

8.0

Land Use Policies for the Town of Tillsonburg

8.1 Municipal Development Strategy

INTRODUCTION
AND PURPOSE

The purpose of this section of the Official Plan is to provide general policy direction and a long-range planning framework for *development* in the Town of Tillsonburg. The objectives and policies together with the land use designations on Schedules T-1, T-2, T-3, T-4 and T-5 are intended to define not only the physical *development* of the Town but also to enhance the social, economic and environmental well being of the municipality and its residents.

BACKGROUND

The 1996 Official Plan process for the Town of Tillsonburg began with a strategic planning exercise which set the foundation for future *development* in the Town over the next 10 to 15 years. The exercise identified issues, proposed actions and set out the Town's position on growth and *development*. This position formed the basis for the Official Plan through which the preparation of specific policy for the Town of Tillsonburg was achieved.

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

8.1.1 Municipal Planning Strategy

The Municipal Planning Strategy consists of a Mission Statement for community planning as well as a series of goals. The Mission Statement for community planning and the goals formulated to achieve the mission were derived from the strategic planning exercise.

MISSION
STATEMENT

Tillsonburg is a progressive community that endeavours to provide its residents with the opportunities to enjoy an enriched and secure quality of life.

GOALS

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

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COMMUNITY FOCUS

Southern Ontario's Best Home Town

Tillsonburg aims to be one of the most attractive residential communities in Southern Ontario, with local government committed to the needs of the community, providing residents and their families with an enriched and secure quality of life.

COMMERCIAL FOCUS

The Commercial Core Concept Thrives in Tillsonburg.

Tillsonburg aims to maintain and promote the downtown as the hub or heartbeat of the town, rich in commercial diversity and amenities which bolster its role as the focal point of the community.

INDUSTRIAL FOCUS

A Town with Economic Diversity.

Tillsonburg aims to expand the existing broad industrial base by attracting modern industries which will remain strong in the coming years. Special efforts will be made to maintain an ample supply of serviced industrial land with good access to road, rail and air transportation in order to provide the best opportunities for *development*.

CULTURAL FOCUS

A Small-Town Culture Preserved.

Tillsonburg is proud of its many cultural and heritage features and aims to preserve these features to the extent possible through the land use planning process.

RECREATIONAL FOCUS

Fitness for a Healthy Community.

Tillsonburg aims to take advantage of its natural heritage by encouraging the *development* of facilities and parkland to cater to the active and passive forms of recreation desired by community residents of all ages.

HEALTH AND SOCIAL SERVICES

Services for a Healthy Community

Tillsonburg aims to be the centre of a healthy tri-county community where the development and growth needs of all individuals are identified and supported by the provision of integrated services.

ENVIRONMENTAL FOCUS

In Tillsonburg, the Environment is important.

Tillsonburg aims to promote and foster conservation and environmental programs which meet the needs of the community in balance with the needs of the natural environment.

8.1.2 Land Use Categories

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

Schedule T-1: Land Use Plan

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

Schedule T-2: Residential Development Plan

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

8.2 Housing Development and Residential Areas

8.2.1 Strategic Approach

In keeping with the Mission Statement and Goals as set out in the Municipal Planning Strategy, and to provide present and future residents of Tillsonburg with a choice of adequate and affordable housing which meets their needs, it is the strategic aim of Town Council to:

ACCOMMODATE
HOUSING
DEMANDS

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

FACILITATE
CHOICE

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

COMPATIBLE
DEVELOPMENT

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

INCREASE SUPPLY
OF AFFORDABLE
HOUSING

Increase the supply of *affordable housing* by integrating adequate housing for low and moderate income households and those with special needs throughout the Town and establish and monitor minimum *affordable housing* targets to ensure that the percentage of *affordable housing* is maintained or enhanced

COOPERATIVE
EFFORTS

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

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CONSERVATION
AND RENEWAL

Encourage the renewal and conservation of existing housing stock by promoting the maintenance and rehabilitation of existing housing stock and by controlling demolition or conversion to non-residential uses.

SPECIAL NEEDS

Facilitate a choice of special needs housing by encouraging and permitting the integration of such housing for people with special needs in all residential areas.

ACCESSIBILITY

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

EFFICIENT LAND
USE PATTERNS

Promote the concepts of compact urban form and *intensification* as means of maximizing the use of existing services, promoting energy efficiency and protecting agricultural lands and natural areas. This plan sets out minimum density requirements for residential *development* and establishes minimum *residential intensification* targets which are to be considered prior to approving new residential *development* within *designated growth areas*.

8.2.2 Housing Development

8.2.2.1 Affordability

OBJECTIVES

AFFORDABLE
HOUSING

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

ADEQUATE
DISTRIBUTION

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

POLICIES

AFFORDABLE
HOUSING
DEVELOPMENT

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

AFFORDABLE
HOUSING

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

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

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

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

for the *development of affordable housing* units.

RESIDENTIAL INTENSIFICATION

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

10 YEAR SUPPLY OF SERVICED LAND

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

HOLDING PROVISION

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

REDUCED STANDARDS

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

3 YEAR SUPPLY

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

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DISTRIBUTION OF SOCIAL HOUSING

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

ASSISTANCE TO OTHER GROUPS

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

ACQUISITION

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

DENSITY BONUS

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

TOWN LAND DISPOSAL

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

8.2.2.2 Tenure Mix

OBJECTIVES

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

TENURE

SUPPLY

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

POLICIES

NEIGHBOURHOOD MIX

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

RENTAL HOUSING CONVERSION

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

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CONVERSION POLICIES

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

VACANCY RATE

The vacancy rate for similar unit types which are available at a similar level of rent, as determined by the Canada Mortgage and Housing Corporation (CMHC) or by a supplementary vacancy rate survey conducted by the County of Oxford Community and Strategic Planning Office, is 3% or greater. The vacancy rate will be defined as the average of the latest two vacancy surveys conducted in the Town by either CMHC and/or the County of Oxford Community and Strategic Planning Office.

AFFORDABILITY

Whether the proposal will add to the *affordable housing* stock and the proportion of similarly priced ownership housing in the housing market. The affordability of ownership housing will be determined by using local income data, a 10% down payment, the current mortgage interest rate, and a 30% gross annual household income allocation for housing.

IMPACT ON TENANTS

The impact of the conversion on tenants and the potential for displacement and the measures proposed to minimize hardship for existing tenants.

SITE PLAN CONTROL

That the proposal complies with all residential *development* standards, the property maintenance and occupancy standards by-law and design standards. In this regard proposals to convert rental residential buildings to ownership tenure may be subject to site plan control to ensure that consistent standards are established for both new *development* and conversion throughout the Town.

BUILDING AND FIRE CODES

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

CONVERSION PERMITTED

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

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ESSENTIAL RETROFITTING

Essential retrofitting is immediately required to provide safe, healthful and affordable housing and where it is demonstrated to the satisfaction of the Town Council that income received from rent, including rent increases permitted under Provincial legislation, is not capable of supporting the work required. The Town Council may require applicants to submit certified financial statements in this regard.

HERITAGE BUILDING

The building proposed for conversion is designated as a heritage property under the provisions of the Ontario Heritage Act.

8.2.2.3 Conservation and Renewal

OBJECTIVES

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

ENSURE MAINTENANCE

CONTROL DEMOLITION/ CONVERSION

To ensure that the existing supply of housing is not eroded through unnecessary demolition or conversion to non-residential uses, except as permitted by Section 8.2.3.3.

POLICIES

MAINTENANCE AND REHABILITATION

Town Council shall ensure the maintenance and rehabilitation of the existing housing stock through enforcement of the property maintenance and occupancy standards by-law. This shall not preclude the demolition of existing housing which has deteriorated to the point where it represents a safety or fire hazard.

ROLE OF PROPERTY STANDARDS

Town Council shall monitor the regulations of the property maintenance and occupancy standards by-law to ensure its effectiveness.

REHABILITATION PROGRAMMES

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

HOUSING STOCK PROTECTION

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

OMB Referral No. 8

OBJECTIVE

FACILITATE SPEICAL NEEDS HOUSING

8.2.2.4 Special Needs Housing

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

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POLICIES

SPECIAL NEEDS HOUSING IN RESIDENTIAL AREAS

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

SIZE AND LOCATION

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

GROUP HOMES, HOSTELS, TEMPORARY SHELTERS AND EMERGENCY SHELTERS

Town Council shall implement through the Zoning By-law regulations permitting group homes, hostels, temporary shelters, emergency shelters and other similar forms of special needs housing in specific Low and Medium Density Residential and Central Commercial zones as of right.

REVIEW CRITERIA

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

TRAFFIC

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

DESIGN

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

ZONING CONFORMITY

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

ROOMING, BOARDING AND LODGING HOUSES

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

- specifically rooming, boarding and lodging houses with an occupant load of between 4 to 8 persons shall be permitted in all Residential Areas but only in zones permitting multiple dwellings;

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

End Referral No. 8

8.2.2.5 Residential Intensification and Redevelopment

OBJECTIVE

PROMOTE
RESIDENTIAL
INTENSIFICATION

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

POLICIES

WHERE
PERMITTED

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

SIZE AND
LOCATION

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

INTENSIFICATION
AND
REDEVELOPMENT
TARGET

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

APPLICATION OF
INTENSIFICATION
TARGET

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

MONITORING

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

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REDUCED
STANDARDS

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

8.2.3 Residential Areas

DESCRIPTION

Residential Areas are those lands primarily designated for housing purposes which may also include other land uses which are integral to and supportive of a residential environment. Within the Residential Area housing will include the full range of dwelling types from detached homes to apartment dwellings including special needs housing. In order to provide opportunities for the *development* of a broad range of dwelling types, to facilitate the efficient use of residentially designated land and to provide for compatibility between housing of different residential densities, three categories of residential land use are identified. Areas designated for Low Density Residential, Medium Density Residential and High Density Residential on Schedule T-2 are differentiated according to function, permitted uses, location criteria, density and scale of *development*.

8.2.3.1 Objectives for All Residential Designations

LAND SUPPLY

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

VARIETY AND MIX

Support the provision of a choice of dwelling types according to location, size, cost, tenure, design, and accessibility and designate lands for a range of densities and structural types throughout the Town to satisfy a broad range of housing requirements.

SPECIAL NEEDS

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

ORDERLY
DEVELOPMENT

Ensure orderly residential *development* throughout the Town by:

- directing the expansion of residential *development* into appropriate areas according to availability of municipal services, soil conditions, topographic features, environmental constraints and in a form which can be integrated with established land use patterns;

County of Oxford Official Plan

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

EFFICIENT USE

Facilitate the efficient use of the existing housing stock, underutilized residential parcels and vacant land designated residential to accommodate the future demand for housing and to reduce energy consumption, efficiently utilize municipal services and maximize public open space opportunities.

COMPATIBILITY

Ensure that the built form, massing and profile of new housing is well integrated and compatible with existing housing and that a compatible transition between lands of different residential densities and between residential and non-residential land uses is achieved.

HERITAGE

Support the maintenance and preservation of buildings considered by Town Council to be architecturally and/or historically significant to the community.

NEIGHBOURHOOD SERVING USES AND AMENITIES

Facilitate the provision of conveniently and appropriately located neighbourhood serving uses and supportive amenities which enhance the quality of the residential environment in Residential Areas.

INTENSIFICATION AND REDEVELOPMENT

Support *residential intensification* in appropriate locations taking into consideration *public services* and *infrastructure* and environmental features and development constraints and ensure the *residential intensification* target of Section 8.2.2.5, is achieved prior to, or concurrent with, the approval of new residential *development* in *designated growth areas*.

8.2.3.2 Residential Development Policies

RESIDENTIAL DEVELOPMENT PLAN

To assist in achieving the land use objectives for Residential Area designations as identified in Section 8.2.3.1, Residential Areas of Low, Medium and High Density and Mobile Home Park are identified on the Residential Density Plan, Schedule T-2.

AREA OF EXISTING RESIDENTIAL DEVELOPMENT

Within existing built-up areas of residential *development*, it is anticipated that further residential *development* will largely occur through *residential intensification* consistent with the policies of the Low, Medium and High Density Residential areas as applicable and in conformity with Schedule T-2. Neighbourhood Serving and Non-Residential Uses will be established in accordance with the policies of Sections 8.2.3.3 and 8.2.3.4.

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MOBILE HOME PARK

For the purposes of this Plan, mobile homes are considered to be transportable factory-built, single family dwelling units, suitable for occupancy. The lands designated as Mobile Home Park on Schedule T-2 shall be used for mobile homes and amenity areas such as parks and playgrounds. Redevelopment of this site shall be for low density residential *development*, consistent with the policies in Section 8.2.4. It is intended that further *development* or expansion of mobile home parks in the Town of Tillsonburg shall require an amendment to this Plan.

AREAS OF NEW RESIDENTIAL DEVELOPMENT

Within new residential areas, *development* is to be in keeping with the following policies for Low, Medium and High Density Residential *development* as well as the policies as outlined in Sections 8.6 and 8.2.7.

8.2.3.3 Neighbourhood Serving Uses in Residential Areas

DESCRIPTION

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

EVALUATION CRITERIA

In addition to the specific policies as outlined in Sections 8.3, 8.5 and 8.6, the following factors will be used to evaluate the acceptability of *development* proposals for neighbourhood serving uses:

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

County of Oxford Official Plan

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

GREATER RESTRICTIONS

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

ACCESSORY RESIDENTIAL USES

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

COMMERCIAL USES

Commercial uses serving the Residential Area, such as variety stores and other convenience-type facilities shall be limited to a maximum total floor area of 372 square metres (4,000 square feet) *gross leasable commercial floor area*.

