



Town of Ingersoll and Oxford County South West Ingersoll Secondary Plan

January 2024



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Appendices

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

Attachments

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

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



Thomas Ingersoll
SCENIC TRAILS

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



401





1.0 Introduction

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

1.1 Purpose of the Plan

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

The plan provides recommended long-range policy direction for:

- Land use;

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

1.2 Basis for the Plan

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

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

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

1.3 Location and Boundary

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

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

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

1.4 Organization of the Plan

The South West Ingersoll Secondary Plan includes four main sections:

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

Section 2.0 features the principles that guide the plan;

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

Section 4.0 identifies the phasing and implementation of the plan.

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

1.5 Integration with the Oxford County Official Plan

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

1.6 Authority

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



2.0 Guiding Principles

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

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

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

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



2. Protect, preserve and enhance natural heritage resources.

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



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

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



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

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



5. Enhance Ingersoll as a complete community.

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





3.0 Policies

3.1 Community Structure

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

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

3.2 General Policies

3.2.1 Uses Permitted in All Designations

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

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

3.2.2 Housing

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

3.2.2.1 Housing Options

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

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

3.2.2.2 Accessible Housing

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

3.2.2.3 Affordable Housing

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

3.2.2.4 Affordable Housing Incentives

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

3.2.2.5 Community Improvement Plans

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

3.2.2.6 Coordination

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

3.2.3 Land Use Compatibility

3.2.3.1 New Industrial Uses

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

3.2.3.2 Proposed Sensitive Development

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

3.2.3.3 Active Heavy Rail

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

3.2.3.4 Provincial Highway

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

3.2.3.5 Supporting Active Transportation

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

3.3 Land Use Policies

3.3.1 General Residential

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

3.3.2 Low Density Residential

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

3.3.2.2 Density Permissions

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

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

3.3.2.3 Permitted Uses

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

3.3.2.4 Servicing and Phasing

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

3.3.3 Medium Density Residential

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

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

3.3.3.1 Permitted Uses

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

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

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

3.3.3.2 Housing Forms

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

3.3.3.3 Servicing and Phasing

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

3.3.4 Service Commercial

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

3.3.4.1 Permitted Uses

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

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

3.3.4.2 Accessory uses

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

3.3.5 Prime Industrial

3.3.5.1 Planned Function

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

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

3.3.5.2 Permitted and Prohibited Uses

The following uses are permitted within the Prime Industrial designation:

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

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

3.3.5.3 Lot Coverage

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

3.3.5.4 Required Studies

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

3.3.6 Industrial Area

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

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

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

3.3.7 Open Space

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

3.3.8 Environmental Protection

3.3.8.1 Planned Function

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

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

3.3.8.2 Provincially Significant Wetlands

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

3.3.8.3 Wellhead Protection Area

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

3.3.8.4 Environmental Impact Statements and Adjacent Lands

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

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

3.3.8.5 Energy Efficiency

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

3.3.9 Coordination with Agencies

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

3.4 Community Design

3.4.1 Intent of the Urban Design Policies

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

3.4.2 Public Realm Improvement Strategy

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

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

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

3.4.2.1 Gateways

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

3.4.2.1.1 Major Gateway Improvements

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

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

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

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



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

3.4.2.1.2 Minor Gateway Improvements

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

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

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



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



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

3.4.2.2 Streetscape Improvements

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

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

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

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

3.4.2.2.1 Major Streetscape Improvements

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

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

- Paved road surfaces including paving any existing shoulders;

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

Major residential streetscape improvements for Clarke Rd include:

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

3.4.2.2.2 Minor Streetscape Improvements

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

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

Minor industrial streetscape improvements include:

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

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

Minor residential streetscape improvements include:

