

WOODSTOCK CENTRAL AREA DESIGN STUDY



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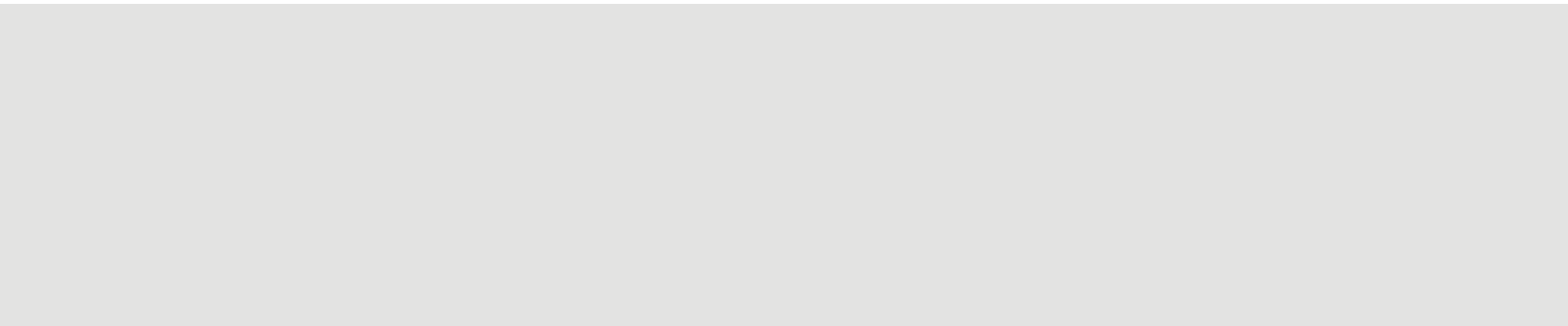
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Executive Summary

i Focus of the Study

The purpose of the Central Area Design Study is to build on the existing core area vision and to develop comprehensive design recommendations for the entire downtown area. This document addresses the existing and future character of the built environment, streetscaping and landscaping, open space and pedestrian realm as well as the scale and continuity of development, heritage elements, the use of materials and parking.

To-date, a tremendous amount of planning, policy and design work has been undertaken. This includes the Official Plan, Commercial Policy Review, Cultural Plan, Comprehensive Zoning By-law, Site Plan Guidelines, Recreation and Leisure Master Plan, Trails Master Plan, Transportation Master Plan, and Downtown Streetscape Master Plan.

The design guidelines contained within this report include recommendations that can be considered for incorporation into the Oxford County Official Plan. The Guidelines are also intended to guide the design process for future projects within the City and to provide a framework for similar projects in other communities in the County.



Woodstock Market.

ii About the Study Area

Woodstock's Downtown is the most diverse area of the City. Its Central Business District is a retail shopping district whose goal is to meet the day-to-day and specialty needs of area residents and its Entrepreneurial Districts provide locations for secondary commercial and residential uses.

Many opportunities exist to enhance existing conditions through encouraging more people to live and work downtown. Opportunities also exist to build on the area's existing cultural and natural amenities, enviable heritage property inventory, established main street building fabric, parks and open spaces and existing high quality streetscape treatments.

iii Analysis & Consultation

An in-depth site analysis was undertaken to examine the downtown's existing conditions. The analysis focused on the study area's districts (Central Business and Entrepreneurial); main street character; circulation (driving, walking and cycling), key intersections; properties characteristics; and key destinations / views. The analysis examined the area for redevelopment opportunities to revitalize the downtown and its surrounding areas.

The results on the analysis were brought to the public through a two phase consultation process, including an open house / workshop to gather feedback from the community and stakeholders. The initial open house / workshop developed the principles and directions for the guidelines. The second open house was used to present and discuss the draft document and recommendations.

iv Guiding Principles

The feedback received through the public consultation process, stakeholder interviews and discussions with the Steering Committee, led to the creation of guiding principles:

1. Create a setting where the downtown can become increasingly vibrant while serving the needs of the City.
 2. Improve economic and social vitality through intensification.
 3. Expand on Woodstock's local strengths to find the right mix of uses.
 4. Build on the strengths of an integrated downtown framework.
 5. Generate built form that respects heritage and meets current architectural standards.
 6. Incorporate context-appropriate environmentally sustainable development practices.
 7. Develop green open spaces and streets that encourage and support active transportation (i.e. public transit, cycling and walking).
- A proposed bicycle network including shared transit lanes, dedicated bicycle lanes, and a variety of bicycle storage solutions;
 - New urban parks and plazas;
 - Proposed building form, ground floor conditions, angular planes, setbacks, stepbacks, building width, streetwall condition, outdoor amenity space, roofscapes, building articulation and detailing;
 - New and existing developments within heritage character areas, including site design, building orientation, built form, height, massing, building articulation and detailing;
 - Parking and access, including the creation of a consolidated multi-level parking structure and the redevelopment of existing surface parking lots; and
 - Specific urban design guidelines for each identified character area.

v Recommendations

The document contains overall recommendations for the study area as well as area-specific goals and phasing for each Character Area. These recommendations propose to transform the study area into a pedestrian oriented destination with day and evening activities through the introduction of residential development and an improved integration with surrounding neighbourhoods. The recommendations address:

- Targeted land uses for each character area;
- Four proposed street character classifications;
- Gateways, green streets and enhanced treatment areas;

vi Implementation

To achieve the goals and objectives of the Official Plan, this document highlights several tools which the City and County can use in order to ensure implementation of the guidelines. These tools include policy and process amendments including the application of provincial policy tools such as Planning Act tools, development review, and Zoning By-Law amendments; communication programs; and monitoring and updating processes.

1

Introduction

1.1 Overview

The purpose of the Central Area Design Study is to build on the existing core area vision and to develop comprehensive design recommendations for the entire downtown area. This document represents a 10 month process undertaken by the City and Community. The scope of this document addresses the following:

Study Area and Character Area Definition: Boundaries are provided to delineate the areas where the guidelines should be applied. The boundaries reflect the interrelationships between the downtown and the areas in the immediate vicinity and the variety of character areas within the downtown.

Design Recommendations: Urban design recommendations are provided to shape new development and public spaces within the downtown, while respecting the area's significant heritage character by encouraging the adaptive reuse of heritage properties and by promoting sympathetic development adjacent to buildings with significant heritage character. Additional guidelines focus on various types of development as well as specific areas of interest.

Other Considerations: Recommendations are provided to integrate various modes of transportation within the study area. This document aims to encourage pedestrian and bicycle travel while at the same time accommodating vehicles.

Implementation: Recommendations are made that will facilitate the implementation of the guidelines. Potential short, medium and long-term phasing is also provided on an area by area basis.

1.2 Document Structure

The Central Area Design Study consists of six sections:

1. Introduction: introduces the study, including document structure, study process, and application of the guidelines.

2. Background: provides a brief context of the City of Woodstock, including a description of the study area, a review of surrounding context, history, and relevant policy framework; and, a summary of the public and stakeholder consultation process

3. Overall Recommendations: provides a set of urban design recommendations that are to be applied to the entire downtown.

4. Area-Specific Recommendations: provides a summary of existing conditions, key opportunities, and specific urban design recommendations for each identified character area.

5. Implementation Recommendations: provides an implementation framework, which achieves the goals and objectives of the study, outlining policy and process amendments; promotional tools; implementation, monitoring and updating processes including core area design study updates and monitoring, the development of guideline exceptions, and the creation of a peer review process; future studies and policy amendments; and implementation phasing.

6. Appendices: The document contains three appendices. Appendix A is a summary of the existing policy framework. Appendix B is a summary of the study's analytical process. This includes a review of study area's urban structure, focusing on districts; character areas; main street character; roads, key intersections and active transportation; properties, key destinations and views; permeability and walkability; opportunity sites and parking; and soft sites and opportunities for land consolidation. Appendix C is an urban design glossary.

1.3 Study Purpose & Process

The purpose of the Central Area Design Study is to establish a comprehensive and implementable vision for the downtown and to develop comprehensive design recommendations. The recommendations have been developed to catalyze the revitalization of Dundas Street from Oxford / Mill Streets to Huron / Wilson Streets as well as the surrounding areas.

The recommendations address the existing and future character of the built environment, streetscaping, landscaping, open spaces, as well as the scale and continuity of development, existing heritage elements, the use of materials and dealing with future parking requirements.

This document outlines best urban design practices, and includes guidelines that may be implemented through future revisions to the Oxford County Official Plan and City of Woodstock Comprehensive Zoning By-law.

As the best practices outlined in this document become common practice, they will evolve. The examples shown in this document provide one example of how the guidelines can be applied, and are not intended to exclude other solutions that meet their intent.

The document is intended to assist the City of Woodstock, land owners, developers and the public with clear tools to guide the design of development and redevelopment projects within the study area.



Woodstock Museum.



Graham Street near Dundas Street.

2

Background

2.1 General Context

The City of Woodstock is located in Southwestern Ontario and is the county seat of Oxford County. The City lies along the historic Thames River, approximately half way between the cities of London and Kitchener-Waterloo. The City of Woodstock occupies approximately 51 km² and, according to the 2006 Canadian Census, has a population of approximately 35,480 and a population density of 810 persons per km².

Provincial Highway 401 is located at the south and east edges of the City, with the junction of Provincial Highway 403 located east of the urban area. Numerous County highways and other roads also radiate from the City of Woodstock. Inter-city transportation includes a VIA Rail train station and a Greyhound Lines of Canada inter-city bus depot. Local public transit service operates 6 major bus routes which radiate from the downtown to all corners of the City. Woodstock's City Council consists of a Mayor and six Council members. The Mayor and two members of Council also sit on County Council.

2.2 History of Woodstock

The community was first settled in 1800 after it was determined by Sir John Graves Simcoe, Governor of what was then known as Upper Canada, that the area was well suited as a town site. Simcoe envisioned Oxford as one of several town sites linked by a military road and a system of rivers and canals. Other town sites included London, Chatham and Dorchester, with London as the defensible capital. The military road stretching from Burlington Bay through what is now the City of Woodstock to London, provided an overland supply route for the safe movement of troops and settlers. This would provide inland access during an era when commerce and settlements depended on major waterways. Simcoe named this road Dundas Street after Henry Dundas, Viscount Mellville, Secretary of State for War and the Colonies.

The early settlers were American immigrants from New York state. Increased immigration from Great Britain followed in the 1820's and 1830's. Woodstock was incorporated as a town in 1851. At the time, municipalities automatically achieved City status once a population of 15,000 was reached. Woodstock achieved City status in 1901 with a population of 8,833 after petitioning the Provincial Legislature. The City of Woodstock then adopted the motto "Onward and Upward".



Woodstock Market.

2.3 Policy Framework

Throughout the study process, the consultant team reviewed a number of key documents which influence development within downtown Woodstock. Many of these documents are study-oriented and will be used to assist in the formulation of policies, while others, including the Comprehensive Zoning By-law and Site Plan Control By-law, will be used as implementation tools. Referenced documents include:

- Provincial Policy Statement (2005);
- Oxford County Official Plan (2010);
- Woodstock Comprehensive Zoning By-law (2010);
- Downtown Streetscape Master Plan (1994);
- Oxford County Commercial Policy Review (2009);
- Strategic Master Plan for the Provision of Recreational & Leisure Services (2010);
- Oxford County Cultural Plan (2009);
- Woodstock Trails Master Plan (2007);
- Site Plan Control By-law (1987);
- Woodstock Landscape Plan Requirements & Guidelines (2008); and
- Transportation Master Plan (Draft 2010).

A summary of this information can be viewed in Appendix A: Policy Framework.

2.4 Analysis

An in-depth site analysis was undertaken to examine the downtown's existing conditions. The analysis focused on the study area's districts (Central Business and Entrepreneurial); main street character; circulation (driving, walking and cycling), key intersections; properties characteristics; and key destinations / views. The analysis examined the area for redevelopment opportunities to revitalize the downtown and its surrounding areas.

The results on the analysis were brought to the public through a two phase consultation process, including an open house / workshop to gather feedback from the community and stakeholders. The initial open house / workshop developed the principles and directions for the guidelines. The second open house was used to present and discuss the draft document and recommendations. A summary of this information can be viewed in Appendix B: Analysis.



Dundas Street during the Summer Street Festival.

2

Background

2.5 Public Consultation

Throughout the course of the study, five public and stakeholder consultation methods were used:

Committee Meetings: The consultant team met approximately every two months with the project Steering Committee to provide updates on the study process and gather input from various stakeholders. The team also met with the Economic Development Advisory Committee.

Stakeholder Interviews: One-on-one interviews were conducted in person and by telephone to provide detailed, personalized insight. During this process, the consultant team spoke with City and County Staff as well as other elected and regulatory officials, real-estate specialists, members of the local development community, local merchants, members of local faith-based organizations, members of cultural and heritage-based organizations, representatives of local media outlets, and local residents.

Public Information Booth: The consultant team operated a public information booth for the Summer Street Festival during August 5th to 6th, 2010. The booth included three display boards, which informed the general public of the study process. It also included an exercise board and questionnaire, which allowed the public to provide their input.



Public Open House & Workshop #1.



Summer Festival display boards.

Public Open House / Workshop #1: The first public open house / workshop was held on September 15, 2010. The open house / workshop allowed a broad group of individuals, including the consultant team, City and County staff, key stakeholders and members of the Woodstock community to gather and focus on developing a vision for the study area. The open house / workshop was structured around group exercises, where participants had focused discussions and provided feedback on a variety of issues, including public realm improvements, promoting active transportation, appropriate built form and establishing neighbourhood connections.

A team member facilitated each workstation to answer questions and help support group discussions. Interactive tools for gathering feedback were employed, including annotated maps which were marked-up by participants, and precedent surveys that allowed community members to choose between different urban design components for both built form and public realm elements.



Summer Festival exercise board.

Public Open House #2: The second public open house was held on February 9, 2011. The open house provided an opportunity for interested parties to review and comment on the work completed to date, including the draft Woodstock Central Area Design Study and demonstration sites.

Websites and Social Media: Throughout the study process, the Team worked with City and County Staff to provide updates on the City of Woodstock website and Facebook page. This gave the public an opportunity to provide comments, download materials and access links to completed work.



Public Open House & Workshop #1.

3

Overall Recommendations

The following section contains general urban design recommendations for the study area. The guidelines have been developed to support the downtown as a pedestrian and cycling oriented destination with a focus on the introduction of residential development and an improved integration with surrounding neighbourhoods. The recommendations will guide the construction of new buildings and spaces that reflect a human scale of development that is in keeping with the existing downtown character.

3.1 Targeted Land Uses

The key objective of the targeted land use areas is to establish a significant and permanent residential population along the western and eastern edges of the Dundas Street corridor. This will increase pedestrian activity by creating strong links between areas. A key objective of this strategy is to strengthen the commercial retail, office and institutional core within the Civic Central Area. The land use targets do not preclude other complementary land uses provided they are permitted in the City of Woodstock Comprehensive Zoning By-law. However, they represent a strategic direction for the growth and development of particular land uses in a holistic sense on an area by area basis.

Central Area West: The boundaries of targeted land uses correspond to the boundaries of identified character areas. Central Area West contains a number of soft sites, which are ideal for redevelopment. Many of these sites are also deep, making them suitable sites for mid-rise development up to 8 storeys. Central Area West is targeted for residential intensification along the length of Dundas Street. Please refer to Appendix B: Analysis for more information on soft sites.

The Civic Central Area: The Civic Central Area contains the most prominent civic and institutional buildings and open spaces in the downtown. The objectives for growth in

this area are to retain and enhance it's prominent civic and institutional role while maintaining and further developing it's role as a significant commercial hub for the City and County and providing opportunities for further residential intensification. The Civic Central Area contains two targeted land use areas, including a segment along the length of Dundas Street, which is targeted for commercial, office, and institutional intensification up to 6 storeys, as well as a segment occupying a portion of an Entrepreneurial District south of Peel Street, which is targeted for secondary commercial and residential intensification ranging between 4 storeys (further south) and 6 storeys adjacent to Peel Street.

Central Area East: Central Area East contains a number of soft sites, along the length of Dundas Street, which are suitable for redevelopment up to 6 storeys. This area is targeted for mixed-use intensification with commercial uses at-grade and residential uses occupying upper levels, with at least 80% of development being residential intensification.

The Transit Opportunity Area: The Transit Opportunity Area contains a number of soft sites, which are ideal for redevelopment. Many of these sites are also deep, making them suitable sites for mid-rise development up to 8 storeys, which is strongly encouraged in this area as a significant opportunity exists for a transition into a more compact, transit-oriented community centered around the planned off-street transit terminal at York Street between Dundas and Adelaide Streets. Key growth concepts are overviewed in Figure 1.0.

Destination Opportunities: Four destination opportunities are proposed spanning the length of Dundas Street throughout the study area. These key locations are prime candidates for publicly accessible space, new high profile development, and have the opportunity to positively shape the character of the downtown.

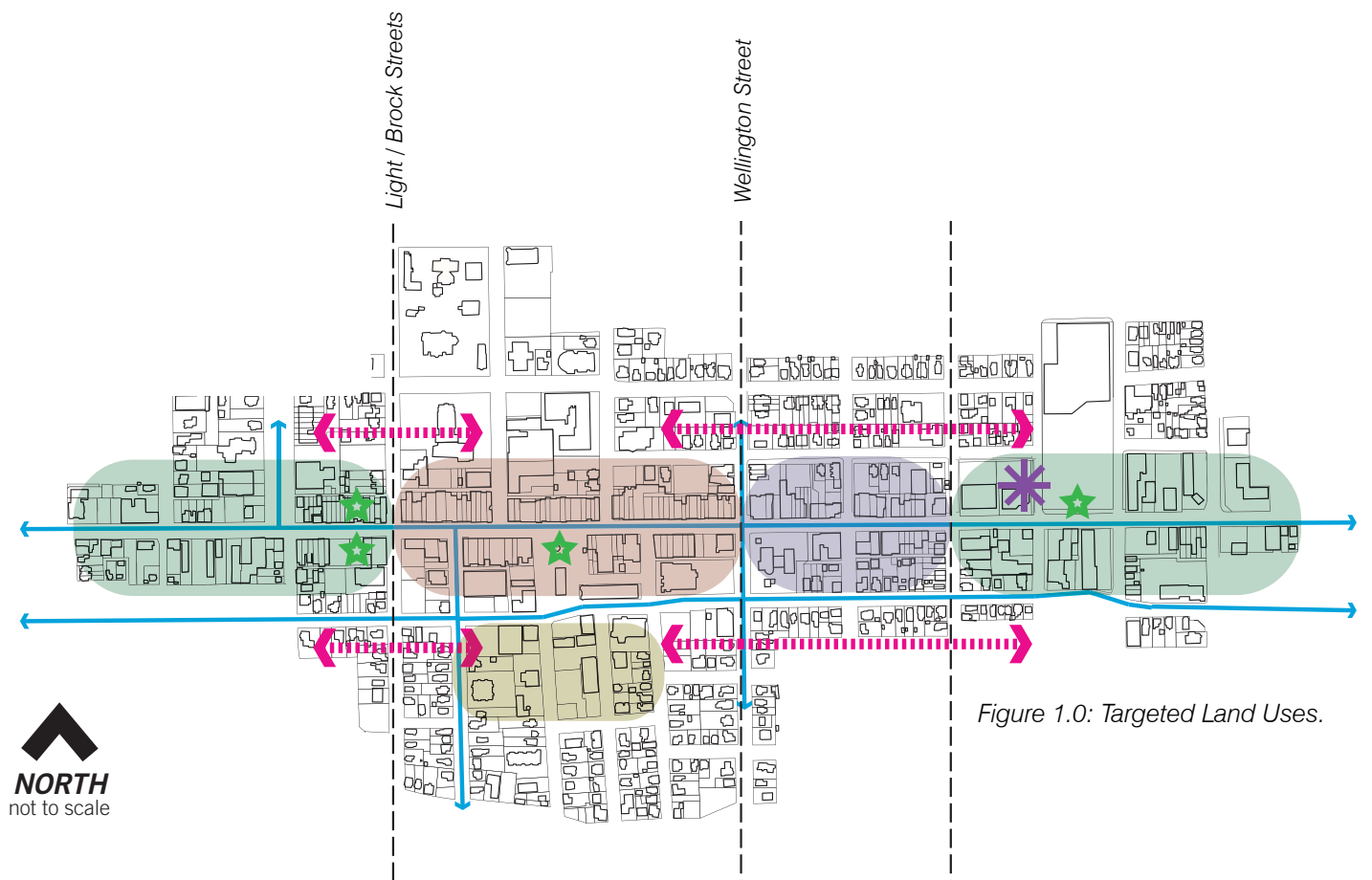





Figure 1.0: Targeted Land Uses.

-  Bicycle Routes
-  Increased Pedestrian Movement
-  Off-Street Transit Terminal
-  Destination Opportunities
-  Areas Targeted for Commercial, Office and Institutional Intensification
-  Areas Targeted for Commercial Intensification At-Grade and Residential Intensification on Upper Levels
-  Areas Targeted for Residential Intensification
-  Areas Targeted for Secondary Commercial and Residential Intensification

3

Overall Recommendations

3.2 Street Character

3.2.1 Street Classifications

The recommended Street Character classifications are established based on a hierarchy of desired transportation uses and their corresponding functional and aesthetic streetscape treatments. Four Street Character classifications are proposed for the study area. They are as follows:

Dundas Street A: This proposes the highest level streetscape treatment to reflect the prominence of this segment of Dundas Street. Both of the Dundas Street classifications are intended to support pedestrians while providing opportunities for vehicular and bicycle traffic.

Dundas Street B: This recommends a high level streetscape treatment that transitions from Dundas Street A.

Connector Street: These connect Local Streets to both Dundas Street and areas outside of the downtown. The design requirements for Connector Streets need to accommodate a high level of pedestrian and cycling traffic. The Connector Street classification proposes a moderate level streetscape treatment.

Local Street: These play an important role as a community socialization space, and as a transportation corridor. The design requirements, although less than Collector and Main Streets, need to create intimate pedestrian-scaled streetscapes that promote walking and residential activities, but discourage speeding and through traffic. The Local Street classification proposes a simple and consistent streetscape treatment.

In addition to the Street Character Classifications there are several site specific street and building design conditions that should be considered on a case by case basis. These include Enhanced Treatment Areas, Green Street and Gateways.

3.2.2 Enhanced Treatment Areas

Special treatment areas generally correspond to a combination of clustered buildings, structures, and open spaces. Enhanced Treatment Areas (shown in Figure 2.0) can incorporate special treatments to increase the visual prominence of key areas of the downtown.

Area 1: This area includes portions of the blocks south of Victoria Park, which are bounded by Buller, Graham, and Light Streets and the southern property line of Central Public School. This area has many prominent civic and institutional buildings, structures, and open spaces including the Old County Jail, County Courthouse, County Registry Building, Central Public School, and associated landmark structures and open spaces. The area has an important civic role in linking the Central Business District and flanking Entrepreneurial Districts to Victoria Park.

Area 2: This area includes the blocks bounded by Dundas, Wellington, Peel / Simcoe and Finkle Streets. The western portion (around City Hall) of this area already contains an enhanced treatment. An expansion of the existing treatment is recommended for the area surrounding the County Offices. The area includes City Hall, the Museum, the Market, Museum Square, the County Administration Building, and several buildings along Dundas Street. The proposed Enhanced Treatment Area will further signify the focal nature and important civic role of the civic buildings.

Area 3: This area includes the future lands which surround the proposed off-street transit terminal, which is proposed to occupy the portion of York Street between Dundas and Adelaide Streets. In the near future, this area will play an important role as the City's primary transit hub.

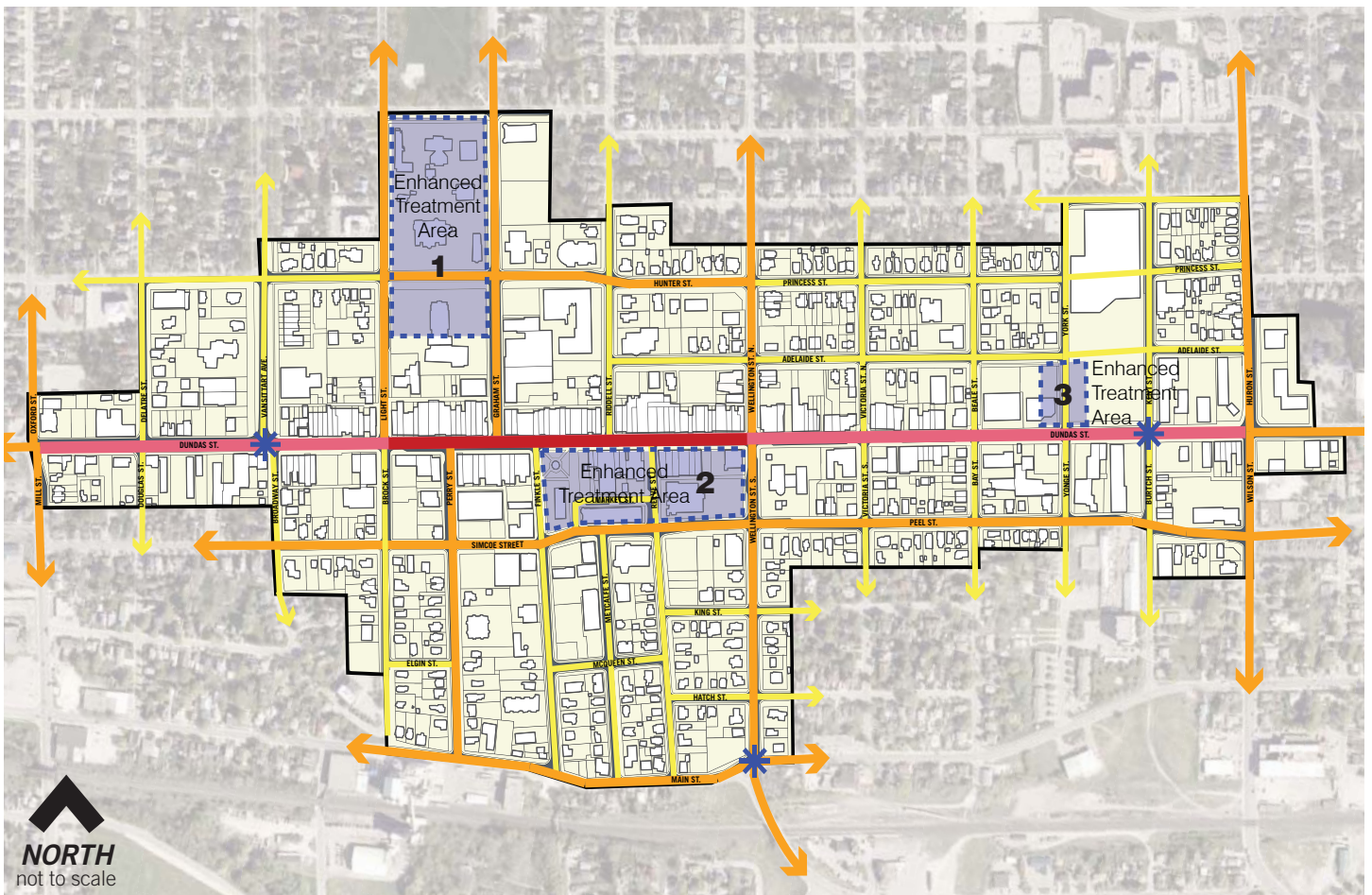








Figure 2.0: Street Character.

