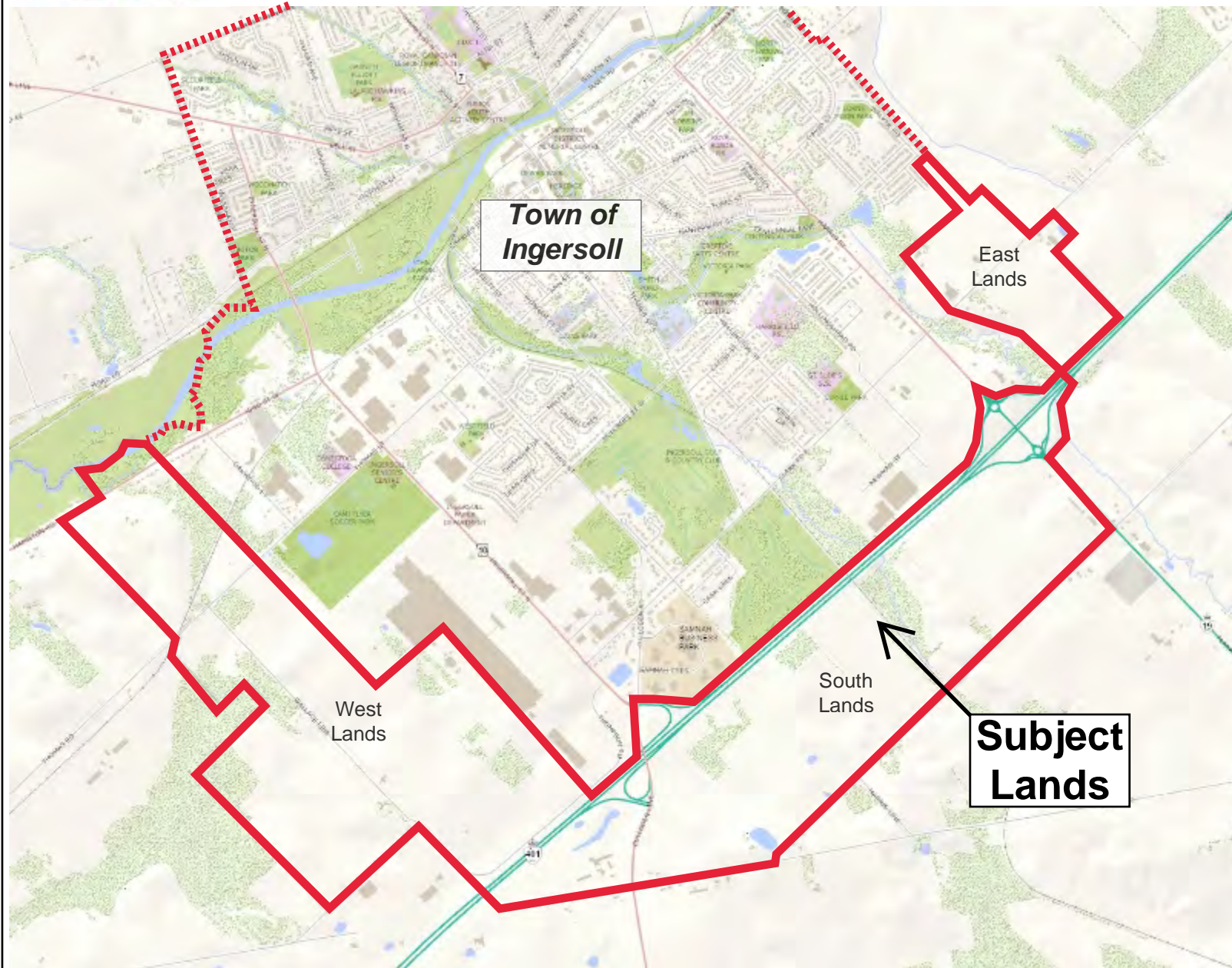


Plate 1: South West Ingersoll Secondary Plan Area

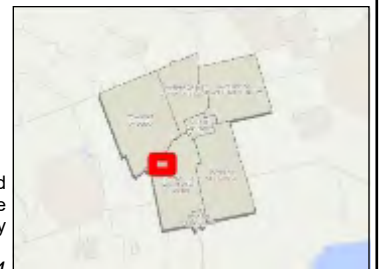
File No. OP24-03-6 - Town of Ingersoll Boundary Adjustment

All or Parts of Lots 17-23, Concession 2 and All or Parts of Lots 24-25, Concession 1, West Oxford



Legend

Notes



0 766 1,532 Meters

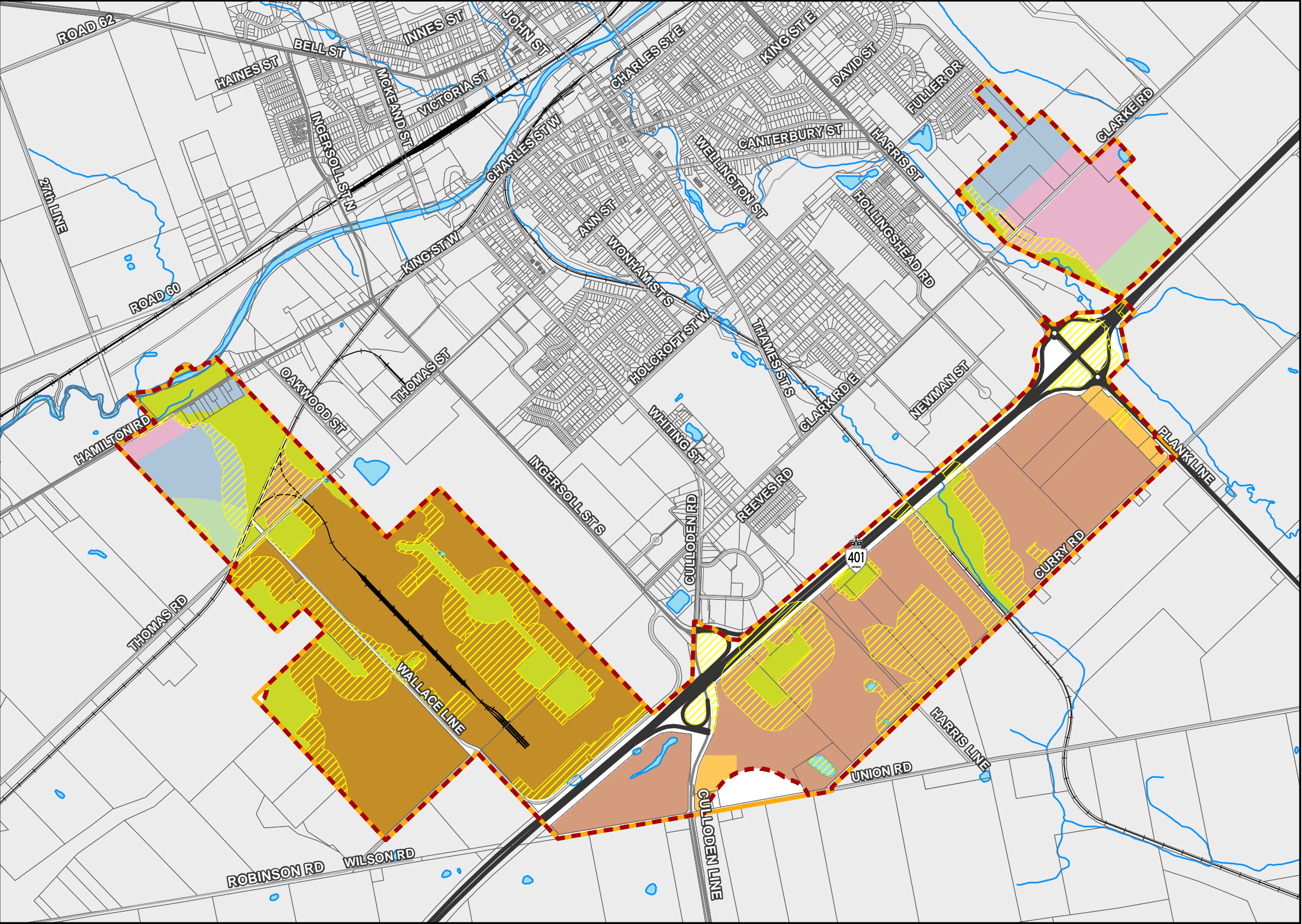
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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

February 9, 2024

Plate 2: South West Ingersoll Secondary Plan, Land Use Designations
File No. OP24-03-6 - Town of Ingersoll Boundary Adjustment
All or Parts of Lots 17-23, Concession 2 and All or Parts of Lots 24-25, Concession 1, West Oxford









Legend

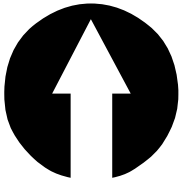
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-  Study Area

Land Use

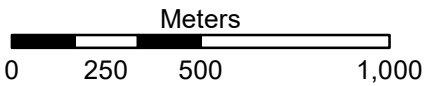
-  Low Density Residential
-  Medium Density Residential
-  Service Commercial
-  Open Space
-  Environmental Protection
-  Industrial
-  Prime Industrial
-  Adjacent Lands

Oxford County

-  Provincial Road
-  County Road
-  Municipal Road
-  Railway
-  Watercourse
-  Waterbody



NORTH



Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
January 09, 2024
Scale 1:20,000



Town of Ingersoll and Oxford County South West Ingersoll Secondary Plan

January 2024



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Map 2: Land Use Plan

Map 3: Natural Environment and Heritage

Map 4: Public Realm Improvements and Active Transportation Plan

Map 5: Transportation Plan

Map 6: Conceptual Water

Map 7: Conceptual Sanitary

Map 8: Conceptual Storm

Appendices

- A EIS Terms of Reference
- B Possible Required Studies to Support a Development Application
- C Phasing Plan

Attachments

1. Transportation Assessment (Dillon Consulting), December 2023
2. Water Servicing Technical Memo (Dillon Consulting), August 2023
3. Wastewater Servicing Technical Memo (Dillon Consulting), August 2023
4. Stormwater Management Technical Memo (Dillon Consulting), May 2023
5. Stage 1 Archaeological Assessment (ARA), February 2023
6. Cultural Heritage Assessment (ARA), June 2023

7. Town of Ingersoll Fiscal Impact Assessment (Watson & Associates), November 2023
8. Oxford County Fiscal Impact Assessment (Watson & Associates), November 2023
9. Agricultural Impact Assessment Technical Memo (Dillon), January 2023



Thomas Ingersoll SCENIC TRAILS

The purpose of this trail, outlined in red, is to provide a source of pride, community involvement and a recreational facility. Every effort will be made to improve and expand the scenic trail.



401





1.0 Introduction

The preparation of a Secondary Plan and servicing strategy is required by the Oxford County Official Plan (1995, office consolidated 2022) for any expanded area, in accordance with the policies of Section 3.1.6 and Section 4.2.2.4.1. The South West Ingersoll Secondary Plan (“Secondary Plan”) provides land use policies for the lands brought into the Town of Ingersoll as part of a boundary adjustment (effective January 2021).

1.1 Purpose of the Plan

The purpose of this Secondary Plan is to prepare a Council-approved planning document that provides the long-term principles, land use plan and infrastructure strategy for the South West Ingersoll Secondary Plan Area (“Secondary Plan Area”) to support long term growth for the Town of Ingersoll and is primarily implemented through Official Plan policy.

The plan provides recommended long-range policy direction for:

- Land use;

- Natural heritage and natural hazards;
- Community design including public realm improvements;
- Transportation needs including active transportation, and road infrastructure;
- Municipal infrastructure needs such as sanitary, water and stormwater management; and,
- Phasing, incentives, and implementation.

1.2 Basis for the Plan

The Oxford County Phase 1 Municipal Comprehensive Review identified a growth of 47,200 people and 21,100 job growth forecasted for Oxford County to 2046, of which 15,850 people and 3,160 jobs are projected for the Town of Ingersoll. After factoring out growth that can be accommodated within the existing Built-up Area and the Designated Greenfield Area, a need for an additional residential and employment land was identified by the County. To help support long term growth in the Town of Ingersoll, a boundary adjustment (effective January 2021) brought approximately 630 hectares of land from South-West Oxford into the Town of Ingersoll, which is the subject of this study.

In order to support long term growth, a number of technical studies and analysis is required to justify the settlement boundary expansion, confirm the community vision, manage land use compatibility and guide sustainable development and infrastructure investment. The following additional studies were undertaken concurrently to support the Secondary Plan Area and have been attached for reference:

- Planning Justification Report;
- Transportation Technical Memo;
- Water Servicing Technical Memo;
- Wastewater Servicing Technical Memo;
- Stormwater Management Technical Memo;
- Phase 1 Archeological Assessment;
- Cultural Heritage Report; and,
- Agricultural Impact Assessment.

1.3 Location and Boundary

The limits of the Secondary Plan Study Area are depicted on **Map 1** and includes approximately 630 gross hectares of land that was brought in from South-West Oxford into the Town of Ingersoll as part of an boundary adjustment in January 2021. **Map 1** also depicts the limits of the South West Ingersoll Settlement Area, which is intended to be represent the settlement boundary expansion lands.

There are generally three areas that make up the South West Ingersoll Secondary Plan Area (“Secondary Plan Area”), which include the East, West, and South side of Ingersoll. The east side of Ingersoll includes approximately 59 hectares located north of Highway 401, east of 119 Harris Street. The west side of Ingersoll includes approximately 280 hectares located north of Highway 401, west of Ingersoll Street south and the GM CAMI Assembly plant, south of the Thames River and east of the Five Points Wetland. The south side of Ingersoll includes approximately 280 hectares located south of Highway 401, north of Curry Road, east of Plank Line and west of Union Road.

Unless otherwise stated, the policies of this Secondary Plan apply to the lands located within the Secondary Plan Study Area limits as depicted on **Map 1**. Changes to the Settlement Area boundary of the Secondary Plan will require an Official Plan Amendment.

1.4 Organization of the Plan

The South West Ingersoll Secondary Plan includes four main sections:

Section 1.0 provides an introduction to the plan, including an overview of the purpose of the plan, the Secondary Plan Area and integration with the Oxford County Official Plan;

Section 2.0 features the principles that guide the plan;

Section 3.0 outlines the land use structure and policies for the South West Ingersoll Secondary Plan Area, including land use compatibility, transportation, urban design guidelines and public and private realm improvements, and infrastructure policies; and

Section 4.0 identifies the phasing and implementation of the plan.

The contents of **Sections 2.0 to 4.0** are generally intended to constitute the land use policy basis for the required amendments to the County Official Plan to implement the South West Ingersoll Secondary Plan, including **Maps 1 through 8** (with the exception of **Section 3.4.3** which is intended to be used to support future urban design guidelines). Any alterations to the policies or maps in **Sections 2.0 to 4.0** require an Official Plan Amendment (unless otherwise stated in the Plan). Alterations to the contents of **Section 1.0** including text, as well as any images, figures, formatting, footnotes and graphics within the Plan are not subject to an Official Plan Amendment and are provided for explanatory purposes only. Appendices and Attachments are not part of the Official Plan and can be modified and do not require an Official Plan Amendment.

1.5 Integration with the Oxford County Official Plan

The South West Ingersoll Secondary Plan must be read in conjunction with the applicable policies within the Oxford County Official Plan (1995, office consolidated September 2022), as amended. In addition to the policies of this South West Ingersoll Secondary Plan, all other parts of the Oxford County Official Plan shall apply. The land use designations for the South West Ingersoll Secondary Plan are intended to complement the broader land use designations provided in the Official Plan. In most cases, the land use policies and permissions described in the South West Ingersoll Secondary Plan align with those provided within the Official Plan. In the event of a policy conflict, the more restrictive policies shall apply with the exception of where special policies apply.

1.6 Authority

The South West Ingersoll Secondary Plan has been prepared within the context of Section 17 of the *Planning Act*. The Plan is in conformity with the policies of the Oxford County Official Plan, and is consistent with the Province of Ontario's Provincial Policy Statement (2020).



2.0 Guiding Principles

Ingersoll has a vibrant history as a small farming community on the banks of the Thames River. It is centrally located in southwest Ontario, accessible by Highway 401, CP Rail and CN Rail. It has a rich culture, quaint downtown, good employment opportunities and access to recreational and leisure activities, and is targeted for steady residential and employment growth. The South West Ingersoll Area is being planned to support the long term population and employment growth in the community.

Five guiding principles have been identified to guide development of the South West Ingersoll Secondary Plan and growth within the Secondary Plan Area.

1. Be a catalyst for economic development, financial investment and job creation in Ingersoll.

The Highway 401 Corridor lands provide a prestigious opportunity to foster a business environment that promotes entrepreneurial activity, economic development and community investment. Development in this area should provide additional employment that supports a balanced activity rate, expand the industrial land supply and attract modern industries to enhance the range of employment opportunities in the Town to support Ingersoll's ability to compete in the local, national and international market place.



2. Protect, preserve and enhance natural heritage resources.

This South West Ingersoll Secondary Plan will identify and protect the existing natural assets and identify opportunities to build a natural heritage system of linked natural areas to promote net environmental gain. New development will support the protection and conservation of existing natural features, the maintenance of existing ecological functions and the creation of new environmental features, where possible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.



3. Sustainable economic and community growth for Ingersoll's long term prosperity.

This South West Ingersoll Secondary Plan will identify an approach to manage growth that maximizes the use of existing and planned infrastructure and identifies new municipal infrastructure solutions that support financial sustainability over the life-cycle. Development will be phased in a way that supports the logical extension of services in a cost effective manner. The South West Ingersoll Secondary Plan will identify and promote implementation of green development solutions.



4. Maintain and honour the cultural and archeological history of Ingersoll.

Ingersoll has a rich culture and vibrant history as a small farming community on the banks of the Thames River. The South West Ingersoll Secondary Plan Area and surrounding lands have a long history of agricultural use, supporting the agri-food network in Southwest Ontario. New development should focus on protecting and celebrating the cultural and archaeological assets within the Secondary Plan Area as well as acknowledging the many Indigenous communities calling this area home. The South West Ingersoll Secondary Plan will provide policies on the design of new development to leverage the unique character, honour the past and manage impacts on adjacent agricultural uses.



5. Enhance Ingersoll as a complete community.

The South West Ingersoll Secondary Plan will promote efficient use of land, compact urban form and a mix of uses in proximity to existing and future amenities to support livability and sustainability of the community. The South West Ingersoll Secondary Plan will identify the location and density of future residential uses to improve the housing choice, affordability, accessibility and support the long term housing needs of the community and future residents. It will identify opportunities for new community services, commercial and recreational uses and amenities that promote a high quality of life and support active lifestyles for Ingersoll's existing and future residents.





3.0 Policies

3.1 Community Structure

The Land Use Plan for the South West Ingersoll Secondary Plan Area is illustrated on **Map 2**. The classification of land use categories within the South West Ingersoll Secondary Plan Area include the following and the intent is to incorporate site specific policies for each land use designation where appropriate:

- Low Density Residential;
- Medium Density Residential;
- Service Commercial;
- Prime Industrial;
- Industrial;
- Open Space; and,
- Environmental Protection.

3.2 General Policies

3.2.1 Uses Permitted in All Designations

With the exception of the Environmental Protection and Open Space designations, the following uses are permitted in all land use designations in the South West Ingersoll Secondary Plan:

- a) A use which is accessory to a permitted use;
- b) Lawfully existing uses, buildings and structures including existing agricultural uses;
- c) Public utilities, including water, wastewater and stormwater infrastructure; and,
- d) Parks, public spaces and recreational facilities, and other Town uses as defined in the Official Plan.

3.2.2 Housing

The policies within the Oxford County Official Plan and the Oxford County Master Housing Strategy (December 2022), will guide housing developments in the South West Ingersoll Secondary Plan Area.

3.2.2.1 Housing Options

Housing development in the Secondary Plan Area shall comprise of a range and mix of housing types, unit sizes, and tenure, including adequate numbers of dwelling units to accommodate households with children, larger families, seniors, people with special needs, and rental households.

The housing policies of the Oxford County Official Plan shall apply.

3.2.2.2 Accessible Housing

A minimum of 10 percent of new affordable units and new purpose-built rental units should be constructed accessible with barrier-free, universal or flex design. Housing units geared towards seniors are encouraged to provide accessibility features.

3.2.2.3 Affordable Housing

Affordable housing, including community housing, social housing, and other types of subsidized non-market housing units, is encouraged to be provided in the Secondary Plan Area. Development that includes residential in the Secondary Plan Area will be in accordance with the affordable housing policies of the Official Plan.

3.2.2.4 Affordable Housing Incentives

To support the development of affordable housing units within the Secondary Plan Area, the Town, in conjunction with the County, may explore potential incentives as outlined in the Oxford County Master Housing Strategy (December 2022).

3.2.2.5 Community Improvement Plans

To support the development of affordable housing, a Community Improvement Plan may be prepared for portions of the South West Ingersoll Secondary Plan Area. Please refer to the Oxford County Official Plan for Community Improvement Plan policies and incentives.

3.2.2.6 Coordination

The Town will collaborate with all levels of government, private sector, non-profit organizations and volunteer interest groups to promote, encourage and maximize opportunities for affordable housing.

3.2.3 Land Use Compatibility

3.2.3.1 New Industrial Uses

New Industrial uses are subject to the policies of the Oxford County Official Plan (1995, office consolidated 2022), as amended, including the evaluation criteria identified in policy 9.3.4.4 regarding land use compatibility.

3.2.3.2 Proposed Sensitive Development

There are a number of active industrial uses within the South West Ingersoll Secondary Plan Area. Any new proposed sensitive development which is within 1,000 metres of an existing Class 3 industrial facility, 300 metres of an existing Class 2 industrial facility or 70 metres of an existing Class 1 industrial facility is subject to the Province's D-6 Guidelines for Land Use Compatibility (or equivalent). Supporting studies may be required to address air, noise, vibration or other compatibility concerns. Where a feasibility assessment indicates that the noise levels exceed the noise level objectives outlined in the County Official Plan, but the proposed development is feasible, County Council and/or Town Council shall require the proponent to undertake a detailed noise study which specifies appropriate attenuation measures in accordance with the Ministry of the Environment guidelines. Refer to policy 4.1.6 for additional details.

3.2.3.3 Active Heavy Rail

No new residential buildings intended for human occupancy are permitted within a 30 metre setback of an active heavy rail right-of-way. Permitted uses within this setback include public and private roads, parkland and other outdoor recreational space including backyards, swimming pools and tennis courts, unenclosed gazebos, garages and other parking structures and storage sheds, where permitted within the policies of this Plan. New residential development within 300 metres of an active heavy rail right-of-way must undertake a land use compatibility assessment based on the Guidelines for New Development in Proximity to Railway Operations (Federation of Canadian Municipalities, 2013) or equivalent guidelines/standards which mitigate risks associated with development in proximity to heavy rail.

3.2.3.4 Provincial Highway

In addition to all the applicable municipal requirements, all proposed development located adjacent to and within the Ministry of Transportation Ontario's (MTO) permit control area under the Public Transportation and Highway Improvement Act (PTHIA) will also be subject to MTO approval. Early consultation with the MTO is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning.

3.2.3.5 Supporting Active Transportation

New development applications requiring a Draft Plan of Subdivision, Zoning Bylaw Amendment and/or Site Plan Control, shall demonstrate how pedestrians and cyclists can move through the community and/or site, and connect to existing active transportation infrastructure or planned infrastructure including those identified on **Map 4** of this Plan.

3.3 Land Use Policies

3.3.1 General Residential

The lands designated Residential within the South West Ingersoll Secondary Plan are intended to achieve a minimum overall density of 30 units/ha and provide an increased mix of unit types to support a broader range of housing choice and affordability within the Town of Ingersoll.

3.3.2 Low Density Residential

Section 9.2.4 of the Oxford County Official Plan provides the planned function and permitted uses within the Low Density Residential designation.

3.3.2.2 Density Permissions

Notwithstanding the policies of the Oxford County Official Plan, the following specific policies shall apply to the lands designated Low Density Residential within the Plan Area:

- Within the area of new Low Density Residential development, the minimum overall net residential density shall be 22 units per hectare (9 units per acre). To achieve this density target, Town and County Councils may consider a variety of lot sizes and configurations, the development of low rise multiple units and may consider narrower road widths and private roads within multiple unit condominium developments in areas of new Low Density Residential development.

3.3.2.3 Permitted Uses

Notwithstanding the policies of the Oxford County Official Plan, and in accordance with policy 3.2.3.1 of this Plan, multiple unit dwellings, street-oriented multiples and additional residential units shall be permitted within the Secondary Plan Area.

3.3.2.4 Servicing and Phasing

The development of lands designated Low Density Residential shall be subject to the Servicing and Phasing policies of the Secondary Plan, as well as policies in the County's Official Plan and the County's Servicing Allocation policy.

3.3.3 Medium Density Residential

Section 9.2.5 of the Oxford County Official Plan identifies the planned function and permitted uses within the Medium Density Residential designation.

In addition to the policies of the Oxford County Official Plan, the following specific policies shall apply to the lands designated Medium Density Residential within the Plan Area.

3.3.3.1 Permitted Uses

Notwithstanding the policies of the Oxford County Official Plan, additional dwelling units shall be permitted within the Secondary Plan Area.

Home occupations will be permitted in accordance with the policies of the Oxford County Official Plan policy 9.2.3.4.

Single detached, semi-detached dwellings and duplexes shall not be permitted.

3.3.3.2 Housing Forms

The Town may consider other forms of medium density housing, on a site specific basis, subject to an Amendment to the Zoning By-law with appropriate justification and consideration of the surrounding land uses, density, built form, urban design policies and the ability to provide municipal services in a financially feasible manner.

3.3.3.3 Servicing and Phasing

The development of lands designated Medium Density Residential shall be subject to the Servicing and Phasing policies of the Secondary Plan, as well as policies in the County's Official Plan and the County's Servicing Allocation policy.

