- to soften or screen buildings from a public road;
- to screen adjacent buildings;
- to screen and shade areas within and *contiguous* to parking areas;
- to provide shelter from wind, snow and other elements in proximity to building entranceways;
- to areas adjacent to pedestrian systems and play areas to direct pedestrian movement and to provide for user comfort;
- to screen unsightly elements such as garbage and recycling enclosures, storage areas, hydro transformers;
- to provide for privacy of individual outdoor living areas;
- to screen blank walls;
- to define the boundaries and edges of communal open space and activity areas;
- to highlight driveways and other entranceways into the *development*.

PROTECTION FROM MAINTENANCE ACTIVITIES

Plant material including material within planting beds will be located and/or designed to ensure protection from snow removal activities and from other maintenance activities such as grass cutting.

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RELATIONSHIP OF
UTILITIES AND
SERVICES

Plant material selection and landscaping design will ensure that plant material will not interfere with hydro, sewage, water, drainage or other services within the *development*, on adjacent road allowances or adjacent properties.

7.2.8.5 *Play/Recreational Opportunities*

PROVISION OF
PLAY SPACE

Clustered grade-oriented units or low rise apartments will generally be required to provide adequate designated space for play activity suitable for pre-school children. Large *developments* of 40 or more units will generally provide recreational areas for both pre-school and school aged children.

PROVISION OF
COMMUNAL OPEN
SPACE

High rise *development* will be required to provide passive and active communal open space, such as resting areas, communal gardens and grassed areas for residents and visitors.

PLAY SPACE
DESIGN CRITERIA

Play space for pre-school children will be situated within the *development* in a fashion whereby surveillance of the play area is possible from a substantial number of units. The play area will be physically demarcated through grade change, see-through fencing or surface treatment, will be substantially setback from driveways and parking areas, will be landscaped to provide partial shading and will include seating amenities and play equipment.

Play space for school aged children will be large enough to support a variety of activities, may include both hard and soft surfaces, will be situated to avoid conflicts with residential units and parking areas and will include play equipment. The play space will be demarcated through landscaping measures.

7.2.8.6 *Utilities and Operational Facilities*

GARBAGE/
RECYCLING
FACILITIES

Garbage storage facilities will be provided within the building, within a maintenance building or within a screened enclosure. Such facilities will be conveniently situated for users and will minimize heavy truck movements within the site. Where feasible, communal composting and recycling facilities will be provided.

UTILITY METRES

Utility metres will be situated in a location acceptable to the Woodstock Public Utility Commission.

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MAINTENANCE CORRIDORS

Where private outdoor amenity areas are proposed adjacent to a lot line and where such amenity areas may be enclosed, adequate space will be provided adjacent to the amenity area to provide access without movement through the dwelling or adjacent properties. Access through a garage will be considered an acceptable alternative.

DRAINAGE

Adequate on-site drainage will be provided.

FIRE HYDRANTS

Required fire hydrants will be shown on site plans in locations approved by the Woodstock Fire Department and the landscaping of the site will be designed to maintain fire hydrant visibility.

7.2.8.7 Safety/Comfort

LIGHTING

Sufficient lighting to illuminating Engineering Society (I.E.S.) standards of parking areas, driveways, pedestrian areas and building entranceways will be provided to facilitate vehicular and pedestrian movement and for safety and security. Undesirable effects of lighting on residential units and on adjacent uses will be minimized through measures such as directed lighting, the use of shades, diffusers and tinted covers.

SIGNAGE

Adequate signage will be provided within the *development* to indicate areas of no parking and emergency vehicle routes. Locational signs may be required near entrance driveways to indicate individual buildings in the *development* and visitor parking areas. Signage, both on standards and on the ground, will be readable both during the day and night through techniques such as size, colour, surface treatment or illumination.

DESIGN FOR SURVEILLANCE

Site design will maximize the use, sense of ownership and surveillance of communal open space, pathways and parking areas by the occupants of the *development* through location, lighting and by ensuring that landscape elements are sited to recognize the need for safety and security.

TRAFFIC SPEED

Driveways and parking areas will be designed and/or will incorporate elements which will establish traffic speeds to maximize pedestrian safety.

EMERGENCY ACCESS

When required, emergency access routes will be identified on site plans. Where emergency access routes are identified, signage to prohibit parking or stopping will be required and will incorporate features to impede vehicular traffic except in times of emergency.

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OUTDOOR LIVING AREAS

Where outdoor living areas either at grade or in the form of balconies or terraces are provided, these areas will be of sufficient size and shape to maximize their usefulness. In particular long narrow outdoor living areas will be discouraged.

Grade-oriented outdoor living areas should have the boundaries demarcated by fencing and/or landscape elements and these areas will be screened from adjacent units. A hard surface area will generally be provided immediately adjacent the dwelling unit. Such areas will generally be oriented away from noise sources generated by major roads or nearby land uses and sufficiently setback from parking areas within the *development*. Where this cannot be accomplished, adequate buffering in the form of fencing, berming and landscaping will be provided to ensure an acceptable comfort level for occupants.

ENVIRONMENTAL CONSTRAINTS

Where a *development* is affected by noise, vibration or other constraints identified in Section 3.2.8 and mitigation measures are required to ensure that safety and comfort of occupants, such mitigation features will be incorporated into site plans.

7.3 Economic Development and Employment Lands

7.3.1 Strategic Approach

In keeping with the initiatives set out in the Municipal Development Strategy, and in order to facilitate economic development and employment, it is the strategic aim of City Council to:

INCREASE
ECONOMIC
STRENGTH

Improve the economic strength of Woodstock, thereby increasing employment opportunities and expanding the assessment base, through the efficient use of vacant and underutilized land designated for employment activity.

BALANCED
ASSESSMENT

Ensure that a sound assessment balance between residential and commercial and industrial *development* is achieved for tax purposes.

INTEGRATE
ENVIRONMENTAL
AND ECONOMIC
GOALS

Achieve a livable urban community by integrating economic, social and environmental goals and by managing growth towards achieving a balance among physical, social, economic and environmental demands and constraints.

INTERFACE WITH
NEIGHBOURHOOD

Ensure that employment centres are compatible with adjacent neighbourhoods by establishing locational criteria and *development* guidelines for these areas in the Plan.

THE CENTRAL
AREA AS A
COMMUNITY
FOCAL POINT

Promote the Central Area as the historical heart of the City and to maintain its role as a focal point for the community.

THE CENTRAL
AREA AS AN
EMPLOYMENT
AREA

Encourage employment within the Central Area, by designating land for a mix of employment, shopping, housing and community activities and by undertaking municipal initiatives to accommodate the proposed uses in the short-term future.

MAINTAIN
CENTRAL AREA
VIABILITY

Promote the long term viability of the Central Area by establishing a distinct commercial hierarchy which ensures that retail, office, and administrative uses outside the Central Area are compatible and complementary to the Central Area function.

PROMOTE
BUSINESS PARKS

Promote the *development* of comprehensively planned business parks for light industrial, office and business service uses by maintaining a supply of industrial lands specifically for business park uses.

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LIMIT COMMERCIAL USES IN BUSINESS PARKS

Limit the number of commercial uses in areas designated for business parks to maintain their viability, over time, for their intended employment use.

PROVIDE FOR TRADITIONAL INDUSTRIAL USE

Meet the needs of existing, new and/or relocating Traditional Industrial uses by designating industrial areas for this purpose.

PROTECT LANDS IN EMPLOYMENT AREAS

Ensure that the re-designation of lands in Traditional Industrial Areas and Business Parks for any other use is only permitted where it will not negatively affect the industrial land supply and the intended function of designated *employment areas*.

MINIMIZE LAND USE CONFLICTS WITH INDUSTRY

Develop functional categories for traditional industrial uses and appropriate land use designations to minimize potential land use conflicts between certain types of industrial uses and between industrial and non-industrial land uses.

LIMIT OFFICE AND COMMERCIAL IN INDUSTRIAL AREAS

Limit office and commercial uses in areas designated for traditional industrial activity to maintain their viability, over time, for the intended employment use.

BALANCED DISTRIBUTION OF SHOPPING AREAS

Encourage a balanced distribution of regional and neighbourhood shopping areas that serve the varied needs of Woodstock residents by creating a hierarchy of shopping areas and defining locational criteria and development guidelines. Ensure that shopping centres are well integrated with adjacent residential areas and do not *impact negatively* on the local neighbourhood by reason of potential increased traffic generation or parking on local streets.

SERVICE COMMERCIAL AREAS

Maintain an adequate supply of land for service commercial needs through the infilling and consolidation of existing areas and by designating an adequate supply of land for service commercial needs.

7.3.1.1 General Policies for Economic Development

POLICIES

SUFFICIENT SUPPLY

City Council and County Council shall designate a sufficient supply of unconstrained and appropriately located industrial and commercial land, relative to available land supplies, to meet the anticipated short and long-term needs of business.

SITE SELECTION

City Council shall encourage and assist businesses to locate, expand and modernize in Woodstock, within the Central Area and other designated employment lands.

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PLANNED BUSINESS PARKS

City Council may continue to acquire, plan and develop land for new City-owned or joint ventured non-polluting business and industrial parks in an effort to meet the locational needs of businesses and industries not being provided by the private sector.

CITY PARTICIPATION IN DEVELOPMENT

City Council may participate in the *development* of strategic parcels for economically significant activities through acquisition, assembly, joint ventures or other forms of involvement.

LAND SERVICING

City Council may facilitate economic investment, on a cost recovery basis, through the management, delivery and/or upgrading of municipal *infrastructure*, offsetting up-front servicing costs and encouraging *development* in areas that are underutilized relative to the future intended uses of the lands.

BUSINESS SUPPORT

City Council will identify and pursue effective means of business support, in conjunction with other agencies and organizations, including, but not limited to, organizing and implementing strategies for: Central Area *development*; community economic development; business improvement areas; entrepreneurship development; incubation or enterprise centres; and sector or area specific activities.

7.3.1.2 Policies for Employment Lands

DESCRIPTION

Employment Lands are those lands primarily designated for business, industrial and commercial purposes which may also include other land uses integral to and supportive of the primary employment function. Employment Lands have been categorized to provide for a broad range of employment opportunities and to provide for compatibility between different employment functions. Lands designated for employment include:

- The Central Area:
 - Central Business District
 - Entrepreneurial District
- Shopping Areas
 - Regional Commercial Nodes
 - Neighbourhood Shopping Areas
- Service Commercial Areas
- Business Parks
- Traditional Industrial Areas

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AMENDMENT No. 198

7.3.2 The Central Area

INTRODUCTION

Section 7.3.2.1 constitutes a conceptual image or vision which describes the kind of downtown area for the City of Woodstock that is desired for the future. Section 7.3.2.2 contains a strategic approach which defines the policy direction to manage growth of the Central Area in accordance with the desired vision. Schedule W-2 and Section 7.3.2.3 provide detailed land use policy directions for the geographic subareas within the broader Central Area designation.

AMENDMENT No. 198

7.3.2.1 Central Area Vision

MULTI-FUNCTIONAL CENTRE

The Central Area of the City of Woodstock will remain the most intensive and functionally diverse area of the City and serve as the primary business, cultural and administrative centre in the County as well as a key residential intensification area. The diverse range of uses and activities provided within the Central Area will assist in maintaining and enhancing its vitality and viability as well as its role as a community focal point and central activity area of the City. The Central Area will increasingly serve as a pedestrian oriented 'people place' with ongoing day and night activity resulting from a range of retail, entertainment, restaurants and other services and designations provided within the Central Business District, residential intensification within and near the Central Area and the integration of the Central Area with surrounding neighbourhoods and the wider community.

The Central Business District will remain a viable retail shopping district capable of meeting the day to day and specialty retail and service needs of residents of the City of Woodstock and surrounding areas. The Entrepreneurial District will complement and support the function of the Central Business District by allowing for a range of housing types and densities as well as limited institutional, service and business office uses that are suitable in scale for, and compatible with the residential character of area.

COMPLEMENTARY USE DISTRICTS

The Central Area of the City of Woodstock will continue to be comprised of two distinct and complementary use districts. Maintaining this functional diversity will assist in improving the stability and health of the Central Area and especially the Central Business District, by increasing the number of people working and living in the Central Area over the long term.

URBAN DESIGN OBJECTIVES

New buildings and spaces will reflect a human scale of *development*, and will be guided by the Woodstock Central Area Design Study, hereafter referred to as the Design Study, which is intended to:

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- create a downtown that is increasingly vibrant;
- improve the economic and social vitality of the Central Area through residential intensification;
- generate built form and massing that respects heritage; and
- develop green open spaces and streets that encourage and support public transit and active transportation, (i.e. cycling and walking).

The unique *cultural heritage resources* of the Central Area will be conserved and enhanced through heritage conservation and urban design measures and shall be reflected in the built form of new *development*, which respects and complements nearby heritage buildings and will also build on the strengths of the character of the Central Area.

GREENSPACE AND PEDESTRIAN AMENITIES

Throughout the Central Area, the addition of public and private greenspace areas, street trees and usable, sunlit pedestrian areas will improve the quality of life and reflect a conscious goal to create a pedestrian friendly environment and to preserve and enhance vegetative coverage in the City. The pedestrian ambience and environment will also be enhanced by encouraging active transportation through streetscaping and other functional and aesthetic improvements such as the development of green streets, enhanced treatment areas as identified in the Design Study as well the development of a bicycle network.

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7.3.2.2 Central Area Strategy

The following objectives and strategic initiatives apply to the whole of the Central Area. This strategy is intended to implement the vision statement for the Central Area.

7.3.2.2.1 Employment Function

OBJECTIVE

To promote the Central Area of the City of Woodstock as a place of employment and a focus of economic activity for the City and the surrounding area.

STRATEGIC INITIATIVES

In order to support this objective, City Council and County Council shall:

SMALL BUSINESS OPPORTUNITY

Facilitate small business opportunity by designating entrepreneurial districts within the Central Area which will permit the conversion of residences for offices and business services, personal services, *cottage industry* and similar types of uses while continuing to permit residential uses.

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RETAIL AND SERVICE OPPORTUNITIES	Ensure sufficient lands are designated within the Central Business District to permit additional retail <i>development</i> , and service uses through infilling, redevelopment and new <i>development</i> .
CULTURAL, OFFICE AND ADMINISTRATIVE USES	Promote the concentration of office, cultural, entertainment facilities and public administrative buildings having City or County-wide significance in the Central Area.
	7.3.2.2.2 Residential Function
OBJECTIVE	To increase the residential population living within and in the vicinity of the Central Area.
STRATEGIC INITIATIVES	In order to support this objective, City Council and County Council shall:
FREE-STANDING MULTIPLE RESIDENTIAL IN THE CBD	Permit medium density and high density residential <i>development</i> throughout the Central Business District (CBD) without requiring a commercial component subject to satisfying the policies of Sections 7.2.5, 7.2.6 and 7.3.2.3, except for those lands falling within the Pedestrian Predominant Area as defined in Section 7.3.2.3.1.
RESIDENTIAL DEVELOPMENT	Designate lands within and adjacent to the Central Area at appropriate locations for medium density and high density residential <i>development</i> .
ACCESSORY RESIDENTIAL USES	Support the creation of new accessory residential units within commercial, institutional and industrial buildings within the Central Area through the <i>development</i> of appropriate zoning standards.
RESIDENTIAL INTENSIFICATION	Support <i>residential intensification</i> measures within the Central Area and within Residential Areas adjacent to the Central Area as set out in the policies associated with the land use designation applying to such lands in order to increase the population within and in close proximity to the Central Business District. City Council, under the authority of the increased density provisions of the Planning Act, may provide increases in height and/or density of development in accordance with the bonus zoning provisions as set out in Chapter 10, Implementation Measures.

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7.3.2.2.3 Retail Function

OBJECTIVE

To maintain the Central Business District of the Central Area as a viable retail shopping district capable of meeting the day to day and specialty needs of the residents of the City of Woodstock and surrounding areas.

STRATEGIC INITIATIVES

In order to support this objective, City Council and County Council shall:

COMPACT CORE

Define a Central Business District which provides opportunity for new retail, office and other commercial development while at the same time promoting compactness to support pedestrian use by defining a Pedestrian Predominate Area within the Central Business District as the primary area for commercial uses and pedestrian oriented urban design.

COMMERCIAL HIERARCHY

Continue to permit the broadest range of commercial uses and activities in the Central Business District while limiting the types and scale of retail and service uses which will be permitted outside the Central Business District.

IMPACT ASSESSMENT

Require, in accordance with Sections 7.3.3 and 7.3.6, that, where large scale retail uses are proposed outside of the Central Business District, the effect of such proposal on the Central Area retail function and viability will be evaluated and deemed acceptable. Part of the evaluation should include the feasibility of incorporating the proposed use in the Central Commercial Area. Market impact assessments should include impacts on the planned function of the Central Commercial Area.

FUNCTIONAL IMPROVEMENTS FOR PEDESTRIAN CIRCULATION

Improve pedestrian linkages to key elements of the Central Area by:

- establishing direct mid-block pedestrian access to municipal parking areas;
- integration of the Central Area with the parkway and bicycle network systems of the City to provide greater pedestrian and bicycle lane access to the Central Area from the wider community.

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7.3.2.2.4 Heritage Resources

OBJECTIVE

To recognize the significance of the *cultural heritage resources* of the Central Area as a reminder of the history, early built form and identity of the City and as an integral component of the overall character and image of the Central Area by conserving and enhancing these heritage elements.

STRATEGIC INITIATIVES

In order to support this objective, City Council shall:

HERITAGE RESOURCE CONSERVATION MEASURES

Conserve and enhance the *cultural heritage resources* of the Central Area, including buildings, structures, sites, areas and landscape elements having cultural heritage value or interest. In this regard the City:

- shall ensure that public improvements are compatible with the character of the *cultural heritage resources*. In addition Council will endeavour to ensure, where practical, that heritage attributes of heritage resources are conserved and incorporated, when any new use or *development* is proposed;
- may designate individual buildings or sites in the Central Area under the Ontario Heritage Act or where unique groupings or streetscapes of *cultural heritage resources* exist which contribute to the character, image or identity of the Central Area, City Council may designate such resources as one or more heritage conservation districts under the Ontario Heritage Act;
- shall consider the possible implications to the *cultural heritage resources* of the Central Area when reviewing requests for encroachment into City road allowances;
- may authorize the use of the increased density provisions of the Planning Act in accordance with Section 10.3.10, as incentives to the private sector for heritage conservation;
- may administer senior level government programs directed toward heritage conservation and may develop complementary municipal programs to maintain and enhance heritage elements in the Central Area.

HERITAGE COMPATIBILITY

Review all *development* proposals in the Central Area to ensure that *development* respects the character of nearby heritage buildings and features. City Council will review *development* proposals relative to the policies of Section 3.2.7.5. City Council will also endeavour to ensure that all *development* is consistent with the approved Design

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Study and will have special regard to such elements as site design, building orientation, built form, height, massing, rhythm, scale and the use of colour and materials.

7.3.2.2.5 Parking, and Vehicular and Active Transportation

OBJECTIVE

As residential intensification continues to occur, the provision of a safe, convenient, efficient and integrated transportation system which will promote the use of public transit and active transportation in the Central Area while continuing to provide adequate facilities to meet vehicular needs within the area and the surrounding neighbourhoods.

STRATEGIC INITIATIVES

In order to support this objective, City Council shall:

PUBLIC TRANSIT

Support improvements in the Central Area in order to provide improved transit service and access to the Central Area by investigating and, where feasible, implementing systems to give public transit priority on Central Area roads.

VEHICULAR TRANSPORTATION

While recognizing that the Central Area has a diversity of land uses and activities and as such will continue to generate vehicular traffic, City Council may investigate and, where feasible, implement the following transportation system improvements to reduce vehicular traffic congestion:

- the implementation of road network improvements to facilitate east-west traffic flows northerly of and paralleling Dundas Street;
- signalization improvements to facilitate traffic flow and traffic integration to Dundas Street from northerly and southerly alternative east-west roads.

ENHANCEMENT OF PEDESTRIAN CORRIDORS

Enhance pedestrian circulation routes within the Central Area and improve pedestrian linkage to the Central Area through:

- the provision of appropriate soft and hard landscape elements such as lighting, signage, street trees and other vegetation, street furniture and public art forms which contribute to and are sensitive to the character and image of the area;
- the establishment of green streets, which create and enhance active transportation network connections between areas within and surrounding the Central Area;

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- the protection of significant views along public rights-of-way that contribute to public safety as well as providing opportunities for sunlight and weather protection;
- the protection and enhancement of *heritage resources* in accordance within this Section and other relevant sections in the Plan;
- the establishment of sidewalks with sufficient width in the Central Area which:
 - takes into account different pedestrian volumes in the Central Area;
 - achieve barrier-free access to public and publicly-accessible spaces for all residents by considering the full range of human abilities and impairments in the design of built form;
 - ensures sufficient space for coordinated street furnishings, public utilities, tree planting and other appropriate or necessary sidewalk elements;
- encouraging active street front uses, limiting non-pedestrian oriented uses and improving streetscape and built form appearance, particularly within the Pedestrian Predominant Area.

FUNCTIONAL IMPROVEMENTS FOR PEDESTRIAN CIRCULATION

Improve pedestrian linkages to key elements of the Central Area by:

- establishing direct mid-block pedestrian access to municipal parking areas;
- integrating the Central Area with the parkway and bicycle network systems of the City to provide greater pedestrian and bicycle lanes to the Central Area from the wider community.

PARKING FOR VEHICLES AND BICYCLES

Except where exempted in the Zoning By-Law, require the provision of parking for automobiles and bicycles when considering *development* within the Central Area

PARKING INITIATIVES

Ensure that the amount and location of automobile parking required to support the various functions of the Central Area, including residential intensification, is appropriate yet also encourages the increased use of public transit and active transportation. In this regard City Council:

- will establish parking standards which are appropriate but not excessive, including requirements for accessible parking in appropriate locations;

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- will provide for on-street parking in appropriate locations to reduce reliance on surface parking lots, reduce vehicle speeds and serve as a buffer between pedestrians and vehicles;
- may consider shared parking arrangements involving the joint use of parking facilities by various uses;
- may establish areas exempted from providing parking when new *development* occurs;
- will provide a sufficient, but not excessive, supply of short-term and longer-term public parking facilities for the Central Area;
- may investigate and, if appropriate, implement measures to permit over-night parking for residential uses in the Central Area in municipal parking facilities;
- will encourage preferential parking for bicycles, energy efficient vehicles and car-share services;
- will consider municipal by-laws affecting on-street parking when reviewing parking requirements for individual *developments* in the Central Area;
- will consider a range of parking options to support increased residential densities, where appropriate, such as on-street parking, surface parking lots, parking structures and private parking areas.

