

AMENDMENT NUMBER 268
TO THE COUNTY OF OXFORD OFFICIAL PLAN

The following text and schedules attached hereto,
constitute Amendment Number 268 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to implement and integrate the policies and land use designations of parts of the Secondary Plans for South-East Woodstock and East Woodstock in the County of Oxford Official Plan, primarily to address future land needs for employment growth.

The South-East Woodstock Secondary Plan (2020) provides a statement of objectives and policies and a comprehensive plan to direct future infrastructure and land development within the planned Southeast employment and commercial area, including servicing and transportation strategies, natural and cultural heritage conservation, a preferred land use concept, a phasing plan, and design guidelines. It establishes the planned land use pattern, conceptual locations of roads and infrastructure, and the principles for design and development of the land as a future employment area. This area is planned and intended to provide for existing and new industrial, business park, and commercial land uses, government facilities and limited institutional land uses, utilities, and other related land uses and infrastructure supportive of the development of the area. Existing agricultural uses are recognized and permitted to continue and are intended to transition to the permitted urban land uses with the orderly, phased development and servicing of the area over time. It is anticipated that full implementation of the Secondary Plan will occur through further amendments to the County of Oxford Official Plan in the future.

The East Woodstock Secondary Plan (2006) has been partially implemented through previous amendments to the County Official Plan, and this amendment implements the land use designations for additional employment and commercial land identified in that Secondary Plan area.

Formal adoption and implementation of these Secondary Plans 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 Traditional Industrial, Business Park, and Service Commercial land uses and to add/update mapping of Environmental Protection areas.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to the following lands:

- 620 hectares (1,530 ac) of land in the South-East Woodstock Secondary Plan
- 179 hectares (440 ac) of land in the East Woodstock Secondary Plan, located along the north side of Oxford Road 2 (Dundas Street) and the east side of Highway 401, south of Township Road 2 and west of Blandford Road.

The land in the South-East Woodstock Secondary Plan is part of a larger area of land transferred to the City of Woodstock as a result of a municipal boundary adjustment with the Township of Norwich that became effective on January 1, 2018.

3.0 BASIS FOR THE AMENDMENT

The lands subject to the South-East Woodstock Secondary Plan (2020) were incorporated into the City of Woodstock from the Township of Norwich in January 2018 via a municipal boundary adjustment. The South-East Woodstock Secondary Plan provides a comprehensive development concept and servicing strategy for the area described above and facilitates the designation of the lands for primarily employment use.

The designation of the lands for primarily employment and future growth purposes maintains both the City of Woodstock and County strategic goals of ensuring orderly development and providing for an adequate supply of employment lands to accommodate the anticipated demand for a broad range of industrial and commercial development over the planning horizon. The amendment also protects significant natural features by designating those areas so identified as 'Environmental Protection'.

The re-designation of the subject lands for employment use and future growth purposes is acceptable with respect to the County's agricultural goals. The subject lands represent a logical extension of the Woodstock settlement area and are considered to be appropriate for future urban-type development. The designation of those lands outside of the initial phase of development as 'Future Urban Growth' recognizes the long term development horizon for this area as was as those areas within the subject lands that are affected by existing livestock operations to the south of Pattullo Avenue.

Council is satisfied that the East Woodstock Secondary Plan (2008) and the recently completed South-East Woodstock Secondary Plan, together with the 2020 County Comprehensive Phase 1 Review (related to population, household and employment forecasts) and the City of Woodstock's Municipal Comprehensive Review prepared by GSP Group, satisfy the 'comprehensive review' requirements of the Provincial Policy Statement as it pertains to the expansion of settlement boundaries. The noted secondary plan studies followed Approach #4 of the Municipal Class Environmental Assessment Master Planning process under the Environmental Assessment Act (EAA), which integrates the municipal servicing decision making with the Planning Act Secondary Plan process. The MESP is intended to obtain complete EA approval for select Schedule B projects in the Secondary Plan area, such as stormwater management facilities, sanitary pumping stations and major sewer upgrades, and Phases 1 and 2 for Schedule C projects.

Council is also satisfied that the policies contained in Section 7 of the Official Plan regarding the planning for and development of employment lands, including consideration of business park, industrial and service commercial uses, are satisfactory for the development of the East and Southeast Woodstock areas.

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 is in-keeping with 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’ on Schedule “A” attached hereto from “Future Urban Growth” to “Large Urban Centre”.
- 4.2 Schedule “C-3” – *County of Oxford Settlement Strategy Plan*, as amended, is hereby further amended by designating those lands identified as ‘ITEM 2’ on Schedule “A” attached hereto as “Large Urban Centre”.
- 4.3 Schedule “C-3” – *County of Oxford Settlement Strategy Plan*, as amended, is hereby further amended by designating those lands identified as ‘ITEM 3’ on Schedule “A” attached hereto as “Future Urban Growth”.
- 4.4 Schedule “W-1” – *City of Woodstock Land Use Plan*, as amended, is hereby further amended by designating those lands identified as ‘ITEM 1’, ‘ITEM 2’ and ‘ITEM 8’ on Schedule “A” attached hereto to “Traditional Industrial”; ‘ITEM 3’ and ‘ITEM 4’ to “Business Park”; ‘ITEM 5’ and ‘ITEM 10’ to “Environmental Protection”; ‘ITEM 6’ to “Future Urban Growth”; and ‘ITEM 7’ and ‘ITEM 9’ to “Service Commercial”.
- 4.5 Schedule “W-3” – *City of Woodstock Residential Density Plan*, as amended, is hereby further amended by designating those lands identified as ‘ITEM 1’ on Schedule “A” attached hereto as “Environmental Protection”.
- 4.6 Schedule “W-3” – *City of Woodstock Residential Density Plan*, as amended, is hereby further amended by removing the land use designation of those lands identified as ‘ITEM 2’ on Schedule “A” attached hereto from “Environmental Protection” and ‘ITEM 3’ from “Open Space”.
- 4.7 Schedule “W-4” – *City of Woodstock Leisure Resources and School Facilities Plan*, as amended, is hereby further amended by designating those lands identified as ‘ITEM 1’ on Schedule “A” attached hereto as “Environmental Protection”.
- 4.8 Schedule “W-4” – *City of Woodstock Leisure Resources and School Facilities Plan*, as amended, is hereby further amended by removing the land use designation of those lands identified as ‘ITEM 2’ on Schedule “A” attached hereto from “Environmental Protection” and ‘ITEM 3’ from “Open Space”.
- 4.9 Schedule “W-5” – *City of Woodstock 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”.

4.10 Section 7.3.1 – Economic Development and Employment Areas – Strategic Approach, is hereby amended by adding the following Section:

“Section 7.3.1.3 South-East Woodstock Secondary Plan:

7.3.1.3.1 Objectives

The objectives for the area subject to the South-East Woodstock Secondary Plan are as follows:

- a) To provide for the development of a new employment area including a range of industrial, business park and supporting, compatible service commercial uses, public facilities and limited institutional uses, to create local employment opportunities, and that support a complete and fully diversified employment and economic base in Woodstock and Oxford County;
- b) To protect a long-term land base for employment land uses including a range of parcel sizes that can accommodate a wide variety of users and operations that may require large land areas and separation from sensitive land uses;
- c) To promote attractive gateways and corridors along Highways 401 and 403 and at existing and future highway interchanges through high quality urban design of public realm and site design that foster a welcoming and positive image for Woodstock and the surrounding area;
- d) To support integration with the existing urban area by connecting transportation and services linking areas of existing and new businesses and industries, and preserving long-term future urban expansion potential by providing for future efficient extensions of streets and infrastructure beyond the area;
- e) To recognize existing agricultural uses in the area and provide for their continued operations and eventual transition and redevelopment to planned urban land uses in the employment area in an orderly manner, and ensure land use compatibility through appropriate buffering and phasing;
- f) To encourage sustainable community and site design that fosters public safety, barrier-free access and energy and water conservation and efficiency;
- g) To require full municipal services and direct new infrastructure and land development in a logical, orderly and efficient manner in keeping with the servicing strategy and phasing plans developed for the area;
- h) To plan for a safe and connected transportation network that is integrated with new public transit routes to service the area, ride-sharing and active transportation opportunities, and promote the efficient movement of people and goods within and through the area including improved truck routes and access to Highways 401 and 403, and freight-supportive land uses and facilities;

- i) To conserve the natural heritage features and areas for the long-term and encourage the conveyance of natural areas into public ownership;
- j) To require further assessment of archaeological and cultural heritage resources prior to development to identify measures to avoid or mitigate potential adverse impacts of development on these resources and opportunities for maintenance, rehabilitation and/or re-use, where appropriate;
- k) To direct new development away from hazardous lands and sites and minimize risks to public safety and potential for property damage.

7.3.1.3.2 Land Use Concepts

The South-East Woodstock Secondary Plan was developed to provide and protect a significant land base for employment uses in proximity to existing highway and railway infrastructure that will accommodate a large share of Woodstock's future employment growth. While the Secondary Plan does not form part of the Official Plan, it is intended that the land use concepts and street pattern contained in the plan will provide the basis for future development and the Plan will be referenced for this purpose going forward.

Minor departures from the land use concepts contained in the South-East Woodstock Secondary Plan will be permitted without amendment to the Secondary Plan where it can be demonstrated that such departures will not detract from the overall development concepts that form the foundation of the Secondary Plan.