METHADONE AMENDMENT No. 179

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

8.2.3.4 Non-Residential Uses in Residential Areas

GENERAL POLICY FOR NON-RESIDENTIAL USES

In addition to permitting neighbourhood serving uses as outlined in Section 8.2.3.3, Town Council may permit 'limited' non-residential uses, such as health care offices and clinics, small-scale nursing and rest homes with less than 20 beds, retirement homes and recreational uses which may serve the wider community, in the Residential Area designation provided that:

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EVALUATION CRITERIA

- those uses with the potential to generate significant amounts of traffic or parking originating from points external to the affected residential area will be located at the periphery of existing concentrations of residential *development* on a collector or arterial road;
- the proposed use can be considered to be compatible with existing residential uses through appropriate screening, buffering, physical separation or other design measures to mitigate noise, lighting, fumes, parking and outdoor storage;
- the proposed use is compatible with any other existing or designated non-residential use in the area;
- the proposed use is of a small scale and will not adversely affect the availability of residential land supplies to meet anticipated housing demand;
- such uses are limited in number and density and will not form concentrations of non-residential *development* in the Residential Area.

METHADONE AMENDMENT No. 179

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

8.2.3.5 Home Occupations in the Residential Areas

EVALUATION CRITERIA

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

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

County of Oxford Official Plan

ZONING RESTRICTIONS

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

8.2.4 Low Density Residential Areas

DESCRIPTION

Low Density Residential areas are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including single detached, semi-detached, duplex, converted dwellings, quadraplexes, townhouses, and low density cluster *development*. In these areas, it is intended that there will be a mixing and integration of different forms of housing to achieve a low overall density of use. It is not intended however that the full range of housing will be permitted in every individual neighbourhood or *development* and Town Council may choose to restrict the range of uses permitted in a particular location through the Zoning By-law. Low Density Residential areas are identified on Schedule T-2.

DENSITY

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

Within areas of new Low Density Residential *development*, the minimum overall *net residential density* shall be 15 units per hectare (6 units per acre) throughout the Town. Individual *development* proposals may be approved at lower *net residential densities* provided that opportunities are available to achieve the minimum overall density requirement through *development* elsewhere in the Low Density Residential areas. To achieve this target, Town and County Council will support 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*.

CRITERIA FOR MULTIPLE UNITS

Multiple unit dwellings such as townhouse and cluster *development* in Low Density Residential areas will generally be restricted to the following areas:

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

Street-oriented multiples such as street townhouses, quadraplexes and converted dwellings may be permitted on local streets.

8.2.4.1 Infill Housing

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

8.2.4.1.1 Street Oriented Infill

EVALUATION
CRITERIA

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

- the proposal is consistent with street frontage, setbacks and spacing of existing *development* within a two-block area on the same street;
- for proposals involving more than two dwelling units, the exterior design in terms of height, bulk, scale and layout of the proposed building is consistent with present land uses in the area and
- the proposal complies with Section 8.2.4.1.4.

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8.2.4.1.2 Backyard Infill

In Low Density Residential areas, infill *development* may involve the construction of a residential structure behind a building facing a street, the conversion of a secondary structure for residential purposes, residential *development* on lots with minimal street frontage, on small vacant remnant parcels of land which cannot be integrated into a plan of subdivision, or on under-utilized or obsolete industrial, commercial or institutional sites.

Backyard infill may involve the *development* of existing lots of record, the creation of new lots by consent or the *development* of a *garden suite* or granny flat. *Garden suites* and granny flats may be permitted as backyard infill *development* subject to the criteria of this Section and the policies of Section 10.3.9.

EVALUATION CRITERIA

When considering such proposals, the County Land Division Committee and Town Council will be guided by Section 8.2.4.1.4 and the following criteria:

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

8.2.4.1.3 Infill Subdivisions

In addition to the policies of Sections 8.2.4.1.4 and 10.3.3, where infill *development* is proposed on vacant or underutilized sites within established residential areas by plan of subdivision, Town Council and County Council will ensure that:

County of Oxford Official Plan

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

8.2.4.1.4 All Infill Proposals

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

- the location of vehicular access points, the likely impact of traffic generated by the proposal on Town streets and potential traffic impacts on pedestrian and vehicular safety and surrounding properties is acceptable;
- existing municipal services and public facilities will be adequate to accommodate the proposed infill project;
- stormwater run-off from the proposal will be adequately controlled and will not negatively affect adjacent properties;
- adequate off-street parking and outdoor amenity areas will be provided;
- the extent to which the proposed *development* provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;
- the effect of the proposed development on environmental resources and the effects of environmental constraints on the proposed *development* will be addressed and mitigated in accordance with Section 3.2.;

County of Oxford Official Plan

- consideration of the potential effect of the *development* on natural and *heritage resources* and their settings;
- compliance of the proposed *development* with the provisions of the Zoning By-Law of the Town and other municipal by-laws.

SITE PLAN CONTROL

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

EXISTING NON-RESIDENTIAL USES

8.2.4.2 *Redevelopment or Conversion of Non-Residential Buildings*

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

EVALUATION CRITERIA

Conversions of non-residential buildings to residential use will be subject to the following policies:

LOW DENSITY POLICIES

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

USES

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

BULK, SCALE OF DEVELOPMENT

Any enlargements or extensions to existing buildings will respect the height, bulk, scale and setbacks of adjacent residential uses and shall not adversely impact adjacent residential uses in terms of light, views, privacy or traffic.

BROWNFIELDS

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

LANDSCAPING

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

TRAFFIC

Vehicular traffic generated from the redevelopment will create minimal impact on local streets.

County of Oxford Official Plan

MUNICIPAL SERVICES

Existing municipal services and community facilities will be adequate to accommodate the *development* and its residents.

PARKING

Adequate off-street parking and outdoor amenity areas will be provided.

HERITAGE

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

ENVIRONMENT

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

8.2.4.3 *Converted Dwellings*

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

CRITERIA FOR MORE THAN TWO UNITS

In addition Town Council may zone areas within the Town to permit the conversion of dwellings for up to four dwelling units per building. Areas may be zoned to permit converted dwellings with up to four units on the basis of the following criteria:

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

ZONING

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

County of Oxford Official Plan

SITE PLAN CONTROL

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

SITE DESIGN POLICIES

When considering a specific proposal for multiple unit *development* in the Low Density Residential area, Town Council will be satisfied that the policies of Section 8.2.7 are adequately addressed.

8.2.4.4 Specific Development Policies

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

8.2.4.4.1 Lands Adjacent to the Easterly Boundary of Tillsonburg

Lands designated Low Density Residential adjacent to the easterly boundary of the Town of Tillsonburg at the end of Bond, Baker and Lindsay Streets as shown on Schedule T-2 are subject to *development* constraints due to the presence of a fertilizer plant abutting the property to the north. In reviewing *development* proposals for this property or establishing zoning standards, Town Council shall ensure appropriate measures are undertaken to provide adequate buffering and landscaping for *development* within 150 metres (500 feet) of the plant.

8.2.5 Medium Density Residential Areas

DESCRIPTION

Medium Density Residential areas are those lands that are primarily developed or planned for low to medium profile multiple unit *development* that exceeds densities established for Low Density areas. Residential uses within Medium Density Residential areas include townhouses, medium density cluster *development*, converted dwellings and low-rise apartments. In these areas it is intended that there will be a mixing and integration of different forms of housing to achieve an overall medium density. To help achieve a variety of forms of housing, Town Council may choose to restrict the range of uses permitted on individual sites through the Zoning By-law. Medium Density Residential areas are identified on Schedule T-2.

DENSITY

The maximum *net residential density* in the Medium Density Residential area is 62 units per hectare (25 units per acre) and no building shall exceed four stories in height at street elevation.

County of Oxford Official Plan

Within areas of new Medium Density Residential *development*, the minimum *net residential density* shall be 31 units per hectare (13 units per acre).

DENSITY BONUS

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

LOCATION CRITERIA FOR FURTHER DESIGNATION

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

- sites which abut arterial or collector roads or which are situated such that movements from the site do not flow through any adjoining Low Density Residential area;
- sites which are close to shopping, recreation, cultural and community facilities;
- sites which are adjacent to commercial areas, Community Facilities or High or Medium Density Residential areas.

SITE SPECIFIC EVALUATION CRITERIA

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

- the size, configuration and topography of the site is such that there is sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on Town streets has been assessed and is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed *development*;
- off-street parking and outdoor amenity areas can be provided;

County of Oxford Official Plan

- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed *development* will be addresses and mitigated as outlined in Section 3.2.

EXISTING LOW DENSITY RESIDENTIAL USES

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

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

CONVERTED DWELLINGS

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

CRITERIA FOR REDEVELOPMENT

8.2.5.1 Redevelopment and Conversion of Non-Residential Buildings

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

LAND USE COMPATIBILITY

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

HISTORICAL BUILDINGS

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

BROWNFIELDS

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

County of Oxford Official Plan

ENVIRONMENTAL POLICIES

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

SITE PLAN CONTROL

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

SITE DESIGN POLICIES

When considering a specific proposal for Medium Density Residential *development*, Town Council will be satisfied that the policies of Section 8.2.7 are adequately addressed.

REMOVAL OF DESIGNATION

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

8.2.5.2 Specific Development Policies

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

8.2.5.2.1 North of First Street Between Queen Street and King Street to the Railway

Notwithstanding any policies of this Section to the contrary, the area designated as Medium Density Residential on Schedule T-2 will be restricted to a maximum of two (2) storeys in height. Residential uses will be sufficiently setback from the railway line adjacent to the designations and from industrial uses to the north of Fourth Street in order to provide a safe and acoustically acceptable living environment for residents. *Development* will be consistent with the policies of Sections 3.2.8.3 and 3.2.8.4. Lands immediately adjacent to the railway line and commercial areas shall be reserved for outdoor amenity areas and parking accessory to townhouse or apartment type dwellings. The Zoning By-Law will establish limits to height, density and building setbacks to achieve these objectives.

County of Oxford Official Plan

ACCESS

Access to Medium Density Residential uses will be provided by local streets with direct access to either Concession Street or Tillson Avenue. For apartments and townhouse dwellings, driveways and parking areas shall be required to be designed to provide for manoeuvrability of emergency vehicles between residential *development* and adjacent commercial *development*, as well as for pedestrian circulation and direct pedestrian access to adjacent commercial uses.

SITE PLANNING

Within the Medium Density Residential areas, site plan control will be used to address the positioning of buildings and parking and landscaped areas to ensure a high quality residential *development* is achieved and that new *development* is compatible with existing residential *development*. Site plan control will also be used to ensure compatibility with adjacent commercial uses, as well as with light industrial uses north of Fourth Street. Specifically, and as a minimum, the following criteria will be required to be satisfied through site design prior to the approval of site plans:

- site plans will provide for pedestrian access, where appropriate, to adjacent commercial uses and to local streets. Site plans will also provide for the integration of driveways and/or parking areas such that emergency vehicles can manoeuvre between adjacent residential and commercial sites;
- residential buildings will be oriented such that the majority of the living spaces are directed away from the adjacent railway lines, adjacent commercial uses and nearby industrial uses;
- residential lands adjacent to railway lines and commercial areas shall be reserved for amenity areas and parking. Where amenity areas are proposed adjacent to a railway line, on-site safety measures such as berming and fencing will be required. Lands adjacent to a railway line will also require substantial landscaping;
- residential uses will be buffered from adjacent commercial uses through the requirements for setbacks, landscaped strips, screening and other measures;
- substantial landscaping will be required adjacent to local roads and the interface between residential and commercial land uses and between low density and medium density *development*. Landscaping will also be integrated within parking areas.

County of Oxford Official Plan

8.2.5.2.2 Block 21, Registered Plan 41M-169

Notwithstanding the minimum net residential density requirements of the Medium Density designation, a 0.35 ha (0.86 ha) parcel, being Block 21, Plan 41M-169 in the Town of Tillsonburg, may be developed for a minimum of 5 residential dwelling units, due to the development constraints imposed by the slope hazards and existing easement effecting the parcel.

AMENDMENT No. 80

8.2.6 High Density Residential Areas

DESCRIPTION

High Density Residential areas are those lands primarily developed or planned for a limited range of intensive large-scale, multiple unit forms of residential *development* as shown on Schedule T-2. This designation shall be applied in a localized and site-specific manner in locations where high density high-rise *development* can:

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

HEIGHT AND DENSITY

The height and density limitations applicable to the various forms of *development* allowed in the High Density Residential area shall be determined on the basis of the nature, character and scale of adjacent land uses. Height and density limitations will be specified in the Zoning By-law and may vary from location to location. Unless there are specific site or area characteristics which favour higher limits, *net residential densities* will normally not exceed 111 units per hectare (45 units per acre). Under no circumstance will *development* within a High Density Residential area be less than 63 units per hectare (26 units per acre) *net residential density* without amendment to this Plan.

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

- sanitary sewage, water or storm drainage constraints;

County of Oxford Official Plan

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

DENSITY BONUS

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

LOCATION CRITERIA FOR FURTHER DESIGNATION

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

- sites which abut arterial or collector roads will have direct access to the arterial or collector road;
- on vacant or under-utilized sites adjacent to *development* which is already built at medium or high densities;
- close to shopping, recreation, cultural and community facilities;
- within or near the periphery of the Central Area in accordance with the policies of Section 8.3.4.

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

SITE SPECIFIC EVALUATION CRITERIA

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

County of Oxford Official Plan

- the size, configuration and topography of the site is such that there is sufficient flexibility for site design to mitigate adverse effects on the amenities and character of any adjacent residential *development* through adequate setbacks, buffering and screening;
- the *development* results in a gradual transition from low profile residential buildings to higher profile residential buildings and vice versa;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on public streets have been assessed and are acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed *development*;
- adequate off-street parking and outdoor amenity areas can be provided;
- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed *development* will be addressed and mitigated as outlined in Section 3.2.