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

3.4.2.3 Potential New Public Open Spaces

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

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

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

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

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

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

3.4.2.4 Multi-use Trail Design

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

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

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

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

3.4.3 Private Realm Urban Design Guidelines

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

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

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

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

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

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

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

3.5 Transportation

3.5.1 Planned Transportation Network

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

3.5.2 Improvements and Enhancements to Multi-Modal Transportation Network

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

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

3.5.3 Active Transportation Network

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

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

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

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

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

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

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

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

3.5.4 Road Classification

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

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

3.5.5 Existing and Planned Road Network

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

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

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

3.5.6 Local Road Connections

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

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

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

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

3.5.7 Proposed Intersection Improvements

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

3.5.8 Parking

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

3.6 Infrastructure

3.6.1 Water and Sanitary Servicing

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

3.6.2 Sustainable Stormwater Management

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

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

3.6.3 Development Application and Servicing Requirements

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

3.6.4 Coordination of Public Works

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



4.0 Implementation

4.1 General Implementation

4.1.1 General Implementation

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

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

4.1.2 Public Works within the Secondary Plan Area

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

4.1.3 Official Plan Amendments

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

4.1.4 Zoning By-Law

4.1.4.1 Alignment with Zoning By-Law

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

4.1.5 Amendments to Zoning By-Law

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

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

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

4.1.7 Supporting Studies

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

4.1.8 Coordination with the Oxford County

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

4.2 Phasing and Financial Tools

4.2.1 Capital Expenditures and Phasing

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

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

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

4.2.2 Holding Zones

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

4.2.3 Development Charge

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

4.2.4 Monitoring Program

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

4.2.5 Updating the Plan

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

4.3 Interpretation

4.3.1 General Interpretation

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

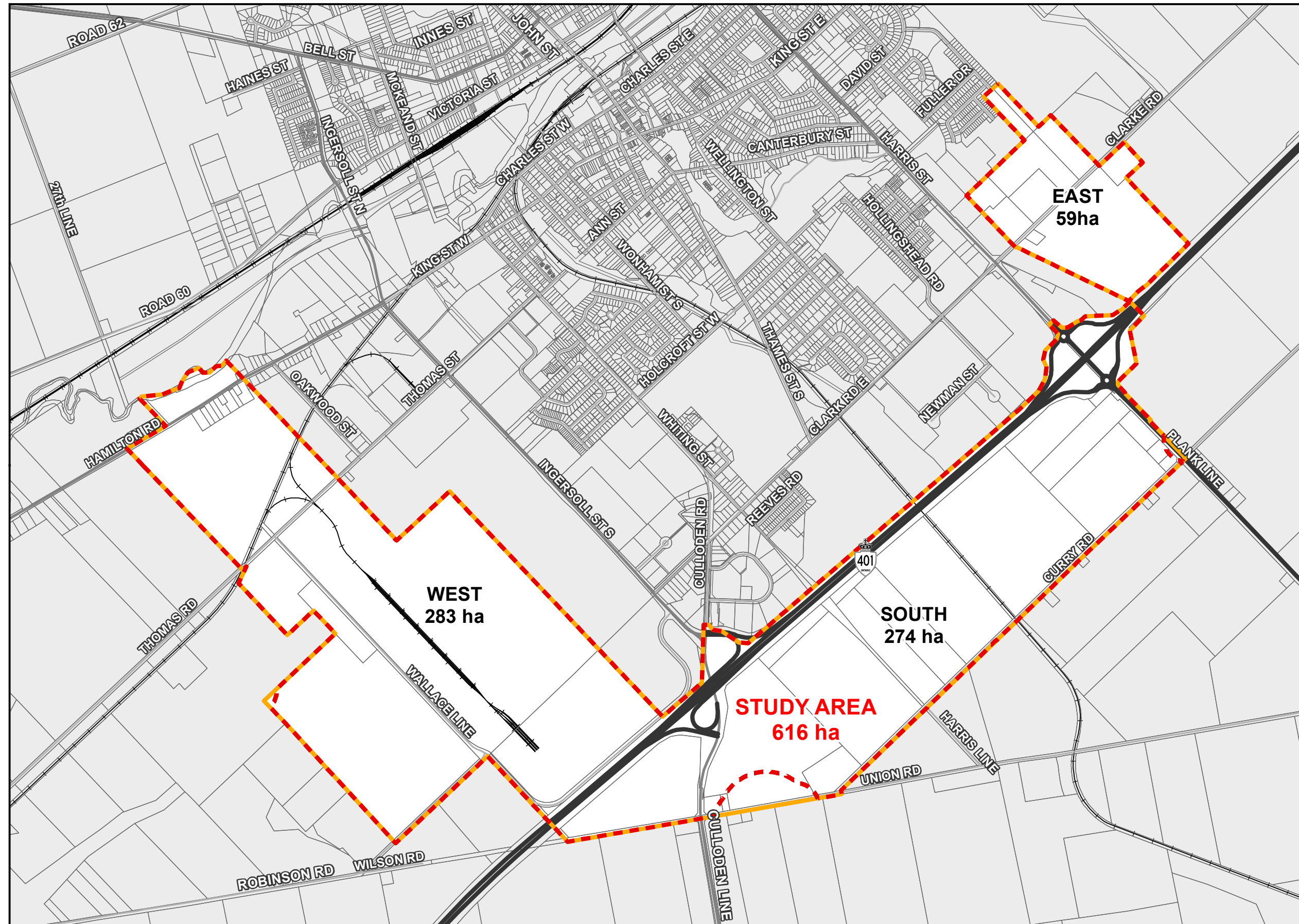
4.3.2 Conflicts with Official Plan

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

Maps

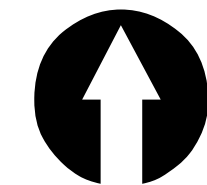
SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 1: SECONDARY PLAN AREA LIMITS