- a) Permitted land uses in the South-East Woodstock Secondary Plan (the Secondary Plan) area shall be based on the applicable land use designations and the policies of the Official Plan and the Secondary Plan. Utilities and public works uses, as well as limited minor institutional uses such as police, ambulance and fire stations and municipal parks and recreation facilities, but excluding sensitive land uses, shall be permitted in the Traditional Industrial, Business Park and Service Commercial designations, as contained in the South-East Woodstock Secondary Plan. Minor institutional uses shall generally be subject to Section 7.4.3 of the Official Plan.
- b) The re-designation of land within the Secondary Plan area to permit a new non-employment land use that is not permitted within the applicable land use designation shall generally require an amendment to the Secondary Plan and only be permitted through a comprehensive review in accordance with Policies 2.1.4, 7.3.5 and 7.3.6.3 of the Official Plan.
- c) The location of roads, intersections, stormwater management facilities and boundaries of land uses contained in the Secondary Plan should be considered approximate. Amendments will not be required for minor adjustments to the location of these features provided the general intent of the Secondary Plan is maintained.
- d) It is intended that existing land uses within the Secondary Plan area that do not conform with the land use designations contained in the Secondary Plan, or the related policies, will transition to new land uses that are permitted by the land use designations over the long term. However, existing businesses determined to be generally

compatible with the intended uses in the Secondary Plan area shall be permitted to remain and expand. The implementation of the concepts contained in the Secondary Plan may be completed in phases through multiple amendments to the Official Plan, and as such, some areas may continue to be designated in the Official Plan and/or zoned in the Zoning By-law based on their current use until such time as the applicable phase of the Secondary Plan is implemented.

- e) Proposed changes in land use and new development shall generally be in accordance with the permitted uses and policies of the Secondary Plan and the Official Plan. The City's Zoning By-law may zone land based on existing land uses in accordance with Chapter 10 of the Official Plan, but any amendment to the Zoning By-law for new development or redevelopment of land shall generally conform to the Secondary Plan where the land use designations of the Secondary Plan have been implemented.

7.3.1.3.3 Design, Development and Sustainability

- a) All areas of the Secondary Plan shall generally be developed with a view to high quality urban design and integration of permitted uses with surrounding uses.
- b) The pattern of development within the Secondary Plan area is based on a distinction between private lands and the public realm. The public realm is composed of clearly defined and connected streets and the Secondary Plan recognizes the need to plan for these public spaces. Site development shall provide landscaping adjacent to the public street or public sidewalk to promote an attractive landscaped transition between the public and private realm.
- c) Buildings shall generally be oriented to front, face and feature public streets and intersections with articulation of street-facing building facades to provide a high quality of design, detail and variety, and human-scale and pedestrian orientation where sidewalks are provided.
- d) For sites located within the Service Commercial Area along Dundas Street, as contained in the Secondary Plan, complete applications for development shall generally address the following:
 - i) Building orientation to address the street and intersections;
 - ii) Parking areas located behind or to the side of buildings;
 - iii) Landscape treatments and building design that create an attractive and unified streetscape and a sense of entrance and arrival to the community;
 - iv) High quality design and character of development that contributes to the image and identity of Woodstock.
- e) Land uses that require heavy truck/heavy vehicle access, significant areas of outdoor storage, or buffering involving separation distances due to the nature of the operations, shall generally be directed to Traditional Industrial Areas, in appropriate areas that do not have high visibility from Highway 401.
- f) Complete applications for development shall generally include sufficient information regarding municipal servicing, traffic and transportation matters, land use compatibility,

off street parking and buffering/screening, natural heritage and natural hazards, among other matters as determined by the City of Woodstock, to demonstrate how development will be facilitated in accordance with the recommendations and guidelines established via the approved Secondary Plan.

The determination and scope of these requirements will be determined in consultation with the City of Woodstock and/or other agencies that are considered to have an interest in the proposal.

7.3.1.3.4 Servicing and Stormwater Management

7.3.1.3.4.1 Coordination and Phasing

Services and utilities shall be provided in an orderly and coordinated manner consistent with the policies for such services contained in Chapter 5 of the Official Plan. The phasing of development shall be aligned with the availability of servicing capacity and generally based on the phasing policies of the South-East Woodstock Secondary Plan.

7.3.1.3.4.2 Sanitary and Water Servicing

- a) Full municipal sanitary and water services shall generally be required for all land use and development proposals within the area affected by the South-East Woodstock Secondary Plan (Secondary Plan). A Functional Servicing Report will generally be required as part of a complete application for site development. The provision of local sanitary and water services to be assumed by the City or the County as part of the public infrastructure will be required as a condition of development approvals.

The extension of municipal sanitary and water services is planned to be phased with the development of the area over time. The Secondary Plan identifies eight (8) phases of development and associated land areas, the Future Urban Growth area being the final phase. Development shall generally be phased in accordance with the phasing policies of the Secondary Plan to align with the future municipal sanitary sewer and water servicing for the Secondary Plan area and required sanitary and water servicing improvements external to the Secondary Plan area, in accordance with the water and wastewater servicing reports set out in the Plan.

7.3.1.3.4.3 Stormwater Management

- a) The Secondary Plan identifies the locations for future Stormwater Management Facilities based on the Stormwater Management Strategy completed in support of the Secondary Plan area. The location and size of the Stormwater Management Facilities is approximate and is intended to accommodate consolidated City-owned and operated stormwater management facilities to service defined catchment areas within the Thames River watershed portion of the Secondary Plan.

Within the context of the Secondary Plan, changes to the number, location and size of stormwater management facilities, servicing corridors for planned storm sewers and/or culverts and any other related infrastructure, may be permitted based on more detailed

stormwater management plans for the development of specific sites which shall demonstrate general conformance with the overall Stormwater Management Strategy for the Secondary Plan area. Acceptance of any proposals to develop stormwater management facilities that would increase the number of such facilities to be owned and/or operated by the City shall be at the discretion of the City.

- b) The majority of land east of the watershed boundary shown on Schedule 'A' will not drain to a planned stormwater management facility and will require on-site controls as identified in the Stormwater Management Strategy for the Secondary Plan area.
- c) Stormwater Management Plans shall be required as part of a complete application for future site development and shall be prepared in accordance with the Stormwater Management Strategy for the Secondary Plan area, to the satisfaction of the City in consultation with the applicable Conservation Authority. Low Impact Development standards (LIDs) shall be assessed for implementation at the site level to reduce runoff volumes and to provide both quality and quantity control while improving water balance through infiltration, as identified in the Stormwater Management Strategy.
- d) Proposed alterations or improvements to existing Municipal Drains shall be in accordance with the Drainage Act. Proposed alterations or improvements to Non-Municipal Drains shall demonstrate an adequate drainage outlet and stormwater management for the existing and proposed drainage area.

4.11 Section 7.3.4 – Service Commercial Areas, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.3.4.3, *Specific Development Policies*:

“Section 7.3.4.3.7 South-East Woodstock Secondary Plan

Lands designated Service Commercial within areas subject to the South-East Woodstock Secondary Plan are intended for commercial services that support the employment area and/or cater to vehicular traffic in vicinity of the Highway 401 interchange at Dundas Street (Oxford Road 2).

- a) In addition to the uses permitted in Section 7.3.4 – Service Commercial Areas, utilities and public works uses, minor institutional uses such as police, ambulance and fire stations (subject to Section 7.4.3 of the Official Plan) and municipal parks and recreation facilities may also be permitted within the area subject to the Secondary Plan. Further, a limited range of light industrial uses involving assembly, fabrication, distribution, packaging, printing and storage within wholly enclosed buildings may also be permitted.
- b) Development in Service Commercial Areas shall be in accordance with policies 7.3.4.1 and 7.3.4.2 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and for expansions and new Service Commercial Areas, and the following:
 - i) Building orientation and design and landscaping shall be used to enhance the appearance of the sites at the Highway 401 interchange and along Dundas

Street and shall be used to screen parking, loading and trucking areas from view from the highway and Dundas Street.

- ii) Site access shall be in accordance with the Secondary Plan and direct site access to Dundas Street may not be permitted or may be restricted to certain traffic movements, in accordance with City, County and/or Ministry of Transportation (MTO) requirements.

- 4.12 Section 7.3.5 – Business Parks, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.3.5.3 - *Specific Development Policies*:

“Section 7.3.5.3.7 South-East Woodstock Secondary Plan

Lands designated Business Park within areas subject to the South-East Woodstock Secondary Plan are intended for light industrial, technological, office and business support uses that can be accommodated on smaller parcels within the Secondary Plan area and do not involve significant trucking and loading operations or industrial emissions that would require significant buffering or separation distances.

- a) In addition to the uses permitted in Section 7.3.5 – Business Parks, utilities and public works uses, minor institutional uses such as police, ambulance and fire stations (subject to Section 7.4.3 of the Official Plan) and municipal parks and recreation facilities may also be permitted within the area subject to the Secondary Plan.
- b) Development in Business Parks shall be in accordance with policy 7.3.5.1 and 7.3.5.2 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and for expansions and new Business Parks, and the following:
 - i) Building orientation and design and landscaping shall be used to enhance the appearance of sites along Highway 401 and shall be used to screen parking, loading and trucking areas from view from the highways.”