EXISTING RESIDENTIAL USES

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

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

CONVERTED DWELLINGS

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

County of Oxford Official Plan

CRITERIA FOR REDEVELOPMENT

8.2.6.1 *Redevelopment and Conversion of Non-Residential Buildings*

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

LAND USE COMPATIBILITY

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

HISTORICAL BUILDINGS

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

BROWNFIELDS

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

ENVIRONMENTAL POLICIES

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

SITE PLAN CONTROL

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

SITE DESIGN POLICIES

When considering a specific proposal for High Density Residential *development*, Town Council will be satisfied that the policies of Section 8.2.7 are adequately addressed.

REMOVAL OF DESIGNATION

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

County of Oxford Official Plan

8.2.6.2 Specific Development Policies

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

8.2.6.2.1 Bridge Street From Tillson Avenue to Lisgar Avenue

In order to take advantage of the wide range of social and commercial services available in the Central Area and to promote the re-use and/or redevelopment of the large existing residential structures, redevelopment in the High Density Residential designations fronting onto Bridge Street, as identified on Schedule T-2, will be permitted to a maximum *net residential density* of 150 units per hectare (61 units per acre).

8.2.7 Site Design Policies for Multiple Unit Residential Development

PURPOSE

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

8.2.7.1 Buildings

VARIATIONS IN BUILDING AND ROOF LINE

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

PRIVACY/ SHADOWING

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

County of Oxford Official Plan

ENERGY EFFICIENCY

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

BARRIER-FREE DESIGN

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

TOPOGRAPHIC CONSIDERATIONS

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

8.2.7.2 Driveways and Parking Areas

NUMBER AND LOCATION OF PARKING AREAS

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

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

ACCESS/ INTEGRATION

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

PARTIAL SCREENING OF PARKING AREAS

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

DRIVEWAY WIDTH

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

SHADING OF PARKING AREAS

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

County of Oxford Official Plan

TANDEM PARKING

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

VISITOR PARKING

Separate and distinct visitor parking areas will be provided.

8.2.7.3 Pedestrian Activity

PEDESTRIAN FACILITIES

A separate and distinct pedestrian system will be provided to allow for pedestrian movement into, within and out of the *development* and links with communal open space, play areas, parking lots, adjacent public open space and adjacent pedestrian systems in multiple residential *development*.

SIDEWALK SETBACK

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

BARRIER-FREE DESIGN

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

WIDTH OF PEDESTRIAN SYSTEM

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

PEDESTRIAN PRIORITY

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

8.2.7.4 Landscaping

RETENTION OF VEGETATION

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

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

County of Oxford Official Plan

PLANT SPECIES SUITABILITY

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

SEASONAL VARIETY

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

LOCATIONAL PRIORITIES

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

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

RELATIONSHIP TO UTILITIES AND SERVICES

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

County of Oxford Official Plan

8.2.7.5 *Play/Recreational Opportunities*

PROVISION OF PLAY SPACE

Clustered, grade oriented units or low rise apartments will generally be required to provide adequate designated space for play activity suitable for pre-school children. Large *developments*, with more than 20 units, will generally provide recreational areas for both pre-school and school aged children.

PROVISION OF COMMUNAL OPEN SPACE

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

PLAY SPACE DESIGN CRITERIA

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

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

8.2.7.6 *Utilities and Operational Facilities*

GARBAGE/ RECYCLING FACILITIES

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

UTILITY METERS

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

MAINTENANCE CORRIDORS

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

County of Oxford Official Plan

DRAINAGE

Adequate on-site drainage will be provided.

FIRE HYDRANTS

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

8.2.7.7 Safety/Comfort

LIGHTING

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

SIGNAGE

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

TRAFFIC SPEED

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

OUTDOOR LIVING AREAS

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

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

County of Oxford Official Plan

ENVIRONMENTAL CONSTRAINTS

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

EMERGENCY ACCESS

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

8.3 Economic Development and Employment Lands

8.3.1 Strategic Approach

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

*INCREASE
ECONOMIC
STRENGTH*

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

*BALANCED
ASSESSMENT*

Maintain a satisfactory balance between employment uses and residential *development* in order to ensure that a sound assessment balance is achieved for tax purposes.

*INTEGRATE
ENVIRONMENTAL
AND ECONOMIC
GOALS*

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

*INTERFACE WITH
NEIGHBOURHOOD*

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

*THE CENTRAL
AREA AS THE HUB
OR HEARTBEAT OF
THE TOWN*

Promote the Central Area as the hub or heartbeat of the Town in order to maintain its role as the focal point of the community.

*THE CENTRAL
AREA AS AN
EMPLOYMENT
CENTRE*

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

*USES OUTSIDE
THE CENTRAL
AREA*

Promote the long term viability of the Central Area by ensuring that retail, office and administrative uses outside the Central Area are compatible and complementary to the Central Area function by limiting the size and scale through the Zoning By-Law.

County of Oxford Official Plan

BALANCED DISTRIBUTION OF SHOPPING AREAS

Encourage a balanced distribution of downtown, service, and neighbourhood commercial areas that serve the varied needs of Town residents by creating a hierarchy of shopping areas and defining locational criteria and development guidelines. The commercial areas shall be well integrated with adjacent residential areas and shall not *impact negatively* on established markets or on the local neighbourhood by reason of potential increased traffic generation or parking on local streets.

SERVICE COMMERCIAL AREAS

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

EXPAND INDUSTRIAL BASE

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

DIVERSIFY THE MIX

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

DESIGNATE AND PROTECT INDUSTRIAL LANDS

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

OFFICE AND RETAIL USES IN INDUSTRIAL AREAS

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

HOTEL/ CONFERENCE FACILITY

Recognize the need and promote the *development* of a hotel and conference facility in the Town for use by local industries and other business and recreation organizations.

8.3.1.1 General Policies for Economic Development

POLICIES

SUFFICIENT SUPPLY

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

County of Oxford Official Plan

<i>SITE SELECTION</i>	Town Council shall encourage and assist businesses to locate, expand and modernize in Tillsonburg within the Central Area and designated Employment Lands.
<i>LAND ACQUISITION</i>	Town Council may establish a land acquisition policy to assemble parcels in the Central Area suitable for redevelopment by the Town or to sell for redevelopment by private interests.
<i>PLANNED INDUSTRIAL DEVELOPMENT</i>	Town Council may acquire, plan and develop land for industrial <i>development</i> in an effort to meet the locational needs of industries not being provided by the private sector.
<i>TOWN PARTICIPATION IN DEVELOPMENT</i>	Town Council may participate in the <i>development</i> of strategic parcels for economically significant activities through acquisition, assembly, joint ventures or other forms of involvement.
<i>LAND SERVICING</i>	Town Council may facilitate economic investment through the management, delivery and/or upgrading of municipal <i>infrastructure</i> , offsetting up-front servicing costs and encouraging <i>development</i> in areas that are underutilized relative to the future intended use of the lands on a cost recovery basis.

8.3.1.2 *Employment Lands*

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

- The Central Area:
 - Central Business District
 - Entrepreneurial District
- Service Commercial Areas
- Neighbourhood Commercial Uses
- Industrial Areas.

County of Oxford Official Plan

8.3.2 The Central Area

INTRODUCTION

This section constitutes a conceptual image or vision which describes the kind of downtown area for the Town of Tillsonburg that is desired for the future. This section also contains a strategic approach which defines the policy direction to manage growth of the Central Area in accordance with the desired vision. Section 8.3.2.2 provides detailed land use policy direction for the geographical sub-areas within the broader Central Area.

8.3.2.1 Central Area Vision

MULTI-FUNCTIONAL CENTRE

In the future, the Central Area of the Town of Tillsonburg will remain as the most functionally diverse area of the Town and will serve as the primary business, cultural and administrative centre. The commercial core of the Central Area will remain a viable regional retail shopping district capable of meeting the day to day and specialty needs of residents of the Town as well as serving the southern part of Oxford County and portions of Elgin and Norfolk Counties. At the same time the Central Area will increasingly serve as a people place and will have increased day and night activity through the introduction of residential *development* within and near the Central Area and through better integration of the Central Area with the wider community.

SUB-AREAS

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

URBAN DESIGN AND HERITAGE PROTECTION

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

GREENSPACE AND PEDESTRIAN AMENITIES

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

County of Oxford Official Plan

8.3.2.2 Central Area Strategy

DESCRIPTION

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

8.3.2.2.1 Retail Function

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

STRATEGIC INITIATIVES

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

COMPACT CORE

Maintain the current commercial core district to facilitate *development* in a concentrated or defined area, while providing the opportunity for new retail commercial redevelopment, including expansion of the downtown shopping centre.

RANGE OF USES

Continue to permit a full range of retail uses in the commercial core while limiting the type, size and scale of retail uses which are permitted outside the commercial core district through the Zoning By-Law.

SHOPPING AREAS

Shopping area facilities, other than those permitted by Section 8.3.5.1, offering a range of commercial uses which meet specialized service and comparison shopping needs will only be permitted in the Central Area. Such shopping areas may have trade areas which extend throughout large areas of the County and beyond County boundaries.

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

County of Oxford Official Plan

It is the intent of this Plan that new commercial *development* should where feasible, be located in the Central Area to complement the existing commercial structure of the Central Area and the *infrastructure* improvements undertaken by the Town of Tillsonburg.

IMPACT ASSESSMENT

Proposals to permit major commercial *development* outside of the Central Area may be considered for approval only if the evaluation indicates an acceptable level of impact on the planned retail function and the economic viability of the Central Area.

New or expanded retail *developments* outside the Central Area requiring a planning approval will be subject to planning and market impact studies in accordance with Section 8.3.3.1 which show, to the satisfaction of the County of Oxford and the Town of Tillsonburg, that the type and size of proposed facilities are warranted, that no suitable Central Area locations are available for the proposed facilities, and that the planned function of Tillsonburg's Central Area will not be significantly prejudiced or impacted. Any planning and market impact studies may be subject to Peer Review at the discretion of the County of Oxford and the Town of Tillsonburg at the expense of the applicant for such retail *developments*.

8.3.2.2.2 Employment Function

OBJECTIVE

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

STRATEGIC INITIATIVES

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

SMALL BUSINESS OPPORTUNITY

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

RETAIL OPPORTUNITIES

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

OFFICE, CULTURAL AND ADMINISTRATIVE USES

Promote the concentration of major office, cultural and public administrative buildings in the Central Area and limit the type, size and scale of these uses outside the Central Area through the Zoning By-Law.

County of Oxford Official Plan

8.3.2.2.3 Residential Function

OBJECTIVE

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

STRATEGIC INITIATIVES

In order to support this objective, Town Council shall:

FREE-STANDING RESIDENTIAL USES

Permit Medium Density Residential *development* throughout the Central Area and High Density Residential *development* within the Central Business District without requiring a commercial component and subject to satisfying the policies of Sections 8.2.5 and 8.2.6.

MIXED RESIDENTIAL USES

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

RESIDENTIAL INTENSIFICATION

Support *residential intensification* measures within the Entrepreneurial District in the Central Area and within Residential Areas adjacent to the Central Area as set out in the policies associated with the land use designation applying to such lands.

8.3.2.2.4 Pedestrian Circulation Network

OBJECTIVE

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

STRATEGIC INITIATIVES

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

ENHANCEMENT OF PEDESTRIAN CORRIDORS AND CIRCULATION

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

- the provision of appropriate soft and hard landscape elements such as lighting, signage, street trees and other vegetation, street furniture and public art forms which contribute to and are sensitive to the character and image of the area;
- the protection of significant views along public rights-of-way through zoning standards;
- the protection and enhancement of heritage elements in accordance with this section and Section 3.2.7.5;

County of Oxford Official Plan

- the establishment of pedestrian access to municipal parking areas;
- the integration of the Central Area with the greenspace network of the Town to provide greater pedestrian access to the Central Area from the wider community.

8.3.2.2.5 Heritage Protection

OBJECTIVE

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

STRATEGIC INITIATIVES

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

HERITAGE RESOURCE CONSERVATION

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

- shall maintain the *heritage resources* which are in its ownership and shall ensure that public improvements are sensitive to the heritage character of the resource. In addition Town Council shall require that essential heritage elements are conserved, incorporated or maintained when any new use or *development* of such feature is proposed;
- may designate individual buildings or sites in the Central Area under the Ontario Heritage Act;
- may authorize the use of the density bonus provisions or transfer of density provisions of the Planning Act, in accordance with Chapter 10, Implementation Measures, as incentives to the private sector for heritage conservation;
- may administer programs of senior levels of government directed towards heritage conservation and may develop complementary municipal programs to maintain and enhance heritage elements in the Central Area.

HERITAGE COMPATIBILITY

Review all *development* proposals in the Central Area relative to the policies of Section 3.2.7.5 to ensure that *development* is sensitive to and respects the character of nearby *heritage resources*.

County of Oxford Official Plan

8.3.2.2.6 Parking and Transportation

OBJECTIVE

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

STRATEGIC INITIATIVES

In order to support this objective, Town Council shall:

TRANSPORTATION IMPROVEMENTS

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

- the establishment of a second east-west artery across Town to relieve pressure on White Bridge, and
- with the support of other levels of government, introduce measures to encourage the eventual removal of through truck traffic from the Central Area including the establishment of an alternative transportation route between Highway No. 19 and the industrial lands in the south end of Town.

BICYCLING AND WALKING

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

BICYCLES

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

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

ACCESSIBILITY

Ensure the Central Area remains accessible to seniors and persons with disabilities, by removing and/or preventing land use barriers wherever feasible.

County of Oxford Official Plan

PARKING

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

AMOUNT AND LOCATION

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

- will establish appropriate parking standards, including requirements for barrier free parking in appropriate locations;
- will consider shared parking arrangements involving the joint use of parking facilities by various uses;
- may establish areas exempted from providing parking when new *development* occurs;
- will provide sufficient short-term and longer-term parking facilities for the Central Area;
- may investigate and, if appropriate, implement measures to permit overnight parking for residential uses in the Central Area in municipal parking facilities;
- may provide designated parking spaces for horse and buggy as required;
- will consider municipal by-laws affecting on-street parking when reviewing parking requirements for individual *developments* in the Central Area;
- may permit increased height or density within the Central Area in accordance with the bonus zoning provisions of Section 10, Implementation Measures.

