

CHAPTER 9

TOWN OF INGERSOLL LAND USE POLICIES

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9.0

Town of Ingersoll Land Use Policies

**9.1 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* in the Town of Ingersoll. The objectives and policies together with the land use designations on Schedules I-1, I-2, I-3, I-4, I-5 and I-6 are intended to define not only the physical *development* of the Town but also to enhance the social, economic and environmental well being of the municipality and its residents.

The 1996 Official Plan process for the Town of Ingersoll began with a strategic planning exercise which set the foundation for future growth and *development* in the Town over the next 5 to 10 years. The exercise identified goals, objectives and actions for future *development* in the Town of Ingersoll which formed the basis for the Official Plan through which the preparation of specific policy for the Town of Ingersoll was achieved.

BACKGROUND

The Official Plan review process encouraged public participation and involvement in the update and *development* of policy for the Town with public information meetings held to solicit the input of property owners, residents and business people.

**9.1.1 Municipal Planning Strategy**

The Municipal Planning Strategy consists of a Mission Statement for community planning as well as a series of vision statements. These statements were generally derived from the strategic planning exercise for the Town.

MISSION  
STATEMENT

Ingersoll is a community with a Heritage and a Future. A Heritage rooted deep in the work ethics of its early founders and settlers. A Future, grounded in these ethics, committed to a progressive approach to provide a secure, prosperous environment for the personal and business development of all its residents.

GOALS

To achieve the Town's mission for community planning, the following goals serve as general guidelines for detailed policy development.

## County of Oxford Official Plan

### BUSINESS, INDUSTRY AND LABOUR

To promote a positive business environment within Ingersoll and district to enable business, industry and labour to compete in the local, national and international market place.

### EDUCATION AND TRAINING

To promote the most affordable, progressive, accessible training, education and related services in cooperation with employers, employees, the unemployed, the employment disadvantaged and students within the public and private training and educational institutions to meet the needs of the individual and the community and build a competent and skilled work force in the community.

### HEALTH AND SOCIAL SERVICES

To promote the highest quality health care and social services, achievable through consultation with the citizens of Ingersoll in a proactive, responsible and affordable manner, to encourage a healthy, vibrant and quality lifestyle for all.

### COMMUNITY AGENCIES

To promote a variety of community services in a co-ordinated manner which are appropriate to available resources and responsive to the needs of all members of the community.

### LOCAL GOVERNMENT

To provide progressive and responsible local government to encourage desirable and sustainable economic and community growth in order to build a solid foundation for long term community prosperity.

### DOWNTOWN

To recognize the downtown as the heart of the community and to promote the downtown area as a people place in order to maintain its role as the focal point of the community for residents and businesses.

### ENVIRONMENT

To establish responsible environmental practices for the benefit of current and future generations.

### HOUSING

To provide present and future residents of Ingersoll with an adequate supply and full range of attractive and affordable housing.

### RECREATION

To provide recreational and leisure time activities and facilities for its residents of all ages.

### **9.1.2 Land Use Categories**

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

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### Schedule I-1: Land Use Plan

- Residential
- Central Business District
- Entrepreneurial District
- Industrial
- Service Commercial
- Community Facilities
- Flood Plain (see Section 3.2.8.1 for relevant policies)
- Open Space (see Section 3.2.5 for relevant policies)
- Environmental Protection (see Section 3.2 for relevant policies)

### Schedule I-2: Residential Development Plan

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

**9.2 Housing Development and Residential Areas**

**9.2.1 Strategic Approach**

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

ACCOMMODATE  
HOUSING  
DEMANDS

Accommodate the present and future demand for housing in Ingersoll through the efficient use of vacant residentially-designated lands, underutilized parcels in built-up areas and existing housing stock in all neighbourhoods, 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  
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 throughout the Town.

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 Town and establish and monitor minimum *affordable housing* targets to ensure that the percentage of *affordable housing* is either maintained or enhanced.

COOPERATIVE  
EFFORTS

To 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.



## County of Oxford Official Plan

### CONSERVATION AND RENEWAL

Encourage existing housing stock conservation and renewal as an important element in meeting future housing needs by promoting the maintenance and rehabilitation of existing housing stock and by discouraging conversion to non-residential uses.

### 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 *development* is designed in such a way that convenient and safe access can be attained via a variety of modes. Emphasis will be placed on increasing opportunities for non-auto transportation including pedestrians and cycles. Barriers to accessibility for persons with disabilities or special needs are to be removed and ease of access facilitated.

### EFFICIENT LAND USE PATTERNS

Promote the concept of compact urban form and *intensification* 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 *development* and establishes minimum *residential intensification* targets which are to be considered prior to approving new residential *development* within *designated growth areas*.

## **9.2.2 Housing Development**

### **9.2.2.1 Affordability**

#### OBJECTIVES

##### AFFORDABLE HOUSING

To ensure that adequate affordable housing for low and moderate income households and those with special needs is available in the Town.

##### ADEQUATE DISTRIBUTION

To ensure the adequate distribution of affordable housing throughout the Town.

#### POLICIES

##### AFFORDABLE HOUSING DEVELOPMENT

Opportunities for the *development* of housing types to meet the needs of low and moderate income households will be provided by:

##### AFFORDABLE HOUSING

- facilitating the creation of new dwelling units through *development* and particularly through *residential intensification*;
- designating sufficient lands on a Town-wide basis, for multiple unit accommodation to meet projected housing needs;

## County of Oxford Official Plan

- establishing a minimum target of 20 percent as the proportion of all housing within the County which is to be *affordable housing*;
- monitoring benchmarks for affordability and achievement of the affordability target on an annual basis and during each 5 year review of this Plan.

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

- may secure options to purchase land and/or dwelling units; and
- may establish joint ventures between the Town 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 Town by permitting appropriate forms of *residential intensification*.

10 YEAR SUPPLY  
OF DESIGNATED  
LAND

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

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 the Provincial Policy Statement on housing, the Town will, within its legislative powers, endeavour to maintain land with servicing capacity sufficient to provide at least a 3-year supply of residential units through *residential intensification* and in registered and draft approved plans of subdivision.

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### DISTRIBUTION OF SOCIAL HOUSING

Town Council shall encourage the provision of a distribution of social housing integrated throughout the Town, and where feasible, may assist social housing providers to locate or acquire new social housing sites.

### ASSISTANCE TO OTHER GROUPS

Town 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

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

### DENSITY BONUS

Town 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.

### TOWN LAND DISPOSAL

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

### 9.2.2.2 *Tenure Mix*

#### OBJECTIVES

##### *TENURE*

To promote a range of tenure forms throughout the Town consistent with the demand.

##### *SUPPLY*

To maintain an appropriate supply of *affordable* rental and ownership housing in the Town of Ingersoll while recognizing that housing needs to be suitably maintained and adequate for habitation.

#### POLICIES

##### NEIGHBOURHOOD MIX

Town Council shall encourage the creation of housing opportunities that may result in a mix of tenure forms, such as ownership, rental and cooperative, throughout the Town. 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 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.

## County of Oxford Official Plan

### CONVERSION POLICIES

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

#### 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 (CMHC) or by a supplementary vacancy rate survey conducted by the County of Oxford Community and Strategic Planning Office is 3% or greater. The vacancy rate will be defined as the average of the latest two vacancy surveys conducted in the Town by either CMHC and/or the County of Oxford Community and Strategic Planning Office.

#### AFFORDABILITY

Whether the proposal will add to the affordable housing 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 *development* standards, the property 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 *development* and conversion throughout the Town.

#### BUILDING AND FIRE CODES

That the proposal complies with the Ontario Building and Fire Codes or is proposed to be upgraded in accordance with such standards or requirements. The Town may require a building condition report to be submitted by a qualified professional engineer for this purpose.

### CONVERSION PERMITTED

Notwithstanding the above, Town Council may approve an application to convert rental housing to ownership tenure where it can be demonstrated that:

## County of Oxford Official Plan

### ESSENTIAL RETROFITTING

Essential retrofitting is immediately required to provide safe, healthful and affordable housing and where it is demonstrated to the satisfaction of Town Council that income received from rent, including rent increases permitted under Provincial legislation, is not capable of supporting the work required. Town Council 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.

### 9.2.2.3 *Conservation and Renewal*

#### OBJECTIVES

##### ENSURE MAINTENANCE

To encourage 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 conversion to non-residential uses, except as permitted by Section 9.2.3.3.

#### POLICIES

##### MAINTENANCE AND REHABILITATION

Town Council shall ensure the maintenance and rehabilitation of the existing housing stock through enforcement of the Maintenance and Occupancy 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

Town Council shall monitor the regulations of the Maintenance and Occupancy By-law to ensure its effectiveness.

##### REHABILITATION PROGRAMS

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

##### HOUSING STOCK PROTECTION

Town 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.

### 9.2.2.4 *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 Town.

# County of Oxford Official Plan

## POLICIES

### SPECIAL NEEDS HOUSING IN RESIDENTIAL AREAS

Town 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.

### SIZE AND LOCATION

The location of various sizes of special needs housing will be determined by permitting smaller sized facilities in areas of Low Residential Density and directing larger sized 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

Town 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 and Medium Density Residential, Central Commercial and Entrepreneurial zones as of right.

### REVIEW CRITERIA

When reviewing any proposal to rezone lands for the purpose 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, Town 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 CONFORMITY

The land, 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

Town 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 but only in zones permitting multiple dwellings;

## County of Oxford Official Plan

- rooming, boarding and lodging houses with an occupant load of more than 8 persons shall be permitted in Medium and High Density Residential areas;
- rooming, boarding and lodging houses may be subject to site plan control.

### 9.2.2.5 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 Town, 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 Town. The location and form 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 Residential and directing larger scale projects to areas designated as Medium and High Density Residential and the Central Area.

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 Town.

APPLICATION OF  
INTENSIFICATION  
TARGET

Prior to, or concurrent with, the approval of new residential *development* in *designated growth areas*, County and/or Town 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 Town to achieve such targets 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.

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### REDUCED STANDARDS

*Residential intensification* and compact urban form shall be facilitated through appropriate zoning standards and Town 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.

### **9.2.3 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 use are identified. Areas designated for Low Density Residential, Medium Density Residential and High Density Residential on Schedule 1-2 are differentiated according to function, permitted uses, location criteria, density and scale of *development*.

#### **9.2.3.1 Objectives for All Residential Designations**

#### LAND SUPPLY

Provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types over the planning period, through *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 and designate lands for a range of densities and structural types throughout the Town 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 Town 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;



## County of Oxford Official Plan

- ensuring that approvals for residential *development* are consistent with servicing capabilities and providing for the efficient allocation of municipal services to ensure that the expansion of services does not occur prematurely.

### EFFICIENT USE

Facilitate the efficient use of the existing housing stock, underutilized residential parcels and vacant land designated residential to accommodate the future demand for housing and to reduce energy consumption, efficiently utilize municipal services and 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 considered by Town 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.

### INTENSIFICATION

Support *residential intensification* in appropriate locations taking into consideration *public services, infrastructure* and environmental features and *development* constraints and ensure the *residential intensification* target in accordance with Section 9.2.2.5, is achieved prior to, or concurrent with, the approval of new *residential development* in *designated growth areas*.

### 9.2.3.2 Residential Development Policies

#### RESIDENTIAL DEVELOPMENT PLAN

To assist in achieving the land use objectives for Residential Area designations as identified in Section 9.2.3.1, Residential Areas of Low, Medium and High Density are identified on the Residential Density Plan, Schedule I-2.

#### AREA OF EXISTING RESIDENTIAL DEVELOPMENT

Within existing built-up areas of residential *development*, it is anticipated that further residential *development* will largely occur through *residential intensification* consistent with the policies of the Low, Medium and High Density Residential areas as applicable and in conformity with Schedule I-2. Neighbourhood Serving Uses will be established in accordance with the policies of Section 9.2.3.3.

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### AREAS OF NEW RESIDENTIAL DEVELOPMENT

Within new residential areas, *development* is to be in keeping with the following policies for Low, Medium and High Density Residential *development* as well as the policies as outlined in Section 9.2.7, Site Design Policies for Multiple Unit Residential Development.

### 9.2.3.3 *Neighbourhood Serving Uses in Residential Areas*

#### DESCRIPTION

Town 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 I-1 by permitting neighbourhood serving uses to be established. Neighbourhood serving uses include land uses such as schools, churches, parks, community centres, day care facilities, small-scale nursing and rest homes with less than 20 beds, retirement homes, 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 Sections 9.3, 9.4 and 9.5, the following criteria will be used to evaluate the acceptability of *development* proposals for neighbourhood serving uses:

- such uses will contribute in a positive way to providing a sense of community by facilitating interaction among residents and by providing a needed service to the area;
- 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 area or will be located such that they serve as intervening land uses between residential and non-residential *development*;
- 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 affected residential area, are located on either major collector or arterial roadways in order to minimize the disturbance that is created on local streets;
- demonstration that 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, odours, parking and outdoor storage;

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- 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 Area designation than in other areas as designated in the Plan.

### GREATER RESTRICTIONS

Town Council may choose to restrict the location and the range of Neighbourhood Serving Uses permitted through the Zoning By-law.

### 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*.

### **9.2.3.4 Home Occupations in Residential Areas**

### EVALUATION CRITERIA

Within the Residential Areas designation an existing residential 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 within the existing residential dwelling or accessory structure by a resident of the dwelling;
- the home occupation does not generate noise, odour, traffic or visual impacts that may have an adverse effect on neighbouring 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, residential dwelling or accessory structure.

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### **9.2.4 Low Density Residential Areas**

DESCRIPTION	<p>Low Density Residential areas are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including: single detached, semi detached, duplex, converted dwellings, quadraplexes, townhouses, and low density cluster <i>development</i>. In these areas, 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 <i>development</i> and Town Council may choose to restrict the range of uses permitted in a particular location through the Zoning By-law. Low Density Residential areas are identified on Schedule I-2.</p>
DENSITY	<p>The maximum <i>net residential density</i> for an individual <i>development</i> in the Low Density Residential areas is 30 units per hectare (12 units per acre) and no building shall exceed three stories in height at grade.</p> <p>Within areas of new Low Density Residential <i>development</i>, the minimum overall <i>net residential density</i> shall be 15 units per hectare (6 units per acre). Individual <i>development</i> proposals may be approved at lower <i>net residential densities</i> provided that opportunities are available to achieve the minimum overall density requirement through <i>development</i> elsewhere in the Low Density Residential areas. To achieve this density target, Town and County Councils may consider a variety of lot sizes and configurations, the development of low rise multiple units and may consider narrower road widths and private roads within multiple unit condominium developments in areas of new Low Density Residential <i>development</i>.</p>
CRITERIA FOR MULTIPLE UNITS	<p>Multiple unit dwellings, such as townhouse and cluster <i>developments</i> with internal roads in Low Density Residential areas, will generally be restricted to the following areas:</p> <ul style="list-style-type: none"><li>• sites which abut arterial or collector roads or are situated such that traffic impacts from the site create a minimum disturbance on local streets;</li><li>• sites where the topography or other natural features would be best preserved by fewer buildings;</li><li>• sites which are close to shopping, recreation, cultural and community facilities.</li></ul> <p>Street-oriented multiples such as street townhouses, quadraplexes and converted dwellings may be permitted on local streets.</p>

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## 9.2.4.1 *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 designated residential land and municipal servicing *infrastructure*, infill housing will be supported in Low Density Residential areas. The County Land Division Committee and Town Council will be guided by the following policies when considering proposals for infill *development* in Low Density Residential areas.

### 9.2.4.1.1 Street Oriented Infill

EVALUATION  
CRITERIA

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 street oriented infill projects are sensitive to the continuity of the existing residential streetscape, the Town Council and the County Land Division Committee will ensure that:

- the proposal is consistent with street frontage, lot area, setbacks and spacing of existing *development* within the immediate residential area;
- 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; and
- the proposal complies with Section 9.2.4.1.4.

Amendment No. 207

### 9.2.4.1.2 Backyard Infill

In Low Density Residential areas, infill *development* may involve the construction of a residential dwelling unit behind a building facing a street, the conversion of a secondary structures for residential purposes and 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 or obsolete industrial, commercial or institutional sites.

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Backyard infill may involve the *development* of existing lots of record and the creation of new lots by consent.

Amendment No. 207

Notwithstanding Section 10.3.9, a temporary dwelling, including a garden suite shall not be permitted as a form of backyard infill housing.

EVALUATION  
CRITERIA

When considering such proposals, the Town Council and the County Land Division Committee will be guided by Section 9.2.4.1.4 and the following criteria:

- the nature of the proposed residential *development* will be evaluated having regard to the type of housing found in the surrounding residential neighbourhood;
- 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 siting of both buildings and parking areas in relation to the size, configuration and topography of the lot is such that effect on shadowing, 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;
- proposed multiple unit use is consistent with the multiple unit requirements for Low Density Residential areas.

### 9.2.4.1.3 Infill Subdivision

In addition to the policies of Sections 9.2.4.1.4 and 10.3.3, Subdivision of Land, where infill *development* is proposed on vacant or underutilized sites within established residential areas by plan of subdivision, Town 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;

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- 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.

### 9.2.4.1.4 All Infill Proposals

In addition to the infill criteria listed in this Section, the following criteria will apply to all infill proposals:

- existing municipal services and public 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;
- adequate off-street parking and outdoor amenity areas will be provided;
- the location of vehicular access points, the likely impact of traffic generated by the proposal on public streets and potential traffic impacts on pedestrian and vehicular safety and surrounding properties are acceptable;
- 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;
- the effect of the proposed development on environmental resources and the effects of environmental constraints on the proposed *development* will be addressed and mitigated in accordance with Section 3.2;
- consideration of the potential effect of the *development* on natural and *heritage resources* and their settings;
- compliance of the proposed *development* with the provisions of the Zoning By-Law of the Town and other municipal by-laws.

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SITE PLAN  
CONTROL

Street-oriented infill and Backyard infill proposals may be subject to site plan control.