3.3.4 Service Commercial

Section 9.3.3 of the Oxford County Official Plan identifies the planned function and permitted uses within the Service Commercial designation. In addition to the policies of the Oxford County Official Plan, the following specific policies shall apply to the lands designated Service Commercial within the Plan Area.

3.3.4.1 Permitted Uses

Notwithstanding the policies of the Oxford County Official Plan, the following uses are not permitted within the Plan area:

- Uses which require large areas for on-site storage of goods or vehicles.

3.3.4.2 Accessory uses

Notwithstanding the policies of the Oxford County Official Plan, an accessory residential dwelling unit contained within the main commercial structure will only be permitted where it has been demonstrated that land use compatibility with surrounding Prime Industrial and Industrial lands can be managed to the satisfaction of the Town and County.

3.3.5 Prime Industrial

3.3.5.1 Planned Function

The planned function of the Prime Industrial designation is to expand the industrial land supply and attract modern industries to enhance the range of employment opportunities in the Town to support Ingersoll's ability to compete in the local, national and international marketplace. These strategically important employment lands are protected for industrial uses that make efficient use of such land and related infrastructure and provide significant, high quality employment opportunities and tax

revenues for the Town. This designation features the availability of larger parcels and proximity to road and highway access, which supports industrial expansion of existing and future industries.

3.3.5.2 Permitted and Prohibited Uses

The following uses are permitted within the Prime Industrial designation:

- Industrial uses (e.g. assembling, processing, warehousing and distribution, repair activities, construction industries, manufacturing, communications, etc.);
- Research and development;
- Larger-scale information technology related uses including data centres and information processing establishments;
- Screened rear yard outdoor storage, not visible from municipal road or highway;
- Facilities that are ancillary to the permitted use above; and,
- Retail and office uses that are associated with a permitted use, restricted to a small percentage of total floor area which may be established through the Town's zoning by-law.

Truck and trailer parking areas are not permitted as a primary use for lands designated Prime Industrial. Truck and trailer parking may be permitted as accessory to a permitted industrial use on the same property.

3.3.5.3 Lot Coverage

To support efficient use of land, new development for lands designated Prime Industrial shall have a minimum lot coverage of 10%.

3.3.5.4 Required Studies

Development applications for lands designated Prime Industrial will not be considered for approval until the necessary environmental, land use compatibility, water and wastewater servicing and transportation studies are completed and approved by the Town, County, Upper Thames River Conservation Authority, and the Province as applicable.

3.3.6 Industrial Area

Section 9.3.4 of the Oxford County Official Plan identified the planned function and permitted uses within the Industrial Area designation.

Note, the property west of Wallace Line and north of Robinson Road (municipally known as 274171 Wallace Line) was subject to a separate Official Plan Amendment and

Zoning By-law Amendment planning exercise, which redesignated the lands from Agricultural Reserve to Industrial and is now in force and effect.

3.3.7 Open Space

Section 3.2.5 of the Oxford County Official Plan identifies the planned function and permitted uses within the Open Space designation.

3.3.8 Environmental Protection

3.3.8.1 Planned Function

Section 3.2.4 of the Oxford County Official Plan identifies the planned function and permitted uses within the Environmental Protection designation. Please refer to **Map 2** of this Secondary Plan for an overview of the lands designated Environmental Protection within the South West Ingersoll Secondary Plan Area and **Map 3** for an outline of the Natural Environment and Heritage features.

In addition to the policies of the Oxford County Official Plan, the following specific policies shall apply to the lands designated Environmental Protection and Adjacent Lands within the Secondary Plan Area.

3.3.8.2 Provincially Significant Wetlands

Portions of the South West Ingersoll Secondary Plan Area are identified as a Provincially significant wetland (including the Heslop Swamp Provincially Significant Wetland and the Five Point Woods Provincially Significant Wetland). Please refer to the Oxford County Official Plan significant wetland policies. No policies or permissions of this Secondary Plan take precedence over the significant wetland policy guidance contained in the Oxford County Official Plan. In the event of a policy conflict, the parent policies of the Official Plan will take precedence.

3.3.8.3 Wellhead Protection Area

Portions of the South West Ingersoll Secondary Plan Area are located within wellhead protected areas. Please refer to the Oxford County Official Plan for Water Quality policies. No policies or permissions of this Secondary Plan take precedence over the Wellhead Protection Area policy guidance contained in the Oxford County Official Plan. In the event of a policy conflict, the parent policies of the Official Plan will take precedence.

3.3.8.4 Environmental Impact Statements and Adjacent Lands

As identified on **Map 2**, a portion of the South West Ingersoll Secondary Plan Area is within the Natural Heritage System and is subject to the Environmental Resource policies of the Oxford County Official Plan.

On lands where a minimum buffer has not been established and on Adjacent Lands depicted on **Map 2**, an Environmental Impact Statement (EIS) is required to be undertaken to the satisfaction of the approval authority. The Environmental Impact Statement must be undertaken by qualified professionals and prepared in accordance with the scoped EIS terms of reference contained in **Appendix A** of this Plan. A peer review of the Environmental Impact Study may be required by the approval authority to be undertaken by a qualified professional at the expense of the proponent to determine its acceptability as detailed in Section 3.2.6 of County Official Plan.

3.3.8.5 Energy Efficiency

The development of lands within the Secondary Plan shall have regard for policy 2.1.2 of the Oxford County Official Plan, by promoting energy conservation and efficiency, improved air quality, reduction of greenhouse gas emissions and climate change adaptation. The Town or County may request additional support studies to demonstrate how the objectives of these policies have been supported through a proposed application.

3.3.9 Coordination with Agencies

The Town will work with the Oxford County, Ministry of Natural Resources and Forestry, and the Upper Thames River Conservation Authority to ensure that the policies of the County's Official Plan and the South West Ingersoll Secondary Plan are implemented.

3.4 Community Design

3.4.1 Intent of the Urban Design Policies

The intent of the community design policies and community design guidelines is to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. In addition, the urban design policies of **Section 3.4.2** and design guidance provided in **Section 3.4.3** is intended to guide future development, and to protect the existing and future natural assets building a natural heritage system of linked natural areas. New development will support the protection and conservation of existing natural features, the maintenance of existing ecological functions and the creation of new environmental features, where possible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

3.4.2 Public Realm Improvement Strategy

The public realm improvement strategy is intended to enhance the design quality and functionality of the South West Ingersoll Secondary Plan Area. The planned Public Realm Improvement Plan is depicted on **Map 4** and considers the following:

- a) Gateway improvements;
- b) Streetscape improvements;
- c) Potential new public spaces;
- d) Active transportation connections; and,
- e) Pedestrian safety improvements.

The specific location of the features shown on **Map 4** and described in this section of the Secondary Plan are conceptual (except where a right-of-way is already established). The precise location and design of public spaces shall be confirmed through the Draft Plan of Subdivision or other approval processes by the Town and County. When siting new parks and public spaces, the Town will consider opportunities to co-locate and connect parks and public spaces with other community-oriented land uses, including schools and institutional uses, pedestrian linkages and the multi-use trail network, leisure facilities, and naturalized stormwater management ponds.

3.4.2.1 Gateways

Gateways are intended to function as formal entranceways and important visual and physical landmarks into and within the Southwest Ingersoll Secondary Plan Area. They provide wayfinding and enhance the public realm while also highlighting the distinct identity within the Town. Within the Secondary Plan Area, gateways include lands within the right-of-way, and are categorized into major and minor gateway improvements, as discussed in further detail below.

3.4.2.1.1 Major Gateway Improvements

Major gateways are key points of arrival into the Prime Industrial and Service Commercial lands within this Secondary Plan Area. Given the adjacent uses, proposed active transportation linkages and visibility from Highway 401, the major gateways will be experienced as landmarks in the landscape experienced while in a moving vehicle and as potential trail heads and rest areas along the proposed expanded trail network.

Two (2) major gateway improvement areas have been identified as:

- Plank Line and Highway 401; and,
- Culloden Line and Highway 401.

Major gateway should incorporate public art features, lighting and prominent signage while also considering landscape features, planting and materiality that acknowledge and celebrate the area's rich natural heritage and Indigenous traditional uses and knowledge. Major gateways should also be scaled appropriately relative to the adjacent buildings, visibility from Highway 401, and according to sightline corner requirements. Major gateways can serve as an opportunity to highlight a growing business environment and reinforce awareness of community investment readiness. The gateways can also serve as an opportunity to provide a trailhead and rest stop along the proposed trail network, including wayfinding information, and shaded seating that is integrated into the gateway design.



Example of a major gateway into the industrial lands. *Source: TWLA/Fisher Associates Landscape Architecture*

3.4.2.1.2 Minor Gateway Improvements

Minor gateways serve as an entry and/or place of transition between different land uses, introducing elements of small-scale public realm enhancements that reinforce placemaking in our physical environments. Minor gateways are intended to serve as entrance markers to two proposed residential areas and one industrial area within the Secondary Plan Area. There three (3) minor gateway improvement areas, including:

- Thomas Road and Wallace Line (Industrial);
- Hamilton Rd and Proposed Roadway South of Oakwood Street (Residential); and,
- Clarke Road and Proposed Roadway North of Harris Street (Residential).

Minor gateways should be designed to function in tandem with adjacent open space and built form, including materiality, lighting, planting, signage and multi-functional art features that tie into the site's natural and cultural heritage, and future industrial functions. Minor gateways are smaller-scale wayfinding and welcoming landmarks within the community, helping establish the character and identity of each area.



Example of a minor gateway into the residential areas and open space within a road right-of-way. *Source: Port of Kennewick*



Example of a minor gateway into industrial lands. *Source: MudMap Studio*

3.4.2.2 Streetscape Improvements

Streetscape improvements are intended to provide direction for future enhancements to the roads within the Secondary Plan Area. The Secondary Plan Area has a diverse set of road functions, each contributing to a larger network that accommodates the movement of motor vehicles, pedestrians and cyclists. Two level of improvements are being proposed within both industrial and residential land uses:

- Major Streetscape Improvements; and,
- Minor Streetscape Improvements.

Major and minor streetscape enhancements serve as an opportunity to align the community design guidelines with sustainability targets set out by the County and Town, such as planting 10,000 trees a year as set by *Environment Oxford* or tree planting initiatives established by the Town of Ingersoll Tree Canopy Policy. To support this County/Town target, both major and minor streetscape improvements within the Secondary Plan Area should:

- Create a healthy and mature tree canopy streetscape, improving the shade cover, stormwater runoff, ecological functions and human health benefits;
- Ensure that sufficient space and soil volumes are provided within the road right-of-way to enable the growth of mature street trees;
- Promote the use of silva cells and/or raised beds on both public and private developments; and,
- Promote the use of innovative systems which allow for best practices in arboricultural maintenance.

3.4.2.2.1 Major Streetscape Improvements

The proposed collector road along Curry Road and Union Road serves as the southern border of the western industrial and commercial lands within the Secondary Plan Area. At its two entry points, these roads are anchored by identity-defining gateways and provide the main access into future developments. Streetscape improvements are also identified along the proposed collector road on Wallace Line, which serves as the central spine and connective interface of the existing industrial operations on the north side and significant natural heritage components to the south. Major streetscape improvements are further subdivided into minor industrial and minor residential enhancements.

Major industrial streetscape improvements for Curry Rd, Union Rd and Wallace Line include:

- Paved road surfaces including paving any existing shoulders;

- Access to proposed multi-use trail located South of 401;
- Paved shoulders on new local roads where feasible within the existing right of way to provide access to businesses however Active Transportation facilities will be limited or unavailable due to limited right-of-way widths;
- Primary street lighting to maintain appropriate illuminance;
- Enhanced tree canopy on north side to improve micro-climatic conditions;
- Plant species that are hardy, low maintenance and salt-tolerant;
- LID (Low Impact Development) measures where possible to manage increased water run-off from non-permeable constructed surfaces; and,
- Planted swale to temporarily store, treat and infiltrate stormwater runoff.

Major residential streetscape improvements for Clarke Rd include:

- Paved road surfaces including drainage swales as required;
- Multi-use trail on one side;
- Design midblock connections for improved pedestrian access;
- Consider traffic calming measures at all pedestrian crossings;
- Primary street lighting to maintain appropriate illuminance;
- Enhanced tree canopy on both sides to improve micro-climatic conditions;
- Plant species that are hardy, low maintenance and salt-tolerant; and,
- LID (Low Impact Development) measures where possible to manage increased water run-off from non-permeable constructed surfaces.

3.4.2.2.2 Minor Streetscape Improvements

Several proposed local roads throughout the Secondary Plan Area have also been identified as having opportunities for a minor streetscape improvement as shown in **Map 4**.

These improvements are identified in local roads that provide primary access to residential and prime industrial areas as well as key access to proposed open spaces. Minor streetscape improvements are further subdivided into minor industrial and minor residential enhancements.

Minor industrial streetscape improvements include:

- Paved sidewalk on one side with a planted boulevard buffer to provide separation between pedestrians and vehicles;
- Appropriately scaled lighting to maintain illuminance on entrances, walkways, amenity areas and/or service areas;
- High-quality design, free-standing signage along the site frontage and close to the site entrance where buildings are set further back from the roadway;

- Enhanced tree canopy on both sides to improve micro-climatic conditions;
- Street trees and/or low-lying ornamental grasses that are native, hardy and salt-tolerant along boulevards;
- LID (Low Impact Development) measures where possible to manage increased water run-off from non-permeable constructed surfaces; and,
- Bioretention gardens, as appropriate, in areas with larger boulevards, to temporarily store, treat and infiltrate stormwater runoff.

Minor residential streetscape improvements include:

- Paved sidewalk on both sides with a planted boulevard buffer to provide separation between pedestrians and vehicles;
- Design midblock connections for pedestrian crossings;
- Consider traffic calming measures at all pedestrian crossings;
- Pedestrian-scaled street lighting to maintain appropriate illuminance and increase safety and comfort;
- Enhanced tree canopy on both sides to improve micro-climatic conditions;
- Street trees and/or low-lying ornamental grasses that are native, hardy and salt-tolerant along boulevards;
- LID (Low Impact Development) measures where possible to manage increased water run-off from non-permeable constructed surfaces; and,
- Bioretention gardens, as appropriate, in areas with larger boulevards, to temporarily store, treat and infiltrate stormwater runoff.

3.4.2.3 Potential New Public Open Spaces

Over the tenure of the Secondary Plan, the intention is to provide new public spaces including parks, open spaces and recreation that are connected with the existing and future active transportation networks and natural areas. New public spaces should be designed to be barrier free and to include a mix of design elements, including but not limited to:

- Enhanced landscaping;
- Shade trees;
- Ample locations for seating; and,
- Public art.

New public spaces should be located close to the street and be connected to new and enhanced pedestrian networks. There are four Open Spaces proposed within the Secondary Plan:

- Proposed Neighbourhood Park North of Clarke Rd to be planned in coordination with the adjacent proposed stormwater management facility;
- Proposed Neighbourhood Park South of Clarke Rd;
- Proposed Neighbourhood Park South of Hamilton Rd; and,
- Proposed Neighbourhood Park North of Thomas Rd.

Each proposed Residential area will have a larger public Open Space intended to support leisure activities for residents. Proposed neighbourhood parks would serve the adjacent residential communities through amenities such as playgrounds, basketball pads, baseball diamonds, tennis courts, picnic areas and passive seating areas. Planning for potential new public spaces shall be consistent with the policies of the Oxford Official Plan Section 9.5.2 Leisure Resource Policies. In addition to these policies, the following guidelines are provided to support planning for open spaces within the Plan Area:

- Expand upon existing natural features through the integration of parks and open spaces;
- Select native, drought-tolerant, pest and disease resistant species for vegetation and use low maintenance design techniques;
- Ensure that parks and open spaces are placed and sized appropriately;
- Ensure that parks and open spaces are located close to the street and pedestrian network;
- Design open spaces as part of a larger network by providing trails within and connecting through to external trails;
- Accommodate multi-modal transportation through amenities such as sheltered bike racks, water fountain and washroom facilities;
- Ensure that there are appropriate setbacks from residential properties as well as adequate street frontage;
- Encourage an appropriate balance of active and passive recreational uses;
- Protect natural heritage areas and ensure sustainable uses; and,
- Ensure that open space and parks should be designed to be barrier free.

3.4.2.4 Multi-use Trail Design

Multi-use trail connections have been proposed to connect throughout the Plan Area and to existing trails within Ingersoll, as depicted on **Map 4**. Please refer to policy 3.5.3 for an outline of the conceptual active transportation network improvements that could be implemented through future planning development applications.

These connections paired with sidewalk connections and in-boulevard trails enhance the pedestrian network and help to diversify the availability for multi-modal travel. The following guidelines apply to multi-use trail development within the Plan Area:

- Include standard wayfinding signage to identify key connections and mark distances between multi-use trails and key site features (e.g. parks, bike facility connections, etc.);
- Thematic and interpretive signage should be utilized to feature the historical and natural heritage of the study area;
- Provide a treed buffer where indicated, particularly along the trail proposed south of the 401;
- Multi-use trail should provide adequate amenities, such as seating, trash receptacles, and lighting;
- Multi-use trails that connect to gateways should include rest spaces for trail users as well as amenities such as seating and bike parking;
- Multi-use trails should provide safety, security and comfort for all trail users;
- Provide safe crossings wherever multi-use trails intersect with the road network with adequate signaling and changes in colour or materials to indicate priority crossings;
- Trails should provide connections to natural heritage and allow users to experience the various natural heritage features of the study area;
- It is important for the design, construction, use and maintenance of the multi-use trails to minimize impacts and disruptions to environmentally sensitive areas;
- Multi-use trails should be designed, constructed and maintained with sustainability in mind;
- Multi-use trails should be designed to accommodate as many different types of users as possible while considering the best configuration with regard to adjacent properties; and,
- The design, construction and maintenance of multi-use trails should adhere to the principles of Universal Design and follow AODA standard;

The Town may consider preparing a signage and wayfinding strategy for the Secondary Plan Area that enhances the public realm and support the land use vision for this corridor. The signage and wayfinding strategy would be implemented through a new signage by-law.

3.4.3 Private Realm Urban Design Guidelines

The private realm design guidelines identify the desired future character and function of the built environment, including massing, building articulation, parking, vehicle

movement and landscaping. The intent is to ensure that new buildings reinforce a coherent urban environment that is compatible in scale, form, massing, height and transition with the surrounding open space and public form. The following private realm design guidelines should be referred to when proposing development within the lands designated Low and Medium Density Residential within the Plan Area:

- A full range of housing types (i.e. detached, semi-detached, townhouse, apartments) should be provided to promote a variety and diversity within the low and mid density residential areas;
- Architecture expressed throughout residential buildings should be varied and recognize its local context;
- Quality should be consistent and building materials and finished should be complimentary;
- Low and Mid-density residential neighbourhoods should be characterized by a highly interconnected local street network and encourage grid patterns to reduce congestion, dead-end streets, and promote walkability;
- Sidewalks should be coordinated with the design of feature paving across boulevards, intersections, crosswalks, and driveways to ensure visibility and accessibility of the pedestrian network;
- Residential neighbourhoods should have strong visual and physical links to natural environmental features;
- Provide a diversity of housing types within medium density residential area in order to achieve medium density targets;
- Where a continuous street wall exists, maintain a consistent base building height with neighbours, varying by a maximum of two storeys;
- Lot sizes should be simple and rectilinear to not limit design and siting options. Variations shall be considered to manage slope, corner lots, or property boundaries;
- Where townhouse-style units are provided at the ground floor, they should be designed and expressed as individual units through the use of materials and façade articulation;
- The impact of taller buildings within the mid-rise residential area should consider open spaces and adjacent properties through adequate height and massing transition, separation and landscaping;
- Buildings over 3 storeys should have a base building height of no greater than 2 storeys above adjacent development. Upper floors should step back to reduce visual impact and building mass as perceived at street level;

- High quality pedestrian infrastructure should be provided on all public streets and public spaces adjacent to apartment development to support vibrant street environments, pedestrian access and comfort;
- Outdoor amenity areas will include generously scaled areas of soft landscaping capable of supporting shade trees;
- Encourage development of corner lots to have architectural elements on both street facing sides; and,
- Amenity spaces should be directly connected to building entrances when associated with a multi-family residential building.

The following design guidelines should be referred to when proposing development within lands designated -, Service Commercial and Prime Industrial within the Secondary Plan Area:

- Cohesive site organization and design that create an identifiable and recognizable employment community in Ingersoll;
- Industrial uses should be separated and buffered from adjacent natural heritage areas, open spaces and residential areas;
- Buildings at high profile gateway locations, such as entrances to industrial areas, should be designed to give prominence to the location and prestige to the area;
- Locate buildings and planting to minimize adverse impacts, such as shadows, wind tunnelling, noise attenuation and snow disposition for neighbouring properties and amenity areas;
- Building placement, massing and landscape features should provide a high level of design;
- Locate buildings with appropriate orientation particularly south of Highway 401 in order to maximize visibility and pedestrian environment;
- High-quality building design that are cognizant of adjacent sites using materials and colours that highlight existing natural heritage and surrounding buildings;
- Paved surfaces and site furnishings that are made of recycled or sustainably-sourced materials that are durable;
- All vehicular access shall be planned to avoid conflicts with pedestrians and other non-motorized modes of travel;
- Ensure loading and servicing areas are adequately signed and located behind buildings and are adequately screened from the public right-of-way, green walkway and amenity areas;
- Provide accessible walkways and special paving to denote pedestrian flow across private driveways and parking lots for increased safety and convenience;

- Periodic breaks along the landscape buffers to allow for visibility of new developments and assist in wayfinding;
- Landscape treatments along the street fronts that enhance the interface between the public and private realm;
- Planting palette that is sustainable, native, and hardy that contributes to the visual interest along street frontages;
- Use of permeable pavers in parking lots, where feasible, to improve on-site stormwater management;
- Encourage plantings and hedgerows to screen outdoor storage;
- LID (Low Impact Development) measures where possible to manage increased water run-off from non-permeable paved surfaces; and,
- Bioswales or bioretention gardens, as appropriate, in areas with larger boulevards, to temporarily store, treat and infiltrate stormwater runoff.

3.5 Transportation

3.5.1 Planned Transportation Network

The existing and planned multi-modal transportation network is shown on **Map 4** (active transportation plan) and **Map 5** (road network plan). The proposed changes to the area will support the full range of transportation modes, increased connectivity to Ingersoll's existing amenities and destinations, while continuing to function as a major thoroughfare along Highway 401 for the foreseeable future. A more complete street network with improved access is needed to support growth, pedestrian and active transportation modes. For reference purposes, the Transportation Technical memo has been included in **Attachment 1**.

3.5.2 Improvements and Enhancements to Multi-Modal Transportation Network

The Secondary Plan contemplates the following potential transportation improvements within the study area:

- Active transportation improvements and depicted on **Map 4**; and,
- Road improvements as depicted on **Map 5**.

3.5.3 Active Transportation Network

The existing and planned Active Transportation Network is depicted on **Map 4**. Many opportunities have been identified to improve, enhance, and incorporate active transportation improvements through the consultation process and have been shown on **Map 4**. The network is planned to accommodate a range of active modes including pedestrians and cyclists. Proposed improvements include a network of multi-use trail

connections that build off the existing and planned network, proposed bike lanes, paved shoulders, and sidewalks. Please refer to policy 3.4.2 for proposed major and minor streetscape improvements.

Multi-use trails provide safe pathways that are separated from the road and intended for use by means of more than one device. The following multi-use trail connections have been identified on **Map 4**:

- North-east of Clarke Road on the boundary of the Secondary Plan Area to connect the proposed minor gateway to the internal local road network;
- South of Clarke Road connecting the bike lane along the new proposed local road through the proposed park and to the existing trails along the west side of Hall's Creek;
- South of Highway 401 connecting the major gateway along Plank Line with the back of the properties along the highway, across Whiting Creek, along the rail corridor and along the back of the properties along the highway to connect with the major gateway at Culloden Line; and,
- West portion of the Secondary Plan Area connecting the multi-use trail along the Thames River with the Secondary Plan Area, at the proposed minor gateway improvement, and along the Environmental Protection Area connecting with Thomas Road.

Bike lanes are intended to provide cyclists with a paved dedicated lane for travel. The following bike lands have been identified on **Map 4**:

- Clarke Road within the Secondary Plan Area, intended to connect to the existing bike lane along Clarke Road between Ingersoll Street S and Harris Street; and,
- New north/south local road in the east portion of the Secondary Plan Area, intended to connect the Clarke Road bike lane to the proposed park/open space/recreational uses north of Highway 401.

These interventions should be considered through the redevelopment process and/or through future master planning processes. Development, redevelopment and infrastructure investment in and around these areas should consider improvements to pedestrian safety, through lighting, signage, daylighting, introduction of medians and other means.

New development must also adhere to the policies as outlined in the County Oxford Official Plan Section 9.2.7.3 Pedestrian Activity.

3.5.4 Road Classification

The road improvements identified on **Map 5** are based on a functional classification of roads outlined in the Oxford County Official Plan policy 9.6.2 and are included below for reference. Please refer to the Oxford Official Plan for policies on each classification of road.

- Provincial Highway - serves high volumes of inter-urban and long distance traffic movements at high speeds;
- County Road (Arterial) - moderate to high volumes of intra-urban traffic at moderate speeds and has limited property access;
- County Road (Collector)- - serves light to moderate volumes of traffic for short distances between local and arterial roads and may provide access to individual properties; and,
- Local - provides access to individual properties and serves local traffic only.

3.5.5 Existing and Planned Road Network

The existing and proposed transportation network is depicted on **Map 5**, and is designed to accommodate a variety of modes, including automobiles, trucks, cycling and pedestrians. The following new/upgraded arterial and collector road network is proposed with the Secondary Plan Area to accommodate growth:

- A New North/South collector road connecting Clarke Road to the proposed Open Space;
- Upgrade of Curry Road and Union Road as a collector road, connecting Plank Line and Culloden Line; and,
- Upgrade of Wallace Line as a collector road to provide access to the proposed Industrial and Prime Industrial lands.