-  Dundas Street A
-  Dundas Street B
-  Connector Street
-  Local Street
-  Gateway
-  Enhanced Treatment Area

3

Overall Recommendations

	DUNDAS STREET A	DUNDAS STREET B	CONNECTOR STREET	LOCAL STREET
SURFACE TREATMENTS	Special surface treatments such as unit pavers adjacent to curb and inlays with concrete sidewalks on both sides of the street and street trees wherever possible	Special surface treatments such as coloured concrete or accent paving in bumpouts adjacent to curb with concrete sidewalk on both sides of the street with additional bumpouts / accent planting and street trees wherever possible	Concrete sidewalks on both sides of the street with additional bumpouts / accent planting and trees wherever possible	Concrete sidewalks on both sides of the street
BOULEVARD TREATMENTS	Designated areas for street furnishings at regular intervals	Widened sidewalks with designated areas for street furnishings at regular intervals	Landscaped boulevards between the sidewalk and curb where space permits	Landscaped boulevards between the sidewalk and curb where space permits
STREET FURNISHINGS	Benches, waste receptacles, pedestrian scaled lighting, bicycle locks and street trees at regular intervals	Benches, waste receptacles, pedestrian scaled lighting, bicycle locks and street trees at regular intervals	Street trees, pedestrian scaled lighting and bicycle locks at regular intervals	Street trees and pedestrian scaled lighting at regular intervals
SIDEWALK BUMPOUTS	Primarily at intersections and mid-block locations, with planters or tree grates where appropriate	Primarily at intersections and mid-block locations, with planters or tree grates where appropriate	Primarily at intersections with planters or tree grates where appropriate	N/A
PARALLEL PARKING	For vehicles and bicycles where appropriate	For vehicles and bicycles where appropriate	For vehicles and bicycles where appropriate	For vehicles where appropriate
CYCLING FACILITIES	Shared travel lanes for vehicles and bicycles	Shared travel lanes for vehicles and bicycles	Dedicated bicycle lanes where appropriate	Dedicated bicycle lanes where appropriate

Table 1.0: Street Classifications.

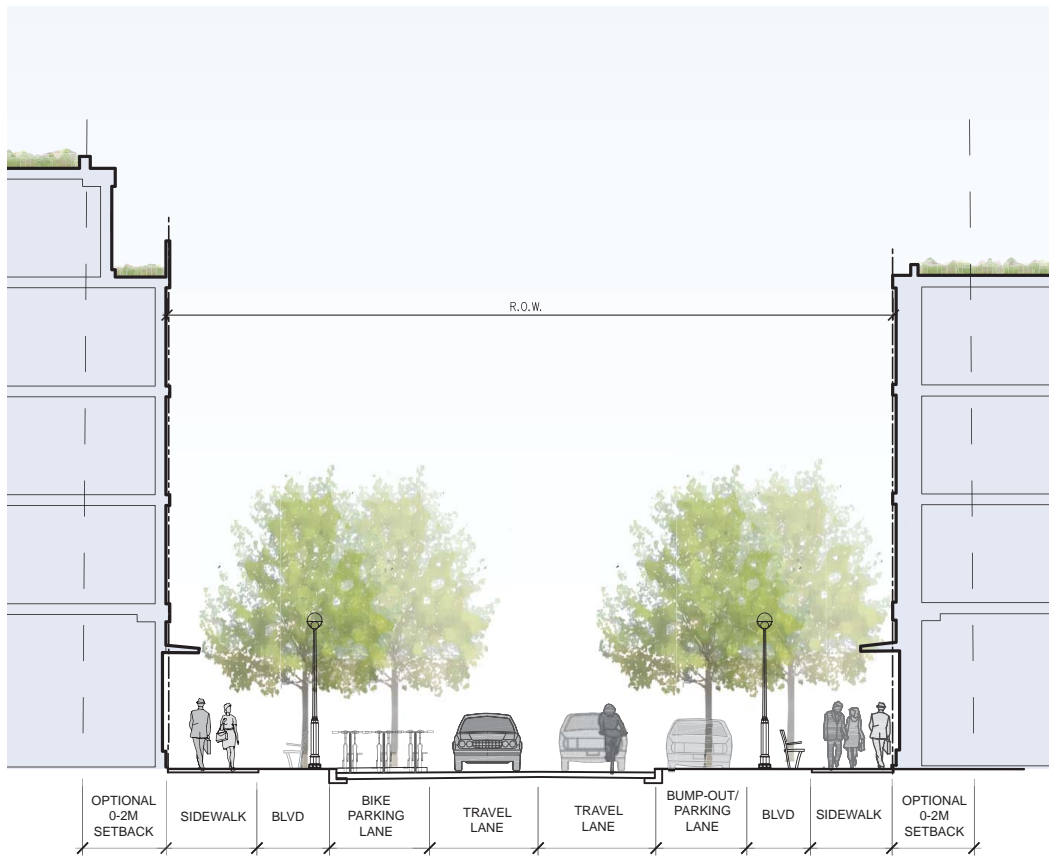
	ENHANCED TREATMENT AREA #1	ENHANCED TREATMENT AREA #2	ENHANCED TREATMENT AREA #3
SURFACE TREATMENTS	Special sidewalk and roadway surface treatments with enhanced landscaping treatments along boulevards	Special sidewalk and roadway surface treatments with enhanced landscape treatments along boulevards	Special sidewalk and roadway surface treatments with enhanced landscape treatments along boulevards
INTERSECTION TREATMENTS	Special intersection treatments	Special intersection treatments	Special intersection treatments
SITE TREATMENTS	Special surface and landscaping treatments along pathways and throughout parking lots	Screening treatments to soften hard property edges	N/A
STREET FURNISHINGS	Enhanced tree planting and other landscaping	Enhanced tree planting and other landscaping	Enhanced tree planting and other landscaping

Table 2.0: Enhanced Treatment Areas.

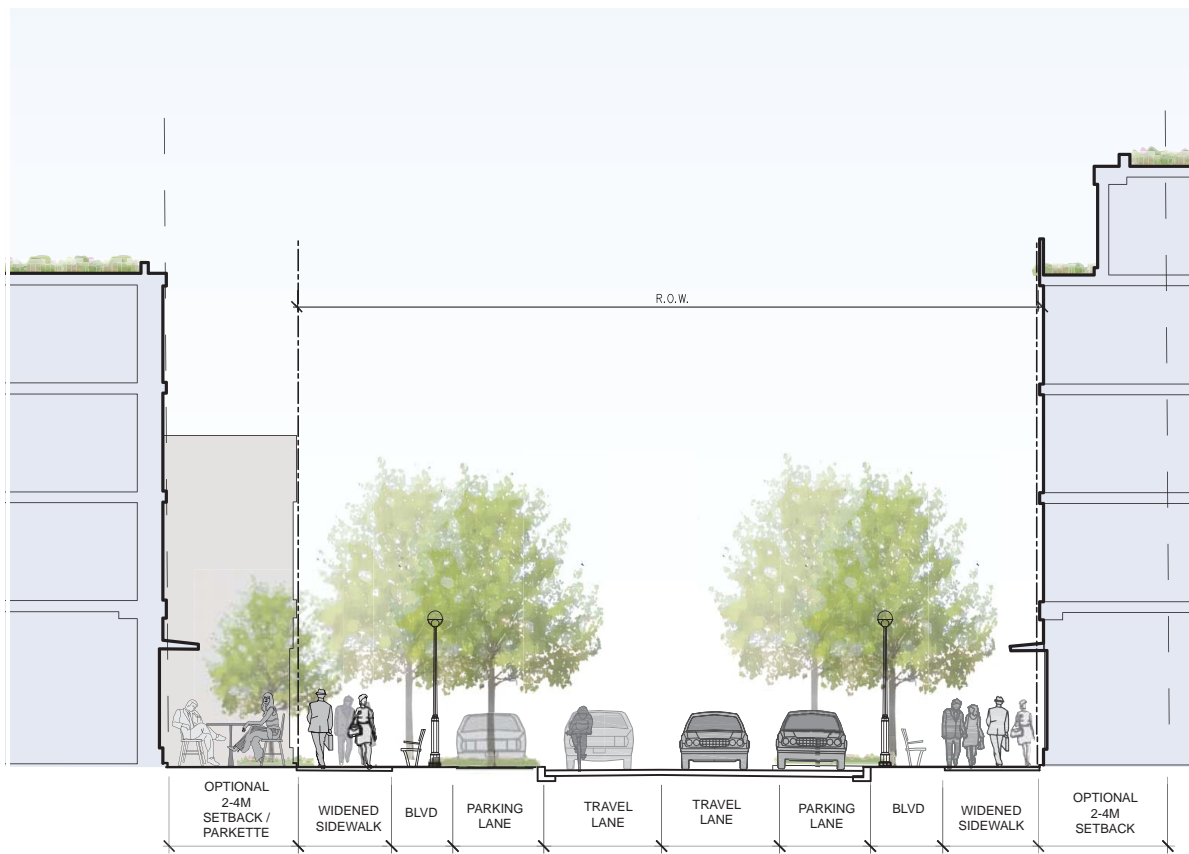
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Overall Recommendations

Sample Cross-Section: Dundas Street "A"



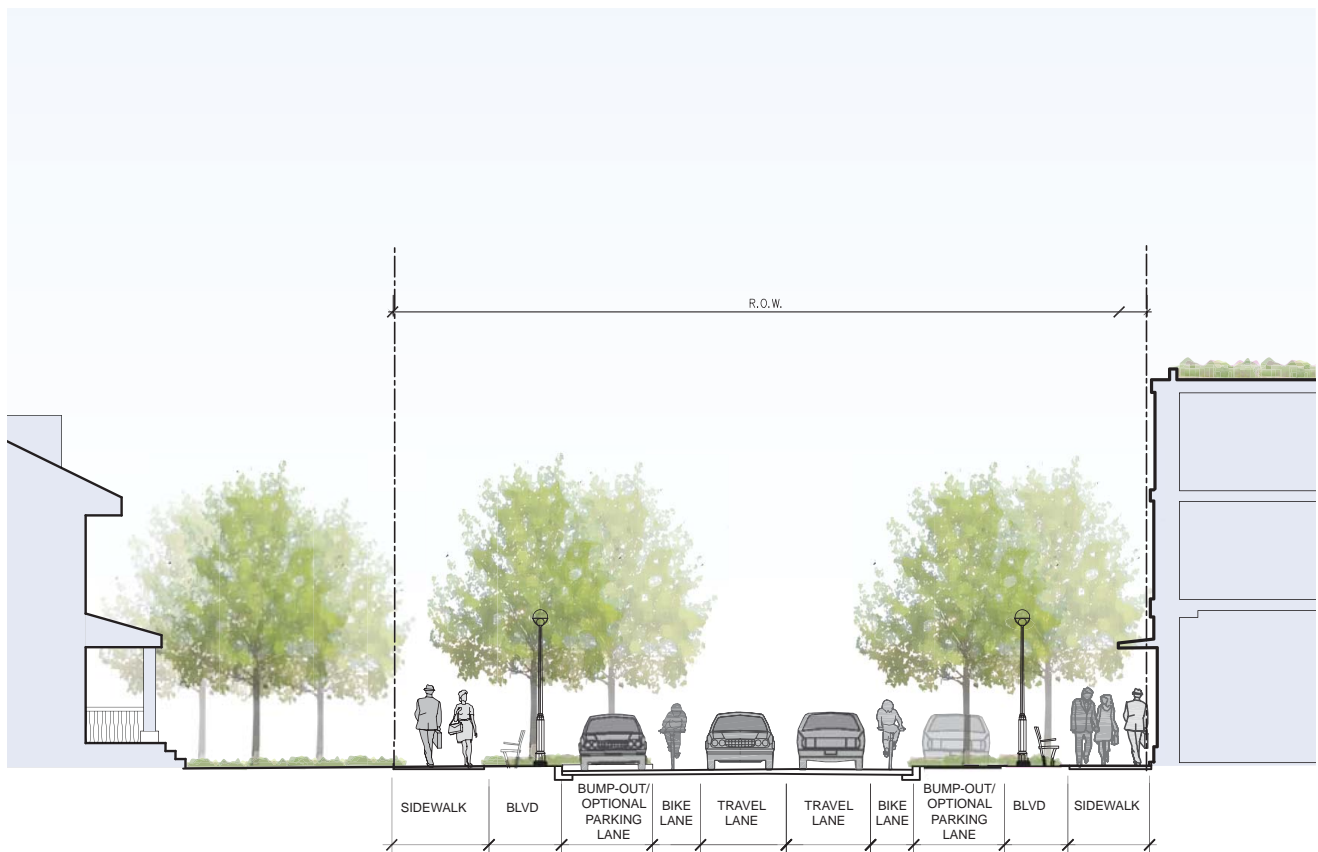
Sample Cross-Section: Dundas Street "B"



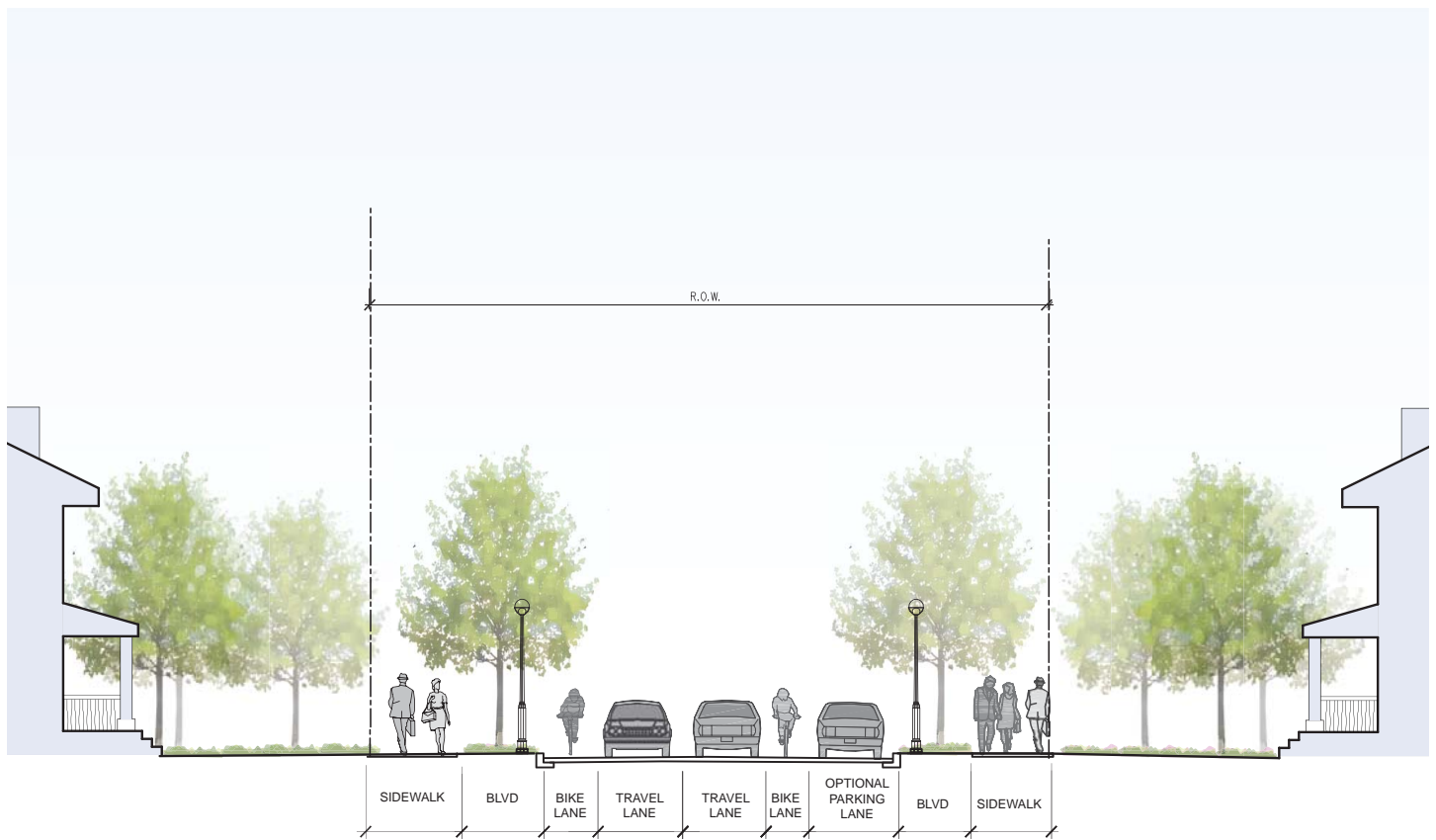
3

Overall Recommendations

Sample Cross-Section: Connector Street



Sample Cross-Section: Local Street



3

Overall Recommendations

3.2.3 Green Streets

Green Streets are significant tree-lined corridors which create important visual links and enhance pedestrian and cyclist connections between areas within and surrounding downtown Woodstock. Where Green Streets align with Enhanced Treatment Areas, the street character should be coordinated to ensure a unified streetscape design.

The portions of Light and Graham Streets, which extend from Dundas Street to Victoria Park, are important visual links between the Central Business District and Victoria Park. Light and Graham Streets are proposed to have enhanced green street landscape treatments, to provide a clear visual connection between Dundas Street, Victoria Park, and communities to the north.

The length of York Street between Dundas and Adelaide Streets is the site of a proposed off-street transit terminal. Enhanced landscaping treatments are proposed within the transit terminal to highlight pedestrian and cyclist connections. This will increase its visual prominence and to mitigate the potentially adverse visual impacts which may result from widened asphalt widths and a less connected street network. Refer to Figure 3.0 for more information.

Green Streets should incorporate healthy tree planting practices in order to ensure the longevity of trees and the creation of street canopies. Plantings should include double rows of trees wherever possible, with enhanced landscape treatments in bumpouts.



Green Streets incorporate enhanced landscape treatments.



Green Streets can be used to visually connect parks and open spaces with the urban downtown.

3.2.4 Gateways

Downtown Woodstock should be defined by its architecture, natural and built heritage, and parks and open spaces. Points of entry and exit to the downtown, known as gateway locations, should incorporate buildings which prominently address adjacent streets, signifying the entrance and exist to the downtown through enhanced building and site design treatments. Gateway buildings may also include taller corner elements, double height entrance areas, and large expanses of glazing. Gateway features, including archways and signage, are not recommended. Refer to Figure 2.0 for more information.

3.3 Bicycle Network

3.3.1 Bicycle Routes

A number of bicycle routes are proposed for the study area. The routes are a combination of shared travel lanes and dedicated bicycle lanes. Shared travel lanes, which would be demarcated with appropriate signage and surface markings, are proposed for the length of Dundas Street. Dedicated bicycle lanes are proposed for the lengths of Vansittart Avenue as well as Wellington, Simcoe, Peel, Main, and Perry Streets. Refer to Figure 3.0 for more information.

3.3.2 Bicycle Facilities

Bicycle parking can be accommodated through the re-dedication of select existing on-street parallel parking spaces for perpendicular bicycle parking, bicycle locks along sidewalk bump-outs within the public right-of-way, bicycle locks on private property.



Gateway buildings should be used to mark major entrances to downtown.



Active Transportation should be accommodated in a variety of ways.

3

Overall Recommendations

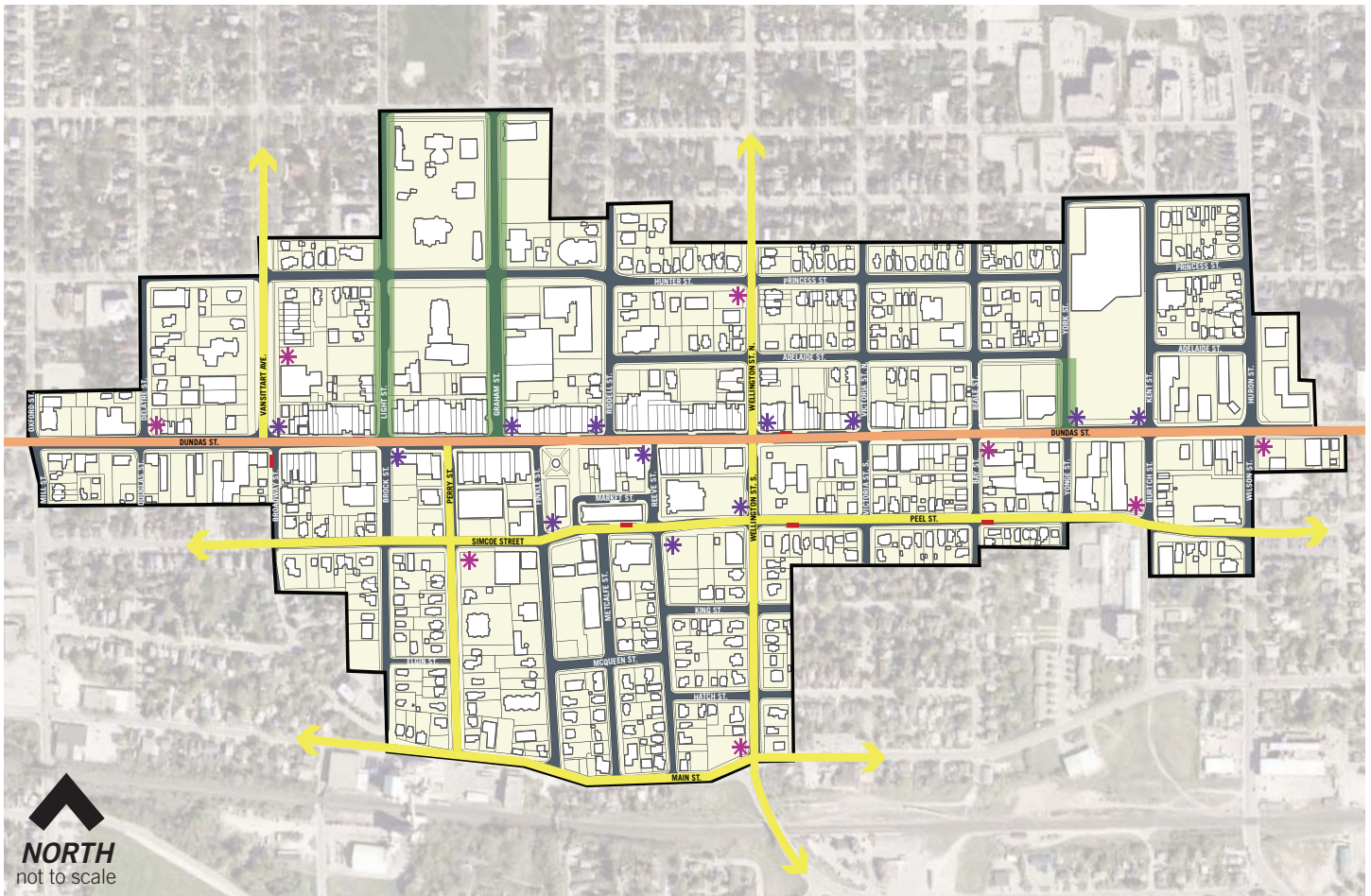








Figure 3.0: Bicycle Network.

-  Shared Travel Lanes
-  Dedicated Bicycle Lanes
-  Green Streets
-  On-Street Bicycle Parking
-  Bicycle Locks - Public Realm
-  Bicycle Locks - Private Realm

3.4 Parks & Open Spaces

A network of parks and open spaces are recommended to be the core organizational elements along the length of the Dundas Street corridor.

Museum Square serves an important role as the downtown's most central and prominent civic park, hosting a number of major civic events throughout the course of the year. Based on a review of existing conditions, it has been determined that there is a need for additional parks and open spaces throughout the downtown, and especially along Dundas Street. Specifically, there is a need for small urban parks and plazas, which would provide opportunities for passive recreational and commercial retail uses along the street edge.

New open spaces would increase the vibrancy of the street by providing additional flexible space for a mix of exterior activities including, seating areas, art installations, restaurant patios, skating rinks and sidewalk sales. A number of major opportunity sites and soft sites have been identified that can incorporate an open space in conjunction with new development. A few sites are situated in ideal locations for future urban parks and plazas. As development occurs this document recommends the creation of new open spaces in the eastern and western areas of the downtown to complement the future residential intensification. Open space programming should focus on bringing year round uses to the downtown such as skating, winter festivals, etc.

Parks and open spaces should incorporate healthy tree planting practices in order to ensure the longevity of trees and the creation of street canopies.

Mid-block pedestrian connections, which connect Dundas Street to surface parking lots on adjacent streets, should be outfitted with pedestrian-scaled downcast lighting in order to enhance visibility and security, in keeping with the principles of Crime Prevention Through Environmental Design (CPTED), while mitigating light pollution.



New urban plazas should be incorporated into large new developments. Plazas may be semi-public and should adhere to Crime Prevention Through Environmental Design (CPTED) principles.



New open spaces should be framed by adjacent streets and buildings.

3

Overall Recommendations

3.5 Buildings

As intensification occurs in downtown Woodstock, a balance of low and mid-rise buildings can be accommodated. As discussed in Section 3.1: Targeted Land Uses, properties fronting onto Dundas Street should be the primary target of the City’s intensification efforts. Focused intensification will help to realize the most significant results in enhancing the vitality and viability of the downtown. In addition, this results in an established streetwall and increased opportunities for new urban parks and plazas, through parkland dedication.