### **9.2.4.2 Redevelopment or Conversion of Non-Residential Buildings**

Existing Non-Residential Uses in Low Density Residential areas which do not meet the criteria of this 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 areas shall be encouraged to re-develop for residential uses. Conversions of non-residential buildings to residential use will be subject to the following criteria:

LOW DENSITY  
POLICIES

Redevelopment including any new buildings or additions will be in keeping with the height, density and use policies of the Low Density Residential areas;

USES

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

BULK, SCALE OF  
DEVELOPMENT

Any enlargements or extensions to existing buildings 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.

BROWNFIELDS

Redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule I-5 will satisfy the requirements of Section 10.4, as appropriate.

LANDSCAPING,  
PRIVACY  
SCREENING

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

TRAFFIC

Vehicular traffic generated from the redevelopment will create minimal impact 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;

*HERITAGE* Conversions which result in the preservation and/or upgrading of buildings considered by Town Council to be of architectural or historical significance may be permitted to exceed the density limitations of Low Density Residential areas if the policies of Section 10.3.10 are satisfied;

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

### **9.2.4.3 Converted Dwellings**

Within Low Density Residential areas, Town 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 Town Council may zone areas within the Town to permit the conversion of dwellings for up to four dwelling units per building. Areas may be zoned to permit converted dwellings with up to four units on the basis of 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 will 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.

SITE PLAN  
CONTROL

Any converted dwelling with up to four units may be subject to site plan control.

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### SITE DESIGN POLICIES

When considering a specific proposal for multiple unit *development* in the Low Density Residential area, Town Council will be satisfied that the policies of Section 9.2.7 are adequately addressed.

#### **9.2.4.4 Specific Development Policies**

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

##### 9.2.4.4.1 South Ingersoll Secondary Plan Residential Lands

#### Amendment No. 64

Residential lands that are bounded by Holcroft Street to the north, the Town limits to the east, Highway 401 to the south, and Whiting Street to the west are subject to the following policies:

#### ROAD PATTERN

The development of the area minimizes the use of cul-de-sacs in favour of a grid pattern for local roads. In order to create distinct neighbourhood identities within the community, during the subdivision design distinctive features such as roundabouts or turning circles, landscaped boulevards, and entrance features within the road allowance will be considered.

#### Amendment No. 64

#### FLOOD PLAIN DELINEATION

Before development proceeds, a flood line delineation study for Hall's Creek and Whiting Creek be undertaken by the Upper Thames River Conservation Authority and Town of Ingersoll.

#### Amendment No. 64

#### STREETSCAPE

Attention shall be given to ensuring that the resulting residential development design encourages consistent street edges with windows, doorways and activities in easy view of pedestrians. Additionally, it is encouraged that houses on corner lots incorporate architectural detailing to recognize both street frontages, and that residential building design and that protruding garages do not dominate the streetscape.

#### Amendment No. 64

#### STORMWATER MANAGEMENT FACILITY

A portion of a stormwater management facility may be permitted within the Environmental Protection Area designation associated with the Hall's Creek in the northeast corner of the Secondary Plan, subject to an Environmental Impact Study submitted by the proponent prepared by a qualified professional to determine:

#### Amendment No. 64

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Amendment No. 64

- that the facility can encroach into the Environmental Protection Area designation without causing negative impacts on the features and ecological functions for which the area is designated; and

Amendment No. 64

- that the facility can be located in a sensitive manner that minimizes any adverse effects on the protected features.

Amendment No. 64

A peer review of the Environmental Impact Study shall be required by the Town of Ingersoll by a qualified professional at the expense of the proponent to determine its acceptability.

Amendment No. 64

Notwithstanding the encroachment of the facility into this area, these lands shall remain in the Environmental Protection Area designation.

SPECIAL POLICY  
AREA

Amendment No. 64

The lands shown on Schedule I-1, Town of Ingersoll Land Use Plan north of Clarke Road and east of Hall's Creek designated "Residential" and "Environmental Protection Area" and overlain by a hatched pattern are a special policy area, subject to the following policies pertaining to additional Environmental Impact Study and tree saving requirements.

ENVIRONMENTAL  
IMPACT STUDY  
REQUIREMENTS

Amendment No. 64

Prior to any site alteration within this special policy area and as a condition of development approval, an Environmental Impact Study shall be prepared in accordance with the policies of Section 3.2.6, Environmental Impact Studies, of this Plan and the following requirements, except that Subsection 3.2.6.2 shall not apply to this special policy area.

STUDY  
REQUIREMENTS  
WITHIN THE  
ENVIRONMENTAL  
PROTECTION AREA  
DESIGNATION

Amendment No. 64

Notwithstanding the policies of Section 3.2.6.1, the Environmental Impact Study (EIS) for this special policy area shall include lands within the Environmental Protection Area designation for the purpose of restoration of treed plantings within this area. Specifically within this area, the EIS shall address:

LOCATION

Amendment No. 64

Specific locations in the Environmental Protection Area designation, including:

- the area immediately surrounding that portion of Hall's Creek within the Environmental Protection Area designation and east of Harris Street;

Amendment No. 64

- the area within the vicinity of the stormwater management facility but excluding any lands addressed by the approved vegetation compensation plan prepared as part of the EIS for that facility; and

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- the entire Environmental Protection Area south of the stormwater management facility.
- Amendment No. 64**
- RESTORATION  
PLAN*
- Within the Environmental Protection Area designation, the EIS shall provide for a restoration plan consisting primarily of new trees to be planted by the development proponent. Such tree species will be native to the area and will consist of local Ontario stock.
- Amendment No. 64**
- DENSITY*
- The restoration plan shall provide for the inter-planting of new trees where there are gaps or spaces in the existing forest cover. Within open area, reforestation will be the focus of restoration activities.
- Amendment No. 64**
- STOCK SIZE*
- The restoration plan shall provide for a variety of stock sizes, anticipated to consist primarily of potted tree stock.
- Amendment No. 64**
- MAINTENANCE/  
STEWARDSHIP  
PLAN*
- The restoration plan shall provide for a maintenance and/or stewardship plan, as appropriate, for the restored forest areas.
- Amendment No. 64**
- STUDY  
REQUIREMENTS  
ADJACENT TO THE  
ENVIRONMENTAL  
PROTECTION AREA  
DESIGNATION*
- Notwithstanding the policies of Section 3.2.6.1, the Environmental Impact Study (EIS) for the special policy area shall also include lands within the 100 Metre Buffer adjacent to the Environmental Protection Area designation, as shown on Schedule I-1, Town of Ingersoll Land Use Plan. Specifically within this area, the EIS shall address:
- Amendment No. 64**
- ESTABLISH  
SETBACKS FOR  
DEVELOPMENT*
- Any additional setback requirements from the Environmental Protection Area for development within the residentially designated portion of the special policy area.
- Amendment No. 64**
- TREE SAVING PLAN  
AND OTHER  
CONSERVATION  
MEASURES*
- Within the 100 Metre Buffer, the EIS shall provide for a tree saving plan and recommend, as appropriate, other tree conservation measures including, but not limited to, those listed in Section 3.2.7.1.2, Woodlots and Trees, of this Plan.
- Amendment No. 64**
- TREE SAVING  
PLAN*
- In accordance with the policies of Section 3.2.7.1.2, Woodlots and Trees, a tree saving plan shall be required for the balance of the special policy area designated "Residential" outside of the 100 Metre Buffer.
- Amendment No. 64**

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Amendment No. 277

### 9.2.4.4.2 Part Lots 20 and 21, Concession 1 (West Oxford) (Former Ingersoll Golf Club property)

Low Density Residential lands that are bounded by Holcroft Street to the north, Thames Street South to the east, Clark Road East to the south and Whiting Street to the west shall be developed with a minimum net residential density of 23 units/ha (9.3 units/ac).

### **9.2.5 Medium Density Residential Areas**

DESCRIPTION	Medium Density Residential areas are those lands that are primarily developed or planned for low to medium profile multiple unit <i>development</i> that exceeds densities established for Low Density areas. Residential uses within Medium Density Residential areas include: townhouses, medium density cluster <i>development</i> , converted dwellings and low-rise apartments. In these areas 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, Town Council may choose to restrict the range of uses permitted on individual sites through the Zoning By-Law. Medium Density Residential areas are identified on Schedule I-2.
DENSITY	<p>The maximum <i>net residential density</i> in the Medium Density Residential areas is 62 units per hectare (25 units per acre) and no building shall exceed four stories in height at grade.</p> <p>Within areas of new Medium Density Residential <i>development</i>, the minimum <i>net residential density</i> shall be 31 units per hectare (13 units per acre).</p>
DENSITY BONUS	Town Council, in accordance with the density bonus policies of Chapter 10, may allow an increase in the height or density of <i>development</i> from the limit otherwise permitted by the Zoning By-law in return for the provision of certain facilities or design features.
LOCATION CRITERIA FOR FURTHER DESIGNATION	<p>In addition to areas predominantly composed of existing or planned Medium Density Residential <i>development</i> as identified on Schedule I-2, any further designations will be consistent with the following location criteria:</p> <ul style="list-style-type: none"><li>• sites which abut arterial or collector roads or sites situated to prevent movements from the site flowing through any adjoining Low Density Residential areas;</li></ul>

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- sites which are close to shopping, recreation, cultural and community facilities;
- sites which are adjacent to Commercial areas, Community Facilities or High or Medium Density Residential areas.

### SITE SPECIFIC EVALUATION CRITERIA

Any lands proposed for Medium Density Residential *development* not identified on Schedule I-2 will require an amendment to the Official Plan. In addition to the location policies identified, when considering proposals to designate lands for Medium Density Residential *development*, Town Council and County Council will be guided by the following site specific criteria:

- 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 public streets has been assessed and are acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed *development*;
- off-street parking and outdoor amenity areas can be provided;
- the effect of the proposed development on environmental resources and the effect of environmental constraints on the proposed *development* will be addressed and mitigated as outlined in Section 3.2.

### EXISTING LOW DENSITY RESIDENTIAL USES

Existing Low Density Residential uses in a Medium Density Residential area may be recognized as permitted uses in the Zoning By-law.

Notwithstanding any such recognition, within Medium Density Residential areas 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 redevelopment in accordance with this designation.

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### CONVERTED DWELLINGS

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

### CRITERIA

#### **9.2.5.1 Redevelopment and Conversion of Non-Residential Buildings**

Existing non-residential uses in Medium Density Residential areas which do not meet the criteria of this Plan for such uses will be considered legal non-conforming uses in accordance with the policies of Section 10.3.5. Such uses are intended for redevelopment and re-use for medium 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 shadowing, views, privacy or traffic. Redevelopment will be in keeping with the height, density and use policies of the Medium Density Residential areas;

#### HISTORICAL BUILDINGS

Conversions which result in the preservation and/or upgrading of buildings considered by Town Council to be of architectural or historical significance may be permitted to exceed the density limitations of Medium Density Residential areas in accordance with the bonus zoning policies of Chapter 10, Implementation Measures;

#### BROWNFIELDS

Redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule I-5 will satisfy the requirements of Section 10.4, as appropriate.

#### ENVIRONMENTAL POLICIES

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

#### SITE PLAN CONTROL

All proposals for Medium Density Residential *development* and redevelopment shall be subject to site plan control.

#### SITE DESIGN POLICIES

When considering a specific proposal for Medium Density Residential *development*, Town Council will be satisfied that the site design policies of Section 9.2.7 are adequately addressed.

Prior to considering any proposal to redesignate any Medium Density Residential area identified on Schedule I-2 for any other purpose, Town Council and County Council will be assured that the Town has adequate Medium Density Residential land supplies relative to expected growth. In general, proposals to redesignate lands identified for Medium Residential Density for Low Density Residential purposes will be discouraged.

**9.2.5.2 Specific Development Policies**

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

9.2.5.2.1 Mill Street Between Charles Street and King Street

The lands designated Medium Density Residential on the east side of Mill Street between Charles Street East and King Street East as identified on Schedule I-2, shall be used for horizontally attached dwellings consisting of a maximum of 14 dwelling units.

When reviewing *development* proposals and establishing zoning regulations on the lands, Town Council shall give consideration to the following performance standards:

- the policies for landscaping, buffering and screening as outlined in Section 9.2.7.4 shall be observed with special attention paid to reducing potential disruption to existing residential lots to the north and east of the subject property;
- the lands designated for Medium Density Residential *development* shall be subject to site plan control.



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### 9.2.5.2.2 Charles Street East between Taylor Street and the Town of Ingersoll Town Limits

The lands designated Medium Density Residential on the south side of Charles Street East between Taylor Street and the Town of Ingersoll Town limits as identified on Schedule I-2, shall be used for single detached dwellings along the Charles Street East frontage. Residential uses within the remainder of the property, fronting onto Cherry Street, may include: townhouses, medium density cluster development, converted dwellings, low rise apartments and two unit blocks.

When reviewing *development* proposals and establishing zoning regulations on the lands, Town Council shall give consideration to the following performance standards:

- the policies for landscaping, buffering and screening as outlined in Section 9.2.7.4 shall be observed with special attention paid to reducing potential disruption to existing residential lots to the east, west and south of the subject property;
- the lands designated for Medium Density Residential *development*, with the exception of lands developed for single detached dwellings, shall be subject to site plan control.

### 9.2.5.2.3 North side of King Street, between Carroll Street and Daniel Street

The lands designated Medium Density Residential on the north side of King Street East between Carroll Street and Daniel Street as shown on Schedule I-2, shall be developed to a maximum of 22 single storey townhouse dwelling units and a single storey semi-detached dwelling on the subject site.

Amendment No. 119

### 9.2.5.2.4 Southeast corner of Whiting Street and Holcroft Street

In addition to the uses permitted in Medium Density Residential Areas, lands located on the southeast corner of Whiting Street and Holcroft Street, comprising approximately 3.07 hectares (7.6 acres) may be used for a school and associated uses in accordance with the relevant policies contained in Section 9.2.3.3 – *Neighbourhood Serving Uses in Residential Areas*.

Amendment No. 277

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### 9.2.5.2.5 Part Lots 20 and 21, Concession 1 (West Oxford) (Former Ingersoll Golf Club property)

Medium Density Residential lands that are within the area bounded by Holcroft Street to the north, Thames Street South to the east, Clark Road East to the south and Whiting Street to the west shall be developed with a minimum net residential density of 46 units/ha (19 units/ac)..

Amendment No. 277

### **9.2.6 High Density Residential Areas**

#### DESCRIPTION

High Density Residential areas are those lands primarily developed or planned for a limited range of intensive, large-scale, multiple unit residential *development* as shown on Schedule I-2. 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 lower residential density due to the presence of environmental constraints and the costs of mitigating such constraints, or
- constitute community landmarks or reference points, 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 area 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 111 units per hectare (45 units per acre). Under no circumstance will *development* within a High Density Residential areas be less than 63 units per hectare (26 units per acre) *net residential density* without amendment to this Plan.

Lower height and/or density limits than permitted by this Plan may be warranted for specific areas on the basis of the following criteria:

- sanitary sewage, water or storm drainage constraints;

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- the limitations related to municipal fire protection;
- *development* constraints related to topographic features;
- protection of significant or scenic views or vistas;
- to minimize the effect of *development* and required parking on significant natural features;
- where adjacent low profile residential land uses may be adversely affected in terms of sunlight, traffic or privacy.

### DENSITY BONUS

Town 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 by the Zoning By-law in return for the provision of certain facilities or design features.

### LOCATION CRITERIA FOR FURTHER DESIGNATION

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

- sites which abut arterial or collector roads and will have direct access to the arterial or collector road;
- on vacant or under-utilized sites adjacent to *development* which is already built at medium or high densities;
- close to shopping, recreation, cultural and community facilities;
- within or near the periphery of the Central Area in accordance with the policies of Section 9.3. 2.3.

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

Any lands proposed for High Density Residential *development* not identified on Schedule I-2 will require an amendment to the Official Plan. In addition to the location policies outlined in this Section, when considering proposals to designate lands for High Density Residential *development*, Town Council and County Council will be guided by the following site specific criteria:

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- the size, configuration and topography of the site is such that there is sufficient flexibility for 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 public streets has been assessed and is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed *development*;
- adequate off-street parking and outdoor amenity areas can be provided;
- 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.

### EXISTING RESIDENTIAL USES

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

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

### CONVERTED DWELLINGS

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

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### CRITERIA

#### **9.2.6.1 Redevelopment and Conversion of Non-Residential Buildings**

Existing non-residential uses in High Density Residential areas which do not meet the criteria of this Plan for such uses will be considered legal non-conforming uses in accordance with Section 10.3.5. Such uses are intended for redevelopment and re-use 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 effect adjacent residential uses in terms of shadowing, views, privacy or traffic. Redevelopment will be in keeping with the height, density and land use policies of the High Density Residential areas.

#### HISTORICAL BUILDING

Conversions which result in the preservation and/or upgrading of buildings considered by Town Council to be of architectural or historical significance may be permitted to exceed the density limitations of High Density Residential areas in accordance with the density bonus provisions of Chapter 10.

#### BROWNFIELDS

Redevelopment proposals within a designated Community Improvement Project Area as identified on Schedule I-5 will satisfy the requirements of Section 10.4, as appropriate.

#### ENVIRONMENTAL POLICIES

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

#### SITE PLAN CONTROL

All proposals for High Density Residential *development* and redevelopment, including conversions, shall be subject to site plan control.

#### SITE DESIGN POLICIES

When considering a specific proposal for High Density Residential *development*, Town Council will be satisfied that the site design policies of Section 9.2.7 are adequately addressed.

#### REMOVAL OF DESIGNATION

Prior to considering any proposal to redesignate any High Density Residential area identified on Schedule I-2 for any other purposes, Town Council and County Council will be assured that the Town has adequate High Density Residential land supplies relative to expected growth. In general, proposals to redesignate lands identified for High Density Residential for a residential use of a lower density will be discouraged.

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### 9.2.6.2 Specific Development Policies

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

#### 9.2.6.2.1 Part Lots 20 and 21, Concession 1 (West Oxford) (Former Ingersoll Golf Club property)

Amendment No. 277

High Density Residential lands that are within the area bounded by Holcroft Street to the north, Thames Street South to the east, Clark Road East to the south and Whiting Street shall contain a minimum of 250 dwelling units.