- 4.13 Section 7.3.6 – Traditional Industrial Areas, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.3.6.5, *Specific Development Policies*:

“Section 7.3.6.5.19 South-East Woodstock Secondary Plan

Lands designated Traditional Industrial within areas subject to the South-East Woodstock Secondary Plan are intended for the development of a range of suitable sites for job creating employment uses that may require separation from sensitive land uses, may generate industrial emissions that require buffering and/or separation distances from other uses, and/or that require or may benefit from a location in proximity to Highways 401 and 403 and/or existing rail.

- a) In addition to the uses permitted in Section 7.3.6 - Traditional Industrial Areas, utilities and public works uses, minor institutional uses such as police, ambulance and fire stations (subject to Section 7.4.3 of the Official Plan) and municipal parks and

recreation facilities may also be permitted within the area subject to the Secondary Plan. Service commercial uses generally shall not be permitted and shall be directed to areas designated for such use.

- b) Development in Traditional Industrial Areas shall be in accordance with policy 7.3.6.4 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and the following:
 - i) Building orientation and design and landscaping shall be used to enhance the appearance of sites along Highways 401 and 403 and shall be used to screen parking, loading and trucking areas from view from the highways. Outdoor storage generally shall not be permitted on sites that abut Highways 401 and 403.
 - ii) Lot creation shall preserve large land areas that offer flexibility for a range of types and sizes of industries. Where permitted, uses that require smaller lot sizes shall be directed to the Business Park and Service Commercial Areas on Schedule "A". Proposed land uses that are only permitted in the Traditional Industrial Area and require smaller lot sizes shall be directed to existing smaller lots of records or clustered together to avoid fragmentation of larger parcels."

4.14 Section 4.2.2.6 – Future Urban Growth Areas, as amended, is hereby further amended by adding the following specific development policy to Section 4.2.2.6.6, *Future Urban Growth Policies for Specific Areas*:

"Section 4.2.2.6.6.4 South-East Woodstock Secondary Plan

Lands within the area subject to the South-East Woodstock Secondary Plan are intended to be reserved for future employment uses in-keeping with the Secondary Plan.

- a) Uses permitted shall be limited to those permitted in the Future Urban Growth designation by policy 4.2.2.6.4 of the Official Plan until such time as the area is re-designated for employment uses through an amendment to the Official Plan.

4.15 Section 3.2.4 – Environmental Protection Area, as amended, is hereby further amended by adding the following specific development policy to Section 3.2.4.3, *Special Policy Area*:

"Section 3.2.4.3.3 South-East Woodstock Secondary Plan:

Lands designated Environmental Protection within the area affected by the South-East Woodstock Secondary Plan are intended to ensure the long-term protection, conservation and enhancement of significant natural heritage features and areas. The Secondary Plan also identifies Areas of Future Study that include natural features and areas that require further assessment through the preparation of an Environmental Impact Study (EIS) to determine the significance of the features and any constraints to development.

- a) Permitted uses in areas designated Environmental Protection shall be limited to those permitted in Environmental Protection Areas in accordance with Section 3.2.4.2 of the Official Plan.

- b) Areas of Future Study are identified in the Secondary Plan, but are not designated in the Official Plan. Permitted uses in Areas of Future Study shall be determined based upon the completion of an Environmental Impact Study (EIS), which shall generally be required to support a complete application for development, and prior to any site alteration for the land within the identified area or on adjoining land.

If an approved EIS recommends that natural features and areas should be protected, they shall be considered as Environmental Protection Areas and the relevant policies of Section 3.2.4 of the Official Plan shall apply. Where an approved EIS determines that the natural features and areas are not significant and do not require protection, the underlying land use designation in the Official Plan shall apply.

- c) Minimum buffer areas within the area subject to the South-East Woodstock Secondary Plan shall be provided for natural heritage features and areas based on Preliminary Buffer Areas identified below, or the buffer recommended in an approved EIS, whichever is greater:
- i) Provincially Significant Wetlands: 30 metres from the outer boundary of the wetland or individual units in the case of complexes;
 - ii) Significant Woodlands: 15 metres from the woodland dripline;
 - iii) Significant Wildlife Habitat and Locally Significant Natural Heritage Features:
 - 5 metres for habitats associated with early successional habitats (i.e. meadows and thickets);
 - 15 metres for habitats associated with woodlands;
 - 30 metres for habitats associated with wetlands.
- d) Complete applications for development shall generally include an EIS where site development or alteration are proposed within, or on adjacent land to natural heritage features, to demonstrate that there will be no negative impacts to the features or their ecological functions, in accordance with policy 3.2.6.3 of the Official Plan. Reference shall be made to the Natural Heritage Report prepared for the South-East Woodstock Secondary Plan Area to determine the location and types of natural heritage features and areas, trigger distances for an EIS, and preliminary recommended buffer areas.
- e) In addition to the lands designated as Environmental Protection and lands identified as Areas of Future Study as per the Secondary Plan, other lands may be identified as having potential ecological significance particularly in areas where future development will occur in the longer term based on the planned phasing of development and servicing of the Secondary Plan area. The potential need for a scoped EIS to determine the presence of new or previously unidentified natural heritage features and areas shall be determined during pre-application consultation with the City, County and the Conservation Authority having jurisdiction.
- f) The submission of a Tree Preservation Plan shall be required as part of a complete application for development where there are existing trees or hedgerows located on a site proposed for development or along the boundaries with adjacent land or within adjoining right-of-way that may be impacted by the development. The Tree

Preservation Plan shall identify and recommend trees that warrant protection and any trees proposed for removal as well as a compensation/planting plan.

- g) The submission of enhancement, restoration and linkage plans may be required as part of a complete application for development to identify opportunities to fill in natural area gaps via plantings of native trees and other vegetation, with species reflecting the existing conditions of the surrounding ecological communities and consideration to a combination of woodland, wetland and prairie restoration and enhancement.
 - h) The conveyance of natural heritage features and areas to the City or other public authority for the purposes of conservation will be promoted, and these areas including required vegetative protection zones and buffers shall be reserved in a common block and shall not be subdivided into multiple private ownerships as a result of development of adjoining land.
 - i) Where natural heritage features and areas are conveyed to the City, the City may determine opportunities for compatible forms of public access and passive recreational uses such as trails, wildlife viewing areas, outdoor education and interpretive signage shall be encouraged within these areas and associated buffers.”
- 4.16 Section 3.3 – Cultural Resource Policies, as amended, is hereby further amended by adding the following subsection at the end of Section 3.3.2, *Heritage Resources*:

“Section 3.3.2.5 South-East Woodstock Secondary Plan

3.3.2.5.1 Archaeological Assessments

- a) Stage 2 Archaeological Assessments shall generally be required as part of a complete application for site development within the Secondary Plan area, and/or for future Environmental Assessments, where required, for proposed public infrastructure, except where it has been determined that further assessment is not warranted based on the level of site disturbance for existing developed sites, in-keeping with the findings and recommendations of the Stage 1 Archaeological Assessment prepared in support of the Secondary Plan.
- b) Where a Stage 2 Archaeological Assessment is required, clearance from the Ministry of Heritage, Sport, Tourism and Culture Industries shall be obtained prior to site alteration.

3.3.2.5.2 Cultural Heritage Evaluation Reports and Heritage Impact Assessments

- a) Cultural Heritage Evaluation Reports (CHER) shall generally be required as part of a complete application for site development within the Secondary Plan area, and/or as part of future Environmental Assessments, where required, for proposed public infrastructure, for sites that have been identified as having potential cultural heritage value or interest, based on the findings and recommendations of the Cultural Heritage Assessment Report prepared in support of the Secondary Plan.

- b) If it is determined based on a CHER that a site proposed for development has cultural heritage value, Heritage Impact Assessments (HIA) may be required as determined by the City in order to evaluate the proposed impacts of the development on the identified heritage attributes and to recommend mitigation strategies, as necessary. The HIA shall include an evaluation of opportunities for conservation of the heritage resource, adaptive re-use, documentation and salvage and other potential mitigation strategies, and shall recommend a preferred approach.”

4.17 Section 7.6 – Transportation, as amended, is hereby further amended by adding the following Section at the end thereof:

“Section 7.6.8 South-East Woodstock Secondary Plan

7.6.8.1 Road Network

The existing and planned road network within the South-East Woodstock Secondary Plan area includes a combination of road extensions, road realignments and new collector roads intended to provide for a continuous and linked network. Improvements to existing roads and the construction of future roads and on-road pedestrian and cycling facilities shall be phased and coordinated with planned future land uses based on the Secondary Plan and the policies of the Official Plan.

Highways 401 and 403 are provincial freeways under the jurisdiction of the MTO and future land use and development along these highways are subject to a minimum 14 metre setback from the limits of the highway or other standard as determined by the Ministry of Transportation from time to time, via the Ministry’s permit requirements.

Oxford Roads 2, 4 and 15 are existing arterial roads under the jurisdiction of the County of Oxford and future land use and development shall be in accordance with County requirements for these roadways.

Pattullo Avenue and Middletown Line are existing local collector roads under the jurisdiction of the City of Woodstock and future development shall be in accordance with the City’s requirements for these roadways. Schedule “W-5” to the Official Plan illustrates the location of existing arterial roads and the planned future collector road network within the Secondary Plan Area. The proposed collector road network and other local streets are further illustrated on Schedule ‘A’, Land Use Concept, as contained in the South-East Woodstock Secondary Plan. The road network within the Secondary Plan is aligned with the planned phasing of development, which will require the dedication of road allowance(s) to the City in each phase, in accordance with Chapter 6.0 of the South-East Woodstock Secondary Plan.