3.5.1 Building Types and Height Ranges

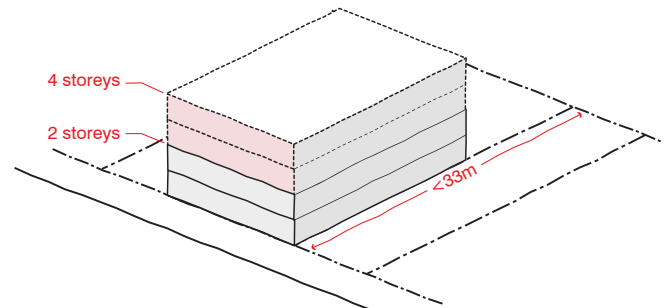
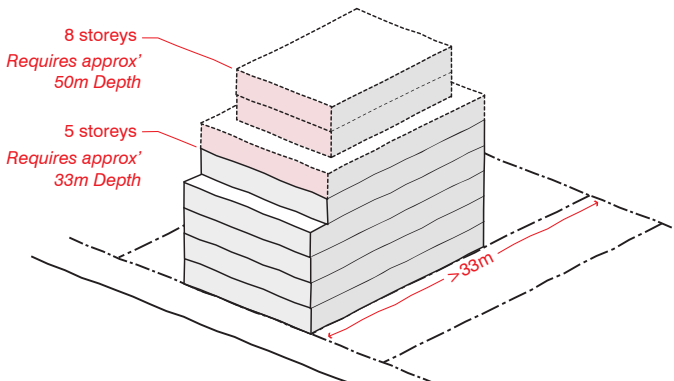
The following sections outline the appropriate range for building height in the downtown. Refer to Figure 4.0 for more information. For information pertaining to existing height provisions, please refer to Section 5.2.2.

Mid-Rise Development: The portions of Central Area West and the Transit Opportunity Area, which fall within the Central Business District and are identified in Figure 4.0 in red, should be targeted for mid-rise development and may accommodate buildings between 5 and 8 storeys where lot depths permit, with minimum building heights of 3 storeys. The portions of the Civic Central Area and

Central Area East, which form a portion of the Central Business District and are identified in blue in Figure 4.0, should be targeted for mid-rise development and may accommodate buildings between 5 and 6 storeys where lot depths permit, with minimum building heights of 3 storeys. Within the Civic Central Area, properties fronting onto Dundas Street, identified in Figure 4.0 in black, have a significant main street heritage character. Reinvestment in these sites should prioritize the adaptive reuse and renovation of existing buildings over site redevelopment. Where redevelopment does occur, priority should be given to respecting the heritage character of the existing context through sympathetic building design.

Lot depths of 33 metres are generally necessary to accommodate buildings taller than 4 storeys through appropriate setbacks and massing.

Low-Rise Development: Where mid-rise development is not appropriate, as identified in green in Figure 4.0, 4 storey buildings are recommended. This ensures continuity of the established streetscape condition while providing opportunities for intensification among identified opportunity and soft sites.



Lots with depths greater than 33 metres can accommodate mid-rise buildings, shallower lots cannot.

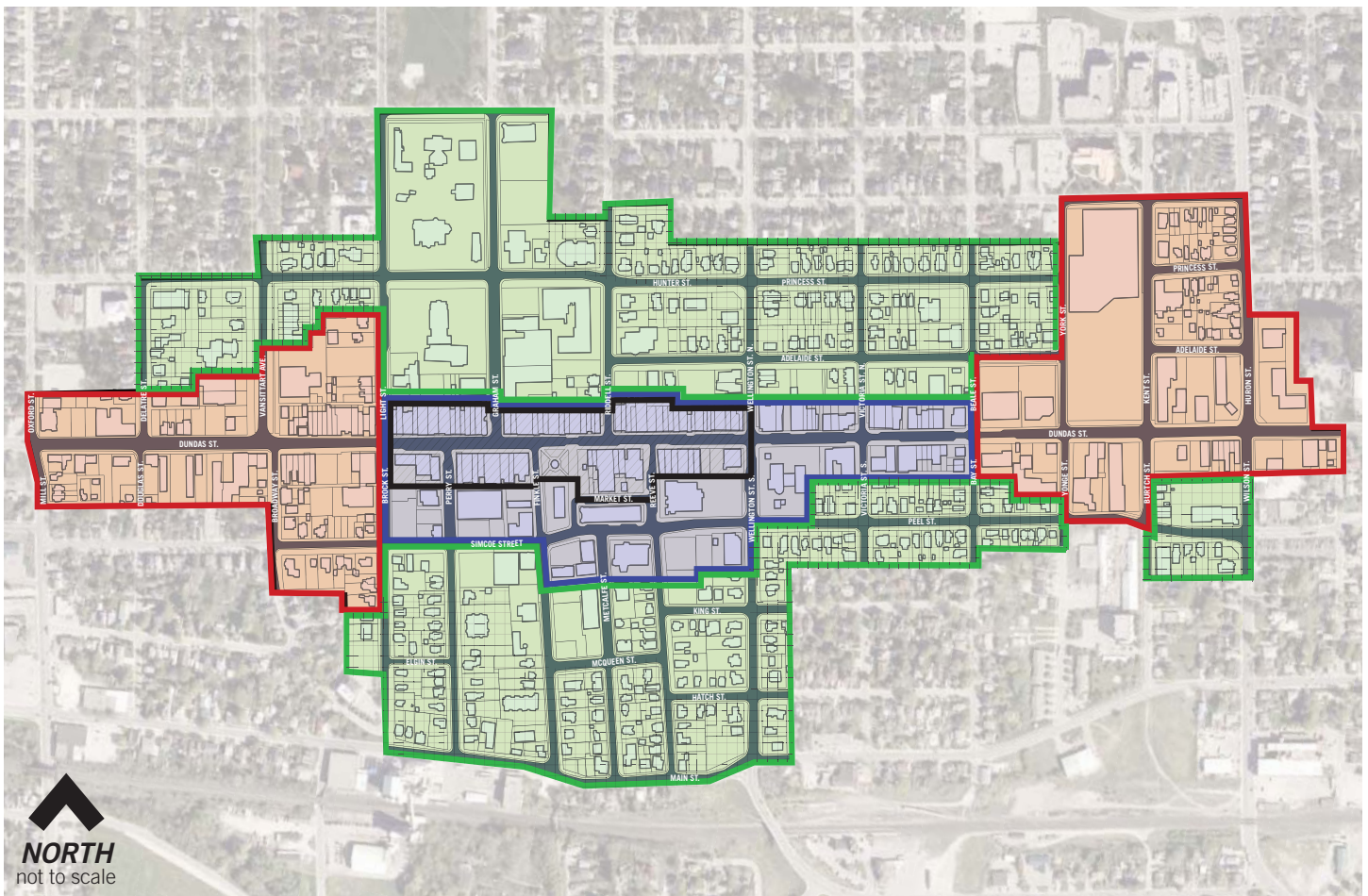


Figure 4.0: Building Heights.

- Max. 8 Storeys (25.5 metres) with 3 to 4 Storey Streetwall (10.5 - 13.5 metres)
- Max. 6 Storeys (19.5 metres) with 3 to 4 Storey Streetwall (10.5 - 13.5 metres)
- Max. 4 Storeys (13.5 metres)
- Significant Main Street Heritage Character
- Indicates Min. 2 Storeys - All Other Areas Min. 3 Storeys

3

Overall Recommendations

3.5.2 Building Forms

To promote a vibrant community character, new developments within downtown Woodstock should accommodate a mix of uses with an active mixed-use ground floor including building entrances, transparent glazing, lighting, signage and window displays where appropriate.

Main Street and Transitional: Within the Central Business District, main street and transitional low and mid-rise building types should accommodate intensification while maintaining the existing main street character of Dundas Street as well as the transitional character of adjacent streets which lead to flanking Entrepreneurial Districts.

Attached Multi-Unit: Within the Entrepreneurial Districts, multi-unit buildings provide a more compact, higher density choice than detached and semi-detached buildings. Multi-unit buildings should be from 3 - 4 storeys in height to provide a transition between the existing low-rise residential fabric and areas targeted for intensification along Dundas Street. Multi-unit buildings can include low-rise apartment / office buildings, stacked town-houses, standard town-houses and row-houses.

Detached and Semi-Detached: Detached and semi-detached housing provide flexibility in design that encourages a model of development that fits with the look and feel of the Entrepreneurial Districts and integrates with existing development.



New main street buildings should maintain the existing storefront rhythm.



Mid-rise buildings should have stepbacks above the established streetwall.

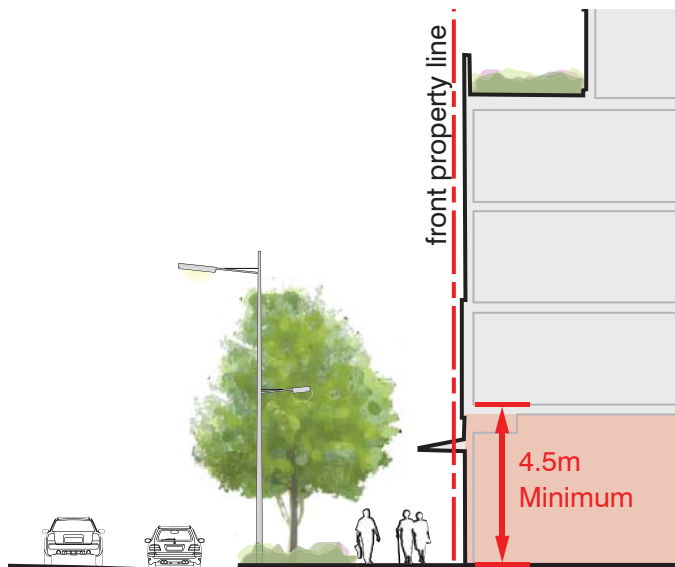
3.5.3 Ground Floor Conditions

Within the Central Business District, the minimum floor-to-floor height of the ground level should be a minimum of 4.5 metres, or match that of existing adjacent developments. This will ensure that the ground floor has a continuous character as the area transitions from a predominantly residential to a mixed-use condition.

Within Entrepreneurial Districts, floor-to-floor height of the ground floor should ideally be at least 3.25 metres. This height reflects the residential character of these areas while still providing some flexibility for the accommodation of secondary commercial uses.

As identified in Section 3.1: Targeted Land Uses, commercial retail and office uses are not targeted for the entire Dundas Street corridor. At this time, it would be challenging for the downtown to support an evenly distributed increase in commercial intensification. As such commercial office and retail intensification efforts are recommended to be focused within the Civic Central Area.

In areas targeted for residential intensification, the design of the ground floor should ideally allow for 4.8 metre separation from the sidewalk to provide a transition from the public sidewalk to private residences. The design should also allow for the potential to convert these residential areas to commercial uses in the future.



New development within the Central Business District should have a minimum ground floor height of 4.5 metres or match that of existing adjacent developments.



Minimum floor heights increase the marketability of retail spaces.

3

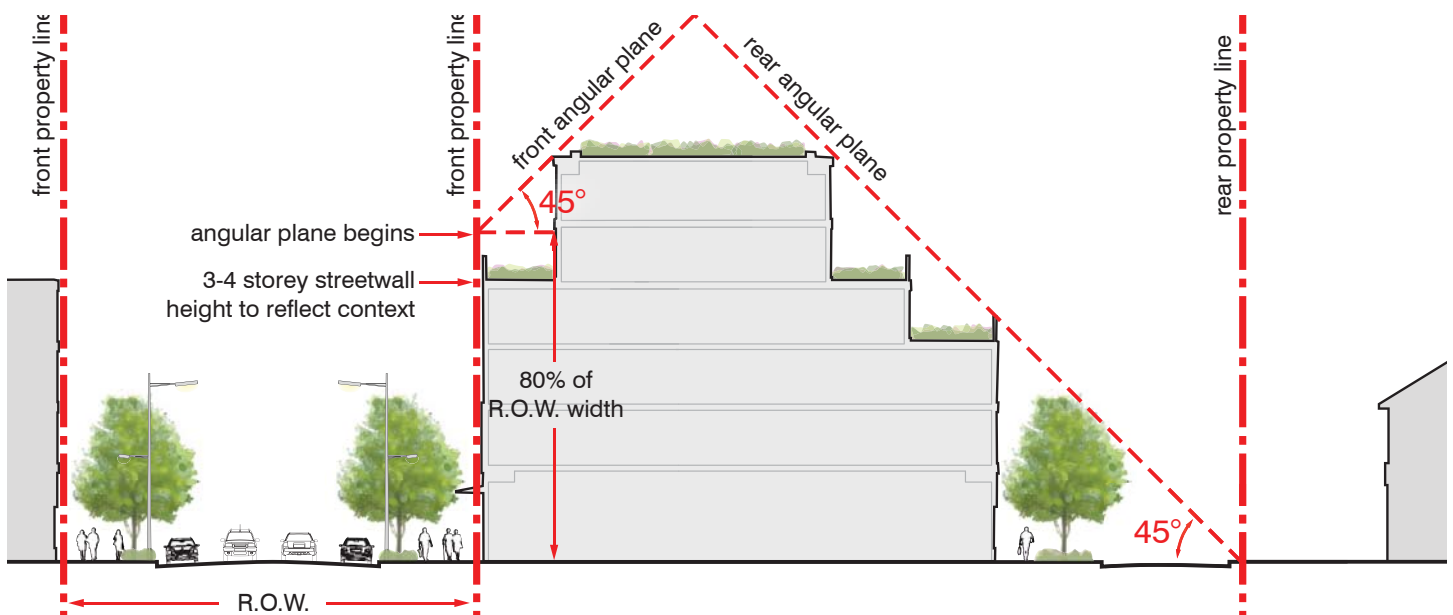
Overall Recommendations

3.5.4 Angular Planes

Front and Rear Property Angular Planes: The success of downtown Woodstock is contingent on the ability to create great streets with comfortable, attractive public spaces. Within the downtown, all development should allow for a minimum of 5 hours of sunlight onto adjacent sidewalks between the Spring and Fall Equinox. In order to accomplish this, all new development should fit within an angular plane taken from a height above the established grade of the front property line equivalent to 80% of the right-of-way width and subsequent storeys must fit within a 45 degree angular plane from this point. Additionally, the building should step back above a streetwall height of 3 to 4 storeys, to reflect the context of adjacent buildings.

New development should be massed in a manner that does not overshadow adjacent existing development. All new development should fit within an angular plane taken from the rear property line and all storeys must fit within a 45 degree angular plane from this point. Mechanical penthouses may exceed the maximum height limit by up to 5 metres, but may not penetrate any angular planes.

Side Property Angular Plane: Side property setbacks of 5.5 metres should be provided above the 80% height to increase sky views and sunlight access to the sidewalks.



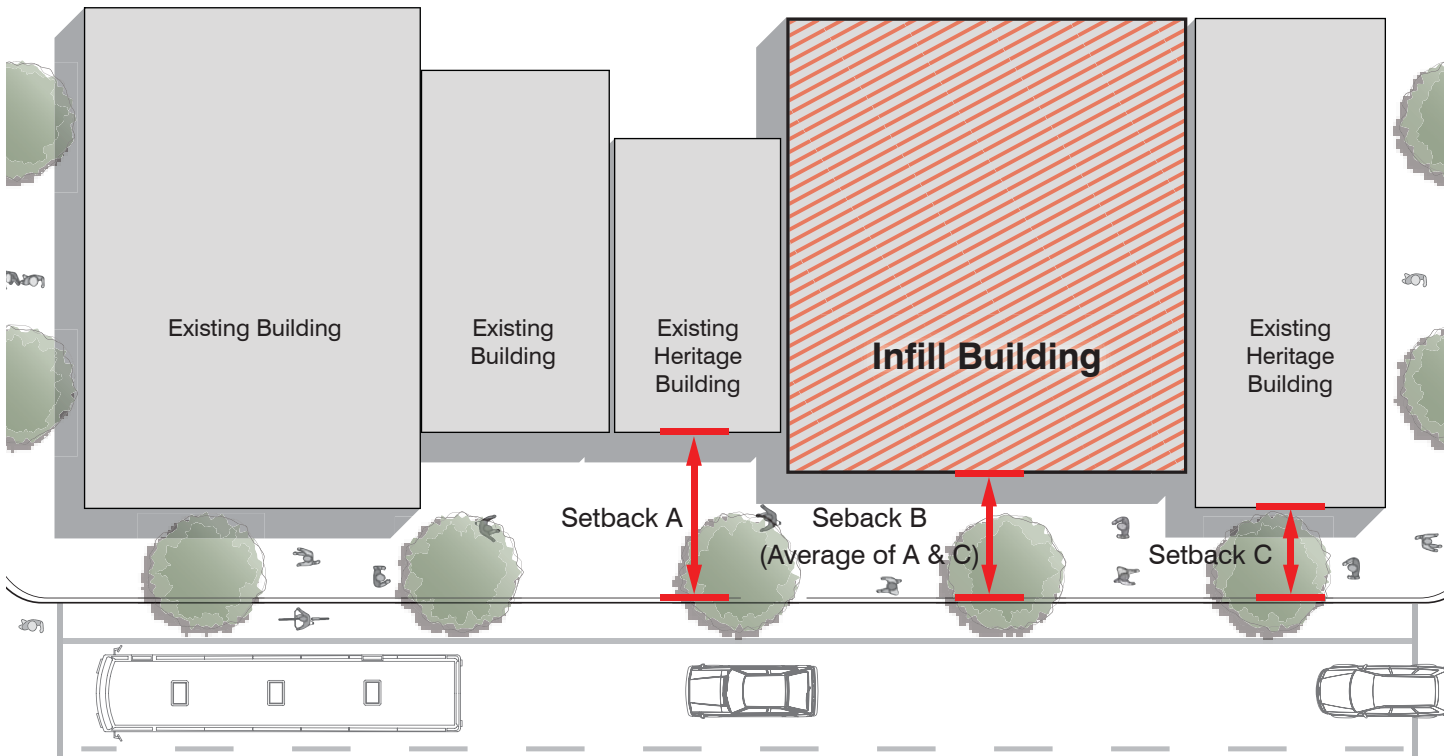
Front, side, and rear property angular planes are recommended to create great streets with comfortable, attractive public spaces and to ensure appropriate transitions to adjacent stable low rise residential development.

3.5.5 Setbacks

Front Property Setbacks: The streetwall is defined as the portion of building that faces the street. New developments, with frontages over 35 metres wide, should generally have a minimum of 75% of their frontage built to the front property line or applicable setback line. The remaining 25% of the building may be setback an additional distance to provide a deeper area for lobby entrances, bicycle parking, small plazas or marketing areas such as cafe or restaurant patio seating.

New developments with frontages under 10 metres wide may be set back entirely. Where a variation in setbacks exists between adjacent buildings, the average of the two setbacks should be used. Within the Civic Central Area, a maximum setback of 2 metres should be used in order to retain the established main street condition. Within the Central Area West, Central Area East, and Transit Opportunity Area, setbacks may range between 2 to 4 metres.

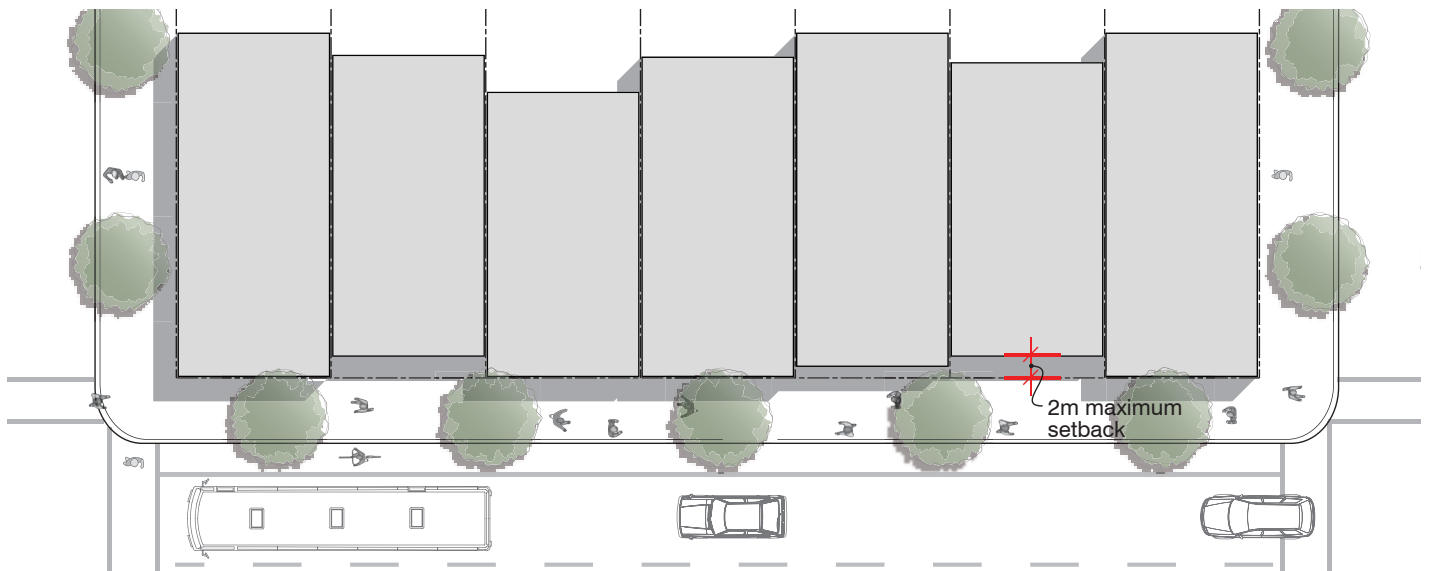
New low-rise development within Entrepreneurial Districts should maintain front property setback requirements in keeping with the City of Woodstock Comprehensive Zoning By-law.



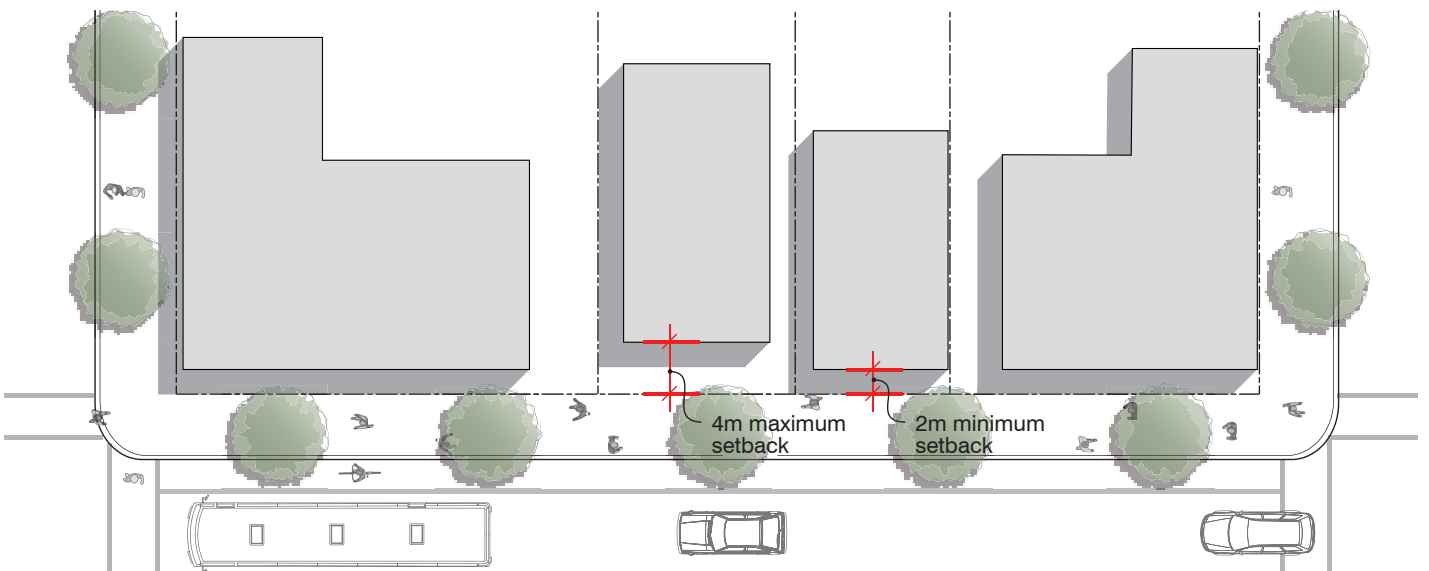
Where a variation in setbacks exists between adjacent buildings, the average of the two setbacks should be used.

3

Overall Recommendations



Buildings within the Civic Central Area should have a maximum setback of 2 metres.

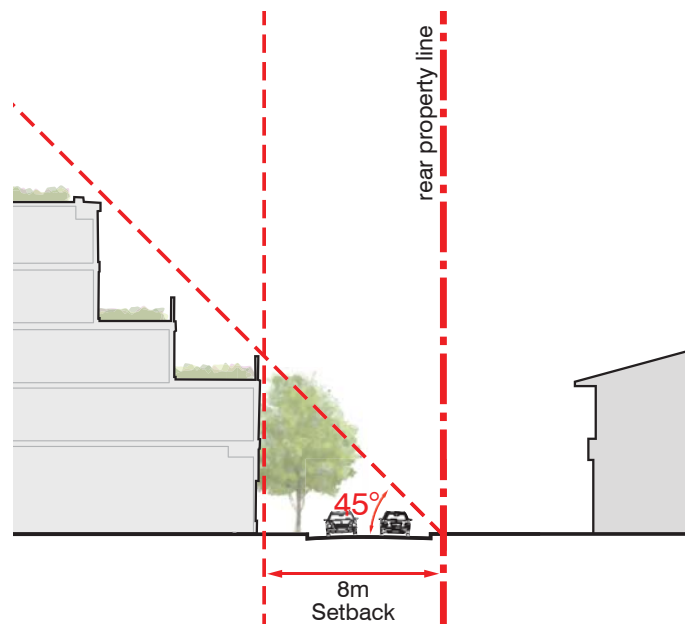


Buildings within Central Area West, Central Area East and the Transit Opportunity Area should allow for setbacks between 2 to 4 metres.

Rear Property Setbacks: The transition for mid-rise developments onto adjacent low-rise areas should include a setback of 8 metres from the rear property line with all storeys fitting into a 45 degree angular plane, as discussed previously. This provides a lower building (2 storeys) at the rear and a gradual transition from the rear property line, while allowing space for a future lane or rear property parking entrance. Where an existing lane abuts a site, the lane may be included for the purposes of establishing the setback and angular plane.

Where existing lanes are not present, new low-rise development within the Central Business District should include a setback of 8 metres from the rear property line to allow for the creation of a future lane. Where an existing lane abuts a site, the lane may be included for the purpose of establishing a setback.

Side Property Setbacks: New development along Dundas Street should be built to the side property lines up to at least the 3rd storey, with the building terraced back between the 3rd and 6th storey. New low-rise development within the Central Business District should be built to the side property lines.



A rear property setback of 8 metres and an angular plane of 45% taken from the rear property line is recommended.



A portion of large developments can be setback to create urban plazas.