### 9.2.7 Site Design Policies for Multiple Unit Residential Development

PURPOSE

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 be applied where feasible.

#### 9.2.7.1 Buildings

VARIATIONS IN  
BUILDING AND  
ROOF LINE

New multiple unit buildings, especially townhouse dwellings, should avoid long linear orientations, where feasible, by staggering sections of the building and by providing periodic breaks in the building line at appropriate intervals. Periodic variations in roof line for individual units will also be encouraged 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 intensity residential *development*, where feasible, the building will be sited to minimize visual intrusion onto neighbouring properties.

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### ENERGY EFFICIENCY

Multiple unit residential dwellings will, where possible, be generally situated to ensure 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.

### 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.

### 9.2.7.2 *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 be not more than 45 metres (150 feet) from the units they are intended to serve. Where significant numbers 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/ INTEGRATION

Where possible, more than one 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 may be achieved through the use of low fences, walls, and landscape elements while still recognizing the need for orientation and safety. Surface parking lots may 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.

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### SHADING OF PARKING AREAS

Landscaping will be promoted within 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.

### VISITOR PARKING

Separate and distinct visitor parking areas will be provided.

### 9.2.7.3 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* and links with communal open space, play areas, parking lots, adjacent public open space and adjacent pedestrian systems in multiple residential *development*.

#### SIDEWALK SETBACK

Sidewalks will be adequately set back 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 crosswalks or the continuation of the walkway material across the driveway or parking area.

### 9.2.7.4 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 texture, shape 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 and 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*.

### RELATIONSHIP TO 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.

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### 9.2.7.5 *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*, with more than 20 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 set back from driveways and parking areas, will be landscaped to provide shading and will generally include enhancements such as play equipment and seating amenities.

Play space for school aged children will be of sufficient size and will generally provide enhancements for small-scale recreation activities such as playground equipment, may include both hard and soft surfaces, and will be situated to avoid conflicts with residential units and parking areas. The play space will be demarcated through landscaping measures.

### 9.2.7.6 *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 METERS

Utility metres will be situated in a location acceptable to the Public Utilities Commission which is easily accessible but protected from the public for safety.

#### 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 acceptable.

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*DRAINAGE* Adequate on-site drainage will be provided.

*FIRE HYDRANTS* Required fire hydrants will be shown on site plans, will be in a location acceptable to the Fire Chief, and landscaping of the site will be designed to maintain fire hydrant visibility.

### **9.2.7.7 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 for 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.

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

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

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### ENVIRONMENTAL CONSTRAINTS

Where a *development* is affected by environmental factors such as noise, vibration or other constraint identified in Section 3.2 and mitigation measures are required to ensure the safety and comfort of occupants, such mitigation features will be incorporated into site plans.

### 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.

**9.3 Economic Development and Employment Lands**

**9.3.1 Strategic Approach**

In keeping with the Vision Statements as set out in the Municipal Development Strategy, and in order to facilitate economic *development* and employment, it is the strategic aim of Town Council to:

INCREASE  
ECONOMIC  
STRENGTH

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

BALANCED  
ASSESSMENT

Maintain a satisfactory balance between employment uses and residential *development* in order to ensure that a sound assessment balance 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 lands are functional and compatible with adjacent neighbourhoods by establishing locational criteria and *development* guidelines for these areas in the Plan.

THE CENTRAL  
AREA AS THE  
FOCAL POINT OF  
THE COMMUNITY

Promote the Central Area as the heart of the community and promote the Central Area as a people place in order to maintain its role as the focal point of the community for residents and businesses.

THE CENTRAL  
AREA AS AN  
EMPLOYMENT  
CENTRE

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.

USES OUTSIDE  
THE CENTRAL  
AREA

Promote the long term viability of the Central Area by ensuring that commercial uses outside the Central Area are compatible and complementary to the Central Area function.

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SERVICE  
COMMERCIAL  
AREAS

Maintain an adequate supply of land for Service Commercial needs through infilling and consolidation of existing areas and by designating additional land for this purpose as required.

EXPAND  
INDUSTRIAL BASE

Continue to work towards expanding the existing industrial base and attracting modern industries which will enhance the existing mix of industries in the Town.

DIVERSIFY THE MIX

Continue efforts to diversify the mix of manufacturing, retail and service industries to best service the population and labour force.

DESIGNATE AND  
PROTECT  
INDUSTRIAL LANDS

Meet the needs of existing, new and/or relocating traditional industrial uses by designating industrial areas for this purpose and ensure that the re-designation of industrial land for non-industrial purposes is only permitted where it will not negatively affect the industrial land supply and the intended function of designated industrial areas.

OFFICE AND  
RETAIL USES IN  
INDUSTRIAL AREAS

Ensure that office and retail uses in areas designated for industrial activity are compatible with or complementary to the Industrial Area function.

### **9.3.1.1 General Policies for Economic Development**

#### **POLICIES**

SUFFICIENT  
SUPPLY

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

SITE SELECTION

Town Council shall encourage and assist businesses to locate, expand and modernize in Ingersoll within the Central Area and designated Employment Lands.

LAND ACQUISITION

Town Council may establish a land acquisition policy to assemble parcels in the Central Area suitable for redevelopment by the Town or to sell to private interests for redevelopment.

PLANNED  
INDUSTRIAL  
DEVELOPMENT

Town Council may acquire, plan and develop land for industrial *development* in an effort to meet the locational needs of industries not being provided by the private sector.

TOWN  
PARTICIPATION IN  
DEVELOPMENT

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

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### LAND SERVICING

Town Council may facilitate economic investment 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 use of the lands on a cost recovery basis.

### **9.3.1.2 Employment Lands**

#### DESCRIPTION

Employment Lands are those lands primarily designated for industrial and commercial purposes which may also include other land uses integral 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
- Service Commercial Areas
- Industrial Areas

### **9.3.2 The Central Area**

#### INTRODUCTION

This section constitutes a conceptual image or vision which describes the kind of downtown area for the Town of Ingersoll that is desired for the future. This section also contains a strategic approach which defines the policy direction to manage *development* in the Central Area in accordance with the desired vision.

### **9.3.2.1 Central Area Vision**

#### MULTI-FUNCTIONAL CENTRE

In the future, the Central Area of the Town of Ingersoll will remain as the most functionally diverse area of the Town and will serve as the primary business, cultural and administrative centre. The commercial core of the Central Area will continue to meet the day to day and specialty retail needs of residents of the Town. At the same time the Central Area will increasingly serve as a people place and will have increased day and night activity through the introduction of residential *development* within and near the Central Area and through better integration of the Central Area with the wider community.

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## SUB-AREAS

The Central Area of the Town of Ingersoll will continue to be made up of complementary use sub-areas. This functional diversity will be pursued to promote stability and the health of the downtown area, especially the Central Business District, by increasing the number of people working and living in the Central Area over the long term.

## URBAN DESIGN AND HERITAGE PROTECTION

New buildings and spaces will reflect a human scale of *development* which results in a significantly enhanced pedestrian environment. The *heritage resources* of the Central Area will be protected through heritage conservation, and enhanced through new *development* which respects nearby heritage buildings.

## GREENSPACE AND PEDESTRIAN AMENITIES

Throughout the Central Area, the addition of public and private greenspace, abundant street trees, and usable, sunlit pedestrian areas will improve the quality of life and reflect a conscious goal to preserve and enhance vegetative coverage in the Town. The pedestrian environment will also be enhanced by encouraging alternative modes of transportation and through streetscaping and other functional and aesthetic improvements.

### 9.3.2.2 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.

#### 9.3.2.2.1 Retail Function

To maintain the commercial core of the Central Area as the highest order retail shopping district capable of meeting the day to day and specialty needs of the residents of the Town of Ingersoll.

## STRATEGIC INITIATIVES

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

### COMPACT CORE

Facilitate commercial *development* in a concentrated or defined area in the core, including provisions for retail commercial redevelopment.

### RANGE OF USES

Continue to permit a full range of retail uses in the commercial core while limiting the kinds and scale of retail uses which are permitted outside the commercial core district.



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### SHOPPING AREAS

Shopping area facilities, other than those permitted by Section 9.3.3, offering a range of commercial uses which meet specialized service and comparison shopping needs will only be permitted in the Central Area. Shopping areas may have trade areas which extend throughout large areas of the County.

The County of Oxford and the Town of Ingersoll will ensure that a healthy interaction and balance within the commercial structure of the Ingersoll Trade Area is maintained by providing a range of locations for new and expanded retail facilities within the Central Area wherever possible and practical. Other proposed shopping area locations will need to provide reasonable justification that a location within the Central Area is demonstrably not a viable location in terms of available land or building areas in the Central Area. The Central Area will be the first priority for location of shopping area facilities that serve the primary trade area.

### IMPACT ASSESSMENT

Require that, where large scale commercial and retail uses are proposed outside of the Central Business District, the impact of such proposals on the commercial core function and viability will be evaluated and deemed acceptable. The impact assessment will include market impact analysis and peer review studies, at the expense of the proponent, that review the impact on the planned function and planned retail function of the Central Business District.

Major new or expanded retail developments outside the Central Area will be subject to planning and market impact studies which show to the satisfaction of the County of Oxford and the Town of Ingersoll that the type and size of proposed facilities are warranted, that no suitable Central Area locations are available for the proposed facilities, and that the planned function of Ingersoll's Central Area will not be significantly prejudiced or impacted. Any planning and market impact studies may be subject to Peer Review at the discretion of the County of Oxford and the Town of Ingersoll, at the expense of the applicant for such retail developments.

#### 9.3.2.2.2 Employment Function

To promote the Central Area of the Town of Ingersoll as a place of employment and a focus of economic activity for the Town.

### STRATEGIC INITIATIVES

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

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### SMALL BUSINESS OPPORTUNITY

Facilitate small business opportunity by designating an Entrepreneurial District within the Central Area which will permit the conversion of residences for offices, business, health care and personal services, cottage industries and similar types of uses while continuing to permit residential uses.

### RETAIL OPPORTUNITIES

Ensure sufficient lands are designated within the commercial core of the Central Area to permit additional retail *development* through infilling, redevelopment and new *development*.

### OFFICE, CULTURAL AND ADMINISTRATIVE USES

Promote the concentration of major office, cultural and public administrative buildings in the Central Area.

#### 9.3.2.2.3 Residential Function

To increase the residential population living within and in the vicinity of the Central Area.

### STRATEGIC INITIATIVES

In order to support this objective, Town Council shall:

### FREE-STANDING RESIDENTIAL USES

Permit Medium and High Density Residential *development* throughout the Central Area without requiring a commercial component subject to satisfying the policies of Sections 9.2.5 and 9.2.6.

### MIXED RESIDENTIAL USES

Support the creation of new residential units within commercial and institutional buildings within the Central Area through the development of appropriate zoning standards.

### RESIDENTIAL INTENSIFICATION

Support *residential intensification* 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.

#### 9.3.2.2.4 Pedestrian Circulation Network

To support the creation of a continuous, safe, interesting and comfortable at-grade pedestrian circulation network which provides pedestrian links between the districts within the Central Area and between the Central Area and the wider community.

### STRATEGIC INITIATIVES

In order to support this objective, Town Council will strive to:

### ENHANCEMENT OF PEDESTRIAN CORRIDORS AND CIRCULATION

Enhance pedestrian circulation routes in the Central Area and improve pedestrian linkages to key elements of the Central Area through:

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- the provision of appropriate soft and hard landscape elements such as lighting, signage, street trees and other vegetation, street furniture and public art forms;
- the protection of significant views along public rights-of-way through zoning standards;
- the protection and enhancement of heritage elements in accordance with this section and Section 3.3.2;
- the integration of the Central Area with the greenspace network of the Town to provide greater pedestrian access to the Central Area from the wider community.

### 9.3.2.2.5 Heritage Protection

To recognize the significance of the *heritage resources* of the Central Area in serving as a source and reminder of the early built form and identity of the Town by protecting and enhancing these unique heritage elements.

#### STRATEGIC INITIATIVES

In order to support this objective, Town Council will strive to:

#### HERITAGE RESOURCE CONSERVATION

Conserve and enhance the heritage of the Central Area resources, including buildings, structures, sites, and landscape elements having architectural, historical or cultural significance. In this regard the Town:

- may designate individual buildings or sites in the Central Area under the Ontario Heritage Act;
- may authorize the use of the density bonus provisions or transfer of density provisions of the Planning Act, in accordance with Chapter 10, Implementation Measures, as incentives to the private sector for heritage conservation;
- may administer programs of senior levels of government directed towards 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 relative to the policies of Section 3.3.2 to ensure that *development* is sensitive to and respects the character of nearby *heritage resources*.

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## 9.3.2.2.6 Parking and Transportation

To provide a safe, convenient, efficient and integrated transportation system which will promote cycling and walking in the Central Area while continuing to provide adequate facilities to meet vehicular needs within the area.

### STRATEGIC INITIATIVES

In order to support this objective, Town Council shall:

#### TRANSPORTATION IMPROVEMENTS

Support the Ingersoll Street extension to create a second north-south transportation artery.

#### BICYCLING AND WALKING

Support improvements to the transportation system which will increase the use of bicycles and walking in the Central Area for commuting to work, shopping and other purposes, consistent with efforts to improve air quality and energy efficiency.

#### BICYCLES

Support the use of bicycles in the Central Area as a means of transportation through the following mechanisms:

- encourage the establishment of cycle lanes within the road allowance on specific streets leading to the Central Area;
- the integration of the cycle system leading to the Central Area with cycling networks established within the wider community;
- the provision of cycle parking facilities in new *developments* and through municipal streetscaping improvements.

#### ACCESSIBILITY TO SENIORS

Encourage increased accessibility to the Central Area for seniors and persons with disabilities by removing and/or preventing land use barriers wherever feasible.

#### PARKING

Except where exempted in the Zoning By-law, require the provision of parking for automobiles and cycles when considering *development* and redevelopment within the Central Area.

#### AMOUNT AND LOCATION

Ensure that the amount and location of parking required to support the various functions of the Central Area is appropriate yet encourages the increased use of cycles and walking. In this regard Town Council:

- will establish appropriate parking standards, including requirements for barrier free parking in appropriate locations;
- will consider shared parking arrangements involving the joint use of parking facilities by various uses;

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- may establish areas exempted from providing parking when new *development* occurs;
- will provide sufficient short-term and longer-term parking facilities for the Central Area;
- may investigate and, if appropriate, implement measures to permit overnight parking for residential uses in the Central Area in municipal parking facilities;
- will consider municipal by-laws affecting on-street parking when reviewing parking requirements for individual *developments* in the Central Area;
- may permit increased height or density within the Central Area in accordance with the bonus zoning policies of Chapter 10, Implementation Measures.

### CASH-IN-LIEU

Establish a cash-in-lieu policy in order to permit cash payment to the Town 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. Town Council will consider the following factors when reviewing cash-in-lieu of parking applications:

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

### DESIGN

The design of parking facilities shall contribute to a safe, secure and enjoyable pedestrian environment through the following measures:

- the upgrading of the visual appearance of public and private surface parking in the Central Area will be promoted through the use of landscape elements, both structural and vegetative, within and adjacent to parking lots;

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- surface parking will be sited, wherever possible, to minimize large expanses fronting on public streets;
- the internal design of parking areas will maximize safety and minimize potential vandalism through measures such as appropriate lighting, visibility and other security features. Where there is a conflict between safety and landscaping requirements, priority will be given to safety considerations;
- for mixed-use *developments* incorporating a medium or high density residential component, residential parking will generally be separated by design or distance from other parking areas;

### 9.3.2.3 **Policies for Central Area Sub-Districts**

Recognizing the functional diversity of the Central Area, two sub-districts have been identified: the Central Business District and the Entrepreneurial District. Policies for each of the sub-districts are outlined.

#### 9.3.2.3.1 Central Business District

##### LOCATION

The boundaries of the Central Business District as shown on Schedule I-1 reflect the existing land use patterns associated with the historical pedestrian shopping area along Thames Street which is characterized by continuous, narrow, street-oriented buildings. Additional lands along Charles Street, King Street and Oxford Street are included to accommodate considerable growth through redevelopment or conversion of use while maintaining a pedestrian environment. Reference should be made to Section 1.5 regarding the interpretation of the boundaries to the Central Business District on Schedule I-1.

##### PERMITTED USES

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

Residential units on levels above the grade level are permitted within any of the non-residential uses.

Medium and High Density Residential *development* in accordance with the policies of Sections 9.2.5 and 9.2.6 is permitted in the Central

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Business District with or without a commercial component. In order to take advantage of the wide range of social and commercial services in the Central Area, redevelopment for High Density Residential uses in the Central Business District will be permitted to a maximum *net residential density* of 130 units per hectare (53 units per acre).

Rooming, boarding, and lodging houses, converted dwellings and special needs housing are permitted in the Central Business District as set out in the policies of Section 9.2.2.4.

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

### PROHIBITED USES

Notwithstanding the Permitted Uses of this Section, the following policies shall take precedence:

- free standing residential *development* without a commercial component is not permitted immediately adjacent to Thames Street within the Central Business District;
- amusement arcades are not permitted on lands having frontage or flankage immediately adjacent to Thames Street in the Central Business District;
- adult entertainment parlours are not permitted within the Central Business District;
- commercial bingo parlours are not permitted within the Central Business District.

### HEIGHT RESTRICTIONS/ REQUIREMENTS

In order to maintain and reinforce the existing character of the Central Business District and to maintain important views, building heights adjacent to Thames Street may be restricted in the Zoning By-law to reinforce the low-rise character of the area.

### STREETSCAPING

Town Council may consider developing a Streetscape Master Plan for the Central Business District which will provide the basis for the enhancement of the public and private streetscape. The needs of the elderly, persons with disabilities and other special needs groups will be adequately accommodated in streetscaping and other public works measures in the Central Business District.

### SITE PLANNING

All new *development* and redevelopment within the Central Business District will be subject to site plan control.