In addition, a new spur line is proposed to the north of Curry Road, south of Highway 401 on the western side of the existing rail corridor.

3.5.6 Local Road Connections

New local connections are required to facilitate development and access. The alignment of the proposed local roads as depicted on **Map 4**, are intended to be conceptual (except where the right-of-way is already established) and include:

- An extension of Walker Road south through the study area to connect with a new internal local road network north of Clarke Road;
- New local road connections south of Clarke Road connecting to the lands proposed Residential lands and the Open Space;

- New local road connections are also proposed to the east and west of Wallace Line to provide access for proposed Industrial lands; and,
- New local road south of Hamilton Road to provide access for proposed Residential lands.

Detailed alignments and locations of local streets and private laneways shall be determined through further engineering studies and through the development review process.

3.5.7 Proposed Intersection Improvements

Proposed intersection improvements for the Secondary Plan Area include improved cross sections to promote traffic demand and support a multi modal transportation. Several intersection improvements have been identified to support development of the Secondary Plan Area and are depicted on **Map 5**.

3.5.8 Parking

Please refer to Town of Ingersoll Zoning By-law for minimum parking standards. The Town may identify alternative parking requirements for development within the Secondary Plan Area to support the overall objective of this Plan.

3.6 Infrastructure

3.6.1 Water and Sanitary Servicing

As part of the implementation of the South West Ingersoll Secondary Plan, the County will ensure the availability of adequate water and sanitary servicing and capacity to accommodate the long-term planned development of the Secondary Plan Area. To support implementation of this Secondary Plan, a Conceptual Water Servicing Plan and Sanitary Servicing Plan have been prepared and included as **Map 6 and 7**. Additional municipal servicing analysis has been included for reference in **Attachment 2 and 3**.

3.6.2 Sustainable Stormwater Management

To support implementation of the South West Ingersoll Secondary Plan, a stormwater management plan has been prepared which includes proposed stormwater management facilities depicted on **Map 8** and further analysis provided for reference in **Attachment 4**.

The Town encourages innovative measures to help reduce the impacts of urban run-off and maintain base groundwater flow. Such measures may include bioswales, permeable pavers, rain barrels, and green roofs.

3.6.3 Development Application and Servicing Requirements

The Town may require that development applications be supported by site specific servicing and stormwater management plans, where modifications to the servicing plans included here within are proposed.

3.6.4 Coordination of Public Works

The Town will work with the County to ensure that planned public works for the South West Ingersoll Secondary Plan Area are coordinated to minimize the impacts of construction on residents and businesses adjacent to the Secondary Plan Area. Coordination efforts will consider phasing of any future road works and maintenance, and any upgrades to the water and sanitary networks.



4.0 Implementation

4.1 General Implementation

4.1.1 General Implementation

The South West Ingersoll Secondary Plan will be implemented through a variety of tools including but not limited to:

- a) Oxford County Official Plan Amendment incorporating key policy recommendations contained in the South West Ingersoll Secondary Plan;
- b) Planning and development application process, through tools such as site plan approval, plans of subdivision and condominium and consents to sever;
- c) Town of Ingersoll Zoning By-law; and,
- d) Other tools as described in this section.

4.1.2 Public Works within the Secondary Plan Area

All future public works undertaken by the Town in the South West Ingersoll Secondary Plan Area will be consistent with the policies of the Oxford County Official Plan as amended to incorporate the policy recommendations contained in the South West Ingersoll Secondary Plan.

4.1.3 Official Plan Amendments

Unless otherwise stated in this Plan or the County's Official Plan, applications for development which do not align with the policies and maps of this Plan will require an Official Plan Amendment. Amendments to the Official Plan will be subject to policies of the Official Plan and shall require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

4.1.4 Zoning By-Law

4.1.4.1 Alignment with Zoning By-Law

The Town will update its Zoning By-law to ensure that the land use policies and community design guidelines for this South West Ingersoll Secondary Plan are reflected in the Town's Zoning By-law.

4.1.5 Amendments to Zoning By-Law

Applications for development within the South West Ingersoll Secondary Plan Area will be subject to the policies of the County's Official Plan as amended to incorporate the policy recommendations from the South West Ingersoll Secondary Plan. Amendments to the zoning by-law will be subject to policies of the Official Plan and will require a planning justification report, along with any other supporting studies identified through the pre-consultation process.

4.1.6 Site Plan Review, Plans of Subdivision, Plans of Condominium and Severances

Applications for site plan approval, plans of subdivision, plans of condominium and consents to sever lands within the Secondary Plan Area will be consistent with the policies of the County's Official Plan as amended. More specifically, applications for plans of subdivision or plans of condominium shall include supporting technical studies as outlined through the pre-consultation process that may include the following reports and studies as indicated in **Appendix B**.

4.1.7 Supporting Studies

Area Studies or Issues Based Studies may be used to assist in the implementation and refinement of the South West Ingersoll Secondary Plan. Please refer to the Oxford County Official Plan for Area Studies and Issues Based Studies.

4.1.8 Coordination with the Oxford County

The Town will work with the Oxford County to ensure that the policies of this Plan are implemented, including any opportunities to implement the urban design and public realm improvements through any future works initiated by the County.

4.2 Phasing and Financial Tools

4.2.1 Capital Expenditures and Phasing

The County will prepare a Capital Expenditure Plan and Phasing Strategy to guide the development/redevelopment of the South West Ingersoll Secondary Plan Area. The Capital Expenditure Plan and Phasing Strategy should consider the following:

- The expected cost and timing of development;
- The cost and timing of any potential transportation, infrastructure, and public realm improvements;
- Any other projects or initiatives which may impact the cost and timing of development; and,
- The approach to pay for the implementation of the South West Ingersoll Secondary Plan.

To support implementation, a conceptual Phasing Plan has been included in **Appendix C** of this Plan.

4.2.2 Holding Zones

County Council or the Town Council, may pass a Holding Zone by-law and use the holding (H) symbol in conjunction with any zone in the zoning by-law. The holding (H) symbol specifies that the development of these lands is considered premature or inappropriate for immediate development. Please refer to the Oxford County Official Plan for Holding Zones policies.

4.2.3 Development Charge

The Town may include any growth-related infrastructure identified in this South West Ingersoll Secondary Plan as part of the next Development Charges By-law update in accordance with the Town and County's financing policy.

4.2.4 Monitoring Program

The Town will prepare a monitoring program to track the implementation of the South West Ingersoll Secondary Plan and report on the progress of its implementation. The monitoring program should identify population and household forecasts, land use and development trends, economic conditions, the supply, demand and availability of land for development and employment purposes, the adequacy of municipal services, land costs and the state of the environment.

4.2.5 Updating the Plan

Ingersoll Town Council, in conjunction with the County Council will comprehensively review the policy recommendations of the South West Ingersoll Secondary Plan as part of the 5 year review of the County's Official Plan.

4.3 Interpretation

4.3.1 General Interpretation

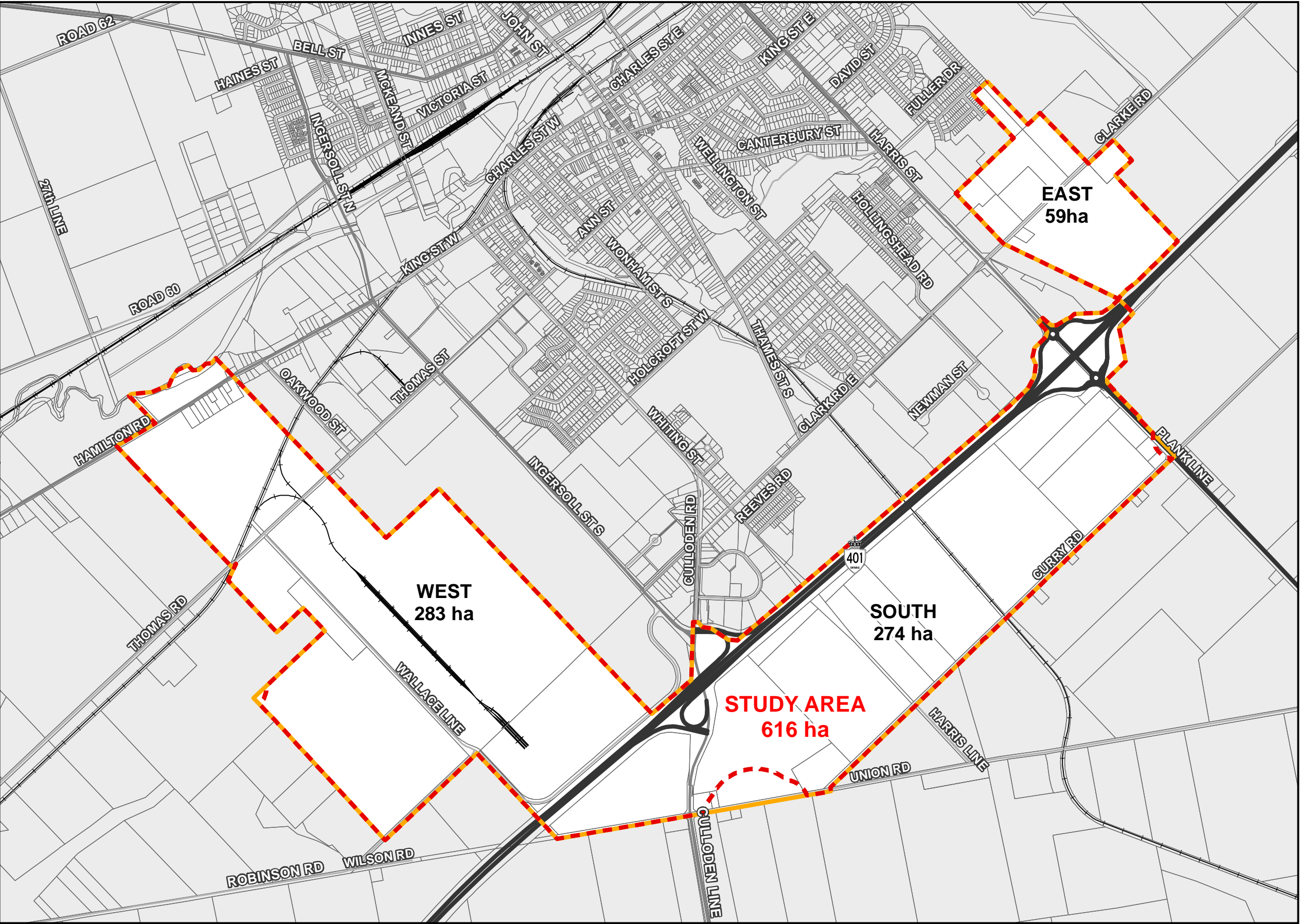
Section 1.5 of the Oxford County Official Plan provides Interpretation policies on Land Use Designations, Figures and Symbols applicable to interpretation of the South West Ingersoll Secondary Plan.

4.3.2 Conflicts with Official Plan

In the event of a conflict between the Oxford County Official Plan and the South West Ingersoll Secondary Plan, the County Official Plan prevails.

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 1: SECONDARY PLAN AREA LIMITS



Legend

- Settlement Area
- Study Area
- Property Parcels
- Provincial Road
- County Road
- Municipal Road
- Railway

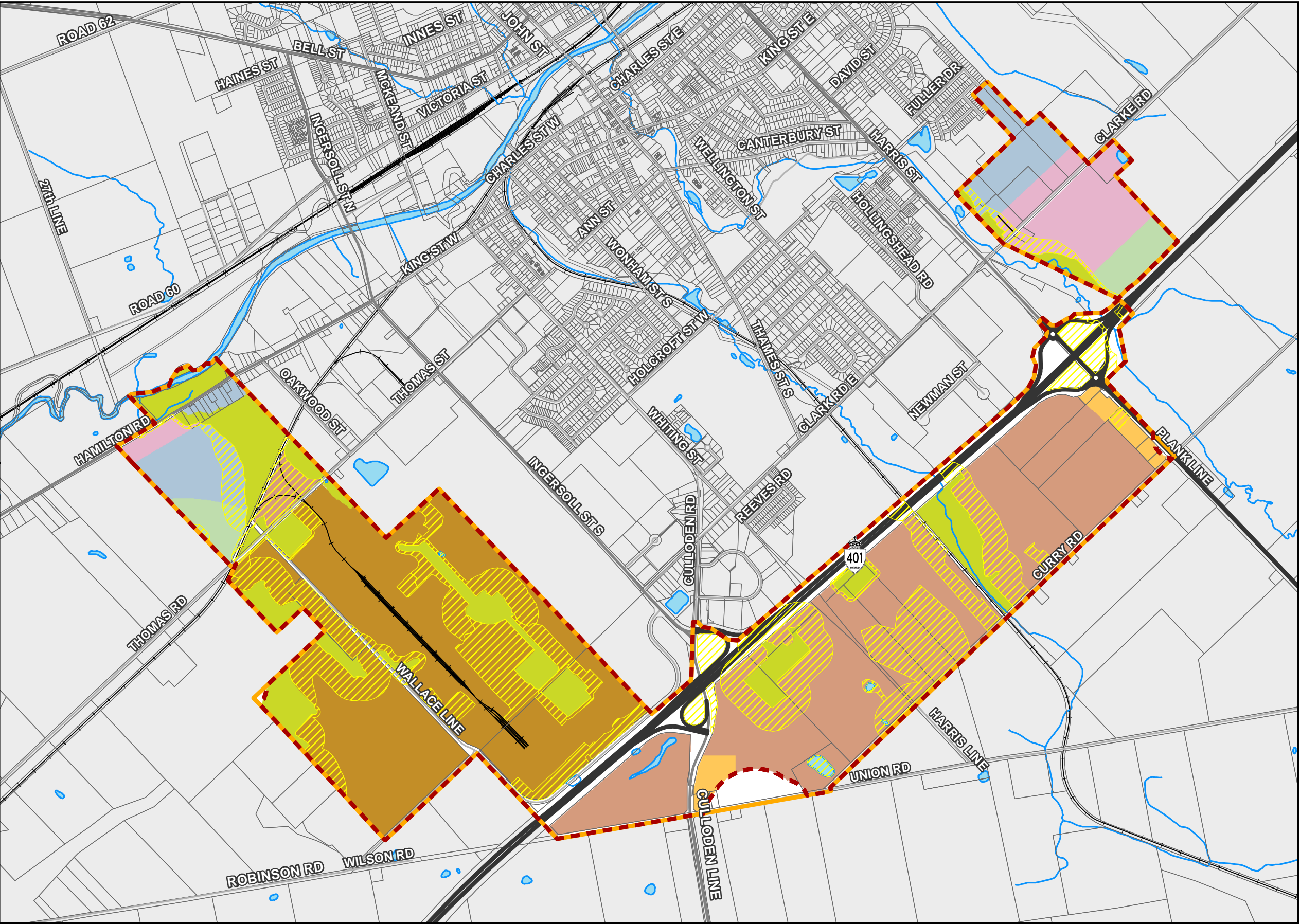
NORTH

Map Prepared by: PFM/ZJB
 Dillon Consulting Limited
 Map Checked by: KM
 Dillon Consulting Limited
 January 08, 2024
 Scale 1:20,000

Meters

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 2: LAND USE PLAN



Legend

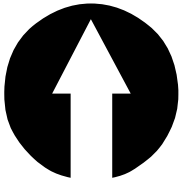
- Settlement Area
- Study Area

Land Use

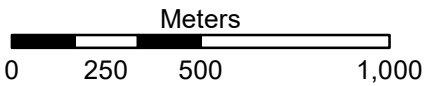
- Low Density Residential
- Medium Density Residential
- Service Commercial
- Open Space
- Environmental Protection
- Industrial
- Prime Industrial
- Adjacent Lands

Oxford County

- Provincial Road
- County Road
- Municipal Road
- Railway
- Watercourse
- Waterbody



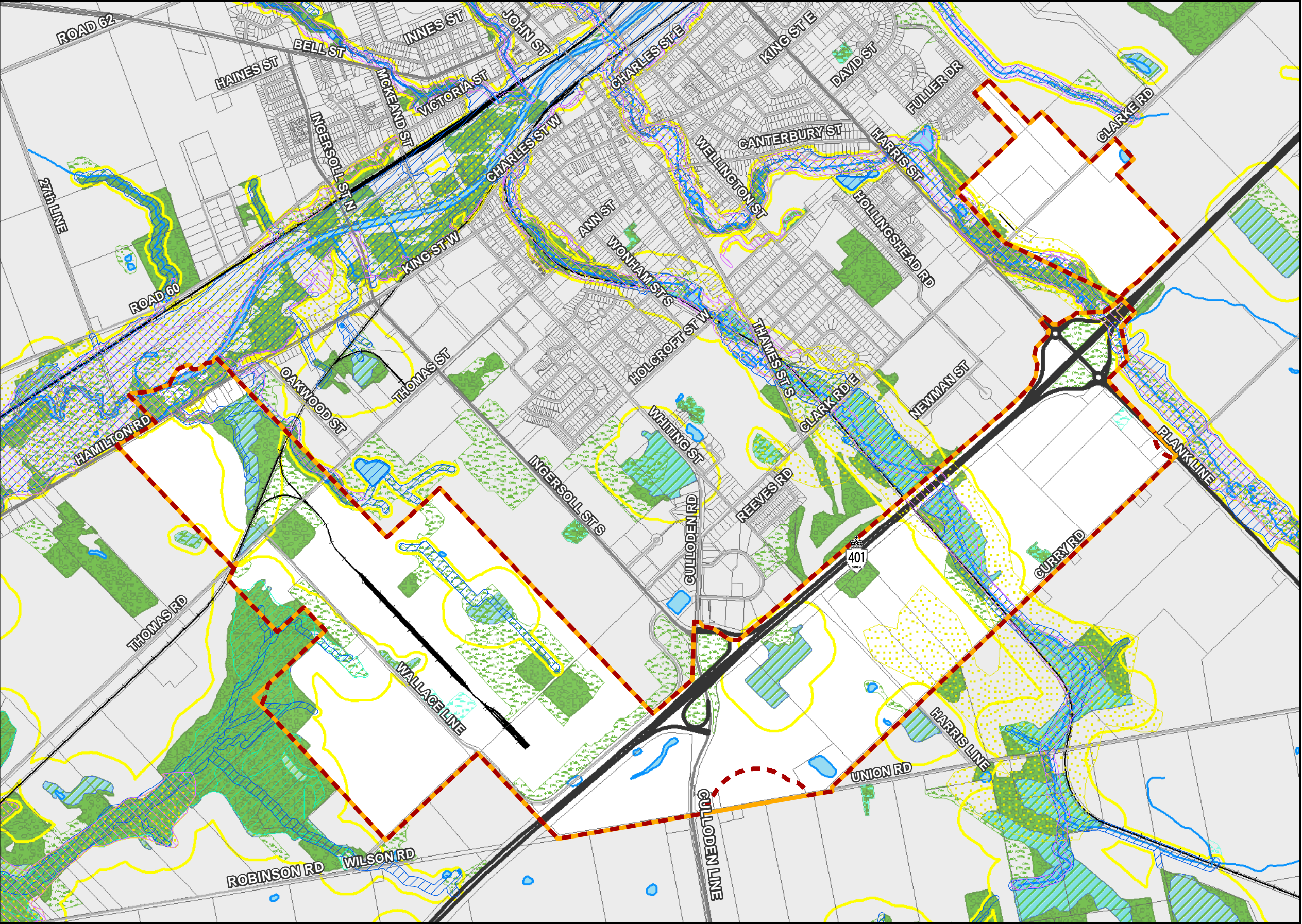
NORTH



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Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
January 09, 2024
Scale 1:20,000

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 3: NATURAL ENVIRONMENT AND HERITAGE



Legend

Settlement Area

Study Area

Oxford County

Provincial Road

County Road

Municipal Road

Railway

Watercourse

Waterbody

Oxford Natural Heritage System

Evaluated Wetland

Wetland minus PSWs

Unevaluated Wetland

Woodlands

Meadows/Thickets

Meadows/Thickets (Other)

Significant Valleylands (Draft)

Upper Thames River Conservation Authority

Erosion Hazard Limit

Flood Hazard Limit

Regulation Limit

MNRF

Five Point Woods (PSW)

NORTH

DILLON CONSULTING

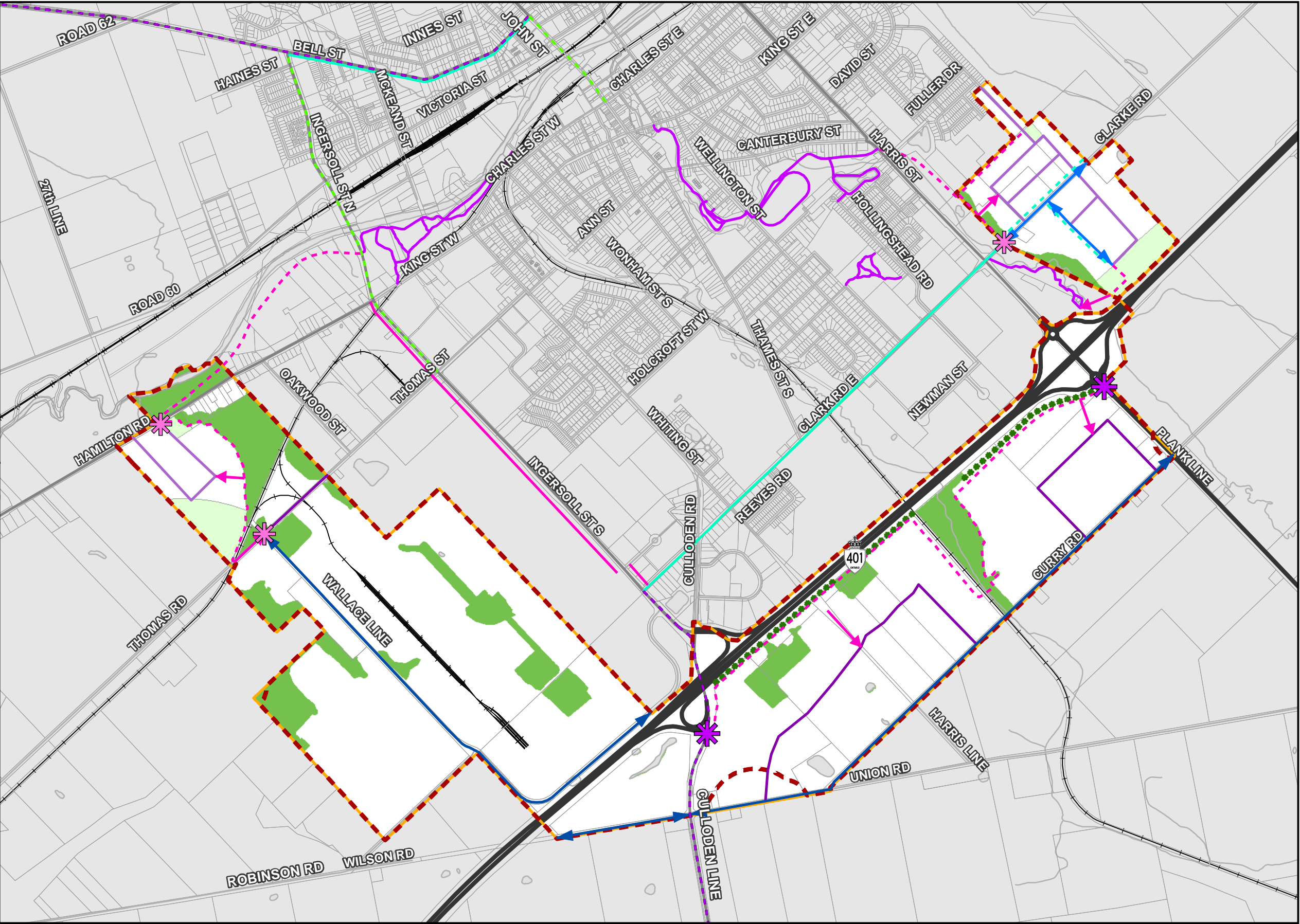
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Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
December 20, 2023
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SOUTH WEST INGERSOLL SECONDARY PLAN

MAP 4: PUBLIC REALM IMPROVEMENT AND ACTIVE TRANSPORTATION PLAN



Legend

- Settlement
- Study Area
- Environmental Protection

Proposed Public Realm Improvements

- Proposed Park/Open Space/Recreation
- Proposed Minor Gateway (Intersection Improvement)
- Proposed Major Gateway
- Proposed Minor Streetscape Improvement Area - Industrial
- Proposed Minor Streetscape Improvement Area - Residential
- Proposed Major Streetscape Improvement Area - Industrial
- Proposed Major Streetscape Improvement Area - Residential
- Proposed Bike Lane
- Proposed Multi-Use Trail Connection
- Multi-Use Trail Suggested Connections
- Proposed Treed Buffer

Existing and Planned AT

- Existing Bike Lane (Town of Ingersoll)
- In-Boulevard Multi-Use Trail (Town of Ingersoll)
- Existing Trail (Town of Ingersoll)
- Planned Designated Cycling Facility (Oxford Cycling Master Plan) (CMP)
- Planned Separated Cycling Facility (Oxford Cycling Master Plan) (CMP)

NORTH

DILLON CONSULTING

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Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