CASH-IN-LIEU

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

- the parking surplus or deficiency in the surrounding area;

County of Oxford Official Plan

- site constraints which prevent or constrain the provision of parking;
- potential impacts of on-site parking on pedestrian movement or activity;
- potential *over-development* of the site;
- alternative parking arrangements available in the surrounding area;

DESIGN

Ensure that the design of parking facilities contributes to a safe, secure and enjoyable pedestrian environment through the following measures:

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

8.3.2.3 *Policies for Central Area Sub-Districts*

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

County of Oxford Official Plan

8.3.2.3.1 Central Business District

LOCATION

The boundaries of the Central Business District as shown on Schedule T-1 reflect the existing land use patterns associated with the historical pedestrian shopping area along Broadway which is characterized by continuous, narrow street-oriented buildings. The Central Business District also includes the downtown shopping mall and the area for proposed expansion. Additional lands west to Bidwell Street and east to Lisgar Street are included to accommodate considerable growth through redevelopment or conversion of use while maintaining a pedestrian environment. Reference should be made to Section 1.5 regarding the interpretation of the boundaries to the Central Business District on Schedule T-1.

PERMITTED USES

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

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

Medium and High Density Residential *development* in accordance with the policies of Sections 8.2.5 and 8.2.6 is also permitted in the Central Business District without the requirement to provide a commercial component.

Rooming, boarding, and lodging houses, converted dwellings and special needs housing are permitted in the Central Business District as set out in the policies of Section 8.2.2.4.

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

Methadone Clinics and Methadone Dispensaries

INTRODUCTION

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

AMENDMENT No. 179

County of Oxford Official Plan

GOALS	<p>It is the goal of the Town of Tillsonburg to plan for methadone clinics and methadone dispensaries in locations that best meet the needs of those persons who use these facilities and to minimize the potential for land use conflicts that can be generated by these uses.</p>
POLICIES	<p>Methadone clinics and/or methadone dispensaries may be permitted in the Central Business District, as identified on Schedule “T-1”, subject to a Zoning By-Law amendment. When considering an application to amend the Zoning By-Law to permit a new or expanding methadone clinic or methadone dispensary, Town Council shall be satisfied that the following criteria are met:</p> <ul style="list-style-type: none">• sites will generally be located on an arterial or collector road or be within reasonable walking distance of same;• the property boundary of a site proposed for a methadone clinic or methadone dispensary shall be a minimum of 200 metres (330 feet) from any elementary or secondary school property, any public library property or any property on which another methadone clinic or methadone dispensary is situated;• sites must be sufficiently large to accommodate adequate parking to meet the needs of the facility;• any proposal for a new or expanding methadone clinic or methadone dispensary shall be accompanied by a planning justification report, prepared to the satisfaction of the Town, which demonstrates how the facility will be integrated into the surrounding area. <p>Notwithstanding the foregoing, methadone clinic and/or methadone dispensaries shall not be permitted on any lands having frontage on Broadway Street within that portion of the Central Business District between Baldwin Street/Oxford Street and Washington Grand Avenue.</p>
ZONING	<p>Both a methadone clinic and a methadone dispensary will be defined in the Town’s Zoning By-Law. Further, Zoning standards related to parking, waiting areas and other requirements as deemed appropriate by Council shall be developed and incorporated into the Zoning By-Law.</p>

County of Oxford Official Plan

RESTRICTED USES

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

- free standing residential *development* is not permitted on lands having frontage on Broadway within that portion of the Central Business District bounded by Bridge Street and Baldwin/Oxford Streets.
- conversion of existing buildings to free-standing medium density residential *development* is not generally permitted within one block of Broadway within the Central Business District. Proposals for free standing medium density residential *development* adjacent to Broadway may be permitted if such *development* does not impact the primary business, cultural and administrative functions of the Central Business District.
- amusement arcades are not permitted on lands having frontage or flankage immediately adjacent to Broadway in the Central Business District;
- adult entertainment parlours are not permitted within the Central Business District;
- commercial bingo parlours are not permitted within the Central Business District.

HEIGHT RESTRICTIONS/ REQUIREMENTS

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

STREETSCAPING

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

SITE PLANNING

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

SITE DESIGN POLICIES

In addition to the policies of this Section, the following policies will apply. Town Council will ensure that new *development* and redevelopment in the Central Business District addresses the following:

County of Oxford Official Plan

SPECIAL NEEDS

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

8.3.2.3.1.1 Specific Development Policies

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

PART OF LOT 994,
1013 AND 1026,
PLAN 500, PART OF
THE MARKET
STREET ROAD
ALLOWANCE AND
PART OF BRIDGE
STREET

A 2.47 ha (6.1 ac) area, comprising Part of Lots 994, 1013 and 1026, Plan 500, part of the Market Street Road Allowance and part of Bridge Street, may be used for the full range of central commercial uses, subject to the approval of the Long Point Region Conservation Authority and the Department of Fisheries, in accordance with the policies of Section 8.3.2.3.1 and the two-zone flood plain policies contained in Section 3.2.8.1.2.

AMENDMENT No. 77

8.3.2.3.2 Entrepreneurial District

LOCATION

The boundaries of the Entrepreneurial District are shown on Schedule T-1 and represent the area proposed for a range of commercial and business development opportunities through the conversion of existing residential dwellings and new *development* or redevelopment. Within the Entrepreneurial District the continuation of residential uses is also anticipated. It is intended that *development* in this District will result in a mixture of land uses. Reference should be made to Section 1.5 regarding the interpretation of the boundaries to the Entrepreneurial District on Schedule T-1.

PERMITTED USES IN EXISTING BUILDINGS

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

- residential uses including single-detached dwellings, semi-detached dwellings, converted dwellings, and bed and breakfast establishments;
- rooming, boarding and lodging houses, converted dwellings and special needs housing in accordance with the policies of Section 8.2.2.4;

County of Oxford Official Plan

OMB MODIFICATION
JANUARY 11/98

- commercial uses including office conversions, personal services, business supply and services, repair and service shops for, as an example small appliances, clinics, studios and galleries, and commercial schools;
- small-scale business uses including home based businesses and associated retail, limited distribution and assembly uses and computer and electronic data processing uses;
- minor institutional uses as provided for in Section 8.5.3, and
- residential units in association with a commercial, institutional or business use are also permitted.

It is the intent of this Plan that such uses be located in the existing buildings of the Entrepreneurial District in order to preserve and maintain many of the large single family dwellings of an earlier era in this area through renovation and recycling of buildings.

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

PERMITTED USES
FOR
REDEVELOPMENT
AND VACANT
LANDS

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

PROHIBITED USES

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

OMB MODIFICATION
JANUARY 11/98

- retail uses, except in association with small-scale business uses;
- uses which cause environmental concerns such as noise, odour, emissions or discharge producing *hazardous waste* requiring special treatment on site;
- uses which may require large loading or parking facilities;
- uses requiring outside storage.
- a methadone clinic and/or a methadone dispensary are not permitted within the Entrepreneurial District.

AMENDMENT No. 179

County of Oxford Official Plan

8.3.2.3.2.1 Policies for Conversion of Existing Buildings

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

FORM OF DEVELOPMENT

In such areas, it is intended that the business use shall be small-scale in terms of floor area and number of employees and shall not significantly alter the residential character of the neighbourhood. This will be accomplished by restricting non-residential uses primarily to existing dwellings and structures and through site design on an individual basis by requiring that all proposals be subject to site plan control.

BROWNFIELDS

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

EXPANSION LIMIT

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

ACCESS AND PARKING

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

8.3.2.3.2.2 Policies for Redevelopment and New Development of Vacant Land

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

County of Oxford Official Plan

LOW AND MEDIUM DENSITY RESIDENTIAL

Low and Medium Density Residential *development* shall be in accordance with the policies of Sections 8.2.4 and 8.2.5.

Notwithstanding the provisions of Section 8.2.5, new Medium Density Residential *development* may be located throughout the Entrepreneurial District on a site specific basis subject to any restrictions as outlined within the 'Specific Development Policies' outlined below.

BUSINESS, PROFESSIONAL AND ADMINISTRATIVE OFFICES

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

MINOR INSTITUTIONAL USES

Within the Entrepreneurial District designation, proposals for the conversion of residential structures to minor institutional uses, such as day care facilities, funeral homes and nursing homes, shall be evaluated on the basis of Section 8.5.3, Minor Institutional Uses.

New minor institutional uses shall conform with Section 8.5.3, Minor Institutional Uses.

COMPATIBILITY

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

SERVICES

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

ENVIRONMENT

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

PARKING

Adequate off-street parking shall be provided.

SITE PLANNING

Within the Entrepreneurial District site plan control will be applied to the conversion of existing buildings, redevelopment and new *development* to ensure compatibility with adjacent residential uses. Specifically, and as a minimum, the following criteria will be evaluated prior to the approval of site plans:

SPECIAL NEEDS

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

County of Oxford Official Plan

PARKING AREAS

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

SIGNAGE AND LIGHTING

Signage and lighting will be controlled in terms of height, size and orientation to minimize the effect on adjacent residential uses.

BUFFERING

Adjacent residential uses will be buffered through the requirements for setbacks, landscaped strips, screening and other measures.

VEGETATION

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

DRAINAGE

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

8.3.2.3.2.3 Specific Development Policies

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

WEST OF COON ALLEY AND ROLPH STREET

Notwithstanding any of the policies of this Section, within the area designated Entrepreneurial District on Schedule T-1 lying to the west of Coon Alley, north of Venison Street and south of Bridge Street, and west of Rolph Street between Bridge Street and Venison Street the following policies take precedence:

- Within this area, permitted non-residential uses shall be restricted by the implementing zoning by-law to home based businesses, business and professional offices and medical or dental offices.
- The lands within this area shall be placed within a Holding Zone. No *development*, other than for Low Density Residential uses, shall be permitted until the zoning by-law is amended to remove the Holding (H) symbol. The removal of the Holding (H) symbol shall only occur when Town Council has approved site plans contemplated in Section 10.3.11 and where public notification in accordance with Section 10.3.7 occurs.

County of Oxford Official Plan

OMB MODIFICATION
JANUARY 11/98

- Notwithstanding the policies of Section 8.2.5, Medium Density Residential Uses including apartment or townhouse dwellings shall be restricted by the implementing zoning by-law to 2 storeys in height.

NORTH OF BRIDGE
STREET BETWEEN
ROLPH AND
BIDWELL STREETS

Notwithstanding any policies of this Section to the contrary, within the area designated Entrepreneurial District on Schedule T-1, permitted uses will include High Density Residential on this specific site. High Density Residential *development* will be in accordance with Section 8.2.6.

LOTS 901, 902, 944
AND PART LOT 946,
FOX ALLEY
(BETWEEN
VENISON AND
BRIDGE STREETS),
PLAN 500, TOWN
OF TILLSONBURG

A 0.5 ha (1.2 ac.) parcel of land, forming part of the block surrounded by Broadway, Venison Street, Bidwell Street and Bridge Street, in the Town of Tillsonburg, may be used for a parking lot in addition to all uses permitted in Section 8.3.2.3 of the County Official Plan for the Entrepreneurial District.

AMENDMENT No. 22

LOT 946 AND PART
LOT 945, PLAN 500,
TOWN OF
TILLSONBURG

A 1566 m² (16,857 ft²) parcel of land, forming the southeast corner of the block surrounded by Broadway, Venison Street, Bidwell Street and Bridge Street, in the Town of Tillsonburg, may be used for an eating establishment and a parking lot in addition to all uses permitted in Section 8.3.2.3 of the County Official Plan for the Entrepreneurial District.

Performance Standards

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

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

AMENDMENT No. 22

County of Oxford Official Plan

AREA BOUNDED
BY BRIDGE
STREET AND
DURHAM STREET
TO THE NORTH,
TILLSON AVENUE
TO THE EAST AND
QUEEN STREET,
LISGAR AVENUE
AND A RAVINE TO
THE WEST AND
SOUTH

AMENDMENT No. 106

Notwithstanding any of the policies of this Section, within the area designated Entrepreneurial District on Schedule T-1, lying to the east of the Central Commercial Area, bounded by Bridge Street and Durham Street to the north, Tillson Avenue to the east and Queen Street, Lisgar Avenue and a ravine to the west and south, the following policies take precedence:

AMENDMENT No. 106

- For the properties within this area which abut Tillson Avenue, permitted uses shall be restricted to medium density residential uses, home based businesses and conversions of existing dwellings to business and professional offices, medical and dental offices and personal service uses. Furthermore these properties shall not be permitted to obtain any new access onto Tillson Avenue for conversion to a non-residential use.

AMENDMENT No. 106

- Within the remainder of the area, permitted uses shall be restricted by the implementing zoning by-Law to medium density residential uses, home based businesses and conversions of existing dwellings to business and professional offices, medical and dental offices and personal service uses. Any proposals for new non-residential *development* or redevelopment will require a site specific rezoning, which shall be evaluated in accordance with the policies of section 8.3.2.3.2.2.

LOT 814, PLAN 500,
TOWN OF
TILLSONBURG

AMENDMENT No. 109

A 1,030 m² (11,087 ft²) parcel of land, forming part of the block bounded by Rolph Street, Coon Alley, Wolf Street and Bear Street, in the Town of Tillsonburg, may be used for a parking lot, accessory to the Tillsonburg Hospital, in addition to the uses permitted in Section 8.3.2.3.2 of the County Official Plan.