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### SITE DESIGN POLICIES

In addition to the policies of Section 9.2.7, the following policies will apply. These policies will be referred to during the Site Plan Control process to ensure that new *development* and redevelopment are attractive and complement existing *development* in the Central Business District, respect existing *heritage resources* and promote a pedestrian environment.

Town Council will be satisfied that the following objective has been considered:

### SPECIAL NEEDS

The needs of the elderly, persons with disabilities and other special needs groups will be adequately accommodated in the design of *development*.

### SPECIFIC DEVELOPMENT POLICIES

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

#### 9.3.2.3.1.1 West Side of John Street between Bell Street and Victoria Street

The lands designated Central Business District on the west side of John Street, between Bell Street and Victoria Street as shown on Schedule I-1 shall be developed to a maximum of 21 multiple dwelling units on those lands, being approximately 2,837 m<sup>2</sup> (30,538.2 ft<sup>2</sup>) in area.

AMENDMENT No. 116

#### 9.3.2.3.1.2 50 Thames Street South

On those lands described as Lots 19-21, Part Lots 18, 22, & 127, Block 34, Plan 279, in the Town of Ingersoll and located on the west side of Thames St South, south of the Thames River, and municipally known as 50 Thames St South, an indoor self-storage facility may be permitted.

AMENDMENT No. 230

#### 9.3.2.3.1.3 157 Thames Street North

Notwithstanding any policies of the Official Plan to the contrary, a triplex may be permitted on the subject lands without a ground floor commercial component.

AMENDMENT No. 276

#### 9.3.2.3.2 Entrepreneurial District

### LOCATION

The boundaries of the Entrepreneurial District are shown on Schedule I-1 and represent the area proposed for a range of commercial and business *development* opportunities through the



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conversion of existing residential dwellings and new *development* or redevelopment. Within the Entrepreneurial District the continuation of residential uses is also anticipated. It is intended that *development* in this District will result in a mixture of land uses. Reference should be made to Section 1.5 regarding the interpretation of the boundaries to the Entrepreneurial District on Schedule I-1.

### PERMITTED USES IN EXISTING BUILDINGS

Permitted uses in existing buildings within the Entrepreneurial District designation may include but will not be limited to the following:

- residential uses including single-detached dwellings, semi-detached dwellings, converted dwellings, and bed and breakfast establishments;
- rooming, boarding and lodging houses, converted dwellings and special needs housing in accordance with the policies of Section 9.2.2.4;
- commercial uses including offices, personal services, business supply and services, repair and service shops for, as an example, small appliances as well as clinics and commercial schools;
- small-scale industrial uses including traditional *cottage industry* and associated retail, studios and galleries, limited distribution, fabrication and assembly uses and computer and electronic data processing uses;
- minor institutional uses as provided for in Section 9.4.3;
- residential units in association with a commercial, institutional or business use are also permitted.

It is the intent of this Plan that such uses be located in the existing buildings of the Entrepreneurial District in order to preserve and maintain the character of this area through renovation and recycling of buildings.

The Zoning By-law may limit the range of uses on a particular site.

### PERMITTED USES FOR REDEVELOPMENT AND VACANT LANDS

Town Council may give consideration to the *development* of new Low, Medium and High Density Residential uses, business, professional and administrative offices and minor institutional uses in the Entrepreneurial District if they are satisfied that the existing building is not of any architectural significance to merit renovation.

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### PROHIBITED USES

Some uses are considered, by their nature and potential effect on the residential character of the area, not to be appropriate uses in the Entrepreneurial District. Town Council shall restrict such uses which meet one or more of the following criteria:

- retail uses, except for those uses accessory to permitted uses;
- uses which cause environmental concerns such as noise, odour, emissions, or discharge producing *hazardous waste* requiring special treatment on site;
- uses which may require large loading or parking facilities;
- uses requiring outside storage.

#### 9.3.2.3.2.1 Policies for Conversion of Existing Buildings

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

#### FORM OF DEVELOPMENT

In such areas, it is intended that the business use shall be small-scale in terms of floor area and number of employees and 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 on an individual basis by requiring that all proposals be subject to site plan control.

#### BROWNFIELDS

Redevelopment proposals within a designated *Community Improvement Project Area* as identified on schedule I-5 will satisfy the requirements of Section 10.4, as appropriate.

#### EXPANSION LIMIT

Alterations including building additions, enlargement of parking areas and landscaping will be considered based on the proposed use, neighbouring uses, lot size and configuration, and will be designed and oriented in such a manner as to blend into the existing residential character of the neighbourhood. In order to ensure that the use does not have an adverse effect on the residential character of the area, Town Council shall establish maximum lot coverage and parking provisions in the Zoning By-law.

#### 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, within such designation, Town Council may establish reduced or altered

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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

Within the Entrepreneurial District designation, proposals for the conversion of residential structures to minor institutional uses such as daycare facilities, funeral homes and nursing homes shall be evaluated in accordance with Section 9.4.3.

The following policies shall apply to redevelopment and new *development* on vacant lands within the Entrepreneurial District:

LOW, MEDIUM AND  
HIGH DENSITY  
RESIDENTIAL

Low, Medium and High Density Residential *development* shall be in accordance with the policies of Sections 9.2.4, 9.2.5 and 9.2.6.

Notwithstanding the provisions of Sections 9.2.5 and 9.2.6, new Medium and High Density Residential *development* may be located throughout the Entrepreneurial District on a site specific basis.

In order to take advantage of the wide range of social and commercial services available in the Central Area, redevelopment for High Density Residential uses in the Entrepreneurial District will be permitted to a maximum net density of 130 units per hectare (53 units per acre).

BUSINESS,  
PROFESSIONAL  
AND  
ADMINISTRATIVE  
OFFICES

New *development* for business, professional and administrative offices shall adhere to the site planning policies of this Section.

MINOR  
INSTITUTIONAL  
USES

New minor institutional uses shall conform with Section 9.4.3.

COMPATIBILITY

Appropriate buffering measures shall be incorporated into the *development* to minimize potential incompatibilities with adjacent residential uses.

SERVICES

Existing municipal services and community facilities 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 the Environmental Constraint policies of Section 3.2.

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PARKING	Adequate off-street parking shall be provided.
SITE PLANNING	Within the Entrepreneurial District, site plan control will be applied to the conversion of existing buildings, redevelopment and new <i>development</i> to ensure compatibility with adjacent residential uses. Specifically, and as a minimum, the following criteria will be evaluated prior to the approval of site plans:
PARKING AREAS	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.
BARRIER-FREE DESIGN	The needs of persons with disabilities and other special needs groups are addressed in the design of the <i>development</i> .
SIGNAGE AND LIGHTING	Signage and lighting will be controlled in terms of height, size and orientation to minimize the effect on adjacent residential uses.
BUFFERING	Adjacent residential uses will be buffered through the requirements for setbacks, landscaped strips, screening and other measures.
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.
SPECIFIC DEVELOPMENT POLICIES	<p>The following policies, in addition to the relevant policies of this section, apply to specified areas within the Entrepreneurial District. These specific policies are required to provide guidance for further <i>development</i>.</p> <p>No specific policies at this time.</p> <p><b>9.3.2.4 Expansions to the Central Area Sub-Districts</b></p> <p>Within the Central Area, it is a priority of Town Council and County Council that new <i>development</i> will generally be promoted within existing designated areas prior to the orderly extension of the Central Area Sub-Districts.</p>
EVALUATION CRITERIA	Proposals for expansion of the Central Business District and the Entrepreneurial District designations will be evaluated on the basis of the following criteria:

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PLANNED LAND  
USES

The compatibility of the proposed use or *development* with surrounding land uses and the likely impact of the proposed *development* on the ability to implement planned land uses in the vicinity.

LOCATION

The expansion is in an orderly and progressive manner and maintains the pedestrian orientation of the Central Area.

MUNICIPAL  
SERVICES

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

ACCESS AND  
TRAFFIC

The availability of suitable vehicular access, the potential impact of traffic from the proposed use on the road network, and the effect of the traffic on surrounding land uses.

ENVIRONMENT

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

### **9.3.3 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 because of their requirements for large lot area, access or exposure requirements or due to compatibility 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, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are typically characteristic of a Central Area location and will not directly compete with this area.

The Service Commercial designation applies to those areas which primarily cater to the commercial needs of the travelling public or a broader market area with requirements for large sites that cannot be accommodated in the Central Area. Types of service commercial uses that generate significant amounts of traffic and draw customers from a wide area may also be located within these areas.

Areas designated for Service Commercial purposes are shown on Schedule I-1.

## County of Oxford Official Plan

### PERMITTED USES

Uses permitted within the Service Commercial designation include: hotels, motels, automotive sales and service, furniture and appliance sales and service, farm implement sales, business services, convenience commercial uses, retail food stores, recreation and entertainment uses, gas bars, car wash facilities, retail sales of automotive supplies, automated teller machines and kiosks, tourism information outlets or kiosks, 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 service to the travelling public, business and industry.

### PROHIBITED USES

Within the Service Commercial designation, transport truck stops or terminals are prohibited.

### ACCESSORY USES

One accessory residential dwelling unit contained within the main commercial structure will be permitted for the benefit or convenience of the owners, occupants or employees of the principal use in the Service Commercial designation.

### 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.

### ZONING

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

#### **9.3.3.1 Scale-Related Policies and Study Requirements**

### SCALE

The scale of uses within the Service Commercial designation will generally range from 325 square metres (3,500 square feet) to 4,645 square metres (50,000 square feet). In general, small office and professional uses will be encouraged to locate in the Central Area. Uses of less than 325 square metres (3,500 square feet) will be discouraged in the Service Commercial designation.

AMENDMENT No. 79 AS  
AMENDED BY OMB  
ORDER 2764

Community shopping areas offering a range of goods and services which cater to the convenience shopping and service needs of community residents and the traveling public are a permitted use in the Service Commercial designation.

AMENDMENT No. 79 AS  
AMENDED BY OMB  
ORDER 2764

Community shopping areas are permitted to locate in the Service Commercial designation immediately adjacent to the Highway 401 corridor. Such community shopping areas will have between 930 and 4,645 square metres (10,000 to 50,000 square feet) of *gross leasable commercial floor area*.

AMENDMENT No. 79 AS  
AMENDED BY OMB  
ORDER 2764

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### RETAIL IMPACT STUDY REQUIREMENT

Development proposals above 4,645 square metres (50,000 square feet) of *gross leasable commercial floor area* per site will require the preparation of a retail market impact study to the satisfaction of the County of Oxford and the Town of Ingersoll to determine the impact on the planned retail function of the Ingersoll Central Area and to determine the feasibility of the location of the use in the Central Area as per the policies of Section 9.3.2.2.1. This impact study should evaluate the potential to locate the use in the Central Area as a first priority. A peer review may be required at the request of the County of Oxford or the Town of Ingersoll and at the expense of the proponent.

AMENDMENT No. 79 AS  
AMENDED BY OMB  
ORDER 2764

### CUMULATIVE IMPACT

In areas where the cumulative retail and service commercial *development* on multiple sites is exceeding 4,645 square metres (50,000 square feet), the County of Oxford and the Town of Ingersoll may review the *cumulative impact* on the planned function and retail function of the Central Area of Ingersoll.

AMENDMENT No. 79  
AS AMENDED BY OMB  
ORDER 2764

### OFFICIAL PLAN AMENDMENT

Proposals to expand or add new service commercial areas and that propose *development* greater than 4,645 square metres (50,000 square feet) will require an Official Plan amendment. In addition to the requirements of Section 9.3.3.3, Expansions and New Service Commercial Areas, the application will require traffic, servicing, retail market impact and planning studies and accompanying peer review studies, at the expense of the proponent, to the satisfaction of the County of Oxford and the Town of Ingersoll. The studies will need to determine impact on the planned *infrastructure*, planned function and retail impact on the Central Area.

AMENDMENT No. 79 AS  
AMENDED BY OMB  
ORDER 2764

### **9.3.3.2 Service Commercial Area – Zoning and Site Plan Control**

### LOCATION AND ACCESS

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

### ZONING FOR SITE AREA, FRONTAGE AND SETBACKS

Adequate lot frontage and setback requirements will generally be applied through the Zoning By-law to provide for the *development* of sites large enough to accommodate free-standing buildings and on-site parking. These measures 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:

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<i>LANDSCAPING</i>	Substantial landscaping will be required along public roads adjacent to the site and vegetative landscaping shall be integrated within parking areas.
<i>PARKING</i>	Off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the user.
<i>SCREEN STORAGE AREAS</i>	Outdoor storage areas, including equipment and garbage, are fenced or screened from adjacent residential uses and from the public street.
<i>LIGHTING</i>	Light spill-over or glare from any lighting source, including illuminated signs, onto any adjacent residential uses is minimized by such means as directed lighting.
<i>LOCATION OF LOADING BAYS/SERVICE AREAS</i>	Loading facilities and service areas are located to minimize the effects of noise and odours on any adjacent residential properties and are situated, if feasible, in a yard that does not abut a residential property.
<i>ACCESS</i>	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.
<i>DRAINAGE</i>	On-site drainage from buildings and parking areas will be adequately controlled.
<i>BARRIER-FREE DESIGN</i>	The needs of persons with disabilities and other special needs groups are addressed in site design.
<i>BUFFERING</i>	Adjacent residential uses will be buffered from commercial and institutional 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 uses.
<i>INTEGRATION WITH RESIDENTIAL USES</i>	Where appropriate, the commercial uses will not be isolated from adjacent residential properties but rather will be integrated such that direct pedestrian access is available to those goods and services which meet the day to day needs of adjacent residents.



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### 9.3.3.3 Expansions and New Service Commercial Areas

The lands designated for Service Commercial as shown on Schedule I-1 are widely distributed and include vacant lands as well as areas that can accommodate infilling and redevelopment. It is a priority of Town 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 arterial or collector roads. Access points to arterial 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 proposed uses and provide for 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 9.3.3 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 criteria:

#### COMPATIBILITY

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

#### IMPACT

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 effect of traffic from the proposed Service Commercial area on the public road system and on surrounding land uses.

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### ENVIRONMENT

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

#### **9.3.3.4 Specific Development Policies**

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

##### 9.3.3.4.1 Part Lots 9 & 10, Block 83, Plan 279 - Northwest Corner Of Victoria Street And Wonham Street North, Town Of Ingersoll

A 1,236 square metre (13,300 square foot) parcel of land lying in Part of Lots 9 & 10, Block 83, Plan 279, which is located on the northwest corner of Victoria Street and Wonham Street North in the Town of Ingersoll may be used for a commercial school which shall include a dance studio, karate and fitness classes, accessory retail uses and medical offices, as well as all uses permitted in Section 9.3.4.2 of the County Official Plan for Established Industrial Uses and Buildings which are located in close proximity to existing residential areas.

#### Performance Standards

When reviewing *development* proposals and establishing zoning regulations, Town Council shall give consideration to the following:

- off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the user and compatibility with surrounding properties. Points of vehicle ingress and egress shall be limited in number and design to minimize hazards to vehicle and pedestrian traffic.
- the policies for landscaping, buffering and screening as outlined in this section, shall be observed with special attention paid to mitigating potential conflict with surrounding residential properties.
- the lands shall be subject to site plan control.

AMENDMENT No. 10

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### 9.3.3.4.2 Part Lot 12a, Block 83, Plan 279, Town Of Ingersoll

An 803 square metre (8,644 square foot) parcel of land lying at 155 Bell Street in Part Lot 12A, Block 83, Plan 279, which is located on the south side of Bell Street between Wonham Street North and McKeand Street, in the Town of Ingersoll, may be used for a church in addition to all uses permitted in Section 9.3.3 of the County Official Plan for Service Commercial Areas.

#### Performance Standards

When reviewing *development* proposals and establishing zoning regulations, Town Council shall give consideration to the following:

- off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the users and compatibility with surrounding properties. Points of vehicle ingress and egress shall be limited in number and designed to minimize hazards to vehicular and pedestrian traffic.
- the policies for landscaping, buffering and screening as outlined in this section, shall be observed with special attention paid to mitigating potential conflict with surrounding residentially used properties.
- the lands shall be subject to site plan control.

AMENDMENT No. 14

### 9.3.3.4.3 Part of Lot 142, Block 27, Plan 279 – Southwest Corner of King Street and Whiting Street, Town of Ingersoll

The lands designated Service Commercial lying in Part of Lot 142, Block 27, Plan 279, which is located on the southwest corner of King Street and Whiting Street in the Town of Ingersoll may be used for a medical centre as well as all uses permitted in Section 9.3.3 of the County of Oxford Official Plan for Service Commercial areas.

### 9.3.3.4.4 South Ingersoll Secondary Plan Service Commercial Lands

Service Commercial lands that are bounded by Holcroft Street to the north, Hall's Creek to the east, Highway 401 to the south and Whiting Creek to the west are subject to higher *development* and site design standards.

AMENDMENT No.64 AS  
AMENDED BY OMB  
ORDER 2764

## County of Oxford Official Plan

AMENDMENT No.64 AS  
AMENDED BY OMB  
ORDER 2764

Harris Street should serve as a significant entrance to the Town of Ingersoll. Higher *development* standards at identified gateway locations as well as the Highway Service Commercial *development* is encouraged.

AMENDMENT No.64 AS  
AMENDED BY OMB  
ORDER 2764

Site design will provide for trees and vegetative cover purposes as well as for environmental considerations such as air quality and shade.

### 9.3.3.4.5 Part Lot 19, Concession 1 (West Oxford), (Town of Ingersoll)

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The following policies shall apply to the lands designated Service Commercial, located at the northwest corner of Harris Street and Clark Road, being Part Lot 19, Concession 1 (West Oxford), having an area of approximately 6.4 ha (15.9 ac.).

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

Based on the current market impact analysis, as peer reviewed by the County of Oxford and the Town of Ingersoll, the maximum gross leasable commercial floor area for this development shall be 13,006 m<sup>2</sup> (140,000 ft<sup>2</sup>).