January 09, 2024

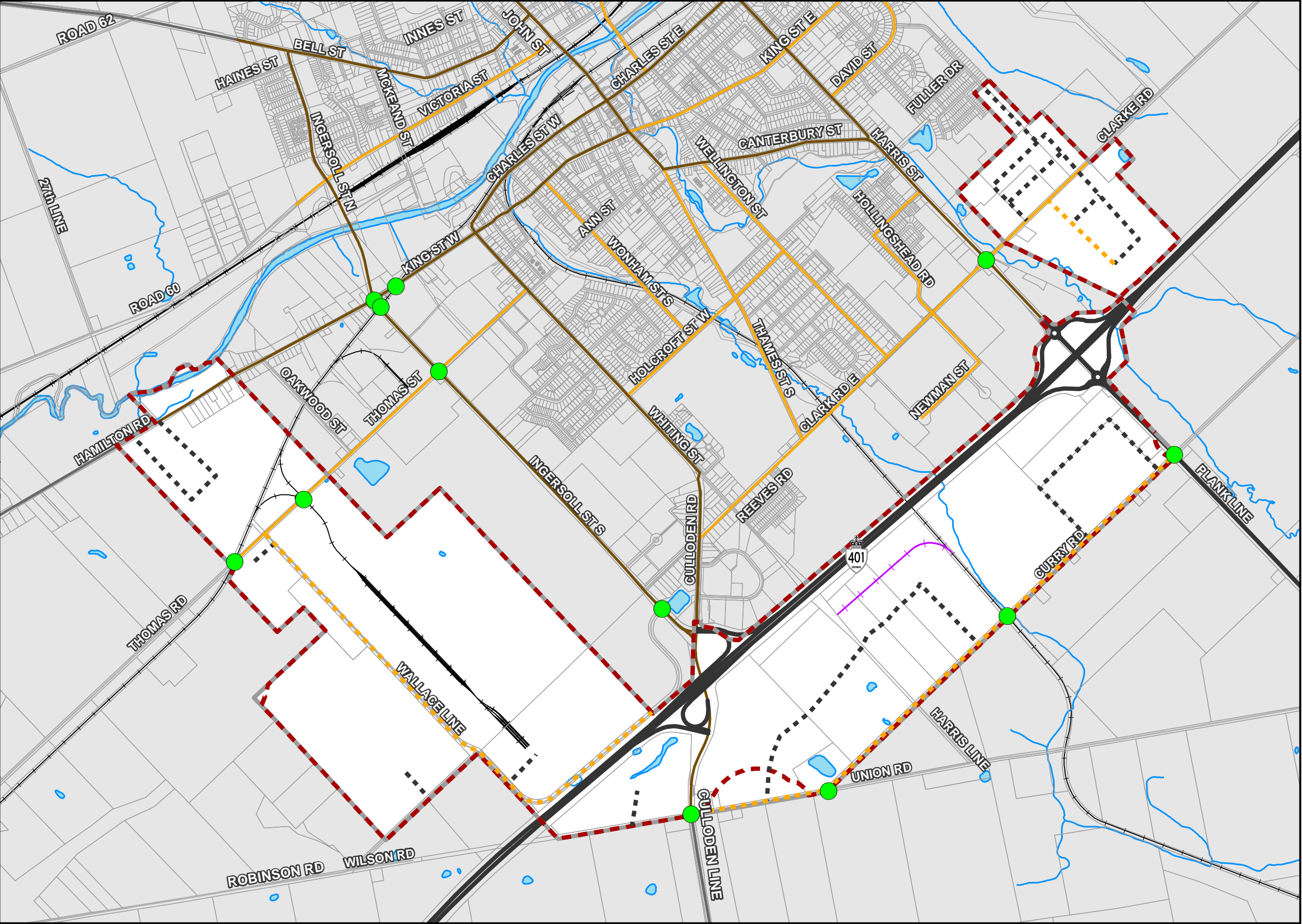
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SOUTH WEST INGERSOLL SECONDARY PLAN

MAP 5: TRANSPORTATION PLAN



Legend

- Settlement Area
- Study Area
- Proposed Intersection Improvement
- Proposed Collector Road
- Proposed Local Road
- Proposed Rail Spur
- Provincial Highway
- Arterial Road
- Collector Road
- County Road
- Municipal Road
- Railway

NORTH

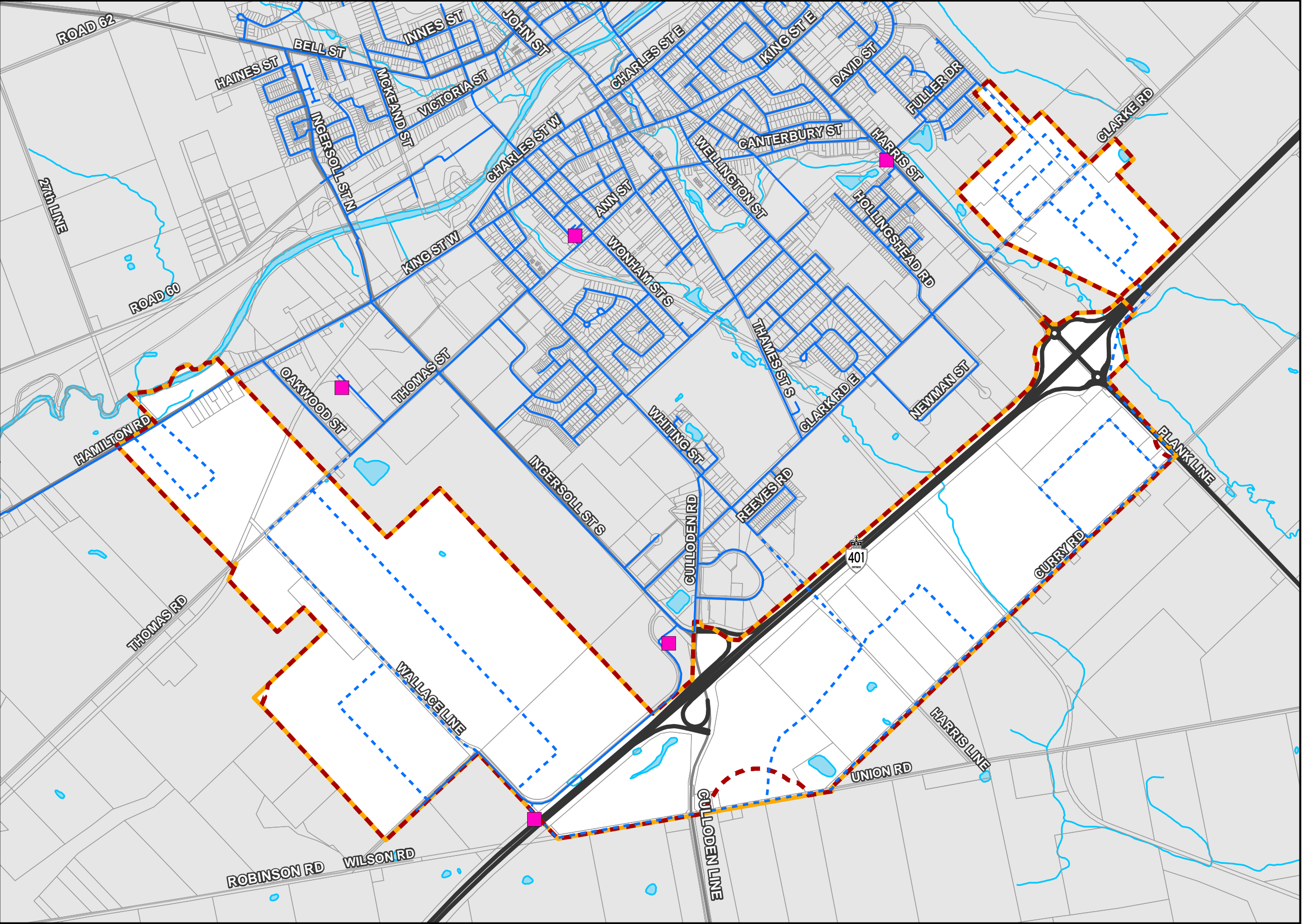
Map Prepared by: PFM/ZJB
 Dillon Consulting Limited
 Map Checked by: JG
 Dillon Consulting Limited
 December 20, 2023
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Meters

0 250 500 1,000

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 6: CONCEPTUAL WATERMAIN

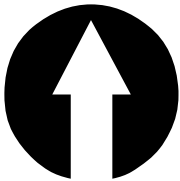


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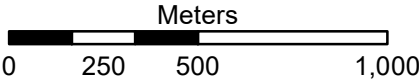
- Settlement
- Study Area
- Proposed Trunk Watermain

Oxford County

- Existing Groundwater Well / Water Treatment Facility
- Existing Watermain
- Watercourse
- Waterbody



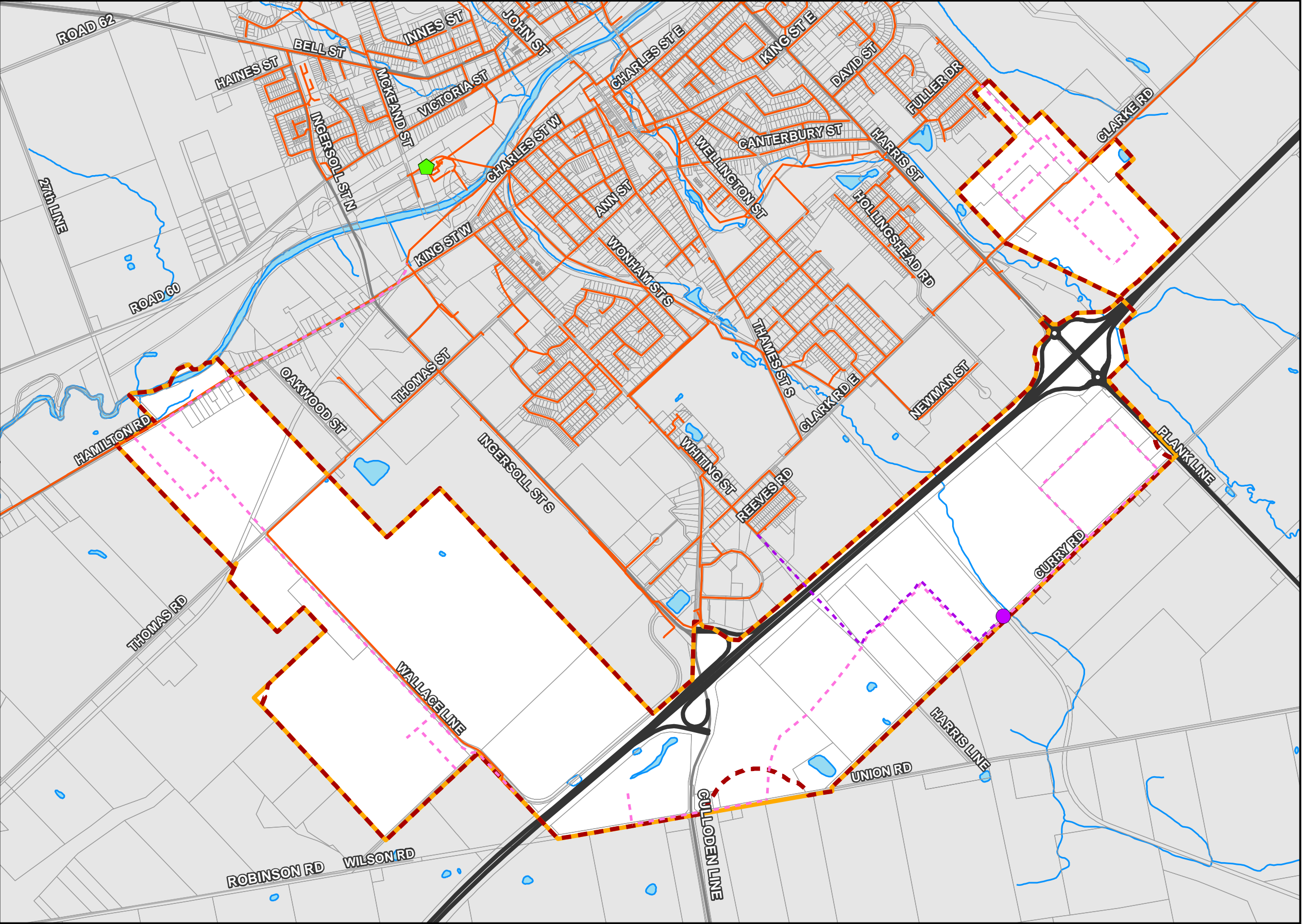
NORTH



Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
December 20, 2023
Scale 1:20,000

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 7: CONCEPTUAL SANITARY



Legend

Settlement Area

Study Area

Proposed Sanitary Pump Station

Proposed Sanitary Forcemain

Proposed Gravity Sanitary Sewer

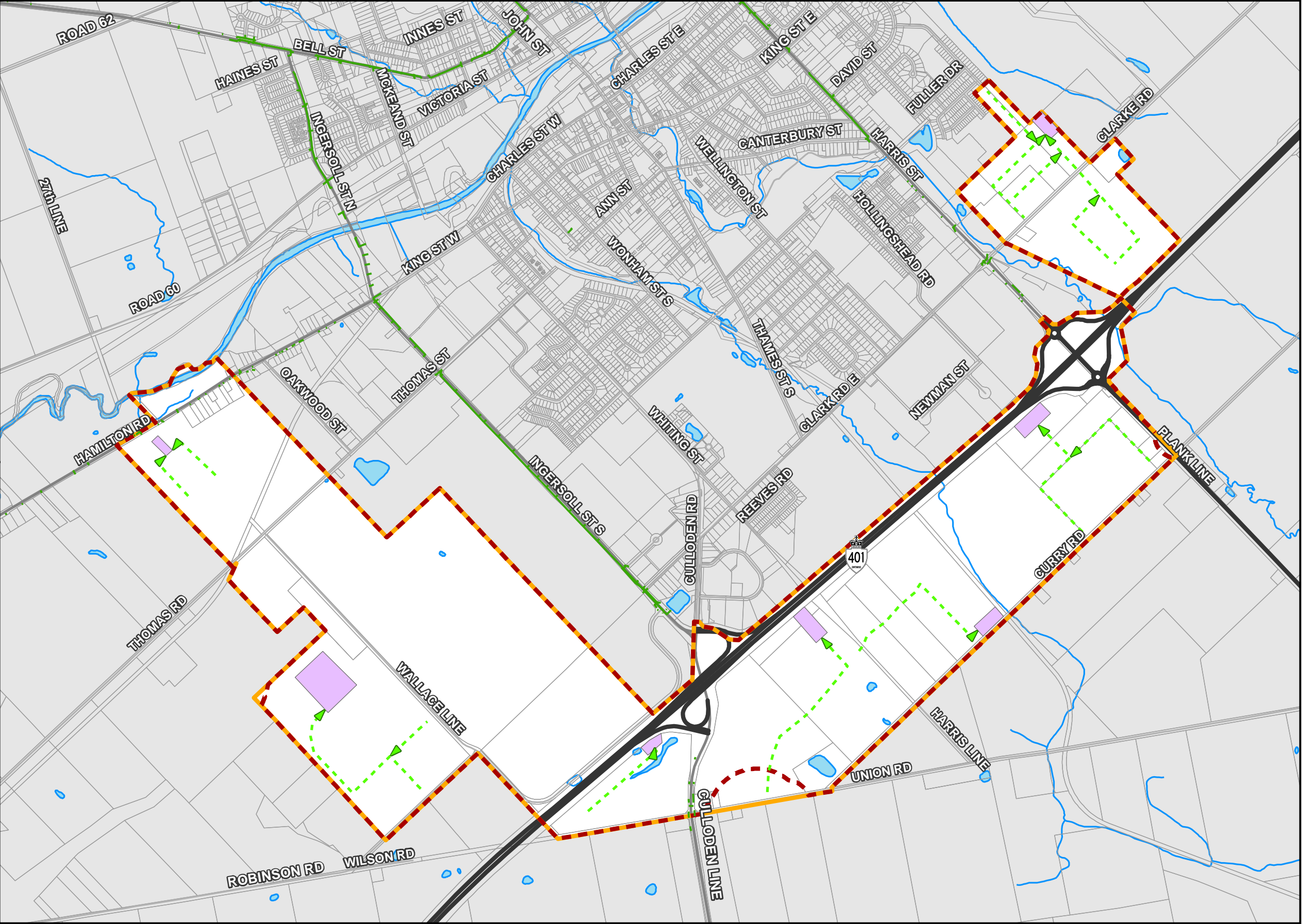
Oxford CountyIngersoll Wastewater Treatment PlantExisting Sanitary SewerWatercourseWaterbody

Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
December 20, 2023
Scale 1:20,000

Meters

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 8: CONCEPTUAL STORM



Legend

Settlement

Study Area

Proposed Storm Sewer and Flow Direction

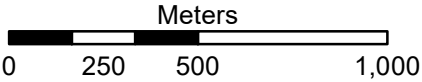
Proposed SWM

Oxford County

Existing Storm Sewer

Watercourse

Waterbody



Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited
December 20, 2023
Scale 1:20,000

Environmental Impact Study Terms of Reference

The following terms of reference (TOR) checklist should be used as a guide in determining the appropriate requirements for an Environmental Impact Study (EIS). The following requirements should be checked off as appropriate and included within the EIS. Approval of the TOR should be received by the County before submission of the EIS. If additional information is warranted based on the project, additional items or notes can be added to this list.

General Policies

- ☐ Reports should be formatted on 8½ by 11 paper, with maps to be full colour and formatted on 11x17 minimum size. A title page should also be provided that includes: the name of the applicant, address of the subject property, lists the principal author of the report, the consulting firm, and the date the report was completed. Please ensure that the contact information for the applicant and main report author are also provided within the report.
- ☐ The Environmental Impact Study (EIS) must be undertaken by a qualified professional in environmental or related sciences to provincial standards and/or the satisfaction of Oxford County (the County).
- ☐ A visit to the site may be required by the County prior to, during, or upon receipt of the EIS.

The EIS will have consideration for the following:

- ☐ Policies and requirements of the County's Official Plan (OP).
- ☐ Other applicable planning documents.

Existing Conditions

- ☐ The existing conditions of the subject property must be clearly described in the EIS and clearly mapped on aerial photographs.
- ☐ The description must include the zoning and designations of the OP on the subject property. This includes land use designations from other municipal planning documents, and the South West Ingersoll Area Secondary Plan.

- ☐ The EIS shall identify natural hazard features, should any be located on the subject lands). The potential impact of the development on the hazard feature or hazard process should also be identified. Identify hazard avoidance or hazard mitigation strategies and integrate natural heritage, natural resource and/or servicing considerations. The boundaries of natural hazard features shall be confirmed in the field by the proponent, mapped on a figure in the report and approved by the UTRCA. If any staking has been completed to date, information on the limits of the feature should be included in the EIS. The location of the UTRCA regulated area will be identified and discussed in the report.
- ☐ Designated environmental features identified in the OPs must be identified on the mapping and described in the report. These features include provincial or regional Areas of Natural and Scientific Interest (ANSIs), Provincially Significant Wetlands (PSWs), Environmentally Significant Areas (ESAs), Significant Woodlands, etc.
- ☐ Natural Heritage Features identified through surveys (woodlands, wetlands, valleylands, Significant Wildlife Habitat, etc.) must be identified on the mapping and described in the report.
- ☐ A description of the soils, landforms and surficial geology based on a review of available mapping and literature must be described in the report.
- ☐ Hydrological and hydrogeological resources and issues, including surface water features, recharge/discharge zones, groundwater quality and quantity, groundwater elevations and flow directions, and connections between groundwater and surface water features will be identified if available and required.
- ☐ The vegetation communities must be identified using the Ecological Land Classification (ELC) system to vegetation type, where possible. The communities must be identified on the mapping, using the appropriate ELC codes, as well as described in the text.
- ☐ Should wetland(s) be identified within the Subject Property, their significance under the Ontario Wetland Evaluation System (OWES) should be identified. If the wetland has not been evaluated, or a re-evaluation of the community is necessary, detailed of the evaluation should be included as an appendix to the EIS.
- ☐ Three-season botanical surveys are required to identify rare or uncommon species. Surveys are to take place during spring (May to early June), summer

- (July to August) and fall (September to October). The list must include an analysis for the presence of federal and provincial threatened or endangered species. This should include information from the Ministry of the Environment, Conservation and Parks (MECP) and Natural Heritage Information Centre (NHIC).
- ☐ The EIS requires breeding bird surveys. The surveys must be conducted during the breeding bird season at an appropriate time of day in appropriate weather conditions and by a qualified professional. A minimum of two surveys are required and they must follow generally accepted scientific protocols (i.e., the 2001 Ontario Breeding Bird Survey Guide for Participants). A list of the breeding birds will be included in the report. The list must include an analysis for the presence of federally or provincially rare, threatened or endangered species.
 - ☐ The EIS requires a breeding amphibian survey. The survey will be conducted during the breeding amphibian season and by a qualified professional. Surveys will be conducted in accordance to protocols of the 2008 Marsh Monitoring Program Participants Handbook. For calling amphibians a minimum of three surveys are required. These surveys will generally span the full amphibian breeding season to ensure that the peak periods of activity for early and late breeding species are accounted for. A list of the breeding amphibians present will be included in the report. The list is to include an analysis for the presence of federally or provincially threatened or endangered species.
 - ☐ Turtle basking surveys are required. Surveys should be conducted during the turtle active season (i.e., ice-off to late October) and in accordance with the Survey Protocol for Blanding's Turtle in Ontario (MNRF, 2015).
 - ☐ Snake Visual Encounter surveys are required. Surveys should be conducted throughout the active season (May- July), following the Survey Protocol for Ontario's Species at Risk Snakes (MNRF, 2016).
 - ☐ A fisheries assessment will be provided due to the presence of potential suitable fish habitat. The fisheries assessment will include community sampling within the watercourse, pond, etc. through electrofishing and/or netting during the appropriate season, under a collection permit issued by the MNRF. Existing data regarding fish species must also be obtained from UTRCA and/or the MNRF and used for the fisheries assessment. The assessment must include a description of watercourses or other fish habitat on and/or adjacent to the Property (where site access is permitted).

- ☐ A Headwater Drainage Features (HDF) Assessment will be completed for potential HDFs within the Subject Property, as per the *Evaluation, Classification, and Management of Headwater Drainage Features Guidelines* (TRCA and CVC, 2014).
- ☐ A Significant Wildlife Habitat screening should be completed for the Subject Property and candidate and confirmed habitats identified. Both background information and survey data should be provided for habitats identified.
- ☐ Incidental wildlife observed shall be reported on and listed in the report. The list must include an analysis for the presence of federally or provincially rare, threatened or endangered species.
- ☐ A functional assessment of the subject property describing the ecology of the natural heritage features and functions (including components of the natural heritage system) within and adjacent to the subject property should be provided. The functional assessment may include ecological functions, wetland functions, natural heritage features and landscapes, benefits of importance to humans, and corridors and linkages, as required. The significance of features based on applicable policies and guidelines should be included.
- ☐ Should any features be excluded from the assessment/study, a detailed explanation for their exclusion should be provided.

Constraints Map

- ☐ Mapping shall consist of the following:
 - a) Mapping must have a title, figure number, north arrow, legend and scale or scale bar.
 - b) A site location map that provides the regional or watershed context of the subject property.
 - c) The extent of the natural heritage features and its components must be clearly demarcated on an air photo base, if applicable.
 - d) The locations of watercourses and waterbodies and indication of their flow (if applicable).
 - e) Vegetation communities must be delineated and identified using ELC.
 - f) The location of rare, threatened or endangered species and/or populations shall be identified, if appropriate.
 - g) The location of important wildlife features (i.e., hibernacula, den, stick nest, etc.) shall be identified.

- h) Establish minimum buffer requirement and regulated areas (e.g. floodplains, wetlands).
- i) Locations of all survey stations are to be included.
- j) A conceptual site plan will be included.

Impact Assessment

- ☐ The potential direct, indirect, induced and cumulative impacts to the features and functions of natural areas shall be identified and discussed.
- ☐ An assessment of the potential impact on wildlife at a local, watershed and provincial (if applicable) level shall be provided.
- ☐ An assessment of the potential impacts on groundwater or surface water (if applicable) level shall be provided.
- ☐ An assessment on potential impacts to the hydrological and ecological function of wetlands present (if applicable).
- ☐ In the case of significant natural features (as confirmed through field studies), the EIS must demonstrate that there is no development or site alteration within the feature with the exception of uses as specified in the OP and/or prior approvals. The EIS must determine appropriate buffers from significant natural features and other mitigation strategies to diminish impacts to the natural features.
- ☐ A policy analysis shall be completed to determine impacts with respect to relevant policy and how policy, technical documents and legislation including but not limited to, the PPS (2014), Natural Heritage Reference Manual (2010), Significant Wildlife Habitat Technical Guide (2000), Significant Wildlife Habitat Ecoregion 7E Criteria Schedules (2015), etc. will be met.

Recommendations and Mitigation Measures

- ☐ Avoidance of Natural Heritage System features is the preferred approach to mitigation unless otherwise specified in the OP and/or prior approvals.
- ☐ Determine adequate buffers through the identification of the critical function and protection zones of identified natural areas, in accordance with County requirements.

- ☐ Where avoidance of a feature is not feasible or possible, mitigation approaches/techniques must be provided. These may include edge management plans, buffer plantings, fencing, low impact designs (LID), etc.
- ☐ Recommendations for Best Management Practices during construction should be provided. This may include silt fencing, tree protection, fencing, identification of timing or seasonal constraints to construction or restoration, etc.
- ☐ If applicable, the EIS will include opportunities for restoration or enhancement of natural heritage or hydrologic features or their functions.
- ☐ An analysis of mitigations approaches recommended and how these meet policy requirements should be included in the EIS.

Monitoring

- ☐ If monitoring is required, the details of a monitoring program must be agreed to through approval conditions. Monitoring such as erosion and sediment control, restoration, and wildlife monitoring should be considered.

Conclusion

- ☐ The EIS will summarize the key findings of the report including the biophysical inventory and analysis, assessment of potential impacts, impact avoidance measures, mitigation measures and opportunities for environmental enhancement.
- ☐ The EIS will include recommendations respecting whether the proposal should proceed as planned; or whether the proposal should proceed subject to conditions (if applicable).
- ☐ The EIS will conform to the policies and requirements of the Oxford County Official Plan and South West Ingersoll Area Secondary Plan.