CASH-IN-LIEU OF PARKING

Maintain a cash-in-lieu by-law in order to permit a cash payment to the City in lieu of all or part of the zoning by-law requirements for parking as permitted by the Planning Act. Money generated shall be used for the payment of interest and principal on any municipal debenture for parking facilities, acquisition of lands and/or the provision of additional municipal parking or for improvements to existing municipal parking facilities. City Council will consider the following factors when reviewing cash-in-lieu of parking applications:

- the parking surplus/deficiency in the surrounding area;
- site constraints which prevent or constrain the provision of parking;
- potential impacts of on-site parking on pedestrian movement or activity;

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- potential over-*development* of the site;
- alternative parking arrangements available in the surrounding area.

PARKING FACILITY DESIGN

Ensure that the design of parking facilities is consistent with the recommendations of the Design Study and contributes to a safe, secure and enjoyable pedestrian environment through the following measures:

- upgrading the visual appearance of public and private surface parking in the Central Area will be promoted through the use of appropriate landscape elements within and adjacent to parking lots to define vehicle routes and provide screening;
- surface parking will be sited, whenever possible, to minimize large exposures fronting on public streets;
- the internal design of parking areas will maximize safety and minimize potential vandalism through measures such as appropriate lighting, natural surveillance and other security related features. Where there is a conflict between safety and site design landscaping requirements, priority will be given to safety considerations;
- for mixed-use *developments* incorporating a residential component, residential parking areas will generally be separated by design or distance from other parking areas;
- where parking is provided above-grade within a structure, the exterior design of the facility, and particularly the lower levels, shall contribute to an enjoyable street environment by creating visual interest through the use of architectural detail, materials, texture, and by respecting the character of nearby buildings. Vehicular access to the parking structures should be located at the rear and/or side of the building away from main building frontages and main streets. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets and other locations that offer high visibility.

BICYCLING AND WALKING

Support improvements to the transportation system which will increase active transportation in the Central Area for travelling to work, shopping and other purposes and as a means of improving air quality and energy efficiency and reducing noise levels in accordance with Section 7.3.2.2.4 and 7.6.1.

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7.3.2.3 Policies for Central Area Sub-Districts

INTRODUCTION

The Central Area designation encompasses two sub-districts which are differentiated on the basis of function and permitted uses. These sub-districts are the Central Business District and the Entrepreneurial District. Policies for each of the sub-districts are outlined in the following subsections

7.3.2.3.1 Central Business District

LOCATION

The boundaries of the Central Business District are identified on Schedule W-2 and reflect the existing land use patterns associated with administrative and cultural uses north of Dundas Street, the historical pedestrian shopping area along Dundas Street, which is characterized by continuous narrow street oriented buildings, and established business uses oriented toward Peel Street. The Central Business District also provides sufficient lands south of Peel Street to accommodate considerable growth through the redevelopment or conversion of existing buildings while remaining compact to promote a pedestrian environment.

PEDESTRIAN
PREDOMINATE
AREA

The section of Dundas Street, between Vansittart Street/Broadway and Beale Street/Bay Street, is identified on Schedule W-2 as the Pedestrian Predominate Area of the Central Business District. The Pedestrian Predominate Area is intended to be the most vibrant commercial and pedestrian oriented area of the Central Business District. Accordingly, specific commercial uses and pedestrian oriented urban design policies shall apply to new development or redevelopment within this area.

PERMITTED USES

The Central Business District is intended to be the most intensive functionally diverse and dominant business, cultural and administrative centre within the County. Therefore, within the Central Business District, the full range of commercial, office, administrative, cultural, entertainment, recreation, institutional open space and medium and high density residential uses are permitted.

RESIDENTIAL
DEVELOPMENT

To create a significant and permanent residential population along the western and eastern edges of the Pedestrian Predominate Area, along the Dundas Street corridor, medium and high density residential *development* in accordance with Sections 7.2.5, 7.2.6 and the applicable Central Business District policies are also permitted in the Central Business District without the requirement to provide a commercial component, with the exception of the Pedestrian Predominant Area.

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CONVERTED DWELLINGS

Converted dwellings are permitted in the Central Business District.

ROOMING, BOARDING AND LODGING HOUSES AND SPECIAL NEEDS HOUSING

Rooming, boarding and lodging houses and special needs housing are permitted in the Central Business District as set out in the policies of Section 7.2.2.4.

PUBLIC UTILITIES

Public utilities will be permitted in the Central Business District in accordance with the policies of Section 5.2.

PROHIBITED USES

Notwithstanding the permitted uses set out in this Section, the following specific uses are not permitted within the Pedestrian Predominate Area:

- ground floor residential uses;
- automotive service stations; and
- drive-through facilities.

METHADONE CLINICS AND METHADONE DISPENSARIES

Methadone Maintenance Treatment (MMT) represents an important component of health care delivery in the City of Woodstock and the County of Oxford as a whole. Generally, methadone clinics and methadone dispensaries are those facilities of which the primary function is the prescription and/or dispensing of methadone. Such facilities are recognized as being distinct from medical clinics and offices and both methadone clinics and methadone dispensaries will be more precisely defined in the City's Zoning By-law.

AMENDMENT No. 171

Goals

It is the goal of the City of Woodstock to plan for methadone clinics and methadone dispensaries in locations that best meet the needs of those persons who use these facilities and to minimize the potential for land use conflicts that can be generated by these uses.

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Policies

Methadone clinics and/or methadone dispensaries may be permitted in the Central Business District, as identified on Schedule "W-2", subject to a Zoning By-law amendment. When considering an application to amend the Zoning By-law to permit a new or expanding methadone clinic or methadone dispensary, City Council shall be satisfied that the following criteria are met:

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- sites will generally be located on an arterial or collector road or be within reasonable walking distance of same;
- the property boundary of a site proposed for a methadone clinic or methadone dispensary shall be a minimum of 100 metres (330 feet) from any elementary or secondary school property, any public library property or any property on which another methadone clinic or methadone dispensary is situated;

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- sites must be sufficiently large to accommodate adequate parking to meet the needs of the facility;

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- any proposal for a new or expanding methadone clinic or methadone dispensary shall be accompanied by a planning justification report, prepared to the satisfaction of the City, which demonstrates how the facility will be integrated into the surrounding area.

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Notwithstanding the foregoing, methadone clinics and/or methadone dispensaries shall not be permitted on any lands having frontage on Dundas Street within that portion of the Central Business District between Vansittart Avenue and Beale Street.

Zoning

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Both a methadone clinic and a methadone dispensary will be defined in the City's Zoning By-law. Further, Zoning standards related to parking, waiting areas and other requirements as deemed appropriate by Council shall be developed and incorporated into the Zoning By-law.

RESTRICTED USES

City Council may restrict certain uses on specific sites in the Central Business District through the Zoning By-Law and may regulate uses as deemed appropriate pursuant to the statutory authority of other legislation.

7.3.2.3.1.1 Built Form, Urban Design and Site Planning

BUILT FORM AND
URBAN DESIGN
PRINCIPLES

The intent of the design policies in this Section is to ensure that new *development* and redevelopment within the Central Business District is attractive and complements existing *development*, respects existing *heritage resources*, and promotes a pedestrian environment.

All *development* within the Central Business District will be subject to site plan control to ensure site planning and urban design considerations are appropriately addressed. The City's site plan guidelines should be revised, as necessary, to reflect the recommendations of the Design Study, including enhanced design requirements within the Pedestrian Predominate Area.

When reviewing new *development* or redevelopment in the Central Business District City Council will be satisfied that the following criteria and any applicable design principles within the Design Study have been appropriately considered:

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ACCESSIBILITY REQUIREMENTS

Where applicable, accessibility requirements will be adequately accommodated in the design of the *development*.

STREET FACADES

New development within the Central Business District should maintain a continuous streetwall to support a vibrant pedestrian environment and consistent street façade design.

BUILDING HEIGHTS

Within the Pedestrian Predominate Area, buildings will range in height from 2-6 storeys, while buildings throughout the balance of the Central Business District will range in height from 2 to 8 storeys. City Council may consider variations to the maximum building height where consistency with the applicable design principles of the Woodstock Central Area Design Study has been demonstrated. The minimum and maximum building height provisions will be set out in greater detail in the City's implementing Zoning By-law.

STEP BACK AND MASSING

New buildings greater than 4 storeys in height should incorporate a step back on the front façade that is consistent with the applicable design principles and provisions of the Woodstock Central Area Design Study. Further, new construction and redevelopment of buildings should have similar massing to neighbouring buildings.

RECOGNITION OF HERITAGE CHARACTER

Where redevelopment of a site is demonstrated to be the sole option, new buildings shall respect and reflect the heritage character of neighbouring properties in a manner consistent with the Woodstock Central Area Design Study.

SIGNAGE

Signage throughout the Central Business District should exhibit consistency of design and material selection and reflect the historical significance of existing buildings, where appropriate.

BUILDING MATERIALS

The materials used in all development should match or enhance the historical character of buildings in the downtown and materials such as stucco, aluminum and vinyl siding should be avoided wherever possible.

PROPERTY SETBACKS

New buildings should provide adequate setbacks from streetline for lobby entrances, cafes and/or patio seating. The minimum and maximum setbacks will be set out in detail in the City's implementing Zoning By-law.

BUILDING ARTICULATION

Development should be designed with continuous facades and blank walls should be discouraged. New buildings within areas of prominent heritage buildings should have sympathetic window treatments, roof lines, entrance locations, ground floor treatments and building materials.

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STREETSCAPING

City Council will strive to implement the recommendations of the Design Study with respect to the enhancement of the public streetscape through the following measures such as:

- the provision of appropriate, integrated hard and soft landscape elements including tree planting and other vegetation, street furniture, lighting, public art and sidewalk treatments;
- providing enhanced streetscape treatment in certain areas;
- incorporation of sidewalk bumpouts at intersections and mid-block locations;
- the development of green streets, which provide significant tree-lined active transportation corridors including bicycle lanes along certain streets, and bicycle parking in appropriate locations;
- establishing gateway locations at points of entry into the Central Area through enhanced building and site design treatments.

All public works and private *development* initiatives in the Central Business District will have regard to the street character guidelines within the Design Study.

RESIDENTIAL USES

The applicable policies of Section 7.2.8 will apply to medium and high density residential *development* in the Central Business District in addition to the applicable guidelines contained within the Design Study.

OTHER DESIGN CONSIDERATIONS

In these and in all other design respects *development* will consider the design principles within the Design Study.

7.3.2.3.2 Entrepreneurial District

LOCATION

The Entrepreneurial District comprises the portion of the Central Area generally located around the periphery of the Central Business District depicted on Schedule W-2. The Entrepreneurial District represents the area intended to accommodate a range of residential uses as well as smaller scale commercial, business and institutional uses. It is intended that permitted non-residential uses will be accommodated primarily through the conversion of existing residential dwellings and re-use or redevelopment of non-residential buildings.

PERMITTED USES

Permitted uses in the Entrepreneurial District designation may include the following:

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- residential uses including single-detached dwellings, semi-detached dwellings, townhouses, low-rise apartments, converted dwellings, and bed and breakfast establishments;
- rooming, boarding and lodging houses and special needs housing in accordance with the policies of Section 7.2.2.3;
- commercial uses including office conversions, personal services, business supply and services, repair and service shops for small appliances, clinics, studios and galleries and commercial schools;
- business uses including *cottage industry* and associated retail, distribution, fabrication and assembly uses, indoor storage within wholly enclosed buildings and computer and electronic data-processing uses;
- neighbourhood serving uses based on the policies of Section 7.2.3.3;
- accessory residential units to a commercial, institutional or business use are also permitted.
- Notwithstanding any other provision of this subsection related to permitted uses, a methadone clinic and/or a methadone dispensary is not permitted within the Entrepreneurial District.

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The Zoning By-Law may restrict the range of uses on a particular site.

POLICIES FOR THE
CONVERSION OF
EXISTING
BUILDINGS

The following policies shall apply to the conversion of existing buildings in the Entrepreneurial District:

FORM OF
DEVELOPMENT

In areas designated Entrepreneurial District, it is intended that permitted non-residential uses shall not significantly alter the residential character of the neighbourhood. This will be accomplished by restricting non-residential uses primarily to existing dwellings and structures and through site design requirements. All proposals to convert a building in this designation will be subject to site plan control.

BROWNFIELDS

Redevelopment proposals within a designated *Community Improvement Project Area* as identified on schedule W-6 will also satisfy the requirements of Section 10.4, as appropriate.

LIMITS TO
EXPANSION AND
ALTERATION

Alterations including building additions, enlargement of parking areas and landscaping will be considered in the context of the proposed neighbouring uses, and lot size, and configuration to ensure that new

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development is designed and oriented in such a manner as to blend into the residential character of the area. The Zoning By-Law will establish maximum lot coverage and parking requirements to limit the size of permitted expansions.

ACCESS AND PARKING

Within the Entrepreneurial District designation, it is recognized that existing building locations and access points may constrain the ability to provide driveway widths, loading areas and parking spaces in accordance with the provisions of the Zoning By-Law. As such, City Council may establish reduced or altered standards for driveways, loading and parking areas and may consider flexible parking arrangements such as tandem parking for employees, off-site parking or other similar measures provided that such measures do not affect nearby residential uses or interfere with the functionality of the site. In order to minimize traffic disruption on major roads, new access points will generally be discouraged within the Entrepreneurial District.

MINOR INSTITUTIONAL USES

Proposals for the conversion of residential structures to minor institutional uses shall be evaluated in accordance with the Entrepreneurial District policies and the applicable policies of Sections 7.2.2.3 and 7.4.3.

POLICIES FOR NEW DEVELOPMENT

While it is anticipated that *development* within the Entrepreneurial District designation will primarily occur through the conversion of existing buildings, new *development* on vacant lands or redevelopment may occur in this area. The following policies shall apply to redevelopment and new *development* in the Entrepreneurial District:

LOW AND MEDIUM DENSITY RESIDENTIAL

Low and medium density residential *development* shall be in accordance with the Entrepreneurial District policies and the applicable policies of Sections 7.2.4 and 7.2.5.

MINOR INSTITUTIONAL USES

New minor institutional uses shall conform with the Entrepreneurial District policies and the applicable policies of Section 7.4.3.

SERVICES

Existing municipal services shall be adequate to accommodate the *development*.

ENVIRONMENT

New *development* or redevelopment in the Entrepreneurial District designation will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

PARKING

Adequate off-street parking shall be provided.

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BUILT FORM AND URBAN DESIGN PRINCIPLES AND SITE PLANNING

The intent of the following design criteria is to ensure that new *development* and redevelopment within the Entrepreneurial District is attractive, complements existing development, promotes a pedestrian environment and also provides a pedestrian connection to the Central Business District. The following provisions will be applied to *development* through the City of Woodstock's site plan approval process:

OPEN STORAGE

Open storage will generally not be permitted outside the dwelling or accessory buildings.

PARKING/ DRIVEWAYS

Parking areas and driveways will be located to permit appropriate landscaping and screening from adjacent residential uses. Such parking areas will generally be located to the rear or side of the main building on the site.

BUILDING HEIGHTS

New buildings will range in height from 2 to 4 storeys and be consistent with the applicable design principles of the Woodstock Central Area Design Study. The minimum and maximum building height provisions will be set out in greater detail in the City's implementing Zoning By-law

ACCESSIBILITY REQUIREMENTS

Where appropriate, accessibility requirements will be adequately accommodated in the design of the *development*.

SIGNAGE/LIGHTING

Signage and lighting will be controlled in terms of height, size and orientation to maintain the residential character of the area.

BUFFERING

Adjacent residential uses will be buffered from non-residential and medium density residential uses through the requirements for setbacks, landscaped strips, screening and other measures.

EXISTING VEGETATION

Existing mature vegetation will be maintained as much as possible on the site.

DRAINAGE

On-site drainage from buildings and parking areas will be controlled, especially in relation to adjacent properties.

MEDIUM DENSITY RESIDENTIAL

Medium density residential *development* proposals will also be evaluated in accordance the applicable policies of Section 7.2.8.

REFLECT EXISTING PATTERNS

New buildings will be designed to reflect the existing streetscape patterns in the immediate area to be consistent with the heights, massing and setbacks from the street, and the location of on-site parking to the rear or side of the buildings.

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OTHER DESIGN
CONSIDERATIONS

In these and in all other design respects development will consider the design principles within the Design Study.

AMENDMENT No. 198

7.3.2.4 Specific Development Policies

7.3.2.4.1 Southeast Corner Victoria St. North and Adelaide St.

On those lands located at the southeast corner of Victoria Street North and Adelaide Street, the maximum height of a multiple-use apartment dwelling house shall not exceed 4 storeys and the total number of residential units shall not exceed 24.

AMENDMENT No. 238

7.3.3 Shopping Areas

DESCRIPTION

Shopping areas are those lands primarily intended to meet a variety of retail and service needs ranging from frequent, convenience oriented and neighbourhood based shopping activities to the provision of specialized goods that draw consumers from a broad trade area. While shopping areas are intended to augment the functions of the Central Business District to provide satisfactory service levels for residents of the City of Woodstock and its trade area, they are not intended to accommodate the wide range of functions or the intensive scale of *development* permitted within the Central Business District.

7.3.3.1 Shopping Area Hierarchy

FUNCTIONAL
CATEGORIES
SHOPPING AREA
HIERARCHY

In order to provide satisfactory service levels for the City of Woodstock while ensuring that the Central Business District remains the primary business area in the City, this Plan establishes the following three level hierarchy of shopping areas based on size and function:

REGIONAL
COMMERCIAL
NODES

Regional Commercial Nodes are intended to provide for a wide range of commercial uses that meet specialized service and comparison shopping needs. Regional Commercial Nodes, by reason of their size and range of uses, are regarded as major activity centres and may have trade areas that extend throughout large areas of the County. Within the context of the County of Oxford, Regional Commercial Nodes will serve a trade area population of approximately 50,000 people.

NEIGHBOURHOOD
SHOPPING AREA

Neighbourhood Shopping Areas are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents. Neighbourhood Shopping Areas will generally have

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between 1,858 and 4,645 square metres (20,000 to 50,000 square feet) of *gross leasable commercial floor area*. Additions to existing Neighbourhood Shopping Areas or the creation of new Neighbourhood Shopping Areas will require a market study to the satisfaction of the County of Oxford and the City of Woodstock to determine the effect of the proposed uses on all existing commercial areas. The County of Oxford or the City of Woodstock may require a peer review study of any market study if the size or impact of the new *development* in the County's or City's opinion warrants a review.

CONVENIENCE COMMERCIAL FACILITIES

Convenience Commercial Facilities will be established in accordance with the policies of Section 7.2.3.3, Neighbourhood Serving Uses and will be less than 930 square metres (10,000 square feet) *gross leasable commercial floor area* in size.

LOCATION

Regional Commercial Nodes and Neighbourhood Shopping Areas are designated on Schedule W-1. The establishment or expansion of a Regional Commercial Node or a Neighbourhood Shopping Area will require an Amendment to Schedule W-1.

PERMITTED USES

REGIONAL COMMERCIAL NODES

Uses permitted within Regional Commercial Nodes include a wide range of retail outlets, grocery and food stores, medical and dental offices and clinics, personal services, financial offices and services, convenience commercial uses, restaurants, home and auto supply stores, pharmacies and commercial recreation uses.

In addition, uses such as retail warehouses, large specialty superstores, either in freestanding buildings or incorporated into a shopping area, may be permitted through site specific zoning.

The range of permitted uses will be determined through a market impact study undertaken at the time of designation or *development* of a Regional Commercial Node. The criteria for the market impact study will include the impact on the economic viability of the Central Area and other existing commercially designated areas in the Trade Area. The County of Oxford or the City of Woodstock may require peer review of market impact studies, at the expense of the proponent.

Zoning on individual sites will reflect the range of permitted uses identified in any required market impact study.

PERMITTED USES

NEIGHBOURHOOD SHOPPING AREAS

Uses permitted in Neighbourhood Shopping Areas include gas bars, financial institutions, convenience commercial uses, grocery stores, day care facilities, medical and dental clinics and offices, personal services, restaurants, video rental outlets, small scale service

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oriented offices for real estate, insurance, travel and similar services, drug stores and pharmacies, photographic finishing outlets, hardware stores and retail stores catering to personal and household needs.

Methadone Clinics and Methadone Dispensaries

Introduction	Methadone Maintenance Treatment (MMT) represents an important component of health care delivery in the City of Woodstock and the County of Oxford as a whole. Generally, methadone clinics and methadone dispensaries are those facilities of which the primary function is the prescription and/or dispensing of methadone. Such facilities are recognized as being distinct from medical clinics and offices and both methadone clinics and methadone dispensaries will be more precisely defined in the City's Zoning By-law.
AMENDMENT No. 171	
Goals	It is the goal of the City of Woodstock to plan for methadone clinics and methadone dispensaries in locations that best meet the needs of those persons who use these facilities and to minimize the potential for land use conflicts that can be generated by these uses.
AMENDMENT No. 171	
Policies	Methadone clinics and/or methadone dispensaries may be permitted in areas designated Regional Commercial Node and Neighbourhood Shopping Area, as identified on Schedule "W-1", subject to a Zoning By-law amendment. When considering an application to amend the Zoning By-law to permit a new or expanding methadone clinic or methadone dispensary, City Council shall be satisfied that the following criteria are met:
AMENDMENT No. 171	
AMENDMENT No. 171	<ul style="list-style-type: none">• sites will generally be located on an arterial or collector road;
AMENDMENT No. 171	<ul style="list-style-type: none">• the property boundary of a site proposed for a methadone clinic or methadone dispensary shall be a minimum of 100 metres (330 feet) from any elementary or secondary school property, any public library property or any property on which another methadone clinic or methadone dispensary is situated;
AMENDMENT No. 171	<ul style="list-style-type: none">• sites must be sufficiently large to accommodate adequate parking to meet the needs of the facility;
AMENDMENT No. 171	<ul style="list-style-type: none">• any proposal for a new or expanding methadone clinic or methadone dispensary shall be accompanied by a planning justification report, prepared to the satisfaction of the City, which demonstrates how the facility will be integrated into the surrounding area.