7.6.8.2 Site Access

- a) Site access will generally be from the future Proposed Road Right-of-Way as illustrated on Schedule ‘A’ of the Secondary Plan or from new internal local roads completed within this network.
- b) Direct site access to County Roads shall only be permitted in accordance with the requirements of the County of Oxford and, where applicable, the requirements of the Ministry of Transportation (MTO).

- c) Direct site access to Pattullo Avenue and Middletown Line shall only be permitted where access cannot be provided by the Proposed Road Right-of-Way shown on Schedule 'A' of the Secondary Plan or new internal local roads, and in accordance with City requirements.
- d) The City may consider limited site development approvals prior to the completion of the planned future roads where it is demonstrated through Traffic Impact Studies that existing roads and/or other future roads will provide an adequate level of service to the site based on planned land uses and related traffic generation that considers current and future background traffic volumes.

7.6.8.2 Highway 401 / Highway 403 Interchanges

Future development and/or upgrades to Highway 401 and Highway 403 interchanges shall be undertaken in accordance with the findings of the Transportation Needs Analysis prepared for the Secondary Plan area, subject to any updates that may be warranted at the time of development.

7.6.8.5 Active Transportation

- a) Active transportation should be considered within the Secondary Plan area through the design of streets within the Secondary Plan area and the design of future upgrades to Pattullo Avenue, Towerline Road and Oxford Road 4, including sidewalks, cycling lanes, on-road signed routes and shared lanes, and/or grade-separated multi-use trails, as appropriate.
- b) Recommended active transportation facilities to be incorporated in the design of each road should be determined based on the road function, traffic volumes, design speed and connectivity with the overall active transportation network and destinations within and beyond the Secondary Plan area.
- c) Complete applications for site development within the Secondary Plan area may be required to demonstrate support for active transportation, where appropriate, based on the nature and location of the site and the proposed use, and provisions that will support walking and cycling by the public and future employees and visitors to new industries and businesses proposed in the Secondary Plan area.
- d) The City may require the dedication of right-of-way for pedestrian and/or cycling pathways as a condition of site development where this will support active transportation and connectivity for walking and cycling within the Secondary Plan area, in accordance with the Planning Act.

7.6.8.6 Carpool Lots

The Secondary Plan illustrates the conceptual location of two Potential Alternative Future Carpool Lots to facilitate carpooling and ride-sharing opportunities for the Secondary Plan area and for the travelling public using Highways 401 and/or 403.

- a) Notwithstanding the designation of the lands, a carpool lot shall be permitted in either location identified in the Secondary Plan subject to more detailed planning and MTO approval to identify a preferred location and design.
- b) Notwithstanding the servicing policies of the Official Plan, a carpool lot that does not require water and/or wastewater services may be permitted prior to the availability of municipal services.

7.6.8.7 Public Transit

- a) Transit system planning should identify routes and future stops within the Secondary Plan area to extend transit services along arterial and major collector roads so that the majority of sites are within a 400-metre walking distance of a transit stop.
- b) The City may require information to demonstrate anticipated transit ridership and measures to support the use of public transit as part of complete applications for site development to support the City's transit planning initiatives including the determination of preferred transit stop locations and routes within the Secondary Plan area.

7.6.8.8 CNR Rail Line

- a) The City will encourage the consideration of opportunities for intermodal facilities that support the efficient transport of goods as part of new industries and site development within the Traditional Industrial Areas along the CNR rail line.”

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.

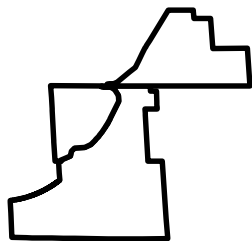
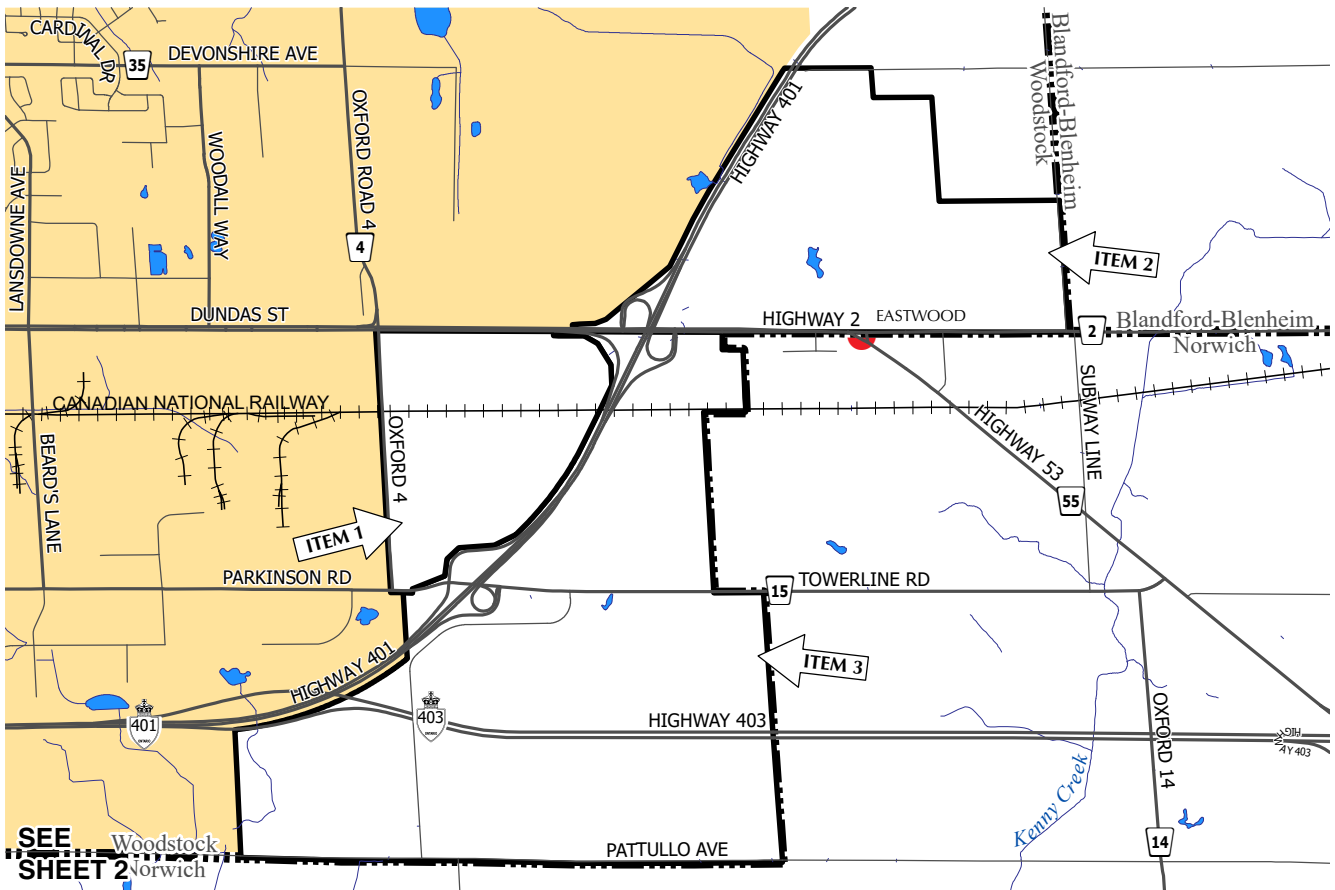
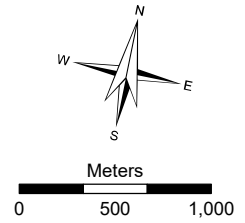
SCHEDULE "A"
 AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
 OFFICIAL PLAN**

SCHEDULE "C-3"