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The maximum gross leasable commercial floor area for an automotive and households supply retail store shall be 4,645 m<sup>2</sup> (50,000 ft<sup>2</sup>).

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The maximum gross leasable commercial floor area for a food store is 1,710 m<sup>2</sup> (18,400 ft<sup>2</sup>) by year 2012, with an additional 1,542 m<sup>2</sup> (16,600 ft<sup>2</sup>) occurring by year 2014, which shall be reflected in the implementing zoning by-law and implemented through site plan approval.

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The maximum gross leasable commercial floor area for non-food related retail is 3,716 m<sup>2</sup> (40,000 ft<sup>2</sup>). The inclusion of a drug store may be considered as part of the non-food related retail allocation in the future without a requirement for an Official Plan amendment, subject to the submission of a market impact analysis prepared by a qualified consultant and peer reviewed to the satisfaction of the Town of Ingersoll.

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The maximum gross leasable commercial floor area for service commercial space is 1,394 m<sup>2</sup> (15,000 ft<sup>2</sup>).

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Additionally, the following uses will not be permitted on the subject site:

- beer stores
- liquor stores
- banks
- professional offices
- nursing homes
- schools
- retirement homes
- day-care centres

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The inclusion of noise sensitive land uses may be reviewed in the future without a requirement for an Official Plan amendment, subject to the submission of a detailed noise study prepared by a qualified engineering consultant and peer reviewed to the satisfaction of the Town of Ingersoll.

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

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

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

The minimum gross leasable commercial floor area of 325 m<sup>2</sup> (3,500 ft<sup>2</sup>) floor area (per store) shall apply, with the exception of 464.5 m<sup>2</sup> (5,000 ft<sup>2</sup>) of floor space (total cap), which could be comprised of smaller stores.

AMENDMENT No 152  
AS APPROVED BY OMB  
FILE PL100982

9.3.3.4.6 Part Block 66, Registered Plan 309 – Northwest corner of Clarke Road East and Hollingshead Road

Amendment No. 274

Notwithstanding any policies of the Official Plan to the contrary, a place of worship may be permitted on the subject lands. The use of the lands for any other purpose than a place of worship shall be considered in accordance with the policies of Section 9.3.3.4.5 of the Official Plan.

### **9.3.4 Industrial Areas**

DESCRIPTION

Industrial Areas include those lands that are designated 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, odours, or visual appearance. Industrial Areas are identified on Schedule I-1.

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### 9.3.4.1 Industrial Areas – New Uses

#### PERMITTED USES – NEW DEVELOPMENT

Permitted uses include assembling, manufacturing, fabricating, processing, repair activities, environmental industries, wholesaling, storage and warehousing industries, construction industries, communication and utility industries, transportation and cartage industries, and technological service industries.

Industries will be permitted to combine technological, manufacturing or processing, office, sales and management activities within the Industrial Areas designation.

#### AMENDMENT No. 200

Municipal recreation and multi-use facilities may also be permitted.

Adult entertainment parlours will be permitted in free-standing single use structures on Janes Road, between Mutual Street and Pemberton Street, but having no frontage on Mutual Street or Pemberton Street.

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.

Body-rub parlours will be permitted in industrial designations. This use will be subject to provisions as established in the Zoning By-law and regulated in accordance with the appropriate municipal licensing by-law.

#### ACCESSORY USES

Uses that are accessory or ancillary to industrial operations such as a retail and wholesale division operated as a subsidiary function of any industry may be permitted in the Industrial Area. Retailing will not be permitted to become a predominant use and will be limited in size and not interfere with or detract from the primary function of the area.

Day care facilities solely for employees of the industrial use will be permitted within an industrial building subject to satisfying the relevant criteria of Section 9.4.3.

Recreation facilities primarily for employees of the industrial use will be permitted on industrial lands. All recreation facilities will be subject to site plan control and the site design criteria of this Section.

#### ANCILLARY USES

In addition to the uses permitted above, the following uses may be permitted through site specific rezoning:

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- Service Commercial uses such as restaurants, garages and material suppliers which directly and primarily serve the industries or employees of industry while at work, provided they are not disruptive to the surrounding industrial neighbourhood and are designed attractively;
- uses which have characteristics or functional requirements similar to industries, such as public utility and public works yards.

In order to maintain the viability of Industrial Areas, Town Council shall limit the amount of non-industrial activity permitted in the Industrial Areas designation.

### ALL USES

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

### **9.3.4.2 Industrial Areas – Established Industrial Uses**

### INDUSTRIAL USES IN PROXIMITY OF RESIDENTIAL AREAS

Established industrial uses which are located in proximity to existing residential areas are recognized as important employment lands. However, these areas may also experience pressure to re-develop for uses more compatible with adjacent land uses. In order to protect the interests of the established industrial uses as well as those of adjacent land uses, Town Council:

- may recognize established industry in the Zoning By-law and permit such uses to expand;
- may protect such industry from the encroachment of additional non-industrial uses which are incompatible with industrial activity;
- may protect such industrial areas which can provide locational opportunities for small "incubator" industries and businesses by special zoning in the Zoning By-law;
- will consider the re-use or redevelopment of existing industrial buildings or sites, through site specific zoning or a functional zoning category in the Zoning By-law, for limited service commercial uses directly supportive of and primarily serving business and industry such as automated teller machines or kiosks, education or training facilities, offices, restaurants, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services;

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- will consider the re-use or redevelopment of existing industrial buildings, through site specific zoning or a functional zoning category in the Zoning By-Law, for 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.

### 9.3.4.3 Transitional Policies

#### 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 demonstrates a change in land use from industrial to residential, institutional and/or to parkland, County Council and/or the Town 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.

#### CONVERSION TO OTHER USES

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 areas contemplated by Section 9.3.4.2.

Prior to considering proposals to redesignate industrial land for non-industrial purposes, where a *comprehensive review* is not warranted, Town Council and County Council shall require that the following criteria have been met:

- the proposed lands are located adjacent to compatible land uses and do not have the effect of redesignating isolated parcels surrounded by industrially designated lands;
- an adequate supply of unconstrained, industrially designated land, with a variety of lot sizes, will remain to accommodate employment forecasts and to meet the needs of industry over the planning period;



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- an adequate supply of immediately serviceable industrial land will remain after the lands are redesignated;
- there is sufficient land available in proximity to major transportation facilities including railway facilities, major highways and arterial roads in the Town;
- there are industrial locations which provide visibility and public exposure to the major road system in the Town for industrial uses desiring such locations;
- the re-use or redevelopment of existing industrial buildings or sites for non-industrial uses will be significantly more compatible with adjacent land uses.

### 9.3.4.4 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, Town Council may 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. Town Council may 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

Town 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 Town.

#### EVALUATION CRITERIA

Within the Industrial Areas designation, the following criteria will be satisfied prior to permitting *development* or redevelopment:

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COMPATIBILITY	Where an Industrial Area designation is near existing or planned residential, open space or institutional uses, adequate buffering through distance separation, fencing or landscaping and building or site design will be provided to minimize potential nuisance. Such areas will be developed for a low-rise form of <i>development</i> . The Zoning By-law will establish limits to the height and lot coverage permitted to achieve this objective.
SERVICES	Existing municipal services will be adequate to accommodate the <i>development</i> .
BUILDINGS	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 AND LOADING FACILITIES	Adequate off-street parking and loading areas will be provided.
BARRIER-FREE DESIGN	The needs of persons with disabilities and other special needs groups are addressed in site design.
ENVIRONMENT	The effect of the proposed <i>development</i> on environmental resources and the impact of environmental constraints on the proposed <i>development</i> will be addressed and mitigated in accordance with the policies of Section 3.2.
SITE PLANNING	Within the Industrial Area designation, site plan control may be required in accordance with the provisions of the Planning Act. Where site plan control is required, the following design criteria will be evaluated prior to the approval of site plans:
LANDSCAPING	Substantial landscaping which provides for seasonal variation, as well as screening or fencing may be required along public roads adjacent to the site and vegetative landscaping shall be integrated within parking areas. Privacy screening, fencing or other appropriate measures shall be incorporated into the <i>development</i> to provide an adequate buffer for adjacent residential uses.
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 odours on any adjacent residential properties and are situated, if feasible, in a yard that does not abut a residential property.

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### TRAFFIC AND ACCESS

Vehicular traffic generated from the *development* will flow primarily from the industrial areas to arterial roads, highways and freeways 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.

### DRAINAGE

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

### COMMERCIAL USES

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

### 9.3.4.5 Specific Development Policies

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

#### 9.3.4.5.1 Oakwood Street South of the Canadian Pacific Railway and Whiting Street South of the Westfield Subdivision

Notwithstanding any provisions of this Section to the contrary and in recognition of the existing residential uses in the area, lands designated Industrial Areas, east and west of Oakwood Street south of the Canadian Pacific Railway, and west of Whiting Street south of the Westfield Subdivision, may be used for the purposes of integrated industrial-residential *development*. All industrial uses and ancillary uses allowed in the Industrial Areas category will continue to be permitted uses.

When reviewing *development* proposals and establishing zoning regulations, Town Council shall give consideration to the following:

- in this area, permitted industrial uses will be the primary uses. In recognition of the need to facilitate incubator industrial uses, accessory residential uses shall also be permitted. Residential uses may be within the main industrial structure or a free-standing residential dwelling on the same site;

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- uses permitted within this policy area will comply with the Environmental Resource Protection policies and Environmental Constraints policies of Section 3.2;
- *development* shall be by plan of subdivision for proposals greater than 5 lots;
- any subdivision agreement pertaining to these lands will include a condition requiring the construction of proposed industrial structures simultaneous with or prior to the construction of any accessory residential unit;
- for the lands on Whiting Street, south of the Westfield Subdivision, the layout of any proposed *development* will provide for a primary access to Whiting Street and a secondary access to the Westfield Subdivision;
- severance of an accessory residential dwelling shall not be permitted for the purpose of creating a residential lot;
- mixed use industrial-residential *development* shall be in a separate zoning category in the Zoning By-law which regulates the size of the residential use;
- the lands shall be subject to site plan control.

### 9.3.4.5.2 Ingersoll Street and Underwood Road

Notwithstanding any provisions of this Section to the contrary, the lands designated Industrial Areas on the northeast corner of the intersection of Ingersoll Street and Underwood Road may be used for the retailing of motor vehicles manufactured by the automotive manufacturing plant directly opposite the subject lands on the west side of Ingersoll Street as well as the retailing of combustion engine vehicles and equipment. All industrial uses and ancillary uses allowed in the Industrial category will continue to be permitted uses.

When reviewing *development* proposals and establishing zoning regulations, Town Council shall give consideration to the following:

- off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the user. Points of vehicle ingress and egress shall be limited in number and design to minimize the hazards to vehicle and pedestrian traffic. Wherever possible, the proponent shall be encouraged to meet good design standards relating to the building and site layout;

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- the provisions for landscaping and buffering or screening as outlined in Section 9.33.4 shall be observed;
- the lands shall be subject to site plan control.

### 9.3.4.5.3 Samnah Crescent

Notwithstanding any provisions of this Section to the contrary, lands designated Industrial Area on Samnah Crescent are generally intended to develop for a range of industrial, technological, office and business support uses in a planned business park setting. Uses within this specific policy area will generally be characterized by low profile buildings on individual lots in a planned subdivision.

Permitted uses will generally include industrial uses that involve assembly, fabrication, processing, 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 with and ancillary to the permitted uses set out above may be permitted in buildings in this specific policy area provided that such space does not exceed 50 percent of the gross leasable area of the permitted use. In addition to the accessory and ancillary uses permitted in the Industrial Areas, the following ancillary uses may be permitted in this specific policy area:

- trade schools, conference facilities and catering facilities;
- 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; and
- police, fire or ambulance depots.

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

Town Council may establish zoning regulations to control the scale of *development* by establishing minimum lot areas, maximum floor area ratios, building height restrictions and landscaping requirements.

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Lands within this specific policy area shall be subject to site plan control. In addition to the site plan control criteria established for the Industrial Areas, the following design criteria will be evaluated prior to the approval of site plans:

- Parking between the building and streetline will generally be limited to that necessary to adequately serve customers. Employee parking, loading bays, open storage 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, open storage 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.
- The needs of persons with disabilities are adequately addressed.
- Any outdoor mechanical equipment and facilities such as garbage containers will be adequately screened from view from public streets.
- Site design will provide for trees and vegetative cover for aesthetic purposes as well as environmental considerations such as air quality, shade, and micro climate improvements.
- Since the lands in this specific policy area are in the ownership of the Town of Ingersoll, 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.

In addition to the above-noted policies, an automotive sales and service establishment use may be permitted on the property located at 40 Samnah Crescent (part of Block 3, Registered Plan 41M-129, being Part 1, Plan 41R-6544).

AMENDMENT No. 173

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### 9.3.4.5.4 Samnah Crescent and Culloden Road, Block 1, Registered Plan 41M-129

Notwithstanding the policies of this Section, on Block 1, Registered Plan 41M-129 the lands designated Industrial on the east side of Culloden Road, between the Samnah Crescent intersections, are generally intended to develop for a range of industrial, technological, office and business support uses in a planned business park setting. Uses within this specific policy area will generally be characterized by low profile buildings on individual lots in a planned subdivision.

AMENDMENT No. 85

Permitted uses include assembling, manufacturing, fabricating, processing, environmental industries, warehousing, distribution, retail building supply establishments/lumber yards and associated outside storage, indoor storage facilities, utilities, transportation, research, technological service industries.

#### PERMITTED USES

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

#### ANCILLARY USES

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

- service commercial uses such as restaurants, automobile service stations, gas bars, public garages, hotels/motels, and automobile dealerships or leasing establishments;
- educational 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 or similar uses;
- limited service commercial uses serving the broader public which are complementary to the principal industrial function such as a warehouse outlet, pool supplies establishments, commercial storage units, catering food services, veterinary clinics, an automotive supply store or similar uses;
- uses which have characteristics or functional requirements similar to industries; such as utilities, public works yards, and police, fire or ambulance depots;

Town Council may establish zoning regulations to control the scale of *development* by establishing minimum lot areas, maximum floor area ratios, building height restrictions and landscaping requirements.

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### SITE PLAN CONTROL

Lands within this specific policy area shall be subject to site plan control. In addition to the site plan control criteria established for Industrial Areas, the following design criteria will be evaluated prior to the approval of the site plan(s):

- points of vehicle ingress and egress shall not be permitted onto Culloden Road, but shall be limited to Samnah Crescent and shall be restricted in location and number as determined by the Town of Ingersoll;
- parking between the building and the streetline will generally be limited to that necessary to adequately serve customers. Employee parking, loading bays, open storage, 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, open storage, 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 policies for landscaping, buffering and screening as outlined in this section, shall be observed with special attention paid to maintaining the front yards adjacent to Culloden Road in an attractive landscaped form and the screening and buffering of the side yards abutting residential lands for all buildings and outside storage;
- a storm water management report to ensure proper drainage to the satisfaction of the Town of Ingersoll;
- a satisfactory traffic impact study, depending upon the proposed use, as determined by the Town of Ingersoll. Such a study would be subject to a peer review, the cost of which shall be borne by the applicant/developer;
- light spill-over or glare from the lighting source including illuminated signs onto adjacent uses is minimized by such means as directed lighting;
- the needs of persons with disabilities will be adequately addressed;
- any outdoor mechanical equipment and facilities such as garbage containers will be adequately screened from view of public streets; and



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- since the lands in this specific policy area are in the ownership of the Town of Ingersoll, 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.

AMENDMENT No. 50

### 9.3.4.5.5 Part Lots 2, 3, 4, 5, 6 and 22, Plan 41R-3255 (250 Ingersoll Street)

Notwithstanding any provisions of this Section to the contrary, the lands designated Industrial Areas on the southwest corner of the intersection of Ingersoll Street and Thomas Street may be used for a day care centre for the employees of Cami Automotive Inc. and the general public, recreation facilities for the employees of Cami Automotive Inc. and the general public, a seniors' centre and non-profit community based facilities. All industrial uses and ancillary uses allowed in the Industrial category will continue to be permitted uses.

### 9.3.4.5.6 South Ingersoll Secondary Plan Area

Industrial lands that are bounded by Clarke Road to the north, Harris Street to the east, Highway 401 to the south and Whiting Creek to the west are subject to the following policies, some of which also affect lands within 300 metres (984 feet) of Part Lot 19, Concession 2, being Parts 1 and 2, Plan 41R-5970 (the All Treat lands):

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

#### **INDUSTRIAL SETBACKS AND SCREENING**

New industrial *development* abutting Clarke Road may be required to provide greater landscaping, setback and fencing or screening to minimize potential nuisance to residential properties than contemplated by Section 9.3.4.4. This policy does not apply to the property described as Part Lot 19, Concession 2, being Parts 1 and 2, Plan 41R-5970 (All Treat). While Policy 9.3.4.4 of the County Official Plan applies to these lands, the higher built form of agricultural industry is recognized and agricultural buildings and/or structures, such as silos, in excess of the heights contemplated in that policy, will be permitted south of the existing buildings and structures.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

## County of Oxford Official Plan

### **NOISE SENSITIVE LAND USES**

In consideration of existing and future Class II industrial uses and zoning approved for the property described as Part Lot 19, Concession 2, being Parts 1 and 2, Plan 41R-5970 (All Treat), and in recognition of Provincial Policy and Guidelines, future residential *development* and new commercial *development* which includes sensitive land uses within the 300 metre (984 foot) potential influence area of Part Lot 19, Concession 2, being Parts 1 and 2, Plan 41R-5970, shall be subject to the submission and approval of studies in accordance with Section 3.3.3.1, which will establish separation distances from the All Treat property. A separation distance of at least 70 metres (229.6 feet) shall be required. The studies shall also establish any mitigation measures to be implemented as part of development approvals required for residential uses within the 300 metre (984 foot) potential influence area associated with existing industrial areas/facilities and sensitive uses within the Service Commercial lands located west of Harris Street and south of Clarke Road. The studies shall be undertaken by a Licensed Professional Engineer qualified to provide acoustical engineering services in the Province of Ontario.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

### **OUTDOOR STORAGE**

Outdoor storage adjacent to Clarke Road shall be prohibited save and except for the temporary storage of containers in the front yard of the property described as Part Lot 19, Concession 2, being Parts 1 and 2, Plan 41R-5970 (All Treat). Further, this property can continue to use Clarke Road for access purposes.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

### **BUFFERING AND SCREENING OF ADJACENT LAND USES**

A higher quality building design for new buildings shall be integrated into future Clarke Road streetscape to promote compatibility between new industrial *development* and adjacent residential uses. Future residential *development* in proximity to existing industrial areas/facilities and sensitive uses within adjacent commercial areas shall be subject to buffering and screening requirements imposed as conditions of subdivision and/or site plan approval.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

### **FLOOD LINE DELINATION**

Before *development* proceeds, a flood line delineation study for Whiting Creek be undertaken by the Upper Thames River Conservation Authority and Town of Ingersoll.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

### **STORMWATER MANAGEMENT FACILITY**

A portion of a stormwater management facility may be permitted within the Environmental Protection Area designation associated with Whiting Creek in the south central area of the Secondary Plan, north of Highway 401, subject to an Environmental Impact Study submitted by the proponent prepared by a qualified professional to determine:

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

## County of Oxford Official Plan

- that the facility can encroach into the Environmental Protection Area designation without causing *negative impacts* on the features and *ecological functions* for which the area is designated; and
- that the facility can be located in a sensitive manner that minimizes and adverse effects on the protected features.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

A peer review of the Environmental Impact Study shall be required by the Town of Ingersoll by a qualified professional at the expense of the proponent to determine its acceptability.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

Notwithstanding the encroachment of the facility into this area, these lands shall remain in the Environmental Protection Area designation.