3

Overall Recommendations

3.5.6 Stepbacks

Front and Rear Property Stepbacks: Stepbacks articulate building massing, reduce shadow impacts within the public realm and on adjacent developments, and help to mitigate the pedestrian's perception of height. Where mid-rise development can be accommodated, stepbacks should be a minimum 1.5 metres deep and should not be greater than 2.5 metres deep.

Stepbacks should be provided above the established streetwall height, with additional stepbacks provided where warranted to allow mid-rise development to fit within front and rear property angular planes.

Side Property Stepbacks: Within the Central Business District, the portion of the building above the streetwall may step back from the side property lines to provide side walls incorporating windows. Side stepbacks should be a minimum of 5.5 metres from the property line to allow for sufficient glazing.

Where a more porous streetwall is desirable, such as the Transit Opportunity area and Central Area West, side stepbacks are encouraged above the minimum building height of 3 storeys. Unless adjacent existing developments contain windows above the established streetwall height which face onto the side property line, buildings that are 6 storeys in height or less do not require upper storey side yard stepbacks.



Stepbacks should be between 1.5 and 2.5 metres in depth.



Stepbacks should be provided above the established streetwall height.

3.5.7 Building Width

Where new developments have building frontages over 30 metres wide, building massing should be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, entrances, display spaces, signage, and glazed areas to ensure that facades are not overly long. This creates the sense of having multiple buildings along the length of the property. Vertical breaks and stepbacks should also be provided.

3.5.8 Streetwall Conditions

New development within the Central Business District should support a vibrant pedestrian environment by maintaining a continuous streetwall. This is particularly important along Dundas Street, which has a varied and discontinuous streetwall height ranging between 1 and 4

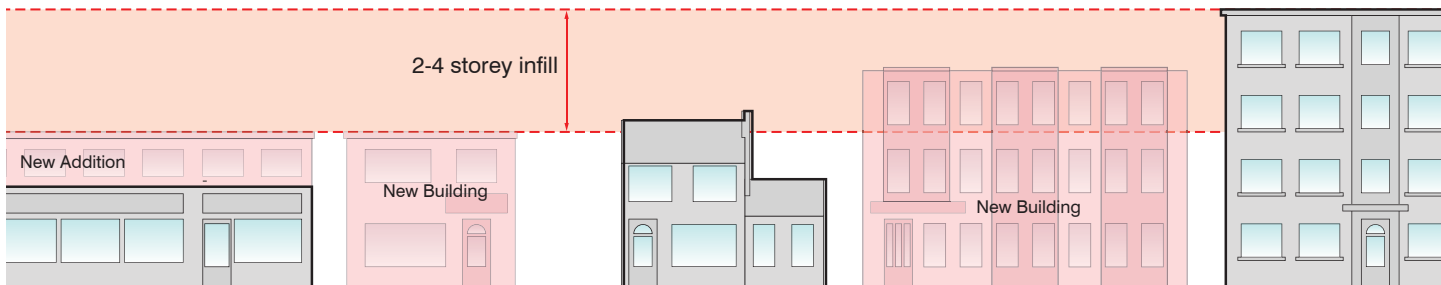
storeys. In the future, all new developments should provide a streetwall height between 3 and 4 storeys, and the height of the streetwall is determined based on the streetwall height of adjacent buildings. Where a distinction exists between adjacent properties, a streetwall height between the average and higher of the two should be established.

For new developments within Entrepreneurial Districts, building heights may range between 2 and 4 storeys, where the height of the streetwall is determined based on the height of adjacent buildings. Where a distinction exists between adjacent properties, a streetwall height between the average and higher of the two should be established.

Corner Site Conditions: On corner sites, the front property angular plane and corresponding stepbacks that apply should also apply to the secondary street frontage.



New development within the Central Business District should maintain continuity in streetwall heights.



New development within Entrepreneurial Districts may range in height between 2 and 4 storeys.

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Overall Recommendations

3.5.9 Projections

Within the Central Business District, balconies on the front facade of new mid-rise developments should not be located within the first 3 storeys, and should be inset behind the streetwall above the 3rd storey. Balconies on the rear facade of mid-rise developments may project from the building face but should be setback a minimum of 10 metres from the rear property line.

Balconies or other permanent building elements of mid-rise developments should not encroach into the public right-of-way or setback. Other projections such as awnings and canopies may encroach into the public right-of-way or setback, provided a minimum clearance height of 4 metres is provided within the pedestrian clearway portion of the sidewalk.

3.5.10 Outdoor Amenity Areas

For new developments, outdoor amenity areas (i.e. gardens, courtyards and forecourts) should be provided at the front, side, or rear yard, or on the roof of buildings, and should be located adjacent to indoor amenity spaces.

3.5.11 Roofscapes

All mechanical penthouses should be designed and clad with materials to complement the building facades. The portion of the roof not utilized as mechanical penthouse functions should be developed as a green roof and/or usable outdoor amenity space.



75% of the first 3 storeys should be built to the established streetwall.



Roofs of new developments should incorporate green or usable amenity areas.

3.5.12 Building Articulation and Detailing

Exterior Building Materials: Building materials are a key component of exterior building design, and the choice of appropriate materials is integral to the design of new buildings that will positively influence the character of downtown Woodstock. The use of high quality and appropriate exterior building materials at grade, particularly at the streetwall and areas which are visible from the streets, is an important design consideration to help new development support the public realm and fit with the existing and planned context.

New developments should utilize primary exterior materials selected for their permanence, durability and energy efficiency. Certain materials, including vinyl siding and stucco, should be strongly discouraged. When selecting building materials, designers should look to the original materials used on Dundas Street for direction.

Facade Design and Articulation: New developments will be designed to support the public and particular function of the street through well articulated and appropriately scaled facades.

- Taller buildings can be considered at major intersections throughout the Central Business District to reinforce the prominence of these locations through appropriate massing, building projections, recesses at grade, lower storey design and open space treatments which make these buildings visually distinct.
- Blank walls should be avoided.
- New development should generally be designed with continuous facades.
- The facades of large buildings should be designed to articulate individual commercial or residential units through distinct architectural detailing, including entrance and window design.
- Within the Central Business District, a significant amount of the building frontage on the ground floor should be glazed in order to allow views of the indoor



Courtyards and forecourts can function as outdoor amenity areas.



Front facade balconies should be inset behind the streetwall.

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Overall Recommendations

uses and create visual interest for pedestrians. Clear glass is preferred to promote the highest level of visibility.

- Within the Central Business District, building entrances can be articulated and detailed in a variety of ways including large entry awnings, canopies or double-height glazing.
- Roll-up / swing-out front windows are encouraged where ground floor restaurants or cafes exist to improve the connection between these establishments and the adjacent street.
- Where residential or office uses are included above retail uses throughout the Central Business District, separate entrances should be provided.
- Buildings should incorporate architectural details such as vestibules, recessed entrances, covered walkways, canopies and awnings to provide weather protection.
- Utilities, vents and other undesirable elements should be avoided on the lower levels of facades adjacent to the street or should be integrated into the architectural composition of new developments.
- Permanent opaque coverings on windows and doors that prevent views into buildings should be discouraged.

Blank Side Walls: Blank side wall conditions may be acceptable up to a height of 6 storeys if treated properly. To mitigate the impact of blank walls, they should be designed with a material finish that complements the architectural character of the main building facade. Blank walls are only appropriate on sites where the blank wall is constructed to anticipate a future abutting development. Blank walls are not permitted on exterior side yards.

Where side walls have become exposed following the demolition of an adjacent building, such as Central Area West, efforts should be made to improve the look of the wall through simple repainting or mural programs, as these conditions can remain indefinitely.



Buildings should incorporate architectural details for weather protections.



The front level of new developments should be highly glazed.

3.5.13 Signage

Any object deliberately intended to communicate a message is a sign. Common recommended signage types include Fascia signs; Wall signs; Awning signs; Canopy signs; Architectural signs; Window signs; Projecting signs; and Banners.

Guidelines for Specific Types of Signage:

- Florescent backlit fascia, awning and canopy signs should not be permitted. These tend to be ill-fitting against the building facade, present a generic look and radiate unpleasant light.
- Interpretive signage can address downtown Woodstock's historic land uses and ongoing historic preservation activities.
- Opportunities to integrate public art with signage should be explored especially to identify public and private industry sponsors. One opportunity is to develop banners according to seasonal, heritage and purely artistic themes.
- Signs should be front or down lit and never back lit.
- Sandwich boards and similar small portable signs should be permitted. These signs can add interest and animation to the pedestrian environment. Signs should be located outside of pedestrian travel areas.
- Artistic murals are encouraged for blank building walls. However, third-party advertising displayed or associated with these murals should be avoided. Opportunities for exhibiting the work of local artists or creation of murals by local social organizations should be explored. New buildings should be designed without blank walls.
- Roof signs, including billboards, should not be permitted within the downtown. These signs are not oriented for pedestrians and are therefore inconsistent with the desired streetscape aesthetic.



Awning signs communicate information while providing protection from the elements.



Signage should address the heritage significance of buildings.

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Overall Recommendations

- Entire buildings designed as signs should be avoided. Buildings designed in this manner are difficult to integrate with their surroundings.

General Design Guidelines:

- Signage throughout downtown Woodstock should exhibit consistency of design and material selection and should address the heritage significance of existing buildings.
- Non-advertising signage can be modern and forward-looking in appearance while still reflecting the existing heritage buildings in scale, size and material. Colours selected should be bright and energetic, and maintain contrast between text and background.
- First party advertising signs may exhibit greater variety in colours and styles than non-advertising signs.
- Signage associated with historic structures should reference historical styles ascertained through pictorial research. However, recreations of historical motifs that are unsupported by research or intended for placement on contemporary buildings should be avoided.
- Signs should be designed for and oriented primarily for pedestrian viewers.
- Wayfinding signage should be designed in accordance with recommendations from the Canadian National Institute for the Blind.
- Each wayfinding sign should be a member of a consistently designed family of wayfinding signs.



Signs should be designed for and oriented primarily for pedestrian viewers.



Signage should be used to identify significant public spaces.

3.6 Heritage Character

Within downtown Woodstock there are a significant number of heritage properties, including 14 designated properties. In addition, the neighbourhood surrounding Victoria Park has one of the largest and most impressive collections of residential Victorian architecture in Ontario. Refer to Figure 12.0 in Appendix B: Analysis for more information about designated heritage properties.

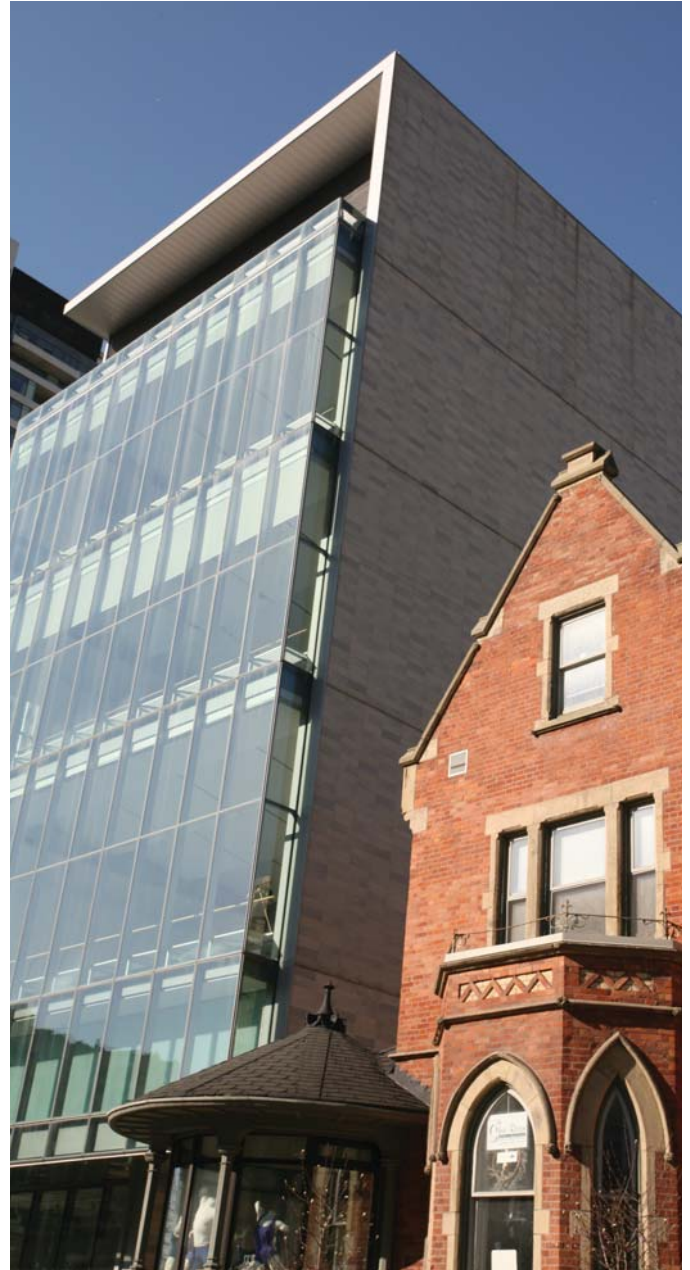
For new development adjacent to any existing heritage properties, or within any area with a prominent heritage character defined by a cluster of listed or designated heritage properties, careful consideration should be given to ensure that design is context specific and reflects the heritage character of each property.

Additions to designated heritage properties, or within any area with a prominent heritage character will require further review and approval from the City of Woodstock Heritage Committee and City Council.

For additions and renovations to existing buildings, the existing stock of heritage buildings should be used as a guide to determine the appropriate mass, scale, rhythm, and materials. For new development, a context-sensitive architectural design should be sought. For all intensification that occurs within a heritage context, the following guidelines should be used in conjunction with the general building guidelines.

3.6.1 Site Design and Building Orientation

Alterations to existing buildings should match (within 2 metres) the pre-established setback of adjacent buildings to ensure a continuous streetwall. This is especially beneficial on sites where buildings are set back from the street or are missing.



Blank side wall conditions may be acceptable up to 6 storeys.

3

Overall Recommendations

3.6.2 Built Form, Height and Massing

New buildings and renovations to existing designated properties or buildings within areas with a prominent heritage character should not mimic adjacent heritage properties but should have sympathetic scale, massing and height.

Wherever possible, heritage buildings should be retained or restored. Retaining the facade of a building is not an acceptable substitute to the retention of the whole structure. Heritage buildings should generally be limited to their existing height, not including the cornice or parapet, to encourage the retention of these key features and architectural styles.

On blocks with significant heritage frontage, including Vansittart Avenue and portion of Dundas Street, new buildings should have a height to width ratio that is similar to existing buildings.

3.6.3 Building Articulation and Detailing

New buildings within areas with a prominent heritage character should not mimic adjacent heritage buildings, but should have sympathetic window alignment, roof lines, entrance locations, ground floor treatments and materials.

The original facade materials on designated heritage properties should not be changed or covered. Facade renovation should be in keeping with the original building articulation, using those elements that are intact and replacing those that are missing or damaged.



New buildings should have a sympathetic scale, massing and height.



Downtown Woodstock has a significant inventory of designated heritage properties as well as buildings with heritage character.

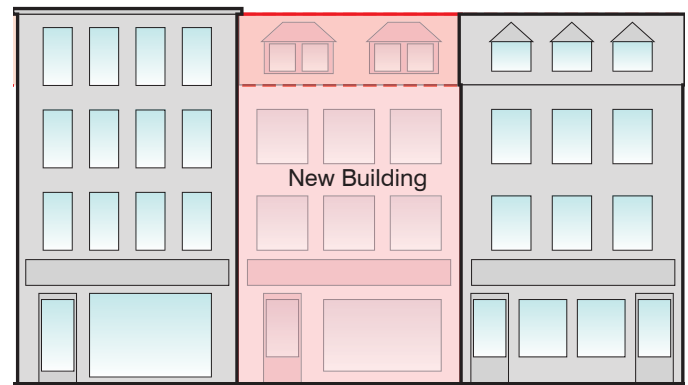
Buildings should not be altered through embellishment or other decorative means against their initial stylistic intent. When required, new or replacement doors, windows and other elements should be as close as possible to visually matching the original design while ensuring modern standards of safety and energy efficiency are met. Storefront design should also maintain a heritage rhythm and character through recessed entries and large bay windows.

Additions or renovations in areas with a prominent heritage character should reintegrate key aspects of heritage design that have been lost through degradation or previous renovation.

3.6.4 Materials

Additions or renovations to a heritage property should use materials that match or enhance the original structure, and materials such as stucco, and aluminum and vinyl siding should not be used.

Where appropriate, designated heritage structures should be retained and incorporated into new developments, through adaptive re-use. In all renovations and alterations to a heritage property, a heritage architect should be involved to ensure the most appropriate renovation techniques and materials are employed.



New buildings and renovations should not mimic adjacent heritage properties but should have sympathetic window alignment, rooflines, entrance locations, ground floor treatments and materials.



Within a heritage context, new buildings should respect existing buildings.

3

Overall Recommendations

3.7 Parking & Access

As intensification occurs, a variety of parking options will be appropriate to support increased densities including on-street parking, surface parking lots, structured parking and private driveways.

3.7.1 Surface Parking

To support the retail uses on Dundas Street, as well as secondary commercial uses on adjacent streets, an abundance of surface parking lots exist. Ultimately, surface parking lots will become prime opportunities for intensification through the future development of structured parking. In the interim, existing lots should be redesigned to minimize their impacts on the public realm. No new surface parking is required or recommended. Recommendations to improve existing lots include:

- Large areas of uninterrupted parking should be avoided.
- Planting strips, landscaped traffic islands and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions and minimize the negative visual impact of surface parking.
- The amount of landscaping should be proportionate to the overall parking lot size, but generally, 1 tree for every 8 parking spaces is recommended.
- Where parking areas are adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to not reduce the total sidewalk width.
- Landscaping, or other parking area screening devices, should not obstruct the primary building facade or total visibility of the parking area.



Surface lots should be articulated with plantings and surface treatments.



Large areas of uninterrupted parking should be avoided.

- Distinctive pavement and/or markings should be used to indicate pedestrian pathways and crossings.
- Pedestrian-scaled downcast lighting should be provided along pathways in order to enhance visibility and security, in keeping with CPTED principles, while mitigating light pollution.
- Preferential parking for bicycles, energy efficient vehicles and car-share services are encouraged. Service and drop-off area circulation should not interfere with pedestrian circulation.

3.7.2 On-Street Parking

On-street parking is encouraged wherever possible to reduce reliance on surface parking lots, animate the street, reduce vehicle speeds and serve as a buffer between pedestrians and vehicles. To encourage on-street parking, appropriate design standards for streets should be maintained where existing, and enhanced or created where possible. Recommendations include the following:

- Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sight lines.
- On-street parking may be situated between bumpouts, where appropriate.
- Bumpouts should be landscaped with street trees or low level ground cover.
- Where appropriate, permeable paving should be considered to promote drainage and enhance the street edge.
- New side street parking opportunities should be explored adjacent to Dundas Street.



Parallel on-street parking is preferred over perpendicular or angled parking.

3

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3.7.3 Structured Parking

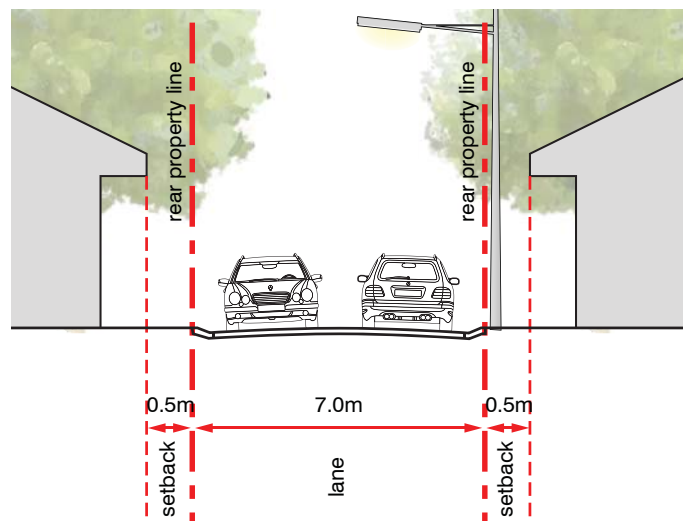
Currently, downtown Woodstock does not have a shortage of parking. In the future, as the downtown population increases, a shortage of parking space might occur. To address this potential shortage, the recommendations below provide guidance for the introduction of structured parking lots and potential future locations for consideration.

In order to free up existing surface parking lots for development, consideration should be given to identifying land for a centrally located parking structure within the Central Business District. Recommendations include the following:

- Structured parking should be developed with active at-grade uses to provide attractive facades, animate the streetscape and enhance pedestrian safety.
- Vehicular access to the parking structure should be located at the rear and/or side of the building away from main building frontages and major streets.
- Pedestrian entrances for the parking structure should be located adjacent to main building entrances, public streets or other highly visible locations.
- Parking should be screened from view at sidewalk level and the ground level of the building should be enhanced through architectural detailing and landscaping.
- The preferred location for the structured parking facility is the site on the southeast corner of Peel and Reeve Streets, which is identified as opportunity site 1. Refer to Figure 14.0 in Appendix B: Analysis for more information.



Structured parking should be developed with active at-grade uses.



Lanes should have a minimum right-of-way width of 7 metres and a minimum 0.5 metre setback to adjacent buildings or garages.

3.7.4 Lanes

To service new developments both within the Central Business District and flanking Entrepreneurial Districts, lanes should be considered. Recommendations include the following:

- New developments within the Central Business District along Dundas Street should seek opportunities to provide continuity to existing adjacent lane systems where the lane condition terminates adjacent to the property.
- In all districts, where new developments occur and new lanes are required to provide access to rear lot parking facilities, the primary facade of the building should not face the lane, nor should primary at-grade access be provided.
- For new developments in Entrepreneurial Districts, rear lane single car garages are encouraged to attach as a pair to provide a consolidated appearance.
- In all cases within the Entrepreneurial Districts where new lanes are required, the use of permeable materials is encouraged where sufficient drainage exists, as low traffic levels permit the use of less durable surfaces.
- For new developments in Entrepreneurial Districts, in order to maintain adequate distance between the vehicular traffic on the lane and the rear of the garage, the minimum separation distance between the detached garage and the rear lane should be a minimum of 0.5 metres.
- In all cases where new lanes are required, a minimum right-of-way width of 7 metres and a minimum 0.5 metre setback to adjacent buildings or garages should be provided.

3.7.5 Driveways

New driveways and curb cuts are not recommended for developments fronting onto Dundas Street. All such developments should be accessed by existing rear lanes, new lanes, or adjacent properties.

- Curb cuts should be reduced along all other streets within the Central Business District and flanking Entrepreneurial Districts. This will increase opportunities for landscaping treatments and creates more continuous pedestrian access.
- Service driveways should be coordinated with those of surface parking lots, and delivery, loading and refuse areas should be coordinated and large enough to accommodate the needs of all users.
- Corner lots should generally have driveway access from minor streets.
- Permeable surfaces are encouraged to minimize runoff.
- Driveway widths, as well as driveway curb cuts, should be no wider than the width of the garage or, where no garage exists, the driveway should be no wider than 5.5 metres.

4

Area-Specific Recommendations

4.1 Central Area West

4.1.1 Existing Conditions

Central Area West is defined by the segment of downtown Woodstock which runs the length of Dundas Street between Mill and Brock / Light Streets, representing the western-most portion of the study area, immediately west of the Civic Central Area. It contains a portion of the Central Business District, a small Entrepreneurial District on its north side and a small portion of a larger Entrepreneurial District on its south side.

Central Area West contains a fragmented main street with a mix of 1 to 3 storey buildings. Portions of this area contain buildings which do not appropriately address Dundas Street, creating a sense of division. Secondary commercial and residential uses are evident along adjacent streets. The area contains two signalized intersections at Dundas and Mill Streets as well as Dundas and Brock / Light Streets, and is predominantly vehicle oriented. A consistent streetscaping treatment is required along this portion of Dundas Street.

The area contains two landmark institutional buildings, including the Dundas Street Church, which a designated heritage property, and Chalmers United Church. A change in grade level between Mill Street and Vansittart Avenue provides significant framing views of the City and the Thames River ravine system when looking west along Dundas Street at Vansittart Avenue.

4.1.2 Future Vision

Central Area West will become a vibrant pedestrian oriented residential precinct with a strong main street and transitional building fabric. At-grade commercial retail uses will spill out onto new urban plazas and widened sidewalks between Vansittart Avenue and Light / Brock Streets with continuous streetwall of mid-rise residential development along both sides of Dundas Street between Mill Street and Vansittart Avenue. A consistent streetscape treatment is recommended to provide a sense of continuity. This should be combined with a new gateway building to create a sense of arrival to the downtown from the west end of the City.

4.1.3 Urban Design Guidelines

Targeted Land Uses

- Residential uses are targeted for Central Area West. This does not preclude the inclusion of accessory retail uses where appropriate. Refer to Section 3.1: Targeted Land Uses for more information.

Street Character

- Dundas Street B classification treatments are recommended for Dundas Street. Connector Street classification treatments are recommended for Oxford and Mill Streets. Local Street classification treatments are recommended for all other streets.

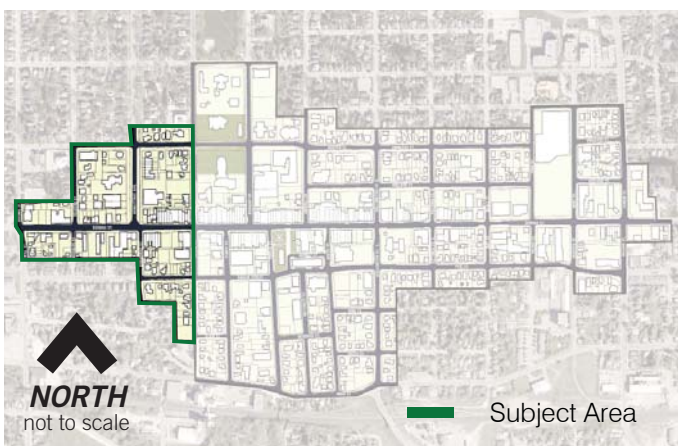


Figure 5.0: Central Area West.

- A gateway building is recommended at the intersection of Dundas Street and Vansittart Avenue. Refer to Section 3.2: Street Character for more information.

Bicycle Network

- Shared travel lanes are recommended for Dundas Street with dedicated bicycle lanes on Vansittart Avenue and Broadway Street. Refer to Section 3.3: Bicycle Network for more information.