**COUNTY OF OXFORD
 SETTLEMENT STRATEGY PLAN**



- AREA OF THIS AMENDMENT

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

**SETTLEMENT STRATEGY PLAN
 LEGEND**

- LARGE URBAN CENTRE
- RURAL CLUSTER

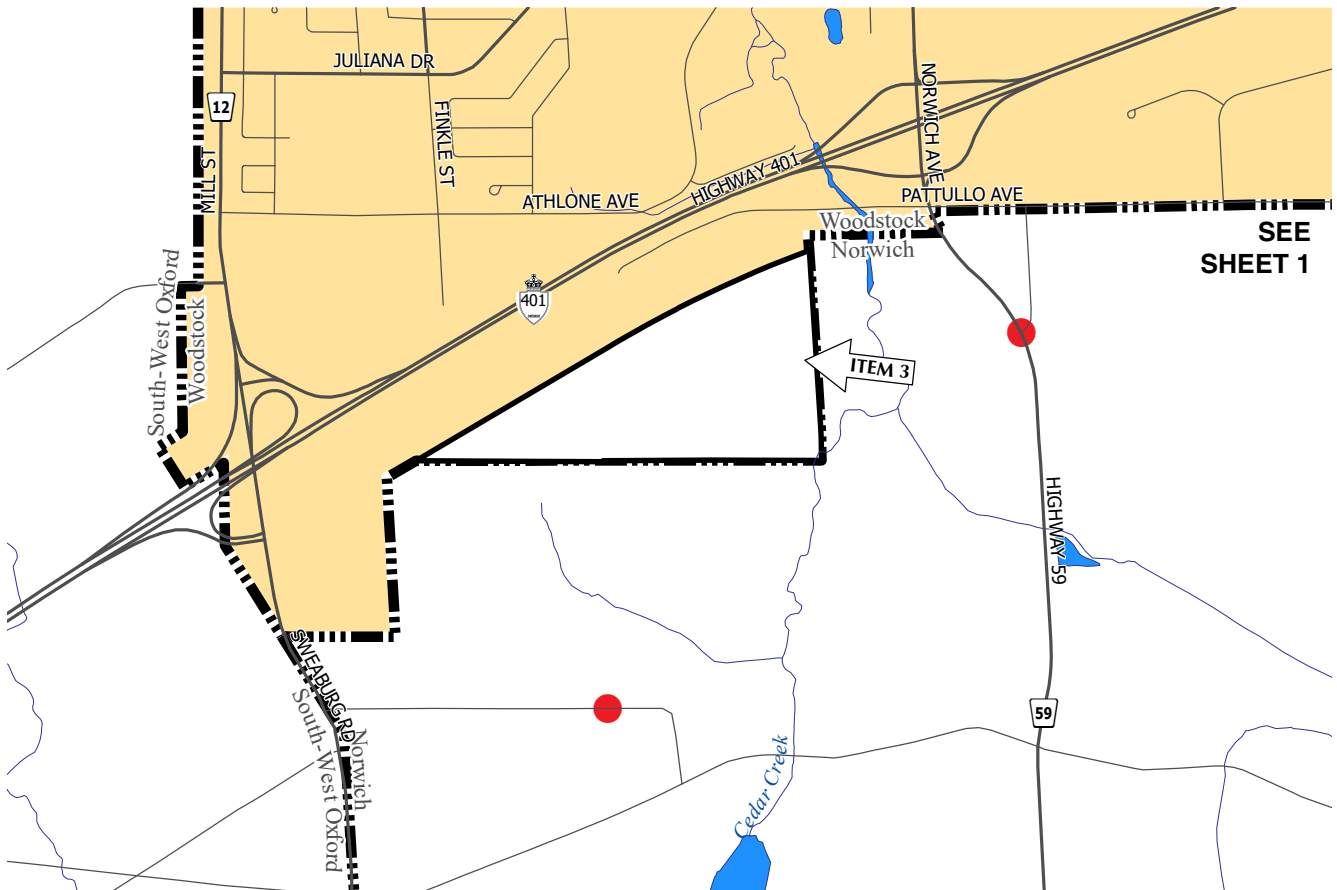
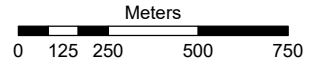
SCHEDULE "A"
 AMENDMENT No. 268

TO THE

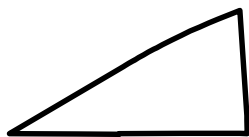
**COUNTY OF OXFORD
 OFFICIAL PLAN**

SCHEDULE "C-3"

**COUNTY OF OXFORD
 SETTLEMENT STRATEGY PLAN**



SEE SHEET 1



- AREA OF THIS AMENDMENT
 ITEM 3 - ADD TO FUTURE URBAN GROWTH

SETTLEMENT STRATEGY PLAN

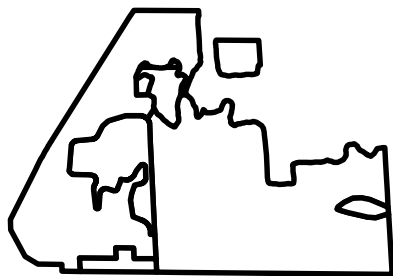
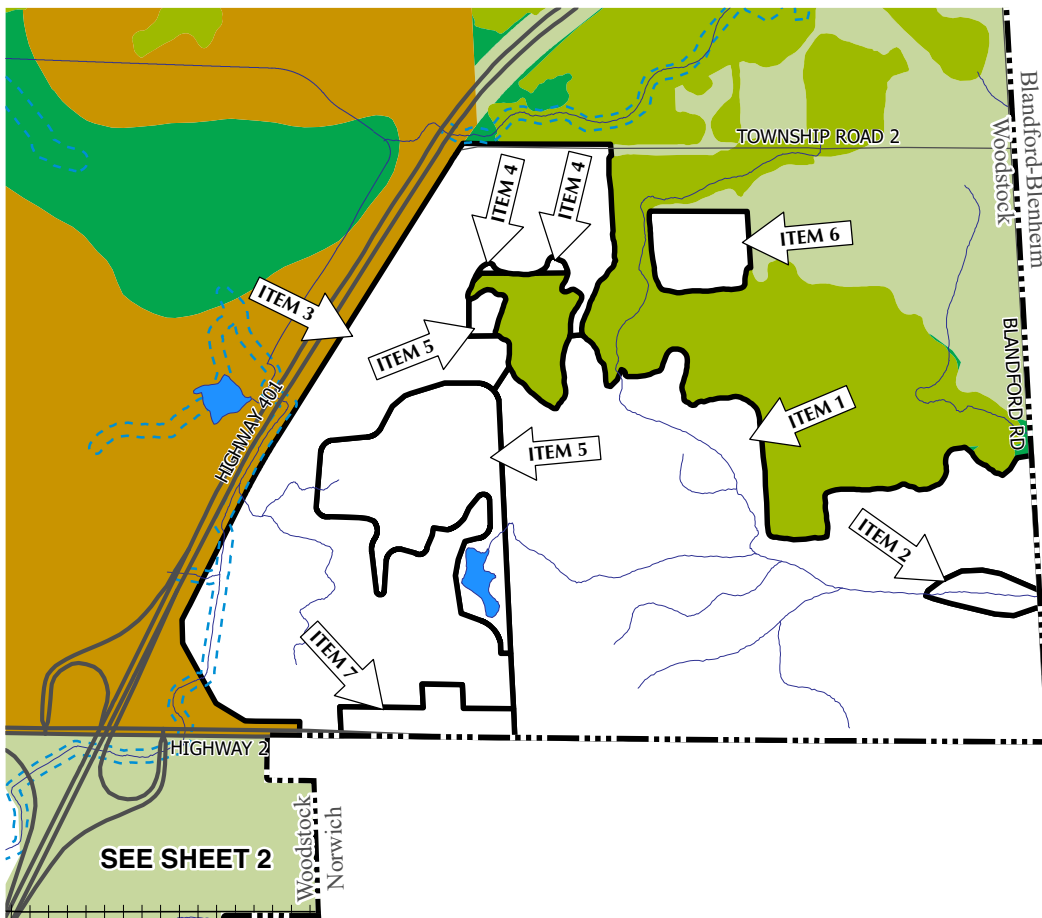
- LARGE URBAN CENTRE
- RURAL CLUSTER

SCHEDULE "A"
 AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
 OFFICIAL PLAN**

SCHEDULE "W-1"
**CITY OF WOODSTOCK
 LAND USE PLAN**



- AREA OF THIS AMENDMENT

- ITEM 1 - CHANGE FROM AGRICULTURAL RESERVE TO TRADITIONAL INDUSTRIAL
- ITEM 2 - CHANGE FROM OPEN SPACE TO TRADITIONAL INDUSTRIAL
- ITEM 3 - CHANGE FROM AGRICULTURAL RESERVE TO BUSINESS PARK
- ITEM 4 - CHANGE FROM ENVIRONMENTAL PROTECTION TO BUSINESS PARK
- ITEM 5 - CHANGE FROM AGRICULTURAL RESERVE TO ENVIRONMENTAL PROTECTION
- ITEM 6 - CHANGE FROM AGRICULTURAL RESERVE TO FUTURE URBAN GROWTH
- ITEM 7 - CHANGE FROM AGRICULTURAL RESERVE TO SERVICE COMMERCIAL

**LAND USE PLAN
 LEGEND**

- TRADITIONAL INDUSTRIAL
- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- AGRICULTURAL RESERVE
- FUTURE URBAN GROWTH
- FLOODLINE

SCHEDULE "A"