Lot 944 & Part Lot 945, Plan 500, Town of Tillsonburg – 253 Broadway

AMENDMENT No. 191

Notwithstanding any other provision of this Plan, on those lands comprising approximately 1,758 m² (18 920 ft²) located at the immediate southwest corner of Broadway and Venison Street and municipally known as 253 Broadway in Tillsonburg, the maximum *net residential density* for a mixed use development shall be 159 units per ha (64 units per acre).

County of Oxford Official Plan

8.3.2.4 Expansions to the Central Area Sub-Districts

Within the Central Area, it is a priority of Town Council and County Council that new *development* will generally be promoted within existing designated areas prior to the orderly extension of the Central Area Sub-Districts.

EVALUATION CRITERIA

Proposals for expansion of the Central Business District and the Entrepreneurial District designations will be evaluated on the basis of the following criteria:

PLANNED LAND USES

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

LOCATION

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

MUNICIPAL SERVICES

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

ACCESS AND TRAFFIC

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

ENVIRONMENT

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

8.3.3 Service Commercial Areas

DESCRIPTION

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

County of Oxford Official Plan

Service Commercial Areas, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are typically characteristic of a Central Area location and will not directly compete with the Central Area. It is the intent of this Plan that major commercial activities should be located in the Central Area unless it can be justified that a location in the Central Area is not feasible by land area or building area restrictions.

Service Commercial areas are shown on Schedule T-1.

Given the potential proximity of Service Commercial areas to residential areas, this designation may also include uses which serve the day-to-day needs of adjacent residential neighbourhoods. The potential proximity of Service Commercial areas to residential areas and the need to minimize disruption to traffic flows on major roads necessitates close attention being given to site planning, the range of uses permitted and *development* form.

PERMITTED USES – NEW DEVELOPMENT

Uses permitted within the Service Commercial designation include: hotels, motels, hotel/conference facility, automotive sales and services, furniture warehouses, farm implement sales, personal services, convenience commercial uses, video rental establishments, automobile service stations, gas bars, car wash facilities, retail sales of automobile supplies, automated teller machines or kiosks, tourism information outlets or kiosks, recreation and entertainment uses, restaurants and fast food outlets, retail food stores, uses which require large areas for on-site storage of goods or vehicles and other types of commercial uses that offer service to the travelling public, business and industry.

Methadone Clinics and Methadone Dispensaries

Introduction

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

AMENDMENT No. 179

GOALS

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

County of Oxford Official Plan

POLICIES

Methadone clinics and/or methadone dispensaries may be permitted in areas designated Service Commercial Area, as identified on Schedule “T-1”, subject to a Zoning By-Law amendment. When considering an application to amend the Zoning By-Law to permit a new or expanding methadone clinic or methadone dispensary, Town Council shall be satisfied that the following criteria are met:

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

ZONING

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

PERMITTED USES WITHIN EXISTING BUILDINGS

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

ANCILLARY USES

Permitted ancillary uses consist of minor institutional uses, in accordance with Section 8.5.3, and accessory residential dwelling units, subject to site specific zoning.

ALL USES

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

County of Oxford Official Plan

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

8.3.3.1 Scale-Related Policies and Study Requirements

SCALE The scale of uses within the Service Commercial designation will generally range from 3,500 square feet (325 square metres) to 50,000 square feet (4,645 square metres). Uses of less than 3,500 square feet (325 square metres) will be encouraged to locate in the Central Area, where appropriate.

SEVERANCES In vacant areas designated Service Commercial, severances will be discouraged until the *cumulative impacts* on the Central Area, of the total *development* potential can be reviewed by the Town of Tillsonburg and the County of Oxford.

RETAIL IMPACT STUDY REQUIREMENT *Development* proposals between 1,860 and 4,645 square metres (20,000 to 50,000 square feet) of *gross leasable commercial floor area* per site will require the preparation of a retail market impact study to the satisfaction of the County of Oxford and the Town of Tillsonburg to determine the impact on the planned function of the Tillsonburg Central Area and to determine the feasibility of the location of the use in the Central Area as per the policies of Section 8.3.2. This impact study should evaluate the potential to locate this use in the Central Area as a first priority. A Peer Review may be required at the request of the County of Oxford or the Town of Tillsonburg, at the expense of the proponent.

OFFICIAL PLAN AMENDMENT *Development* proposals greater than 4,656 square metres (50,000 square feet) will require a major review of the commercial policies for the Tillsonburg Trade Area and a Major Official Plan Amendment. The application will require traffic, servicing, market impact and planning studies and accompanying Peer Review studies to the satisfaction of the County of Oxford and the Town of Tillsonburg. The studies will need to determine impact on the planned *infrastructure*, planned function and retail impact on the Central Area.

8.3.3.2 Service Commercial Areas – Zoning and Site Plan Control

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

County of Oxford Official Plan

ZONING FOR SITE AREA FRONTAGE AND SETBACKS

Adequate lot frontage and setback requirements will generally be applied through the Zoning By-law to provide for the *development* of sites large enough to accommodate free-standing buildings and on-site parking. These measures may require the assembly of a number of smaller properties to meet the Zoning By-law requirements.

SITE PLANNING

Within the Service Commercial area, site plan control will be used to achieve a consistent approach to the positioning of buildings, parking and landscaped areas. Site plan control will also be used to ensure compatibility with adjacent residential uses and, where appropriate, to provide for pedestrian integration between the commercial and residential land uses.

SITE DESIGN CRITERIA

The following site design criteria will be evaluated prior to the approval of site plans:

LOADING AREAS

Loading areas and outdoor storage areas, including equipment and garbage storage areas will generally not be permitted immediately adjacent to residential zones and will be effectively screened from view.

ACCESS & INTERNAL TRAFFIC

The number of access points is restricted to the minimum required for the site to function effectively. Access points which are shared with adjacent uses will be encouraged. Parking Areas and internal driveways will be integrated to provide maneuverability between sites. Access points will be controlled to minimize disruption to traffic flow.

PARKING

Off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the user.

LANDSCAPING

Substantial landscaping will be required along major arterial or collector roads and landscaping shall be integrated within parking areas.

LIGHTING

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

DRAINAGE

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

BARRIER-FREE DESIGN

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

County of Oxford Official Plan

SIGNAGE	Signage will be controlled in terms of height, size and orientation to create an attractive commercial area.
BUFFERING	Adjacent residential uses will be buffered from commercial and institutional uses through the requirements for setbacks, landscaped strips, screening and other measures. In addition, parking lot lighting and signage will be directed away from residential uses and the design of the building roof will screen mechanical equipment from public view and adjacent residential uses.
INTEGRATION WITH RESIDENTIAL USES	Where appropriate, the commercial and institutional uses will not be isolated from adjacent residential properties but rather will be integrated such that direct pedestrian access is available to those goods and services which meet the day to day needs of adjacent residents.
8.3.3.3 Expansions and New Service Commercial Areas	
The lands designated for the various classes of Service Commercial land use as shown on Schedule T-1 are widely distributed and include vacant lands as well as areas that can accommodate infilling and redevelopment. It is a priority of Town Council and County Council that new <i>development</i> will generally occur through infilling and consolidation of existing designated areas prior to the establishment of or expansion into any new area. It is recognized, however, that as the availability of land within these areas is reduced there may be proposals to expand or add Service Commercial areas.	
LOCATION AND ACCESS POLICY	Service Commercial areas will generally be located with direct access or access via a service road to arterial or collector roads. Access points to arterial or collector roads shall be limited to the minimum number necessary for the functioning of the Service Commercial area.
PARCEL SIZE	Parcels proposed to be designated Service Commercial shall be of sufficient size to accommodate the proposed uses and provide for off-street parking in quantity necessary to satisfy the requirements of the Zoning By-law and satisfactory in location for the convenience of the user.
POLICY INTENT	Consistency with the policies of Section 8.3.3 relating to the description of and permitted uses within the Service Commercial area shall be maintained.

County of Oxford Official Plan

EVALUATION CRITERIA

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

COMPATIBILITY

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

PLANNED USE

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

MUNICIPAL SERVICES

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

TRAFFIC

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

RETAIL IMPACT

The potential effect of the proposed expansion or new Service Commercial area on the planned function of the Tillsonburg Central Area, in accordance with the policies of Section 8.3.2.2.1.

ENVIRONMENT

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

8.3.3.4 Specific Development Policies

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

8.3.3.4.1 Vienna Road Between Townline Road and Spruce Street

In addition to the policies of Section 8.3.3 and any other relevant policies of this Plan, the following policies apply:

Development or redevelopment within the Service Commercial designation may be permitted for Service Commercial uses such as automotive services, personal and business services, convenience commercial uses, and restaurants provided that any such use minimizes conflict between residential areas on the west side of Vienna Road and industrial areas to the east.

County of Oxford Official Plan

When reviewing *development* proposals or establishing zoning regulations, the Town of Tillsonburg shall provide maximum setbacks from Vienna Road and shall restrict points of vehicular access to minimize vehicular traffic problems. The front yards adjacent to Vienna Road shall be maintained in an attractive landscaped form and any parking areas shall be screened and buffered from the residential uses. Open storage uses shall be restricted in size and located to the rear of the properties and shall be effectively screened.

8.3.3.4.2 Lots 1, 2 & 6, Part Lots 3 & 16 Part of Taylor Lane (Closed) Plan 578

A 1.2 ha (3.1 acre) parcel of land lying at Lots 1 and 2, Part Lots 3, 8 and 16, Taylor Lane (closed), Plan 578, in the Town of Tillsonburg, may be used for a church in addition to all uses permitted in Section 8.3. of the County Official Plan for Highway Service Commercial Areas.

Performance Standards

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

AMENDMENT No. 26

- off-street parking shall be sufficient in quantity and satisfactory in location for the convenience of the users and compatibility with surrounding properties. Points of vehicle ingress and egress shall be limited in number and designed to minimize hazards to vehicular and pedestrian traffic.

8.3.3.4.3 West Side of Tillson Avenue North of Concession Street

In addition to the policies of Section 8.3.3 and any other relevant policies of this Plan, the following policies apply:

- in recognition of the existence of a vacant former industrial site and a fuel distribution centre within the Service Commercial designation, *development* or redevelopment within the designation will be contingent upon a determination that occupants of any commercial structure will not be subject to health or safety risks. *Development* within the Service Commercial designation will be consistent with the policies of Section 3.3.3;

County of Oxford Official Plan

- in recognition of an established railway line adjacent to the Service Commercial designation, *development* within the designation will be contingent upon a determination that occupants of any commercial structure will not be subject to health or safety risks. *Development* within the Service Commercial designation will be consistent with the policies of Section 3.3.3.

8.3.3.4.4 Lands North of Third Street, Between Tillson Avenue, Fifth Street and the Railway

In addition to the policies of this Section, but notwithstanding the provisions of Section 8.3.3, lands north of Third Street between Tillson Avenue, the railway and Fifth Street in the Service Commercial designation are intended to recognize the existing residential uses in the area, while providing opportunities for a limited range of commercial and business *development* opportunities through the conversion of existing residential dwellings. In the situation where parcels large enough to support Service Commercial *development* are assembled, policies for redevelopment of this area will ensure that any new uses are sensitive to remaining residential uses.

PERMITTED USES

Permitted uses include but will not be limited to the following: residential uses including single-detached dwellings, semi-detached dwellings, converted dwellings, and bed and breakfast establishments; commercial uses including office conversions, personal services, business supply and services, repair and service shops for, as an example, small appliances, clinics, studios and galleries, and commercial schools; and small scale industrial uses including traditional *cottage industry* and associated retail, limited distribution, fabrication and assembly uses, indoor storage within wholly enclosed buildings, and computer and electronic data-processing uses. As residential sites typically have limited areas available for parking and loading, the Zoning By-Law may restrict the range of uses on a particular site.

Service Commercial uses may be permitted on parcels large enough to meet the requirements of the Zoning By-Law in terms of buildings and parking. Prior to rezoning, the following criteria will be considered:

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

County of Oxford Official Plan

- vehicular traffic generated from redevelopment will create minimal effect on local streets;
- adequate off-street parking areas are provided.

FORM OF DEVELOPMENT

It is intended that any non-residential use conducted out in a converted residential dwelling shall not significantly alter the residential character of the neighbourhood. Alterations, including building additions, enlargement of parking areas and landscaping, will be assessed on the basis of the proposed use, neighbouring uses, lot size and configuration. All conversion proposals in this designation will be subject to site plan control.

Redevelopment to Service Commercial will satisfy the criteria of Section 8.3.3.

ACCESS AND PARKING

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

SITE PLANNING

Site plan control will be applied to ensure compatibility with adjacent residential uses. Specifically, and as a minimum, the following criteria will be required to be satisfied through site design prior to the approval of site plans:

- open storage areas will generally not be permitted outside the dwelling or accessory buildings;
- parking areas and driveways will be located to permit appropriate landscaping and screening from adjacent residential uses. Such parking areas will generally be located to the rear or side of the main building on the site;
- signage and lighting will be controlled in terms of height, size and orientation to maintain the residential character of the area;
- adjacent residential uses will be buffered from commercial uses through the requirements for setbacks, landscaped strips, screening and other measures;

County of Oxford Official Plan

- existing mature vegetation will be maintained as much as possible on the site;
- on-site drainage from buildings and parking areas will be controlled, especially in relation to adjacent properties.

8.3.3.4.5 Part Lot 34, Plan 551 – 519 Broadway Street

Amendment No. 187

In addition to the uses permitted in Section 8.3.3, Part Lot 34, Plan 551, located at the southwest corner of Broadway Street and Carolina Street, a medical centre may also be permitted on those lands identified as having reference to this subsection.

8.3.3.4.6 Lot 7, Plan 1033 – Town of Tillsonburg – 584 Broadway

Amendment No. 196

In addition to the uses permitted in Section 8.3.3, on lands legally described as Lot 7, Plan 1033, located on the east side of Broadway south of North Street East, a medical centre may also be permitted on those lands identified as having reference to this subsection.