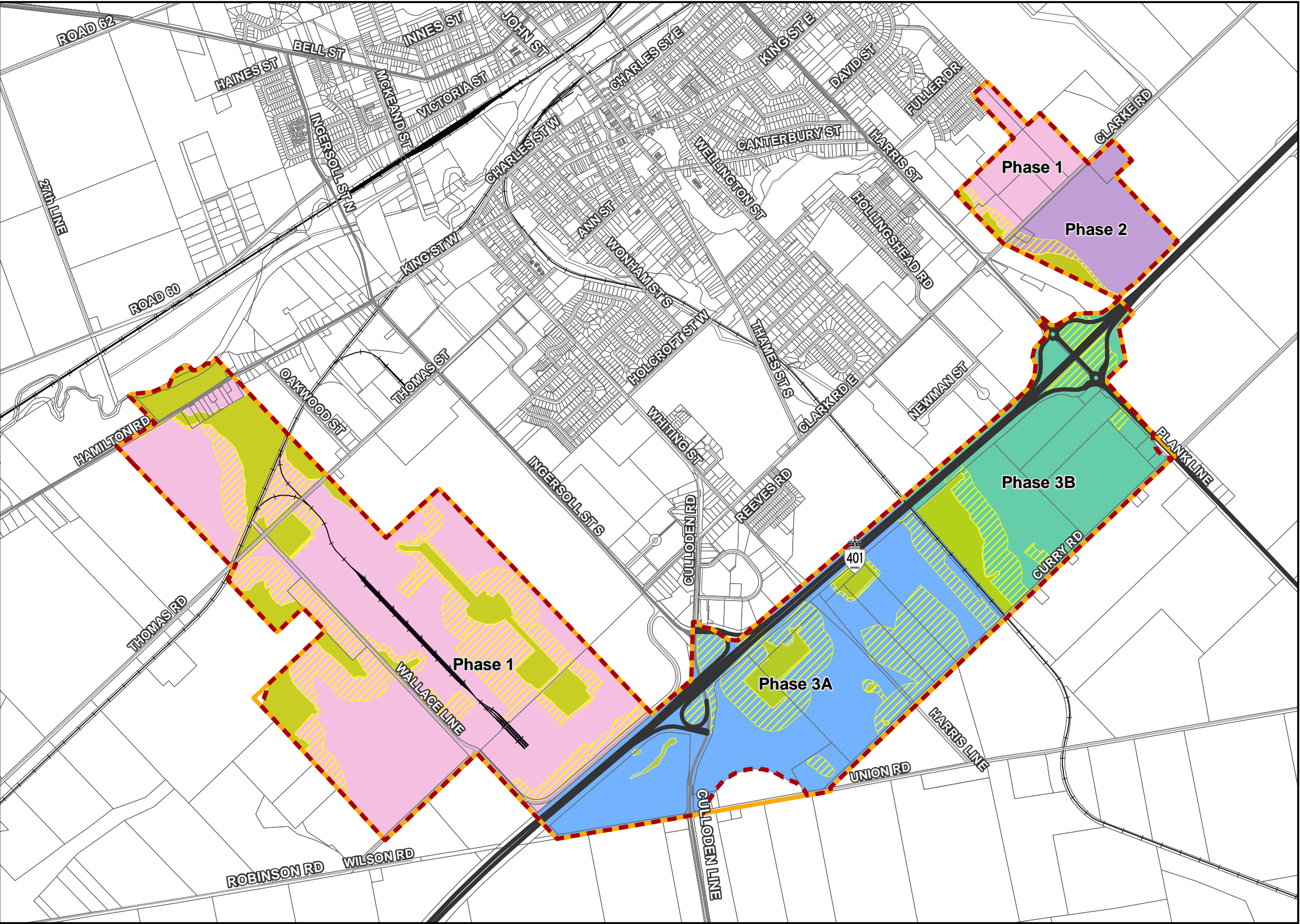
Possible Required Studies to Support a Development Application

- Planning Report
- Affordable Housing Report/Rental Conversion Assessment
- Urban Design Report/Brief
- Archaeological Assessment
- Cultural Heritage Impact Assessment
- Aggregate/Mineral Resource Analysis
- Local Air Quality Study
- Environmental Impact Statement
- Comprehensive Environmental Impact Statement including Natural Habitat Inventory, Environmental Management Plan, Tree Conservation and Planting Plans, Provincial and Federal Requirements for Fish Habitat
- Hydrogeological Study
- Slope Stability Study and Report
- Environmental Site Assessment and/or Record of Site Condition
- Site Plan, Spill Protection Measures and other Best Management Practices for
- Preliminary Grading Plan
- Preliminary Stormwater Management Report/Plan and/or update to an existing
- Stormwater Management Plan
- Soils/Geotechnical Study
- Construction Methods and Spills Protection Measures
- Servicing Options Report
- Development Phasing Plan
- Water and Wastewater Servicing Plans and associated studies
- Air Quality Assessment
- Dust Impact Analysis
- Land Use Compatibility Study
- Agricultural Impact Assessment
- Minimum Distance Separation
- Noise Study
- Odour Impact Assessment
- Vibration Study
- Transportation Impact Study
- Transportation System Impact Study
- Parking Analysis
- Traffic Calming Options Report

- Transit Assessment
- Transportation Demand Management Options Report

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

APPENDIX A: PHASING PLAN



Legend

- Settlement
- Study Area

Land Use

- Environmental
- Adjacent Lands

Phasing Plan

- Phase 1 = Wthin 5 Years
- Phase 2 = 5-10 Years
- Phase 3A => 10 Years
- Phase 3B => 10 Years

Oxford County

- Property Parcels
- Provincial Road
- County Road
- Municipal Road
- Railway

NORTH

Map Prepared by: PFM/ZJB
 Dillon Consulting Limited
 Map Checked by: KM
 Dillon Consulting Limited
 January 09, 2024
 Scale 1:20,000

Meters
 0 250 500 1,000



Thames
Canadian Heritage River

"Inspiring a Healthy Environment"

March 21, 2024

County of Oxford – Community Planning Office
21 Reeve Street
Woodstock, ON, N4S 7Y3

Attention: Heather St. Clair, Senior Planner (sent via e-mail planning@oxfordcounty.ca)

Re: Application for Official Plan Amendment
File No: OP24-03-6
South West Ingersoll Secondary Plan Area

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (PPS, 2020), and the Upper Thames River Source Protection Area Assessment Report.

BACKGROUND & PROPOSAL

The Town of Ingersoll has filed an application to amend the Official Plan for lands that were annexed into the Town of Ingersoll in January, 2021. The approximately 630 ha subject lands consist of the following;

- approximately 59 ha of land on the southeast side of Ingersoll (located north of Highway 401, east of Harris Street);
- approximately 280 ha of land on the west side of Ingersoll (located west of Ingersoll Street South, lying between Highway 401 and the Thames River), and;
- approximately 280 ha of land south of Highway 401 (lying north of Curry Road, between Plank Line and Union Road).

The current Official Plan designations that apply to the subject lands include 'Agricultural Reserve', 'Future Urban Growth' and 'Environmental Protection'. The proposed **Official Plan Amendment (file OP24-03-6)** is required to incorporate the subject lands into the settlement boundary for the Town of Ingersoll and to redesignate the subject lands to 'Low Density Residential', 'Medium Density Residential', 'Service Commercial', 'Prime Industrial', 'Industrial', 'Open Space' and 'Environmental Protection'.

Alongside the application the UTRCA has received the following documents:

- **Transportation Assessment** (Dillon Consulting), September 2023
- **Water Servicing Technical Memo** (Dillon Consulting), August 2023
- **Wastewater Servicing Technical Memo** (Dillon Consulting), August 2023
- **Stormwater Management Technical Memo** (Dillon Consulting), May 2023
- **Stage 1 Archaeological Assessment** (Archaeological Research Associates Ltd), February 2023
- **Cultural Heritage Assessment** (Archaeological Research Associates Ltd), June 2023
- **Town of Ingersoll Fiscal Impact Assessment** (Watson & Associates), November 2023
- **Oxford County Fiscal Impact Assessment** (Watson & Associates), November 2023
- **Agricultural Impact Assessment Technical Memo** (Dillon Consulting), January 9, 2023

DELEGATED RESPONSIBILITY & STATUTORY ROLE

Provincial Policy Statement 2020

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the “Provincial One Window Planning System for Natural Hazards” Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Municipal Affairs and Housing. Accordingly, the Conservation Authority represents the provincial interest in commenting on development applications with respect to natural hazards and ensures that applications are consistent with the PPS.

The UTRCA’s role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and with the policies in the UTRCA’s Environmental Planning Policy Manual (2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the policies of the UTRCA’s Environmental Planning Policy Manual (2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

Section 28 Regulations - Ontario Regulation 157/06 do not list all features

The portions South West Ingersoll Secondary Plan lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. Please refer to the attached mapping for the approximate location of the regulated features. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

NATURAL HAZARDS

Natural hazard planning involves planning for risks associated with naturally occurring processes. These risks include the potential for loss of life and property damage. In Ontario, prevention is the preferred approach for managing hazards in order to minimize these risks. The UTRCA represents the provincial interest in commenting on *Planning Act applications* with respect to natural hazards. The UTRCA’s policies are consistent with the PPS and the applicable policies include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach and uses that may be allowed in the flood plain subject to satisfying the UTRCA’s Section 28 permit requirements.

3.2.4 Riverine Erosion Hazard Policies

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

3.2.5. Watercourse Policies

The conversion of open surface watercourses and/or drains to closed drains or rerouted drains is discouraged. Alterations to a watercourse may be permitted subject to satisfying a number of conditions which are subject to UTRCA approvals.

3.2.6 Wetland Policies

New development is not permitted in wetlands. New development and site alteration may only be permitted in the area of interference and/or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological function of the wetland feature and no potential hazard impact on the development.

3.5.2 Policies for Stormwater Management and Erosion & Sediment Control Measures

Generally discusses the requirements for SWM and the requirements for report submissions, while advocating for catchment area planning of SWM facilities. The Authority generally does not support on-line SWM ponds, the use of natural wetlands for SWM and SWM facilities within natural hazards.

DRINKING WATER SOURCE PROTECTION - Clean Water Act

The South West Secondary Plan includes lands that **are** within a vulnerable area. Generally Secondary Plans/Servicing Master Plans are the best time to consider the regulatory requirements of the Ontario *Clean Water Act* and local Source Protection Plans as well as designated vulnerable areas. The Secondary Plan/Master Planning process offers an excellent opportunity to document how these factors have been considered in assessing alternatives through the planning process. For more information pertaining to drinking water source protection, please refer to the approved Source Protection Plan at: <https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

COMMENTS

1. The UTRCA is supportive of the policy direction in section 3.3.5.4 Required Studies as it relates to the Prime Industrial lands.
2. The UTRCA is supportive of the policy direction in section 3.6.3 as it relates to the need for site specific servicing and stormwater management plans, where modifications to the servicing plans included are proposed.
3. The UTRCA recommends that Map 3 is revised to include the Heslop Swap as an 'Evaluated Wetland' not an 'Unevaluated Wetland'.
4. In relation to trail location, the UTRCA is supportive of including the following wording '*The precise location and design of public spaces shall be confirmed through the Draft Plan of Subdivision or other approval processes by the Town and County*'.
 - a. Map 3 identifies proposed multiple use trail connections directly adjacent to the environmental protection designations in various portions of the secondary plan area. Setbacks required from the environmental protection designation are generally determined through the completion of an EIS through the Draft Plan of Subdivision process. The EIS completed for the feature should provide recommendations on the location of trails to ensure no negative impacts.
 - b. The UTRCA does not generally permit trails within wetlands and erosion hazards. The UTRCA will review the location of trails through the Draft Plan of Subdivision and Site Plan Approval processes to ensure that the trails are located outside of wetlands and erosion hazards. In cases where planning approvals are not required the location of trails will be reviewed through the section 28 permit process.

5. A large compensation planting project is located south of Thomas Rd, west and east of the rail line. The planting was completed with local schools under the Communities for Nature program. The UTRCA recommends that the Town considers protecting the compensation feature as part of the Secondary Plan.
6. Portions of the Proposed Park/Open Space/Recreation lands identified on Map 4 are within hazard lands associated with adjacent riverine systems. Section 3.4.3.4 includes guidelines to support planning for open spaces. The UTRCA recommends that the following is included as a guideline: 'Ensure that there are appropriate setbacks from hazard lands'.
7. Section 3.2.5.1.1 Permitted Use in Open Space Areas of the County of Oxford Official Plan states: *Notwithstanding any of the uses or structures permitted in the Open Space designation in this Section, where such area is associated with:*
 - a Regulatory Flood Plain,
 - Floodways, where the Two Zone Flood Plain policies apply,
 - in areas subject to erosion hazard, or
 - in areas of unstable soils

the policies of Section 3.2.8.1 and 3.2.8.2 take precedence.

Further the County Official Plan provides direction to Councils of the Area Municipalities to differentiate between types of Open Space uses in the Zoning By-law by establishing separate zones for active and passive Open Space uses. The UTRCA recommends the implementation of the passive Open Space (OS) zone for parklands within the secondary plan area that are constrained by the aforementioned natural hazards.

8. All road works, intersection upgrades, and culvert improvements within lands regulated by the UTRCA will require a Section 28 permit. Designs of culverts and road works should consider adjacent natural hazards. The UTRCA recommends that the following be considered:
 - a. The benefit of providing dry access for emergency vehicles along local roads and collector roads for a 250yr return period flood event. The UTRCA recommends that all new roads provide dry access for emergency and pedestrian vehicles.
 - b. The benefit of upgrading all watercourse crossings. Should bridge and/or culvert replacements be required at any of the watercourse/drain crossings within the study area we recommend the detail design stage consider/evaluate potential bridge configurations with the hydraulic capacity to convey the 250yr return period flows, with additional consideration of a factor of safety for ice/debris blockage and/or future unknowns such as climate change. The evaluation should consider the benefit of reducing flood risk (upstream/downstream) with respect to the bridge hydraulic capacity.

Please note that hydrology information may be available for some watercourses within the study area. HEC-RAS geometry and flow files may be obtained by contacting the UTRCA.

9. The UTRCA recommends that the intersection improvements at Clarke Rd and Harris Rd be expanded to the west, away from Halls Creek Drain, and the associated erosion and flood hazard.
10. Installation of infrastructure (i.e. trunk watermains, pumping stations, etc.) within lands regulated by the UTRCA will require a Section 28 permit. While it is understandable that some of the water/wastewater/storm infrastructure (such as water and wastewater trunk lines) will need to cross over/under watercourses/drains any new or expanded structures (such as water storage facilities, pumping stations and stormwater management facilities) should be located entirely outside the hazard lands (flood, erosion, wetland).

Appendix A: Environmental Impact Study Terms of Reference

11. The UTRCA recommends including the following checklist item in the 'Existing Conditions' section: *'Wetlands that meet the definition of a wetland under the Conservation Authorities Act should be identified and discussed in the EIS'*.
12. The UTRCA recommends including the following as a bullet in the 'Constraints Map' section: *'Natural hazard constraints (i.e. floodplains, erosion hazard, wetlands) and their setback requirements'* OR including *'erosion hazards'* in the existing sub bullet h).
13. The UTRCA recommends that as part of the constraint mapping, an additional map is included with the conceptual site plan, overlay on satellite imagery/aerial photograph, that clearly identifies the development limit based on the established buffers/setbacks.
14. Reference to the PPS (2014) should be revised to the PPS (2020).

Appendix B: Possible Required Studies to Support a Development Application

15. The UTRCA recommends that *'Floodplain Assessment (Hydrologic and Hydraulic Modeling)'* be included in the list of possible required studies to support a development application. As stated in Policy 3.2.8.1 of the County of Oxford Official Plan, where engineered flood plain mapping has not been completed, proponents may be required to complete such mapping to the satisfaction of the UTRCA prior to development. Such mapping will be completed at the proponent's expense.
16. The UTRCA recommends that *'Water Balance Assessment'* be included in the list of possible required studies to support a development application. To ensure that the hydrological functions of features, within and adjacent to the development, are maintained a Water Balance Assessment, specific to the features may be required by the UTRCA.

STORMWATER MANAGEMENT INFRASTRUCTURE MEMORANDUM

17. The Memo mentioned that based on soils mapping presented in the 1961 Soil Survey of Oxford County, local soils are predominantly Honeywood-Guelph silty till and loam till, and Guelph loam. The since this SWM study will be implemented as part of the South West Ingersoll Secondary Plan the actual representation of the local soil is important. The UTRCA strongly recommends confirming the local soil type(s) by reviewing existing borehole data and other sources of information.
18. The UTRCA strongly recommends considering climate change mitigation measures and increasing the minor system to a 5-year storm.
19. The report should identify a depth for the conveyance of the major storms on the streets. The Municipality usually requires the major flows to be conveyed within 0.3 m depth during a major storm event.
20. The Report includes Design Criteria to address stream channel erosion by controlling peak flows and runoff volume for the 2-year through 250-year events. The stream channel erosion control usually targets a volume for a specific storm event. The 2-year through 250-year controls are for quantity control. Please clarify.
21. The UTRCA strongly recommends adding catchment areas to Table 1 and identifying the area draining to each outlet.

22. To maintain baseflow, the infiltration of only the first 5 mm of rainfall has been recommended. The UTRCA strongly recommends considering infiltration targets based on 15-25 mm of rainfall depending on the local soils. As discussed in comment 22, infiltration to the wetland features should be maintained based on the findings of a feature based water balance analyses, not just the 5 first mm of rainfall.
23. The UTRCA requires that infiltration to all wetland features be maintained under post-development conditions. Please add feature-based water balance requirements for all wetland features under the design criteria to maintain the base flows to the wetlands under post development conditions. The feature-based water balance analysis shall establish runoff and infiltration targets based on the contributing area to the wetland features under the pre-development conditions, and identify how the deficit in volumes will be compensated under the proposed conditions. The UTRCA recommends that infiltration targets for the features be included as part of this memorandum.
24. For the south sub area, the report assumed that drainage within this area collects runoff and infiltrates into the ground which is confusing without confirmation of the local soil type and properties. Further, this may not be in line with the proposed infiltration criteria of only 5 mm of rainfall.
25. The report mentioned that catchments S_W3_b, S_E2, and S_W1 do not have an existing surface water outlet and the runoff from these areas currently infiltrates into the underlying soils. The report proposed the requirement of new surface water outlet to discharge the proposed conditions runoff from these areas since controlling the stormwater from future development assuming the infiltration measures may not be feasible. The UTRCA requires that the infiltration to all wetland features be maintained under post-development conditions. Further justification and studies are required to justify the direction to not permit infiltration in this area, especially within the area of interference of the wetland features.
26. The UTRCA recommends a 6 m setback from the regulatory (250-year) floodline for all SWM infrastructure, excluding outlets.
27. The UTRCA recommends submitting a schematic for the routing of the flows under the existing and proposed conditions as part of this memorandum.
28. Please identify the imperviousness used in the calculations in Table 2.
29. Please include the type of storm used in the analysis.
30. The proposed outlet 9 is identified directly adjacent to the Five Points Woods Provincially Significant Wetland (PSW). The UTRCA does not permit the use of the existing wetland as a SWM Pond. In the absence of further studies any proposed ponds within this area should be located outside of the area of the lands regulated by the UTRCA. Encroachment into the regulation limit must be support through the completion of a hydrogeological assessment and feature based water balance assessment. As discussed in comment 22, the UTRCA requires that infiltration to the PSW be maintained under post-development conditions.
31. Please identify the Five Points Woods Provincially Significant Wetland (PSW) as a wetland on all the Figures.

RECOMMENDATION

As identified above, there are a number of comments as it relates to the proposed secondary plan. Provided the above comments are addressed the UTRCA is satisfied with the proposed secondary plan.

Thank you for the opportunity to comment. Please contact the undersigned if you have any questions.

Yours truly,

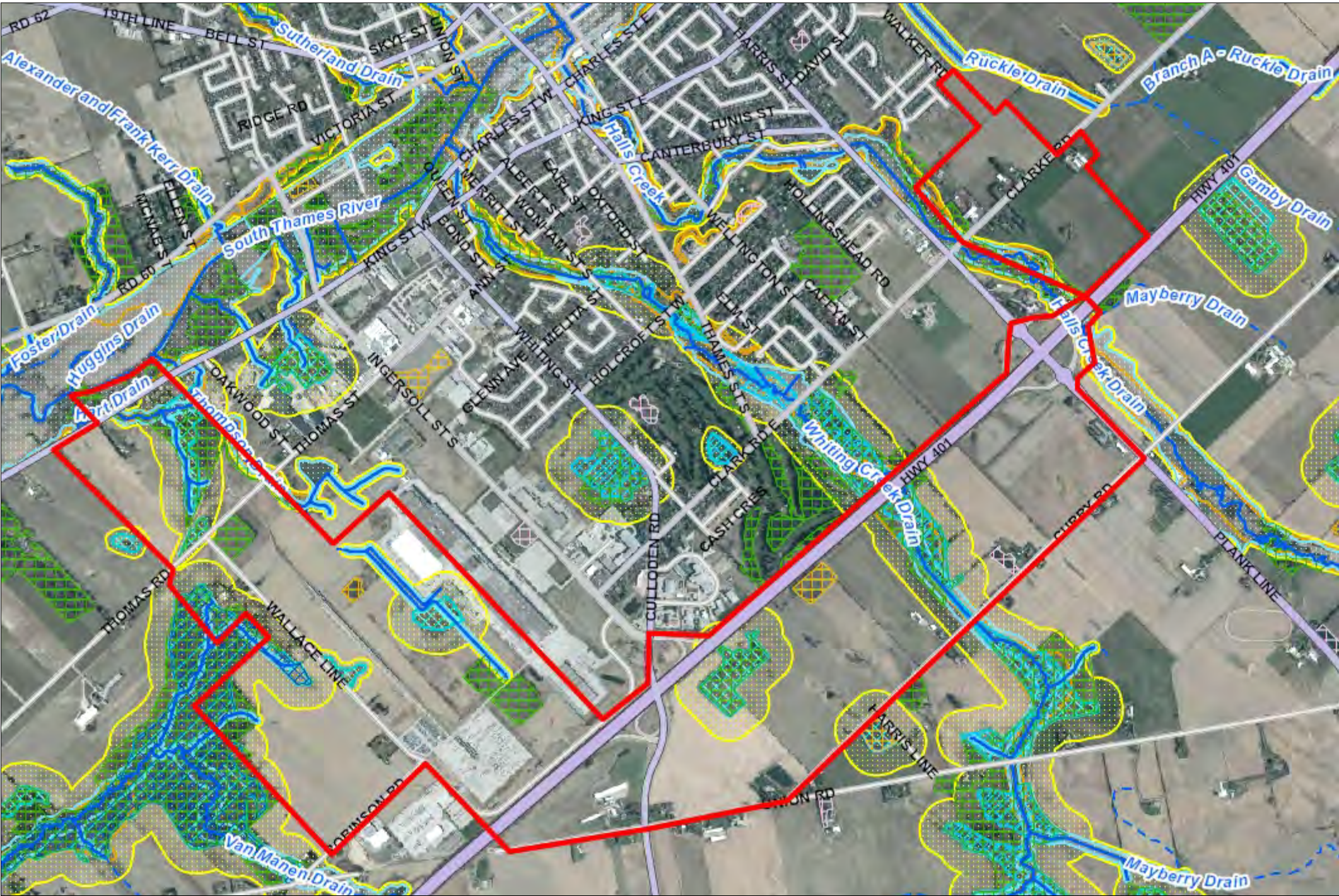
UPPER THAMES RIVER CONSERVATION AUTHORITY

A handwritten signature in black ink that reads "Laura Biancolin". The signature is written in a cursive, flowing style.

Laura Biancolin
Land Use Planner II

Enclosure: UTRCA Regulated Areas Map (please print on legal size paper to ensure the accurate scale).

c.c.: Town of Ingersoll - Michael Graves, Chief Administrator's Office
Town of Ingersoll - Curtis Tighe, Economic Development Director
UTRCA - Ben Dafoe, Land Use Regulation Officer
UTRCA - Karen Winfield, Planning and Regulations Resource Specialist



Regulated Areas

Regulation under s.28 of the Conservation Authorities Act
Development, interference with wetlands, and alterations
to shorelines and watercourses. O.Reg 157/06, 97/04.

- Legend
- UTRCA Watershed (2017 LiDAR)
 - Watercourse (UTRCA)
 - Open
 - Tiled
 - Oxford NHSS Woodland 2015 Image (2016)
 - Candidate for Ecologically Important
 - Ecologically Important
 - Significant Ecologically Important
 - Wetlands (MNRF)
 - Evaluated-Provincial
 - Evaluated-Other
 - Not Evaluated
 - Regulated Wetland
 - Flooding Hazard Limit
 - Erosion Hazard Limit
 - Regulation Limit 2021

The mapping is for information screening purposes only, and shows the approximate regulation limits. The text of Ontario Regulation 157/06 supersedes the mapping as represented by this data layer. This mapping is subject to change. A site specific determination may be made by the UTRCA.

This layer is the approximate limit for areas regulated under Ontario Regulation 157/06 - Upper Thames River Conservation Authority: Development, Interference with Wetlands and Alterations to Shorelines and Watercourses, which came into effect May 4, 2006.

The UTRCA disclaims explicitly any warranty, representation or guarantee as to the content, sequence, accuracy, timeliness, fitness for a particular purpose, merchantability or completeness of any of the data depicted and provided herein.

The UTRCA assumes no liability for any errors, omissions or inaccuracies in the information provided herein and further assumes no liability for any decisions made or actions taken or not taken by any person in reliance upon the information and data furnished hereunder.

This map is not a substitute for professional advice. Please contact UTRCA staff for any changes, updates and amendments to the information provided.

This document is not a Plan of Survey.