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Zoning

Both a methadone clinic and a methadone dispensary will defined in the City's Zoning By-law. Further, Zoning standards related to parking, waiting areas and other requirements as deemed appropriate by Council shall be developed and incorporated into the Zoning By-law.

AMENDMENT No. 171

Zoning on individual sites may not provide for the full range of permitted uses.

7.3.3.2 New Sites and Expansions to Higher Functional Categories

When considering an amendment to this Plan for:

- the establishment of a proposed new Neighbourhood Shopping area; or
- the expansion of an existing shopping area from one category to a higher functional category; or
- the expansion to a Regional Commercial Node within the Woodstock Trade Area; and/or
- the *development* of regional commercial facilities greater than 1,858 square metres (20,000 square feet) on one site within a designated Regional Commercial Node in the Woodstock Trade Area,

City and County Council will require:

*IMPACT ON
CENTRAL AREA*

That the retail function of the Central Business District will not be jeopardized by the proposed centre or expansion.

*IMPACT ON OTHER
CENTRES*

An understanding of how the *gross leasable commercial floor area* of the centre may affect the economic viability of other shopping areas within the County.

*TRADE AREA
POPULATION*

A demonstration that the minimum trade area population required to service the centre exists or will exist when the facility is constructed or expanded.

*ADEQUATE
TRANSPORTATION
FACILITIES*

That the site has direct access to an arterial road, County Road or Provincial Highway that has sufficient transportation capacity to accommodate the anticipated traffic generated by the proposed centre, as well as for anticipated growth levels of traffic.

TRANSIT SERVICE

That efficient public transit service can be provided.

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ADEQUATE SERVICE CAPACITY

Confirmation of the availability of sufficient hard service capacity, such as water distribution, sanitary and storm sewers, power and gas distribution facilities, to accommodate the proposed *development*.

ENVIRONMENT

That the effect of the proposed new or expanded shopping area on environmental resources as well as how such new or expanded shopping area may be affected by environmental constraints will be addressed in accordance with the policies of Section 3.2, as appropriate.

SITE AREA

That the site has sufficient gross area to accommodate all buildings, parking demands generated by the centre, loading facilities and provide adequate buffering for any adjacent residential areas.

REGIONAL COMMERCIAL NODES

Regional Commercial Node proposals will also comply with the policies of Section 5.4.

SUPPORTING DOCUMENTATION REQUIRED

The City of Woodstock and the County of Oxford will require the submission of Retail Market and Traffic Impact Studies supporting an application to designate, expand or develop a Regional Commercial Node, in accordance with the policies above Commercial Node.

Retail and Traffic Impact Studies may also be required for any application to establish or expand a Neighbourhood Shopping Area and a Retail Impact Study may be required to add uses such as retail warehouses or specialty superstores to an existing shopping area.

RETAIL IMPACT STUDIES

The Retail Impact Study submitted in support of a proposal for any class of shopping area must include the economic feasibility and retail impact of the proposal and the anticipated impact on the retail function of the Central Business District and the expected impact on any existing shopping area in the Trade Area. The County of Oxford or the City of Woodstock may require that a peer review of the Retail Impact Study is required at the cost of the proponent.

TRAFFIC IMPACT STUDIES

The Traffic Impact Study submitted in support of a proposal for any class of shopping area must address matters such as traffic generation and storage capacity, access points, transit accessibility, turning movements and any road network or operational improvements necessary to accommodate the proposed *development*.

ADDITIONAL STUDIES

Where it is deemed appropriate by City and/or County Council, additional studies, such as servicing capacity or planning impact studies, may be required to support a proposal for any class of shopping area.

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PEER REVIEW

Peer reviews of the Retail Impact Study, the Traffic Impact Study or any other study required to support the proposal may be required by the County of Oxford or the City of Woodstock, at the cost of the proponent.

STAGED DEVELOPMENT

Staged *development* of a shopping area will be permitted subject to approval by County Council of a Retail Impact Study and any other necessary study including peer reviews of any studies in those instances where an amendment to the Zoning By-Law is required.

7.3.3.3 Shopping Area Site Plan Control

SITE PLANNING

Site Plan Control will be required for all classes of shopping areas. As a minimum the following criteria will be evaluated prior to the approval of site plans:

COMMUNITY INTEGRATION

The design of the *development* is such that it encourages and facilitates interaction between the shopping area and the adjoining community and enhances the function of the area as a focal point.

STREET PRESENCE

Where feasible, the design of the *development* will orient at least one major building entrance adjacent to the public road system to facilitate access via public transit and to provide for human scale *development* and pedestrian orientation. Shallow recesses between the building and streetline may be permitted to provide landscaped open space, however, on-site driveways and parking will not be established in this location.

PEDESTRIAN MOVEMENT

The design of the *development* will accommodate pedestrian movement within the site, into and out of the site and between the site and the wider community. Any such pedestrian system will be easily distinguishable from that provided for vehicles, will minimize vehicular pedestrian conflict points and will be well situated with respect to the main building entrances and transit stops.

ON-SITE TRANSIT ACCESS

Where feasible and appropriate for the scale of the *development*, on-site public transit facilities in close proximity to main building entrances will be incorporated into the design.

LANDSCAPING

Substantial landscaping will be required along public roads adjacent to the site and landscaping shall be integrated within parking areas. Such landscaping will provide visual relief for users of the site, will serve to help screen the use from adjacent uses and will enhance the local environment by providing shading and micro-climate improvements as well as improving air quality.

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BICYCLES	Adequate facilities for the parking of bicycles is provided in convenient locations.
SCREEN STORAGE AREAS	Outdoor storage areas such as equipment and garbage are fenced or screened from adjacent uses and from the public street.
LIGHTING	Light spill-over or glare from any lighting source including illuminated signs, onto adjacent residential uses is minimized by such means as directed lighting.
LOCATION OF LOADING BAYS/ SERVICE AREAS	Loading facilities and service areas are located to avoid conflict between pedestrian circulation and service vehicles and to minimize the effects of noise and fumes on adjacent residential properties. Where feasible, such facilities will be situated in a yard that does not abut a residential property.
ACCESS	The number of access points is restricted to the minimum required for the site to function effectively. Vehicular ingress and egress will be oriented to avoid traffic impacts on local streets.
DRAINAGE	On-site drainage from buildings and parking areas will be adequately controlled.
BARRIER-FREE DESIGN	The needs of persons with disabilities and other special needs groups are addressed in site design.
	7.3.3.4 Specific Development Policies
	The following policies, in addition to the relevant policies of this section, apply to specific Shopping Area designations. These specific policies are required to provide further guidance for <i>development</i> .
	7.3.3.4.1 Springbank Avenue at Devonshire Avenue
NEIGHBOURHOOD SHOPPING AREA	The following policies apply to lands designated Neighbourhood Shopping Area located at the northwest intersection of Springbank Avenue and Devonshire Avenue as identified on Schedule W-1, Land Use Plan:
FLOOR AREA	Notwithstanding the floor area policies for Neighbourhood Shopping Areas established in Section 7.3.3.1, the maximum <i>gross leasable commercial floor area</i> shall be 5,065 square metres (54,520 square feet).

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7.3.3.4.2 Norwich Avenue and Juliana Drive

REGIONAL COMMERCIAL NODE

The area of Norwich Avenue and Juliana Drive will be designated as a Regional Commercial Node, as defined on Schedule “W-1”, City of Woodstock Land Use Plan. A site specific Official Plan Amendment will be required to implement regional commercial facilities greater than 1,858 square metres (20,000 square feet) on one site in this location. The *development* will be subject to the policies and site planning criteria of Section 7.3.3. In addition, based on current market impact analysis, the following uses will not be permitted in this Regional Commercial Node:

- financial offices
- professional offices
- government offices

Existing industrial uses and existing industrial zones are permitted within this designation. It is not the intent of this policy to restrict industrial uses from expanding or changing use within the context of existing industrial zoning in the City of Woodstock.

A site specific Official Plan Amendment will be required for *developments* greater than 1,858 square metres (20,000 square feet), based on current retail market impact study that will define the maximum gross commercial leasable floor areas and will include a restriction on maximum size of department stores and non-department store DSTM uses. The minimum gross commercial leasable floor area for a non-department store DSTM uses in this Regional Commercial Node will be 325 square metres (3,500 square feet).

The above use and size restrictions may be removed by means of a site specific Official Plan Amendment, subject to the preparation of a retail market impact study, carried out to the satisfaction of the County of Oxford and the City of Woodstock. The retail market impact study will establish that there is sufficient market capacity in order to allow the restrictions on use and size of department store and non-department store DSTM uses to be lifted and to establish that there is market capacity for food and grocery stores and that the planned retail and service functions of the Woodstock Central Area and other commercially designated areas in the Trade Area will not be jeopardized. Where an application for a site specific Official Plan Amendment is made by a proponent, the County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review, at the expense of the proponent.

AMENDMENT No. 44 AS
AMENDED BY OMB
ORDER 0474

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TRAFFIC STUDY

The traffic impact study required by Section 7.3.3.2 may be further scoped or waived, at the discretion of the authority with jurisdiction over the road.

7.3.3.4.3 Site Specific Policies for the Northeast Corner of Norwich Avenue and Juliana Drive

REGIONAL COMMERCIAL NODE

The northeast corner of Norwich Avenue and Juliana Drive is part of a designated Regional Commercial Node. In order to implement the policies of Section 7.3.3.4.2 for Regional Commercial Node *developments* greater than 1,858 square metres (20,000 square feet), the following policies will apply to this site identified on Schedule "W-1". The permitted uses for this site will be in accordance with the permitted uses policies of Section 5.4.1 and Section 7.3.3.4, Policies for Shopping Areas in the Oxford County Official Plan.

Based on the current market impact analysis, as peer reviewed by the County of Oxford and the City of Woodstock, the following uses will not be permitted at this time in this specific Regional Commercial Node designation:

- free-standing grocery store or supermarket
- retail outlet for wine, beer and liquor
- financial office
- professional office
- government office

Based on current market impact analysis, as peer reviewed by the County of Oxford and the City of Woodstock, the maximum gross commercial leasable floor area for this *development* will be 27,870 square metres (300,000 square feet).

AMENDMENT 120, as approved by OMB File PL070085

The maximum gross leasable commercial floor area for a department store in this location, including a food department, shall be 12,077 square metres (130,000 square feet).

AMENDMENT No. 45

The maximum gross commercial leasable floor area for total non-department store DSTM uses will be 6,505 square metres (70,000 square feet).

The minimum gross commercial leasable floor area for a non-department store DSTM uses in this *development* will be 325 square metres (3,500 square feet). A reduction of this minimum gross commercial leasable floor area for up to two non-department store DSTM uses in the *development* at any time, may be permitted for specific tenants by minor variance approved by the City of

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Woodstock. The criteria for review of a minor variance application will be an evaluation of the likelihood of the proposed tenant to locate in the Central Area as an alternative to the Regional Commercial Node Development.

These use and size restrictions may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided the market impact study will establish that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review. The *development* of a free-standing grocery store or supermarket on this site will require an Official Plan Amendment. A market impact study will accompany the application for Official Plan Amendment to establish that there is sufficient market capacity for a new free-standing grocery store or supermarket in this location.

AMENDMENT No. 45

AMENDMENT 120, as
approved by OMB
File PL070085

SITE PLANNING
CRITERIA

The site planning criteria in Section 7.3.3.3 of the Official Plan will be required for the Regional Commercial Node *development* at the northeast corner of Norwich Avenue and Juliana Drive. This Regional Commercial Node *development* will be a designated Site Plan Control Area. The following site specific design issues will be reviewed and approved by the City of Woodstock, and the County of Oxford for areas under their respective jurisdiction, as part of the zoning and site plan approval processes:

AMENDMENT No. 45

- Traffic Management Issues
Traffic management issues, relating to signalized intersections and turning lanes at Norwich Avenue, Juliana Drive and Montclair Drive, will be subject to approval by the County of Oxford and the City of Woodstock. Road improvements may be required on Norwich Avenue and Juliana Drive. The traffic analysis will include an evaluation of the function of Montclair Drive. The City of Woodstock recognizes that there will be a requirement to close the existing southern leg of Montclair Drive and the issues of compensation and service relocations will be to the satisfaction of the City of Woodstock for the existing southern leg of Montclair Drive. Any traffic controls and road alterations will be designed to minimize impact on existing designated residential uses on the west side of Norwich Avenue.

County of Oxford Official Plan

- Stormwater Management

The control of stormwater management from both a quantity and quality perspective will be subject to the approval of the City of Woodstock and reviewed by the Upper Thames River Conservation Authority to the satisfaction of the City of Woodstock. The details of stormwater management will be part of the site plan approval process.

AMENDMENT No. 45

7.3.3.4.4 West Side of Norwich Avenue North of Juliana Drive

REGIONAL
COMMERCIAL
NODE

In addition to the policies of Section 7.3.3.4.2, and Section 3.2.8.4, the following policies apply:

ENVIRONMENTAL
CONSTRAINTS

In recognition of the existence of an automobile salvage establishment in the vicinity of the Service Commercial designation which may have off-site effects, *development* within the designation will be contingent upon a determination that occupants of any commercial structure will not be subject to health or safety risks. The City of Woodstock may consult with appropriate Provincial agencies and, if warranted, prior to permitting a zone change for highway commercial *development*, require professional analysis of soils to determine the presence of solid, liquid, particulate or gaseous contaminants and their concentrations. Where the presence of contaminants is found in concentrations above acceptable Provincial standards, the City will require the preparation of a remedial action plan and restoration of the site in accordance with the Ministry of the Environment Guideline for Use at Contaminated Sites in Ontario, as amended.

7.3.3.4.5 South Half of Lot 17, Concession 2 (Blandford), Parts 1 and 2, 41R-3249 (951 Devonshire Avenue)

The following policies shall apply to lands designated Neighbourhood Shopping Area on Schedule "W-1" and located immediately north of the intersection of Clarke Street and Devonshire Avenue. These lands abut a larger neighbourhood shopping centre located at the northwest corner of Devonshire and Springbank Avenues.

AMENDMENT No. 75

FLOOR AREA

Notwithstanding the floor area policies for Neighbourhood Shopping Areas established in Section 7.3.3.1, the maximum *gross leasable commercial floor area* shall not exceed 650 square metres (6,995 square feet), excluding any *gross leasable commercial floor area* associated with a motor vehicle washing establishment.

AMENDMENT No. 75

County of Oxford Official Plan

Any proposal to increase the maximum *gross leasable commercial floor area* of the subject lands and/or larger neighbourhood shopping centre situated at the northwest corner of Devonshire Avenue and Springbank Avenue shall be considered with a view to the total *gross leasable commercial floor area* of both properties, in accordance with the relevant policies of Section 7.3.3.1.

AMENDMENT No. 75

PERMITTED USES

In addition to the uses permitted within the Neighbourhood Shopping Area designation, as per Section 7.3.3.1, a motor vehicle washing establishment may also be permitted on those lands identified as the South Half of Lot 17, Concession 2 (951 Devonshire Avenue) in the former Township of Blandford, now in the City of Woodstock.

AMENDMENT No. 75

7.3.3.4.6 Part Lot 19, Plan 1600 (510 Norwich Avenue)

Notwithstanding the policies for Shopping Areas established in Section 7.3.3, a visitor information centre with a maximum gross floor area of not more than 140 square metres (1,500 square feet) and/or a hotel/motel establishment may also be permitted on the subject lands.

AMENDMENT No. 76
AMENDMENT No. 102

The maximum gross leasable floor area for a hotel/motel establishment may exceed 1,858 square metres (20,000 square feet), however, all of the remaining policies and provisions of Section 7.3.3.4.2 - Norwich Avenue and Juliana Drive will continue to apply to the lands.

AMENDMENT No. 102

7.3.3.4.7 Northeast Corner Of Norwich Avenue And Montclair Drive

The northeast corner of Norwich Avenue and Montclair Drive, which has an area of approximately 1.86 ha (4.6 acres), is identified as part of the Norwich Avenue and Juliana Drive Regional Commercial Node. In order to implement the policies for Regional Commercial Node *development* greater than 1,858 square metres (20,000 square feet) on one site, the following policies will apply to these lands. The permitted uses for the site will be in accordance with the permitted use policies contained in Section 5.4.1 and Section 7.3.3.2 of this Plan, however, the following uses will not be permitted on the site:

- financial offices
- professional offices
- government offices

AMENDMENT No. 84

In addition to the foregoing, the following specific policies shall apply to the lands at the northeast corner of Norwich Avenue and Montclair Drive:

AMENDMENT No. 84

County of Oxford Official Plan

The maximum *gross leasable commercial floor area* for non-department store DSTM uses will be approximately 3,720 square metres (40,000 square feet).

AMENDMENT No. 84

The minimum gross commercial leasable floor area for a non-department store DSTM use in this *development* will be 325 square metres (3,500 square feet). A reduction of this minimum *gross leasable commercial floor area* for a maximum of two (2) non-department store DSTM units at any time may be permitted for specific tenants by minor variance approved by the City of Woodstock. Where one (1) or two (2) units less than 325 square metres (3,500 square feet) are proposed, the proponent will provide a market report to the satisfaction of the City indicating that the proposed tenant(s) requires a regional market in order to operate successfully.

AMENDMENT No. 84 AS
AMENDED BY OMB
ORDER 0087

Notwithstanding the permitted uses contained in Section 5.4.1 and Section 7.3.3.2, retail outlets for wine, beer and liquor and/or a grocery store not exceeding 1,858 square metres (20,000 square feet) of *gross leasable commercial floor area* shall be permitted.

AMENDMENT No. 84

7.3.3.4.8 East Side of Norwich Avenue between Montclair Drive and Parkinson Road

The lands situated on the east side of Norwich Avenue between Montclair Drive and Parkinson Road, having an area as of the date of this amendment of approximately 5 ha (12.5 acres) is identified as part of the Norwich Avenue and Juliana Drive Regional Commercial Node. In order to implement the policies for Regional Commercial Node development greater than 1,858 square metres (20,000 square feet) on the site, the policies as outlined below will apply to this site. The permitted uses for the site will be in accordance with the permitted uses contained in Sections 5.4.5.2 and 7.3.3.4.2 of this Plan, however, the following uses will not be permitted on the site:

- financial offices
- professional offices
- government offices

AMENDMENT No. 115
AS APPROVED BY OMB
FILE PL070085

In addition to the foregoing, the following specific policies shall apply to the lands having reference to this subsection:

The maximum total *gross leasable commercial floor area* for this site shall be approximately 7,500 square metres (80,730 square feet).

County of Oxford Official Plan

The maximum gross leasable commercial floor area for non-department store DSTM uses will be 2,800 square metres (30,140 square feet), which may include a drug store;

The maximum *gross leasable commercial floor area* for other service and personal care-oriented uses will be approximately 929 square metres (10,000 square feet).

The maximum gross leasable commercial floor area for a grocery store use will be approximately 4,180 square metres (45,000 square feet).

The use and size restrictions may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided that the market impact study will establish that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review.

AMENDMENT No. 115
AS APPROVED BY OMB
FILE PL070085

7.3.3.4.8(a) East Side of Norwich Avenue between Montclair Drive and Parkinson Road

The lands situated on the east side of Norwich Avenue between Montclair Drive and Parkinson Road, having an area as of the date of this amendment of approximately 5 ha (12.5 acres) is identified as part of the Norwich Avenue and Juliana Drive Regional Commercial Node.

AMENDMENT No. 121
AS APPROVED BY OMB
FILE PL070949

Based on current market analysis, a financial institution shall be permitted on this site, subject to the following specific policy:

The maximum total *gross leasable commercial floor area* for a financial institution on this site shall be approximately 511 square metres (5,500 square feet).

County of Oxford Official Plan

The use and size restrictions may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided that the market impact study will establish that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review.

AMENDMENT No. 121
AS APPROVED BY OMB
FILE PL070949

7.3.3.4.9 South Side of Juliana Drive abutting Hwy 401, East of Norwich Avenue

The lands situated on the south side of Juliana Drive adjacent to Hwy 401, east of Norwich Avenue, having an area as of the date of this amendment of approximately 10.7 ha (26.5 acres) is identified as part of the Norwich Avenue and Juliana Drive Regional Commercial Node. In order to implement the policies for Regional Commercial Node development greater than 1,858 square metres (20,000 square feet) on one site, the policies as outlined below will apply to this site. The permitted uses for the site will be in accordance with the permitted uses contained in Sections 5.4.5.2 and 7.3.3.4.2 of this Plan, however, the following uses will not be permitted on the site:

- financial offices
- professional offices
- government offices
- grocery store or supermarket

AMENDMENT No. 118
AS AMENDED BY OMB
FILE PL070085

In addition to the foregoing, the following specific policies shall apply to the lands having reference to this subsection:

The maximum total *gross leasable commercial floor area* for this site shall be approximately 30,200 square metres (325,000 square feet).

The development will be implemented in two phases. Phase I shall consist of a maximum of approximately 18,580 square metres (200,000 square feet) of gross leasable commercial floor area. Within Phase I, the maximum gross leasable commercial floor area for DSTM uses will be approximately 15,330 square metres (165,000 square feet) of which up to 13,000 square metres (140,000 square feet) can be contained within a department store.

County of Oxford Official Plan

The minimum gross leasable commercial floor area for a DSTM use in Phase I shall be 325 square metres (3,500 square feet), however, not less than 9,290 square metres (100,000 square feet) of DSTM uses in Phase I shall have a minimum gross leasable commercial floor area of 696 square metres (7,500 square feet) per DSTM use.

Phase II shall consist of a maximum of approximately 11,612 square metres (125,000 square feet) of gross leasable commercial floor area, comprising up to approximately 11,150 square metres (120,000 square feet) of Non-Department Store DSTM uses.

The development of Phase II will not be permitted to proceed until January 1, 2011 which shall be reflected in the implementing zoning by-law and will be implemented through site plan approval

The use and gross leasable floor area restrictions indicated above may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided that the market impact study establishes that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review to be undertaken at the expense of the proponent.