Parks and Open Spaces

- Through development, opportunities for new open spaces in the form of courtyards, forecourts, and small urban plazas should be explored, particularly along Dundas Street.
- A number of undeveloped sites exist on either side of Dundas Street between Vansittart Avenue and Light / Brock Streets. Future development of these sites should incorporate small urban plazas. Refer to Section 3.4: Parks & Open Spaces for more information.

Buildings

- This area may accommodate buildings up to 8 storeys within the Central Business District, where lot depths permit, and 4 storeys in Entrepreneurial Districts. Refer to Figure 4.0 for more information.
- It is recommended that lands along Dundas Street in this area be reserved for a future destination space to help anchor the downtown. Refer to Section 3.5: Buildings for more information.

Heritage Character

- There is a significant inventory of Victorian main street buildings along Dundas Street between Vansittart Avenue and Light / Brock Streets as well as the Dundas Street Church on Dundas Street east of Mill Street. New adjacent developments should be sensitive to the heritage character of these buildings.
- Opportunities for facade improvements should be explored where possible. Refer to Section 3.6: Heritage Character for more information.

Parking and Access

- Through future development, it is recommended that a new lane system be integrated on either side of Dundas Street west of Vansittart Avenue and Broadway Streets. Refer to Section 3.7: Parking & Access for more information.



Vacant warehouse on the east side of Vansittart Avenue at Dundas Street.

4

Area-Specific Recommendations

4.2 Civic Central Area

4.2.1 Existing Conditions

The Civic Central Area is defined by the segment of downtown Woodstock which runs the length of Dundas Street between Brock / Light Streets and Wellington Street. It contains a portion of the Central Business District as well as portions of two Entrepreneurial Districts to the north and south.

The Civic Central Area has a strong main street character along Dundas Street, with the study area's most prominent and vibrant retail and commercial establishments. This section of Dundas Street also contains a well established streetscaping treatment, which includes a consistent street furnishing design, furnishing placement at regular intervals, surface treatments, bump-outs for on-street parking, planters and vegetation. Secondary commercial and residential uses are present along flanking and adjacent streets. The area includes several major civic and institutional facilities, as well as natural and cultural amenities. These key destinations are identified in Section 3.6: Properties, Key Destinations & Views.

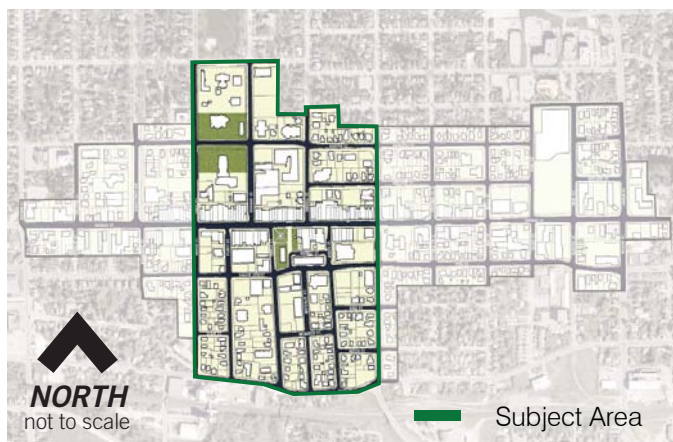


Figure 6.0: Civic Central Area.

4.2.2 Future Vision

The Civic Central Area will become the primary retail, business, cultural and administrative centre for the City of Woodstock. The area will be pedestrian oriented with an abundance of day and evening activities through an improved integration with adjacent character areas and surrounding neighbourhoods. New buildings and spaces will reflect a human scale of development which will enhance the pedestrian environment. New at-grade commercial retail uses will spill out onto enhanced urban plazas and widened setback areas where appropriate, and a new gateway building will be constructed at the intersection of Wellington and Main Streets to create a sense of arrival to the downtown from the south end of the City.

4.2.3 Urban Design Guidelines

Targeted Land Uses

- Office, retail and institutional uses are targeted for the Civic Central Area. This does not preclude the inclusion of accessory residential uses where appropriate.
- New institutional uses should be investigated for the Civic Central Area such as a post secondary education facility. Refer to Section 3.1: Targeted Land Uses for more information.

Street Character

- Dundas Street A classification treatments are recommended for Dundas Street. Connector Street classification treatments are recommended for Peel, Simcoe, Main, Brock, Light, Wellington, Graham and Hunter Streets. Local Street classification treatments are recommended for all other streets.
- A gateway building is recommended at the intersection of Wellington and Main Streets.

- Enhanced Treatment Areas include Area 1 and 2 as identified in Section 4.2: Street Character. Appropriate treatments are recommended. Refer to Section 3.2: Street Character for more information.

Bicycle Network

- Shared travel lanes are recommended for Dundas Street with dedicated bicycle lanes on Peel, Simcoe, Main and Wellington Streets. Refer to section 3.3: Bicycle Network for more information.

Parks and Open Spaces

- New development adjacent to Museum Square and the County Courthouse must be appropriately set back from these spaces and must demonstrate compatibility with respect to sunlight access, views and privacy. New adjacent developments should address these important spaces, and should incorporate architectural treatments that reflect their visual prominence. Refer to Section 3.4: Parks & Open Spaces for more information.

Buildings

- This area may accommodate buildings up to 6 storeys where identified in Figure 4.0, which includes a portion of the Central Business District, where lot depths permit. The area may also accommodate buildings up to 4 storeys in other portions of the Central Business District and throughout Entrepreneurial Districts. Refer to Figure 4.0 for more information.
- Properties fronting onto Dundas Street are not specifically targeted for mid-rise development, but such development may be considered on a case by case basis.

- Staggered intersections along Dundas Street create a series of visual termini. Redevelopment of these sites should incorporate architectural features which enhance their visual prominence. Refer to Section 3.5: Buildings for more information.

Heritage Character

- There is a significant inventory of Victorian main street buildings along Dundas Street between Light / Brock Streets and Wellington Street. New adjacent developments should be sensitive to the heritage character of these buildings.
- Opportunities for facade improvements should be explored where possible.
- There is a significant inventory of prominent civic and institutional heritage buildings throughout this area. New adjacent development should ensure important views to these prominent buildings are maintained and enhanced where possible and should be sensitive to the heritage character of these buildings. Refer to Section 3.6: Heritage Character for more information.

Parking and Access

- If future parking needs require it the dedication/preservation of land is recommended for a future structured parking facility at southeast corner of Simcoe / Peel and Reeve Streets.
- Development of lesser utilized surface parking lots is recommended. Refer to Section 3.7: Parking & Access for more information.

4

Area-Specific Recommendations

4.3 Central Area East

4.3.1 Existing Conditions

Central Area East is defined by the segment of downtown Woodstock which runs the length of Dundas Street between Wellington and Bay / Beale Streets, immediately east of the Civic Central Area. It contains a portion of the Central Business District and portions of two Entrepreneurial Districts on it's north and south sides.

Central Area East contains a fragmented main street and transitional building fabric along Dundas Street with a mix of 1 to 3 storey buildings, some with vacancies.

The area contains one landmark institutional building, which is the Church of the Epiphany, located on the south side of Dundas Street immediately east of Wellington Street. A gradual change in grade level between Main and Peel Streets along Wellington Street provides significant framing views of the City, the Cedar Creek ravine and Southland Park when looking south along Wellington Street.

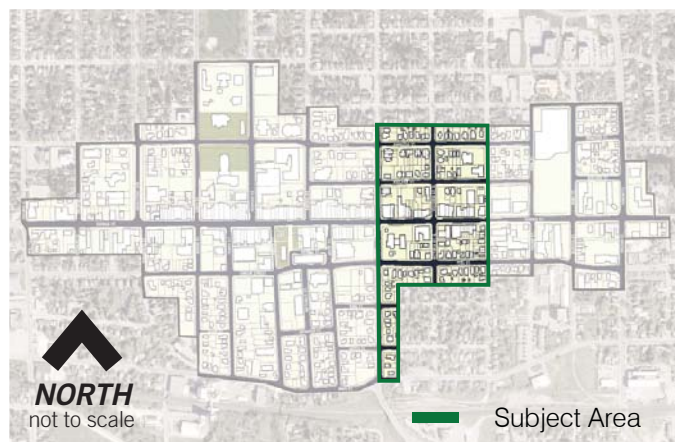


Figure 7.0: Central Area East.

4.3.2 Future Vision

Central Area East will become a vibrant pedestrian-oriented residential precinct with a strong main street fabric, which bridges the perceptual gap between the proposed off-street transit terminal within the Transit Opportunity Area and the core of the downtown within the Civic Central Area.

At-grade commercial retail uses will spill out onto widened sidewalks with a consistent streetscape treatment, and a significant amount of both low and mid-rise residential intensification will provide a continuous streetwall condition along this portion of Dundas Street.

4.3.3 Urban Design Guidelines

Targeted Land Uses

- A mix of uses are targeted for Central Area East, including residential and commercial uses. This does not preclude the inclusion of other accessory uses where appropriate. Refer to Section 3.1: Targeted Land Uses for more information.

Street Character

- Dundas Street B classification treatments are recommended for Dundas Street. Connector Street classification treatments are recommended for Wellington, Peel and Main Streets. Local Street classification treatments are recommended on all other streets. Refer to Section 3.2: Street Character for more information.

Bicycle Network

- Shared travel lanes are recommended along Dundas Street with dedicated bicycle lanes along Peel, Wellington and Main Streets. Refer to Section 3.3: Bicycle Network for more information.

Parks and Open Spaces

- New development adjacent to the open space in front of the Church of Epiphany must be appropriately set back from these spaces and must demonstrate compatibility with respect to sunlight access, views and privacy. New adjacent developments should address these important spaces, and should incorporate architectural treatments that reflect their visual prominence. Refer to Section 3.4: Parks & Open Spaces for more information.

Buildings

- This area may accommodate buildings up to 6 storeys where identified in Figure 4.0, which includes a portion of the Central Business District, where lot depths permit. The area may also accommodate buildings up to 4 storeys in other portions of the Central Business District and throughout Entrepreneurial Districts. Refer to Figure 4.0 for more information.

- Ground floor retail is recommended throughout the length of Central Area East. Existing fine grain buildings should be retained and employment uses should be protected. Refer to Section 3.5: Buildings for more information.

Heritage Character

- There is a significant inventory of Victorian main street buildings along Dundas Street between Light / Brock Streets and Wellington Street as well as the Church of the Epiphany east of Wellington Street. New adjacent developments should be sensitive to the heritage character of these buildings.
- Opportunities for facade improvements should be explored where possible. Refer to Section 3.6: Heritage Character for more information.

Parking and Access

- Development of lesser utilized surface parking lots is recommended. Refer to Section 3.7: Parking & Access for more information.



Streetscape along Dundas Street looking west from Wellington Street.



Streetscape along Dundas Street looking east from Bay / Beale Streets.

4

Area-Specific Recommendations

4.4 Transit Opportunity Area

4.4.1 Existing Conditions

The Transit Opportunity Area is defined by the segment of downtown Woodstock which runs the length of Dundas Street between Bay / Beale and Huron / Wilson Streets, representing the eastern-most portion of the study area immediately east of Central Area East. It contains a portion of the Central Business District as well as portions of two Entrepreneurial Districts on it's north and south sides.

This is an area in transition. Buildings have generous setbacks and large floor plates, and are generally no greater than 1 storey tall. Many buildings do not address Dundas Street. This is an area where large and very deep undeveloped sites also exist. Secondary commercial and residential uses are evident along adjacent streets. The area contains two signalized intersections, both along Huron / Wilson Streets, and is predominantly vehicle oriented. A consistent streetscaping treatment is required along this portion of Dundas Street.

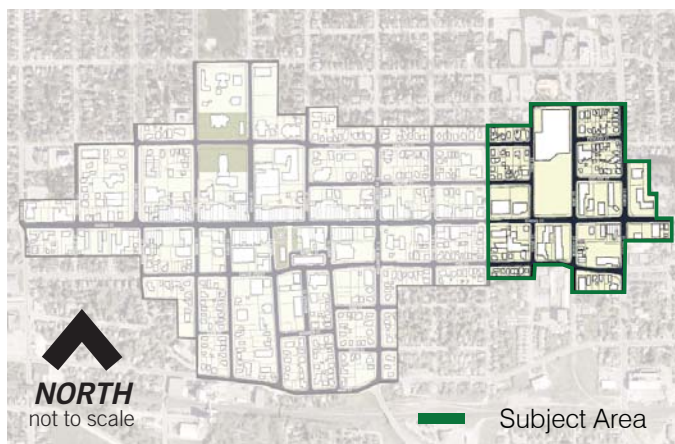


Figure 8.0: Transit Opportunity Area.

4.4.2 Future Vision

The Transit Opportunity Area will become a densely populated transit oriented residential precinct with a strong transitional building fabric. New development on both sides of Dundas Street between Bay / Beale and Wilson / Huron Streets will front onto new urban plazas and widened sidewalks with a continuous streetwall of mid-rise residential development. A consistent streetscape treatment will provide a sense of continuity and will be combined with a new gateway building at the intersection of Dundas and Huron / Wilson Streets to create a sense of arrival to the downtown from the east end of the City.

4.4.3 Urban Design Guidelines

Targeted Land Uses

- Residential uses are targeted for the Transit Opportunity Area. This does not preclude the inclusion of accessory retail uses where appropriate. Refer to Section 3.1: Targeted Land Uses for more information.

Street Character

- Dundas Street B classification treatments are recommended for Dundas Street. Connector Street classification treatments are recommended for Peel and Huron / Wilson Streets. Local Street classification treatments are recommended for all other streets.
- A gateway building is recommended at the intersection of Dundas and Huron / Wilson Streets.
- This area includes Enhanced Treatment Area 3 as identified in Section 3.2: Street Character. Appropriate treatments are recommended.

Bicycle Network

- Shared travel lanes are recommended along Dundas Street with dedicated bicycle lanes on Peel Street. Refer to Section 3.3: Bicycle Network for more information.

Parks and Open Spaces

- The Transit Opportunity Area has significant development potential and with it great opportunity for new open space. A new urban plaza is recommended for the north side of Dundas Street, occupying a portion of the space between York / Yonge and Kent / Burtch Streets. New adjacent development must be set back from this space and must demonstrate compatibility with respect to sunlight access, views and privacy. New adjacent development should address the space, and should incorporate architectural treatments that reflect its visual prominence. Refer to Section 3.4: Parks & Open Spaces for more information.

Buildings

- This area may accommodate buildings up to 8 storeys in the Central Business District, where lot depths permit, and up to 4 storeys in Entrepreneurial Districts. Refer to Figure 4.0 for more information.

Heritage Character

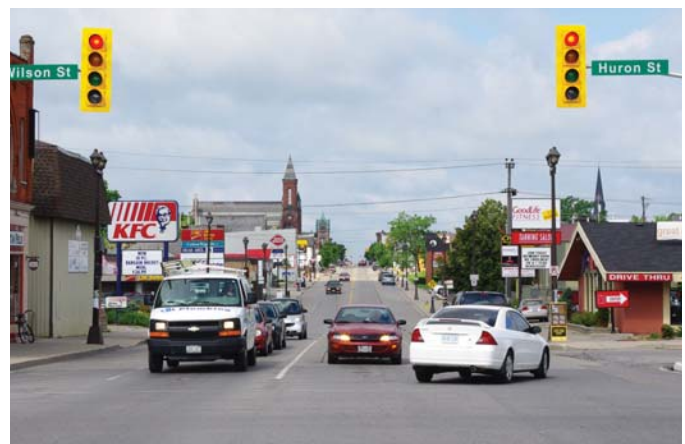
- There are a small number of Victorian main street buildings along Dundas Street between Kent / Burtch and Huron / Wilson Streets. New adjacent developments should be sensitive to the heritage character of these buildings.
- Opportunities for facade improvements should be explored where possible. Refer to Section 3.6: Heritage Character for more information.

Parking and Access

- Development of lesser utilized surface parking lots is recommended. Refer to Section 3.7: Parking & Access for more information.



Typical scale of development within the Transit Opportunity Area.



Dundas Street looking west from Wilson / Huron Streets.

4

Area-Specific Recommendations

4.5 Key Recommendations

	CENTRAL AREA WEST	CIVIC CENTRAL AREA	CENTRAL AREA EAST	TRANSIT OPPORTUNITY AREA
STREETSCAPE ENHANCEMENTS	Along Dundas between Vansittart and Light / Brock	Along Dundas between Brock / Light and Wellington	Along Dundas between Wellington and Bay/Beale	N/A
EXTENSION OF STREETSCAPE TREATMENTS	Along Dundas from Mill to Vansittart	N/A	N/A	Along Dundas between Bay/Beale to Wilson/ Huron
NEW SIGNALIZED INTERSECTIONS	Dundas Street and Vansittart Avenue	N/A	On-demand for mid-block location along Dundas between Victoria and Beale/ Bay	Dundas and Yonge/York
NEW STOP-CONTROLLED INTERSECTION	N/A	Hunter and Light, Hunter and Graham, Hunter and Riddell, Simcoe/Peel and Reeve	Peel and Bay	N/A
GATEWAY BUILDINGS	Northeast corner of Dundas and Vansittart	Northwest corner of Wellington and Main	N/A	North or South side of Dundas west of Wilson/ Huron
BUMPOUT EXTENSIONS	North side of Dundas at Light	Either side of Graham north of Dundas, either side of Perry south of Dundas, the northeast corner of Dundas and Light, the mid-block condition on the north side of Dundas between Reeve and Wellington, the northwest corner of Dundas and Wellington	North side of Dundas between Wellington and Victoria, northeast corner of Dundas and Victoria	N/A
NEW BUMPOUTS	Either side of Dundas east of Vansittart / Broadway	East side of Brock south of Dundas	Mid-block south side of Dundas between Victoria and Beale/ Bay	Either side of Dundas at Yonge/York and Burtch/ Kent

Table 3.0: Key Recommendations.

	CENTRAL AREA WEST	CIVIC CENTRAL AREA	CENTRAL AREA EAST	TRANSIT OPPORTUNITY AREA
NEW / ENHANCED DESTINATIONS	New destination use near Dundas and Light/Brock	Enhanced destination use at Museum Square	New destination use near Dundas and Wellington	New destination use near Dundas and York
NEW DEVELOPMENTS	Residential intensification	Mixed Use Retail, Office and Institutional Intensification	Mixed-Use Residential and Commercial Intensification	Residential Intensification
NEW / ENHANCED OPEN SPACES	New plaza on south side of Dundas between Broadway and Light / Brock	Enhancement of open space adjacent to Museum Square	Enhancement of open space adjacent to Church of the Epiphany	New plaza on north side of Dundas between York and Kent
SIDEWALK WIDENING	Along Dundas between Mill and Vansittart	N/A	N/A	Along Dundas between Bay/Beale and Wilson/Huron
NEW ON-STREET PARKING	Along Dundas between Mill and Vansittart	N/A	N/A	Along Dundas between Bay/Beale and Wilson/Huron
NEW PARKING STRUCTURE	N/A	Multi-level structure at southeast corner of Simcoe/Peel and Reeve	N/A	N/A
RELOCATION OF INCOMPATIBLE USE	N/A	Relocation of methadone clinic	N/A	N/A
NEW STREETS	N/A	N/A	N/A	Extension of Adelaide and Princess between Yonge and Kent

Table 3.0: Key Recommendations.

 Short Term

 Mid Term

 Long Term

4

Area-Specific Recommendations

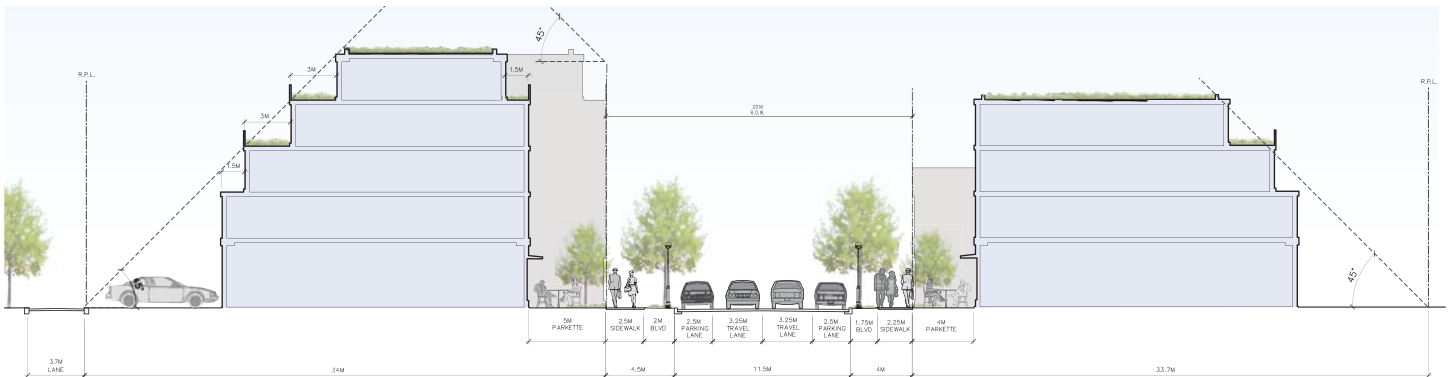
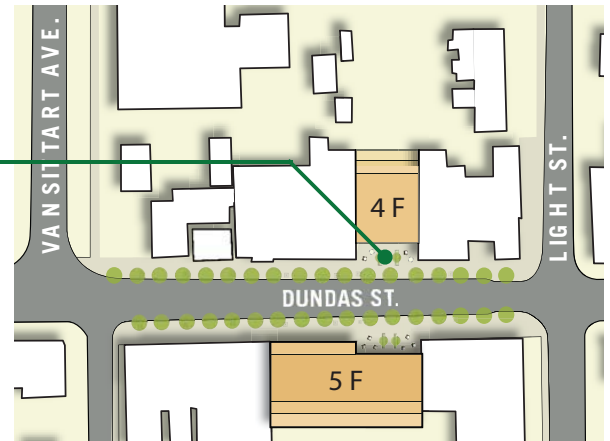
4.6 Demonstration Sites

Centre Area West

Vacant sites on either side of Dundas Street, between Vansittart Avenue and Brock / Light Street could be redeveloped with 4 and 5 storey buildings, with commercial uses at ground level and residential uses above. Portions of the buildings could be setback 2 metres to create publicly accessible urban plazas where street-level activities, such as patios, can take place.



A portion of developments can be set back to create urban plazas.

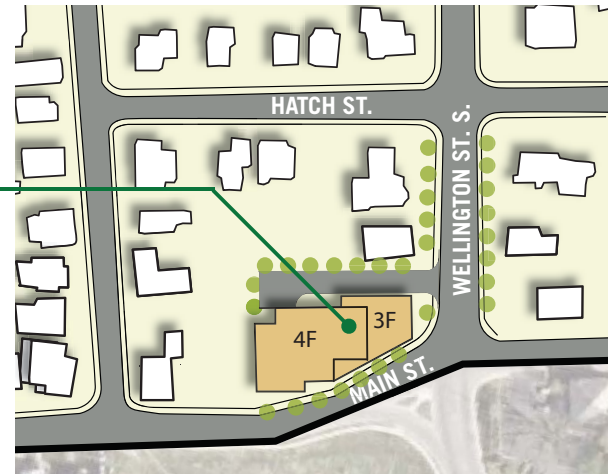


Central Civic Area

Gateway Building: A vacant site on the northwest corner of Main and Wellington Streets could be developed with a 3 to 4 storey gateway building, which would incorporate secondary commercial and residential uses, frame the intersection, and mark the entrance to the downtown from the south through the use of special architectural treatments.



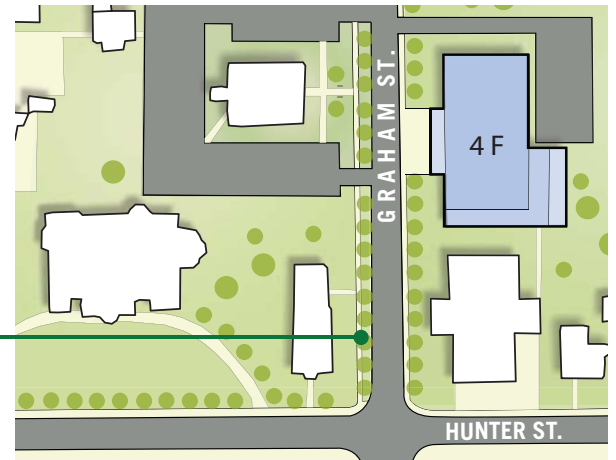
Gateway buildings should be used to mark major entrances to downtown.



Institutional Building: A surface parking lot on the east side of Graham Street between Hunter and Buller Streets could be developed as a 6 storey building, housing institutional uses. The building would be developed in coordination with a “Green Street” program along the length of Graham Street, which incorporates enhanced landscape treatments and visually connects Victoria Park with downtown Woodstock.



Enhanced landscape treatments.