8.3.3.4.7 678/ 680 Broadway (Lot 7, Concession 10 (Dereham)), Parts 1, 3, 6, 7, 9, 10 & 11 of 41R-7145 Town of Tillsonburg

Amendment No. 241

In addition to the policies of Section 8.3.3 and any other relevant policies of this Plan, the following policies apply:

On those lands described as Lot 7, Concession 10 (Dereham), Parts 1, 3, 6, 7, 9, 10 & 11 of Reference Plan 41R-7145, in the Town of Tillsonburg and located on the east side of Broadway, north of North Street, and municipally known as 678 & 680 Broadway, the policies outlined below will apply.

The permitted uses for the site will be in accordance with the permitted uses contained in Section 8.3.3 & 8.3.3.1 of this Plan. Additional permitted uses include:

- Athletic or Dance Instruction Studio
- Dollar Store
- Electronics Store
- Eyewear or Hearing Device Store
- Financial Advisor
- Florist
- Insurance Broker
- Nutritional Supplement Store

County of Oxford Official Plan

- Pet Food Store
- Pharmacy
- Photo or Artist Studio
- Private School
- Real Estate Office
- Specialty Sporting Goods Outlet
- Travel Agency

The following uses will not be permitted on the site:

- Banking institution;
- Government offices

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

The maximum total *gross leasable commercial floor area* for this site shall be approximately 6,150 m² (66,200 ft²).

The maximum *gross leasable commercial floor area* for a grocery store use will be approximately 3,716 m² (40,000 ft²).

The minimum unit size for retail-type uses shall be 325 m² (3500 ft²).

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

Amendment No. 241

8.3.4 Neighbourhood Commercial Uses

Policies governing Neighbourhood Commercial Uses shall be in keeping with the policies of Section 8.2.3.3.

County of Oxford Official Plan

8.3.5 Industrial Areas

DESCRIPTION

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

8.3.5.1 Industrial Areas – New Uses

PERMITTED USES NEW DEVELOPMENT

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

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

Adult entertainment parlours will be permitted in free-standing single use structures. These uses will be subject to provisions as established in the Zoning By-law and regulated in accordance with the appropriate municipal licensing by-laws.

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

ACCESSORY USES

The following shall be permitted as accessory uses to the permitted uses listed above, except for adult entertainment parlours and body-rub parlours.

Accessory showroom, retail, and sales uses operating in association with a permitted use will be permitted but will be restricted to a small percentage of the total floor area of the building.

Day care facilities solely for employees of the industrial use will be permitted within an industrial building subject to satisfying the relevant criteria of Section 8.5.3.

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

County of Oxford Official Plan

ANCILLARY USES

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

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

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

ALL USES

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

8.3.5.2 Industrial Areas - Established Industrial Uses

INDUSTRIAL USES IN PROXIMITY TO RESIDENTIAL AREAS

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

- may recognize such uses in the Zoning By-law and permit such uses to expand;
- may protect such industry from the encroachment of additional non-industrial uses which are incompatible with industrial activity;
- may protect such industrial areas which can provide locational opportunities for small "incubator" industries and businesses by special zoning in the Zoning By-law;

County of Oxford Official Plan

- will consider the re-use or redevelopment of existing industrial buildings or sites, through site specific zoning or a functional zoning category in the Zoning By-law, for limited service commercial uses directly supportive of and primarily serving business and industry such as automated teller machines or kiosks, education or training facilities, restaurants, office supply and equipment sales, rental and service establishments, computer, electronics or data processing services, photocopying, blueprinting and courier services;
- will consider the re-use or redevelopment of existing industrial buildings, through site specific zoning or a functional zoning category in the Zoning By-law, for limited service commercial uses serving the broader public which are complementary to the principal industrial function such as a warehouse outlet, commercial storage units, catering food services, veterinary clinics or an automobile supply store.

8.3.5.3 *Transitional Policies*

COMMUNITY IMPROVEMENT PLANS

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

SITES OF POTENTIAL ENVIRONMENTAL CONTAMINATION

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

INDUSTRIAL LAND SUPPLY

Prior to considering any proposals to redesignate industrial land for non-industrial purposes, except as specifically identified in Section 8.3.5.2, Town Council and County Council shall require that the following criteria have been met:

- the re-designation of industrial parcels or lands located within an *employment area* shall only be considered through a *comprehensive review*, where it has been demonstrated that there is a need for such re-designation and that the other criteria of this section have been addressed. The requirement for a *comprehensive review* is not intended to apply to isolated parcels of industrially designated or zoned land, which do not form part of an *employment area*, provided the other criteria of this section have been met;

County of Oxford Official Plan

- the proposed lands are located adjacent to compatible land uses and do not have the effect of redesignating isolated parcels surrounded by industrially designated lands;
- an adequate supply of unconstrained, industrially designated land, with a variety of lot sizes, will remain to accommodate employment forecasts and to meet the needs of industry over the planning period;
- there is an adequate supply of immediately serviceable industrial land;
- there is sufficient industrial land located in proximity to major transportation facilities including railway facilities, major highways and arterial roads in the Town;
- there are industrial locations which provide visibility and public exposure to the major road system in the Town for industries and businesses desiring such locations;
- the re-use or redevelopment of existing industrial buildings or sites for non-industrial uses will be significantly more compatible with adjacent land uses.

8.3.5.4 Industrial Areas – Zoning and Site Plan Control

HEALTH, SAFETY POLLUTION RISK

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

FUNCTIONAL ZONING CATEGORIES

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

County of Oxford Official Plan

EVALUATION CRITERIA

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

COMPATIBILITY

Where an Industrial Area designation is near to existing or planned residential, open space or institutional uses, adequate buffering through distance separation, fencing or landscaping, and building or site design will be provided to minimize potential nuisance. Such areas will be developed for a low-rise form of *development*. The Zoning By-Law will establish limits to the height and lot coverage permitted to achieve this objective.

SERVICES

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

BUILDINGS

Buildings will be sufficiently setback from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the streetline.

PARKING AND LOADING FACILITIES

Adequate off-street parking and loading areas will be provided.

ENVIRONMENT

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

SITE PLANNING

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

Site plan control will be applied to municipally owned Industrial Areas and will be the process used to ensure any terms or conditions of sale by the Town pertaining to site and building design are complied with in a transaction.

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

LANDSCAPING

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

County of Oxford Official Plan

SCREENED STORAGE AREAS

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

LOCATION OF LOADING BAYS/SERVICE AREAS

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

TRAFFIC AND ACCESS

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

PARKING

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

DRAINAGE

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

8.3.5.5 Specific Development Policies

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

No specific policies at this time.

8.3.5.5.1 Part Lot 1638, Plan 500 – 25 Town Line Road

In addition to the uses permitted in Section 8.3.5, Part Lot 1638, Plan 500, located on the south side of Town Line Road, east of Vienna Road, a call centre with an accessory office use may also be permitted on those lands identified as having reference to this subsection.

AMENDMENT No. 189

8.4 Rural Buffer Policy Area

The lands designated as Rural Buffer Policy Area on Schedule T-1 are to be developed in conformity with the policies of Section 3.1.4, Policies for the Agricultural Reserve Designation, in order to serve as a buffer to *development* within the Town of Tillsonburg. The Rural Buffer Policy Area is intended for the continuation of active farming operations of a non-intensive nature and the predominant use of the land shall be the *farm unit*.

Notwithstanding the policies of Section 3.1.4, consents may be permitted by the County of Oxford Land Division Committee if the purpose of the severance is to carry out a condition of the Tillsonburg-Norfolk Agreement for Annexation, effective April 1, 1987.

8.5 Community Facilities and Minor Institutional Uses

8.5.1 Strategic Approach

In keeping with the Mission Statement and Goals, as set out in the Municipal Planning Strategy, and in order to recognize the important role of all institutions in meeting existing and future social service, health care and educational needs, it is the strategic aim of Town Council to:

DESIGNATE LAND FOR COMMUNITY FACILITIES

Meet the existing and future land requirements of hospitals, educational facilities and major cultural, recreational and health care facilities by designating land for community facilities and establishing locational criteria for the siting of such uses.

MINIMIZING EFFECT OF DEVELOPMENT

Minimize the potential effect of community facilities on adjacent neighbourhoods by establishing appropriate standards for *development* through land use and design criteria.

CHANGING NATURE OF INSTITUTIONS

Recognize the changing nature of major community facilities and minor institutions as these facilities evolve from providers of specific community services to a wider range of functions.

MEETING DEMAND FOR MINOR INSTITUTIONAL FACILITIES

Ensure that sufficient land and space is available to meet the demand for minor institutional uses such as day care facilities, elementary and secondary schools and churches through the sensitive integration of such uses in residential and appropriate employment areas.

RE-USE OF SURPLUS INSTITUTIONS

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

County of Oxford Official Plan

8.5.2 Community Facilities

DESCRIPTION

The Community Facilities designation is intended to provide for large scale institutional, cultural and recreational uses which serve residents throughout the Town as well as serving the southern part of Oxford County and portions of Elgin County and the Region of Haldimand-Norfolk. These facilities, by reason of their size and scale or the range of activities and functions which occur on site, attract large numbers of people on a regular basis and constitute major centres of activity in the Town. The nature of these uses requires sensitive integration to minimize potential effects of Community Facilities on adjacent land uses.

PERMITTED USES

Permitted Uses within the Community Facilities designation include: hospitals, major recreational facilities, large cultural and educational facilities, religious institutions, public administration buildings, larger-scale nursing homes and rest homes with 20 or more beds, homes for the aged, funeral homes, fairgrounds, cemeteries, chronic care facilities which provide continuous medical supervision for patients, facilities utilized primarily by service clubs, trade unions and community cultural groups, continuum-of-care *developments* which provide a range of accommodations from independent residential units to chronic care facilities within the same complex, emergency shelters and similar types of community oriented uses.

In addition to the uses listed above, all forms of institutional uses permitted in the Residential Areas designation including elementary and secondary schools, churches, day care facilities and public uses, such as fire, police and ambulance service uses, are also permitted.

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

ANCILLARY USES

A limited range of secondary uses which are associated with and which serve the needs of the main facility in the Community Facilities designation and which do not detract from the function of the area may also be permitted. Such uses could include: office and administrative uses, personal services, convenience retail stores such as gift shops, restaurants and cafeterias, meeting rooms and banquet halls, and facilities for occasional events such as exhibitions, auctions, seminars, shows and specialized sales. Residential uses associated with the main facility may also be permitted through site specific rezoning.

County of Oxford Official Plan

METHADONE

Notwithstanding any other policy or provision contained in this subsection, a methadone clinic or methadone dispensary may only be permitted within a hospital, or an office building or other facility located on the same site as a hospital.

AMENDMENT No. 179

Further, a methadone clinic or methadone dispensary located within a hospital or an office building or other facility located on the same site as a hospital will not be subject to the minimum setback provisions from elementary or secondary schools, libraries or other methadone clinics or dispensaries as contained in this Plan.

LOCATION

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

8.5.2.1 Expansions and New Community Facility Designations

In recognition of the difficulties associated with attempting to predict land requirements for institutional uses, the following policies provide guidance to evaluate proposals to expand existing or to add new Community Facilities designations.

EVALUATION CRITERIA

Proposals to amend the Official Plan will be evaluated according to the following criteria:

LOCATIONAL CRITERIA

Community Facilities will generally be located on an arterial or collector road.

COMPATIBILITY

The compatibility of the proposed *development* with surrounding land uses, having regard to the proposed height, setbacks, parking requirements and location, site coverage, the bulk, scale and layout of buildings, and the ability to implement planned future land uses in the area.

TRAFFIC

The potential effect of traffic from the proposed use on the Town and County road system and surrounding land uses, as well as any necessary functional transportation improvements required to support the use.

MUNICIPAL SERVICES

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

County of Oxford Official Plan

ENVIRONMENT

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

SITE PLAN AND SUPPORTING STUDIES REQUIRED

In order to assist the Town Council and County Council in evaluating an Official Plan amendment application to expand or to establish a new Community Facilities designation, the application will be accompanied by an acceptable site plan and any studies necessary to assist in the evaluation of the above-noted criteria as well as the policies of this Section.

8.5.2.2 Community Facilities – Site Planning

SITE PLANNING

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

BUILDING ORIENTATION AND LANDSCAPING

Buildings will be sufficiently set back from the streetline to ensure that substantial landscaping in the form of berming and/or vegetative screening can be incorporated into yards directly adjacent to the streetline. Buildings will be sufficiently set back from any nearby residential *development* to minimize potential adverse effects associated with the bulk, scale and layout of buildings.

PARKING, LOADING BAYS, SERVICE AREAS AND VISUAL APPEARANCE

The visual appearance of parking lots which are visible from the public road system will be enhanced through landscaping measures. Loading bays and service areas will be screened from public view through measures such as berming, fencing and vegetative screening. Where parking areas are adjacent to residential *development*, screening in the form of berming and vegetative planting will be required.

PAVED PARKING AREAS

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

MECHANICAL EQUIPMENT AND GARBAGE CONTAINERS

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

LIGHTING

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

County of Oxford Official Plan

ACCESS

The number of access points will be limited to the minimum number required to allow the site to function effectively. Direct access to arterial or collector roads will generally be required. Access to local streets may be permitted where it can be demonstrated that traffic movements will not flow through Low Density Residential areas.

PEDESTRIAN MOVEMENT

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

BARRIER-FREE DESIGN

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

STORMWATER MANAGEMENT

Adequate on-site management of stormwater will be provided.

8.5.2.3 Specific Development Policies

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

No specific policies at this time.

8.5.3 Minor Institutional Uses

DESCRIPTION

Minor institutional uses include elementary and secondary schools, churches, day care facilities, small retirement homes with less than 20 beds, public service uses such as police, ambulance and fire stations, and similar smaller-scale institutional facilities.