AMENDMENT No. 118
AS AMENDED BY OMB
FILE PL070085

7.3.3.4.10 Southeast Corner of Norwich Avenue and Juliana Drive abutting Hwy 401

The lands situated at the southeast corner of Norwich Avenue and Juliana Drive, immediately abutting Hwy 401, having a total area as of the date of this amendment of approximately 2.6 ha (6.4 acres) is identified as part of the Norwich Avenue and Juliana Drive Regional Commercial Node. In order to implement the policies for Regional Commercial Node development greater than 1,858 square metres (20,000 square feet) on one site, the policies as outlined below will apply to this site. For the purposes of this subsection, the whole of the lands will be considered a single site, notwithstanding that the lands may be held in more than one ownership.

AMENDMENT No. 150

County of Oxford Official Plan

The permitted uses for the site will be in accordance with the permitted uses contained in Sections 5.4.5.2 and 7.3.3.4.2 of this Plan, however, the following uses will not be permitted on the site:

- financial office
- professional office
- government office
- grocery store or supermarket
- drug store
- department store

AMENDMENT No. 150

In addition to the foregoing, the following specific policies shall apply to the lands having reference to this subsection:

The maximum total gross leasable commercial floor area for this site shall not exceed 6,130 square metres (66,000 square feet);

The maximum gross leasable commercial floor area for non-department store DSTM uses will be 5,109 square metres (55,000 square feet);

AMENDMENT No. 150

The minimum gross leasable commercial floor area for DSTM uses shall be 325 square metres (3,500 square feet)

The use and gross leasable commercial floor area restrictions indicated above may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided that the market impact study establishes that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review to be undertaken at the expense of the proponent.

AMENDMENT No. 150

County of Oxford Official Plan

7.3.3.4.11 Devonshire Avenue and Cardinal Drive

NEIGHBOURHOOD SHOPPING AREA

The lands situated on the south side of Devonshire Avenue, flanking the west and east side of Cardinal Drive, known as Block 35, Plan 41M-273 and Part Lots 14 & 15, Concession 1 (Blandford) are identified as a Neighbourhood Shopping Area. The western block has an area as of the date of this amendment of approximately 0.85 ha (2.1 acres) and the eastern block has an area of approximately 2.3 ha (5.77 ac.). The maximum total gross leasable commercial floor area for all commercial uses on these sites shall be approximately 5,855 square metres (63,000 square feet). The permitted uses for the site would include a specialty food store, drug store, limited amounts of retail (NFOR) and service commercial uses, such as a bank and a medical clinic. However, the following uses will not be permitted on the site:

AMENDMENT No. 182

- business or professional offices
- a full service grocery store or supermarket

In addition to the foregoing, the following specific policies shall apply to the lands having reference to this subsection:

The development will be subject to an additional gross leasable commercial floor area maximum on banks, specialty food stores, drug stores, florist shops and retail stores of 2,787 square metres (30,000 square feet).

Individual caps shall be applied to the gross leasable commercial floor area maximum on banks (464.5 square metres or 5,000 square feet), specialty food store (929 square metres or 10,000 square feet), drug store (1,393.5 square metres or 15,000 square feet), and retail stores (1,393.5 square metres or 15,000 square feet).

The use and gross floor area restrictions indicated above may be reviewed in the future, without a requirement for an Official Plan amendment, subject to the submission of detailed market impact studies that are satisfactory to the City of Woodstock and the County, provided that the market impact study establishes that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. The City of Woodstock and the County of Oxford shall require the preparation of a market impact peer review to be undertaken at the expense of the proponent.

AMENDMENT No. 182

County of Oxford Official Plan

AMENDMENT No. 182

In addition to the uses permitted in accordance with Section 7.3.3.4.11, multi-unit residential development may also be permitted on Block 35, Plan 41M-273, in accordance with the relevant policies in Section 7.2.4 - *Low Density Residential Districts*.

7.3.3.4.12 East side of Lampman Place, North of Juliana Drive

Notwithstanding the policies for Shopping Areas established in Section 7.3.3, a conference centre and hotel may also be permitted on the subject lands. The maximum height of the hotel shall not exceed 6 storeys.

AMENDMENT No. 242

The maximum gross leasable floor area for a conference and hotel establishment may exceed 1,858 square metres (20,000 square feet), however all remaining policies and provisions of Section 7.3.3.4.2 – Norwich Avenue and Juliana Drive, will continue to apply to the lands.

7.3.4 Service Commercial Areas

DESCRIPTION

Service Commercial Areas provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within Shopping Areas because of their site area, access or exposure requirements or due to incompatibility or land use conflicts with residential *development*. Generally, Service Commercial uses cater to vehicular traffic and single purpose shopping trips where customers are typically generated from passing traffic or a wide ranging market area. Service Commercial Areas will have direct access to an arterial or collector road.

Service Commercial Areas, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are typically characteristic of a Central Area and will not directly compete with these areas.

The Service Commercial designation applies to those areas largely developed for commercial uses which primarily cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These areas are characterized by numerous individual parcels of land and future *development* is anticipated largely through infilling and redevelopment.

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Service Commercial designations which are in close proximity to existing or planned residential *development* will restrict the range of uses permitted to those which avoid nuisance effect associated with noise, odour, traffic, visual or other adverse effects on residential *development*. The intent of the Service Commercial designation is to promote a nodal or clustered form of *development* by facilitating the grouping of commercial uses into integrated forms of *development* that have common access points and parking facilities.

PERMITTED USES – NEW DEVELOPMENT

New uses permitted within the Service Commercial designation include video rental establishments, commercial recreational establishments, automotive service stations, gas bars, car wash facilities, retail sales of automobile supplies, automated teller machines or kiosks, tourist information outlets or kiosks, hotels, motels, automotive services, automotive dealerships, building supply outlets and hardware stores, sale of seasonal produce, furniture stores and home furnishing stores, nurseries and garden centres, animal hospitals and boarding kennels, assembly halls and private clubs, personal and business services, convenience commercial uses, retail food stores, recreation and entertainment uses, restaurants and fast food outlets, uses which require large areas for on-site storage of goods or vehicles and other types of commercial uses that offer a service to the traveling public, business and industry.

PERMITTED USES WITHIN EXISTING BUILDINGS

In addition to the new uses permitted above, sites with existing buildings and established commercial uses are permitted within this designation. It is not the intent of this policy to restrict existing commercial uses from expanding or changing use within the context of the functional zoning category in the City of Woodstock.

ANCILLARY USES

Permitted ancillary uses include minor institutional uses in accordance with Section 7.4.3 and accessory residential dwelling units.

ALL USES

Uses permitted within the Service Commercial designation will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

Methadone Clinics and Methadone Dispensaries

INTRODUCTION

Methadone Maintenance Treatment (MMT) represents an important component of health care delivery in the City of Woodstock and the County of Oxford as a whole. Generally, methadone clinics and methadone dispensaries are those facilities of which the primary function is the prescription and/or dispensing of methadone. Such facilities are recognized as being distinct from medical clinics and

County of Oxford Official Plan

AMENDMENT No. 171 offices and both methadone clinics and methadone dispensaries will be more precisely defined in the City's Zoning By-law.

GOALS

AMENDMENT No. 171 It is the goal of the City of Woodstock to plan for methadone clinics and methadone dispensaries in locations that best meet the needs of those persons who use these facilities and to minimize the potential for land use conflicts that can be generated by these uses.

POLICIES

AMENDMENT No. 171 Methadone clinics and/or methadone dispensaries may be permitted in areas designated Service Commercial Area, as identified on Schedule "W-1", subject to a Zoning By-law amendment. When considering an application to amend the Zoning By-law to permit a new or expanding methadone clinic or methadone dispensary, City Council shall be satisfied that the following criteria are met:

AMENDMENT No. 171

- sites will generally be located on an arterial or collector road;
- the property boundary of a site proposed for a methadone clinic or methadone dispensary shall be a minimum of 100 metres (330 feet) from any elementary or secondary school property, any public library property or any property on which another methadone clinic or methadone dispensary is situated;

AMENDMENT No. 171

AMENDMENT No. 171

- sites must be sufficiently large to accommodate adequate parking to meet the needs of the facility;
- any proposal for a new or expanding methadone clinic or methadone dispensary shall be accompanied by a planning justification report, prepared to the satisfaction of the City, which demonstrates how the facility will be integrated into the surrounding area.

AMENDMENT No. 171

ZONING

AMENDMENT No. 171 Both a methadone clinic and a methadone dispensary will defined in the City's Zoning By-law. Further, Zoning standards related to parking, waiting areas and other requirements as deemed appropriate by Council shall be developed and incorporated into the Zoning By-law.

ZONING

Zoning on individual sites may not allow the full range of permitted uses.

7.3.4.1 Service Commercial Areas Zoning and Site Plan Control

SITE AREA FRONTAGE AND SETBACKS

Site area, frontage and setback requirements will be applied through the Zoning By-Law to provide for the *development* of sites large enough to accommodate single purpose freestanding buildings or to

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require the clustering of smaller uses in an integrated *development* form with common driveways and parking areas. These measures are intended to avoid strip or linear forms of commercial *development* and may require the assembly of a number of smaller properties to meet the Zoning By-Law requirements.

SITE PLANNING

Within the Service Commercial designation, site plan control will be required. Specifically, and as a minimum, the following design criteria will be evaluated prior to the approval of site plans:

LANDSCAPING

Substantial landscaping will be required along public roads adjacent to the site and vegetative landscaping shall be integrated within parking areas where possible.

SCREEN STORAGE AREAS

Outdoor storage areas, such as equipment and garbage, are fenced or screened from adjacent residential uses and from the public street.

LIGHTING

Light spill-over or glare from any lighting source including illuminated signs onto adjacent residential uses is minimized by such means as directed lighting.

SIGNAGE

Signage will be controlled in terms of height, size and orientation to provide attractive entranceway into the City.

LOCATION OF PARKING, LOADING BAYS/ SERVICE AREAS

Parking, loading facilities and service areas are located to minimize the effects of noise and fumes on any adjacent residential properties and are situated, if feasible, in a yard that does not abut a residential property.

ACCESS

The number of access points is restricted to the minimum required for the site to function effectively. Access points which are shared with adjacent uses will be encouraged.

DRAINAGE

On-site drainage from buildings and parking areas will be adequately controlled.

BARRIER-FREE DESIGN

The needs of persons with disabilities and other special needs groups are addressed during site design.

BUFFERING

Adjacent residential uses will be buffered from commercial uses through the requirements for setbacks, landscaped strips, screening and other measures. In addition, parking lot lighting and signage will be directed away from residential uses and the design of the building roof will screen mechanical equipment from public view and adjacent residential properties.

County of Oxford Official Plan

7.3.4.2 Expansions and New Service Commercial Areas

The lands designated for the Service Commercial land use as shown on Schedule W-1 are widely distributed and include vacant lands as well as areas that can accommodate infilling and redevelopment. It is a priority of City Council and County Council that new *development* will generally occur through infilling and consolidation of existing designated areas prior to the establishment of or expansion into any new area. It is recognized, however, that as the availability of land within these areas is reduced there may be proposals to expand or add Service Commercial areas.

LOCATION AND ACCESS

Service Commercial Areas will generally be located with direct access or access via a service road to major arterial roads. Access points to arterial or collector roads shall be limited to the minimum number necessary for the functioning of the Service Commercial Area.

PARCEL SIZE

Parcels proposed to be designated Service Commercial shall be of sufficient size to accommodate the off-street parking in quantity necessary to satisfy the requirements of the Zoning By-Law and satisfactory in location for the convenience of the user.

POLICY INTENT

Consistency with the policies of Section 7.3.4 relating to the description of and permitted uses within the Service Commercial Area shall be maintained.

EVALUATION CRITERIA

Proposals to amend the Official Plan and/or the Zoning By-Law to expand or add a Service Commercial designation or to add permitted uses within a Service Commercial area will be evaluated on the basis of the following:

COMPATIBILITY

The compatibility of the proposed use(s) or *development* with surrounding land uses.

EFFECT

The likely effect of the proposed *development* on the ability to implement planned land uses in the vicinity.

MUNICIPAL SERVICES

The availability of utilities and sewer and water facilities to service the site.

TRAFFIC

The potential impact of traffic from the proposed Service Commercial Area on the City and County road system and on surrounding land uses.

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ENVIRONMENT

The effect of proposed new or expanded Service Commercial area on environmental resources as well as how such new or expanded Service Commercial area may be affected by environmental constraints will be addressed in accordance with the policies of Section 3.2 and Section 10.4, as appropriate.

7.3.4.3 Specific Development Policies

The following policies, in addition to the relevant policies of this section, apply to specific Service Commercial designations. These specific policies are required to provide guidance for *development*.

7.3.4.3.1 Part Lot 9 and Lots 10-12 West of Chapel Street, Part Lot 10 and Lots 11-13 East of Wilson Street, Plan 19 (97 Wilson Street)

Notwithstanding the policies for Service Commercial Areas established in Section 7.3.4, and in addition to the permitted uses, lands located at 97 Wilson Street, in the City of Woodstock, may be permitted to develop for textile manufacturing, contractor's shop and warehouse uses.

AMENDMENT No. 60

7.3.4.3.2 Lot 11, Plan 164 Southeast Corner of Norwich Avenue and Juliana Drive

Notwithstanding the uses permitted in Section 7.3.4, *Service Commercial Areas*, the following uses shall not be permitted on those lands identified as Lot 11, Plan 1654 in the former Township of East Oxford, now in the City of Woodstock and located at the southeast corner of Norwich Avenue and Juliana Drive:

- An appliance sales and service shop;
- A bank;
- A brewer's retail outlet;
- A business or professional office;
- A financial institution;
- A florist shop;
- A furniture store;
- A retail food store with less than 929 square metres of gross floor area.

AMENDMENT No. 74

County of Oxford Official Plan

7.3.4.3.3 Part Park Lot 8, Plan 187 (290 Norwich Avenue)

Notwithstanding the policies for Service Commercial Areas established in Section 7.3.4, a retail and wholesale sports store may also be permitted on lands located at 290 Norwich Avenue, in the City of Woodstock.

AMENDMENT No. 88

7.3.4.3.4 Southwest Corner of Devonshire Avenue (Oxford Road 35) and Oxford Road 4 (Part Lot 13, Concession 1 – Blandford); Southwest Corner of Dundas Street (Hwy 2) and Oxford Road 4 (East Oxford)

Notwithstanding the uses permitted in Section 7.3.4, Service Commercial Areas, retail food stores, building supply outlets, hardware stores, furniture stores and home furnishing stores shall not be permitted on those lands identified as Part of Lot 13, Concession 1 (Blandford), now in the City of Woodstock and located at the southwest corner of Devonshire Avenue (Oxford Road 35); Part of Lot 13, Concession 2 (Blandford), now in the City of Woodstock and located on the west side of Oxford Road 4, north of Devonshire Avenue (Oxford Road 35) and comprising approximately 4 ha (10 acres); and Oxford Road 4 and those lands located at the southwest corner of Dundas Street (Hwy 2) and Oxford Road 4 in the former Township of East Oxford, now in the City of Woodstock.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

7.3.4.3.5 Northwest Corner of Dundas Street (Hwy 2) and County Road 4 (Part Lot 13, Concession 1 – Blandford)

Notwithstanding the uses permitted in Section 7.3.4, Service Commercial Areas, retail food stores, building supply outlets, hardware stores, furniture stores and home furnishing stores shall not be permitted on those lands identified as Part of Lot 13, Concession 1 in the former Township of Blandford, now in the City of Woodstock and located at the northwest corner of Dundas Street (Hwy 2) and County Road 4.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

Further, in addition to the uses permitted in the Service Commercial Areas established in Section 7.3.4 (excluding those uses noted in the foregoing paragraph) a limited range of light industrial uses involving the assembly, fabrication, distribution, packaging, printing and storage within wholly enclosed buildings may also be permitted.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

County of Oxford Official Plan

7.3.4.3.6 Part Lot 13, Concession 1 – 715011 & 715013 Bond's Corner Road

In addition to the uses permitted in Section 7.3.4.3.5, Part Lot 13, Concession 1 (Blandford), North of Dundas, West of Oxford Road 4 on Bond's Corner Road, a truck terminal/yard and cartage express with outdoor storage may also be permitted on those lands identified as having reference to this subsection.

AMENDMENT No. 183

7.3.5 Business Parks

DESCRIPTION

Lands designated as Business Parks are intended to accommodate a range of low intensity, industrial, technological, office and business support uses within a comprehensively planned business park setting. Uses within the Business Park designation will generally be characterized by free-standing, low profile buildings on individual lots in a planned subdivision. Business Parks will have the highest *development* standards of all industrial designations. Since it is intended that Business Parks will serve a limited range of firms and businesses, it is not anticipated that there will be more than a few areas designated in the City. Business Parks are designated on Schedule W-1.

PERMITTED USES

Permitted uses within the Business Park designation include light industrial uses that involve assembly, fabrication, distribution, packaging, storage and manufacturing or printing within wholly enclosed buildings, business support services, technological industries and office uses. Showroom, retail, wholesale and sales uses operating in association and ancillary to the permitted uses set out above may be permitted in buildings in the Business Parks provided that such space does not exceed 50% of the gross leasable area of the permitted use. Day care facilities solely for employees of a permitted use in the Business Park will be permitted within the industrial or office building.

Uses permitted within the Business Park designation will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

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Methadone Clinics and Methadone Dispensaries

Introduction

Methadone Maintenance Treatment (MMT) represents an important component of health care delivery in the City of Woodstock and the County of Oxford as a whole. Generally, methadone clinics and methadone dispensaries are those facilities of which the primary function is the prescription and/or dispensing of methadone. Such facilities are recognized as being distinct from medical clinics and offices and both methadone clinics and methadone dispensaries will be more precisely defined in the City's Zoning By-law.

AMENDMENT No. 171

Goals

It is the goal of the City of Woodstock to plan for methadone clinics and methadone dispensaries in locations that best meet the needs of those persons who use these facilities and to minimize the potential for land use conflicts that can be generated by these uses.

AMENDMENT No. 171

Policies

Methadone clinics and/or methadone dispensaries may be permitted in areas designated Business Park, as identified on Schedule "W-1", subject to a Zoning By-law amendment. When considering an application to amend the Zoning By-law to permit a new or expanding methadone clinic or methadone dispensary, City Council shall be satisfied that the following criteria are met:

AMENDMENT No. 171

AMENDMENT No. 171

- sites will generally be located on an arterial or collector road;
- the property boundary of a site proposed for a methadone clinic or methadone dispensary shall be a minimum of 100 metres (330 feet) from any elementary or secondary school property, any public library property or any property on which another methadone clinic or methadone dispensary is situated;
- sites must be sufficiently large to accommodate adequate parking to meet the needs of the facility;
- any proposal for a new or expanding methadone clinic or methadone dispensary shall be accompanied by a planning justification report, prepared to the satisfaction of the City, which demonstrates how the facility will be integrated into the surrounding area.

AMENDMENT No. 171

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AMENDMENT No. 171

Zoning

Both a methadone clinic and a methadone dispensary will defined in the City's Zoning By-law. Further, Zoning standards related to parking, waiting areas and other requirements as deemed appropriate by Council shall be developed and incorporated into the Zoning By-law.

AMENDMENT No. 171

County of Oxford Official Plan

ANCILLARY USES

In addition to the primary uses permitted above, the following ancillary uses may be permitted:

- uses which primarily serve employees of the Business Park and the general public in the immediate area such as eat-in restaurants, medical or dental offices and clinics, day care facilities, financial institutions and commercial recreational facilities;
- trade schools, conference facilities, assembly halls and catering facilities;
- hotels or motels;
- facilities used primarily by fraternal lodges, service clubs, trade unions, community cultural organizations and similar groups. Such facilities may also include meeting rooms and banquet halls utilized by the general public;
- police, fire or ambulance depots; and
- wholesale or warehouse outlets as defined by the Zoning By-Law.

Ancillary uses will be subject to the following evaluation criteria:

- they are located on an arterial or collector road;
- they are located at the periphery of the Business Park;
- the proposed uses are compatible with existing and proposed uses in the surrounding area; and
- where a *development* is proposing facilities designed to accommodate a variety of separate uses such as an industrial mall facility, no more than 50 percent of the total floor area of the *development* will be utilized for ancillary uses permitted in the Business Park designation.

CONVERSION OF INDUSTRIAL LAND

The re-designation of Business Park industrial parcels or lands, located within an *employment area*, for non-industrial purposes shall only be considered through a *comprehensive review*, where it has been demonstrated that there is a need for such re-designation and where the following criteria have been satisfied. The requirement for a *comprehensive review* is not intended to apply to isolated parcels of Business Park designated or zoned land which are not part of an *employment area*.

County of Oxford Official Plan

Prior to considering proposals to redesignate Business Park industrial land for non Business Park industrial purposes, where a *comprehensive review* is not warranted, City Council and County Council shall ensure:

- that the land proposed to be redesignated is located adjacent to compatible land uses and does not have the effect of redesignating isolated parcels surrounded by industrially designated lands;
- an adequate supply of unconstrained Business Park industrial land with a variety of lot sizes will remain to accommodate employment forecasts and to meet the needs of industry;
- that there is an adequate supply of immediately serviceable Business Park industrial land; and
- that the proposal will not re-designate Business Park industrial lands in locations which are in proximity to major transportation facilities including railway facilities, major expressways and arterial roads or which provide visibility and public exposure to the major road system.

SITE PLANNING

7.3.5.1 Business Parks – Site Plan Control

Development within the Business Park designation will be subject to zoning and sign regulations and site plan control which will provide for the high quality and aesthetically pleasing *development* intended for this designation. The Zoning By-Law will establish regulations to control the scale of *development* by establishing minimum lot sizes, maximum floor area ratios, building height restrictions and landscaping requirements. As a minimum the following design criteria will be evaluated prior to the approval of site plans:

BUILDING ORIENTATION AND LANDSCAPING

Buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming, vegetation or fencing can be incorporated into yards directly adjacent to the street line in order to achieve the objective of creating a park like setting.

County of Oxford Official Plan

PARKING, LOADING BAYS, SERVICE AREAS AND VISUAL APPEARANCE

Parking between the building and streetline will generally be limited to that necessary to adequately serve customers. Employee parking, loading bays and service areas, where feasible, will be located in a yard that does not abut a street. The visual appearance of parking lots, loading bays and service areas which are visible from the road and pedestrian system will be enhanced using a variety of methods such as fencing, vegetation and berming to provide visual relief and to screen the use from adjacent uses.

BICYCLE PARKING

The provision of adequate parking facilities for bicycles.

LIGHTING

Light spill-over or glare from any lighting source including illuminated signs onto adjacent uses is minimized by such means as directed lighting.