AMENDMENT No. 64 AS  
AMENDED BY OMB  
ORDER 2764

**9.4 Community Facilities and Minor Institutional Uses**

**9.4.1 Strategic Approach**

In keeping with the Vision Statements, as 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 Town 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 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.

RE-USE OF SURPLUS INSTITUTIONS

Recognize the opportunity to re-use surplus schools, churches and other institutional properties by permitting their transition over time to uses compatible with adjacent properties.

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### 9.4.2 Community Facilities

DESCRIPTION	<p>The Community Facilities designation is intended to provide for large scale institutional, cultural and recreational uses which serve residents throughout the Town. 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 Town. The nature of these uses requires sensitive integration to minimize potential effects of Community Facilities on adjacent land uses.</p>
PERMITTED USES	<p>Permitted Uses within the Community Facilities designation include: hospitals, major recreational facilities, large cultural facilities, religious institutions, larger-scale nursing homes and rest homes with 20 or more beds, homes for the aged, fairgrounds, cemeteries, funeral homes, chronic care facilities which provide continuous medical supervision for patients, facilities utilized primarily by service clubs, trade unions and community cultural groups, continuum-of-care <i>developments</i> which provide a range of accommodations from independent residential units to chronic care facilities within the same complex, emergency shelters and similar types of community oriented uses.</p> <p>In addition to these uses, all forms of institutional uses permitted in the Residential Areas designation including elementary and secondary schools, churches, day care facilities, funeral homes and public uses, such as fire, police and ambulance service uses, are also permitted.</p> <p>Zoning on individual sites may not allow the full range of permitted uses.</p>
ANCILLARY USES	<p>A limited range of secondary uses which are associated with and 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 the main facility may also be permitted through site specific rezoning.</p>

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### LOCATION

Lands included within the Community Facilities designation are identified on Schedule I-1. These areas primarily represent existing facilities with some opportunities for expansion as well as some opportunities for new uses. New Community Facilities uses proposed in areas not designated for such uses will require an amendment to this Plan.

#### **9.4.2.1 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 generally 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 in the area.

#### TRAFFIC

The potential effect of traffic from the proposed use on the public road system and surrounding land uses, as well as 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.

#### 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 Town Council and County Council in evaluating an Official Plan amendment application to expand or to establish a new 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 planning policies which follow.

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### 9.4.2.2 Community Facilities – Site Planning

#### SITE PLANNING

Site plan control will be required for uses in the Community Facilities designation. The following design criteria will be evaluated prior to the approval of site plans:

#### BUILDING ORIENTATION AND LANDSCAPING

Buildings will be sufficiently set back 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 set back 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 adjacent to residential *development*, screening in the form of berming and vegetative planting will be required.

#### PAVED PARKING AREAS

Parking areas and driveways will be paved to prevent the raising of dust.

#### 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 adjacent residential uses will be minimized by such means as directed lighting.

#### ACCESS

The number of 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.

#### BARRIER-FREE DESIGN

The needs of persons with disabilities and the other special needs groups are adequately addressed.

#### STORMWATER MANAGEMENT

Adequate on-site management of stormwater will be provided.

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## 9.4.2.3 Specific Development Policies

The following policies apply, in addition to the relevant policies in this section, to lands designated Community Facilities. These specific policies are required to provide further guidance for *development*.

### 9.4.2.3.1 Part Lots 20 & 21, Concession 1

On those lands described as Part Lots 20 & 21, Concession 1 (West Oxford) in the Town of Ingersoll and located at the northeast corner of Clark Road East and Thames Street South, the maximum height of the building shall not exceed 4 storeys in height and the total number of units shall not exceed 120.

AMENDMENT No. 228

## 9.4.3 Minor Institutional Uses

DESCRIPTION

Minor institutional uses include elementary and secondary schools, churches, day care facilities, small-scale nursing and rest homes with less than 20 beds, 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 in the Central Area designation and are permitted as ancillary uses within the Residential Areas designations. Day care facilities and police and fire stations are permitted within the Industrial Areas designation.

Town Council may limit the range of minor institutional uses permitted within a particular designation through the Zoning By-law.

POLICIES FOR  
RESIDENTIAL  
AREAS

Minor institutional uses in the Residential Areas 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 the criteria of Section 9.2.3.3 and the following policies.



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### 9.4.3.1 *Day Care Facilities*

Town Council supports the establishment of day care facilities in Residential Areas for those who live and/or work in the Town. Private home day care facilities provided for under the Day Nurseries Act are permitted in all Residential Areas. In order to minimize any adverse effect that new, or the expansion of existing, day nurseries, day care agencies or other centre-based day care facilities may have on adjacent residential land uses, Town Council will require where appropriate:

- the provision of on-site parking for staff;
- vehicular spaces or on-site parking spaces for 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.

#### ZONING

Day care facilities will be recognized as a permitted use within a Minor Institutional Zone in the Zoning By-law.

### 9.4.3.2 *Churches*

In order to provide for the integration or expansion of religious facilities within Residential Areas, Town Council :

- will limit the size of the church complex to approximately 650 square metres of gross floor area (7000 square feet) in the Residential Areas designation. Proposals for churches or a church complex larger than this size shall be considered a major religious institution under the Community Facilities designation and subject to the policies of Section 9.4.2;
- will ensure that buildings are sufficiently set back from adjacent residential uses to minimize potential adverse impacts associated with the bulk, scale or layout of the buildings;
- will require fencing and/or landscape buffering to reduce adverse effects of activity areas and visual intrusion on adjacent land uses;

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- will require the paving of parking areas and driveways to prevent the raising of dust;
- will require on-site stormwater management;
- will ensure that light spill over or glare from any source including signs onto adjacent residential uses will be mitigated by such means as directed lighting.

### ZONING

Churches will be recognized as a permitted use within a Minor Institutional Zone in the Zoning By-law.

### PARKING

Where a church is operated in conjunction with other types of minor institutional uses, either on the same property or on abutting properties, Town Council may establish reduced or altered parking standards and may consider flexible parking arrangements such as shared parking.

### 9.4.3.3 Schools

In recognition of the role of schools as an integral part of a community or neighbourhood, this Plan designates existing and planned elementary and secondary school sites on Schedule I-3.

### SITE LOCATION CRITERIA

Lands designated for future school sites in the Town of Ingersoll 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, Town Council and County Council will require that designated school sites be shown and will ensure the following criteria are addressed:

### 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.

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<i>COLLECTOR ROADS</i>	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 areas.
<i>PROXIMITY TO MUNICIPAL PARKS</i>	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.
<i>SAFETY</i>	New school facilities will be situated in a location which will minimize hazards associated with students crossing arterial roads. Town Council will ensure that adequate pedestrian circulation systems are incorporated into plans of subdivision to minimize potential dangers associated with vehicular traffic.
<i>ZONING</i>	Schools will be recognized as a permitted use within a Minor Institutional Zone in the Zoning By-law.
<b>SITE DESIGN</b>	In order to minimize any adverse effects that a new school 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:
<i>INTEGRATE WITH ADJACENT PARKS</i>	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.
<i>VEHICULAR SPACES</i>	Vehicular spaces will be incorporated into the site design or public road network for buses to drop off or pick up students. Where child care facilities form part of the school complex, separate drop-off spaces or parking spaces will be required.
<i>BUILDING SETBACKS</i>	School buildings including portables will be sufficiently set back from nearby residential uses to minimize potential adverse effects associated with the bulk, scale, layout or visual intrusion of the buildings.
<i>SCREENING</i>	Recreational facilities and activity areas may be buffered through setbacks and vegetative screening from adjacent residential uses to reduce the adverse effects of noise.
<i>FENCING</i>	Perimeter fencing may be required adjacent to abutting residential uses to ensure privacy and to delineate the limit of the school site.
<i>PARKING AREAS</i>	Parking areas will be visually enhanced through landscaping measures and will generally be paved to prevent the raising of dust.

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BARRIER-FREE DESIGN AMENDMENT No. 136	The needs of persons with disabilities and other special needs groups are addressed in site design.
STORMWATER MANAGEMENT	On-site management of stormwater will be required.
LIGHTING	Light spill-over or glare from the school, parking areas and recreational facilities onto adjacent residential uses will be mitigated by such means as directed lighting.
<b>9.4.3.4 Mixed Institutional/Residential Developments</b>	
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 Areas 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 9.2.4.1.2 dealing with Backyard Infill will be satisfied prior to such zone change being approved by Town Council.
RE-USE OF MINOR INSTITUTIONAL SITES	Town Council will permit the re-use 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 re-use or redevelop a minor institutional property in Low Density Residential areas, Town Council will ensure that the proposal is consistent with the policies in Section 9.2.4.2 pertaining to Redevelopment and Conversion of Non-Residential Buildings.
SITE PLAN CONTROL	In order to address potential land use effects that minor institutional <i>development</i> may have on adjacent land uses or that adjacent land uses may have on the proposed institutional use, site plan control may be required.

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### 9.4.3.5 *Specific Development Policies*

AMENDMENT No. 151  
AS APPROVED BY OMB  
PL100540

The following policies apply, in addition to the relevant policies of this section, to specific Minor Institutional Uses. These specific policies are required to provide further guidance for *development*.

#### 9.4.3.5.1 Parts 1, 2 and 3, Reference Plan 41R-8474 Town of Ingersoll

AMENDMENT No. 151  
AS APPROVED BY OMB  
PL100540

Notwithstanding the policies of Sections 9.4.3 and 9.4.3.3, to the contrary the 2.24 ha (5.5 ac) parcel of land, Parts 1, 2 and 3, Reference Plan 41R-8474, in the Town of Ingersoll, located north of Innes Street, between Wonham Street North and Jura Lane, municipally known as 156 Innes Street, may be used for an elementary school.

**9.5 Leisure Resources**

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**9.5.1 Strategic Approach**

The quality of life desired for Ingersoll is reflected in the Vision Statements as 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 Town Council to:

SATISFY VARIETY OF LEISURE NEEDS

Satisfy the year-round leisure needs and choices of Ingersoll residents by providing ample and sufficiently varied leisure resources.

SECURE LEISURE RESOURCES

Protect and enhance the existing leisure resources of the Town 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 encouraging multiple uses, 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 facilities and providing new facilities which promote a varied, stimulating and secure leisure environment.

AUGMENT MUNICIPAL FACILITIES

Augment those lands and facilities provided by the Town for leisure services by requiring on-site recreational amenities and/or open space linkages in new *development*.

SMITH'S POND

Promote the development of Smith's Pond for conservation and recreation purposes.

THAMES RIVER

Promote the full utilization of the lands along the Thames River for leisure purposes.

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## **9.5.2 Leisure Resources Policies**

**PURPOSE**

The Town of Ingersoll recognizes the importance of open space and leisure facilities in providing recreation opportunities for its residents to maintain a healthy physical environment and enhanced quality of life. Town Council will endeavour to provide and maintain sufficient open space for both active and passive recreational pursuits through the provision of a parkland hierarchy in accordance with Schedule I-3, the Leisure Resources functional plan, which includes the identification of neighbourhood and community parks, natural areas and a continuous or linked open space system.

The policies of this Chapter are intended to augment those policies associated with the Environmental Protection and Open Space designations as identified in Section 3.2 and shown on Schedule I-1.

### **9.5.2.1 Parkland Classification**

**CLASSIFICATION**

The Town of Ingersoll has adopted the following parkland classification system to guide it in the acquisition of parkland and open space:

*SUB-  
NEIGHBOURHOOD  
FACILITIES*

Sub-Neighbourhood level leisure facilities include lands in Residential Areas 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 hectare (1.5 acres) in size, will have a service radius of up to 0.5 kilometre (0.3 mile), and will be easily accessible by foot from local roads and pathways. Sub-Neighbourhood Facility locations are not designated in this Plan but rather their need will be determined on a site specific basis.

Sub-Neighbourhood Facilities, for the most part, will be located in the Central Area, in developed neighbourhoods experiencing deficiencies of Neighbourhood Parks and in appropriate locations to serve as linear linkages.

*NEIGHBOURHOOD  
PARKS*

Neighbourhood Parks are lands in Residential Areas indicated on Schedule I-3 which are primarily designed to support leisure activities for residents. Neighbourhood Parks will provide sufficient area for enhancements of small-scale recreation activities such as playground equipment, basketball pads, baseball diamonds and tennis courts.

Neighbourhood Parks will typically be between 1.2 to 2.0 hectares (3 to 5 acres) in size and will be located to provide a consistent level of service throughout the Town.

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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 public or separate 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 PARKS

Community Parks are indicated on Schedule I-3 and support recreational activities which serve the Town as a whole and may provide secondary service to surrounding municipalities. Community Parks will provide a range of recreational uses including, but not limited to, major sportsfields, picnic areas, swimming pools, water activities and play facilities for children. Community Parks will be a minimum of 6.0 hectares (15 acres) in size and be appropriately configured for organized sports and recreation facilities. Community Parks will generally be accessible to arterial or collector roads. Access to local streets may be permitted where it can be demonstrated that traffic movements will not flow primarily through Low Density Residential areas. Community Parks will also be accessible to bicycle and pedestrian networks and will provide adequate on-site vehicular parking.

Portions of any Community Park may be retained or allowed to transform into a natural state without amendment to this Plan provided the activity function of the facility is maintained.

### TOWN NATURAL PARKS

Town Natural Parks are either naturally significant lands in need of protection or Town parks which Town Council intends to naturalize through tree and other low maintenance planting, managed succession and/or natural regeneration. Town Natural Parks are identified on Schedule I-3.

It is the intent of Town Council to provide a good distribution of Natural Parks in Town in order to provide an area of naturalized environment easily accessible to a majority of Town residents. Where practical and feasible, Town Natural Parks will be linked to and will incorporate pedestrian and bicycle networks. Town Natural Parks will generally be designed with street frontage for visibility, access and safety. Lands with topographic variations, ravines and/or with *watercourse* features may be considered as candidate sites for Town Natural Parks.



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Portions of Town 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 this Section, it is the objective of Town Council to develop a system of linked public open spaces, potentially including pathways and bicycle networks, throughout the Town.

Public Components: This Linked Open Space System will incorporate Town parkland, water courses, ravine lands, utility corridors, abandoned railway rights-of-way, conservation areas, schools and other public facilities.

Private Augmentation: To augment the public components of a Linked Open Space System, on-site recreational and pedestrian facilities for multiple family *development* will be required and pedestrian and bicycle linkages may be required as part of the open space components of other forms of *development*. Leisure resources provided as part of a private *development* will be coordinated and integrated with adjacent *development* and public open space amenities as a means of supporting the objective of a Linked Open Space System.

### AMENDMENT REQUIRED

Given the importance of Neighbourhood, Community and Town Natural Parks indicated on Schedule I-3 to the quality of life for residents of the Town of Ingersoll and given the potential effects of these leisure facilities on surrounding uses, Town Council and County Council will require an amendment to the Official Plan to:

#### NEW FACILITIES

Locate new Community or Town Natural Parks on Schedule I-3 in accordance with the policies of this section. 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 I-3.

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### 9.5.2.2 *Development Standards for Municipal Parks*

Town Council will have regard to the following standards, in addition to the policies of Section 9.5.2.1 and any other relevant policies of this Plan, when establishing, developing and upgrading Sub-Neighbourhood, Neighbourhood and Community Parks, Town Natural Parks and Open Space Linkages:

*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 allow convenient usage and for safety purposes.

*LANDSCAPING*

Landscaping and other design measures will be used to enhance visual appearance 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 a sportsfield, onto adjacent residential uses will be mitigated by such means as directed lighting.

*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.

*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 and drop-off areas to accommodate existing and proposed uses should be provided or available as required.

*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.

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### 9.5.2.3 *Parkland Acquisition*

Town Council will acquire lands for use as parkland or leisure through all methods available including dedication, purchase, donation or bequest and expropriation:

#### *PARKLAND DEDICATION*

Town Council and County Council will, as a condition of 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, Town Council and County Council may require the dedication of parkland at a rate of 1 hectare (2.47 acres) for every 300 dwelling units proposed, as provided for under the Planning Act.

#### *INDUSTRIAL, COMMERCIAL DEVELOPMENT*

In the case of industrial or commercial *development*, Town Council and County Council may require that land in the amount of 2% of the land proposed for *development* be conveyed to the Town for park or public leisure purposes, pursuant to the Planning Act.

#### *CASH-IN-LIEU OF PARKLAND*

Town 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
- 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 Town 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 Town for park and public leisure purposes.