DESIGNATIONS PERMITTED WITHIN

With the exception of schools, this Plan does not include a land use designation category for minor institutional uses. Rather, minor institutional uses are permitted as ancillary uses within the Residential Area designations and are permitted in the Service Commercial and Central Area designations. Certain types of minor institutional uses such as day care facilities are permitted within the Industrial Areas designation.

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

County of Oxford Official Plan

POLICIES FOR RESIDENTIAL AREAS

Minor institutional uses in the Residential Areas designation will be subject to a specific Institutional zoning category and new minor institutional uses will be evaluated on a site specific basis in accordance with the criteria of Section 8.2.3.3, Neighbourhood Serving Uses in Residential Areas, and the following policies.

8.5.3.1 Day Care Facilities

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

- the provision of on-site parking for staff;
- vehicular spaces or on-site parking spaces for drop-off and pick-up of children;
- fencing and/or landscape buffering to reduce adverse effects of noise and visual intrusion on adjacent land uses;
- the paving of parking areas and driveways to prevent the raising of dust;
- on-site stormwater management.

ZONING

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

8.5.3.2 Churches

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

- will limit the size of the church complex to approximately 650 square metres (7000 square feet) of gross floor area in the Residential Areas designation. Proposals for churches larger than this size shall be considered a major religious institution under the Community Facilities designation and subject to the policies of Section 8.5.2;

County of Oxford Official Plan

- will ensure that buildings are sufficiently set back from adjacent residential uses to minimize potential adverse effects associated with the bulk, scale or layout of the buildings;
- will require fencing and/or landscape buffering to reduce adverse effects of activity areas and visual intrusion on adjacent land uses;
- may require the paving of parking areas and driveways to prevent the raising of dust;
- will require on-site stormwater management;
- will ensure that light spill-over or glare from any source including signs onto adjacent residential uses will be mitigated by such means as directed lighting.

ZONING

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

PARKING

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

8.5.3.3 Schools

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

SITE LOCATION CRITERIA

Lands designated for future school sites in the Town of Tillsonburg have been identified through consultation with the appropriate school boards and such designation is intended to generally depict the location of the school facility. When establishing Secondary Plans for new residential communities or reviewing proposed plans of subdivision, site plans or other *development* proposals, the Town and County will require that designated school sites be shown and will ensure the following criteria are addressed:

County of Oxford Official Plan

LOT AREA

As a minimum, the following lot areas will generally be required for new schools:

	<u>Freestanding</u>	<u>Adjacent to a Municipal Park</u>
Elementary	4.0 ha (9.9 ac)	3.0 ha (7.4 ac)
Secondary	6.0 ha (14.8 ac)	

Such sites will have a suitable shape and topography for the intended school use.

COLLECTOR ROADS

New school facilities will generally be situated on collector roads. New school facilities may be permitted on a local road provided that vehicular traffic will not flow through Low Density Residential areas.

PROXIMITY TO MUNICIPAL PARKS

In order to provide a neighbourhood or community focal point in terms of the provision of parks and recreational facilities, new school facilities will generally be situated in close proximity to municipal parks and greenspace systems.

SAFETY

New school facilities will be situated in a location which will minimize hazards associated with students crossing arterial roads. Town Council will ensure that adequate pedestrian circulation systems are incorporated into plans of subdivision to minimize potential dangers associated with vehicular traffic.

ZONING

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

SITE DESIGN

In order to minimize any adverse effects that a new school may have on nearby residential land uses and to maintain optimum site functionality, site plan control will be required. The following site design criteria will be evaluated:

INTEGRATE WITH ADJACENT PARKS

Where a new school facility is located adjacent to a municipal park, the site design will ensure that the school and park facilities are integrated for pedestrian movement between the two sites.

VEHICULAR SPACES

Vehicular spaces will be incorporated into the site design or municipal road network for buses to drop off or pick up students. Where child care facilities form part of the school complex, separate drop off spaces or parking spaces will be required.

County of Oxford Official Plan

BUILDING SETBACKS

School buildings including portables will be sufficiently set back from nearby residential uses to minimize potential adverse effects associated with the bulk, scale, layout or visual intrusion of the buildings.

SCREENING

Recreational facilities and activity areas may be buffered through setbacks and vegetative screening from adjacent residential uses to reduce the adverse effects of noise.

FENCING

Perimeter fencing may be required adjacent to abutting residential uses to delineate the limit of the school site.

PARKING AREAS

Parking areas will be visually enhanced through landscaping measures and will generally be paved to prevent the raising of dust.

BARRIER-FREE DESIGN

AMENDMENT No. 136

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

STORMWATER MANAGEMENT

On-site management of stormwater will be required.

LIGHTING

Light spill-over or glare from the school, parking areas and recreational facilities onto adjacent residential uses will be mitigated by such means as directed lighting.

8.5.3.4 Mixed Institutional/Residential Developments

In recognition of the changing nature of institutional uses toward the provision of a range of social, educational, religious and related services, this Plan permits mixed institutional and residential land uses in the Residential Areas designation subject to the following criteria:

SPECIFIC ZONING

Proposals which would provide for both institutional and residential uses on the same site will be evaluated on a site specific basis and will require an amendment to the Zoning By-law.

DENSITY

Any residential use associated with a minor institutional use will conform to the policies of the underlying residential density designation.

EXISTING USES

Where an application is made to amend the Zoning By-law to provide for residential land uses in addition to an existing minor institutional use on a site, the policies of Section 8.2.4.1.2 dealing with Backyard Infill will be satisfied prior to such zone change being approved by Town Council.

County of Oxford Official Plan

RE-USE OF MINOR INSTITUTIONAL SITES

Town Council will permit the re-use of minor institutional properties which become surplus by permitting their transition over time to uses in conformity with the underlying land use designation. Prior to considering an application to re-use or redevelop a minor institutional property in Low Density Residential areas, Town Council will ensure that the proposal is consistent with the policies in Section 8.2.4.2, pertaining to Redevelopment and Conversion of Non-Residential Buildings.

SITE PLAN CONTROL

In order to address potential land use effects that minor institutional *development* may have on adjacent land uses or that adjacent land uses may have on the proposed institutional use, site plan control may be required.

8.6 Leisure Resources

8.6.1 Strategic Approach

The quality of life desired for Tillsonburg is reflected in the Mission Statement and Goals as set out in the Municipal Planning Strategy. Given the importance of providing for the leisure needs of its citizens in achieving this quality of life and recognizing that leisure resources are an integral part of the community, it is the strategic aim of Town Council in cooperation with the Parks, Community Centre and Recreation Commission to:

SATISFY VARIETY OF LEISURE NEEDS

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

SECURE LEISURE RESOURCES

Protect and enhance the existing leisure resources of the Town while planning for future leisure needs by providing a policy framework for the delivery of such services.

DISTRIBUTION AND SITING OF RESOURCES

Ensure the proper distribution, siting and design of leisure resources by establishing guidelines for the *development*, acquisition and/or disposal of such resources.

OPTIMIZE USE AND ACCESSIBILITY

Optimize the use and accessibility of leisure resources by encouraging multiple uses, by providing convenient and secure access to leisure uses, and by siting leisure resources in proximity to related land uses such as schools.

ATTRACT LEISURE USERS

Increase participation in leisure pursuits by enhancing existing facilities and providing new facilities which promote a varied, stimulating and secure leisure environment.

AUGMENT MUNICIPAL FACILITIES

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

TILLSONBURG DAM AND RESERVOIR

Continue to promote the *development* of the proposed Tillsonburg Dam and Reservoir site which would encompass conservation, recreation and the natural environment.

County of Oxford Official Plan

LAKE LISGAR

To promote land use patterns and conditions of development approval which assist in improving surface water quality within that portion of the Lake Lisgar sub-watershed within the Town.

8.6.2 Leisure Resource Policies

PURPOSE

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

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

8.6.2.1 Parkland Classification

CLASSIFICATION

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

*SUB-
NEIGHBOURHOOD
FACILITIES*

Sub-Neighbourhood level leisure facilities include lands in Residential Areas which are designed to provide unorganized play activities for children, quiet seating or rest areas and/or linear linkages between more traditional block-shaped parks. Such facilities will generally be less than 0.6 hectare (1.5 acres) in size, will have a service radius of up to 0.5 kilometre (0.3 mile), and will be easily accessible by foot from local roads and pathways. Sub-Neighbourhood Facility locations are not designated in this Plan but rather their need will be determined on a site specific basis.

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

County of Oxford Official Plan

NEIGHBOURHOOD PARKS

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

Neighbourhood Parks will typically be between 1.2 to 2.0 hectares (3 to 5 acres) in size and will be located to provide a consistent level of service throughout the Town, as determined by the Parks, Community Centre and Recreation Commission.

Neighbourhood Parks will generally be centrally located to their service area, will have good cycle and pedestrian access and will be designed with extensive street frontage for visibility and safety. Where feasible and practical, Neighbourhood Parks will be established adjacent to public or separate elementary or secondary schools.

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

COMMUNITY PARKS

Community Parks are indicated on Schedule T-3 and support recreational activities which serve the Town as a whole and may provide secondary service to surrounding municipalities. Community Parks will provide a range of recreational uses including, but not limited to, major sportsfields, picnic areas, swimming pools, water activities and play facilities for children. Community Parks will be a minimum of 6.0 hectares (15 acres) in size and be appropriately configured for organized sports and recreation facilities. Community Parks will be directly accessible to arterial or collector roads, cycle and pedestrian networks and will provide adequate on-site vehicular parking.

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

TOWN NATURAL PARKS

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

County of Oxford Official Plan

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

Portions of Town Natural Parks may be retained for play facilities and sitting areas for children without amendment to this Plan provided that the ecological basis and/or the natural area function is not adversely affected.

LINKED OPEN SPACE SYSTEM

In addition to blocks of parkland provided in accordance with this Section, it is the objective of Town Council and the Parks, Community Centre and Recreation Commission to develop a system of linked public open spaces, potentially including pathways and cycle networks, throughout the Town.

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

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

AMENDMENT REQUIRED

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

NEW FACILITIES

Locate new Community or Town Natural Parks on Schedule T-3 in accordance with the policies of this section. New Neighbourhood parks do not require an amendment to this Plan.

County of Oxford Official Plan

HIGHER LEVEL
FACILITY

To alter the planned function of an existing park, for example, to upgrade a Neighbourhood Park to a Community Park.

REMOVAL OF
DESIGNATION

Remove the symbol for any existing or planned facility shown on Schedule T-3.

8.6.2.2 Development Standards for Municipal Parks

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

PATHWAY/BICYCLE
FACILITIES

Where practical and feasible, separate pedestrian pathways and cycle systems may be integrated within the leisure facility network. Leisure facilities will generally have multiple access points for pedestrians and cyclists to allow thorough usage and for safety purposes.

LANDSCAPING

Landscaping and other design measures will be used to enhance visual appearance and to screen activities or functions which may negatively affect adjacent land uses.

CONTROL
LIGHTING

Light spill-over or glare from any lighting source, such as a sportsfield, onto adjacent residential uses should be minimized.

INCREASE
SECURITY

Security of users should be increased through such measures as lighting, the siting of buildings, pathways, planting and parking areas, and overall site visibility.

SUFFICIENT ROAD
CAPACITY

Capacity of roadways serving the site should be sufficient to accommodate the anticipated traffic.

MINIMIZE TRAFFIC
ON LOCAL ROADS

Traffic on local roads to sites generating significant levels of traffic should be minimized by ensuring vehicular access is from arterial or collector roads.

ADEQUATE
PARKING

Adequate on-site parking and drop-off areas to accommodate existing and proposed uses should be provided or available, as required.

MAXIMIZE SITE
FRONTAGE

Site frontage along roadways should be maximized to reduce conflicts with adjoining land uses, ensure greater visibility and security and to provide on-street parking capability.

County of Oxford Official Plan

BARRIER-FREE DESIGN

The needs of persons with disabilities and other special needs groups shall be addressed in the site *development* and operational policies.

NATURAL FEATURES

Existing vegetation and contour variations will be incorporated into the leisure facility design as much as is practical.

8.6.2.3 *Parkland Acquisition*

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

PARKLAND DEDICATION

Town Council and County Council will, as a condition of subdivision, *development* or redevelopment of land for residential purposes, require that 5% of the land proposed for *development* be conveyed to the municipality for park or public leisure purposes, pursuant to the provisions of the Planning Act.

ALTERNATIVE REQUIREMENT

Alternatively, Town Council and County Council may require the dedication of parkland at a rate of one hectare (2.5 acres) for every 300 dwelling units proposed, as provided for under the Planning Act.

INDUSTRIAL, COMMERCIAL DEVELOPMENT

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

CASH-IN-LIEU OF PARKLAND

Town Council may require cash-in-lieu of all or part of the required parkland dedication under the following circumstances:

- where the required land dedication fails to provide an area of suitable shape, size or location for development as public parkland and cannot be integrated into a linked open space system, or
- where the required dedication of land would render the remainder of the site unsuitable or impractical for *development*, or
- where existing or proposed park and recreational facilities in the vicinity of the site are or will be, in the opinion of Town Council and the Parks, Community Centre and Recreation Commission, clearly adequate to serve the projected increase in population.

MIXED USE CONTRIBUTION

Where *development* incorporates a mix of uses, the parkland dedication requirements for each use are to be added together to determine the total land or cash-in-lieu contribution to be provided to the Town for park and public leisure purposes.

County of Oxford Official Plan

CONDITION OF DEDICATED LANDS

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

ACCEPTANCE OF RAVINES, WOODED AREAS

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

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

LANDS IN EXCESS OF REQUIRED DEDICATION

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

CO-ORDINATED TOWN/SCHOOL BOARD LEISURE PLANNING

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

LAKE LISGAR

Town Council will promote the on-going study of the Lake Lisgar sub-watershed in relation to the impacts of land use changes within the sub-watershed above Lake Lisgar.