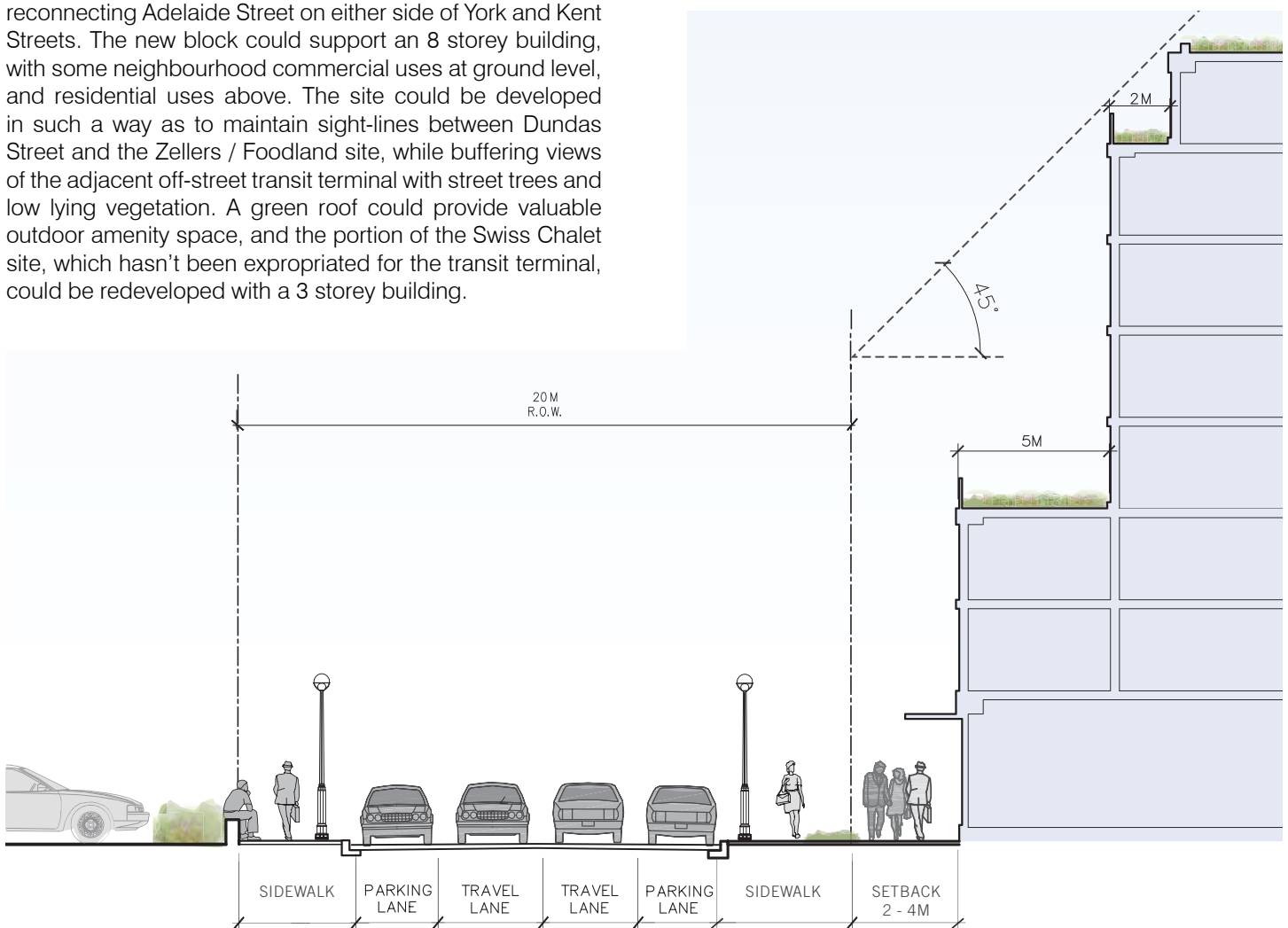


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Area-Specific Recommendations

Transit Opportunity Area

The surface parking lot associated with the Zellers / Foodland site could be developed into a separate block, reconnecting Adelaide Street on either side of York and Kent Streets. The new block could support an 8 storey building, with some neighbourhood commercial uses at ground level, and residential uses above. The site could be developed in such a way as to maintain sight-lines between Dundas Street and the Zellers / Foodland site, while buffering views of the adjacent off-street transit terminal with street trees and low lying vegetation. A green roof could provide valuable outdoor amenity space, and the portion of the Swiss Chalet site, which hasn't been expropriated for the transit terminal, could be redeveloped with a 3 storey building.





Surface lots should be articulated with plantings and surface treatments.



Large areas of uninterrupted parking should be avoided.



New urban plazas should be incorporated into large new developments.



The front level of new developments should be highly glazed.



Roofs of new developments should incorporate green or usable amenity areas.



Mid-rise residential buildings are targeted for the Transit Opportunity Area.

5

Implementation

5.1 Introduction

The recommendations of this study need to be implemented in three ways, through policy and process amendments, including the integration of provincial policy tools into the existing policy framework, internal updates to County and City standards, public communication programs and monitoring and updating processes.

- The Planning Act provides municipalities with tools to shape/direct urban growth and its character. Policy and process amendments take the appropriate recommendations of the Woodstock Central Area Design Study and incorporate them into the existing zoning and by-laws.
- Based on the recommendations of these guidelines, amendments to some existing County and City standards may be warranted. Staff in all applicable departments should be circulated a copy of the final document.
- Monitoring and updating are necessary to be able to address site specific issues as they arise, including exceptions to the guidelines, required updates to the document and potential review and commenting processes.

Outlined in the section that follows are the tools and techniques that are recommended to the County and City for implementation. The success of the guidelines in positively shaping new development will be directly related to the implementation process.

5.2 Policy & Process Amendments

5.2.1 Planning Act Tools

The Planning Act provides several tools for municipalities to shape the character and design of urban form. Tools for shaping growth and urban character include establishing Minimum and Maximum Standards in the Zoning By-Law, Height and Density Bonusing, Plan of Subdivision, Site Plan Controls (with exterior design controls or not), and the reduction in Parkland Dedication Payment. Outlined below are summaries of the tools that should be considered.

Min. / Max. Standards in Zoning (Section 34)

This would include determining not only minimum and maximum building heights, but minimum and maximum floor plate sizes, lot depths and setbacks. These recommendations will be essential for future intensification areas to limit or prohibit the construction of buildings under 3 storeys in the Central Business District and under 2 storeys in adjacent Entrepreneurial Districts. The minimum and maximum standards recommended in this report will need to be incorporated into the Zoning Bylaw. Refer to Figure 4.0 on page 18 for more information.

Height and Density Bonusing (Section 37)

Height and Density Bonusing affords additional development rights in exchange for the construction or installation of public realm improvements (e.g. transit shelter, public art, etc) and/or new community facilities (e.g. parks, day-cares, community centres, etc). Height and Density Bonusing is a demand driven tool where the demand for development is sufficient to support an environment where the added community amenity is covered by the added value of having additional development rights. Currently the demand for density would not appear to support a bonusing policy but as the targeted growth areas develop this tool might become an important means of funding public realm improvements.

Site Plan Control – Implemented with Exterior Design Control (Section 41)

Exterior Design Control is an essential tool in shaping the character, materials and design of new buildings and development. It allows the County/City to implement the urban design guidelines through a mandatory review and commenting process. Using the design checklist, County/City Staff will be able to review the appropriateness of a building's design and determine what amendments, if any, are needed. It is recommended that the existing Site-Plan Control By-Law be amended to implement the built form component of these urban design guidelines, including Sections 3.5 and 3.6.

Community Improvement Plan (Section 28)

The Downtown Woodstock Community Improvement Plan affords the City the power to acquire, hold, clear, lease and sell land in designated areas and to provide grant or loan incentives for landowners and developers to undertake sustainable activities. Funding for necessary infrastructure improvements to support intensification within the Community Improvement Plan area should be investigated using Tax Increment Equivalent Financing Programs. It is recommended that the Community Improvement Plan be amended to address the relevant recommendations of the Woodstock Central Area Design Study, and that the boundaries of the area be amended to align with the limits of the study area through an Official Plan Amendment.

5.2.2 Official Plan Amendments

It is recommended that the Official Plan be amended, through the five year review process, to reflect the relevant recommendations of the Woodstock Central Area Design Study, including:

- Character Areas (Page A9);
- Targeted Land Uses (Page 7);
- Street Character Classifications (Page 9);
- Enhanced Treatment Areas (Page 9);
- Green Streets (Page 17);
- Gateways (Page 18);
- Bicycle Routes and Facilities (Page 18);
- Parks and Open Spaces (Page 20); and
- Parking (Page 37).

5

Implementation

5.2.3 Zoning By-Law Amendments

Our review and analysis of the existing as-of-right zoning indicates that the current recommended height and density allocations do not support the vision for the Central Area. Schedule E, in the City of Woodstock Comprehensive Zoning By-law, identifies a 4 storey height limit for much of the Central Business District, encompassing buildings which front onto Dundas Street within the Civic Central Area, Central Area East, and a portion of Central Area West. This does not adequately reflect existing conditions within the core area, as some 4 storey buildings have generous floor-to-floor heights and other buildings are over 5 storeys. This designation also restricts opportunities on developable sites, particularly within Central Area West, where large vacant sites exist. We recommend that the portion of these areas fronting onto Dundas Street, as well as some areas fronting onto Peel Street in the Civic Central Area, be targeted for development up to 6 storeys (19.6 metres) with a 3 to 4 storey streetwall (10.5 - 13.5 metres). Within the Civic Central Area, targeted land uses would include commercial, office and institutional uses. Within Central Area East, targeted land uses include a mix of uses with commercial uses at grade and residential uses on upper levels.

The C5 Zone, which surrounds Dundas Street, allows for buildings up to 12 storeys. Similarly, the CF Zone, which occupies the northern portion of the Civic Central Area, among other fringe areas, allows for buildings up to 8

storeys. These height provisions, in such locations, exceed an appropriate sense of scale for downtown Woodstock. We recommend that those portions of the Central Business District, which fall within Central Area West and the Transit Opportunity Area, be targeted for development up to 8 storeys (25.5 metres) with a 3 to 4 storey streetwall (10.5 - 13.5 metres). We recommend that these heights only be provided to accommodate predominantly residential buildings (more than 80% residential) with a mix of uses at grade (where applicable). These at-grade uses should not conflict with the retail services provided in the Civic Central Area and Central Area East. The remaining portions of the study area would be targeted for 4 storey development (13.5 metres) with varying land use targets depending on their location. At time of implementation Council will have the opportunity to impose lower heights within the 4 storey area where appropriate.

In all cases, buildings should be allowed to set back from the Dundas Street property line when it is clearly demonstrated to benefit the public realm (e.g. patios, plaza, retail spill out spaces etc.) up to 2 metres within the Civic Central Area, and up to 4 metres within Central Area West, Central Area East, and the Transit Opportunity Area. Please refer to Section 3.5.5 for more information on setbacks.

The future construction of auto-related commercial uses including auto body repair shops, gas stations, and drive-throughs, should be restricted in the Central Area through amendments to the Comprehensive Zoning By-law.

5.3 Implementation, Monitoring & Updating Processes

5.2.4 Development Review Process

The recommendations of this document and its associated urban design checklist should be used to evaluate site plan applications. A revision to the Site Plan Control By-law may be required to allow for the City to provide implementable comments on the external character of a building, including material, detailing, proportion, etc.

In instances where the proposed design of a development deviates from the recommendations outlined in the Woodstock Central Area Design Study document (e.g. proposed setbacks), the appropriateness of such proposed design characteristics should be evaluated on a site-by-site basis through the site plan approvals process.

Site Plan Review

Throughout the site plan review process, the following factors should be considered in addition to the Woodstock Central Area Design Study recommendations and Urban Design Checklist:

- Lane dedication;
- Open Space provision;
- Use and appropriateness of building setbacks;
- Adjacent context; and
- Targeted land uses.

5.3.1 Core Area Design Study Updates & Monitoring

Following the regular information sessions (outlined in section 5.3.2) a meeting of County/City Staff from all applicable departments should be held to discuss the outcomes and feedback received. All recurring issues or challenges with implementing the guidelines should also be discussed. The guidelines will need to evolve as the intensification areas develop. For example, as infill becomes more prevalent additional guidelines might be required to address any emergent issues that are not evident at this time, such as the allowance for additional setbacks. If multiple buildings are set back and the goal of spill-out spaces are achieved, allowing for continued setbacks may not be warranted.

5.3.2 Exceptions to the Guidelines

When implementing design guidelines it is important to recognize that exceptions can sometime be warranted and that at times a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer / developer / builder to demonstrate to the City where this exception exists and it is at the discretion of the City to support or not support that justification. In cases where the County/City requires further review of applications, a Peer Review Process should be undertaken.

5

Implementation

5.3.3 Peer Review

Peer Review is a review process between the municipality and a third party peer reviewer that takes place following the initial review of a proposal. A Peer Review is beneficial as it allows development applications to be reviewed for their compliance with the recommendations of the design study, but also independently based on the merit of the proposal. The recommendations that result from a Peer Review focus on requirements that result in a high quality and integrated development, are achievable and financially feasible and meet the overall directions and intent of the design guidelines.

Triggers for Peer Review

Site plan applications should be subject to the peer review process when any of the following factors are triggered:

- The height or density of the proposed development is greater than that of adjacent buildings;
- The proposed development is situated within a gateway or view terminus location;
- The proposed development is visually prominent or includes a significant publicly accessible open space component;
- The proposed development includes land uses which are not targeted within the recommendations of the Woodstock Central Area Design Study; and
- The proposed development is situated within an area with significant heritage character and / or is adjacent to designated heritage properties.

5.4 Communication Programs

5.4.1 Design Checklist

A Design Checklist has been prepared to allow for the review of development and design proposals/applications in reference to the recommendations in this document. The purpose of the checklist is to facilitate the quick evaluation of designs to determine if a project conforms to the recommendations of these guidelines. It is recommended that designers evaluate their projects in advance of a submission to the City and identify any non-compliance on the checklist to be submitted with the site plan application. This will assist County/City Staff with their evaluation and add transparency to the review process. A digital copy of the checklist should be made available on the County/City's website. If an Official Plan amendment or Zoning By-law amendment is required where issues related to the guidelines are addressed, then the urban design checklist would be provided.

5.4.2 Regular Information Sessions

On-going communication with the BIA, business owners, residents and home builders about the urban design guidelines, urban infill and residential intensification should be undertaken. A yearly update / discussion forum encourages public participation and education on the design of the City and is an opportunity to highlight examples of well executed developments that meet the Central Area's vision. There is also an opportunity for the public recognition of projects that meet the Central Area's vision on the City and County websites. This can be achieved in coordination with design awards, which can also provide incentives for high quality design.

Buildings (General)	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
	Mid-Rise and Low-Rise developments meet respective lot depth, setback and angular requirements to create a human-scaled environment.	21-29					
	New development accommodates an appropriate mix of uses given the targeted land uses for the area.	7-8					
	New development demonstrates compatibility with respect to sunlight access, views and privacy to ensure appropriate transitions and integration with adjacent existing developments.	25					
	Ground floor condition meets height and land use recommendations for the respective district and targeted land use area.	24					
	The streetwall height is consistent with adjacent developments.	30					
	Permanent building elements and projections are built to the established streetwall and setback requirements.	31					
	The rooftop incorporates green or usable amenity areas.	31					
	Finishing materials at grade are of a high quality and will help the new development support the public realm and fit within the existing and planned context.	32					
	Building materials have been selected for their permanence, durability, and energy efficiency.	32					
	Design of signage complements the respective building and respects the existing context and character of downtown Woodstock.	34-35					
	Building facades are well articulated and scaled to support the public and particular function of the street.	32					
	Building setbacks are provided above the established streetwall height.	29					

Table 4 - Design Checklist.

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Implementation

	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
Heritage Character	The design of the new development reflects the heritage character of adjacent properties.	36					
	New buildings and renovations to the existing development do not mimic adjacent heritage properties but have a sympathetic scale, massing, height and materiality.	36					
	Where possible, heritage buildings are maintained and restored.	37					
	Where appropriate, heritage structures are incorporated into new developments through adaptive re-use.	37					
	Additions or renovations to the heritage property use materials that match or enhance the original structure.	38					
Parks and Open Spaces	Small urban parks and plazas are incorporated into large new developments to provide opportunities for passive recreational and commercial retail uses.	20					
	New open spaces are framed by adjacent streets and buildings.	20					
Streets	Collector roads reflect their prominent role as community connectors and support pedestrians while providing opportunities for vehicular and bicycle traffic.	9-16					
	Connector streets designed to accommodate a high level of pedestrian and cycling traffic.	9-16					
	Local streets provide intimate pedestrian scaled streetscapes that promote walking and residential activities, but discourage speeding and through traffic.	9-16					
	Green street landscape treatments are enhanced to provide clear visual connections.	17, 19					
	Transit terminal landscaping treatments are enhanced to highlight pedestrian and cyclist connections.	17, 19					
	Gateway locations incorporate buildings which signify the entrance and exit to downtown area through enhanced building and site design treatments.	10, 18					
	Dedicated bicycle lanes and shared travel lanes provide appropriate signage, surface markings and parking facilities.	18-19					

Table 4 - Design Checklist.

	Guideline	Page Reference	Complies	Partially Complies	Does Not Comply	N/A	Comments
Parking	Existing surface parking lots are improved through articulation with plantings and surface treatments while maintaining visibility and security.	39					
	Lesser utilized surface parking lots are developed.	39					
	On-street parking is provided, enhancing safety on streets.	40					
	Structured parking is seamlessly integrated.	41					
	Limit the number of vehicular accesses to increase opportunities for landscaping treatments, and to create more continuous pedestrian access.	42					
	Service and loading areas are appropriately located and sized.	42					

Table 4 - Design Checklist.

Appendix A: Policy Framework

Detailed Policy Framework

Provincial Policy Statement (2005)

The Provincial Policy Statement is issued under the authority of Section 3 of the Planning Act. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system. As stated by the Province:

The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles. It includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses. The Provincial Policy Statement provides clear policy direction for land use planning across Ontario. It promotes strong communities, a clean and healthy environment and a strong economy.

Oxford County Official Plan (2010)

The Oxford County Official Plan contains goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic and natural environment of the City of Woodstock. The Plan contains policies to guide and manage the extent, pattern and type of settlement and the use of land and resources desired to maintain and improve the quality of the environment and the quality of life for County residents and to address matter of Provincial interest. The Plan has been developed through significant public involvement and agency consultation and reflects the collective view of the people of Oxford County with respect to the future

development of the County’s land and resource base. The Plan is deemed to be consistent with Provincial Policy. The policies contained within the Plan establish the land use priorities to be followed in instances where there is conflict between Provincial interests, except where a Provincial Plan takes precedent.

Chapter Seven of the Plan, titled “City of Woodstock Land Use Policies” contains subsection 7.3.2 titled “The Central Area”. This subsection describes, in great detail, the County’s vision, strategy, and site specific policies, which will guide the future development of lands within the Central Area of the City of Woodstock.

Central Area Vision: In the future, the Central Area of the City of Woodstock will remain as the most functionally diverse area of the City and County and will serve as the primary business, cultural and administrative centre in the County. The commercial core of the Central Area will remain a viable retail shopping district capable of meeting the day to day and specialty needs of residents of the City of Woodstock and surrounding areas. 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.

The Central Area of the City of Woodstock will continue to be made up of a number of distinct and complementary use districts. This functional diversity will be pursued to promote stability and the health of the downtown area and especially the Central Business District by increasing the number of people working and living in the Central Area over the long term.

New buildings and spaces will reflect a human scale of development, and will be guided by design guidelines which result in a significantly enhanced pedestrian environment. The unique heritage resources of the Central Area will be protected through heritage conservation and enhanced through new development which respects and complements nearby heritage buildings.

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

Central Area Strategy: The Official Plan contains a number of general objectives for the Central Area, and lays out a series of strategic initiatives, which the City and County will use in order to achieve each of its major objectives.

Policies for Central Area Sub-Districts: The Official Plan contains area specific policies for the Central Business District and the surrounding cluster of Entrepreneurial Districts.

Woodstock Comprehensive Zoning By-law (2010)

The City of Woodstock has recently completed a new Comprehensive Zoning By-law to replace City of Woodstock Restricted Area Zoning By-law No. 5899-81, which was approved by Woodstock Council in 1981. The new By-law implements updates with respect to the policies of the Official Plan. Further, the By-law appropriately zones those lands that have been amalgamated into the City from surrounding townships over the years. All lands within the City of Woodstock, including the Central Area, are affected by the new Comprehensive Zoning By-law.

Downtown Streetscape Master Plan (1994)

The purpose of the Woodstock Downtown Streetscape Master Plan is to emphasize the significance of the Dundas Street Corridor. In order to achieve this, the Plan sets out a number of goals and objectives:

Goals:

1. To develop the Dundas Street corridor into a more viable commercial area capable of competing with adjacent peripheral shopping centres.
2. To create a sense of visual continuity and local identity through an appropriate streetscape theme.
3. To create a lively, safe, pleasant people place with attractions including year-round recreational activities and festivals.
4. To improve the existing physical appearance of the streetscape environment.
5. To conduct a meaningful public participation process promoting active participation to ensure the long term viability of the project's implementation.
6. To develop a Streetscape Master Plan which responds to the principles of the Downtown Design Guidelines.

Objectives:

1. To conduct an inventory and analysis of the existing streetscape.
2. To develop a streetscape design theme which fully recognizes the rich historic architectural heritage.
3. To fully utilize the potential of urban open spaces and to place special effort on developing gateways or entrances to the downtown to establish a separate identity from surrounding areas.
4. To prepare a conceptual streetscape plan for the enhancement and reinforcement of the Dundas Street corridor.

Appendix A: Policy Framework

5. To prepare recommendations regarding conceptual implementation of the proposed improvements within the study area and recommendations regarding the marketing of these improvements.
6. To break the linearity of the Dundas Street corridor by providing north-south mid-block pedestrian linkages and well defined architecture along the Dundas Street frontage.
7. To recognize and address the varying climatic effects on pedestrians through the seasons.
8. To visually integrate existing off-street parking with the streetscape.

Oxford County Commercial Policy Review (2009)

Oxford County is undertaking a Commercial Policy Review as part of its five year review of the Official Plan.

The County is faced with some significant challenges, including substantial population growth over the next 20 years; and slower than expected manufacturing growth as a result of the recent economic downturn. Despite the recent economic slowdown, there has been ongoing interest and pressure for the designation of retail space in its urban centres.

Faced with these challenges, it is imperative for the County to continue to maintain commercial policy directives that remain relevant for the consumer, the industry and the County, particularly as it relates to the proper planning and structure of its urban areas. It is therefore necessary to understand the future commercial needs of the County, the locational criteria and trends of the commercial industry, and the strengths and weaknesses of the current policy structure. It is also an opportune time to take stock of the County's current physical structure and seek opportunities to build upon and improve the existing built environment while capitalizing on current commercial demands and retail trends.

The Oxford County Official Plan contains seven commercial designations, two of which (the Central Business District and Entrepreneurial Districts) are relevant to this study. Their intended role and function is discussed below.

Central Business District: The Central Business District is intended to be the most intensive, functionally diverse and dominant business, cultural and administrative centre in each municipality in which it is located. The designation generally correlates to the traditional main street or downtown within each of the urban municipalities. A full range of commercial, office, administrative, cultural, entertainment, recreation, institutional, open space and accessory residential uses are permitted in recognition of this function.

The Official Plan outlines the following policies for development in the Central Business District. The intent of these policies is to ensure that new existing development in the Central Business District respects existing heritage resources and promotes a pedestrian environment. All development and redevelopment within the Central Business District will be subject to site plan control. City Council will ensure that new development or redevelopment in the Central Business District addresses the following:

- The needs of elderly persons with disabilities and other special needs groups will be adequately accommodated in the design of development and in streetscaping and other public works measures in the Central Business District.
- City Council will strive to implement the approved Streetscape Master Plan for the Central Business District which will provide the basis for the enhancement of the public and private streetscape. All public works and private development initiatives in the Central Business District will be consistent with the Streetscape Master Plan of the City.

- Signage may be controlled in terms of height, size and orientation to provide an attractive appearance for the Central Business District.

Entrepreneurial District: The Entrepreneurial District permits a limited range of non-retail commercial uses such as personal services, offices, business supply and services and repair shops as well as residential intensification. Entrepreneurial District areas are generally found in the area surrounding the Central Business Districts of the large urban centres (Woodstock, Ingersoll, and Tillsonburg).

The Official Plan outlines that businesses in Entrepreneurial Districts shall not significantly alter the residential character of the neighbourhood. This will be accomplished by restricting non-residential uses primarily to existing dwellings and structures and through site design requirements. New development or redevelopment for the purposes of establishing a permitted commercial or business use shall be designed in a manner which maintains the scale, density, appearance, character and continuity of existing land uses in the neighbourhood.

Site plan control will be applied to proposals for the conversion of existing buildings and for new development or redevelopment 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:

- Open storage will generally not be permitted outside the dwelling or accessory building.
 - Parking areas and driveways will be located to permit appropriate landscaping and screening from adjacent residential uses. Such parking areas will be generally located to the rear or side of the main building on the site.
 - Where appropriate, the needs of the elderly, persons with disabilities and other special needs groups will be adequately accommodated in the design of the development.
- Signage and lighting will be controlled in terms of height, size and orientation to maintain the residential character of the area.
 - Adjacent residential uses will be buffered from non-residential and medium density residential uses through the requirements for setbacks, landscaped strips, screening and other measures.
 - Existing mature vegetation will be maintained as much as possible on the site.
 - On-site drainage from buildings and parking areas will be controlled, especially in relation to adjacent properties.

Strategic Master Plan for the Provision of Recreational & Leisure Services (2010)

The objective of the Strategic Master Plan is threefold. First, the Plan aims to establish priorities for recreation facility, park, and open space development. Second, the Plan aims to position the City to participate in, and contribute to, initiatives that are innovative, efficient, and fiscally responsible. Third, the Plan aims to recommend a role for the Community Services Department that reflects the needs of the community, the evolution of service directions in the field, and opportunities for the City and its partners.

The Plan includes a vision, goals, and strategic directions that will guide decision making. The Action Steps outlined in the Plan provide specific direction on key initiatives to improve or enhance leisure service delivery in the City of Woodstock.

The vision and goals developed for the Plan describe what the City wishes to achieve. This future vision includes recreation and leisure services for all ages, interests and abilities that contribute to a healthy lifestyle, positive social interaction, inclusiveness, and sense of community. Service delivery principles guide the City to achieve this future through partnerships, attention to fiscal efficiency, and ongoing assessment of needs and opportunities.

Appendix A: Policy Framework

Oxford County Cultural Plan (2009)

The cultural sector has gone from anonymity to being the centre of many new economic development strategies. The emerging consensus is that arts and culture is increasingly more important in supporting economic development and quality of life. Oxford County, like many communities around the world, is currently being challenged to adapt to economic, demographic and cultural changes. Community leaders and elected officials must respond to these challenges on a daily basis.

The Oxford County Cultural Plan is a result of a visionary planning process that defines a clear blueprint for cultural development for Oxford County over the next five years with some components spanning twenty years. This will assist Oxford County in the development of a comprehensive strategic direction for an arts and culture program and will grow over time as recourses allow.

This creative planning process will also assist in building stronger, healthier and more sustainable cultural organizations within Oxford County by strengthening partnerships and alliances among the cultural and business communities. It provides timelines and potential participants for implementing strategic directions and also includes very specific milestones to achieve these objectives. The Plan aims to attract and sustain both corporate and individual resources. It will raise awareness of the value of culture to our community and lead to the implementation of recommended action plans. The plan includes eight strategic priorities established for the creative community. They are as follows:

Strategic Priorities:

1. A framework for networking within the cultural sectors in order to foster and promote creative and sustainable relationships.

2. Cross-sector alliances and partnerships to promote creative and sustainable relationships between cultural sectors and businesses.
3. Educational opportunities to support future development of cultural groups.
4. Opportunities and events for the cultural community and general public and build on events already in place.
5. Marketing and communications to create a marketable cultural identity for Oxford County that effectively connects the people to arts and culture.
6. Quantify the benefits / achievements of the arts and culture sector to the entire population of Oxford County.
7. Increased child and youth involvement and recognition in arts and culture activities.
8. A county-wide strategy to attract new investment will be developed with input from Planning and Economic Development Departments.