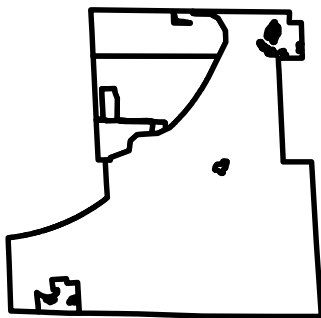
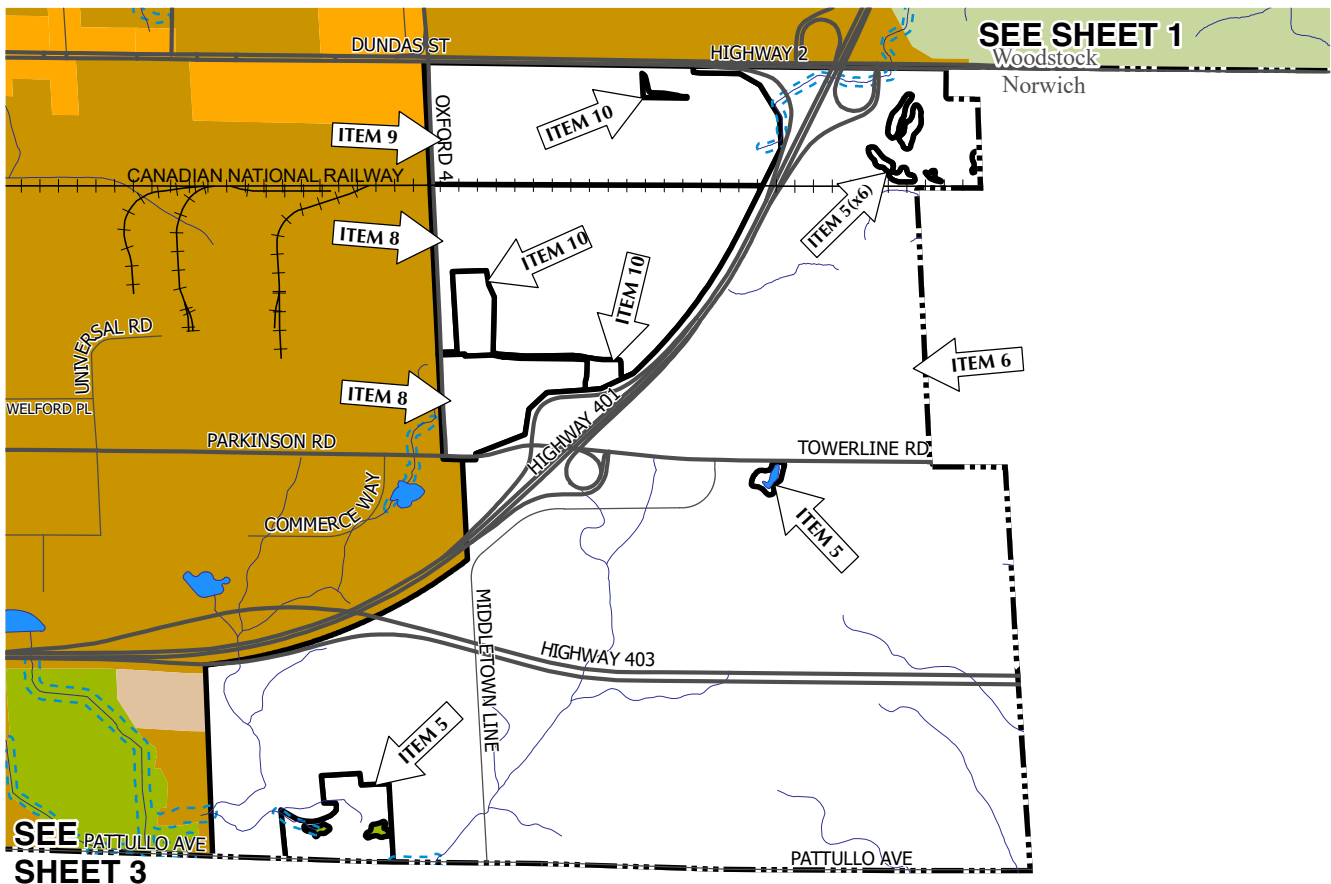
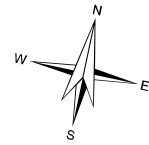
AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-1"

**CITY OF WOODSTOCK
LAND USE PLAN**



- AREA OF THIS AMENDMENT

- ITEM 5 - CHANGE FROM AGRICULTURAL RESERVE TO ENVIRONMENTAL PROTECTION
- ITEM 6 - CHANGE FROM AGRICULTURAL RESERVE TO FUTURE URBAN GROWTH
- ITEM 8 - CHANGE FROM FUTURE URBAN GROWTH TO TRADITIONAL INDUSTRIAL
- ITEM 9 - CHANGE FROM FUTURE URBAN GROWTH TO SERVICE COMMERCIAL
- ITEM 10 - CHANGE FROM FUTURE URBAN GROWTH TO ENVIRONMENTAL PROTECTION

LAND USE PLAN

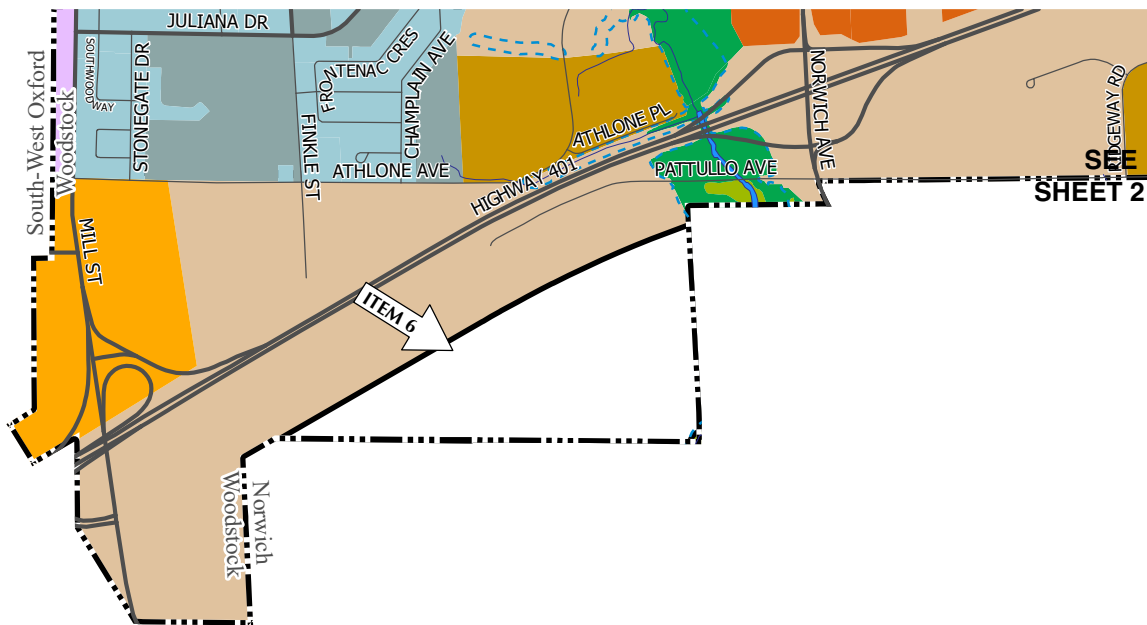
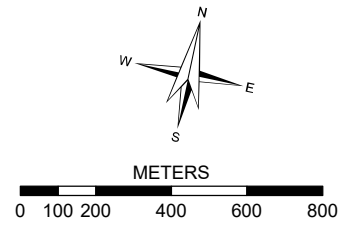
-  RESIDENTIAL
-  SERVICE COMMERCIAL
-  BUSINESS PARK
-  TRADITIONAL INDUSTRIAL
-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION
-  AGRICULTURAL RESERVE
-  FLOODLINE

SCHEDULE "A"
 AMENDMENT No. 268













TO THE

**COUNTY OF OXFORD
 OFFICIAL PLAN**

SCHEDULE "W-1"
**CITY OF WOODSTOCK
 LAND USE PLAN**

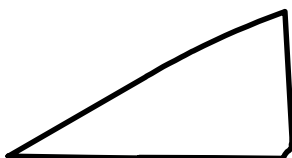


**LAND USE PLAN
 LEGEND**

-  RESIDENTIAL
-  RESIDENTIAL RESERVE
-  SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
 NODE DEVELOPMENT
 (SEE SECTION 7.3.3.4.2)
-  BUSINESS PARK
-  TRADITIONAL
 INDUSTRIAL
-  COMMUNITY FACILITY
-  OPEN SPACE
-  ENVIRONMENTAL
 PROTECTION
-  AGRICULTURAL
 RESERVE
-  FUTURE URBAN
 GROWTH
-  FLOODLINE

- AREA OF THIS AMENDMENT

ITEM 6 - CHANGE FROM AGRICULTURAL RESERVE
 TO FUTURE URBAN GROWTH



SCHEDULE "A"