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File #: 2485
Date: April 4, 2024

Mr. Curtis Tighe, Economic Development Director

Town of Ingersoll
130 Oxford Street (2nd Floor)
Ingersoll, ON, N5C 2V5

Dear Mr. Tighe:

**Re: South West Ingersoll Secondary Plan
Comments for the January 2024 South West Ingersoll Secondary Plan**

This letter has been prepared to provide comments regarding the South West Ingersoll Secondary Plan (herein referred to as the SWISP) as presented by the Town of Ingersoll's website dated January 2024, prepared by Town of Ingersoll, Oxford County, and Dillon Consulting Ltd. The secondary plan is supported by supplemental memorandums summarizing the stormwater management, sanitary and water services, each prepared by Dillon. The comments offered below have been provided by SCS Consulting Group Ltd. on behalf of South Thames Developments Inc. (herein referred to as South Thames), the landowner of 583530 Hamilton Road:

Comments on the Water Servicing Memorandum, Prepared by Dillon Consulting on August 18, 2023

1) Section 2.1.1 Existing Water Distribution, Table 1, Page 2

Some of the Water Flow Quantities are noted to be slightly different than those stated in Section 5 of 2022 Annual Drinking Water System Summary Report. We suggest that the memorandum be updated to reflect the 2023 quantities, which have not been released to the public yet.

2) Section 2.1.1 Existing Water Distribution, Page 2

The draft 2024 County Development Charges (DC) Background Study includes funding to upgrade the existing West St. and Wallace Line Wells (currently not operating) in 2024 and 2025. If completed, it is understood that the water system firm capacity will increase to a minimum of 19,500 m³/day, which will be sufficient to provide supply to the Ingersoll (up to 2046). As the 2024 County Water and Wastewater Master Plan was approved prior to the issuance of the draft Southwest Ingersoll Secondary Plan servicing memos, it is anticipated the County will revisit the Ingersoll water demand needs as part of a future update to the report.

3) Section 3.2 Water Demand, Table 2, Page 4

The proposed residential populations for West Ingersoll are lower than the developer's assumptions. More specifically, it is suggested the residential density for West of Ingersoll be increased, and the residential area temporarily encumbered by the MDS arc will eventually be developed as residential.

4) Section 4.0 Conclusions, Table 3, Page 6

The recommendation for a New Water Treatment Facility was not included in the 2024 County Master Servicing Plan, nor in the draft 2024 County Development Charges Background Study. Based on Section 3.3, the need for a new Water Treatment Facility will be determined once actual water demands for the future industrial uses are known (presumably initiating a separate Environmental Assessment at that time).

Comments on the Sanitary Servicing Strategy, Prepared by Dillon Consulting on August 24, 2023

1) Section 1.1 Background, Page 1

The Net Area stated is likely lower than developer assumptions for West of Ingersoll residential. More specifically, it should be assumed that the residential areas temporarily encumbered by the MDS arc will eventually be developed as residential.

2) Section 2.2 Ingersoll Wastewater Treatment Plant, Table 1, Page 3

It is recommended that Dillon update the table to reflect the 2023 Flow Rates for the Ingersoll Wastewater Treatment Plan (WWTP).

3) Section 3.0 Methodology, Page 4

The County-wide Water and Wastewater Master Plan has been finalized therefore it is recommended to update the wording in this section to reflect that report finalization.

4) Section 3.0 Methodology, Page 4

The memo notes "Future analysis will need to be completed to determine if upgrades of downstream existing infrastructure are required to increase capacity and support the proposed developments." The Town should confirm if the required downstream assessments will be undertaken by the Town or County as part of a separate analysis, or if downstream assessments will be the responsibility of the proponents of future development applications.

5) Section 4.1 Proposed Development, Table 2, Page 5

Net Residential Area and Number of Units are lower than developer assumptions for West of Ingersoll residential. More specifically, it is suggested the residential density for West of Ingersoll be increased, and the residential areas temporarily encumbered by the MDS arc will eventually be developed as residential.

6) *Section 4.2 Projected Sanitary Flows, Table 3, Page 6*

Net Residential Area and Residential Population are lower than developer assumptions for West of Ingersoll residential. More specifically, it is suggested the residential density for West of Ingersoll be increased, and the residential areas temporarily encumbered by the MDS arc will eventually be developed as residential.

7) *Section 5.2 Proposed Phasing, Page 8*

The Projected Wastewater Flows for the Ingersoll Wastewater Treatment Plant (WWTP) estimated in the 2024 County Master Servicing Plan (MSP) are lower than the total average day flow including in the Dillon Sanitary Servicing Strategy memo, presumably, this is because the MSP was finalized prior to the South-West Ingersoll flow calculation being available. It is recommended that the County confirm that the next MSP Update will incorporate the South-West Ingersoll projections, and include a recommendation for the WWTP to be expanded to accommodate growth.

8) *Section 5.2 Proposed Phasing, Page 8*

The draft 2024 Development Charge Background Study includes funding for Sanitary Trunk Sewer Infiltration and Inflow Reduction. It is suggested that this initiative be mentioned in Section 5.2 a proposed method to free up additional capacity at the existing WWTP (i.e. allow for the deferral of a WWTP expansion).

9) *Section 5.3 Opinion of Probably Costs, Table 4, Page 8*

The minimum Hamilton Road sanitary sewer size is listed as 375 mm diameter, SCS previously suggested to the County to upsize the sewer to 450 mm diameter to provide additional capacity since potential industrial flows could be higher than the criteria specified in the Secondary Plan and as a best practice to allow for additional urbanization and density.

10) *Section 5.3 Opinion of Probably Costs, Page 8*

For full transparency, it is recommended to add an additional table to this section that includes a project for expanding the existing Ingersoll WWTP. It is acknowledged that expansion costs are beyond the scope of the Secondary Plan, and therefore the table could note timing and costs associated with a future expansion will be determined by a separate study or MSP Update.

11) *Figure 3*

We recommend adding “existing gravity sanitary sewer” to the legend.

12) *Figure 4*

We recommend adding “existing gravity sanitary sewer” to the legend.

Re: South West Ingersoll Secondary Plan
Comments for the January 2024 South West Ingersoll Secondary Plan

File #: 2485
April 4, 2024
Page 4 of 4

Comments on the Stormwater Management Infrastructure Memorandum, Prepared by Dillon Consulting on June 14, 2023

SCS has no comments on this memorandum at this time, however it should be noted that the 583530 Hamilton Road Project will be providing supplemental information on the stormwater management design in the areas designated as P7 on Figure 3, and W5/W6 on Figure 2, conveying runoff to outlets 11 & 12 described in the Dillon memorandum. The stormwater management for the proposed development may inform changes to the Secondary Plan regarding the facility sizing and release rates, however the criteria will be in conformance with the Secondary Plan and supplemental memorandum.

Please contact the undersigned if you have any questions or require any additional information.

Sincerely,

SCS Consulting Group Ltd.



Michael Ventresca, P.Eng.
mventresca@scsconsultinggroup.com

Phil Sheridan, P.Eng.
psheridan@scsconsultinggroup.com

c. Ms. Jessie Ha Kong, Director of Land, South Thames Developments Inc.

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THE COUNTY OF OXFORD

BY-LAW NO. **6627-2024**

BEING a By-Law to adopt Amendment Number 314 to the County of Oxford Official Plan.

WHEREAS, Amendment Number 314 to the County of Oxford Official Plan has been recommended by resolution of the Council of the Town of Ingersoll and the County of Oxford has held a public hearing and has recommended the Amendment for adoption.

NOW THEREFORE, the County of Oxford pursuant to the provision of the Planning Act, R.S.O. 1990, as amended, enacts as follows:

1. That Amendment Number 314 to the County of Oxford Official Plan, being the attached explanatory text and schedules, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 24th day of April, 2024.

READ a third time and finally passed this 24th day of April, 2024.

MARCUS RYAN, WARDEN

CHLOÉ J. SENIOR, CLERK

AMENDMENT NUMBER 314
TO THE COUNTY OF OXFORD OFFICIAL PLAN

The following text and schedules attached hereto,
constitute Amendment Number 314 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to implement the policies and land use designations of the South West Ingersoll Secondary Plan in the County of Oxford Official Plan, to accommodate future land needs for the Town of Ingersoll and to direct future applications for development.

The South West Ingersoll Secondary Plan provides guiding principles and a comprehensive plan to direct future infrastructure and land uses within the South West Ingersoll Secondary Plan Area and establishes a number of new land use designations, including Residential (Low Density Residential and Medium Density Residential), Service Commercial, Industrial and a new Prime Industrial designation. Additional land use designations for Open Space, and Environmental Protection are also included in the amendment, as well as policies related to Adjacent Lands in proximity to natural heritage features. The amendment also establishes new transportation and infrastructure strategies for the South West Secondary Plan Area.

Formal adoption and implementation of the Secondary Plan requires amendments to the County of Oxford Official Plan to include the area within the Large Urban Centre settlement area designation and to designate the land for Residential (Low Density and Medium Density), Service Commercial and Industrial use. The said amendments will also update the Transportation Plan and will update mapping of Environmental Protection areas and identify lands adjacent to these features. Lands identified as adjacent to Environmental Protection areas will also be subject to a specific policy regarding Environmental Impact Studies.

2.0 LOCATION OF LANDS AFFECTED

The subject lands are generally described as all or parts of Lots 17-23, Concession 2, West Oxford and all or parts of Lots 24-25, Concession 1, West Oxford. The subject lands are further described as the lands within the 2021 South-West Oxford Boundary Adjustment area and include lands located on the southeast side of Ingersoll (located north of Highway 401, east of Harris Street), lands located on the south side of Highway 401 (lying north of Curry Road, between Plank Line and Union Road), and lands on the west side of Ingersoll (located west of Ingersoll Street South between Highway 401 and the Thames River).

The subject lands comprise approximately 620 ha (1,532 ac) and for the purpose of the Secondary Plan Area, are further described as follows;

- the east lands, which comprise approximately 60 ha (148 ac) on the southeast side of Ingersoll, located north of Highway 401, east of Harris Street;
- the south lands, which comprise approximately 280 ha (692 ac) on the south side of Ingersoll, located south of Highway 401, north of Curry Road, between Plank Line and Union Road, and;
- the west lands, which comprise approximately 280 ha (692 ac) located on the west side of Ingersoll, west of Ingersoll Street South, lying between Highway 401 and the Thames River.

3.0 BASIS FOR THE AMENDMENT

The lands subject to this amendment were incorporated into the Town of Ingersoll from the Township of South-West Oxford on January 1, 2021 as a municipal boundary adjustment to provide additional opportunities for future industrial, service commercial and residential

development. The South West Ingersoll Secondary Plan was undertaken to provide a comprehensive development concept and servicing strategy for the subject area to facilitate these employment and residential uses.

The designation of the lands for such uses maintains both the Town of Ingersoll and the County's strategic goals of ensuring orderly development and providing for an adequate supply of residential and employment lands to accommodate the anticipated demand over the planning horizon. The amendment also protects significant natural features by designating those areas identified as 'Environmental Protection' and incorporating specific adjacent land policies to ensure that natural heritage features are assessed going forward via appropriately scoped Environmental Impact Studies.

The redesignation of the subject lands for future employment and residential purposes is acceptable with respect to the goals for agriculture in the County's Official Plan as the subject lands represent a logical extension of the Town of Ingersoll settlement area. An Agricultural Impact Assessment has been undertaken in support of the proposal which included a detailed analysis of the existing agricultural operations in the area. The redesignation of the subject lands, together with the site specific policies areas outlined below have accounted for existing livestock operations in the vicinity and have made provisions to ensure that new development within the subject lands will be compatible with surrounding agricultural operations, while ensuring that these existing operations will not be negatively impacted by the change in land use.

Council is satisfied that the South West Ingersoll Secondary Plan, together with the 2020 County Comprehensive Phase 1 Review, updated to reflect land consumption since the adoption of the Phase 1 study (related to population, household and employment forecasts) satisfy the 'comprehensive review' requirements of the Provincial Policy Statement as it pertains to the expansion of settlement boundaries.

Council is also satisfied that the policies contained in Section 9 of the Official Plan regarding the planning for and development of employment lands, including consideration of industrial and service commercial uses, are satisfactory for the development of the South West Ingersoll Secondary Plan area.

In light of the foregoing, Council is satisfied that the proposed amendment to the Official Plan is consistent with the policies of the Provincial Policy Statement and supports the strategic initiatives and objectives of the County Official Plan.

4.0 DETAILS OF THE AMENDMENT

- 4.1 Schedule "C-3" – *County of Oxford Settlement Strategy Plan*, as amended, is hereby further amended by changing the land use designation of those lands identified as 'ITEM 1' and 'ITEM 2' on Schedule "A" attached hereto from "Agricultural Reserve" and "Future Urban Growth", respectively, to "Large Urban Centre".
- 4.2 Schedule "C-3" – *County of Oxford Settlement Strategy Plan*, as amended, is hereby further amended by removing the "Rural Cluster" designation as it applies to the Rural Cluster of "Hamilton Road".

- 4.3 Schedule "I-1" – *Town of Ingersoll Land Use Plan*, as amended, is hereby further amended by designating those lands identified on Schedule "A" attached hereto as 'ITEM 1' and 'ITEM 2' to "Residential", 'ITEM 3' to "Industrial", 'ITEM 4' to "Prime Industrial", 'ITEM 5' to "Service Commercial", 'ITEM 6' to "Environmental Protection" and 'ITEM 7' to "Open Space".
- 4.4 Schedule "I-1" – *Town of Ingersoll Land Use Plan*, as amended, is hereby further amended by adding 'Adjacent Lands' identified as 'ITEM 8' on Schedule "A" attached hereto.
- 4.5 Schedule "I-1" – *Town of Ingersoll Land Use Plan*, as amended, is hereby further amended by removing the 'Rural Cluster' designation as it applies to the Rural Cluster of Hamilton Road.
- 4.6 Schedule "I-2" – *Town of Ingersoll Residential Density Plan*, as amended, is hereby further amended by designating those lands identified as 'ITEM 1' on Schedule "A" attached hereto as "Low Density Residential".
- 4.7 Schedule "I-2" – *Town of Ingersoll Residential Density Plan*, as amended, is hereby further amended by designating those lands identified as 'ITEM 2' on Schedule "A" attached hereto as "Medium Density Residential".
- 4.8 Schedule "I-2" – *Town of Ingersoll Residential Density Plan*, as amended, is hereby further amended by designating those lands identified on Schedule "A" attached hereto as 'ITEM 3' to "Environmental Protection" and 'ITEM 4' to "Open Space".
- 4.9 Schedule "I-2" – *Town of Ingersoll Residential Density Plan*, as amended, is hereby further amended by adding 'Adjacent Lands' identified as 'ITEM 5' on Schedule "A" attached hereto.
- 4.10 Schedule "I-3" – *Town of Ingersoll Leisure Resources and School Facilities Plan*, as amended, is hereby further amended by designating those lands identified on Schedule "A" attached hereto as 'ITEM 1' to "Environmental Protection" and 'ITEM 2' to "Open Space".
- 4.11 Schedule "I-3" – *Town of Ingersoll Leisure Resources and School Facilities Plan*, as amended, is hereby further amended by adding 'Adjacent Lands' identified as 'ITEM 3' on Schedule "A" attached hereto.
- 4.12 Schedule "I-4" – *Town of Ingersoll Transportation Network Plan*, as amended, is hereby further amended by designating those lands identified as 'ITEM 1' on Schedule "A" attached hereto as "Planned Collector Road" and 'ITEM 2' as "Collector Road".

- 4.13 Section 3.2.6 – Environmental Impact Studies, as amended, is hereby further amended by adding the following Section at the end thereof:

3.2.6.1 a) – Special Policy for South West Ingersoll Secondary Plan

Notwithstanding the Section 3.2.6.1 – Adjacent Lands, on lands identified as ‘Adjacent Lands’ within the South West Ingersoll Secondary Plan Study Area, an Environmental Impact Study (EIS) will be required prior to development approvals. The need for such study, the scope and the terms of reference will be determined through pre-consultation with the Town of Ingersoll and the County of Oxford and shall be undertaken in accordance with the relevant policies contained in Section 3.2.6 – *Environmental Impact Studies* to the satisfaction of the Town and/or County.

- 4.14 Section 9.2.4 – *Low Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.2.4.4 – ‘Specific Development Policies’:

9.2.4.4.3 – South West Ingersoll Secondary Plan Residential Lands

It is generally the goal of the Town that housing development in the Secondary Plan Area shall comprise a range and mix of housing types, unit sizes, and tenure, including adequate numbers of dwelling units to accommodate households with children, larger families, seniors, people with special needs and rental housing.

The Town will also encourage a minimum of 10 percent of new affordable housing units and new purpose-built rental units to be constructed accessible with barrier-free, universal or flex design. Housing units geared toward seniors are encouraged to provide accessibility features.

9.2.4.4.3.1 – Residential Density

The minimum overall net residential density across all lands designated for residential use within the South West Ingersoll Secondary Plan shall be 30 units/ha (12 units/ac).

Within areas designated Low Density Residential, the minimum overall net residential density shall be 22 units/ha (9 units/ac). To achieve this density, Town and County Councils will consider a variety of lot sizes and configurations, the development of low rise multiple-unit dwellings and may consider reduced road widths and private roads within multiple unit condominium developments in areas of new low density development.

In addition to the housing forms identified in Section 9.2.4, multiple-unit dwellings, street-oriented multiple units and additional residential units shall be permitted.

The development of lands designated Low Density Residential shall be subject to the Servicing and Phasing policies as set out in the South West Ingersoll Secondary Plan, in addition to the servicing policies of the Official Plan and the County’s Servicing Allocation Policy.

9.2.4.4.3.2 – Community Design

The South West Ingersoll Secondary Plan includes Community Design policies intended to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. The Community Design policies area also intended to guide future development and protect existing and future natural assets in building a natural heritage system of linked natural areas.

It is intended that new development will support the protection and conservation of existing natural features, the maintenance of ecological functions and the creation of new environmental features, where feasible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

While the South West Ingersoll Secondary Plan does not constitute part of the Official Plan, it is intended that the Community Design policies contained in Section 3.4 of the Secondary Plan will provide the basis for incorporating urban design principles, public realm improvements, gateways, streetscape improvements, public open spaces and multi-use trail design and the Secondary Plan will be referenced for this purpose going forward.

The provision of municipal water and sanitary sewers, and stormwater management for new residential development will generally be as set out in Section 3.6 of the South West Oxford Secondary Plan.

- 4.15 Section 9.2.5 – *Medium Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.2.4.4 – ‘Specific Development Policies’:

9.2.5.2.6 – South West Ingersoll Secondary Plan Residential Lands

It is generally the goal of the Town that housing development in the Secondary Plan Area shall comprise a range and mix of housing types, unit sizes, and tenure, including adequate numbers of dwelling units to accommodate households with children, larger families, seniors, people with special needs and rental housing.

The Town will also encourage a minimum of 10 percent of new affordable housing units and new purpose-built rental units to be constructed accessible with barrier-free, universal or flex design. Housing units geared toward seniors are encouraged to provide accessibility features.

9.2.5.2.6.1 – Residential Density

The minimum overall net residential density across all lands designated for residential use within the South West Ingersoll Secondary Plan shall be 30 units/ha (12 units/ac).

Within areas designated Medium Density Residential, development will generally be in accordance with Section 9.2.5 of the Official Plan. In addition to the housing forms identified in Section 9.2.5, additional residential units shall be permitted.

Notwithstanding the foregoing, single detached, semi-detached and duplex dwellings will not be permitted within the Medium Density Designation.

The development of lands designated Medium Density Residential shall be subject to the Servicing and Phasing policies as set out in the South West Ingersoll Secondary Plan, in addition to the servicing policies of the Official Plan and the County's Servicing Allocation Policy.

9.2.5.2.6.2 – Community Design

The South West Ingersoll Secondary Plan includes Community Design policies intended to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. The Community Design policies are also intended to guide future development and protect existing and future natural assets in building a natural heritage system of linked natural areas.

It is intended that new development will support the protection and conservation of existing natural features, the maintenance of ecological functions and the creation of new environmental features, where feasible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

While the South West Ingersoll Secondary Plan does not constitute part of the Official Plan, it is intended that the Community Design policies contained in Section 3.4 of the Secondary Plan will provide the basis for incorporating urban design principles, public realm improvements, gateways, streetscape improvements, public open spaces and multi-use trail design and the Secondary Plan will be referenced for this purpose going forward.

The provision of municipal water and sanitary sewers, and stormwater management for new residential development will generally be as set out in Section 3.6 of the South West Oxford Secondary Plan.

- 4.16 Section 9.3 – Economic Development and Employment Lands, as amended, is hereby further amended by adding the following land use designation as a sub-category of 'Industrial Areas' in Section 9.3.1.2 – 'Employment Lands' so that the list of designations reads as follows:

- The Central Area:
 - Central Business District
 - Entrepreneurial District
- Service Commercial Areas
- Industrial Areas
 - Prime Industrial Area

- 4.17 Section 9.3.3 – Service Commercial Areas, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.3.3.4 – ‘Specific Development Policies’:

9.3.3.4.7 – South West Ingersoll Secondary Plan

In addition to the policies of Section 9.3.3 of the Official Plan regarding lands designated Service Commercial, the following policies shall apply:

Uses which require large areas for on-site storage of goods or vehicles are not permitted on lands designated Service Commercial within the South West Ingersoll Secondary Plan area.

An accessory residential dwelling unit contained within the main commercial structure will only be permitted where it has been demonstrated to the satisfaction of the Town of Ingersoll that land use compatibility with surrounding Industrial and Prime Industrial Area lands can be adequately managed.

9.3.3.4.7.1 – Community Design

The South West Ingersoll Secondary Plan includes Community Design policies intended to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. The Community Design policies are also intended to guide future development and protect existing and future natural assets in building a natural heritage system of linked natural areas.

It is intended that new development will support the protection and conservation of existing natural features, the maintenance of ecological functions and the creation of new environmental features, where feasible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

While the South West Ingersoll Secondary Plan does not constitute part of the Official Plan, it is intended that the Community Design policies contained in Section 3.4 of the Secondary Plan will provide the basis for incorporating urban design principles, public realm improvements, gateways, streetscape improvements, public open spaces and multi-use trail design and the Secondary Plan will be referenced for this purpose going forward.

The provision of municipal water and sanitary sewers, and stormwater management for new service commercial development will generally be as set out in Section 3.6 of the South West Oxford Secondary Plan.

- 4.18 Section 9.3 – Economic Development and Employment Lands, as amended, is hereby further amended by adding the following section after Section 9.3.4:

9.3.5 – *Prime Industrial Areas*

The planned function of areas designated Prime Industrial is to expand the industrial land supply and attract modern industries to enhance the range of employment opportunities in the Town of Ingersoll to support the Town's ability to compete in the local, national and international marketplace. These strategically important employment lands are protected for industrial uses that make efficient use of such land and related infrastructure and provide significant, high quality employment opportunities and tax assessment for the Town.

Given the strategic, highly accessible and visible location of these lands along the Hwy 401 corridor, the lands identified for Prime Industrial use in Ingersoll on Schedule I-1 are, and will continue to be one of the most prominent industrial opportunity areas in the Town and County and will serve as an important gateway to Ingersoll. It is therefore the principal land use planning objective that these lands be preserved and protected for the attraction of high profile, modern industrial uses that:

- have high industrial employment densities;
- require large buildings and have substantial lot coverage;
- provide significant, high quality on-site employment opportunities;
- make efficient and effective use of the lands and related infrastructure;
- limit areas for open storage of goods, materials and equipment and the parking of vehicles, with the exception of on-site employee parking; and
- may be subject to a higher standard of building and site design, with emphasis on those areas with high visibility from Hwy 401 and other major roads.

Permitted uses in Prime Industrial Areas include industrial uses such as assembling, processing, warehousing and distribution, repair activities, construction industries, manufacturing, communications, research and development, large-scale information technology related uses including data centres and information processing establishments.

Outdoor storage on lands designated as Prime Industrial shall be permitted in the rear yard and shall be screened so as to not be visible from a municipal road or highway.

Uses that are accessory or ancillary to a permitted use such as retail and office uses may be permitted in the Prime Industrial designation, provided that such uses are restricted to a small percentage of total floor area.

Truck and trailer parking areas are not permitted as a primary use for lands designated Prime Industrial. Truck and trailer parking may be permitted as accessory to a permitted industrial use on the same property.

To support the efficient use of land, new development for lands designated Prime Industrial shall have a minimum lot coverage of 10%.

The above-noted use restrictions and development criteria shall be further detailed and implemented through suitable amendments to the Town of Ingersoll Zoning By-law and any other land use tools that are considered appropriate by the Town.

Development applications for lands designated Prime Industrial will only be considered for approval at such time as all necessary environmental, land use compatibility, water, wastewater and stormwater servicing, and transportation studies have been completed and approved by the Town, County, Upper Thames River Conservation Authority and the Province, as required.

- 4.19 Section 9.6 – Transportation, as amended, is hereby further amended by adding the following Section after Section 9.6.6:

Section 9.6.7 – Specific Development Policies

The following Transportation policies apply, in addition to the relevant policies of this section, to specific development areas of the Town.

9.6.7.1 – South West Ingersoll Secondary Plan

9.6.7.1.1 Planned Transportation Network

The existing and planned multi-modal transportation network for the South West Ingersoll Secondary Plan Area will support the full range of transportation modes, increase connectivity to Ingersoll's existing amenities and destinations, while continuing to function as a major thoroughfare along Highway 401 for the foreseeable future. A complete street network complete with improved access will be needed to support growth within the Secondary Plan area and improvements to existing roads and the construction of future roads and on-road pedestrian and cycling facilities will be phased and coordinated with planned future land uses based on the Secondary Plan and the policies of the Official Plan.

The existing and proposed transportation network is set out in Section 3.5 of the Secondary Plan and should be consulted as part of any development review activities within the Secondary Plan area. The proposed transportation network is designed to accommodate a variety of modes, including automobiles, trucks, cycling and pedestrians. The following new/upgraded arterial and collector road network is proposed within the Secondary Plan Area to accommodate growth:

- A New North/South collector road connecting Clarke Road to the proposed Open Space;
- Upgrade of Curry Road and Union Road as a collector road, connecting Plank Line and Culloden Line; and,
- Upgrade of Wallace Line as a collector road to provide access to the proposed Industrial and Prime Industrial lands.