#### *CONDITION OF DEDICATED LANDS*

Land conveyed to the Town as part of the required parkland dedication will be expected to meet minimum standards for drainage, grading, landscaping, fencing and shape in accordance with the intended function and will satisfy the locational criteria for such use as set out in this Chapter.

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### ACCEPTANCE OF RAVINES, WOODED AREAS

Land conveyed to the Town as part of the parkland dedication requirements will generally be flat, open land. However, in areas where the need for flat, open land is being met, lands containing features such as ravines, flood lands, *woodlots* and other vegetation or variations in topography may be accepted as a portion of the required parkland contribution.

Lands which are constrained for *development* will not necessarily be accepted for parkland or leisure purposes.

### LANDS IN EXCESS OF REQUIRED DEDICATION

Where required lands dedicated for parkland purposes are insufficient in size or shape for their intended function, Town Council will consider acquisition of additional lands for park purposes.

### CO-ORDINATED TOWN/SCHOOL BOARD LEISURE PLANNING

Town Council will coordinate the planning for parks and open space linkages located adjacent to school sites to maximize integration between facilities and efficiency of use.

### **9.5.2.4 Specific Development Policies**

#### AMENDMENT No. 151 AS APPROVED BY OMB PL100540

The following policies apply, in addition to the relevant policies of this section, to specific Leisure Resources Policies. These specific policies are required to provide guidance for development.

#### 9.5.2.4.1 Part of Lot 262 and Lots 263 and 264, Block 101, Registered Plan 279, Town of Ingersoll

#### AMENDMENT No. 151 AS APPROVED BY OMB PL100540

Notwithstanding the policies of Section 9.5.2.1, to the contrary the approximate 5.5 ha (13.7 ac.) parcel of land, forming Part of Lot 262 and Lots 263 and 264, Block 101, Registered Plan 279, in the Town of Ingersoll, shall continue to be recognized and used as a Community Park.

**9.6 Transportation**

**9.6.1 Strategic Approach**

In keeping with the Vision Statements in the Municipal Development Strategy, and in order to provide a safe and efficient multi-modal transportation system which moves people and goods into and through the Town while meeting the present and future needs of the Town, it is the strategic aim of Town Council to:

ROAD NETWORK

Encourage the continued development of a full arterial road network which will provide safe and convenient access between areas of the Town.

MINIMIZE CONFLICT

Minimize conflict between non-local and local traffic by defining a hierarchy of roads which allows a good level of service on major roads while reducing 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.

MINIMIZE EFFECTS OF TRUCKS

Minimize the effect of trucks and heavy vehicular traffic by encouraging the use of alternative routes away from residential uses and the Central Business District.

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 Town.

PEDESTRIAN ENVIRONMENT

Provide a safe, convenient and aesthetically pleasing pedestrian environment, responsive to all population, age and health groups, linking all parts of the Town by a logical system of sidewalks, pathways and footbridges.

ENCOURAGE BICYCLING

Encourage safe use of bicycles for commuting to work and for shopping purposes, as well as for leisure and recreation, by developing a Bicycle Plan.

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PROMOTE INTER-  
URBAN LINKAGES

Promote the integration of road, rail, pedestrian and bikeway facilities within the Town with services and facilities provided by the private sector, adjacent municipalities and senior levels of government.

### **9.6.2 Roads**

ROAD NETWORK  
PLAN

The network of public roads in the Town of Ingersoll shall be categorized, upgraded and expanded in accordance with Schedule I-4, 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 Town of Ingersoll, as shown on Schedule I-4. The Transportation Network Plan includes existing, planned and proposed roads categorized according to function and planned 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 ROADS BY  
FUNCTION

The road system shall be based on a functional classification of roads described as follows:

- Provincial Highway - serves high volumes of inter-urban and long distance traffic movements at high speeds;
- Arterial - moderate to high volumes of intra-urban traffic 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;
- Local - provides access to individual properties and serves local traffic only.

Roads categorized as Arterial and Collector are shown on Schedule I-4.

DEVELOPMENT  
CRITERIA

Categories of roads which are under the jurisdiction of the Town shall be constructed in accordance with the criteria contained in Table 6 of this Section relating to road allowance requirements, number of lanes, access, parking and intersection policies.

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Town Council may consider a reduced right-of-way width to 15 metres (50 feet) for Local roads.

### SUBDIVISION DESIGN CRITERIA

The design of subdivisions within the Town will take into account the following design criteria in addition to the relevant policies of this Chapter:

#### MAJOR INTERSECTION SEPARATION

The intersection of a new 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.

#### RESTRICTED ACCESS

The subdivision of lands adjacent to an arterial road, for the purpose of Low Density Residential *development*, may 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 I-4 that have not been developed. The alignments shown on Schedule I-4 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 Town Council and/or County Council that the modification will not diminish the function or capacity of the road.

### 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 Town through purchase, dedication or expropriation as appropriate.

### PROPOSALS TO ADD, DELETE OR RE-ALIGN ROADS

For arterial or collector roads, proposals to add or delete sections of road which substantially diminishes or increases the function or capacity of the road or to substantially re-align a major road will require an amendment to Schedule I-4. 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 impacts.

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### ROAD WIDENING POLICIES

Town Council may provide for the widening of existing road allowances to the road allowance requirements established in Table 6. Privately owned land needed for road allowance widening may be required to be dedicated to the Town as 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 for *development*, any road that has less than the maximum required road allowance shown on Table 6 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 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 and 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 6, such land may be obtained as a condition of severance or the subdivision process or through other appropriate means.

### 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 Town but widening of the road is not imminent, Town Council may allow for the private interim use of the parcel;
- where a road widening is not imminent, Town Council may enter into an agreement with the landowner to transfer title of a parcel of land affected by a road widening at a future date when the road improvements are to be carried out;



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- where, because of road widening, the size of a property is reduced and the lot area or setbacks no longer conform to the Zoning By-law, Town Council may consider an amendment to the By-law to recognize the property as a legal use.

### REDUCED WIDENING REQUIREMENTS

Notwithstanding the road allowance requirements in this Section, Town Council may waive or accept less than the maximum road widening where, in the opinion of Town Council, the nature of existing *development*, topographic features, natural features or other constraints make it impractical or undesirable to widen the road to the established road allowance requirement.

### ROAD NETWORK IMPROVEMENTS

Town Council will maintain a continuous program of improvements to major intersections, bridges and railway crossings in accordance with Schedule I-4 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 I-4.

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 I-4, may be required by the County or the Town 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 or widenings shall be dedicated to the County or the Town 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.

#### RAILWAY CROSSING IMPROVEMENTS

This Plan provides for the elimination or improvements to level railway crossings, as indicated on Schedule I-4.

#### BRIDGE IMPROVEMENTS

It is the intent of this Plan that as future improvements are made to the bridges indicated on Schedule I-4 that the improvements be so designed to accommodate the type of road proposed on Schedule I-4.

## County of Oxford Official Plan

### ROAD IMPROVEMENTS ASSOCIATED WITH MAJOR DEVELOPMENT PROPOSALS

Town 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 Town 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 Town 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.

### INGERSOLL STREET EXTENSION

Town Council shall support the Ingersoll Street Extension to create a second north-south transportation artery in the Town.

### **9.6.3 Truck Traffic**

### MINIMIZE EFFECT OF TRUCK TRAFFIC

Town Council recognizes that, while truck access is necessary throughout the municipality, 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 the design and location of buildings adjacent to roads and intersections carrying a high volume of heavy vehicles are such that negative effects from 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;

## County of Oxford Official Plan

- investigating the options to provide a truck by-pass to minimize through truck traffic in the Central Area designation. Any truck by-pass established by Town Council shall be identified on Schedule I-4, Transportation Network Plan and/or Schedule C-4, County Transportation Plan.

### **9.6.4 Pedestrians**

#### SAFE PEDESTRIAN ENVIRONMENT

Town Council shall make the pedestrian environment safer and more convenient to use in both new and existing *development* by requiring the following:

#### SIDEWALKS

The provision of sidewalks in or adjacent to new *development* as follows:

- on both sides of arterial and collector roads;
- on at least one side of local streets;

#### DIRECT PEDESTRIAN ACCESS

The provision of pathways and footbridges at appropriate locations to facilitate direct and convenient pedestrian access throughout Residential Areas to prevent circuitous pedestrian routes to major roads and activity areas.

#### MAINTAIN EXISTING NETWORK

That the existing pedestrian network is maintained and replaced where appropriate.

#### LIGHTING

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

That sidewalks are sufficiently setback from adjacent roadways and adequately drained.

#### BARRIER-FREE ACCESS

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.

#### THE CENTRAL AREA

Pedestrian safety and convenience in the Central Area shall be in accordance with the pedestrian circulation policies for the Central Area, in addition to the policies of this Section.

## County of Oxford Official Plan

### **9.6.5 Bicycling**

#### **BICYCLING AS AN ALTERNATIVE MODE**

Town Council shall recognize that bicycling is a viable alternative to other modes of transportation that is environmentally sound and promotes and supports active, healthy lifestyles and, wherever possible, shall promote and initiate improvements that enhance bicycling as a means of transportation.

#### **BICYCLING PLAN**

Town Council may investigate the feasibility of preparing a Bicycling Plan which will establish comprehensive bicycling networks and the priorities for bicycling facility improvements. Town Council will encourage bicycleways within neighbourhood, community and linear parks systems.

#### **SEEK CO- OPERATION OF OTHERS**

Where a Bicycling Plan is prepared, Town Council shall co-operate with the Ministry of Transportation, the County of Oxford, 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 designed, constructed, operated or maintained by other jurisdictions, within or adjacent to the Town, with Town facilities.

#### **BICYCLE PARKING**

Town Council may require, as a condition of approval of *development*, the provision of adequate parking facilities for bicycles. Where required, bicycle parking standards may be prepared and implemented to ensure that the parking needs of cyclists are met.

#### **LEAD BY EXAMPLE**

Town Council may establish accessible and sufficient bicycle parking areas at municipally owned and operated facilities in order to promote the use of bicycles.

### **9.6.6 Inter-Urban Transportation**

#### **ACCESSIBILITY TO INTER-URBAN TRANSPORTATION**

In recognition that the Town of Ingersoll is linked to other parts of the Province through road and rail networks and that accessibility is integral to fulfilling many of the policy objectives of this Plan, it is a policy of Town Council that:

#### **INTEGRATION WITH COUNTY/ PROVINCIAL/LOCAL SYSTEMS**

The Town 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.

## County of Oxford Official Plan

*ACCESSIBILITY OF  
LOCAL  
TRANSPORTATION  
NETWORKS TO  
PRIVATE/SENIOR  
GOVERNMENT  
SERVICES*

In the development and improvement to roads, bicycle and pedestrian networks, the Town will encourage accessibility of services and facilities with private inter-urban transportation components such as bus and with senior levels of government, for example, passenger rail services.

*INTEGRATION OF  
TOWN AND  
ADJACENT  
BIKEWAY/  
PEDESTRIAN  
NETWORKS*

In the development and improvement to Town bicycle or pedestrian networks, the Town will, where feasible, integrate Town facilities with those located in adjacent municipalities.

*RAIL SERVICES*

The Town will actively pursue the maintenance and improvement of rail service sufficient to meet the needs of industrial uses within the Town and will investigate with senior levels of government the possibility of extended rail service for passengers.

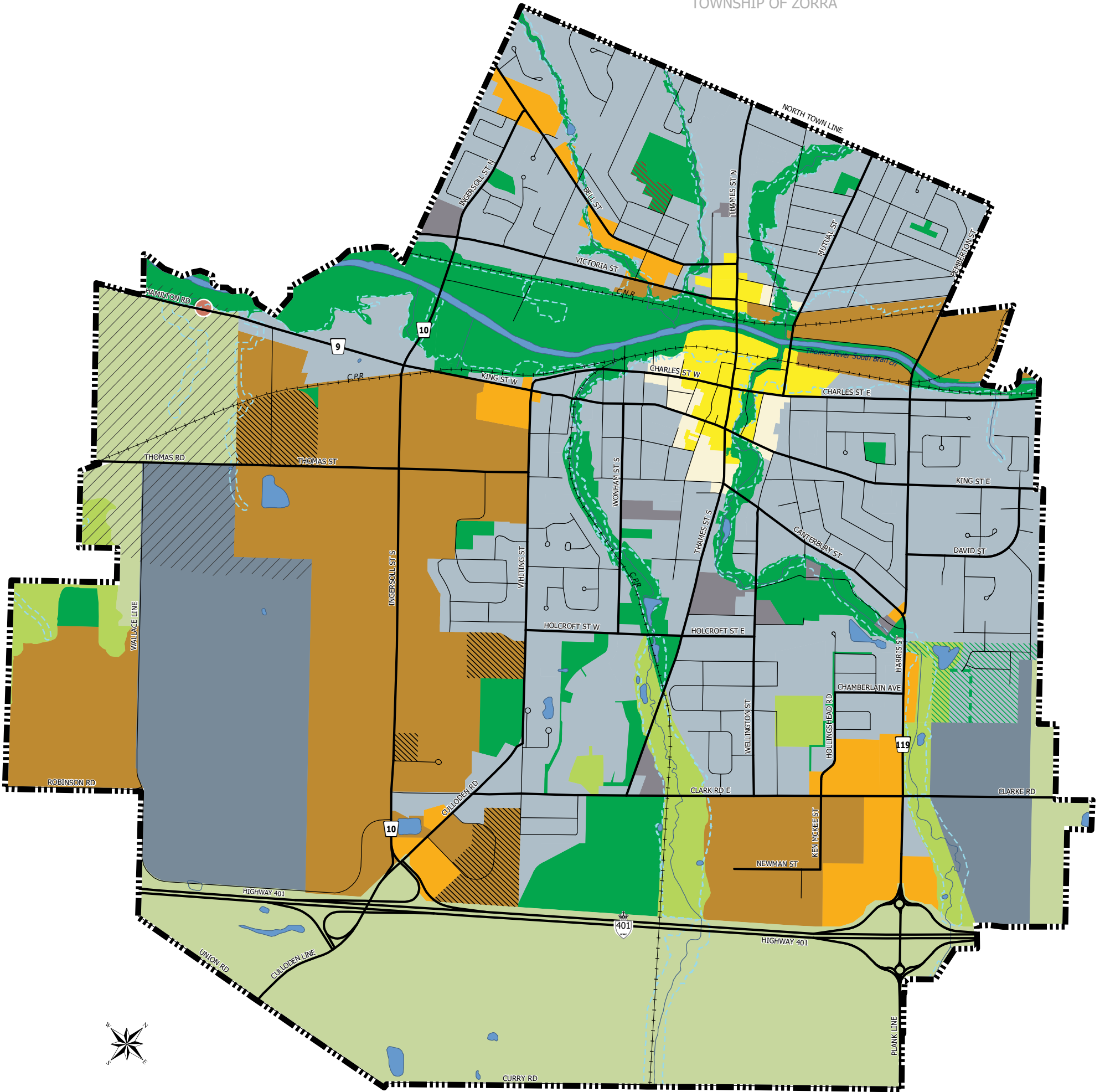
**TABLE 6**  
**COUNTY OF OXFORD OFFICIAL PLAN - TOWN OF INGERSOLL**  
**RECOMMENDED ROAD STANDARDS**

<b>Classification</b>	<b>Function</b>	<b>Right of Way (Metres)</b>	<b>Intersection Policy</b>	<b>Property Access &amp; Curbside Parking Policy</b>
Provincial Highway	- High Volume through traffic movement - free flow, high speed	Established by Province	- Established by Province	- Restricted access to abutting property subject to Provincial approvals.
Arterial	- Medium volume inter-area movement of traffic as part of Town's complete arterial street system	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	- Collect and distribute light to moderate volumes of traffic between local streets or traffic generators and arterial streets. - 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.
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.	15-20 metres (50-66 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.