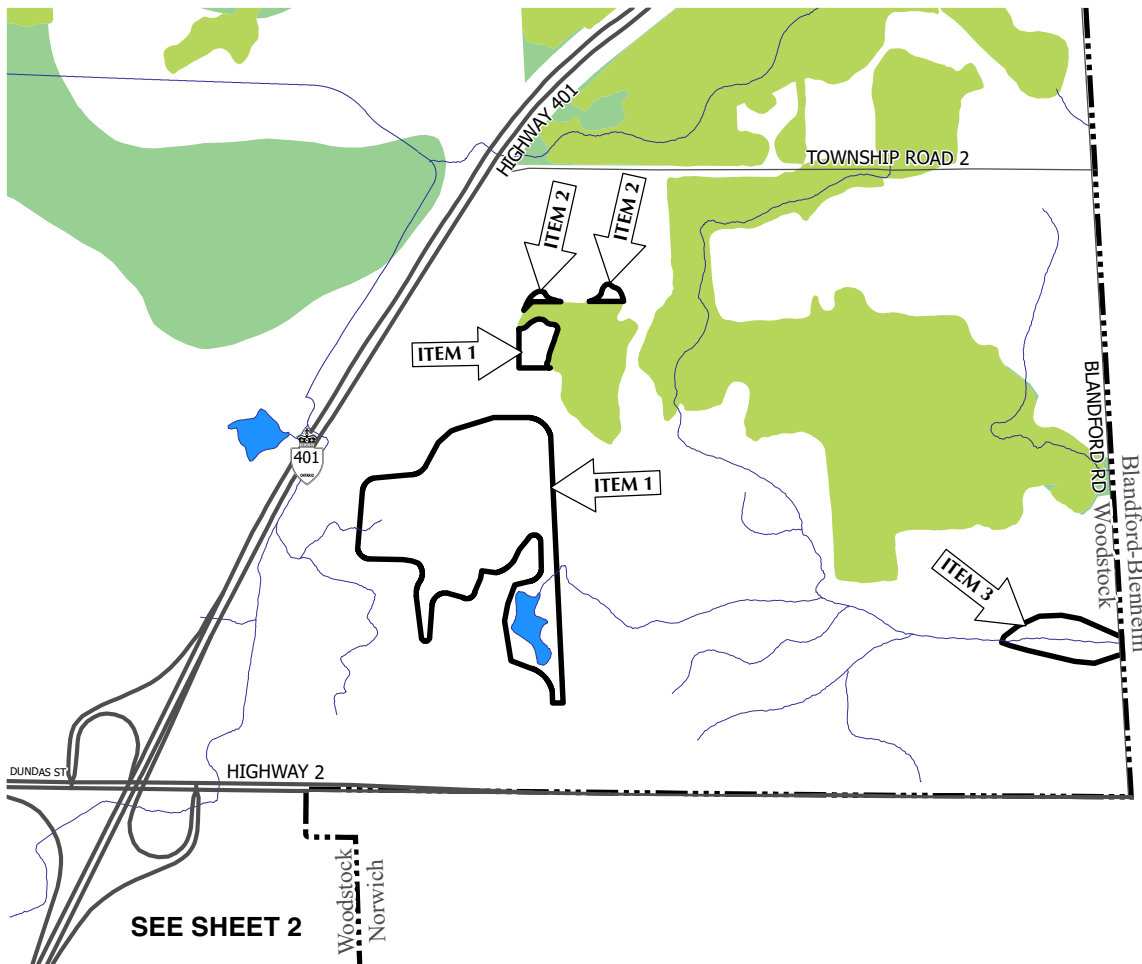
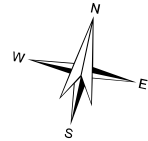
AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-3"

**CITY OF WOODSTOCK
RESIDENTIAL DENSITY PLAN**





SEE SHEET 2

- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 2 - REMOVE FROM ENVIRONMENTAL PROTECTION
- ITEM 3 - REMOVE FROM OPEN SPACE

RESIDENTIAL DENSITY PLAN

-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION



SCHEDULE "A"

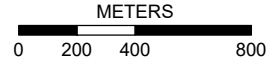
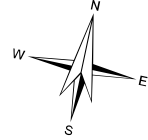
AMENDMENT No. 268

TO THE

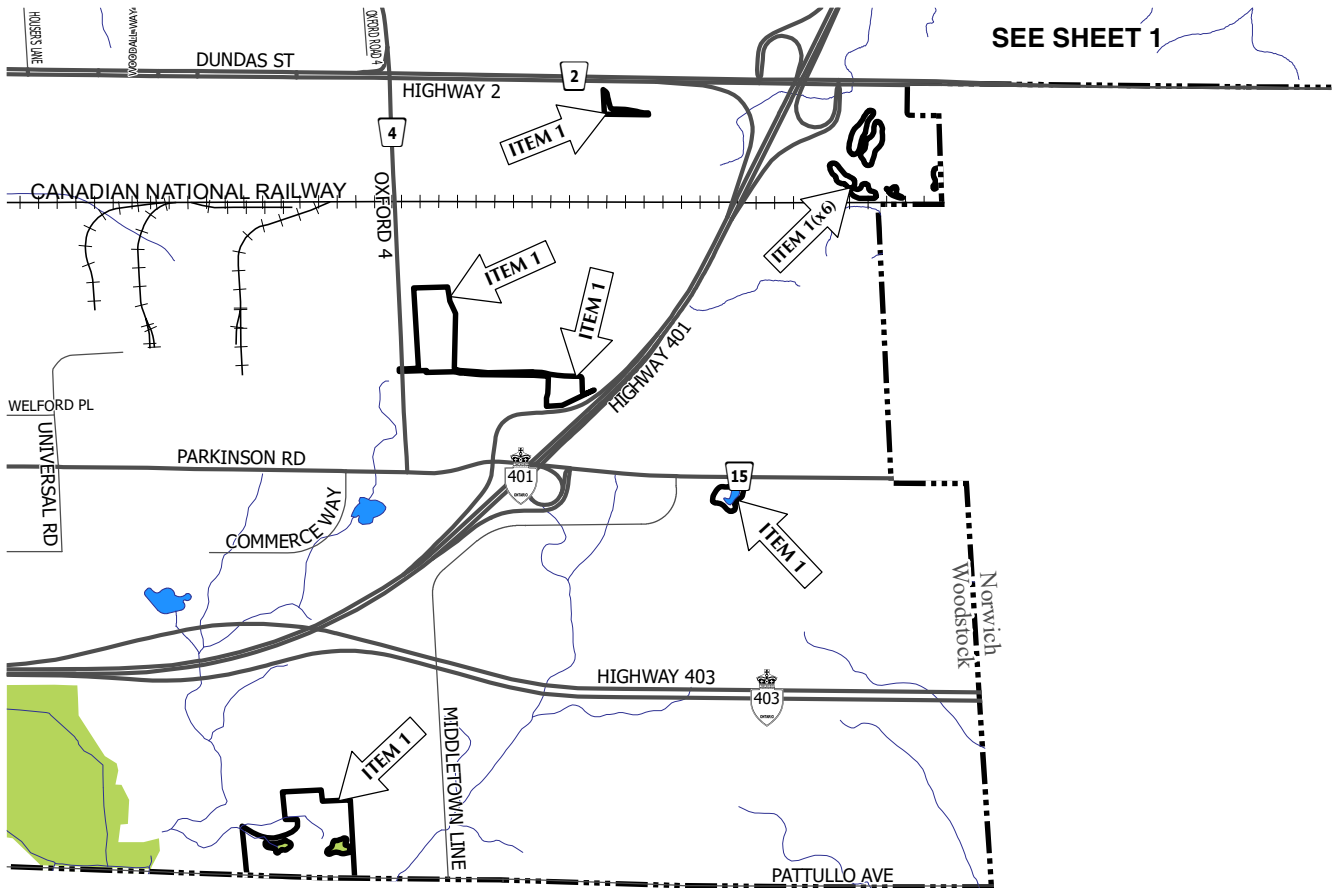
**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-3"

**CITY OF WOODSTOCK
RESIDENTIAL DENSITY PLAN**



SEE SHEET 1



- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION

RESIDENTIAL DENSITY PLAN

- OPEN SPACE
- ENVIRONMENTAL PROTECTION



SHEET 2 OF 2



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SCHEDULE "A"

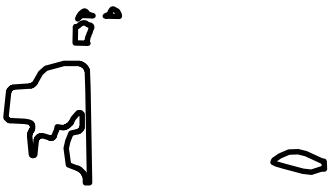
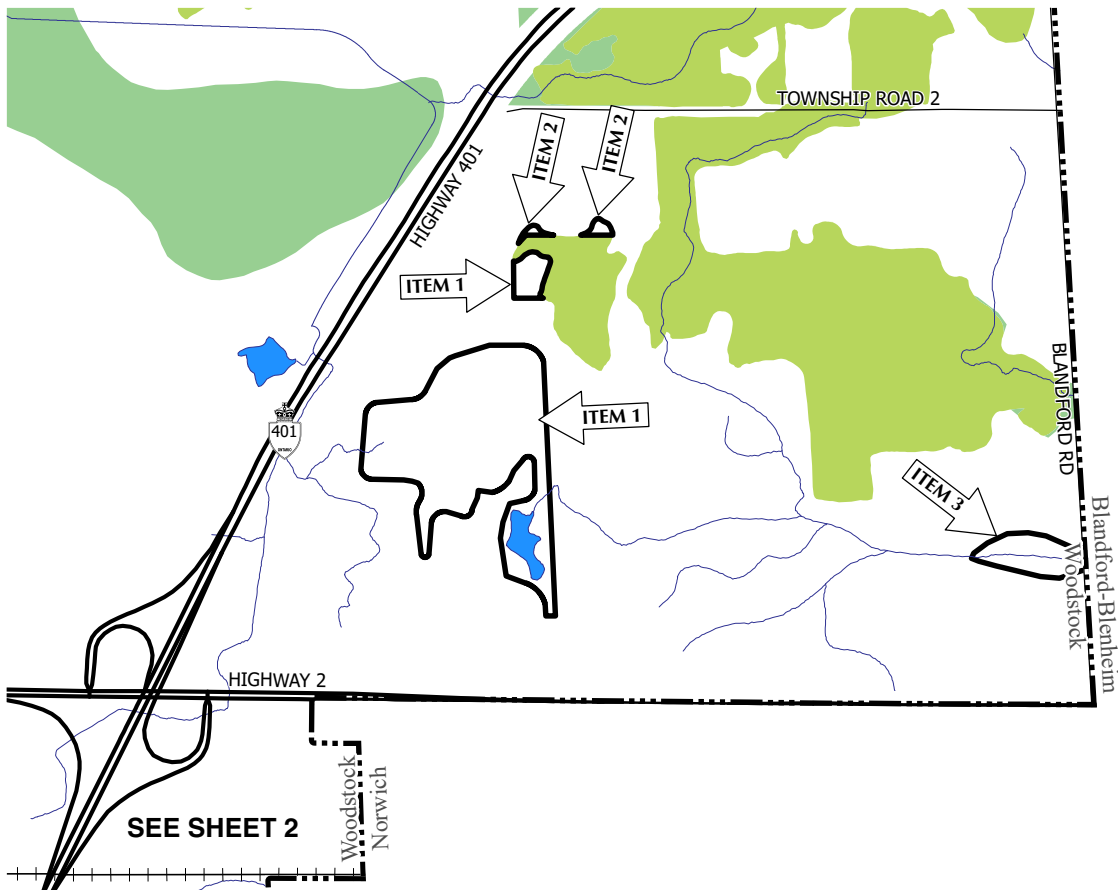
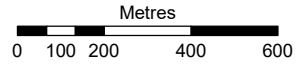
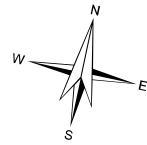
AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-4"