In addition, a new rail spur line is proposed to the north of Curry Road, south of Highway 401 on the western side of the existing rail corridor.

9.6.7.1.2 Local Road Connections

New local road connections are required to facilitate development and access throughout the South West Ingersoll Secondary Plan Area. The alignment of the proposed local roads is set out conceptually in the Secondary Plan and should be referenced during development review. The conceptual network includes:

- An extension of Walker Road to the south, through the east study area to connect with a new internal local road network north of Clarke Road;

- New local road connections south of Clarke Road, in the east study area, connecting to the proposed Residential Area and the Open Space lands;
- New local road connections are also proposed to the east and west of Wallace Line, through the west study area, to provide access for proposed Industrial lands; and,
- New local roads south of Hamilton Road to provide access for proposed Residential lands within the west study area.

Detailed alignments and locations of local streets and private laneways shall be determined through further engineering studies as part of future applications for development approvals.

9.6.7.1.3 Proposed Intersection Improvements

Proposed intersection improvements for the Secondary Plan Area include improved cross sections to promote traffic demand and support a multi-modal transportation system. Several intersection improvements have been identified to support development of the Secondary Plan Area and are set out in the Plan for reference going forward.

9.6.7.1.4 Active Transportation Network

It is an objective of the South West Ingersoll Secondary Plan to improve, enhance and incorporate active transportation within the Secondary Plan Area. As such, a network of active modes of transportation are set out in the Secondary Plan, including pedestrian and cycling trails. Improvements to this network shall include a range of multi-use trail connections that build on the existing and planned network, as well as proposed bike lanes, paved shoulders and sidewalks.

Multi-use trails provide safe pathways that are separated from the road and intended for use by means of more than one device. The following multi-use trail connections have been identified in the Secondary Plan:

- Northeast of Clarke Road on the boundary of the Secondary Plan Area to connect the proposed minor gateway to the internal local road network;
- South of Clarke Road connecting the bike lane along the new proposed local road through the proposed park and to the existing trails along the west side of Hall's Creek;
- South of Highway 401 connecting the major gateway along Plank Line with the back of the properties along the highway, across Whiting Creek, along the rail corridor and along the back of the properties along the highway to connect with the major gateway at Culloden Line; and,
- West portion of the Secondary Plan Area connecting the multi-use trail along the Thames River with the Secondary Plan Area, at the proposed minor gateway improvement, and along the Environmental Protection Area connecting with Thomas Road.

Bicycle lanes are intended to provide cyclists with a paved dedicated lane for travel. The following bike lands have been identified on the relevant schedules of the Secondary Plan:

- Clarke Road within the Secondary Plan Area, intended to connect to the existing bike lane along Clarke Road between Ingersoll Street S and Harris Street; and,
- New north/south local road in the east portion of the Secondary Plan Area, intended to connect the Clarke Road bike lane to the proposed park/open space/recreational uses north of Highway 401.

The inclusion of these networks shall be considered through the redevelopment process and/or through future master planning processes. Development, redevelopment and infrastructure investment in and around these areas should consider improvements to pedestrian safety through lighting, signage, daylighting, introduction of medians and other means. New development must also adhere to the policies as outlined in the County Oxford Official Plan with respect to Pedestrian Activity.

5.0 IMPLEMENTATION

This Official Plan Amendment shall be implemented in accordance with the implementation policies of the Official Plan.

6.0 INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the interpretation policies of the Official Plan.

SCHEDULE "A"

AMENDMENT No. 314

TO THE

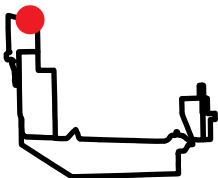
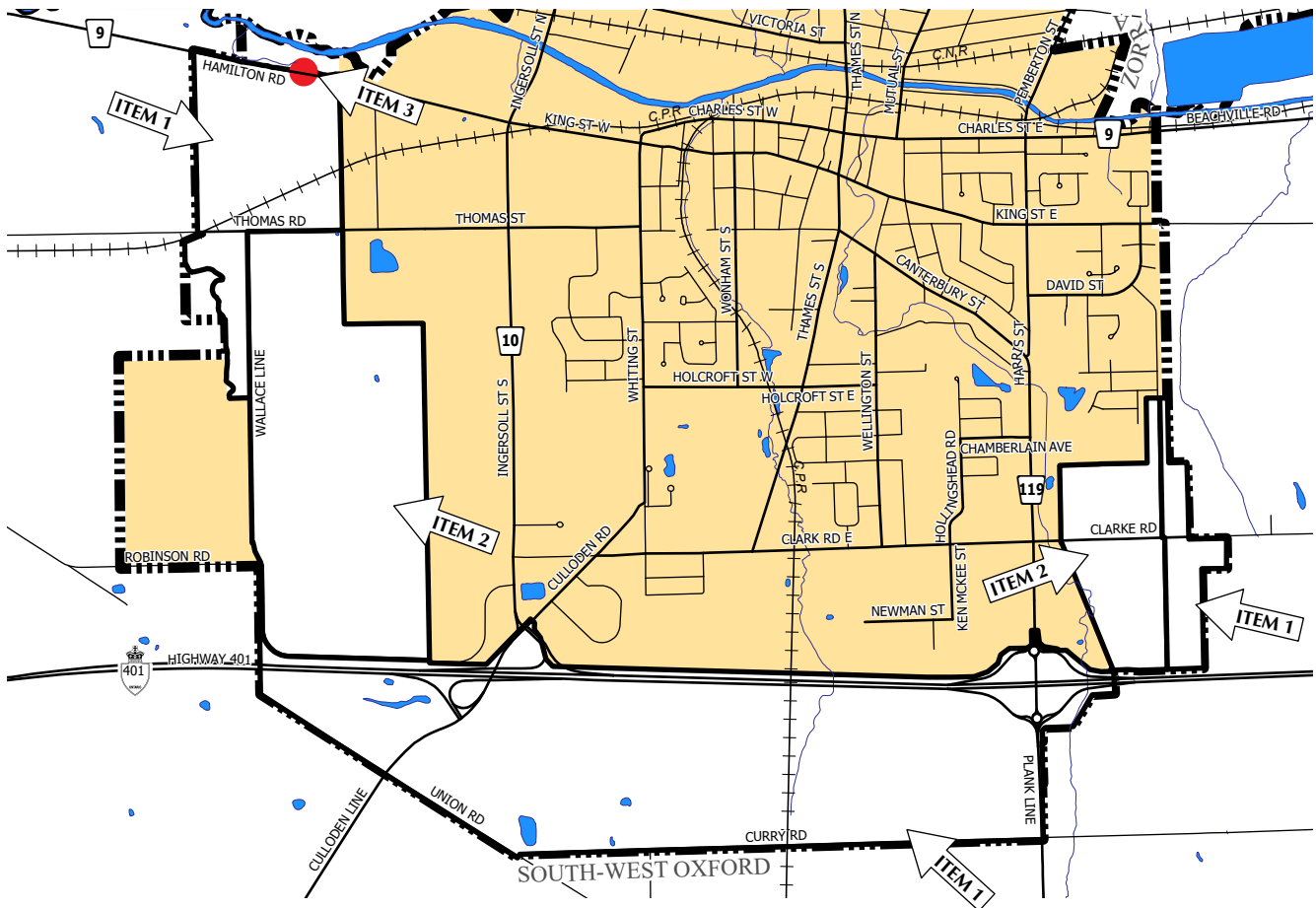
**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "C-3"

**COUNTY OF OXFORD
SETTLEMENT STRATEGY PLAN**



Meters
0 500 1,000



- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO LARGE URBAN CENTRE
- ITEM 2 - CHANGE FROM FUTURE URBAN GROWTH TO
LARGE URBAN CENTRE
- ITEM 3 - REMOVE RURAL CLUSTER

**SETTLEMENT STRATEGY PLAN
LEGEND**

- LARGE URBAN CENTRE
- RURAL CLUSTER

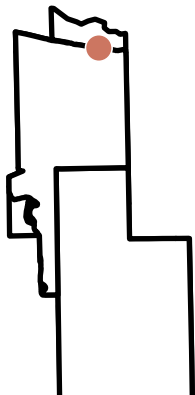
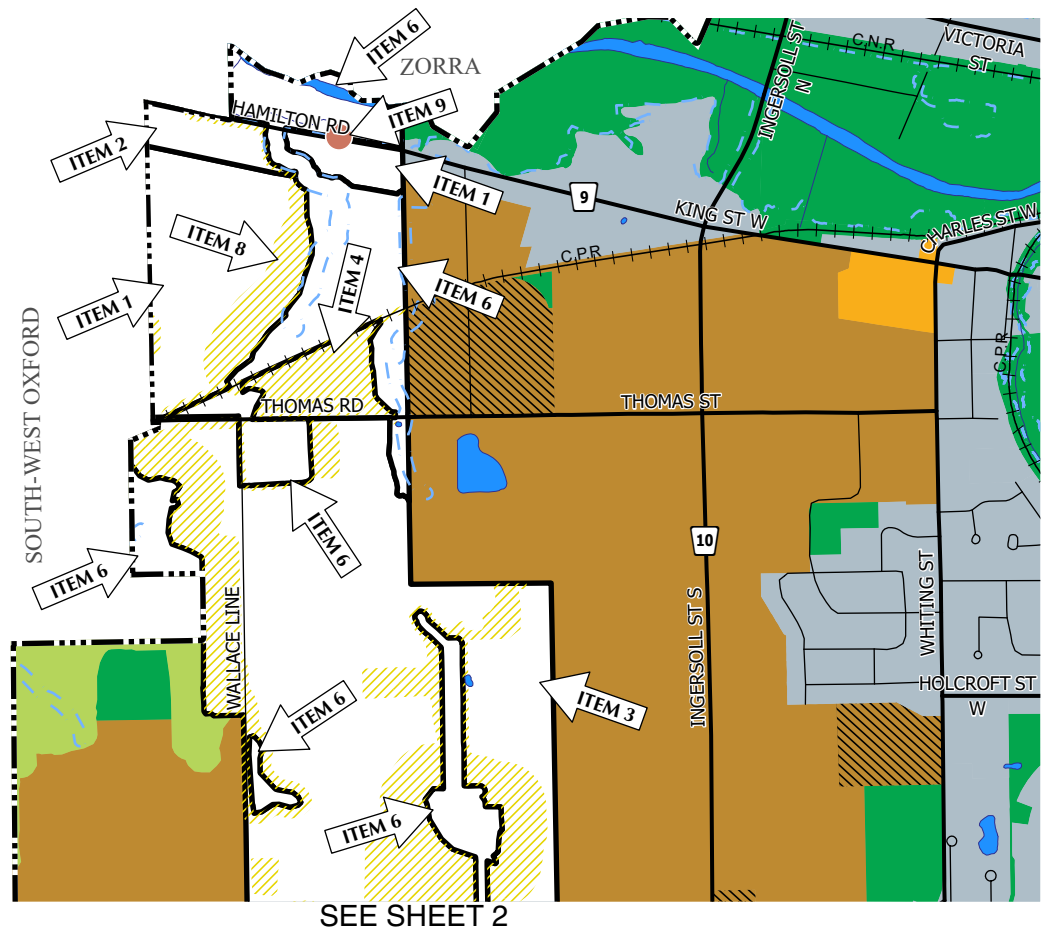
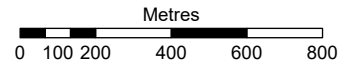
SCHEDULE "A"
AMENDMENT No. 314

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-1"

**TOWN OF INGERSOLL
LAND USE PLAN**



- AREA OF THIS AMENDMENT

- ITEMS 1 & 2 - CHANGE TO RESIDENTIAL
- ITEM 3 - CHANGE TO INDUSTRIAL
- ITEM 4 - CHANGE TO PRIME INDUSTRIAL
- ITEM 6 - CHANGE TO ENVIRONMENTAL PROTECTION
- ITEM 8 - ADD ADJACENT LANDS
- ITEM 9 - REMOVE RURAL CLUSTER

	RESIDENTIAL
	SERVICE COMMERCIAL
	OPEN SPACE
	ENVIRONMENTAL PROTECTION
	FUTURE URBAN GROWTH

**LAND USE PLAN
LEGEND**

	INDUSTRIAL
	INDUSTRIAL SITE SPECIFIC POLICY AREA SEE SECTION 9.3.4.5
	FLOODLINE
	RURAL CLUSTER
	ADJACENT LANDS

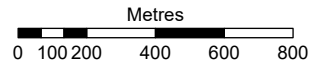
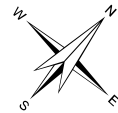
SCHEDULE "A"
AMENDMENT No. 314

TO THE

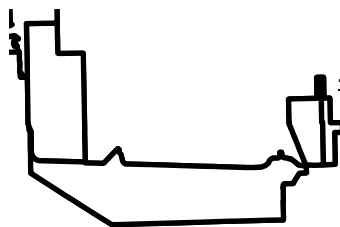
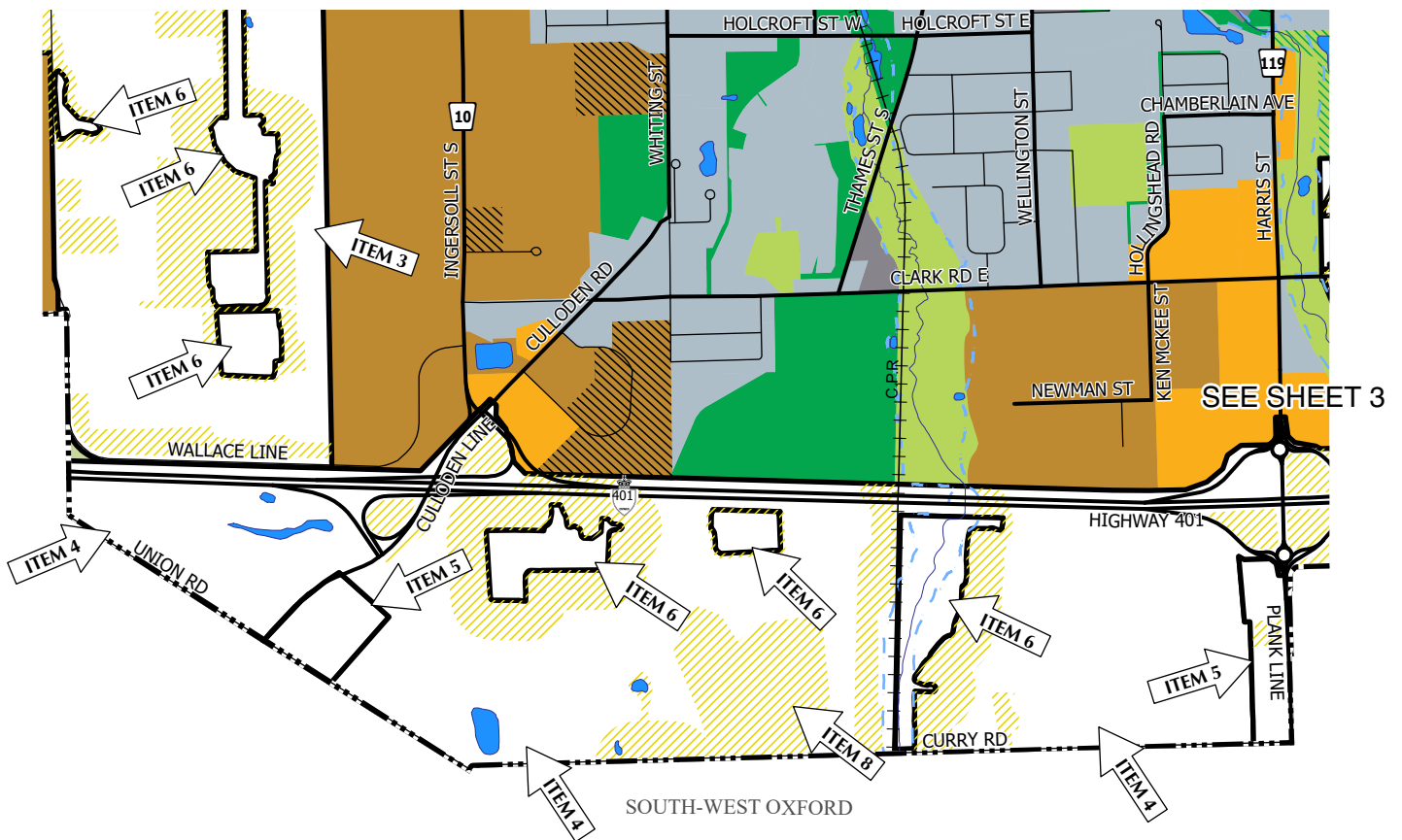
**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-1"

**TOWN OF INGERSOLL
LAND USE PLAN**



SEE SHEET 1



- AREA OF THIS AMENDMENT

- ITEM 3 - CHANGE TO INDUSTRIAL
- ITEM 4 - CHANGE TO PRIME INDUSTRIAL
- ITEM 5 - CHANGE TO SERVICE COMMERCIAL
- ITEM 6 - CHANGE TO ENVIRONMENTAL PROTECTION
- ITEM 8 - ADD ADJACENT LANDS

**LAND USE PLAN
LEGEND**

	RESIDENTIAL		INDUSTRIAL
	SERVICE COMMERCIAL		INDUSTRIAL SITE SPECIFIC POLICY AREA SEE SECTION 9.3.4.5
	COMMUNITY FACILITY		SPECIFIC POLICY AREA SEE SECTION 9.2.4.4.1
	OPEN SPACE		FLOODLINE
	ENVIRONMENTAL PROTECTION		ADJACENT LANDS
	FUTURE URBAN GROWTH		

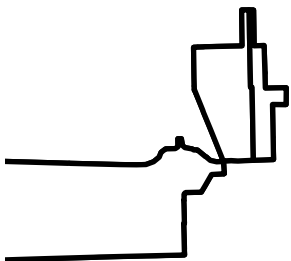
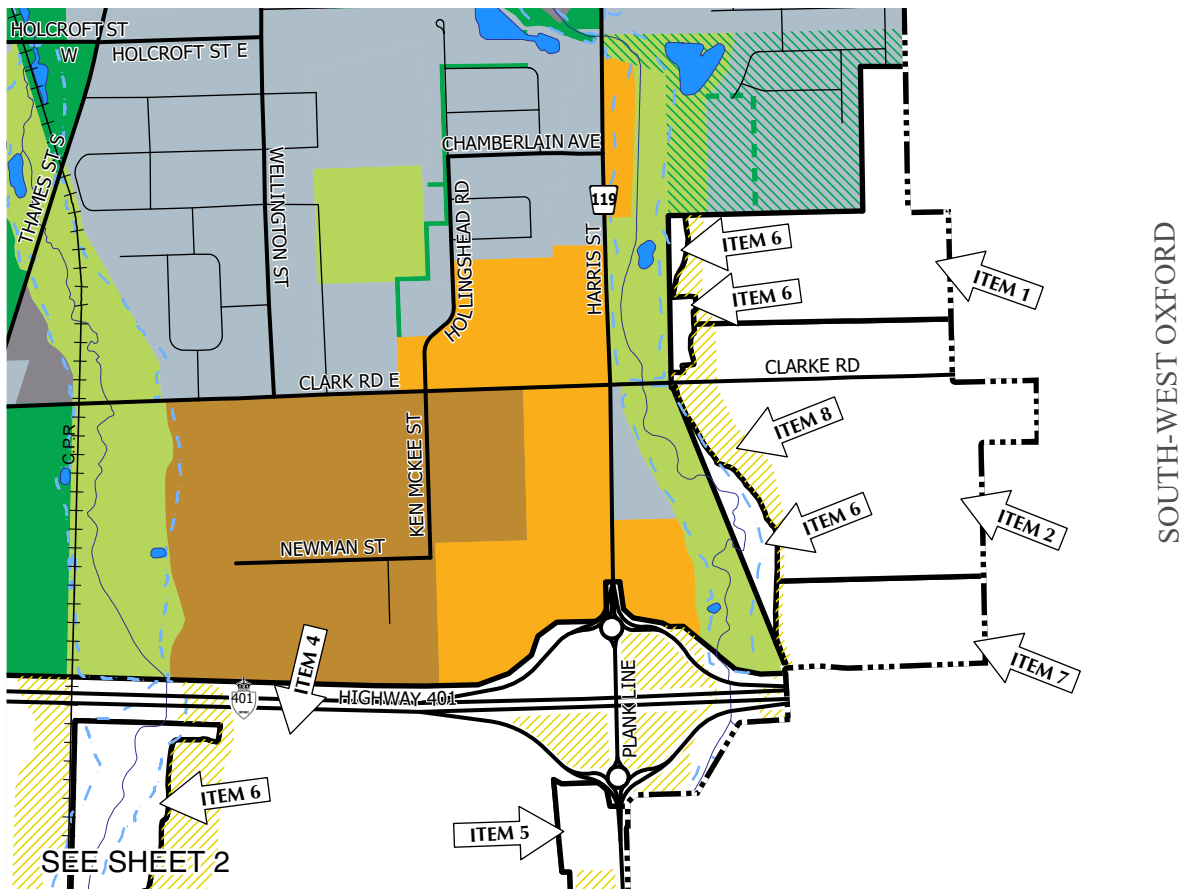
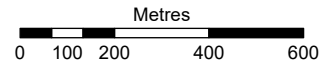
SCHEDULE "A"
AMENDMENT No. 314

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-1"

**TOWN OF INGERSOLL
LAND USE PLAN**



- AREA OF THIS AMENDMENT

- ITEMS 1 & 2 - CHANGE TO RESIDENTIAL
- ITEM 4 - CHANGE TO PRIME INDUSTRIAL
- ITEM 5 - CHANGE TO SERVICE COMMERCIAL
- ITEM 6 - CHANGE TO ENVIRONMENTAL PROTECTION
- ITEM 7 - CHANGE TO OPEN SPACE
- ITEM 8 - ADD ADJACENT LANDS

**LAND USE PLAN
LEGEND**

	RESIDENTIAL		FUTURE URBAN GROWTH
	SERVICE COMMERCIAL		INDUSTRIAL
	COMMUNITY FACILITY		SPECIFIC POLICY AREA SEE SECTION 9.2.4.4.1
	OPEN SPACE		100 METRE BUFFER
	ENVIRONMENTAL PROTECTION		FLOODLINE
			ADJACENT LANDS

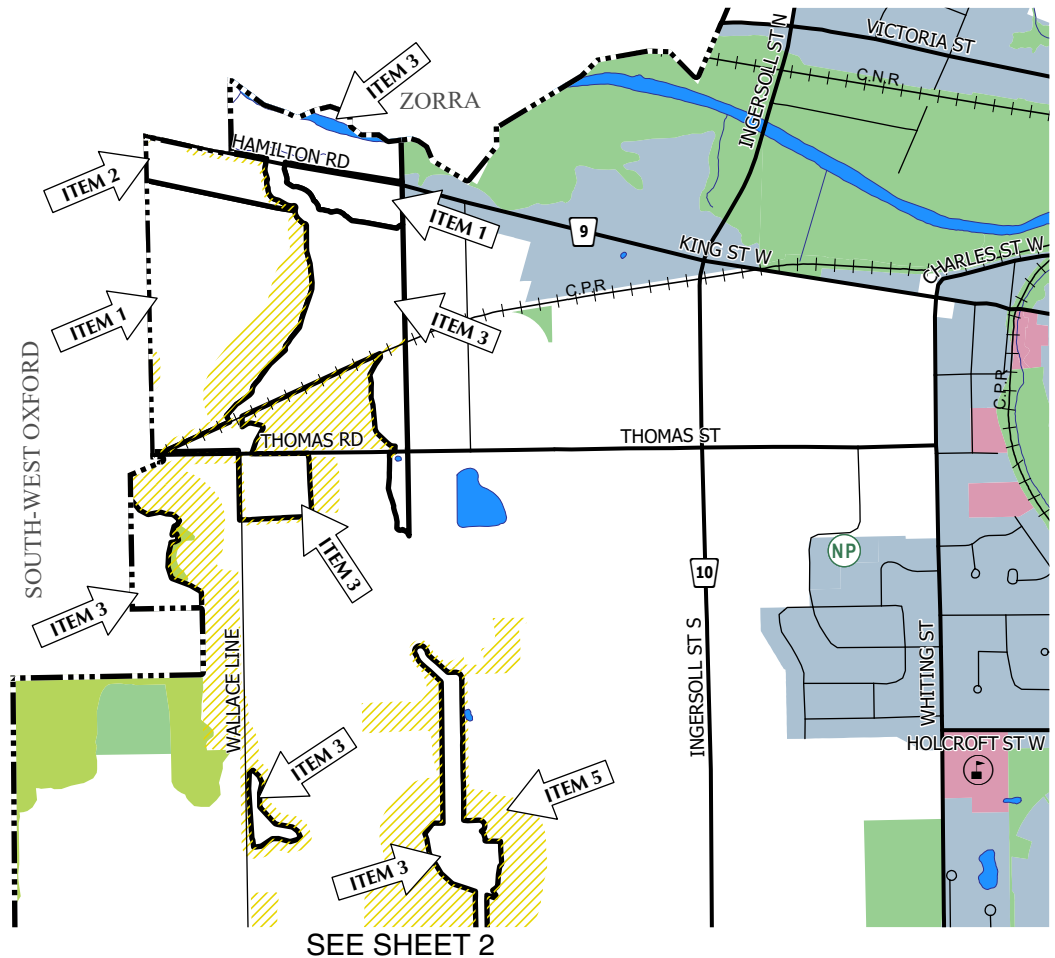
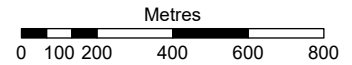
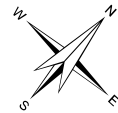
SCHEDULE "A"
AMENDMENT No. 314