SCHEDULE "I-1"  
**TOWN OF INGERSOLL**  
**LAND USE PLAN**

**COUNTY OF OXFORD**  
**OFFICIAL PLAN**

TOWNSHIP OF ZORRA



TOWNSHIP OF SOUTH-WEST OXFORD

**LAND USE PLAN**

**BASE MAP LEGEND**

- MUNICIPAL BOUNDARY
- MAJOR ROAD
- OTHER ROAD
- RAILWAY
- WATERCOURSE

- AGRICULTURAL RESERVE
- RESIDENTIAL
- CENTRAL BUSINESS DISTRICT
- ENTREPRENEURIAL DISTRICT
- SERVICE COMMERCIAL
- COMMUNITY FACILITY
- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- FUTURE URBAN GROWTH
- INDUSTRIAL
- INDUSTRIAL SITE SPECIFIC POLICY AREA See Section 9.3.4.5
- SPECIFIC POLICY AREA See Section 9.2.4.4.1
- SPECIFIC POLICY AREA See Section 9.5.2.4.1
- 100 METRE BUFFER
- LIMESTONE RESOURCE AREA
- RURAL CLUSTER
- FLOODLINE

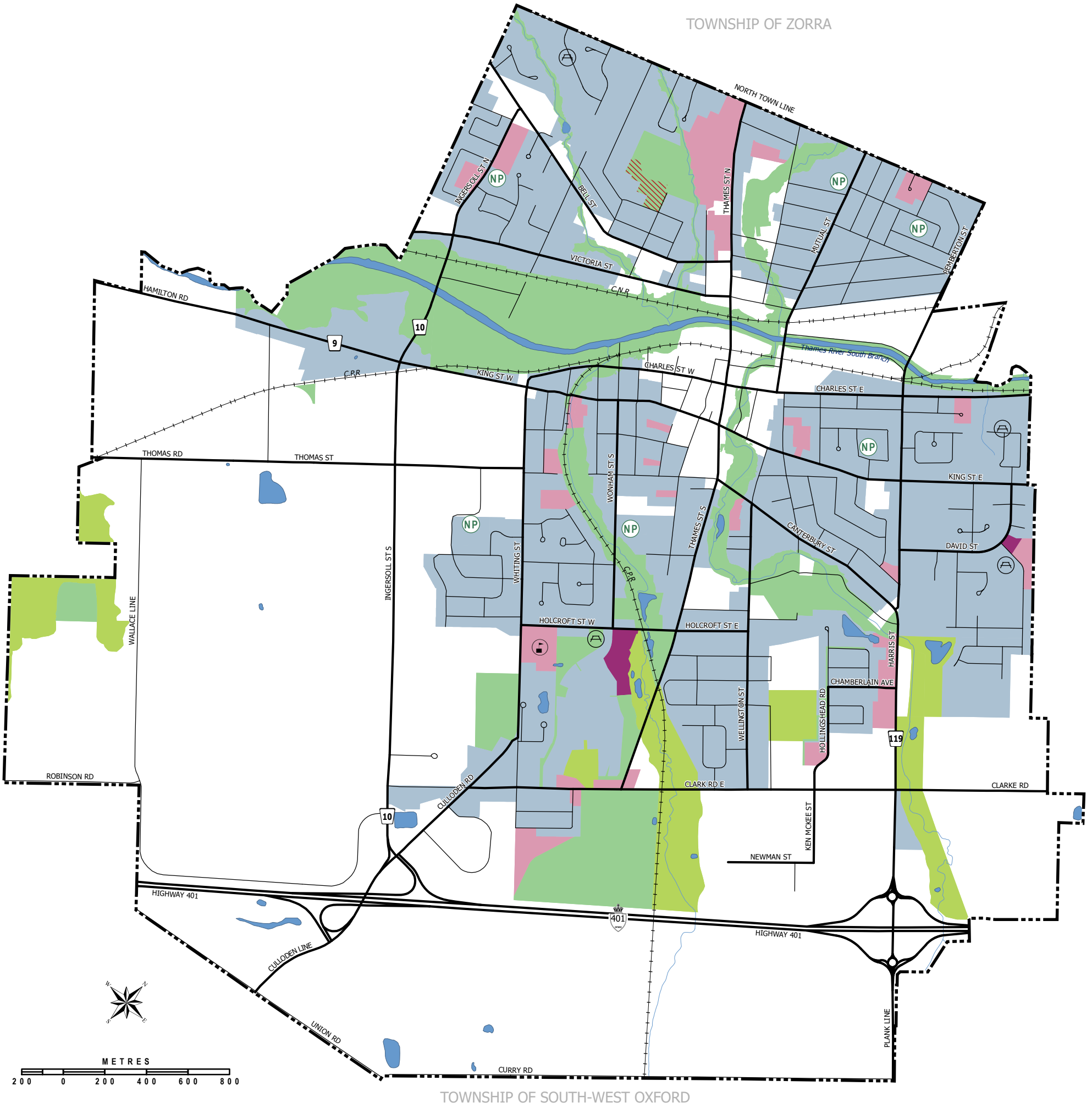
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COUNTY COUNCIL APPROVAL: FEBRUARY 8, 2023

SCHEDULE "I-2"  
**TOWN OF INGERSOLL**  
**RESIDENTIAL DENSITY PLAN**  
**COUNTY OF OXFORD**  
**OFFICIAL PLAN**



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 COUNTY COUNCIL APPROVAL: FEBRUARY 8, 2023

**BASE MAP LEGEND**

- MUNICIPAL BOUNDARY
- MAJOR ROADS
- OTHER ROADS
- RAILWAY
- WATERCOURSE

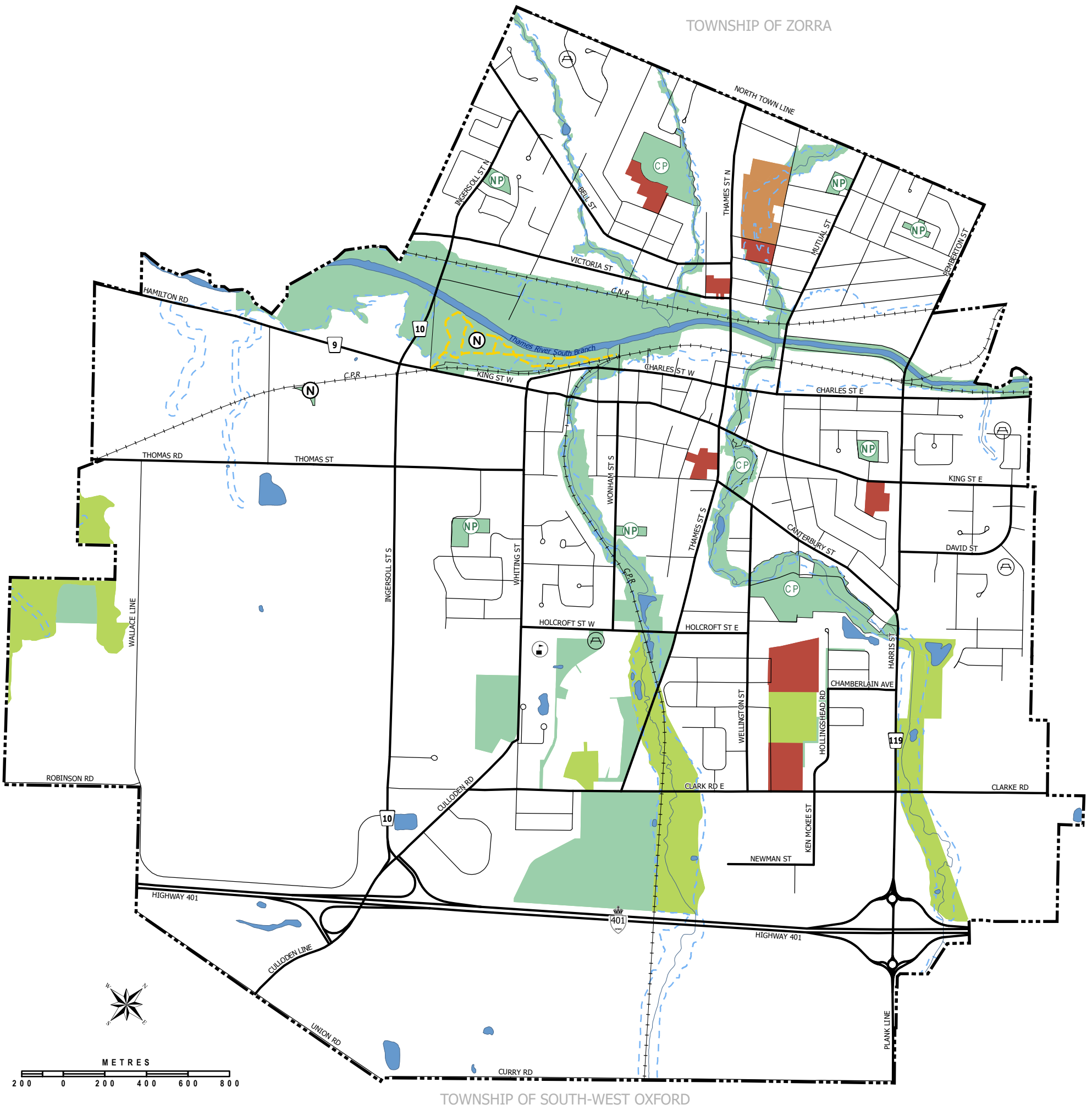
**RESIDENTIAL DENSITY PLAN**

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- SPECIFIC POLICY AREA  
See Section 9.5.2.4.1
- PROPOSED PARK
- NEIGHBOURHOOD PARK
- PROPOSED SCHOOL



**TOWN OF INGERSOLL  
LEISURE RESOURCES AND SCHOOL FACILITIES PLAN**

**COUNTY OF OXFORD  
OFFICIAL PLAN**



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COUNTY COUNCIL APPROVAL: FEBRUARY 8, 2023

**BASE MAP LEGEND**

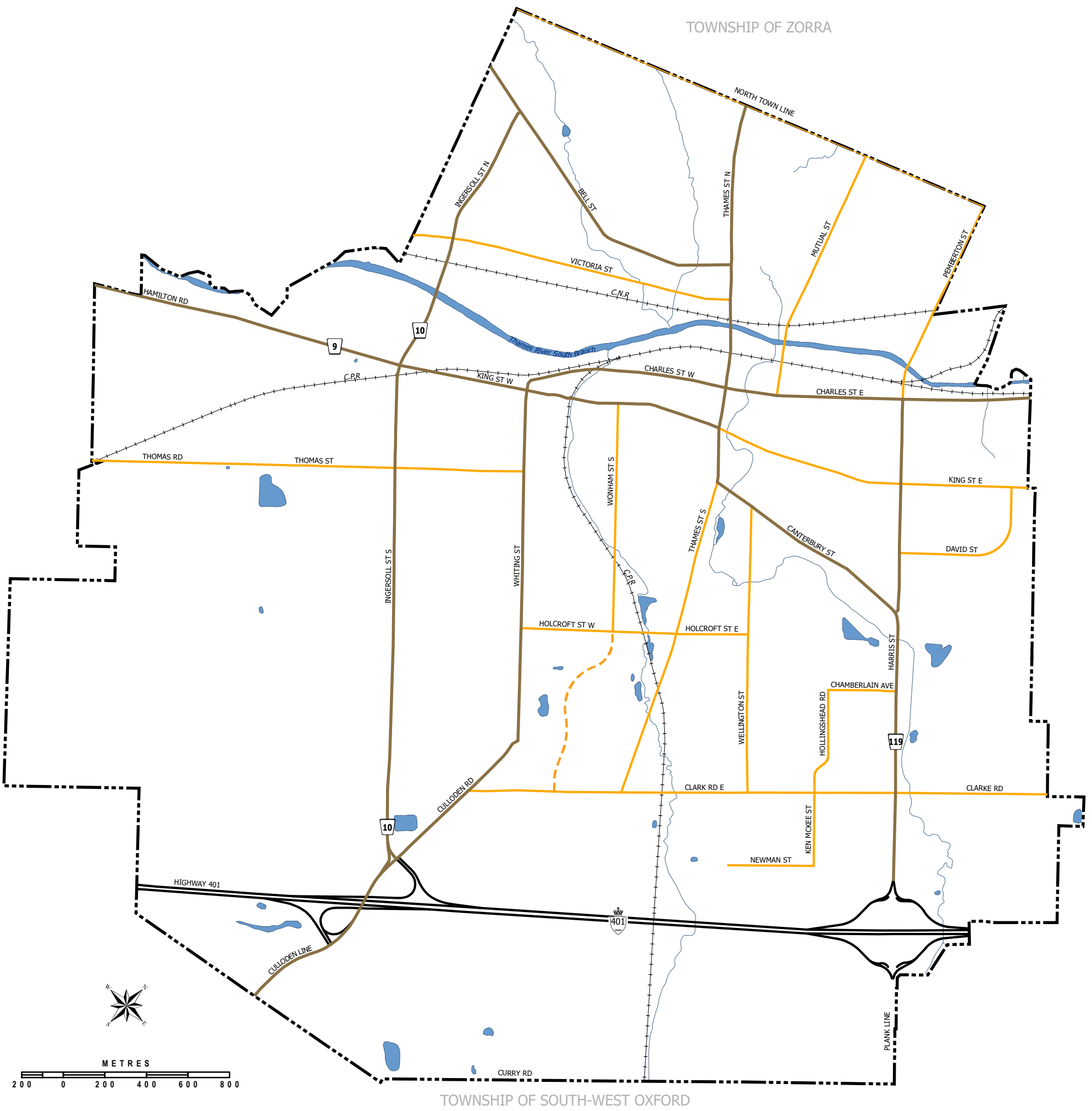
- MUNICIPAL BOUNDARY
- MAJOR ROADS
- OTHER ROADS
- RAILROAD
- WATERCOURSE

**LEISURE RESOURCES AND SCHOOL FACILITIES PLAN LEGEND**

- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL
- FLOODLINE
- LAWSON TRAIL
- PROPOSED PARK
- PROPOSED SCHOOL
- NEIGHBOURHOOD PARK
- COMMUNITY PARK
- TOWN NATURAL PARK

**TOWN OF INGERSOLL  
TRANSPORTATION NETWORK PLAN**

**COUNTY OF OXFORD  
OFFICIAL PLAN**



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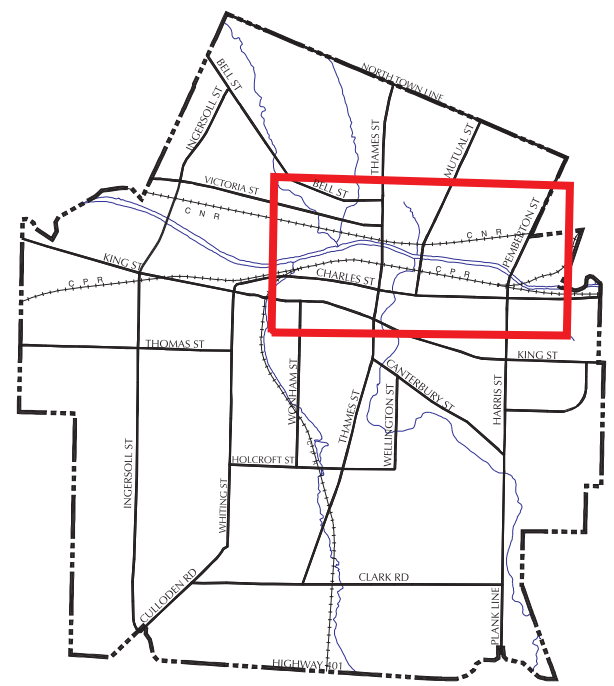
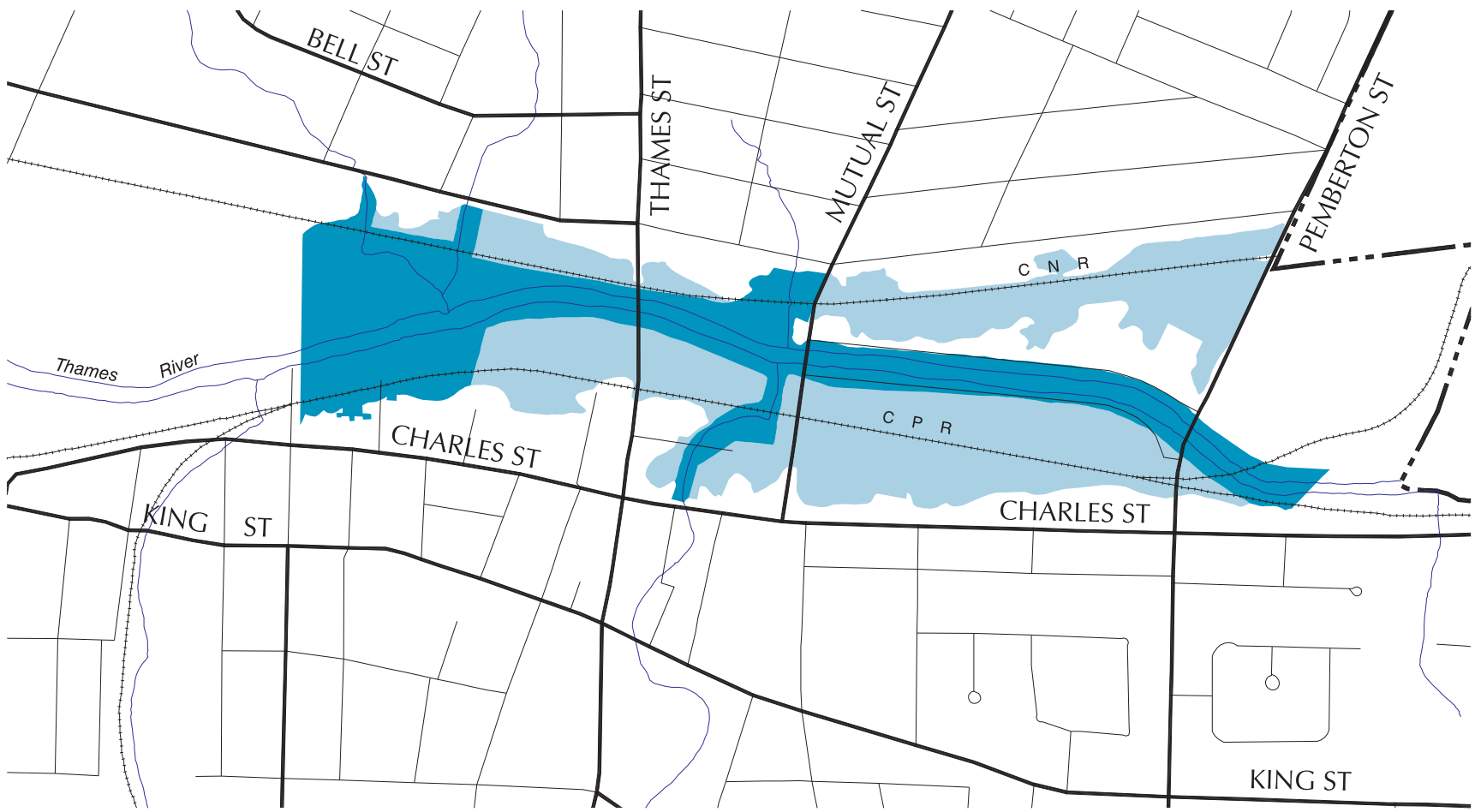
**BASE MAP**

- MUNICIPAL BOUNDARY
- MAJOR ROADS
- RAILWAY
- WATERCOURSE

**TRANSPORTATION NETWORK PLAN  
LEGEND**

- ARTERIAL ROAD
- COLLECTOR ROAD
- PLANNED COLLECTOR ROAD

SCHEDULE "I-5"  
**TOWN OF INGERSOLL**  
**TWO-ZONE FLOOD**  
**COUNTY OF OXFORD**  
**OFFICIAL PLAN**



**KEY MAP**  
**NOT TO SCALE**

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**BASE MAP LEGEND**

- MUNICIPAL BOUNDARY
- MAJOR ROADS
- OTHER ROADS
- RAILWAY
- WATERCOURSE

**TWO-ZONE FLOOD LEGEND**

- FLOODWAY
- FLOOD FRINGE