**CITY OF WOODSTOCK
LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN**



- AREA OF THIS AMENDMENT

- ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION
- ITEM 2 - REMOVE FROM ENVIRONMENTAL PROTECTION
- ITEM 3 - REMOVE FROM OPEN SPACE

**LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN
LEGEND**

-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION

SCHEDULE "A"

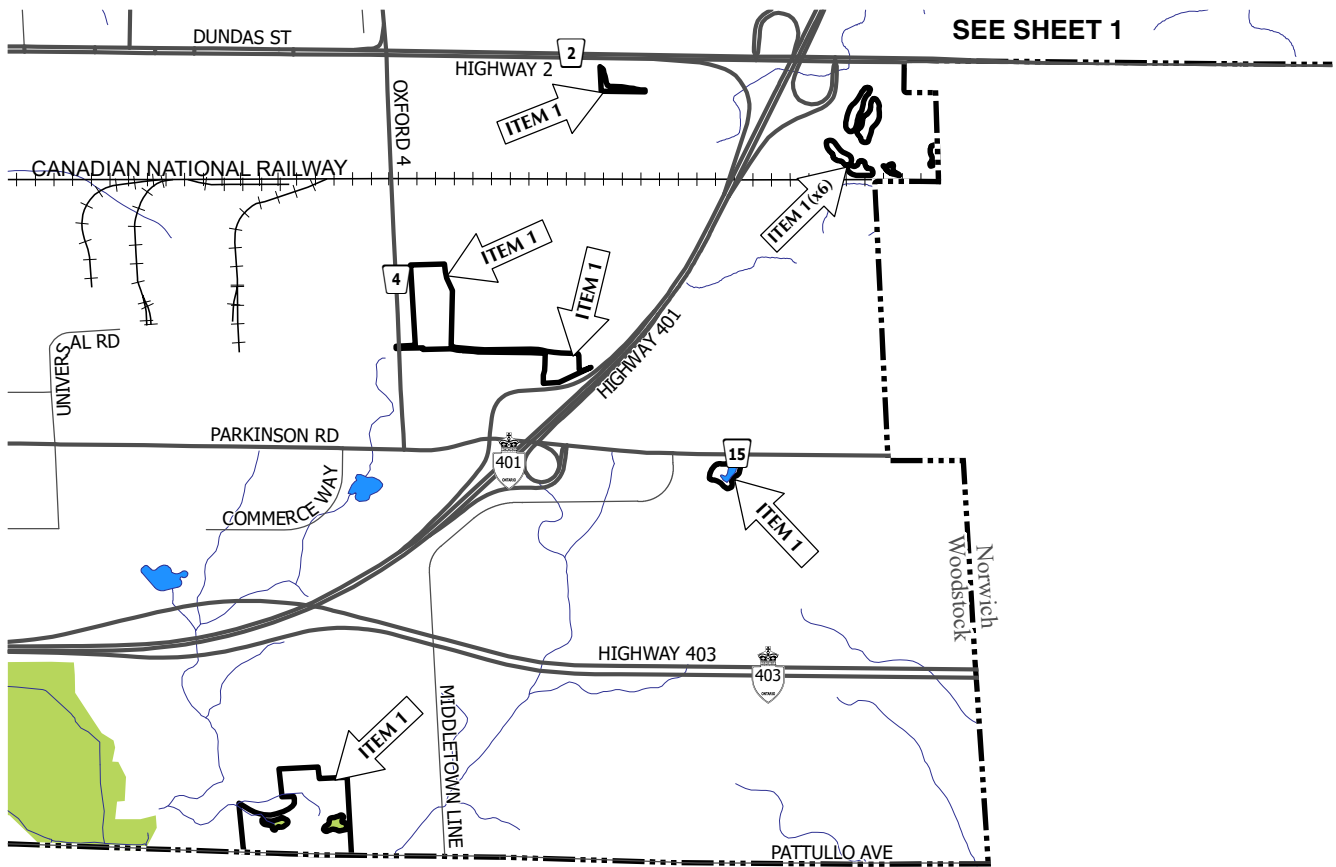
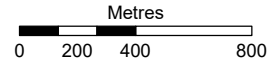
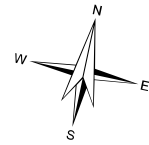
AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-4"

**CITY OF WOODSTOCK
LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN**





SEE SHEET 1

- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION

**LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN
LEGEND**

-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION



SCHEDULE "A"

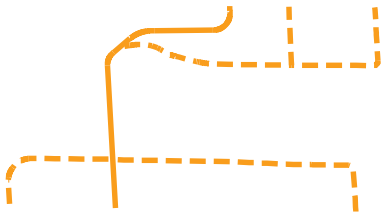
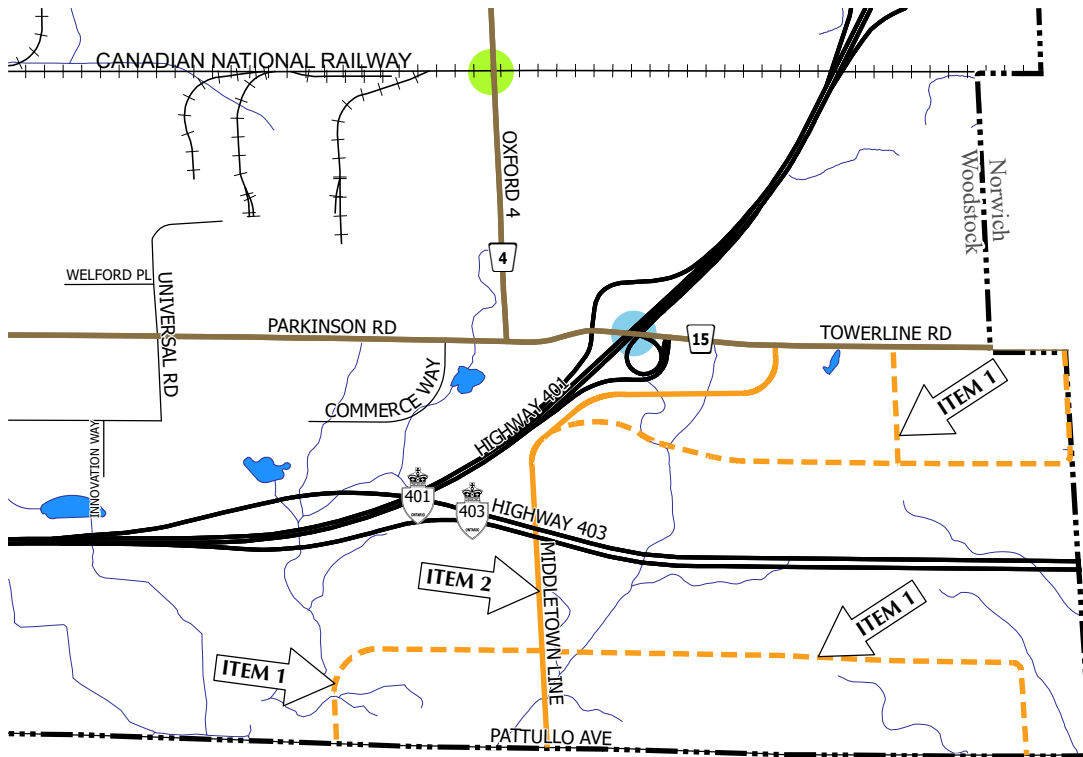
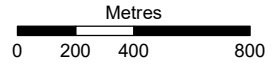
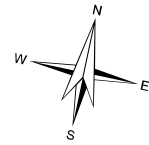
AMENDMENT No. 268

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-5"

**CITY OF WOODSTOCK
TRANSPORTATION NETWORK PLAN**



- AREA OF THIS AMENDMENT

ITEM 1 - ADD PLANNED COLLECTOR ROAD

ITEM 2 - ADD COLLECTOR ROAD

**TRANSPORTATION NETWORK PLAN
LEGEND**

-  COUNTY ROAD
-  FREEWAY
-  ARTERIAL ROAD
-  PLANNED COLLECTOR ROAD
-  COLLECTOR ROAD
-  INTERSECTION IMPROVEMENT
-  BRIDGE IMPROVEMENT