8.6.2.4 Special Policy Area

LOT 1439, PLAN
500, JOHN POUND
ROAD, TOWN OF
TILLSONBURG

A 0.39 ha (1.6 acre) parcel of land comprising Lot 1439, Plan 500, in the Town of Tillsonburg, designated Special Policy Area to Open Space, may be used for limited entrepreneurial-type uses, including a restaurant and inn/gift shop, in the existing mill building, subject to the approval of the Long Point Region Conservation Authority and the Town of Tillsonburg, in accordance with the policies of Section 8.3.2.3.

AMENDMENT No. 41

8.7 Transportation

8.7.1 Strategic Approach

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

ROAD NETWORK

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

MINIMIZE CONFLICT

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

NETWORK IMPROVEMENTS

Improve the functionality of the transportation network by identifying and making provision for necessary improvements over time.

MINIMIZE EFFECTS OF TRUCKS

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

ALTERNATIVE MODES OF TRANSPORTATION

Encourage alternative modes of transportation, other than the automobile, thereby improving the quality of life and the environment by ensuring safe, efficient, pleasant and convenient movement throughout the Town.

PEDESTRIAN ENVIRONMENT

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

ENCOURAGE BICYCLING

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

County of Oxford Official Plan

PUBLIC TRANSIT

Implement a modified form of public transit to serve seniors and people with special needs.

IMPROVE INTER-URBAN LINKAGES

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

8.7.2 Roads

ROAD NETWORK PLAN

The network of public roads in the Town of Tillsonburg shall be categorized, upgraded and expanded in accordance with Schedule T-4, Transportation Network Plan, and the following policies. The transportation policies of section 5.1.2, County Roads System, will also apply to County roads and County road network improvements within the Town of Tillsonburg, as shown on Schedule T-4. The Transportation Network Plan includes existing, planned and proposed roads categorized according to function and planned improvements that are considered necessary to accommodate anticipated growth during the planning period. Some of the road corridors and improvements that may be required beyond the planning period or in response to the needs of specific *developments* are also identified.

CLASSIFICATION OF ROADS BY FUNCTION

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

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

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

County of Oxford Official Plan

DEVELOPMENT CRITERIA

Categories of roads which are under the jurisdiction of the Town shall be constructed in accordance with the criteria contained in Table 5 relating to road allowance requirements, number of lanes, access, parking and intersection policies.

Town Council may consider a reduced right-of-way width to 15 metres (49 feet) for Local roads.

SUBDIVISION DESIGN CRITERIA

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

MAJOR INTERSECTION SEPARATION

The intersection of a new collector road with an arterial road shall provide sufficient separation from the nearest major intersection to allow for the efficient operation of traffic control devices.

RESTRICTED ACCESS

The subdivision of lands adjacent to an arterial road, for the purpose of Low Density Residential *development*, shall provide for reverse frontage lots or other suitable measures that would restrict vehicular access from individual properties to the arterial road.

COMMON ACCESS

The subdivision or severance of land adjacent to an arterial or collector road for purposes other than Low Density Residential *development* shall minimize the number of access points to the arterial or collector road through measures such as the provision of common driveways or a service road.

PLANNED ROAD ALIGNMENTS

There are certain arterial and collector road alignments identified on Schedule T-4 that have not been developed. The alignments shown on Schedule T-4 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a planned road alignment may be made without the necessity of an amendment to the Official Plan if it can be demonstrated to the satisfaction of Town Council and/or County Council that the modification will not diminish the function or capacity of the road.

PROTECTION OF PLANNED ROAD ALIGNMENTS

New *development* shall provide for the protection of planned road alignments and, where applicable, for their construction and dedication as public roads. The required road allowance may also be acquired by the Town through purchase, dedication or expropriation as appropriate.

County of Oxford Official Plan

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

For arterial or collector roads, proposals to add delete sections of road which substantially diminishes or increases the function or capacity of the road or to substantially re-align a major road will require an amendment to Schedule T-4. In the review of such proposals, consideration shall be given to traffic service implications and the potential effects that a proposed road development may have on existing land uses and natural features, and the measures that may be taken to mitigate these effects.

ROAD WIDENING POLICIES

Town Council may provide for the widening of existing road allowances to the road allowance requirements established in Table 5. Privately owned land needed for road allowance widening may be required to be dedicated to the Town as a condition of subdivision, land severance or site plan approval or other legislated means.

ROAD ALLOWANCE REQUIREMENTS

For the purposes of the provisions of the Planning Act, dealing with road allowance widening as a condition to the approval of site plans for *development*, any road that has less than the maximum required road allowance shown on Table 5 shall be regarded as a road to be widened.

WIDENING FROM A DEDICATION

In those cases where the widening of a road is to be obtained by dedication through site plan control, adjacent land shall be obtained in equal amounts from both sides of the road, measured from the centreline of the road allowance. Where physical or other conditions or obstructions necessitate a widening on one side in excess of an equal amount, only the portion of required widening that represents an equal amount will be obtained by dedication through Site Plan Control.

MAJOR TRAFFIC GENERATORS

Road widenings in excess of the road allowance requirement may be required along arterial and collector roads to accommodate auxiliary turning lanes that will provide better access to land uses that are major traffic generators.

EXCEEDING ALLOWANCE RANGE

Where, on the basis of topographic constraints, site conditions, usage, or a transportation study, it is determined that a road allowance should exceed the specified range outlined in Table 5, such land may be obtained as a condition of severance or the subdivision process or through other appropriate means.

IMPLEMENTATION

The implementation of the road widening policies will also take into consideration matters such as the following:

County of Oxford Official Plan

- where a parcel of land has been acquired by the Town but widening of the road is not imminent, Town Council may allow for the private interim use of the parcel;
- where a road widening is not imminent, Town Council may enter into an agreement with the landowner to transfer title of a parcel of land affected by a road widening at a future date when the road improvements are to be carried out;
- where, because of road widening, the size of a property is reduced and the lot area or setbacks no longer conform to the Zoning By-law, Town Council may consider an amendment to the By-law to recognize the property as a legal use.

REDUCED WIDENING REQUIREMENTS

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

ROAD NETWORK IMPROVEMENTS

Town Council will maintain a continuous program of improvements to major intersections, bridges and railway crossings in accordance with Schedule T-4 and the following policies:

INTERSECTIONS

It is intended that, as traffic conditions warrant, improvements in the form of jog eliminations, installation of traffic signals, and channelization construction will be undertaken at the intersections indicated on Schedule T-4.

Road widenings may be required at an intersection for the purpose of providing daylight triangles, lane channelization, or locations for traffic control devices.

DAYLIGHT TRIANGLES

Privately owned land adjacent to intersection improvements as indicated on Schedule T-4, may be required by the County or the Town to provide a maximum 15 metre (49 foot) daylight sight triangle in addition to any road widenings at intersections. Such privately owned land needed for daylight triangles or widenings shall be dedicated to the County or the Town through a condition of subdivision, land severance, site plan approval or other legislated means, at the discretion of the authority with jurisdiction over the road.

RAILWAY CROSSING IMPROVEMENTS

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

County of Oxford Official Plan

BRIDGE IMPROVEMENTS

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

ROAD IMPROVEMENTS ASSOCIATED WITH MAJOR DEVELOPMENT PROPOSALS

Town Council, in its evaluation of major *development* proposals, shall consider the potential effect of the *development* on the safety, efficiency and volume of traffic flow on adjacent streets. Property owners may be required to contribute to the cost of road improvements which, in the opinion of Town Council, are necessary to provide for safe vehicular turning movements to and from the site and to minimize the disruption to traffic flow. Examples of such improvements include road channelization to provide left turn lanes and the construction of raised medians.

To assist Town Council in its consideration of traffic concerns and road improvement needs related to a major *development* proposal, an applicant may be required to prepare a traffic impact assessment.

8.7.3 Truck Traffic

MINIMIZE EFFECT OF TRUCK TRAFFIC

Town Council recognizes that, while truck access is necessary throughout the municipality, the adverse effects of truck traffic shall be minimized by:

- directing uses which are expected to generate high levels of commercial and industrial truck traffic to appropriately designated Employment Areas;
- ensuring that the design and location of buildings adjacent to roads and intersections carrying a high volume of heavy vehicles are such that negative effects from noise and vibration are minimized;
- regulating the continued overnight parking of commercial vehicles on residential properties which could adversely affect the air and visual qualities of neighbourhoods, generate excessive noise and impose safety risks;
- promoting the proper design of roads intended to carry heavy vehicles;

County of Oxford Official Plan

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

8.7.4 Pedestrians

SAFE PEDESTRIAN ENVIRONMENT

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

SIDEWALKS

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

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

DIRECT PEDESTRIAN ACCESS

Ensuring that pathways and footbridges are provided at appropriate locations to facilitate direct and convenient pedestrian access throughout Residential Areas to prevent circuitous pedestrian routes to major roads and activity areas.

MAINTAIN EXISTING NETWORK

Ensuring that the existing pedestrian network is maintained and replaced where appropriate.

LIGHTING

Ensuring adequate lighting to Illuminating Engineering Society (I.E.S.) Standards is provided for pedestrian networks including sidewalks, pathways and footbridges and in open space areas, where necessary.

WINTER VISIBILITY

Ensuring that crosswalks are visible through winter snow or slush through the use of colour or distinctive design patterns on surfaces.

DRAINAGE

Ensuring that sidewalks are sufficiently setback from adjacent roadways and adequately drained.

BARRIER-FREE ACCESS

Ensuring that new or replacement pedestrian facilities provide barrier-free access from the road network for the disabled and elderly and persons pushing a stroller or cart.

THE CENTRAL AREA

Pedestrian safety and convenience in the Central Area shall be in accordance with the policies of Section, 8.3.2.2 in addition to the preceding policies.

County of Oxford Official Plan

8.7.5 Bicycling

BICYCLING AS AN
ALTERNATIVE
MODE

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

BICYCLING PLAN

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

SEEK CO-
OPERATION OF
OTHERS

Where a Bicycling Plan is prepared, Town Council shall co-operate with the Ministry of Transportation, the County of Oxford, the Long Point Region Conservation Authority and other affected agencies in implementing those elements of the Bicycling Plan under their jurisdictions and provide for the integration of bicycling facilities designed, constructed, operated or maintained by other jurisdictions within or adjacent to the Town, with Town facilities.

BICYCLE PARKING

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

LEAD BY EXAMPLE

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

8.7.6 Public Transportation

MODIFIED FORM
OF TRANSIT

Town Council may provide for the implementation of a modified form of public transit to serve the needs of seniors and people with special needs.

8.7.7 Inter-Urban Transportation

ACCESSIBILITY TO
INTER-URBAN
TRANSPORTATION

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

County of Oxford Official Plan

*INTEGRATION
WITH COUNTY/
PROVINCIAL/LOCAL
SYSTEMS*

The Town will continue to liaise with the Province, County and adjacent municipalities to promote the co-ordination of improvements and/or the establishment of new local, regional or Provincial road networks.

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

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

*INTEGRATION OF
TOWN AND
ADJACENT
BIKEWAY/
PEDESTRIAN
NETWORKS*

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

*HIGHWAY 19
WIDENING*

The Town will investigate, with the County and Province, the feasibility of widening Highway 19 between Tillsonburg and Highway 401.

RAIL SERVICES

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

*TILLSONBURG
AIRPORT*

The Town, recognizing the Tillsonburg Airport as a unique asset to the County, will co-operate with government agencies and/or private agencies in the enhancement of Tillsonburg Airport to meet present and future business, travel and recreation needs.

TABLE 5
 COUNTY OF OXFORD OFFICIAL PLAN - TOWN OF TILLSONBURG
 RECOMMENDED ROAD STANDARDS

Classification	Function	Right of Way (Metres)	Intersection Policy	Property Access & Curbside Parking Policy
Provincial Highway	<ul style="list-style-type: none"> - High Volume through traffic movement - free flow, high speed 	Established by Province	<ul style="list-style-type: none"> - Established by Province 	<ul style="list-style-type: none"> - Access to abutting property requires a permit.
Arterial	<ul style="list-style-type: none"> - Medium volume inter-area movement of traffic as part of the Town's complete arterial street system 	26-36 metres (85-118 ft.)	<ul style="list-style-type: none"> - Interchanges with freeways are grade separated. - Intersections with arterial and collector roads at grade. 	<ul style="list-style-type: none"> - Direct access to abutting property shall be limited where possible. - New residential lots adjacent to arterials shall be designed with limited access except where an existing land development pattern makes this objective impractical. - Commercial, Community Facilities, Industrial and multiple Residential uses may have access to arterial streets, but developments shall be grouped, and entrances, exits and curb use controlled in order to reduce the number of access points that could hinder traffic movement. Strip or extended linear development shall be discouraged. - Parking may be restricted to improve traffic movement. - Adequate lighting shall be provided.
Collector	<ul style="list-style-type: none"> - Collect and distribute light to moderate volumes of traffic between local streets or traffic generators and arterial streets. - Collector streets shall be designed to take the bulk of traffic moving through a neighbourhood and thereby reduce traffic movement on local streets. 	20-26 metres (66-85 ft.)	<ul style="list-style-type: none"> - Intersections with arterial, collector and local roads will be at grade. 	<ul style="list-style-type: none"> - Access to abutting property permitted but controlled to ensure safe design. Parking generally permitted, subject to concerns for pedestrian safety near parks and school sites.
Local	<ul style="list-style-type: none"> - Carry light volumes of traffic moving between points of origin and the collector road system. - Through traffic discouraged by means of road pattern and traffic controls. 	15-20 metres (50-66 ft.)	<ul style="list-style-type: none"> - Intersections with collector roads at grade. - Intersections with arterials discouraged where possible. 	<ul style="list-style-type: none"> - Full access to abutting property. - Parking permitted except near schools or on older streets serving commercial and industrial areas.