Woodstock Trails Master Plan (2007)

Over the last two decades, trails have emerged as a primary recreational facility, accompanied by an expansion of trail construction across North America. These paths take many forms and serve a broad array of non-motorized users. One of the greatest challenges in trail management is the conflicts that arise from high user volumes and differing activities. Trail use is on the rise, with larger increases in use across the primary trail activities such as walking, running, cycling, and hiking.

The Woodstock Trails Master Plan is intended to guide the planning and future development of the trail system for the City of Woodstock. The Plan is the official guiding document which will be used by City Staff to implement the trail system.

The Plan contains information on trends, issues and opportunities surrounding the development of trails. The Plan reviews the existing trail system within and around Woodstock. The existing trail system has primarily focused around the Millennium Trail system along the Thames River and the trail system along the south side of Pittock Lake. In order to build on this system, the Plan includes a hierarchy that has both off-road and on-road routes, with a series of loops and connections. To support the development of a comprehensive trail system, trail principles, specifications and standards have been developed.

Site Plan Control By-law (1987)

The Application for Site Plan Control is required for all new construction on property that has been designated by the City of Woodstock as a Site Plan Control Area pursuant to Section 41 of the Planning Act.

The City of Woodstock Site Plan Control By-law No. 6438-87, as amended, requires a Site Plan application be filed for an addition to a building or structure on a property that has the effect of substantially increasing the size or usability, or increasing the size of the building or structure by more than twenty percent of the ground floor area. Also, the Application is required for the construction of, or addition to, a commercial parking lot resulting in five or more parking spaces.

Woodstock Landscape Plan Requirements & Guidelines (2008)

The City of Woodstock is renowned for its urban forest. With over 40,000 trees representing over 40 individual tree species, the City is proud of its horticultural tradition. The City is also uniquely positioned to capitalize on this rich horticultural tradition, as many of the tree species which are native to the Carolinian Forest are found scattered in amongst the Great Lakes St. Lawrence Forest Region flora associated with Woodstock.

The Woodstock Landscape Plan Requirements and Guidelines are intended to maintain and improve the quality of the landscape in all new development and redevelopment projects in the City of Woodstock. The guidelines reflect existing policies and regulations, and are not intended to supersede established approval processes or regulatory frameworks. Instead, they are intended to assist the City and the Developer in creating quality developments with appropriate landscaping, innovative site planning and high design resolution.

Transportation Master Plan (Draft 2010)

The Transportation Master Plan was undertaken to develop the context for future transportation improvements and to set out implementation methods and policies that are needed to fulfill the improvements. Following the completion of the study, this Project File Report was prepared as a means of documenting the study process and the resulting recommendations. The main elements of policy direction and components of the study were as follows:

- Detailed review of current transportation issues and conditions including the road network and intersections, bicycle / pedestrian network, railways, commercial vehicle routes, parking, and road classifications;
- Develop a long-term strategic plan that contributes to the long-term transportation sustainability of the City;
- Encourage an integrated multi-modal transportation system where possible, that accommodates public transit, cycling and walking along with vehicular traffic;
- Establish policies to enhance the sustainability of the City and enhance existing community safety;
- Evaluate the alternatives and determine recommended solutions; and
- Conduct extensive consultation throughout the study process with stakeholders and the general public.

Appendix B: Analysis

Districts

The study area, which includes the downtown and surrounding areas, is comprised of two commercial Official Plan designations which are spread over several districts. The Oxford County Official Plan identifies these as the Central Business District and surrounding Entrepreneurial Districts. Refer to Figure 9.0 for more information.

Central Business District: The Central Business District has many existing uses which make the downtown the cultural and administrative centre in the City of Woodstock. The district is centered along Dundas Street, which is the main street of the City. A full range of commercial, office, administrative, cultural, entertainment, recreation, institutional, open space and accessory residential uses are permitted in recognition of this function.

Entrepreneurial Districts: The four surrounding Entrepreneurial Districts permit a limited range of non-retail secondary commercial uses such as personal services, offices, business supply and services and repair shops as well as residential intensification. The Entrepreneurial Districts are located in the area surrounding the Central Business District.



A full range of uses are permitted in the Central Business District.



A limited range of non-retail secondary commercial uses are permitted in the Entrepreneurial Districts, along with residential uses.

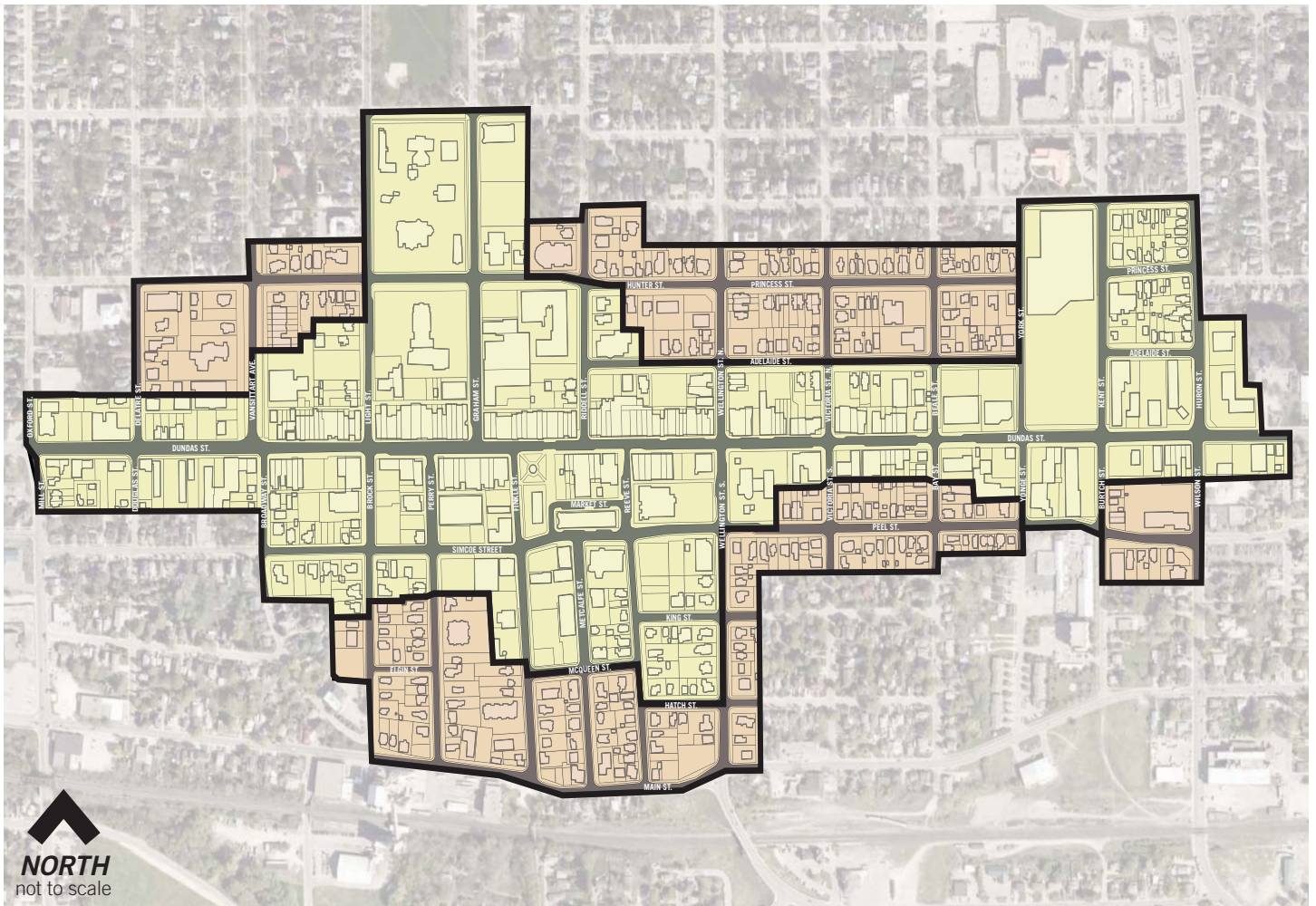


Figure 9.0: Districts.

-  Central Business District
-  Entrepreneurial Districts

Appendix B: Analysis

Character Areas

The study area contains four proposed character areas, each identified for its unique identity, visual quality, challenges and opportunities. All proposed character areas incorporate portions of the Central Business District as well as various Entrepreneurial Districts. This allows each character area to accommodate a diversity of uses and building typologies. Character areas include:

- Central Area West (Mill Street to Light Street)
- Civic Central Area (Light Street to Wellington Street)
- Central Area East (Wellington Street to Beale Street)
- Transit Opportunity Area (Beale Street to Wilson Street)

Refer to Figure 10.0 and Section 4: Area-Specific Recommendations for more information.



Mid-rise residential buildings are targeted for areas outside of the Civic Central Area.



The Civic Central Area has much of the downtown's commercial and institutional building stock.

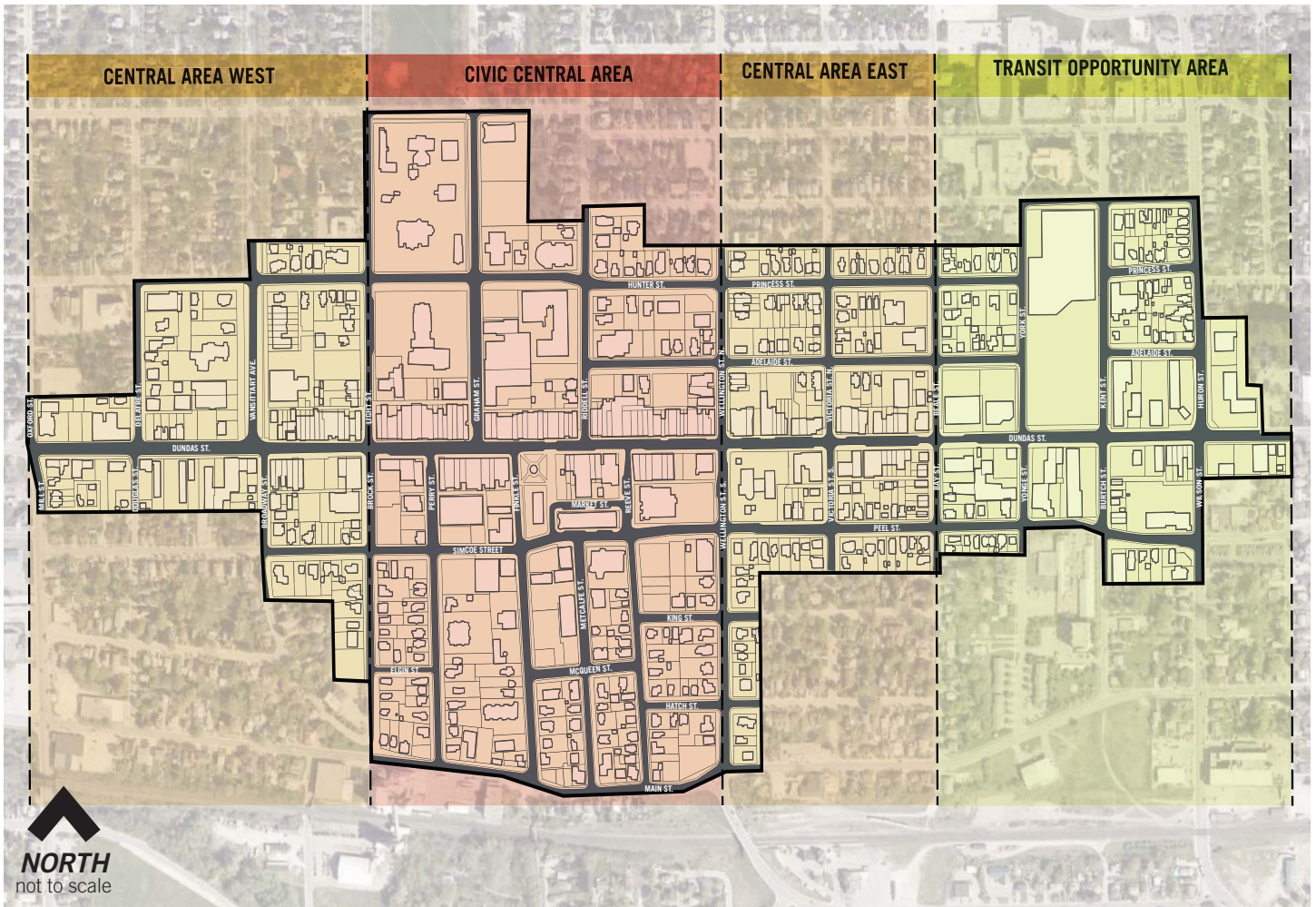





Figure 10.0: Character Areas.

-  Civic Central Area
-  Central Area (East and West)
-  Transit Opportunity Area

Appendix B: Analysis

Main Street Character

Dundas Street is the spine of the downtown whose character has the opportunity to influence the quality of the buildings that face on to it. An analysis of its existing conditions reveals that the street is not cohesive in its character. The following summarizes the character of the urban environment along Dundas Street:

Central Area West: The western edge of Dundas Street in the Central Area West character area has a fragmented main street fabric. Large surface parking lots break up the continuity of the streetwall, particularly adjacent to Dundas Street Church, and a mix of 1 to 3 storey commercial and residential buildings provide very little in terms of street presence, with street level vacancies and a general lack of streetscaping treatments. Combined, these factors make the area appear uninviting and predominantly vehicle-oriented.

Approaching Vansittart Avenue, there are still significant streetwall breaks, while fences and retaining walls create a greater sense of division between public and private lands. Although the number of building vacancies is now diminished, many buildings do not address Dundas Street, instead facing onto front or side yard surface parking lots.

A greater sense of arrival to the downtown is evident at Vansittart Avenue. Main street buildings are more consistent in number and quality, ranging between 2 and 3 storeys, although streetwall gaps still exist. This occurs at the northeast corner of Dundas Street and Vansittart Avenue, as well as along the south side of Dundas Street between Broadway and Brock Streets. Consistent streetscaping treatments will greatly improve the character and beautify of the downtown.

Central Civic Area: A consistent streetscaping treatment occurs at Light and Brock Streets within the Central Civic Area, and the street immediately feels more pedestrian friendly. The treatment includes a consistent street furnishing design, furnishing placement at regular intervals, surface treatments, bump-outs for on-street parking, planters and vegetation.

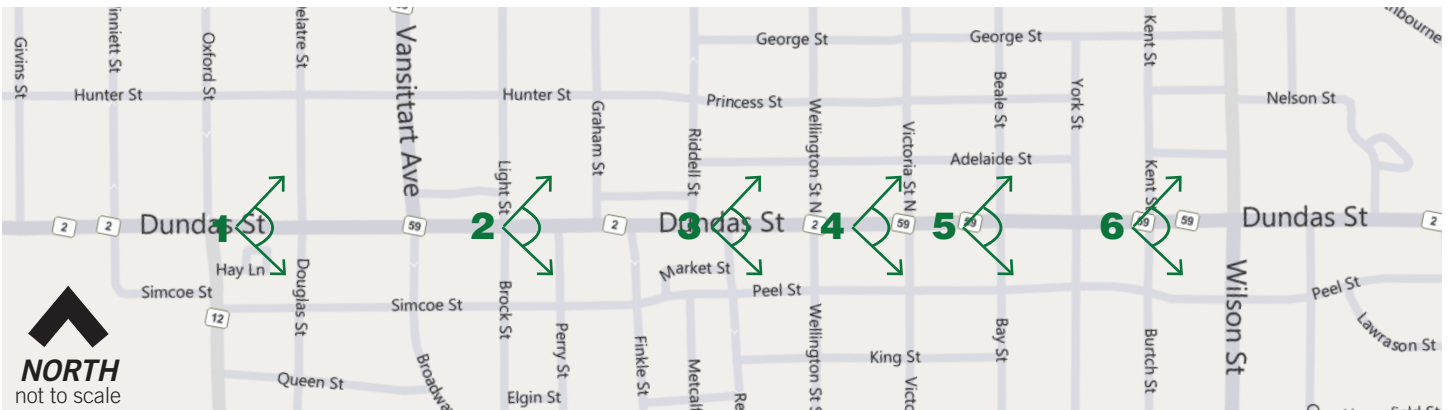
The segment of Dundas Street within the Central Civic Area has a well proportioned and appropriately scaled street. Its buildings, which generally range between 2 and 4 storeys, provide a sense of enclosure to the street and generate a sense of visual continuity. The area also contains approximately 8 single storey buildings in visually prominent locations, which detract from this sense of street enclosure.

Central Area East: The consistent streetscaping treatment continues into the Central Area East character area. Dundas Street's main street building fabric continues to be consistent, although buildings are generally between 1 and 2 storeys. Some streetwall gaps are present, particularly on the south side of Dundas Street, by the Church of the Epiphany and 3 small surface parking lots.

Transit Opportunity Area: The consistent streetscaping treatment terminates at Beale / Bay Streets, and the main street building fabric becomes increasingly fragmented. Greater building setbacks are now evident, as are surface parking lots and larger streetwall gaps.



Main Street Character Views.



Main Street Character Map.

Appendix B: Analysis

Roads, Intersections & Active Transportation

Road Hierarchy: The study area is comprised of a hierarchy of roads, connecting the Central Area to surrounding areas of the City. The hierarchy of streets within the study area include Local, Arterial / Collector and Major Arterial Streets. Major Arterial Streets include Dundas Street, Vansittart Avenue, Huron Street and Wilson Street. Arterial / Collector Streets include Oxford Street, Mill Street, Simcoe Street, Peel Street, Wellington Street, and Main Street. All other streets within the study area are classified as Local Streets. Refer to Figure 11.0 for more information.

Lanes: Many of the buildings which front onto Dundas Street, specifically between Vansittart Avenue / Broadway Street and Beale / Bay Streets, are serviced by a rear lane. The placement of this system of lanes staggers on a block by block basis, with intermittent breaks in continuity. Through the long-term development and redevelopment of buildings along Dundas Street, there are opportunities to reintegrate and reconnect those areas where the lane system is fragmented.

Intersection Hierarchy: The study area consists of a hierarchy of intersections, including unmarked, un-signalized dedicated crossings (courtesy crossings), minor signalized intersections, and major signalized intersections. Only one signalized mid-block pedestrian crossing exists in the study area. It is located along Dundas Street between Finkle and Riddell Streets, connecting shops along Dundas Street to Museum Square. Through efforts to increase pedestrian traffic in the study area, consideration should be given to increasing the number of signalized intersections, which would help ease pedestrian movement. Refer to Figure 11.0 for more information.

Truck Traffic: Dundas Street is identified as an assigned truck route. This originates from Dundas Street as the Old Kings Highway, otherwise known as Highway 2. Prior to the construction of the Provincial 400 series highways, Highway 2 was the primary transportation route connecting cities as distant as Windsor to Toronto and the Province of Quebec. Heavy truck traffic along Dundas Street presents challenges to local businesses and area visitors. As such, consideration should be given to moving truck traffic off of this portion of Dundas Street.

Mass Transit: Woodstock Transit provides transit service to the study area from all corners of the City, with every transit line, which includes lines 1 through 6, crossing through the study area. Major transfer points include the on-street bus terminal along Wellington Street, as well as stops along Dundas Street between Mill / Oxford and Huron / Wilson Streets and along Peel Street between Wellington and Young / York Streets. It should be noted that major transfer points will be altered with the completion of the proposed off-street transit terminal at York Street between Dundas and Adelaide Streets.

Cycling and Multi-Use Trails: Multi-use trails are paths which may be shared by all non-motorized traffic, including pedestrians and cyclists. No cycling or multi-use trails exist within the study area, although opportunities exist for future connections to surrounding trail systems, including the Millennium Trail System, Hickson Trail, Pittock Conservation Area, Husky Trail, and Roth Park. Opportunities also exist for the creation of a network of on-street bicycle lanes in and surrounding the study area.

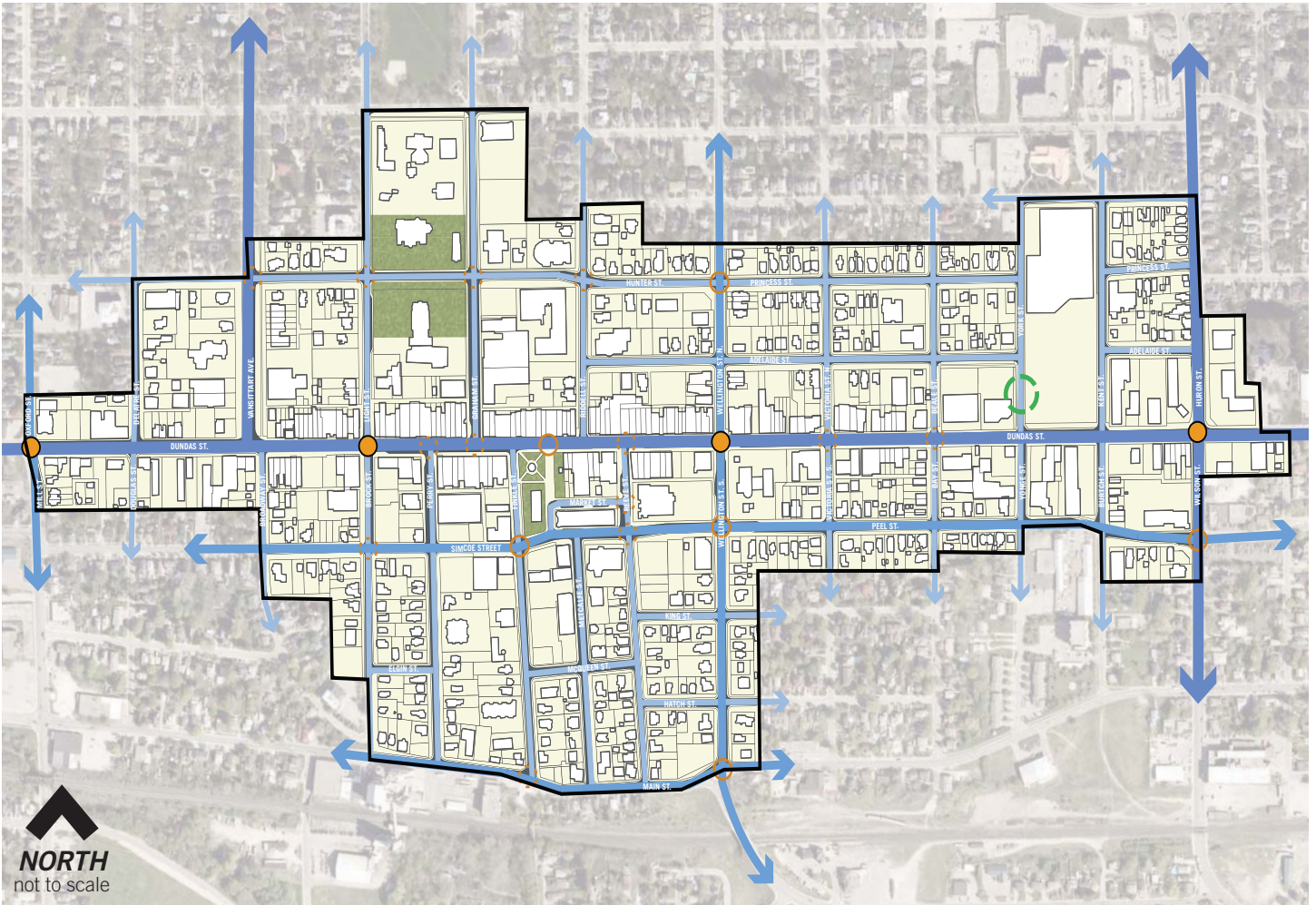









Figure 11.0: Roads, Intersections & Active Transportation.

-  Major Arterial Road
-  Arterial / Collector Road
-  Local Road
-  Major Signalized Intersection
-  Minor Signalized Intersection
-  Un-Signalized Crossing
-  Proposed Off-Street Transit Terminal

Appendix B: Analysis

Properties, Key Destinations & Views

The following paragraphs describe the properties, key destinations and views found within the study area.

Public Properties: The study area contains a lot of publicly owned land, which provides advantages both economically and practically for redevelopment, as the need for land expropriation diminishes. It also gives the City more control in ensuring high quality and appropriate development.

The study area also contains a rich inventory of publicly owned buildings, which help to shape the urban environment. Among others, these include City Hall, the Market, the Museum, the Old County Jail, the Old Armouries, the County Courthouse, the Central Library, and the Art Gallery.

Private Properties: The remainder of properties in the study area fall under private ownership. A select group of members of the local development community own a significant number of properties within the study area. These individuals are key stakeholders and should be encouraged to participate in major City building initiatives with the City of Woodstock.

Heritage Properties: The City of Woodstock is fortunate to have one of the largest remaining collections of Victorian architecture in the Province of Ontario. The study area alone contains 14 dedicated heritage properties, many of which are among the region's most architecturally significant

structures. This enviable asset helps strengthen the City's identity and promotes civic pride. The section of Dundas Street, within the study area, includes many Victorian era main street buildings, and the section of Vansittart Avenue, within the study area, includes a large number of Victorian mansion homes. Refer to Figure 12.0 for more information.

Open Spaces: Museum Square is the only significant open space within the study area. Several major parks and open spaces lie just outside of the study area boundary, including Victoria and Southside Parks. Future City building initiatives should attempt to better connect these spaces to downtown Woodstock.

Significant Views: The views and visual character of an area influence its visual quality and experience. The study area's significant streetscape views include significant streetscape views along the lengths of Dundas and Wellington Streets, and significant views of prominent civic and institutional buildings and open spaces, such as City Hall, the Market, the Museum, and Museum Square. Additionally, significant building views help to accentuate the visual prominence of buildings and provide sweeping views of the City. Significant framing views help to announce entry and exit to and from the downtown, through broadened vistas and changes in elevation, at major gateway locations. Refer to Figure 12.0 for more information.

Visual Termini: Visual termini include significant views of such landmark buildings such as the market and museum, etc. Refer to Figure 12.0 for more information.