PEDESTRIAN MOVEMENT

Where a *development* includes commercial uses which serve employees of the Business Park designation and the general public in the immediate area, clearly demarcated pedestrian facilities will be incorporated into the site design to provide access to such uses from adjacent areas.

BARRIER FREE DESIGN

The needs of persons with disabilities are adequately addressed.

SCREEN MECHANICAL EQUIPMENT AND GARBAGE CONTAINERS

Any outdoor mechanical equipment and facilities such as garbage containers will be adequately screened from view from public streets.

STORMWATER MANAGEMENT

On site management of stormwater will be satisfactory to the Area Municipality. The use of pervious materials to facilitate infiltration may be encouraged.

ACCESS

The number of direct access points to arterial and collector roads will be limited.

TREE COVER

Existing mature trees will be incorporated as much as possible into site design. In addition, site design will increase the number of trees not only for aesthetic purposes but also for environmental considerations such as air quality, shading and micro climate improvements.

MUNICIPALLY OWNED LANDS

Where lands designated Business Park are in the ownership of the City of Woodstock, the site plan process will be used to ensure that any terms or conditions pertaining to such matters as colour, texture, type of exterior materials, window detail and architectural detail of any buildings, which were agreed to at the time of sale to a purchaser, are complied with on the final site plans.

County of Oxford Official Plan

7.3.5.2 Expansions and New Business Parks

It is anticipated that a very limited number of Business Parks will be required during the planning period. An application to designate land to create a new Business Park or to expand an existing Business Park will be evaluated on the following basis:

UNDEVELOPED LANDS

The adequacy of the supply of vacant land already designated and/or zoned for Business Park uses in the City.

COMPATIBILITY

The compatibility of the proposed Business Park use(s) with surrounding land uses and the likely impact of the proposed *development* on existing *development* and on the ability to implement planned future land uses.

TRAFFIC

The potential impact of traffic from the Business Park on the City and County road system and on surrounding land uses.

MUNICIPAL SERVICES

The availability of utilities and sewer and water facilities to service the site.

TRANSIT

Efficient peak period public transit service can be provided.

ENVIRONMENT

The effect of the proposed new or expanded Business Park on environmental resources as well as how such new or expanded Business Park may be affected by environmental constraints will be addressed in accordance with the policies of Section 3.2, as appropriate.

SUBDIVISION/SITE PLAN

That the application is supported by an acceptable plan of subdivision or site plan which meets the site design criteria of this Section.

7.3.5.3 Specific Development Policies

The following policies, in addition to the relevant policies of this section, apply to specific Business Parks. These specific policies are required to provide guidance for *development*.

7.3.5.3.1 Land Adjacent to the Brick Wetlands Complex

In addition to the policies of Section 7.3.3.4 and any other relevant policies of this Plan, the following policies apply to lands adjacent to the Brick Wetland Complex:

County of Oxford Official Plan

LIMIT OF DESIGNATION

The location of lands designated Business Park on Schedule W-1, Land Use Plan, which are adjacent to the Brick Wetlands Complex, are more precisely defined in the Brick Wetlands Environmental Impact Study modified and adopted by City Council on February 17, 1994, and shown in Appendix 3 attached to this Plan.

PERMITTED USES

Permitted uses within this area include light industrial uses that involve assembly, fabrication, manufacturing, warehousing, storage or distribution within wholly enclosed buildings, freestanding office uses, wholesaling, research, education or training facilities and business support services and facilities. Showroom, retail and sales operations in association with and ancillary to the permitted uses may be permitted in buildings in this area provided that such space does not exceed 50 percent of the gross leasable area of the permitted use.

In addition to the uses permitted above, limited service commercial uses such as service and repair establishments, medical or dental clinics, automobile rental, sales or supply establishments, banks or financial institutions and commercial recreational establishments will also be permitted as will facilities used primarily by fraternal lodges, service clubs, trade union, community cultural organizations, and similar groups. Such facilities may also include meeting rooms and banquet halls utilized by the general public.

Where a *development* is proposing facilities designed to accommodate a variety of separate uses, such as an industrial mall facility, no more than 50 percent of the total floor area will be utilized for highway commercial uses.

Notwithstanding the above, uses which require open storage, pharmaceutical research, kennels, unenclosed nurseries and uses which discharge large amounts of water or generate litter will not be permitted in this area.

SUBDIVISION CRITERIA

Within the Business Park designation in this location, *development* shall primarily be by plan of subdivision and the design of the *development* will be consistent with the following criteria:

County of Oxford Official Plan

STORM WATER MANAGEMENT

Detailed storm water management plan will be required for the proposed subdivision in accordance with the interim stormwater management policies of Section 3.2. Runoff from rainfall or snowmelt will not be discharged directly to the Brick Wetlands Complex, but will be transported by grassed swales and vegetated filter strips to *best management practices* water quality control facilities approved by the City, the Province and the Upper Thames River Conservation Authority prior to entering into the wetland system. Curbs and gutters will generally be discouraged within any subdivision in this location. Any required *best management practices* water quality control facilities shall be located on lands in public ownership and will be consistent with the policies applying to the Brick Wetlands in Section 3.2.4. Suitable access shall be provided to any necessary *best management practices* water quality facility for future maintenance purposes.

PROVINCIAL POLICY STATEMENT

The review and approval of any *development* will involve the appropriate Provincial Ministries to ensure consistency with the Provincial Policy Statement and to ensure that the proposed *development* has satisfied the requirements of Sections 3.2.4 and 3.2.6 and the requirement of an Environmental Impact Study.

THICKET AND FENCE BARRIER

The subdivision agreement will require the establishment of a thicket and fence barrier on land adjacent to the *development* consistent with the policies of Section 3.2.4 relating to the Brick Wetlands. The agreement shall require the thicket to be established prior to any site grading or construction on the lands.

LOT CONFIGURATION

In order to facilitate *development* which is consistent with the approved Brick Wetlands Environmental Impact Study, the subdivision design and implementing zoning may incorporate reduced lot sizes and setbacks and increased lot coverage for Business Park uses in this location.

SITE DESIGN CRITERIA

Development within this area will be subject to zoning and sign regulations and site plan control which will provide for high quality and aesthetically pleasing *development* which is compatible with the adjacent wetland. The Zoning By-Law will establish regulations to control the scale of *development* by establishing minimum lot sizes, maximum floor area ratios, building height restrictions, and landscaping requirements. In addition to the outcome of any required Environmental Impact Study, the following additional site design criteria will be required to be satisfied through site design prior to the approval of site plans:

County of Oxford Official Plan

- Buildings will be sufficiently set back from the streetline to ensure that landscaping in the form of berming and vegetation can be incorporated into yards directly adjacent to the streetline.
- Parking between the building and streetline will be permitted. The visual appearance of parking lots, loading bays and service areas which are visible from the road system will be enhanced using a variety of methods such as vegetation and berming to provide visual relief and to screen the use from adjacent uses.
- Light spill-over or glare from any lighting sources including illuminated signs onto adjacent uses, such as the wetland, is minimized by practices like directed lighting.
- On-site management of storm water will be required and adequate measures will be incorporated into site design to direct runoff from rainfall or snowmelt to *best management practices* water quality control facilities approved by the City, the Ministry of Natural Resources and the Upper Thames River Conservation Authority prior to the storm water entering the wetland system. The use of pervious materials to facilitate infiltration will be required for parking areas. In order to minimize safety hazards resulting from the deposition of gravel on adjacent roads, asphalt paving may be required for that part of the driveway which is in the public road allowance and an asphalt pad may be required for that portion of the driveway immediately abutting the road allowance.
- Existing vegetation will be incorporated as much as possible into site design. In addition, site design will increase the number of trees not only for aesthetic purposes but also for environmental considerations such as air quality, shading and micro climate improvements. To ensure the suitability of plant species incorporated into the site design over the long term, the compatibility of new plant material with that found in the adjacent wetland and a reduction in the application of pesticides and herbicides which may be detrimental to the wetland, landscaping plans will primarily utilize low maintenance native plant materials.
- Where the *development* is not part of an approved plan of subdivision, a condition of site plan approval will be the establishment of a thicket and fence border on lands adjacent to the *development* consistent with Section 3.2.4 relating to the Brick Wetlands.

GENERAL PROVISIONS

It is intended that the general provisions of the Business Park designation will also apply.

County of Oxford Official Plan

7.3.5.3.2 Part Lots 15 & 16, Concession 2 – Former Township of East Oxford (Parkinson Road)

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.2.1 – *Significant Wetlands*. However, where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 90

New *development* and/or *site alteration* within and on lands within 50 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 90

7.3.5.3.3 Part Lots 14 & 15, Concession 2 – Former Township of East Oxford (Pattullo Avenue)

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.1 – *Significant Wetlands*. However, where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 104

New *development* and/or *site alteration* within and on lands within 50 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 104

Where *development* is proposed to be serviced by private services or a combination of private and municipal services, the owner shall provide a servicing report to the satisfaction of the County of Oxford in support of such *development*. The said report will indicate that any proposed use or uses can be adequately accommodated on private or partial services. Further, the report shall address the future extension of municipal services to the lands. The required servicing report will also include consideration of future municipal services for any lands west of the subject lands that are designated for industrial use and which are not serviced by full municipal water and wastewater.

AMENDMENT No. 104

County of Oxford Official Plan

A County Zoning By-law will be implemented on the subject lands to ensure that the above-noted servicing matters are addressed. A resolution of County Council removing the County Zoning from the subject lands will be required prior to the commencement of any *development* proposed on private services or a combination of private and municipal services.

AMENDMENT No. 104

7.3.5.3.4 East Woodstock Secondary Plan

Notwithstanding the uses permitted in Section 7.3.5, Business Parks, hotels or motels shall not be permitted on those lands designated 'Business Park' within the area subject to the East Woodstock Secondary Plan.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

In addition to the uses permitted in Section 7.3.5, Business Parks, municipal recreational facilities may also be permitted within the area subject to the East Woodstock Secondary Plan.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

Notwithstanding the policies for Business Parks established in Section 7.3.5.1, development within the Business Park designation adjacent to residential uses will be buffered from the industrial uses through requirements for setbacks, landscape strips, screening and other measures. In addition, parking lot lighting and signage will be directed away from residential uses and the design of the building roof will screen mechanical equipment from public view and adjacent residential properties.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.2.1 – *Significant Wetlands* and Section 3.2.6 – *Environmental Impact Studies*. Where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

New *development* and/or site alteration within and on lands within 50 metres of a *woodlot* or other significant environmental feature will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6, which demonstrates that *development* will not negatively affect the natural features or ecological functions of the area.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

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AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

In accordance with Section 3.2.8.1, *Flood Plains*, where new or revised flood plain mapping has been approved by the Conservation Authority having jurisdiction, the extent of the flood plan may be modified without amendment to this Plan. Where the extent of the flood plain is reduced, the abutting land use designation shall apply.

7.3.5.3.5 Part Lot 16, Concession 2 – Former Township of East Oxford; Southeast corner of Parkinson Road and Springbank Avenue - Woodstock

PERMITTED USES

Permitted uses within the Business Park designation on those lands located at the southeast corner of Parkinson Road and Springbank Avenue include light industrial uses that involve assembly, fabrication, distribution, packaging, storage and manufacturing or printing within wholly enclosed buildings, business support services and technological industries.

AMENDMENT No. 129

In addition to the foregoing, service commercial oriented uses such as automotive and recreational vehicle dealerships, convenience commercial uses, retail sale of automotive supplies, automotive washing facilities, nurseries and garden centres, personal services, restaurants and fast food outlets, swimming pool sales and service outlets.

AMENDMENT No. 129

The following uses may also be permitted:

AMENDMENT No. 129

- trade schools, conference facilities, assembly halls and catering facilities;

AMENDMENT No. 129

- facilities used primarily by fraternal lodges, service clubs, trade unions, community cultural organizations and similar groups. Such facilities may also include meeting rooms and banquet halls utilized by the general public;

AMENDMENT No. 129

- Showroom, retail, wholesale and sales uses operating in association with and ancillary to the permitted uses set out above.

7.3.5.3.6 Part Lot 18, Plan 1654, & Parts 1 & 2, Reference Plan 41R-7810 – 1101 & 1117 Ridgeway Road

AMENDMENT No. 201

In addition to the uses permitted in Section 7.3.5, an agriculture-related industry may also be permitted on the subject lands that is compatible and of a similar scale and nature as the permitted uses in the Business Park designation.

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7.3.6 Traditional Industrial Areas

DESCRIPTION

Traditional industrial areas include those lands that consist of existing industrial uses and lands which are planned for the full range of industrial type activity including light, medium and heavy industrial uses. Such uses may generate on and off site effects such as traffic, noise, vibration, fumes or visual appearance. Traditional Industrial Areas are designated on Schedule W-1.

7.3.6.1 Traditional Industrial Areas – New Uses

**PERMITTED USES –
NEW
DEVELOPMENT**

Permitted uses include assembling, manufacturing, fabricating, processing, repair and recycling activities, environmental industries, warehousing, distribution, indoor and outdoor storage facilities, construction uses, utilities, transportation and storage uses and research and technological service industries.

AMENDMENT No. 57

Adult entertainment parlours will be permitted in free-standing single use structures, but will be prohibited from locating within the Bysham Park Business Community, the Pattullo Ridge Business Park and other business parks developed by the City of Woodstock. These uses will be subject to provisions as established in the Zoning By-law and regulated in accordance with the appropriate municipal licensing by-laws.

Showroom, retail and wholesale sales and office uses operating in association with a permitted use as set out above will be permitted but will be restricted to a small percentage of total floor area of the building.

Day care facilities solely for employees of the industrial use will be permitted within an industrial building.

AMENDMENT No. 47

ANCILLARY USES

Body-rub parlours will be permitted but will be restricted from locating within the Bysham Park Business Community, the Pattullo Ridge Business Park and other business parks developed by the City of Woodstock. This use will be subject to provisions as established in the Zoning By-law and regulated in accordance with the Body Rub Parlour licensing by-law.

In addition to the uses permitted above, the following uses may be permitted in the Traditional Industrial designation:

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- Service commercial uses such as restaurants, automobile service stations, gas bars and repair garages and business uses which directly and primarily provide services to the industries or employees of the industry while at work;
- Uses which have characteristics or functional requirements similar to industries, such as utilities, public works yards, contractors' yards and police, fire or ambulance depots;
- Recreational facilities and uses serving the employees of the industrial area;
- Minor institutional uses such as churches and facilities primarily used by fraternal lodges, service clubs, trade unions and community cultural organizations.

In order to maintain the viability of Traditional Industrial Areas, City Council will exercise strict control over the amount of non-industrial activity permitted in such designations and will require that ancillary uses be located at or near the periphery of the industrial designation on arterial or collector roads.

ALL USES

All permitted uses within the Traditional Industrial designation will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

7.3.6.2 Traditional Industrial Areas – Established Industrial Uses

INDUSTRIAL USES IN PROXIMITY TO RESIDENTIAL AREAS

A number of established industrial uses which are located in proximity to existing residential areas have a component of their operation which may result in nuisance effects on adjacent residential uses. To recognize the historical *development* of these industrial areas, their importance to employment and to encourage the retention of some of these uses, City Council:

- may recognize such uses in the Zoning By-Law and permit such uses to expand;
- will protect industrial areas recognized in the Zoning By-Law from the encroachment of additional non-industrial uses which are incompatible with industrial activity;

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- recognizes that such areas can provide locational opportunities for small 'incubator' industries and businesses and as such will ensure, prior to considering the re-use or redevelopment of an existing industrial building for a non-industrial use, that there is insufficient industrial or business potential to justify the continued existence of the building as an industrial use and/or the proposed use is significantly more compatible with adjacent land uses;

EXISTING INDUSTRIAL BUILDINGS

In recognition that a number of existing industrial buildings in established industrial areas may be constrained from meeting the needs of modern industry as a result of surrounding land uses, building design or site configuration, City Council may promote the continued use of such buildings for additional business related uses.

ADDITIONAL PERMITTED USES

In order to efficiently utilize existing industrial buildings within established industrial areas in the Traditional Industrial designation, City Council, through site specific zoning or a functional zoning category in the Zoning By-Law, may permit the following uses in addition to those outlined above for specific areas located on arterial, collector or minor collector roads:

- limited service commercial uses directly supportive of and primarily serving business and industry such as automated teller machines or kiosks, education or training facilities or commercial schools, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services and similar uses; and,
- limited service commercial uses serving the broader public which are complementary to the principal industrial function such as a warehouse outlet, commercial storage units, catering food services, veterinary clinics or an automobile supply store .

The proportion of industrial space associated with showroom, retail and wholesale sales operations in association and ancillary to a permitted use may be increased to 50% of the gross leasable floor area of a permitted use.

Where a *development* is proposing facilities designed to accommodate a variety of separate uses through the subdivision of an existing building or the creation of an industrial mall facility, no more than 50% of the total floor area will be utilized for service commercial uses.

County of Oxford Official Plan

7.3.6.3 Transitional Policies

In recognition that certain established traditional industrial areas may experience increasing pressures and demands for alternative uses during the planning period, City Council, prior to considering a change in land use designation for an individual property may require the preparation of an Area Study establishing alternative land use policies for the wider area. Such Study will address the following:

*RANGE OF LAND
USES*

Identification of an appropriate range of uses and regulations for the area.

*MUNICIPAL
SERVICES*

The adequacy of hard municipal services and *infrastructure*, such as roads, sidewalks, sewer and water facilities and soft services such as educational and recreational facilities, necessary to support the potential change in land use in the area and any potential improvements required.

*TRAFFIC
CIRCULATION*

Potential traffic circulation patterns and any problems that could be generated by a change in land use as well as any necessary mitigative measures.

*INTEGRATION AND
COMPATIBILITY*

An assessment of land use compatibility issues associated with the proposed change in land use for the area and the effect on the overall character, quality and integration with the wider neighbourhood.

ENVIRONMENTAL

The effect of the proposed change in land use designation on environmental resources and the effect of environmental constraints on such proposed change in designation will be addressed in accordance with the policies of Section 3.2 and Section 10.4, as appropriate.

*TRANSITIONAL
MATTERS*

Where a formal land use change is proposed for an established industrial area in transition to another use, incompatibilities between new and existing *development* anticipated during the period of transition will be identified as well as specific mitigative measures. City Council may relax standards such as separation distances, noise attenuation measures and other buffering requirements normally imposed to ensure compatibility between industrial *development* and other land uses for established industrial areas which are in transition and which are being phased out if an Area Study is adopted by City Council in support of an area-wide Official Plan Amendment.

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COMMUNITY IMPROVEMENT PLANS

Where large industrial sites, located in a designated *Community Improvement Project Area*, are considered for redevelopment, the policies of Section 10.4 shall apply, as appropriate.

SITES OF POTENTIAL ENVIRONMENTAL CONTAMINATION

Where a redevelopment proposal involves a change in land use from industrial to residential, institutional and/or to parkland, City Council will require that environmental site assessment and site cleanup be undertaken as required in accordance with Section 3.3.3.2, where it has been established that the present or former industrial use is or was a site of potential environmental contamination.

INDUSTRIAL LAND SUPPLY

City Council shall ensure that there is sufficient land available to accommodate new industrial operations as well as the expansion and relocation of existing industrial operations within the Traditional Industrial Area designation.

The re-designation of industrial parcels or lands located within an *employment area* shall only be considered through a *comprehensive review*, where it has been demonstrated that there is a need for such re-designation and where the following criteria have been satisfied. The requirement for a *comprehensive review* is not intended to apply to isolated parcels of industrially designated or zoned land which are not part of an *employment area*, or those that are contemplated by Section 7.3.6.2

Prior to considering proposals to redesignate industrial land for non-industrial purposes, where a *comprehensive review* is not warranted, City Council and County Council shall ensure:

- that the land proposed to be redesignated is located adjacent to compatible land uses and does not have the effect of redesignating isolated parcels surrounded by industrially designated lands;
- an adequate supply of unconstrained industrial land with a variety of lot sizes will remain to accommodate employment forecasts and to meet the needs of industry;
- that there is an adequate supply of immediately serviceable industrial land;
- that there is sufficient industrial land available in proximity to major transportation facilities including railway facilities, major expressways and arterial roads in the City;

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- that there are traditional industrial locations which provide visibility and public exposure to the major road system in the City for industries and businesses desiring such locations.

7.3.6.4 Traditional Industrial Areas – Zoning and Site Plan Control

HEALTH, SAFETY POLLUTION RISK

Where there is some question as to the impact a proposed use may have on the environment, City Council will consult with appropriate Provincial agencies and will be satisfied that any such impacts or risks of impact can be appropriately mitigated through Federal or Provincial legislative requirements and associated regulations prior to permitting such use. City Council will not permit industrial uses or *development* when such consultation indicates that the use represents a significant health or safety risk to the public, employees or the environment by reason of pollution or other adverse environmental impact.

FUNCTIONAL ZONING CATEGORIES

City Council may differentiate between types of industrial uses in the Zoning By-Law by establishing a separate zone for industries requiring large amounts of open storage, generating substantial amounts of vehicular traffic and/or with potential nuisance aspects relating to their operations and may restrict such uses from locating near residential areas or along major entranceways or arterial roads within the City.

SITE PLANNING

In order to achieve a consistent approach to the positioning of buildings, parking and loading areas and landscaped areas and to ensure compatibility with surrounding land uses, site plan control may be applied to Traditional Industrial Areas.

Site plan control will be applied to municipally owned Traditional Industrial Areas and will be the mechanism used to ensure any terms or conditions of sale by the City pertaining to such matters as colour, texture, type of exterior materials, window detail and architectural detail of any buildings are complied with in a transaction.

Where site plan control is applied the following design criteria will be evaluated prior to the approval of site plans:

LANDSCAPING

Landscaping which provides for screening may be required along public roads adjacent to the site and vegetative landscaping shall be encouraged within parking areas where feasible. Privacy screening, fencing or other appropriate measures shall be incorporated into the *development* to provide an adequate buffer for adjacent residential uses.

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SCREEN STORAGE AREAS

Outdoor storage areas, including equipment and garbage, are fenced or screened from adjacent residential uses.

LOCATION OF LOADING BAYS/SERVICE AREAS

Loading facilities and service areas are located so as to minimize the effects of noise and fumes on any adjacent residential properties and are situated, if feasible, in a yard that does not abut a residential property.