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-2"

**TOWN OF INGERSOLL
RESIDENTIAL DENSITY PLAN**



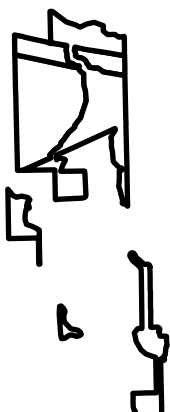
SEE SHEET 2

- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO LOW DENSITY RESIDENTIAL
- ITEM 2 - ADD TO MEDIUM DENSITY RESIDENTIAL
- ITEM 3 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 5 - ADD ADJACENT LANDS

**RESIDENTIAL DENSITY PLAN
LEGEND**

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- NEIGHBOURHOOD PARK
- PROPOSED SCHOOL
- ADJACENT LANDS



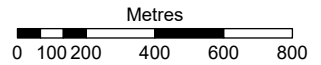
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AMENDMENT No. 314

TO THE

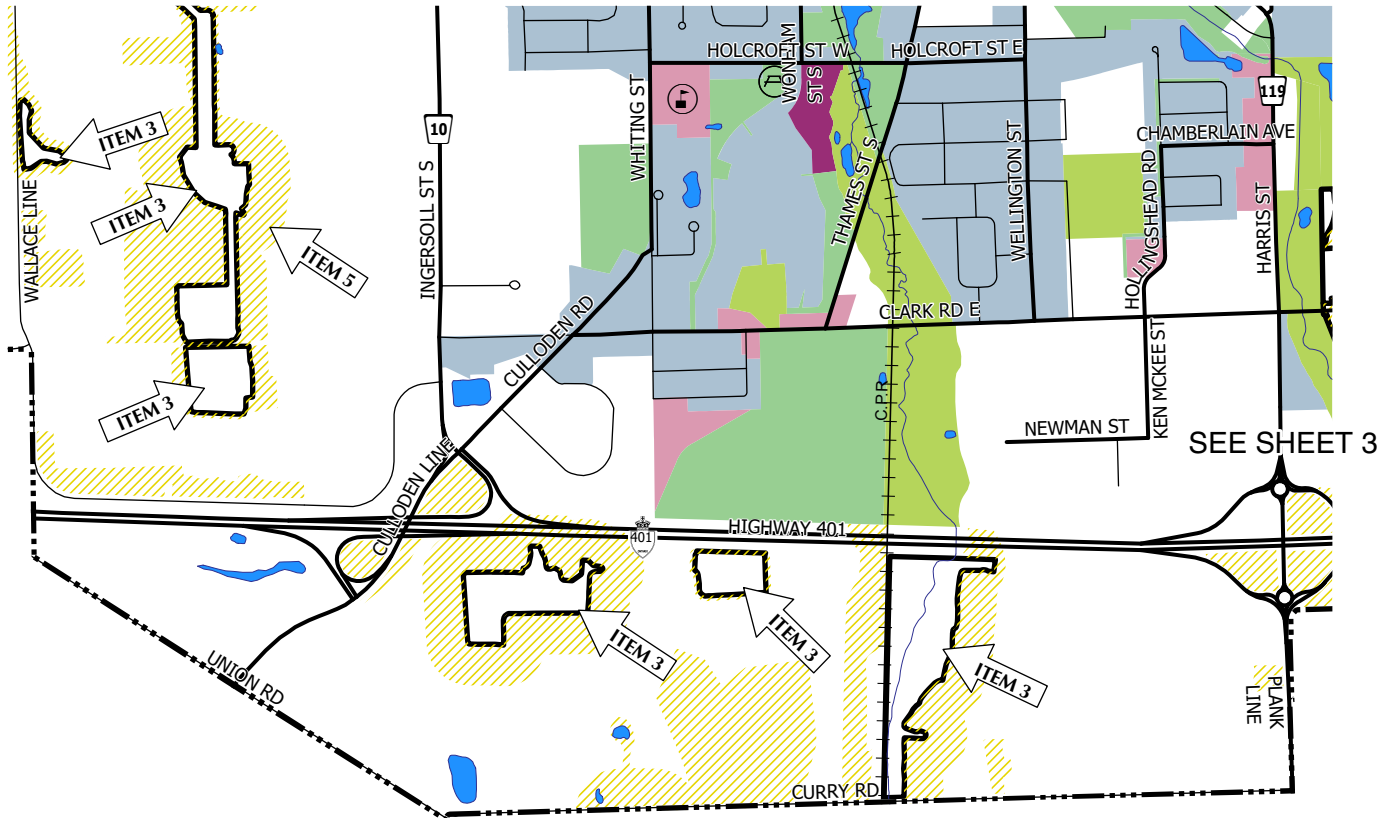
**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-2"

**TOWN OF INGERSOLL
RESIDENTIAL DENSITY PLAN**



SEE SHEET 1











SOUTH-WEST OXFORD

- AREA OF THIS AMENDMENT

ITEM 3 - ADD TO ENVIRONMENTAL PROTECTION
ITEM 5 - ADD ADJACENT LANDS

**RESIDENTIAL DENSITY PLAN
LEGEND**

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION
-  PROPOSED PARK
-  PROPOSED SCHOOL
-  ADJACENT LANDS

SHEET 2 OF 3

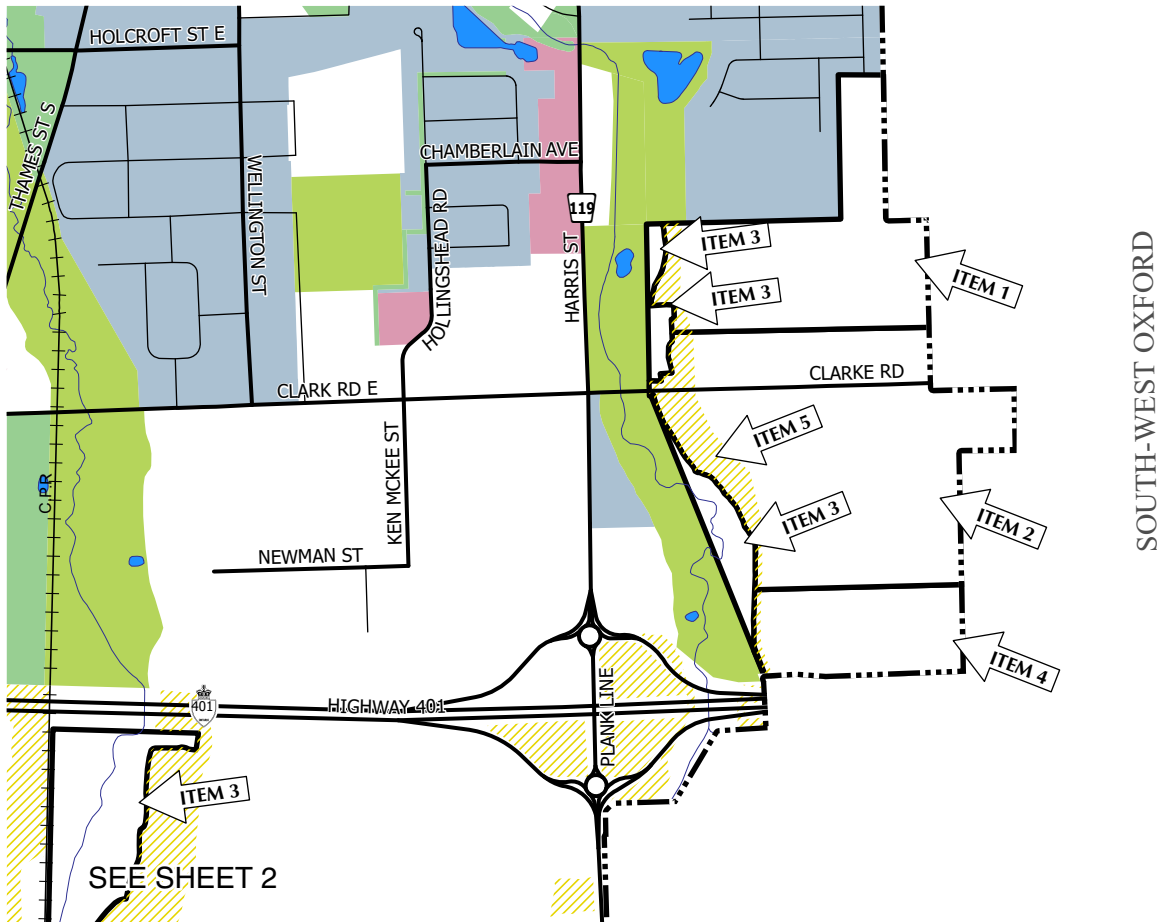
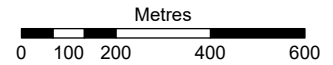
SCHEDULE "A"
AMENDMENT No. 314

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "I-2"

**TOWN OF INGERSOLL
RESIDENTIAL DENSITY PLAN**



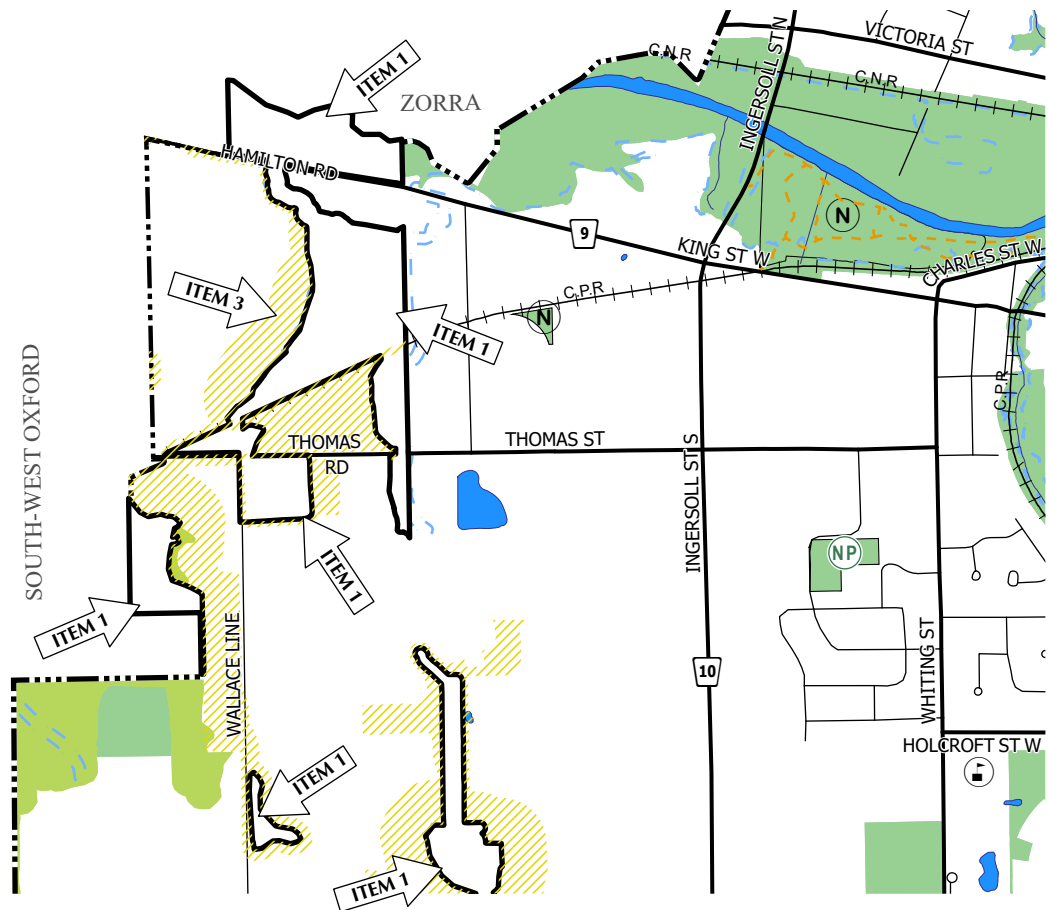
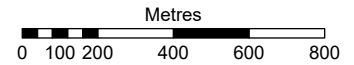
- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO LOW DENSITY RESIDENTIAL
- ITEM 2 - ADD TO MEDIUM DENSITY RESIDENTIAL
- ITEM 3 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 4 - ADD TO OPEN SPACE
- ITEM 5 - ADD ADJACENT LANDS

**RESIDENTIAL DENSITY PLAN
LEGEND**

	LOW DENSITY RESIDENTIAL
	MEDIUM DENSITY RESIDENTIAL
	OPEN SPACE
	ENVIRONMENTAL PROTECTION
	ADJACENT LANDS

SCHEDULE "A"
AMENDMENT No. 314
TO THE
**COUNTY OF OXFORD
OFFICIAL PLAN**
SCHEDULE "I-3"
**TOWN OF INGERSOLL
LEISURE RESOURCES AND SCHOOL FACILITIES
PLAN**



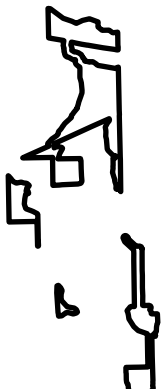
SEE SHEET 2

- AREA OF THIS AMENDMENT

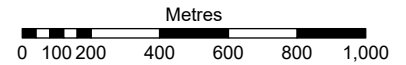
ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION
ITEM 3 - ADD ADJACENT LANDS

**LEISURE RESOURCES AND SCHOOL
FACILITIES PLAN
LEGEND**

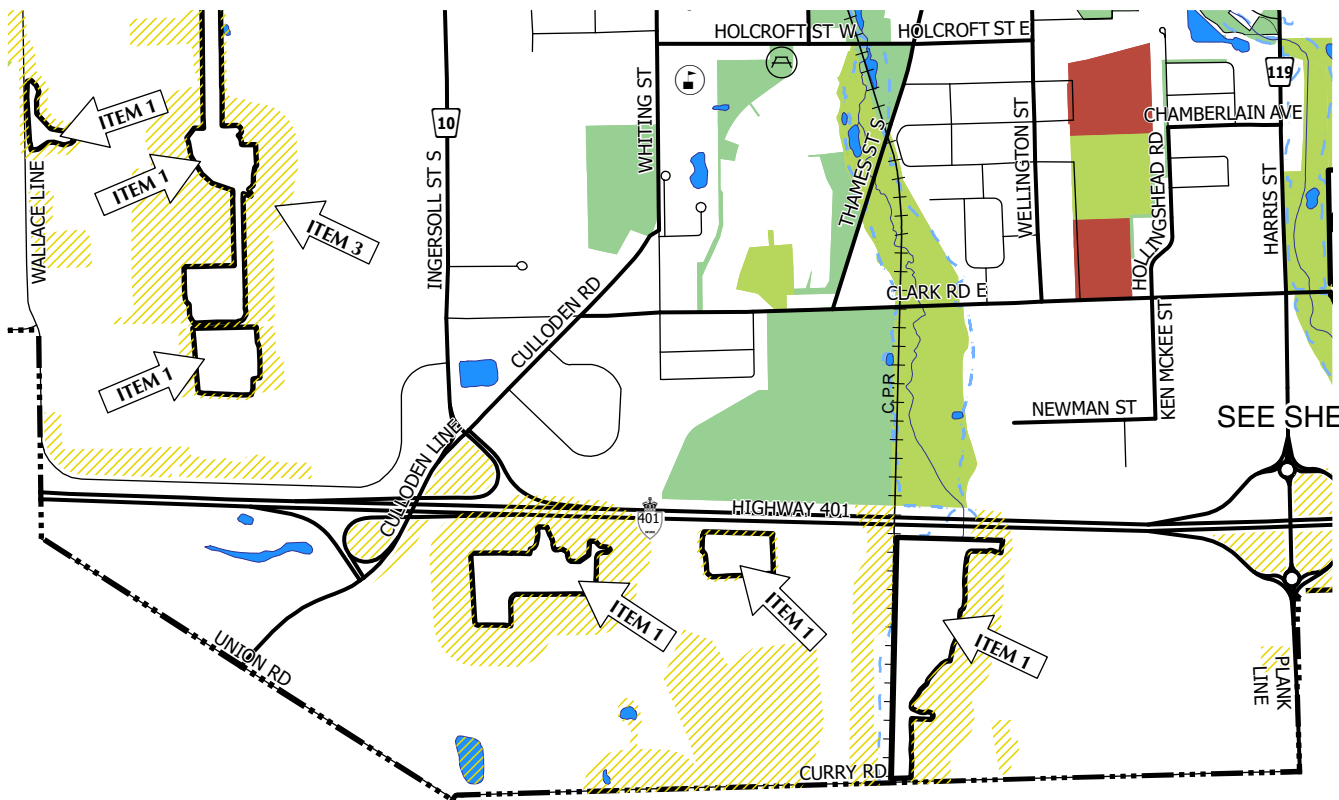
- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- FLOODLINE
- LAWSON TRAIL
- S PROPOSED SCHOOL
- NP NEIGHBOURHOOD PARK
- N TOWN NATURAL PARK
- ADJACENT LANDS



SCHEDULE "A"
 AMENDMENT No. 314
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "I-3"
TOWN OF INGERSOLL
LEISURE RESOURCES AND SCHOOL FACILITIES
PLAN



SEE SHEET 1



SOUTH-WEST OXFORD

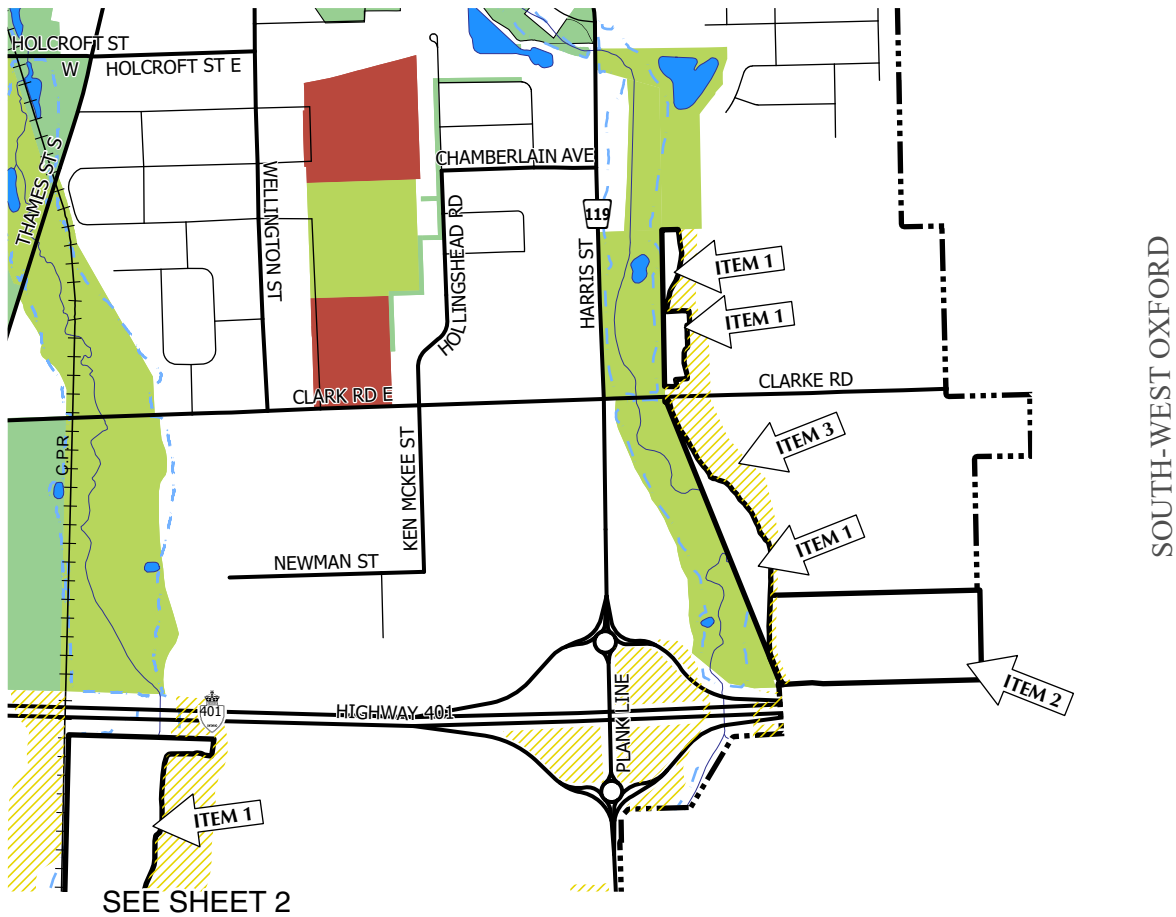
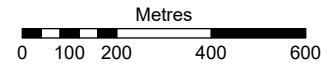
- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 3 - ADD ADJACENT LANDS

**LEISURE RESOURCES AND SCHOOL FACILITIES PLAN
 LEGEND**

- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- ELEMENTARY SCHOOL
- FLOODLINE
- PROPOSED PARK
- PROPOSED SCHOOL
- ADJACENT LANDS

SCHEDULE "A"
AMENDMENT No. 314
TO THE
**COUNTY OF OXFORD
OFFICIAL PLAN**
SCHEDULE "I-3"
**TOWN OF INGERSOLL
LEISURE RESOURCES AND SCHOOL FACILITIES
PLAN**



- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 2 - ADD TO OPEN SPACE
- ITEM 3 - ADD ADJACENT LANDS

**LEISURE RESOURCES AND SCHOOL
FACILITIES PLAN
LEGEND**

- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- ELEMENTARY SCHOOL
- FLOODLINE
- ADJACENT LANDS

SCHEDULE "A"

AMENDMENT No. 314

TO THE

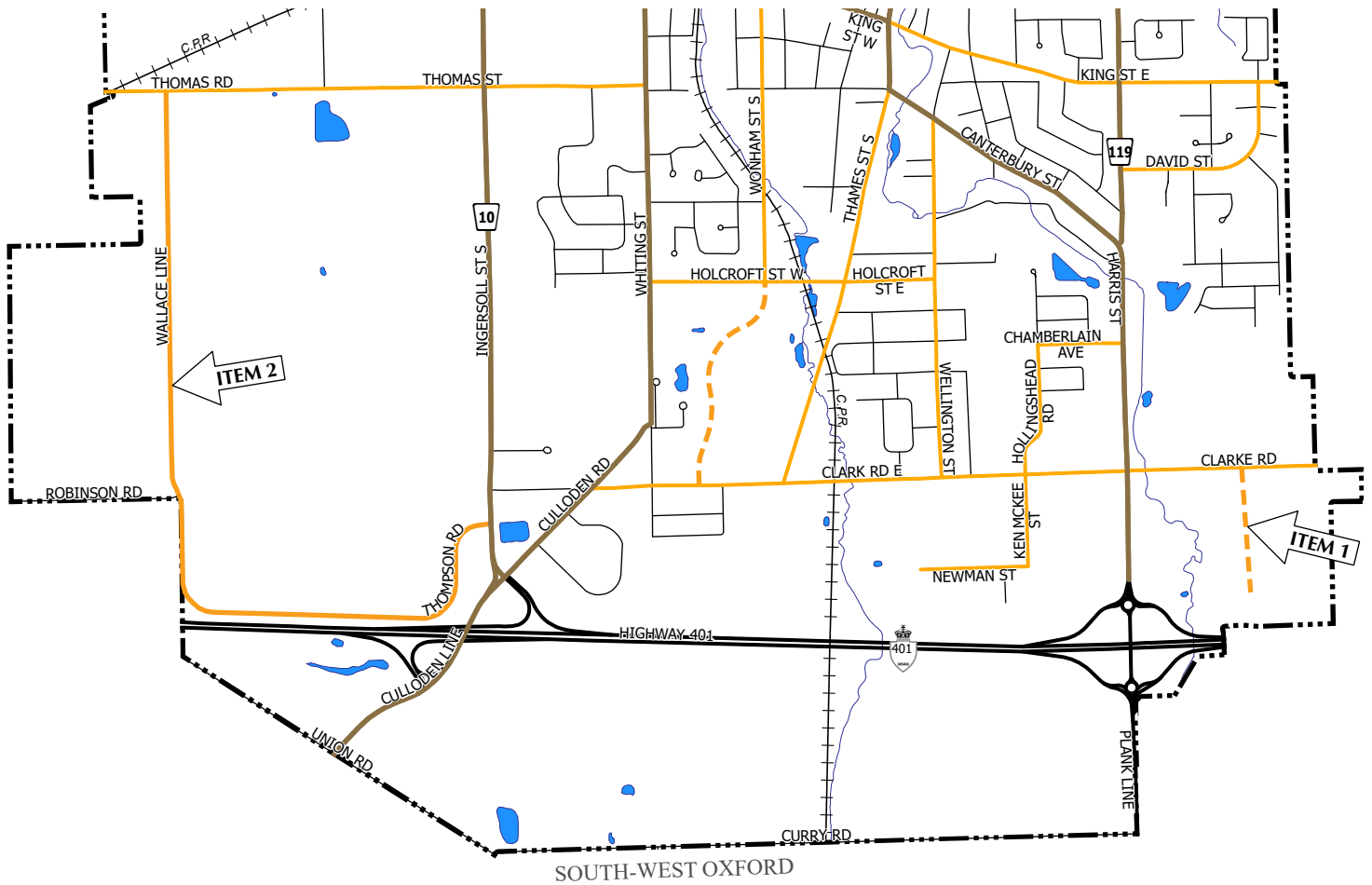
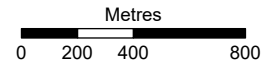
COUNTY OF OXFORD

OFFICIAL PLAN

SCHEDULE "I-4"

TOWN OF INGERSOLL

TRANSPORTATION NETWORK PLAN



- AREA OF THIS AMENDMENT

- ITEM 1 - ADD PLANNED COLLECTOR ROAD
- ITEM 2 - ADD COLLECTOR ROAD

TRANSPORTATION NETWORK PLAN

LEGEND

- ARTERIAL ROAD
- COLLECTOR ROAD
- PLANNED COLLECTOR ROAD