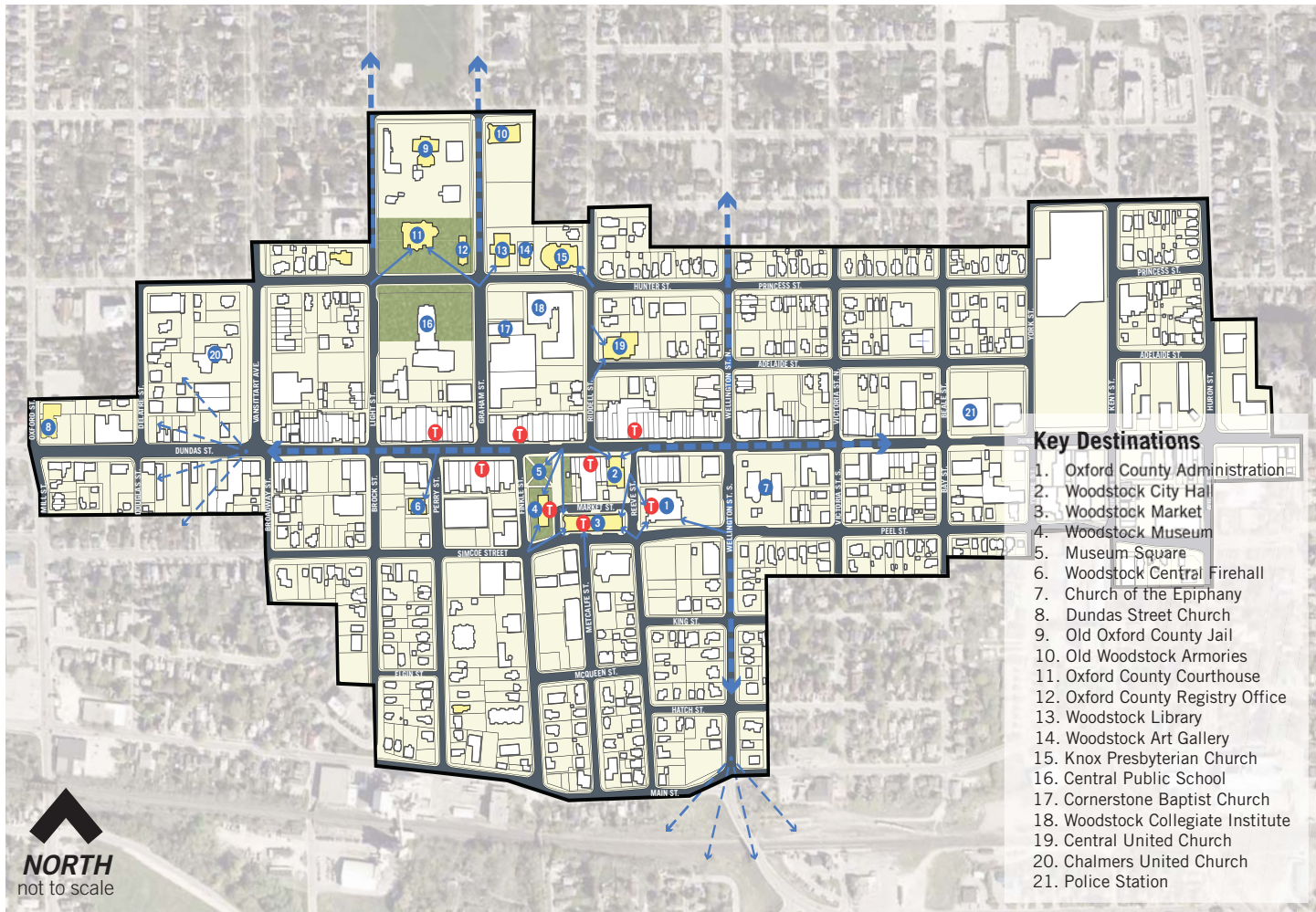


Figure 12.0: Properties, Key Destinations & Views.

Appendix B: Analysis

Walkability & Permeability

With the coming of the proposed off-street transit terminal, the study area will have two major focal points or centres of activity. The first is located in the centre of the downtown, where present activity levels are at their highest, and the second will be located at the future site of the proposed off-street transit terminal. Refer to Figure 13.0 for more information.

Walkability: The map on the following page illustrates a walkable distance of 400 metres or roughly five minutes from the central nodes in all directions. Circles represent the absolute distance, while the coloured roadways represent actual walking distance.

Permeability: In addition to preserving historic structures, many of the area's original mid-block pedestrian paths have been preserved, including alleys, mid-block connections, and a public square. These paths and connections are also illustrated on the map on the following page, in addition to potential pedestrian and vehicular connections.

A significant number of mid-block pedestrian paths connect Dundas Street to adjacent streets. This occurs particularly in the central portion of the study area, where connections have been established in response to the recommendations made in the City's Streetscape Master Plan. Opportunities also exist for the incorporation of additional pedestrian connections through future development and redevelopment projects.

New vehicular connections can be created along Adelaide and Princess Streets across the block presently occupied by Zellers and Foodland. Connecting both streets to Huron Street would reduce local vehicular traffic on Peel / Simcoe and Dundas Streets, and would create new development opportunities on the three newly established blocks.

Transit-Oriented Development: An opportunity exists to create a transit oriented development centred on the proposed off-street transit terminal on York Street between Dundas and Adelaide Streets. The transit terminal is recommended to be surrounded with compact development. The transit oriented development will provide opportunities for new residents to easily get access to transit and downtown amenities.

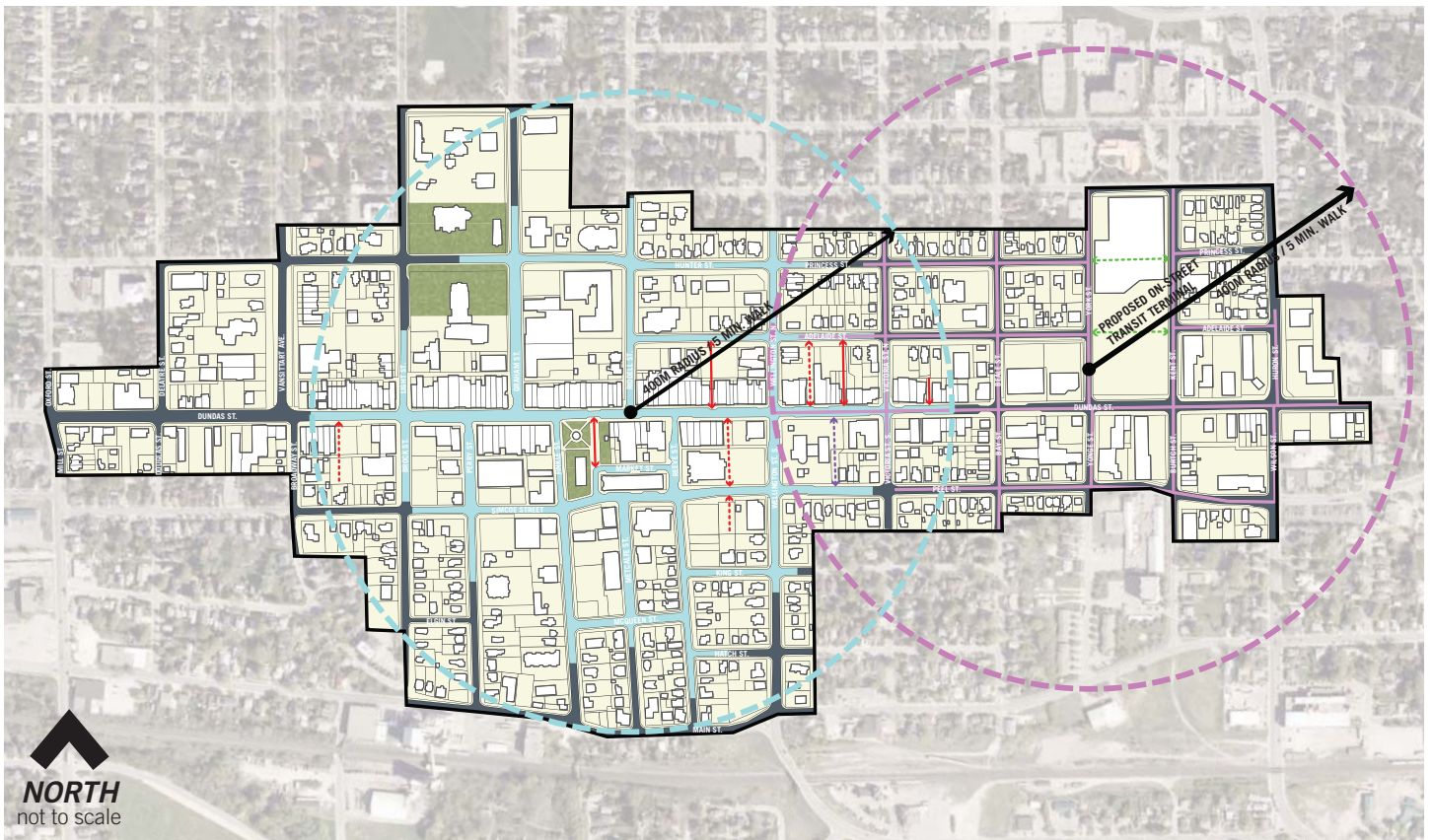


Figure 13.0: Walkability & Permeability.

- Existing Pedestrian Connection
 - -> Potential Pedestrian Connection
 - -> Potential Vehicular Connection
- Walkable Distance within 400m of Centre of Downtown
 - Walkable Distance within 400m of Proposed Off-Street Transit Terminal

Appendix B: Analysis

Opportunity Sites & Parking

There are a number of undeveloped and under-developed sites within the study area. These sites are significant development opportunities and include a number of surface parking lots, vacant sites, and under-utilized sites with single storey buildings.

Opportunity Sites: There are several vacant sites as well as surface parking lots.

Parking: Existing parking includes on-street parallel parking and off-street surface parking lots. The parking Study completed with the Transportation Master Plan demonstrates that some parking lots are more well used than others. With some lots approach capacity during peak hours, others are being under used. This shows that sufficient parking is provided within the study area and that opportunities exist for the development of some existing lots. Refer to Figure 14.0 for more information.

Major Opportunity Sites: Major opportunity sites are large undeveloped or under-utilized sites with the capability to accommodate future development. Within the study area, three major opportunity sites exist.

The first major opportunity site is located on the south side of Dundas Street between Broadway and Light / Brock Streets. This site was formerly occupied by a bowling alley. A major opportunity exists to develop this site with a new mixed-use building and/or open space. Such a development would help reestablish the street wall.

The second major opportunity site lies at the southeast corner of Reeve and Peel / Simcoe Streets. This is a large and heavily utilized surface parking lot. The site is adjacent to the County Administration Building and the Market. This site could be considered for a multi-level parking structure. This will consolidate parking facilities at a central downtown location, freeing up smaller and less utilized surface parking lots for future development.

The third major opportunity site lies at the northeast corner of Dundas and Wellington Streets. This site is currently occupied by a single storey bank, an undeveloped parcel of land, and a surface parking lot. There is an opportunity to develop this site into a mid-rise residential building, retaining the bank on the ground floor. Such a development would bring permanent residents to the area.

The fourth major opportunity site is the large block bounded by Dundas, York, Kent, and George Streets. This site is currently occupied by a single storey building, which houses a Zellers / Foodland. The building lies on the north end of the site, while the southern portion of the block, which fronts onto Dundas Street, is a large surface parking lot. If the entire block was to be redeveloped, then the street network could be reconnected, re-linking both Adelaide and Princess Streets. The redevelopment of this site would revitalize this portion of Dundas Street. Low-rise residential uses could occupy the remaining land parcels on the newly created blocks to the north.

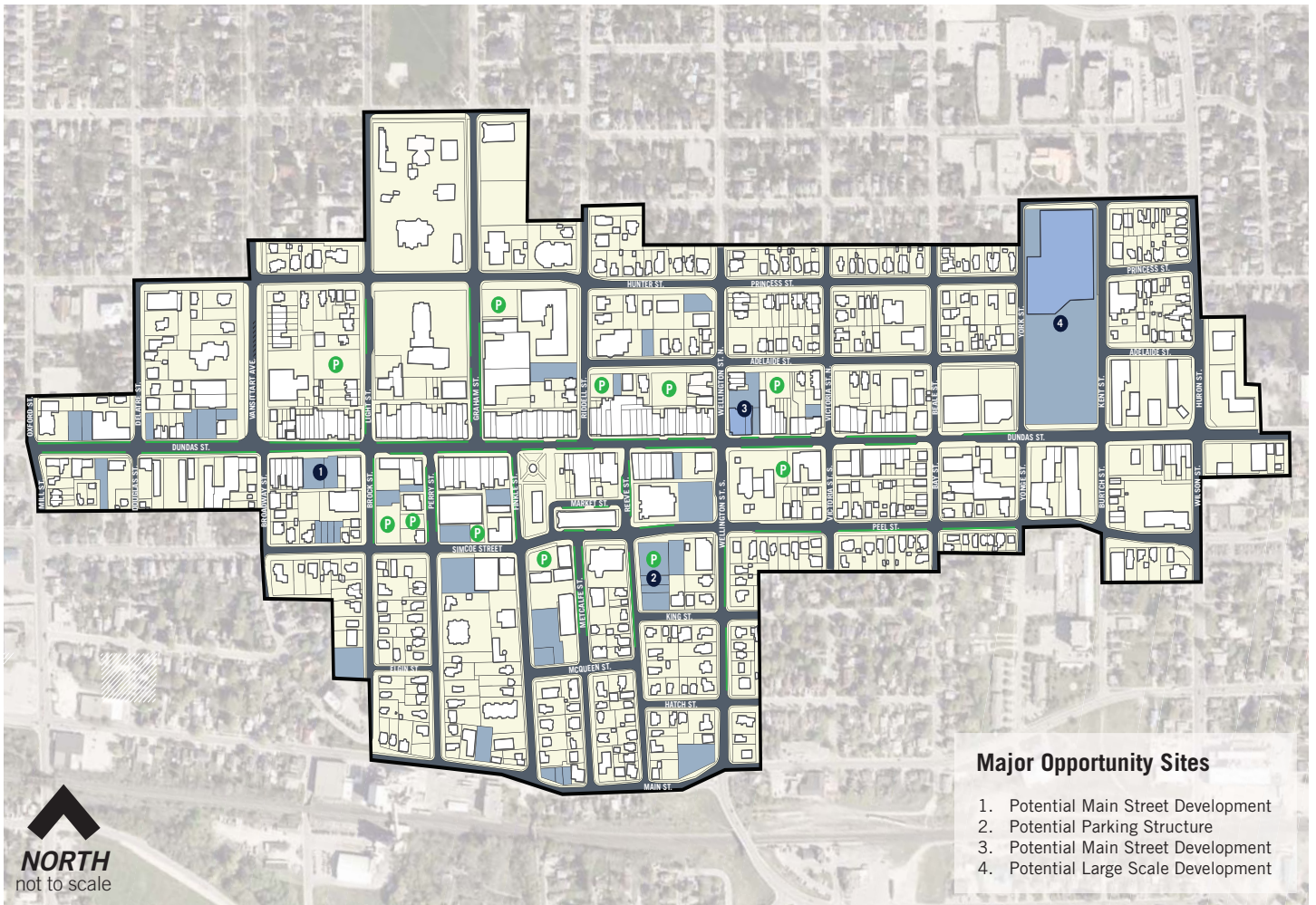


Figure 14.0: Opportunity Sites.

Appendix B: Analysis

Soft Sites & Lot Consolidation

The study area has several under-developed sites with single storey buildings. The transformation of these sites presents significant redevelopment opportunities with the potential to transform the visual character of the Central Area. In the diagram on the facing page, the soft sites have been mapped and overlaid with opportunity sites in order to identify where lot consolidation and significant redevelopment could occur.

Potential consolidation sites are located evenly along the length of the Dundas Street corridor. With smaller scale opportunities within the Civic Central Area and Central Area East, where the lot depths are generally less than 33 metres, redevelopment might be lower rise (2 to 4 storeys). In the Central Area West and the Transit Opportunity Area, lot depths often exceed 33 metres, which is generally necessary to accommodate buildings taller than 4 storeys through appropriate setbacks and massing.

The Civic Central Area has redevelopment opportunities on the streets that run parallel to Dundas Street. These are typically larger sites which can accommodate a combination of low and mid-rise buildings, which provides a transition between the main street fabric along Dundas Street and the neighbourhood character of adjacent Entrepreneurial Districts.

Some opportunities exist for lot consolidation and redevelopment within the Entrepreneurial Districts. New development in these areas should combine low and mid-rise forms, with low-rise developments occurring along Local Streets and mid-rise developments occurring along the intersections of Connector Streets. Refer to Section 3.2: Street Character for more information.

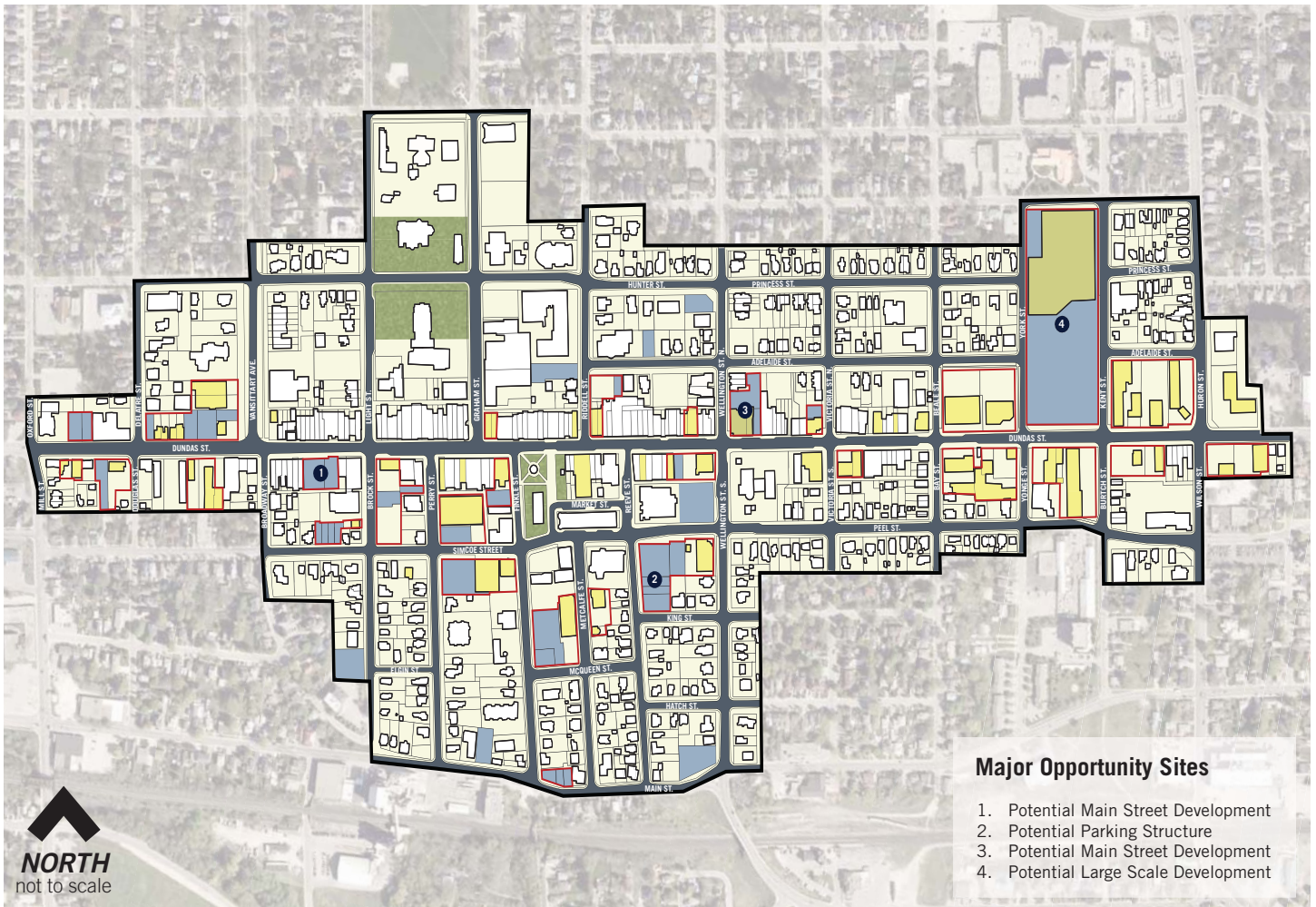


Figure 15.0: Soft Sites, Opportunity Sites & Lot Consolidation Opportunities.

- Opportunity Site
 - Soft Sites
 - Lot Consolidation Opportunities
- # Opportunity Site Reference No.

Appendix C: Urban Design Glossary

Angular Plane

Angular planes provide build-to envelopes to maintain and define the character of the street; ensure adequate access to sun and sky views; and to govern relationships between adjacent differing built forms.



Articulation

Articulation refers to the layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices and belt-courses.



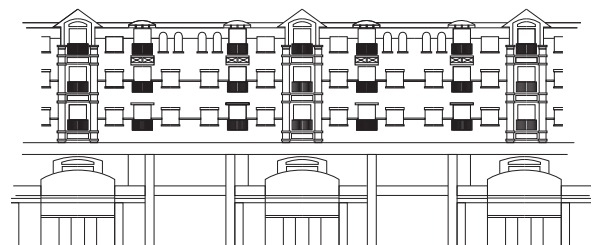
Building Type

A typical building massing, organization and use that can be generally applied to a variety of contexts.



Façade

The exterior wall of a building.



Fine Grain Fabric

This condition is generally found along Dundas Street. Buildings having narrow façades and which are organized in a compact manner, facing the street are referred to as having a “fine grain fabric”.



Human Scale

Refers to the scale of development which contributes to the perception of sympathetic and proportional buildings or other features in the built environment.



Low-Rise Building

Refers to buildings that are four storeys in height or less.



Mid-Rise Building

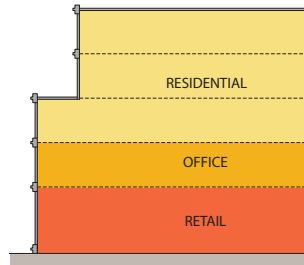
Generally refers to buildings that are five to eight storeys in height.



Appendix C: Urban Design Glossary

Mixed-use Building

Refers to multiple types of uses within a building or set of buildings. This may include a combination of residential, employment, retail, institutional, or other land uses.



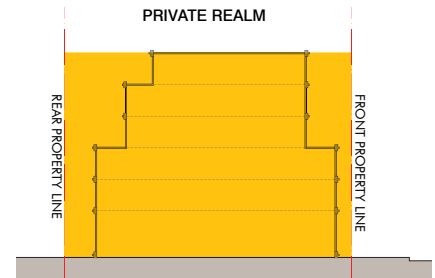
Pedestrian-oriented

An environment designed to make pedestrian movement safe, attractive and comfortable for all ages and abilities; considerations include separation of pedestrian and auto circulation, street furniture, clear directional and informational signage, safety, visibility, shade, lighting, surface materials, trees, sidewalk width, intersection treatment, curb cuts, ramps and landscaping.



Private Realm

Refers to any space that is perceived as being private. Sometimes public and private realms blend to create a transitional area.



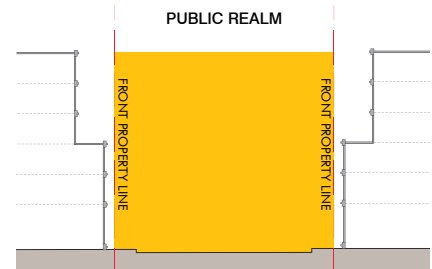
Projections

Refers to a component of external building design and articulation, where horizontal and/or vertical building elements extrude from the main structure of the building, creating an element of depth and visual complexity. Examples of projections include roof overhangs, awnings, and balconies.



Public Realm

Refers to spaces that are perceived as being publicly accessible, for example, sidewalks, parkettes and bike paths.



Rear Lane

A vehicular road located at the rear of lots, providing access to service areas and parking.



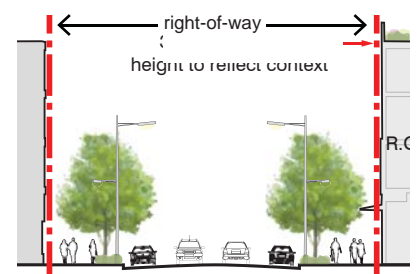
Rhythm

Refers to the pattern of building frontages along a streetscape, paying particular attention to lot widths, building entrance and glazing locations and proportions, etc.



Right-of-Way

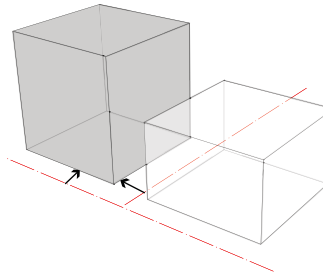
The part of the street space that is publicly owned and lies between the property lines.



Appendix C: Urban Design Glossary

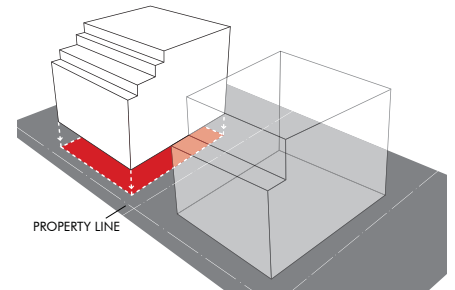
Setbacks

Typically refers to the distance between a property line and the front, side or rear of a building.



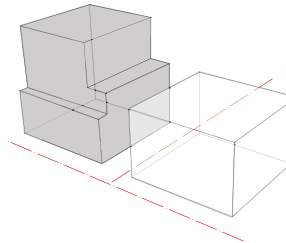
Siting/Building Orientation

The location and positioning of a building on its site, generally taking into account its relationship to adjoining properties, building and street boundaries.



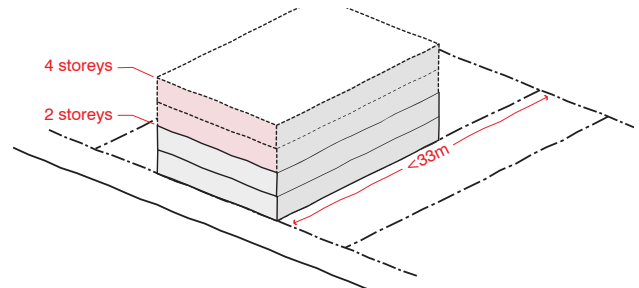
Step-backs

Refers to the setting back of the upper storeys of a building. Front and side step-backs help to create a transition between built form of varying heights and provide appropriate separation between adjacent buildings and/or open spaces.



Storey

A habitable level within a building, excluding raised basements.



Streetscape

The distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design of street furniture, pedestrian amenities and the setback and form of surrounding buildings.



Street wall

The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.



Treatment

Refers to a design aesthetic which is either applied to the surface of a street, open space, or building facade.



Transition

Refers to the physical design elements of a building which contribute to a sense of transition between mid-rise buildings on the Avenues and adjacent buildings which are often low-rise residential buildings on flanking local streets. Transitions may be achieved through use of building setbacks, step-backs, heights and massing.