TRAFFIC AND ACCESS

Vehicular traffic generated from the *development* will flow primarily from the industrial areas to arterial roads, provincial highways, thereby minimizing the effect on local streets serving residential areas. Access points will be limited to the minimum number necessary for the efficient functioning of the site.

PARKING

Adequate on-site parking will be provided to accommodate both employees and customers.

BARRIER FREE DESIGN

The needs of persons with disabilities or special needs groups are adequately addressed.

DRAINAGE

On-site drainage from buildings and parking areas will be adequately controlled.

7.3.6.5 Specific Development Policies

The following policies, in addition to the relevant policies of this section, apply to specific Traditional Industrial Areas identified on Schedule W-1. These specific policies are required to provide further guidance for *development*.

7.3.6.5.1 Bysham Park Drive Industrial Park

Permitted uses within this area include light industrial uses that involve assembly, fabrication, manufacturing, warehousing, storage or distribution within wholly enclosed buildings, wholesaling, research facilities and business support services and facilities. Showroom, retail and sales operations in association and ancillary to the permitted uses set out above may be permitted in buildings in this area provided that such space does not exceed 50% of the gross leasable area of the permitted use.

County of Oxford Official Plan

In addition to the uses permitted above, limited service commercial uses directly supportive of and primarily serving business and industry such as banks or financial institutions, education or training facilities, restaurants, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services and similar uses shall be permitted.

Limited service commercial uses serving the broader public which are complementary to the principal industrial function such as an automobile supply store, a catering service, a veterinary office or a warehouse outlet, may be permitted through site specific zoning.

Uses permitted within this policy area will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

Where a *development* is proposing facilities designed to accommodate a variety of separate uses such as an industrial mall facility, no more than 50% of the total floor area will be utilized for service commercial uses.

DEVELOPMENT CRITERIA

When reviewing *development* proposals and establishing zoning regulations, City Council shall be satisfied that the development criteria outlined below are adequately addressed:

- buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the streetline;
- parking between the building and streetline will generally be limited to that necessary to adequately serve customers. Employee parking, loading bays and service areas, where feasible, will be located in a yard that does not abut a street. The visual appearance of parking lots, loading bays and service areas which are visible from the road and pedestrian system will be enhanced using a variety of methods such as fencing, vegetation and berming to provide visual relief and to screen the use from adjacent uses;
- the provision of adequate parking facilities for bicycles;
- light spill-over or glare from any lighting source, including illuminated signs, onto adjacent uses is minimized by such means as directed lighting;

County of Oxford Official Plan

- where a *development* includes commercial uses which serve employees of the adjacent Industrial Area and the general public in the immediate area, clearly demarcated pedestrian facilities will be incorporated into the site design to provide access to such uses from adjacent areas;
- the needs of persons with disabilities or special needs groups are adequately addressed;
- any outdoor mechanical equipment and facilities such as garbage containers will be adequately screened from view from public streets;
- on-site management of stormwater will be satisfactory, in accordance with the interim stormwater management policies of Section 3.2;
- direct access to abutting arterial roads will be restricted;
- the lands shall be a proposed site plan control area and the City of Woodstock shall pass a site plan control by-law pursuant to the Planning Act. The City of Woodstock shall require the signing of a site plan control agreement.

7.3.6.5.2 Former Gardner-Denver Building

In order to facilitate the use of this existing industrial building and the associated land holdings as an incubator type facility which can provide space to a number of industries or business support services, the following policies apply:

PERMITTED USES

Permitted uses within this area include light industrial uses that involve assembly, fabrication, manufacturing, warehousing, storage or distribution within wholly enclosed buildings, wholesaling, research facilities and business support services and facilities. Showroom, retail and sales operations in association and ancillary to the permitted uses set out above may be permitted in buildings in this area provided that such space does not exceed 50% of the gross leasable area of the permitted use.

County of Oxford Official Plan

In addition to the uses permitted above, limited service commercial uses directly supportive of and primarily serving business and industry such as banks or financial institutions, education or training facilities, restaurants, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services and similar uses may be permitted within the existing industrial building.

Limited service commercial uses serving the broader public which are complementary to the principal industrial function such as commercial storage units or a motor vehicle dealership may also be permitted through site specific zoning.

Uses permitted within this policy area will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

DEVELOPMENT CRITERIA

In order to maximize land use compatibility with existing industrial and residential land uses in the vicinity, when reviewing *development* proposals and establishing zoning regulations, City Council shall be satisfied that the development criteria outlined below are adequately addressed:

- a landscaped berm shall be required for that portion of the property immediately adjacent to residential or institutional *development*;
- substantial landscaping will be required along public roads adjacent to the site and vegetative landscaping shall be integrated within parking areas;
- the visual appearance of parking lots, loading bays and service areas which are visible from the road and pedestrian system will be enhanced using a variety of methods such as fencing, vegetation and berming to provide visual relief and to screen the use from adjacent uses;
- light spill-over or glare from any lighting source, including illuminated signs, onto adjacent uses is minimized by such means as directed lighting;
- signage will be controlled in terms of height, size and orientation to provide an attractive entranceway into the City;

County of Oxford Official Plan

- loading facilities and service areas are located to minimize the effects of noise and fumes on any adjacent residential or institutional properties;
- the number of access points is restricted to the minimum required for the site to function effectively. Access points which are shared with adjacent uses will be encouraged;
- on-site drainage from buildings and parking areas will be adequately controlled;
- the needs of persons with disabilities or special needs groups are adequately addressed;
- the lands shall be a proposed site plan control area and the City of Woodstock shall pass a site plan control by-law pursuant to the Planning Act. The City of Woodstock shall require the signing of a site plan control agreement.

7.3.6.5.3 Dundas Street East of Springbank Avenue

Within this area uses such as a retail warehouse or large specialty superstores greater than 2,325 square metres (25,000 square feet) *gross leasable commercial floor area* may be permitted through site specific rezoning after retail impact studies submitted in support of a proposal are accepted by City and County Councils and indicate that the proposal is economically feasible and that the retail impact of the proposal will not jeopardize the retail function of the Central Business District.

It is not intended that retail shopping centres providing a neighbourhood or community shopping function or department stores be located in this area as these uses should be directed to the Central Area or an appropriate Shopping Area designation.

These uses shall be subject to site plan approval and will comply with the access and site planning policies of Section 7.3.4.

7.3.6.5.4 South of Nellis Street, East of Lansdowne Avenue

Lands located on the south side of Nellis Street between Lansdowne Avenue and the City limits to a depth of approximately 70 metres may be used for both light industrial uses and limited service commercial uses.

County of Oxford Official Plan

Permitted uses within this area include light industrial uses involving assembly, fabrication, manufacturing, warehousing, storage and distribution within the confines of an industrial mall structure and business support services and facilities. Showroom, retail and sales operations associated with a permitted use shall also be permitted provided such space does not exceed 50% of the gross leasable area of the permitted use.

AMENDMENT No. 25

In addition to the uses permitted above, limited service commercial uses supportive of business and industry such as banks or financial institutions, education or training facilities, restaurants, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services and similar uses shall be permitted.

Limited service commercial uses serving the broader public which are complementary to the principal industrial function such as an automobile supply store, a catering service, dry cleaning, a veterinary office, real estate services or a warehouse outlet, and uses such as personal services, convenience retail or service uses, medical and health services and daycare facilities which serve adjacent residential neighbourhoods may be permitted through site specific zoning.

Uses permitted within this policy area will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2.

DEVELOPMENT
CRITERIA

When reviewing *development* proposals and establishing zoning regulations, City Council shall be satisfied that the development criteria outlined below are adequately addressed:

- buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the streetline;
- parking between the building and streetline will generally be limited. Employee parking, loading bays and service areas, where feasible, will be located in a yard that does not abut a street. The visual appearance of parking lots, loading bays and service areas which are visible from the road and pedestrian system will be enhanced using a variety of methods such as fencing, vegetation and berming to provide visual relief and to screen the use from adjacent uses;

County of Oxford Official Plan

- light spill-over or glare from any lighting source, including illuminated signs, onto adjacent residential uses is minimized by such means as directed lighting;
- where a *development* includes commercial uses which serve employees of the adjacent Industrial Area and the general public in the immediate area, clearly demarcated pedestrian facilities will be incorporated into the site design to provide access to such uses from adjacent areas;
- any outdoor mechanical equipment and facilities such as garbage containers and open storage facilities will be adequately screened from view from public streets;
- on-site management of stormwater will be satisfactory, in accordance with the interim stormwater management policies of Section 3.2;
- the lands shall be a proposed site plan control area and the City of Woodstock shall pass a site plan control by-law pursuant to the Planning Act. The City of Woodstock shall require the signing of a site plan control agreement.

AMENDMENT No. 25

AMENDMENT No. 25

7.3.6.5.5 Lots 6, 7 and 8, Plan 34, and Parts 1 and 2, Plan 41R-3663 (572 Main Street)

Notwithstanding the policies for Traditional Industrial Areas established in Section 7.3.3.5, lands located at 572 Main Street, in the City of Woodstock, may be permitted to develop as business and professional offices in the existing building, subject to a maximum gross floor area of 65 square metres (700 sq ft).

AMENDMENT No. 54

7.3.6.5.6 1401 Dundas Street, Part Lot 13, Concession 1 (Blandford); (North side of Dundas Street, between Houser's Lane and easterly City boundary)

Notwithstanding the policies for Traditional Industrial Areas established in Section 7.3.3.5, the 2.6 hectares (6.5 acres) located at 1401 Dundas Street, in the City of Woodstock, may be permitted to develop as business and professional offices in the existing building, subject to a maximum gross floor area of 1380 square metres (14,900 sq ft).

AMENDMENT No. 55

AMENDMENT No. 65

DELETED BY
AMENDMENT No. 76

7.3.6.5.7 Lot 8, Plan 1654 (815 Juliana Drive)

County of Oxford Official Plan

7.3.6.5.8 Part Lots 13, 14, 15 & 16, Concession 2 (East Oxford), South of Parkinson Road to Highway 401

Permitted uses in this area include assembling, manufacturing, fabricating, processing, packaging, printing/publishing, repair and recycling activities, environmental industries, warehousing, distribution, indoor and outdoor storage facilities, construction uses, utilities, agriculture-related industries, transportation and storage uses and research and technological service industries.

Showroom, retail and business office uses operating in association with a permitted use as set out above will be permitted, however, use may not exceed 50% of the total floor area of a building

AMENDMENT No. 70

In addition to the above-noted permitted uses, limited service commercial uses supportive of and serving business and industry or serving the broader public which are complementary to the principal industrial function and compatible with industrial operations may also be permitted. Such uses may include business support services, rental establishments, catering and food preparation establishments, eating establishments, commercial schools, computer, electronic or data processing uses, customer contact centres.

Indoor recreational facilities, health clubs and fitness centres may also be permitted.

AMENDMENT No. 70

SITE PLANNING

Notwithstanding the site planning criteria contained in Section 7.3.3.5, site plan control will not necessarily be applied to the lands specifically subject of this subsection. While site plan control may be utilized to achieve a consistent approach to the positioning of buildings, parking and loading areas and landscaped areas, other measures, such as the inclusion of covenants in agreements of purchase and sale, may also be utilized.

AMENDMENT No. 70

GENERAL DEVELOPMENT CRITERIA

The following design criteria will be considered when evaluating plans for new *development*.

Buildings will be sufficiently setback from the streetline to ensure that substantial landscaping can be incorporated into yards and parking areas directly adjacent to the streetline.

Spill-over or glare from any lighting source, including illuminated signs, onto adjacent streets will be minimized by such means as directed lighting.

AMENDMENT No. 70

County of Oxford Official Plan

The needs of persons with disabilities or special needs groups are adequately addressed.

Any open storage, outdoor mechanical equipment and/or other facilities, such as garbage containers, will be adequately screened from view from public streets.

Preference will be given to providing direct access to internal streets rather than arterial roads.

The lands shall be a proposed site plan control area and the City of Woodstock may pass a site plan control by-law pursuant to the Planning Act.

AMENDMENT No. 70

7.3.6.5.9 Part Lots 3 and 4, Plan 723 (Devonshire Avenue)

Notwithstanding the policies for Traditional Industrial Areas established in Section 7.3.3.5, an eating establishment which does not directly and primarily serve the industries or employees of industry while at work may also be permitted on lands located at the southwest corner of property identified as 873 Devonshire Avenue, in the City of Woodstock.

AMENDMENT No. 81

7.3.6.5.10 Part Lots 15 & 16, Concession 2, Former Township of East Oxford (Parkinson Road)

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.1 – *Significant Wetlands*. However, where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 90

New *development* and/or *site alteration* within and on lands within 50 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.11 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 90

7.3.6.5.11 Part Lot 14, Concession 1 (East Oxford) (1322 Dundas Street)

Notwithstanding the policies for Traditional Industrial Areas established in Section 7.3.6.1, a home and agricultural supply establishment may also be permitted on lands located at 1322 Dundas Street in the City of Woodstock.

AMENDMENT No. 93

County of Oxford Official Plan

For the purpose of this section, a home and agricultural supply establishment shall be defined in the implementing Zoning By-law and such definition will include the sale of accessory goods and merchandise provided that such goods and merchandise is predominantly related to home and/or agricultural supplies or maintains an agricultural theme.

AMENDMENT No. 93

7.3.6.5.12 Lot 14, Concession 1 - Former Twp of East Oxford (Parkinson Road at Oxford Road 4)

New *development* and/or *site alteration* within and on lands within 7.5 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 94

7.3.6.5.13 Lots 11 & 12 and Part Lots 9 & 10, Concession 1; and Part Lots 9, 10, 11 & 12, Concession 2 – Former Township of Blandford (NE of Highway No. 2 and Oxford Road 4)

Notwithstanding the permitted uses within the *Traditional Industrial Areas* designation, the existing commercial development situated at the northeast corner of Highway 2 and Oxford Road 4 will continue to be recognized as a permitted use and may operate and expand in accordance with the current ‘Shopping Centre Commercial’ zoning.

AMENDMENT No. 99

Notwithstanding the permitted ancillary uses within the *Traditional Industrial Areas* designation, limited minor institutional-type *development* may also be permitted

AMENDMENT No. 99

Development adjacent to a Provincially Significant Wetland shall be in accordance with the ‘Development Adjacent to Wetland’ policy contained in Section 3.2.4.2.1 – *Provincially Significant Wetlands*. However, where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 99

New *development* and/or *site alteration* within and on lands within 50 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 99

County of Oxford Official Plan

In accordance within Section 3.2.8.1, *Flood Plains*, where new or revised flood plain mapping has been approved by the Conservation Authority having jurisdiction, the extent of the flood plain may be modified without an amendment to this Plan. Where the extent of the flood plain is reduced, the abutting land use designation shall apply.

AMENDMENT No. 99

7.3.6.5.14 Part Lots 14 & 15, Concession 2 - Former Twp of East Oxford (Pattullo Avenue)

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.1 – *Significant Wetlands*. However, where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 104

New *development* and/or *site alteration* within and on lands within 50 metres of a *woodlot* will require the preparation of an Environmental Impact Study in accordance with Section 3.2.11 which demonstrates that *development* will not *negatively affect* the natural features or the *ecological functions* of the area.

AMENDMENT No. 104

Where *development* is proposed to be serviced by private services or a combination of private and municipal services, the owner shall provide a servicing report to the satisfaction of the County of Oxford in support of such *development*. The said report will indicate that any proposed use or uses can be adequately accommodated on private or partial services. Further, the report shall address the future extension of municipal services to the lands. The required servicing report will also include consideration of future municipal services for any lands west of the subject lands that are designated for industrial use and which are not serviced by full municipal water and wastewater.

AMENDMENT No. 104

A County Zoning By-law will be implemented on the subject lands to ensure that the above-noted servicing matters are addressed. A resolution of County Council removing the County Zoning from the subject lands will be required prior to the commencement of any *development* proposed on private services or a combination of private and municipal services.

AMENDMENT No. 104

County of Oxford Official Plan

7.3.6.5.15 Part Lot 13, Concession 2 in the Former Township of Blandford – Northwest Corner of Oxford Road 4 and Devonshire Avenue (Oxford Road 35) consisting of the following properties:

West Side of Oxford Road 4, north of Devonshire Avenue (Oxford Road 35), comprising approximately 4 ha (10 acres); and

Northwest Corner of Oxford Road 4 and Devonshire Avenue (Oxford Road 35), comprising approximately 4.8 ha (12 acres) and having approximately 465 metres (1,525 feet) frontage on Devonshire Avenue and depth of approximately 120 metres (393 feet).

In addition to the uses permitted in the Traditional Industrial Areas established in Section 7.3.6, all uses permitted in Section 7.3.5, Business Parks, shall also be permitted, with the exception of hotels or motels.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

Further, in addition to the foregoing, the following specific uses shall also be permitted:

Farm implement dealerships
Recreational vehicle sales and service establishments
Motor vehicle sales and service establishments
Motor vehicle retail and wholesale parts outlets
Tire sales and service establishments
Public garages
Truck and industrial equipment dealerships
Household power equipment sales and service establishments
Nurseries and garden centres with accessory retail uses
Gas bars and/or car wash facilities
Restaurants
Convenience commercial uses
Health and fitness clubs

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

7.3.6.5.16 East Woodstock Secondary Plan

In addition to the uses permitted in Section 7.3.6, Traditional Industrial Areas, municipal recreation facilities may also be permitted within the area subject to the East Woodstock Secondary Plan.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

When reviewing proposals for *development* and establishing zoning regulations, City Council shall be satisfied that the development criteria outlined below are adequately addressed:

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

County of Oxford Official Plan

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the streetline;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- parking between the building and streetline will generally be limited to that necessary to adequately serve customers. Employee parking, loading bays and service areas will be located in a yard that does not abut a street, to the extent that this is feasible. The visual appearance of parking lots, loading bays and service areas which are visible from the street and pedestrian systems will be enhanced using a variety of methods such as fencing, vegetation and berms to provide visual relief and to screen the use from adjacent uses;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- the provision of adequate parking facilities for bicycles;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- light spill-over or glare from any lighting source, including illuminated signs, on to adjacent uses is minimized by such means as directed lighting;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- where *development* included commercial uses which serve employees of the adjacent industrial area and the general public in the immediate area, clearly demarcated pedestrian facilities will be incorporated into the site design to provide access to such uses from adjacent areas;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- the needs of persons with disabilities or special needs are adequately addressed;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- any outdoor mechanical equipment and facilities, such as garbage containers, will be adequately screened from view from public streets;

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- on-site management of stormwater will be satisfactory, in accordance with the interim stormwater management policies contained in Section 3.2; and

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

- direct access to abutting arterial roads will be restricted.

County of Oxford Official Plan

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.2.1 – *Significant Wetlands* and Section 3.2.6 – *Environmental Impact Studies*. Where an Environmental Impact Study or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

New *development* and/or site alteration within and on lands within 50 metres of a *woodlot* or other significant environmental feature will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6, which demonstrated that *development* will not negatively affect the natural features or ecological functions of the area.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

In accordance with Section 3.2.8.1, *Flood Plains*, where new or revised flood plain mapping has been approved by the Conservation Authority having jurisdiction, the extent of the flood plain may be modified without amendment to this Plan. Where the extent of the flood plain is reduced, the abutting land use designation shall apply.

AMENDMENT No. 113
AS AMENDED BY OMB
PL0706886

7.3.6.5.17 Parts 1, 2, 3 & 4, Plan 41R-7209 – 840 Parkinson Road

In addition to the uses permitted in Section 7.3.6 - *Traditional Industrial Areas*, a swimming pool sales and service depot may also be permitted on those lands identified as having reference to this subsection

AMENDMENT No. 176

7.3.6.5.18 Part Block 2, Plan 41M-206 – 1050 Parkinson Road

In addition to the uses permitted in Section 7.3.6.5.8, Part Lots 13, 14, 15 & 16, Concession 2 (East Oxford), South of Parkinson Road to Highway 401, a retail building supply establishment may also be permitted on those lands identified as having reference to this subsection.

AMENDMENT No. 181

7.4 Community Facilities and Minor Institutional Uses

7.4.1 Strategic Approach

In keeping with the initiatives set out in the Municipal Development Strategy, and in order to recognize the important role of all institutions in meeting existing and future social service, health care and educational needs, it is the strategic aim of City Council to:

DESIGNATE LAND FOR COMMUNITY FACILITIES

Meet the existing and future land requirements of hospitals, educational facilities and major cultural, recreational and health care facilities by designating land for community facilities and establishing locational criteria for the siting of such uses.

MINIMIZING EFFECT OF DEVELOPMENT

Minimize the potential effect of community facilities on adjacent neighbourhoods by establishing appropriate standards for *development* through land use and design criteria.

CHANGING NATURE OF INSTITUTIONS

Recognize the changing nature of major community facilities and minor institutions as these facilities evolve from providers of specific community services to a wider range of functions.

MEETING DEMAND FOR MINOR INSTITUTIONAL FACILITIES

Ensure that sufficient land area and space is available to meet the demand for minor institutional uses such as day care facilities, elementary and secondary schools and churches through the sensitive integration of such uses in residential and appropriate employment areas.

REUSE OF SURPLUS INSTITUTIONS

Recognize the opportunity to reuse surplus schools, churches and other institutional properties by permitting their transition over time to uses compatible with adjacent properties.

County of Oxford Official Plan

7.4.2 Community Facilities

DESCRIPTION

The Community Facilities designation is intended to provide locations for large scale institutional, cultural and recreational uses which serve residents throughout the City and County. These facilities, by reason of their size and scale or the range of activities and functions which occur on site, attract large numbers of people on a regular basis and constitute major centres of activity in the City. The nature of these uses requires sensitive integration to minimize potential effects of Community Facilities on adjacent land uses.

PERMITTED USES

Permitted uses within the Community Facilities designation include hospitals, community colleges, major recreational facilities, large cultural facilities, religious institutions, fairgrounds, chronic care facilities which provide continuous medical supervision for patients, facilities utilized primarily by service clubs, trade unions and community cultural groups, long-term care facilities such as nursing homes or homes for the aged, retirement homes, continuum-of-care housing which provide a range of accommodations from independent residential units to chronic care facilities within the same complex, emergency shelters, funeral homes, cemeteries and similar types of community oriented uses.

In addition to these uses, all forms of institutional uses permitted in the Residential Area designation including elementary and secondary schools, churches and day care facilities are permitted in the Community Facilities designation. Funeral homes and public uses such as fire, police and ambulance service uses are also permitted.

Zoning on individual sites may not allow the full range of permitted uses.

ANCILLARY USES

A limited range of secondary uses which are associated with or which serve the needs of the main facility in the Community Facilities designation and which do not detract from the function of the area may also be permitted. Such uses could include office and administrative uses, personal services, convenience retail stores such as gift shops, restaurants and cafeterias, meeting rooms and banquet halls, and facilities for occasional events such as exhibitions, auctions, seminars, shows and specialized sales. Residential uses associated with and ancillary to the main facility may also be permitted through site specific zoning.

County of Oxford Official Plan

LOCATION Lands included within the Community Facilities designation are identified on Schedule W-1. These areas primarily represent existing facilities with some opportunities for expansion as well as opportunities for new uses. New Community Facility uses proposed in areas not designated for such uses will require an amendment to this Plan.

METHADONE Notwithstanding any other policy or provision contained in this subsection, a methadone clinic or methadone dispensary may only be permitted within a hospital, or an office building or other facility located on the same site as a hospital.

AMENDMENT No. 171

AMENDMENT No. 171 Further, a methadone clinic or methadone dispensary located within a hospital or an office building or other facility located on the same site as a hospital will not be subject to the minimum setback provisions from elementary or secondary schools, libraries or other methadone clinics or dispensaries as contained in this Plan.

7.4.2.1 Expansions and New Community Facility Designations

In recognition of the difficulties associated with attempting to predict land requirements for institutional uses, the following policies provide guidance to evaluate proposals to expand existing or to add new Community Facilities designations.

EVALUATION CRITERIA Proposals to amend the Official Plan will be evaluated according to the following criteria:

LOCATIONAL CRITERIA

Community Facilities will be located on an arterial or collector road.

COMPATIBILITY

The compatibility of the proposed *development* with surrounding land uses having regard to the proposed height, setbacks, parking requirements and location, site coverage, the bulk, scale and layout of buildings and the ability to implement planned future land uses considering the likely pressures for higher intensity land uses around the facility.

TRAFFIC

The potential effect of traffic from the proposed use on the City and County road system and surrounding land uses and any necessary functional transportation improvements required to support the use.

MUNICIPAL SERVICES

The availability of utilities and sewer and water facilities to service the site.

PUBLIC TRANSIT

The site is serviced by public transit or will be serviced through the extension of existing transit routes.

County of Oxford Official Plan

ENVIRONMENT

The effect of the proposed expansion or new designation on environmental resources as well as how such expansion or new designation may be affected by environmental constraints will be addressed in accordance with the policies of Section 3.2, as appropriate.

SITE PLAN AND SUPPORTING STUDIES REQUIRED

In order to assist the City and County in evaluating an Official Plan amendment application to expand or to establish a Community Facilities designation, the application will be accompanied by an acceptable site plan and any studies necessary to assist in the evaluation of these criteria and the site.

7.4.2.2 Community Facilities – Site Planning

SITE PLANNING

Site plan control will be required for uses in the Community Facilities designation. Specifically, and as a minimum, the following design criteria will be evaluated prior to the approval of site plans.

BUILDING ORIENTATION AND LANDSCAPING

Buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards directly adjacent to the streetline. Buildings will be sufficiently setback from any nearby residential *development* to minimize potential adverse effects associated with the bulk, scale and layout of buildings.

PARKING, LOADING BAYS, SERVICE AREAS AND VISUAL APPEARANCE

The visual appearance of parking lots which are visible from the public road system will be enhanced through landscaping measures. Loading bays and service areas will be screened from public view through measures such as berming, fencing and vegetative screening. Where parking areas are proximate to residential *development*, screening in the form of berming and vegetative planting will be required.

MECHANICAL EQUIPMENT AND GARBAGE CONTAINERS

Any outdoor mechanical equipment and facilities such as garbage containers will be screened from public view.

LIGHTING

Light spill-over or glare from any source including signs onto any adjacent residential use will be minimized by practices such as directed lighting.

County of Oxford Official Plan

ACCESS

Access points will be limited to the minimum number required to allow the site to function effectively. Direct access to arterial or collector roads will generally be required. Access to local streets may be permitted where it can be demonstrated that traffic movements will not flow through Low Density Residential Areas.

PEDESTRIAN MOVEMENT

The design of the *development* will accommodate pedestrian movement within the site, into and out of the site, and between the site and the wider community. The pedestrian circulation system will be easily distinguishable from that provided for vehicles, will minimize vehicular-pedestrian conflict points and will be well situated with respect to main building entrances and transit stops.

BARRIER FREE DESIGN

The needs of persons with disabilities and other special needs groups are adequately addressed.

STORMWATER MANAGEMENT

Adequate on-site management of stormwater will be provided.

7.4.2.3 Specific Development Policies

The following policies, in addition to the relevant policies of this section, apply to specific lands designated Community Facilities. These specific policies are required to provide further guidance for *development*.

7.4.2.3.1 Woodstock Fairgrounds

In addition to the general policies of Section 7.4.2, Community Facilities, and of Section 3.2.8.4, Sites of Potential Environmental Contamination, the following policies apply to those lands designated as Community Facilities and commonly known as the Woodstock Fairgrounds:

ADDITIONAL PERMITTED USES

The Community Facilities designation affecting the Fairgrounds property includes the use of facilities on-site for a farmers' market, special and temporary retail sales and specialty trade shows, in addition to the uses normally permitted on the Fairgrounds property.

For the purpose of this policy, a farmers' market shall include the sale of agricultural products and further processed foods and may also include the sale of handmade crafts and collections for hobby purposes by market vendors.

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Special and temporary retail sales shall include the retail sale of any product(s) and/or services offered to the general public by one or more growers, producers, manufacturers, distributors or retailers who is currently paying business taxes within the City of Woodstock or the County of Oxford for a limited amount of time and on an occasional basis.

Specialty trade shows shall include trade shows or exhibitions with limited accessory sales for manufacturers, wholesalers or retailers only for a limited amount of time and on an occasional basis.

FORMER LANDFILL

It is recognized that lands on the east side of the Fairgrounds property contain a former landfill site as shown on Schedule C-2. No buildings shall be constructed and no modifications or site improvements unrelated to the maintenance of this landfill, including paving and the installation of subsurface servicing conduits, shall be performed within 30 metres (98 feet) of the periphery of the fill area.

The City of Woodstock shall include the subject landfill site and its periphery in the monitoring program of the City for landfill and methane generating sites, in accordance with criteria established by the Ministry of the Environment

A Holding Zone By-Law, as provided for in the Planning Act and in accordance with Section 10.3.7, implementing the restrictions adjacent to the former landfill site and on the remainder of the property shall be passed by County Council. Outside of the restricted area, the former landfill site and the 30 metre (98 foot) buffer area, construction or site modifications for any permitted use may occur if the Ministry of the Environment concurs with the proposed location for the new building or site modifications. The Holding (H) symbol shall be removed from a portion or all of the Fairgrounds property subject to County Council being satisfied with receipt of the following:

- evidence of a monitoring program by the City of Woodstock in accordance with the standards of the Ministry of the Environment for the former landfill site and the buffer area, including a 30 metre (98 foot) distance from the defined landfill site;

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- concurrence of the Ministry of the Environment regarding the location of any buildings or site improvements. The Ministry may, if the monitoring program dictates, require the owner to prepare a report by a consultant determining the possibility of methane gas and leachate migrating to the specific construction site or, if the monitoring program discounts the possibility of contaminant migration, the Ministry may waive the requirement for the site specific study.

Concurrence of the Ministry of the Environment and the City of Woodstock must be obtained before County Council is able to remove the Holding (H) symbol from the proposed building site.

7.4.2.3.2 Athlone Avenue East of Mill Street

Lands located on the north side of Athlone Avenue and east of Mill Street, comprising approximately 3.96 hectares (9.78 acres) may be used for those permitted uses allowed within the Community Facilities designation with the exception of those institutional uses that have a residential component, such as long-term care facilities, retirement homes, continuum of care housing and emergency shelters.

Amendment No. 42

When reviewing development proposals, the site shall be subject to site plan approval and shall require a noise study which may require the incorporation of soundproofing measures and outside landscaping to reduce any noise emissions from the adjacent industrial operations that might negatively impact on the church.

7.4.3 Minor Institutional Uses

DESCRIPTION

Minor Institutional uses include elementary and secondary schools, churches, day care facilities, public service uses such as police, ambulance and fire stations and similar smaller-scale institutional facilities.

DESIGNATIONS
PERMITTED WITHIN

With the exception of schools, this Plan does not include a land use designation category for minor institutional uses. Rather, minor institutional uses are permitted as ancillary uses within the Residential Area designation and are permitted uses in the Service Commercial and Central Area designations. Certain types of minor institutional uses such as day care facilities are permitted within the Business Park and Traditional Industrial Area designations.

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LIMITATIONS

City Council may limit the range of minor institutional uses permitted within a particular designation through the Zoning By-Law. Where minor institutional uses are proposed in proximity to non-residential uses which may generate noise, vibration, odour, vehicular traffic or other nuisance, the permitted minor institutional uses shall not include a residential component.

POLICIES FOR RESIDENTIAL AREAS

Minor institutional uses in the Residential Area designation will be subject to a specific institutional zoning category and new minor institutional uses will be evaluated on a site specific basis in accordance with Section 7.2.3.3, Neighbourhood Serving Uses in Residential Areas, and the following policies:

7.4.3.1 Day Care Facilities

City Council supports the establishment of day care facilities in residential areas, where demand warrants, for those who live and/or work in the City. Private home day care facilities which are licensed by the Province are permitted in all residential areas. In order to minimize any adverse effects that new or the expansion of existing centre based day care facilities may have on adjacent residential land uses, City Council will require, where appropriate:

- the provision of on-site parking for staff;
- vehicular spaces or on-site parking spaces for the drop-off and pick-up of children;
- fencing and/or landscape buffering to reduce adverse effects of noise and visual intrusion on adjacent land uses;
- the paving of parking areas and driveways to prevent the raising of dust;
- on-site stormwater management;

Day care facilities will be recognized as a permitted use within school buildings and churches in the Zoning By-Law.

7.4.3.2 Churches

In order to provide for the sensitive integration or expansion of religious facilities within residential neighbourhoods, City Council:

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- will limit the size of the church facility to approximately 550 square metres (7,000 square feet) of ground floor area in the Residential Area designation. Proposals for churches larger than this size shall be considered a major religious institution and will be directed to the Community Facilities, Central Area or Service Commercial designations;
- will ensure that buildings are sufficiently setback from adjacent residential uses to minimize potential adverse impacts associated with the bulk, scale or layout of buildings;
- will require fencing and/or landscape buffering to reduce adverse effects of activity areas and visual intrusion on adjacent land uses;
- may require the paving of parking areas and driveways to prevent the raising of dust;
- will require on-site stormwater management;
- will ensure that lighting from any source will not adversely affect adjacent residential uses.

PARKING

Where a church is operated in conjunction with other types of minor institutional uses, either on the same property or on abutting properties, City Council may establish reduced or altered parking standards and may consider flexible parking arrangements such as shared parking provided such measures do not affect on nearby residential uses.

7.4.3.3 Schools

In recognition of the role of schools as an integral part of a community or neighbourhood, this Plan designates existing and planned school sites on Schedule W-4.

SITE CRITERIA

Lands designated for future school sites in the City of Woodstock have been identified through consultation with the appropriate school boards and such designation is intended to generally depict the location of the school facility. When preparing Secondary Plans for new residential communities or reviewing proposed plans of subdivision, site plans or other *development* proposals, City Council and County Council will require that designated school sites be shown and will ensure the following criteria are addressed:

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LOT AREA

As a minimum, the following lot areas will generally be required for new schools:

	<u>Freestanding</u>	<u>Adjacent to a Municipal Park</u>
Elementary	4.0 ha (9.9 ac)	3.0 ha (7.4 ac)
Secondary	6.0 ha (14.8 ac)	

Such sites will have a suitable shape and topography for the intended school use.

*COLLECTOR
ROADS*

New school facilities will generally be situated on collector roads. New school facilities may be permitted on a local road provided that vehicular traffic will not flow through Low Density Residential Districts.

*PROXIMITY TO
MUNICIPAL PARKS*

In order to provide a neighbourhood or community focal point in terms of the provision of parks and recreational facilities new school facilities will generally be situated in close proximity to municipal parks and greenspace systems.

SAFETY

New school facilities will be situated in a location which will minimize hazards associated with students crossing arterial roads. City Council will ensure that adequate pedestrian circulation systems are incorporated into plans of subdivision to minimize potential dangers associated with vehicular traffic.

SITE DESIGN

In order to minimize any adverse effects that new schools may have on nearby residential land uses and to maintain optimum site functionality, site plan control will be required. The following site design criteria will be evaluated:

*INTEGRATED WITH
ADJACENT PARKS*

Where a new school facility is located adjacent to a municipal park, the site design will ensure that the school and park facilities are integrated for pedestrian movement between the two sites.

*VEHICULAR
SPACES*

Vehicular spaces will be incorporated into the site design for buses to drop-off or pick-up students. Where day care facilities form part of the school complex, separate drop-off spaces or parking spaces will be required.

*BUILDING
SETBACKS*

School buildings, including portables will be sufficiently setback from nearby residential uses to minimize potential adverse effects associated with the bulk, scale, layout or visual intrusion of the buildings.

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SCREENING Recreational facilities and activity areas will be buffered through setbacks and vegetative screening from nearby residential uses to reduce the adverse effects of noise.

FENCING Perimeter fencing may be required adjacent to abutting residential uses to ensure privacy for abutting property owners and to delineate the limit of the school site.

PARKING AREAS Parking areas will be visually enhanced through landscaping measures and will be paved to prevent the raising of dust.

BARRIER-FREE DESIGN
The needs of persons with disabilities and other special needs groups are adequately addressed.

AMENDMENT No. 136

STORMWATER MANAGEMENT On-site management of stormwater will be required.

LIGHTING Lighting of the school, parking areas and recreational facilities will not adversely affect adjacent residential uses.

7.4.3.4 Mixed Institutional/Residential Developments

In recognition of the changing nature of institutional uses toward the provision of a range of social, educational, religious and related services, this Plan permits mixed institutional and residential land uses in the Residential Area designation subject to the following criteria:

SPECIFIC ZONING Proposals which would provide for both institutional and residential uses on the same site will be evaluated on a site specific basis and will require an amendment to the Zoning By-Law.

DENSITY Any residential use associated with a minor institutional use will conform to the policies of the underlying residential density designation.

EXISTING USES Where an application is made to amend the Zoning By-Law to provide for residential land uses in addition to an existing minor institutional use on a site, the policies of Section 7.2.4.1.2 relating to Backyard Infill will be satisfied prior to such zone change being approved by City Council.

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REUSE OF MINOR INSTITUTIONAL SITES

City Council will permit the reuse of minor institutional properties which become surplus by permitting their transition over time to uses in conformity with the underlying land use designation. Prior to considering an application to reuse or redevelop a minor institutional property in Low Density Residential Districts, City Council will ensure that the proposal is consistent with the policies of Section 7.2.4.2 relating to the Redevelopment or Conversion of Non-Residential Buildings.

SITE PLAN CONTROL

In order to address potential land use effects that minor institutional *development* may have on adjacent land uses or that adjacent land uses may have on the proposed institutional use, site plan control will be applied.

7.5 Leisure Resources

7.5.1 Strategic Approach

The quality of life desired for Woodstock is reflected in the initiatives set out in the Municipal Development Strategy. Given the importance of providing for the leisure needs of its citizens in achieving this quality of life and recognizing that leisure resources are an integral part of the community, it is the strategic aim of City Council to:

SATISFY VARIETY
OF LEISURE
NEEDS

Satisfy the year-round leisure needs and choices of Woodstock residents by providing ample and sufficiently varied leisure resources.

SECURE LEISURE
RESOURCES

Protect and enhance existing leisure resources of Woodstock while planning for future leisure needs by providing a policy framework for the delivery of such services.

DISTRIBUTION AND
SITING OF
RESOURCES

Ensure the proper distribution, siting and design of leisure resources by establishing guidelines for the *development*, acquisition and/or disposal of such resources.

OPTIMIZE USE AND
ACCESSIBILITY

Optimize the use and accessibility of leisure resources by providing convenient and secure access to leisure uses and by siting leisure resources in proximity to related land uses such as schools.

ATTRACT LEISURE
USERS

Increase participation in leisure pursuits by enhancing existing and providing new facilities which promote a varied, stimulating and secure leisure environment.

AUGMENT
MUNICIPAL
FACILITIES

Augment those lands and facilities provided by the City for leisure services by requiring on-site recreational amenities and/or open space linkages in new *development*.

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7.5.2 Leisure Resource Policies

PURPOSE

The City of Woodstock recognizes the importance of open space and leisure facilities in providing recreation opportunities for its inhabitants to promote health and an enhanced quality of life. City Council will endeavour to provide and maintain sufficient open space for both active and passive recreational pursuits through the provision of a parkland hierarchy which includes neighbourhood, community, district and City-wide parks, natural areas and a continuous or linked open space system. The Leisure Plan of the City is set out on Schedule W-4.

The policies of this Section relate to the recreational uses of land and are intended to augment the land use policies associated with the Environmental Protection and Open Space designations as identified in Section 3.2 and shown on Schedule W-1.

7.5.2.1 Parkland Classification

CLASSIFICATION

The City of Woodstock has adopted the following parkland classification system to guide it in the acquisition of parkland and open space:

LOCALIZED FACILITIES

Localized leisure facilities include lands in the Residential Areas designation which are designed to provide unorganized play activities for children, quiet seating or rest areas and/or linear linkages between more traditional block shaped parks. Such facilities will generally be less than 0.6 hectares (1.5 acres) in size and will have a service radius of up to 0.5 kilometres (0.3 miles) and will be easily accessible by foot from local roads and pathways. Locations for localized leisure facilities are not designated in this Plan but rather their need will be determined on a site specific basis.

NEIGHBOURHOOD PARKS

Neighbourhood Parks are lands in Residential Areas indicated on Schedule W-4, which are primarily designed to support active leisure activities for residents. Neighbourhood parks will generally incorporate play equipment and other enhancements such as minor sports fields, basketball pads or tennis courts for organized children, youth and recreational adult level sports.

Neighbourhood Parks will generally be between 0.6 and 4.0 hectares (1.5 to 10 acres) in size and will have a service radius of approximately 1 kilometre (0.6 miles).

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Neighbourhood Parks will generally be centrally located to their service area, will have good bicycle and pedestrian access and will be designed with extensive street frontage for visibility and safety. Where feasible and practical, Neighbourhood Parks will be established adjacent to elementary or secondary schools.

Portions of Neighbourhood Parks may be retained or be allowed to transform into a natural state without amendment to this Plan provided the activity function of the facility is maintained.

COMMUNITY DISTRICT PARKS

Community District Parks are lands in Residential Areas designated on Schedule W-4, designed mostly for organized youth and recreational adult level sports but may also include facilities for play by children.

Community District Parks are primarily intended to serve the Community Planning District in which they are located but by virtue of their facilities such as major sports fields, swimming pools or splash ponds, may also draw users from the City as a whole. Community District Parks will typically be between 0.6 and 10.0 hectares (1.5 to 25 acres) in size.

Community District Parks will generally be centrally located to the population being served in order to be within reasonable walking distance to the majority of the residents. Community District Parks will be directly accessible to arterial or collector roads, transit and bicycle and pedestrian networks and will generally have facilities for off-street parking. Where feasible and practical, Community District Parks will be established adjacent to elementary or secondary school sites in order to maximize the use of public open space.

Portions of Community District Parks may be retained or be allowed to transform into a natural state without amendment to this Plan provided the activity function of the facility is maintained.

CITY-WIDE FACILITY

City-wide facilities are lands in any area of the City designated on Schedule W-4, which support recreational activities serving the City as a whole and may provide secondary service to surrounding municipalities. City-wide facilities will provide a range of recreational uses including but not limited to major sports fields, picnic areas, swimming pools, water activities and play facilities for children. City-wide facilities will be a minimum of 10.0 hectares (24 acres) in size and will be appropriately configured for organized sports and recreational activities. City-wide facilities will be directly accessible to arterial or collector roads, transit and bicycle and pedestrian networks and will provide adequate on-site vehicular parking.

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Portions of City-wide facilities may be retained or allowed to transform into a natural state provided the activity function of the facility is maintained.

CITY NATURAL PARK

City Natural Parks are either naturally significant lands in need of protection or City parks which City Council intends to naturalize through tree and other low maintenance planting, managed succession and/or natural regeneration. City Natural Parks are identified on Schedule W-4.

It is the intent of City Council to provide at least one City Natural Park for each Community Planning District in the City in order to provide an area of naturalized environment easily accessible to a majority of City residents. Where feasible and practical, the City Natural Park will be linked to and will incorporate pedestrian and bicycle networks. City Natural Parks will be designed with extensive street frontage for visibility, access and safety. Lands with topographic variations and/or with *watercourse* features may be considered as candidate sites for City Natural Parks.

Small portions of City Natural Parks may be retained for play facilities and sitting areas for children without amendment to this Plan provided that the ecological basis and/or the natural area function is not adversely affected.

LINKED OPEN SPACE SYSTEM

In addition to blocks of parkland provided in accordance with the parkland hierarchy, it is the objective of City Council to develop a system of linked public open spaces which may incorporate pathways and bicycle networks throughout the City.

PUBLIC COMPONENTS

Public components of the linked open space system include City parkland, *watercourses*, utility corridors, conservation areas, schools, abandoned rail rights-of-ways and other public facilities. Development of a linked open space system is a key component of the Community Design Criteria for Residential Areas policies of Section 7.2.3.2.

PRIVATE COMPONENTS

To augment the public components of a linked open space system, the City of Woodstock will require on-site recreational and pedestrian facilities for multiple family *development* and may require pedestrian and bicycle linkages as part of the open space requirements of other forms of *development*. Leisure resources provided as part of a private *development* will be co-ordinated and integrated with adjacent *development* and public open space amenities as a means of supporting the objective of a linked open space system.

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AMENDMENT REQUIRED

Given the importance of Neighbourhood, Community District Parks, City-Wide Facilities and City Natural Areas identified on Schedule W-4 to the quality of life for residents of the City of Woodstock and given the potential effects of these leisure facilities on surrounding uses, City Council and County Council will require an amendment to the Official Plan to:

NEW FACILITIES

Locate new Community District Parks, City-Wide Facilities or City Natural Parks in an area not currently identified on Schedule W-4. New Neighbourhood Parks do not require an Amendment to this Plan.

HIGHER LEVEL FACILITY

To alter the planned function of an existing park, for example, to upgrade a Neighbourhood Park to a Community Park.

REMOVAL OF DESIGNATION

Remove the symbol for any existing or planned facility shown on Schedule W-4.

7.5.2.2 *Development Standards for Municipal Parks*

City Council will have regard to the following standards in addition to the policies of Section 7.5.2.1, Parkland Classification, and any other relevant policies of this Plan when establishing, developing and upgrading Neighbourhood, Community District Parks, City-Wide Facilities and City Natural Parks.

PATHWAY/BICYCLE FACILITIES

Where practical and feasible, separate pedestrian pathways and bicycle systems may be integrated within the leisure facility network. Leisure facilities will generally have multiple access points for pedestrians and cyclists to provide convenient through-usage and for safety purposes.

LANDSCAPING

Landscaping and other design measures will be used to enhance the visual appearance of the park and to screen activities or functions which may negatively affect adjacent land uses.

CONTROL LIGHTING

Light spill-over or glare from any lighting source, such as sportsfields, onto adjacent residential uses should be minimized.

INCREASE SECURITY

Security of users should be increased through such measures as lighting, the siting of buildings, pathways, planting and parking areas and overall site visibility.

SUFFICIENT ROAD CAPACITY

Capacity of roadways serving the site should be sufficient to accommodate the anticipated traffic.

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MINIMIZE TRAFFIC ON LOCAL ROADS

Traffic on local roads to sites generating significant levels of traffic should be minimized by ensuring vehicular access is from arterial or collector roads.

ADEQUATE PARKING

Adequate on-site parking, drop-off areas and transit service to accommodate existing and proposed uses should be provided or available.

MAXIMIZE SITE FRONTAGE

Site frontage along roadways should be maximized to reduce conflicts with adjoining land uses, ensure greater visibility and security and to provide on-street parking capability.

BARRIER FREE DESIGN

The needs of persons with disabilities and other special needs groups shall be addressed in the site *development* and operational policies.

NATURAL FEATURES

Existing vegetation and contour variations will be incorporated into the leisure facility design as much as is practical.

7.5.2.3 *Parkland Acquisition*

City Council will acquire lands for use as parkland or leisure through all methods available including dedication, purchase, donation or bequest and expropriation.

PARKLAND DEDICATION

City and County Council will, as a condition of the subdivision, *development* or redevelopment of land for residential purposes, require that 5% of the land proposed for *development* be conveyed to the municipality for park or public leisure purposes, pursuant to the provisions of the Planning Act.

ALTERNATIVE REQUIREMENT

Alternatively, City and County Council may require the dedication of parkland at a rate of 1 hectare (2.47 acres) for every three hundred dwelling units proposed, as provided for under the Planning Act.

INDUSTRIAL, COMMERCIAL DEVELOPMENT

In the case of industrial or commercial *development*, City and County Council may require that land in the amount of 2% of the land proposed for *development* be conveyed to the City for park or public leisure purposes, pursuant to the Planning Act.

CASH-IN-LIEU OF PARKLAND

City Council may require cash-in-lieu of all or part of the required parkland dedication under the following circumstances:

- where the required land dedication fails to provide an area of suitable shape, size or location for development as public parkland and cannot be integrated into a linked open space system; or

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- where the required dedication of land would render the remainder of the site unsuitable or impractical for *development*; or
- where existing or proposed park and recreational facilities in the vicinity of the site are or will be, in the opinion of City Council, clearly adequate to serve the projected increase in population.

MIXED USE CONTRIBUTION

Where *development* incorporates a mix of uses, the parkland dedication requirements for each use are to be added together to determine the total land or cash-in-lieu contribution to be provided to the City for park and public leisure purposes.

CONDITION OF DEDICATED LANDS

Land conveyed to the City as part of the required parkland dedication will be expected to meet minimum standards for drainage, grading and shape in accordance with the intended function, will satisfy the locational criteria set out in Section 7.5.2.1, Parkland Classification, and will be in compliance with the policies of Section 3.2.8.4, Sites of Potential Environmental Contamination.

ACCEPTANCE OF RAVINES, WOODED AREAS

Land conveyed to the City as part of the parkland dedication requirement will generally be flat, open land. Lands which are constrained for *development* will not necessarily be accepted for parkland or leisure purposes, however, in areas where the need for flat, open land is being met, lands containing features such as ravines, *woodlots* and other vegetation or variations in topography may be accepted as a portion of the required parkland contribution.

LANDS IN EXCESS OF REQUIRED DEDICATION

Where required lands dedicated for parkland purposes are insufficient in size or shape for their intended function, City Council will consider acquisition of additional lands for park purposes.

CO-ORDINATED CITY/SCHOOL BOARD LEISURE PLANNING

City Council will co-ordinate the planning for parks and open space linkages located adjacent to existing or proposed school sites with the appropriate School Board to maximize integration between facilities and efficiency of use.

7.6 Transportation

7.6.1 Strategic Approach

In keeping with the initiatives set out in the Municipal Development Strategy and in order to provide a safe and efficient multi-modal transportation system which will meet the present and future needs of the City, it is the strategic aim of City Council to:

ROAD NETWORK

Continue the development of a full arterial and collector road network which will provide safe and convenient access between areas of the City.

MINIMIZE CONFLICT

Minimize conflict between non-local and local traffic by defining a system of major roads which reduce non-local, through traffic movement within neighbourhoods.

NETWORK IMPROVEMENTS

Improve the functionality of the transportation network by identifying and making provision for necessary improvements over time.

ALTERNATIVE MODES OF TRANSPORTATION

Encourage alternative modes of transportation, other than the automobile, thereby improving the quality of life and the environment by ensuring safe, efficient, pleasant and convenient movement throughout the City.

MAXIMIZE TRANSIT USE

Maximize the efficiency and accessibility to transit services by providing compact forms of *development* and by ensuring good pedestrian linkages to transit services.

ENCOURAGE BICYCLING

Encourage the safe use of bicycles for commuting to work and for shopping purposes, as well as for leisure and recreation.

PEDESTRIAN ENVIRONMENT

Provide a safe, convenient and aesthetically pleasing pedestrian environment, responsive to all age and health groups, linking all parts of the City by a logical system of sidewalks, pathways and footbridges.

MINIMIZE EFFECTS OF TRUCKS

Minimize the effect of trucks and heavy vehicular traffic by encouraging the use of alternative routes bypassing residential uses and the Central Business District.

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PROMOTE INTER-URBAN LINKAGES

Promote the integration of road, rail, pedestrian and bikeway facilities within the City with services and facilities provided by the private sector, adjacent municipalities, the County and senior levels of government.

7.6.2 Roads

ROAD NETWORK PLAN

The network of public roads in the City of Woodstock shall be categorized, upgraded and expanded in accordance with Schedule W-5, Transportation Network Plan and the following policies. The transportation policies of section 5.1.2, County Roads System, will also apply to County roads and County road network improvements within the City of Woodstock, as shown on Schedule W-5. The Transportation Network Plan includes existing, planned and proposed roads categorized according to function as well as planned major improvements that are considered necessary to accommodate anticipated growth during the planning period. Some of the road corridors and improvements that may be required beyond the planning period or in response to the needs of specific *developments* are also identified.

CLASSIFICATION OF LOCAL ROADS BY FUNCTION

The road system shall be based on a functional classification of roads described as follows:

- Provincial Highways – serve high volumes of inter-urban and long distance traffic movements at high speeds;
- Arterial - serves moderate to high volumes of intra-urban and long distance traffic movements at moderate speeds and has limited property access;
- Collector – serves light to moderate volumes of traffic for short distances between local and arterial roads and may provide access to individual properties;
- Minor Collector – serves light volumes of traffic for short distances between local and arterial streets and provides access to individual properties;
- Local - provides access to individual properties and serves local traffic only.

Roads categorized as arterial, collector, minor collector and provincial highways are shown on Schedule W-5.

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DEVELOPMENT CRITERIA

Categories of roads which are under the jurisdiction of the City shall be developed in accordance with the criteria contained in Table 4, relating to road allowance requirements, number of lanes, access, parking and intersection policies.

City Council may consider reduced rights-of-way widths for local roads.

SUBDIVISION DESIGN CRITERIA

The design of subdivisions within the City will take into account the following design criteria in addition to the standards established in Table 4.

INTERSECTIONS WITH LOCAL STREETS

The design of residential plans of subdivisions shall minimize the intersection of local streets with arterial roads.

MAJOR INTERSECTION SEPARATION

The intersection of a new collector or minor collector road with an arterial road shall provide sufficient separation from the nearest major intersection to allow for the efficient operation of traffic control devices.

TRANSIT SUPPORTIVE DESIGN

To the extent feasible, the intersection of new collector or minor collector roads and/or pedestrian walkways with an arterial road will achieve an approximate 250 metre (820 foot) spacing to facilitate easy and direct pedestrian access to transit services.

RESTRICTED ACCESS

The subdivision of lands adjacent to an arterial road for the purpose of low density residential *development* will generally provide for reverse frontage lots or other suitable measures that would restrict vehicular access from individual properties to the arterial road.

COMMON ACCESS

The subdivision or severance of land adjacent to an arterial or collector road, for purposes other than low density residential *development* shall minimize the number of access points to the arterial or collector road through measures such as the provision of common driveways or a service road.

PLANNED ROAD ALIGNMENTS

There are certain arterial and collector road alignments identified on Schedule W-5 that have not been developed. The alignments shown on Schedule W-5 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a planned road alignment may be made without the necessity of an amendment to the Official Plan if it can be demonstrated to the satisfaction of City Council and/or County Council that the modification will not diminish the function or capacity of the road.

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PROTECTION OF PLANNED ROAD ALIGNMENTS

New *development* shall provide for the protection of planned road alignments and, where applicable, for their construction and dedication as public roads. The required road allowance may also be acquired by the City through purchase, dedication or expropriation as appropriate.

PROPOSALS TO ADD, DELETE OR RE-ALIGN ROADS

For arterial, collector or minor collector roads, proposals to add or delete sections of road which substantially diminish or increase the function or capacity or to substantially re-align or extend a major road will require an amendment to Schedule W-5. In the review of such proposals, consideration shall be given to traffic service implications and the potential effects that a proposed road development may have on existing land uses and natural features and the measures that may be taken to mitigate these effects.

ROAD WIDENING POLICIES

City Council may provide for the widening of existing road allowances to the road allowance requirements established in Table 4. Privately owned land needed for road allowance widening may be required to be dedicated to the City through a condition of subdivision, land severance or site plan approval or other legislated means.

ROAD ALLOWANCE REQUIREMENTS

For the purposes of the provisions of the Planning Act dealing with road allowance widening as a condition to the approval of site plans, any road that has less than the maximum required road allowance shown on Table 4 shall be regarded as a road to be widened.

WIDENING FROM A DEDICATION

In those cases where the widening of a road is to be obtained by dedication through site plan control, adjacent land shall be obtained in equal amounts from both sides of the road, measured from the centreline of the road allowance. Where physical or other conditions or obstructions necessitate a widening on one side in excess of an equal amount, only the portion of the required widening that represents an equal amount will be obtained by dedication through site plan control.

MAJOR TRAFFIC GENERATORS

Road widenings in excess of the road allowance requirement may be required along arterial or collector roads to accommodate auxiliary turning lanes that will provide better access to land uses that are major traffic generators.

EXCEEDING ALLOWANCE RANGE

Where, on the basis of topographic constraints, site conditions, usage or a transportation study, it is determined that a road allowance should exceed the specified range outlined in Table 4, such land may be obtained as a condition of severance, the subdivision process or through other appropriate means.

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IMPLEMENTATION

The implementation of the road widening policies will also take into consideration matters such as the following:

- where a parcel of land has been acquired by the City but the widening of the road is not imminent, City Council may allow for the private interim use of the parcel;
- where a road widening is not imminent, City Council may enter into an agreement with the landowner to transfer title of a parcel of lands affected by a road widening at a future date when the road improvements are to be carried out;
- where, because of a road widening, the size of a property is reduced and the lot area or setbacks no longer conform to the Zoning By-Law, City Council may consider an amendment to the By-Law to recognize the property as a legal use.

REDUCED WIDENING REQUIREMENTS

City Council may waive or accept less than the maximum road widening requirement where, in the opinion of City Council, the nature of existing *development*, topographic features, other constraints or natural features make it impractical or undesirable to widen the road to the established road allowance requirement.

ROAD NETWORK IMPROVEMENTS

City Council will maintain a continuous program of improvements to major intersections and to bridges and railway crossings in accordance with Schedule W-5 and the following policies:

INTERSECTIONS

It is intended that, as traffic conditions warrant, improvements in the form of jog eliminations, installation of traffic signals, and channelization construction will be undertaken at the intersections indicated on Schedule W-5.

Road widenings may be required at an intersection for the purpose of providing daylight triangles, lane channelization, or locations for traffic control devices.

Privately owned land adjacent to intersection improvements as indicated on Schedule W-5, may be required by the County or the City for daylight triangles to provide a maximum 15 metre (49 foot) sight triangle in addition to any road widenings at intersections. Such privately owned land needed for daylight triangles shall be dedicated to the County or the City through a condition of subdivision, land severance, site plan approval or other legislated means, at the discretion of the authority with jurisdiction over the road.

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RAILWAY CROSSING IMPROVEMENTS

This Plan provides for the elimination of or improvements to the level railway crossings, as indicated on Schedule W-5.

BRIDGE IMPROVEMENTS

It is the intent of this Plan that as future improvements are made to the bridges indicated on Schedule W-5 that the improvements be designed to accommodate the type of road proposed on Schedule W-5.

ROAD IMPROVEMENTS ASSOCIATED WITH MAJOR DEVELOPMENT PROPOSALS

City Council, in its evaluation of major *development* proposals, shall consider the potential effect of the *development* on the safety, efficiency and volume of traffic flow on adjacent streets. Property owners may be required to contribute to the cost of road improvements which, in the opinion of City Council, are necessary to provide for safe vehicular turning movements to and from the site and to minimize the disruption to traffic flow. Examples of such improvements include road channelization to provide left turn lanes and the construction of raised medians.

To assist City Council in its consideration of traffic concerns and road improvement needs related to a major *development* proposal, an applicant may be required to prepare a traffic impact assessment.

7.6.3 Truck Traffic

MINIMIZE EFFECT OF TRUCK TRAFFIC

City Council recognizes that, while truck access is necessary throughout the City, the adverse effects of truck traffic shall be minimized by:

- directing uses which are expected to generate high levels of commercial and industrial truck traffic to appropriately designated Employment Areas;
- ensuring that buildings located adjacent to roads and intersections carrying a high volume of heavy vehicles are designed such that negative effects of noise and vibration are minimized;
- regulating the continued overnight parking of commercial vehicles on residential properties which could adversely affect the air and visual qualities of neighbourhoods, generate excessive noise and impose safety risks;
- promoting the proper design of roads intended to carry heavy vehicles;

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- investigate the options to provide a truck by-pass to minimize through truck traffic in the Central Area designation. Any truck by-pass established by City Council shall be identified on Schedule W-5, Transportation Network Plan and/or Schedule C-4, County Transportation Plan.

7.6.4 Public Transportation

TRANSIT SUPPORTIVE FACILITIES

City Council shall ensure that the design of roads, sidewalks and open space networks provide easy access to the transit system. As well, City Council, when considering *development* proposals, shall have regard to the effect of the proposals on the use of public transit. Specifically, City Council shall:

- require that the road pattern in new *development* areas allows for an efficient extension of transit services and that new *development* sites are designed to facilitate service by transit;
- require that sidewalks, walkways and footbridges connect residential and *employment areas* to transit services such that the majority of occupants can reach transit services directly within an approximate distance of 400 metres (1,300 feet);

DENSITY BONUS

City Council may in accordance with Section 10.3.10, permit increases in density or height of *development* in appropriate locations in return for the provision of benches and climatic shelters for the comfort and convenience of transit users.

ENCOURAGE PATTERNS THAT PROMOTE TRANSIT USE

City Council will encourage the use of public transportation by locating *development* which may generate higher transit use near arterial and collector roads. Residential *development* will be in keeping with the policies of Section 7.2.3.2, relating to Community Design Criteria for Residential Areas.

7.6.5 Pedestrians

SAFE PEDESTRIAN ENVIRONMENT

City Council shall make the pedestrian environment safer and more convenient to use in both new and existing *development* by:

REQUIRING SIDEWALKS

Requiring the provision of sidewalks in or adjacent to new *development* as follows:

- on both sides of arterial and collector roads;

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- on at least one side of minor collector roads.

DIRECT PEDESTRIAN ACCESS

Ensuring that pathways and footbridges are provided at appropriate locations, including mid-block connections, to facilitate direct and convenient pedestrian access throughout Residential Areas to prevent circuitous pedestrian routes to major roads and activity areas.

MAINTAIN EXISTING NETWORK

Ensuring that the existing pedestrian network is maintained, and replaced, where appropriate.

LIGHTING

Ensuring adequate lighting to Illuminating Engineering Society (I.E.S.) standards is provided for pedestrian networks including sidewalks, pathways and footbridges and in open space areas, where necessary.

DRAINAGE

Ensuring that sidewalks are sufficiently setback from adjacent roadways and adequately drained.

BARRIER FREE ACCESS

Ensuring that new or replacement pedestrian facilities provide barrier-free access from the road network for the disabled and elderly and persons pushing a stroller or cart and provides for the safe crossing of roads.

THE CENTRAL AREA

Pedestrian safety and convenience in the Central Area shall be in accordance with the policies of Section 7.3.2.2, Central Area Strategy, in addition to the preceding policies.

7.6.6 Bicycling

BICYCLING AS AN ALTERNATIVE MODE

City Council shall recognize that bicycling is a viable alternative to other modes of transportation and is environmentally sound and promotes and supports active, healthy lifestyles. Wherever possible, City Council shall promote bicycling as a means of transportation.

BICYCLING PLAN

City Council should prepare and implement a Bicycling Plan which will establish comprehensive bicycling networks and will determine the priorities for bicycling facility improvements. City Council may establish bicycle ways as a component of the linked open space systems.

SEEK CO- OPERATION OF OTHERS

When a Bicycling Plan is prepared, City Council shall seek the co-operation of the Ministry of Transportation, the County of Oxford and the Upper Thames River Conservation Authority and other affected agencies in implementing those elements of the Bicycling Plan under their jurisdictions and provide for the integration of bicycling facilities.

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BICYCLE PARKING

City Council should require, as a condition of approval of *development*, the provision of adequate parking facilities for bicycles. Bicycle parking standards may be prepared and implemented to ensure that the parking needs of cyclists are met.

LEAD BY EXAMPLE

City Council may establish accessible and sufficient bicycle parking areas at all City owned and operated facilities in order to promote the use of bicycles.

7.6.7 Inter-Urban Transportation

In recognition that the City of Woodstock is linked to other parts of the Province through road and railway networks and that accessibility is integral to fulfilling many of the policy objectives of this Plan, it is a policy of City Council that:

INTEGRATION WITH COUNTY/ PROVINCIAL/LOCAL ROADS SYSTEMS

The City will continue to liaise with the Province, County and adjacent municipalities to promote the co-ordination of improvements and/or the establishment of new local, regional or Provincial road networks.

INTEGRATION OF LOCAL TRANSPORTATION NETWORKS WITH PRIVATE/SENIOR GOVERNMENT SERVICES

In the development or improvement to transit services and facilities, bikeways and pedestrian networks, the City will pursue integration of services and facilities with private inter-urban transportation companies and senior levels of government. Examples may include the development of an integrated public transit or inter-urban bus terminal and/or the co-ordination of public transit service times to coincide with passenger railway services and/or the maintenance of grade separated pedestrian/bikeway facilities to passenger rail terminals.

HIGH SPEED RAIL LINK

The City will actively pursue a designated stop status for the municipality on any high speed rail network which may be developed for Southern Ontario by senior levels of government or by private interests.

RAIL SERVICES FOR INDUSTRY

The City will actively pursue the maintenance and improvement of rail service sufficient to meet the needs of industrial uses within the City.

TABLE 4
COUNTY OF OXFORD OFFICIAL PLAN - CITY OF WOODSTOCK
RECOMMENDED ROAD STANDARDS

Classification	Function	Right of Way (Metres)	Intersection Policy	Property Access & Curbside Parking Policy
Provincial Highway	- High volume through traffic movement – free flow, high speed	Established by the Province	- Established by the Province	- Restricted access to abutting property subject to Provincial approvals.
Arterial	- Medium volume inter-area movement of traffic as part of the complete arterial street system of the City.	26-36 metres (85-118 ft.)	- Interchanges with freeways are grade separated. - Intersections with arterial and collector roads at grade.	- Direct access to abutting property shall be limited where possible. - New residential lots adjacent to arterials shall be designed with limited access except where an existing land development pattern makes this objective impractical. - Commercial, Community Facilities, Industrial and multiple Residential uses may have access to arterial streets, but developments shall be grouped, and entrances, exits and curb use controlled in order to reduce the number of access points that could hinder traffic movement. Strip or extended linear development shall be discouraged. - Parking may be restricted to improve traffic movement. - Adequate lighting shall be provided.
Collector	- Collector streets shall be designed to take the bulk of traffic moving through a neighbourhood and thereby reduce traffic movement on local streets.	20-26 metres (66-85 ft.)	- Intersections with arterial, collector and local roads will be at grade.	- Access to abutting property permitted but controlled to ensure safe design. Parking generally permitted, subject to concerns for pedestrian safety near parks and school sites.
Minor Collector	- Collect and distribute light to moderate volumes of traffic between local streets or traffic generators and arterial or collector roads.	20-26 metres (66-85 ft.)	- Intersections with arterial, collector and local roads will be at grade.	- Access to abutting property permitted but controlled to ensure safe design. Parking generally permitted, subject to concerns for pedestrian safety near parks and school sites.
Local	- Carry light volumes of traffic moving between points of origin and the collector road system. - Through traffic discouraged by means of road pattern and traffic controls.	18-20 metres (59-66 ft.)	- Intersections with collector roads at grade. - Intersections with arterials discouraged where possible.	- Full access to abutting property. - Parking permitted except near schools or on older streets serving commercial and industrial areas.