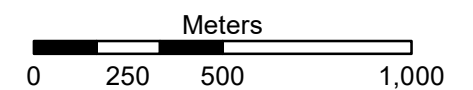


Legend

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



NORTH



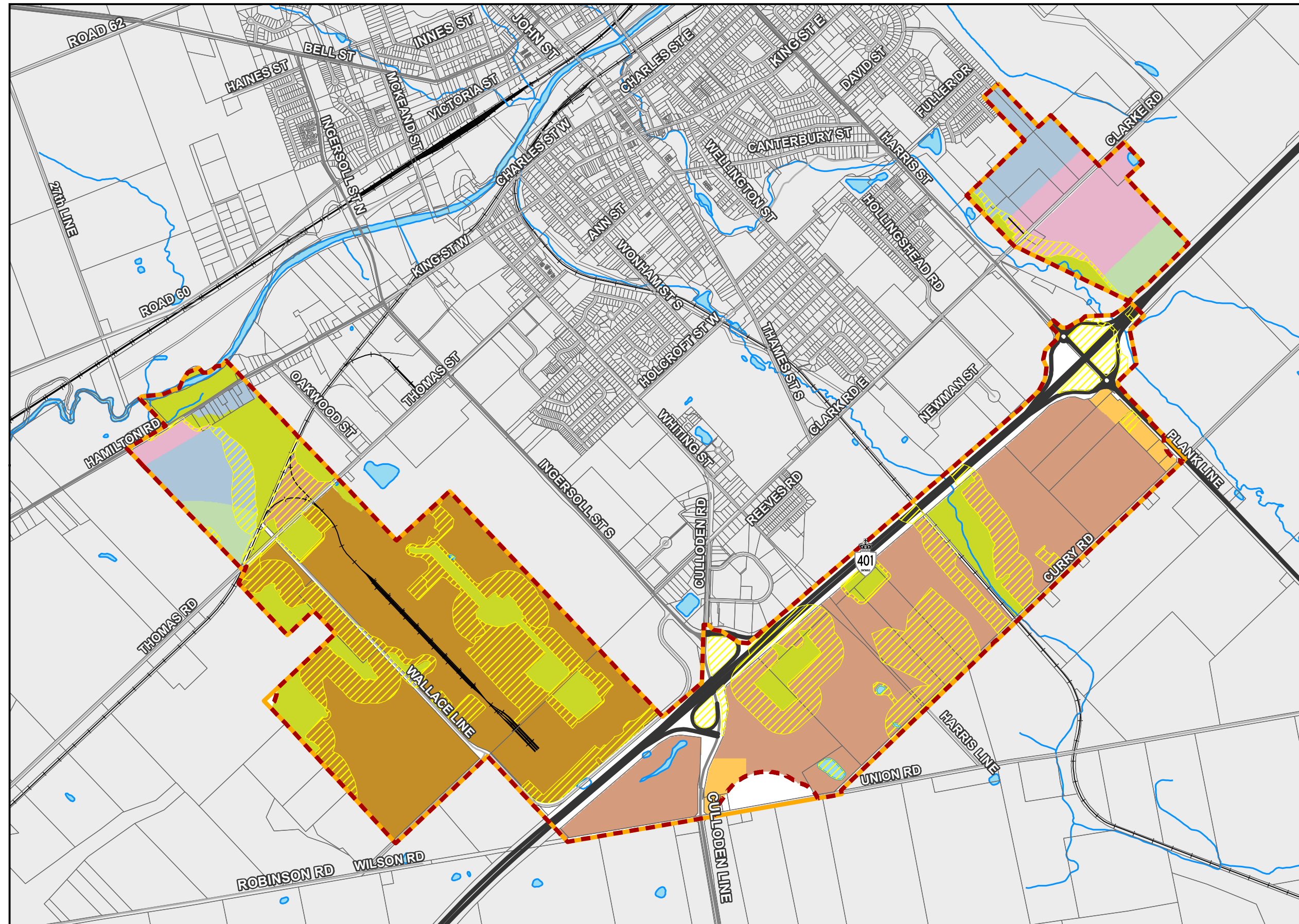
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Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

January 08, 2024

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SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 2: LAND USE PLAN



Legend

Settlement Area

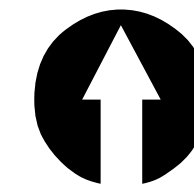
Study Area

Land Use

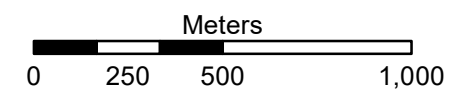
- Low Density Residential
- Medium Density Residential
- Service Commercial
- Open Space
- Environmental Protection
- Industrial
- Prime Industrial
- Adjacent Lands

Oxford County

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



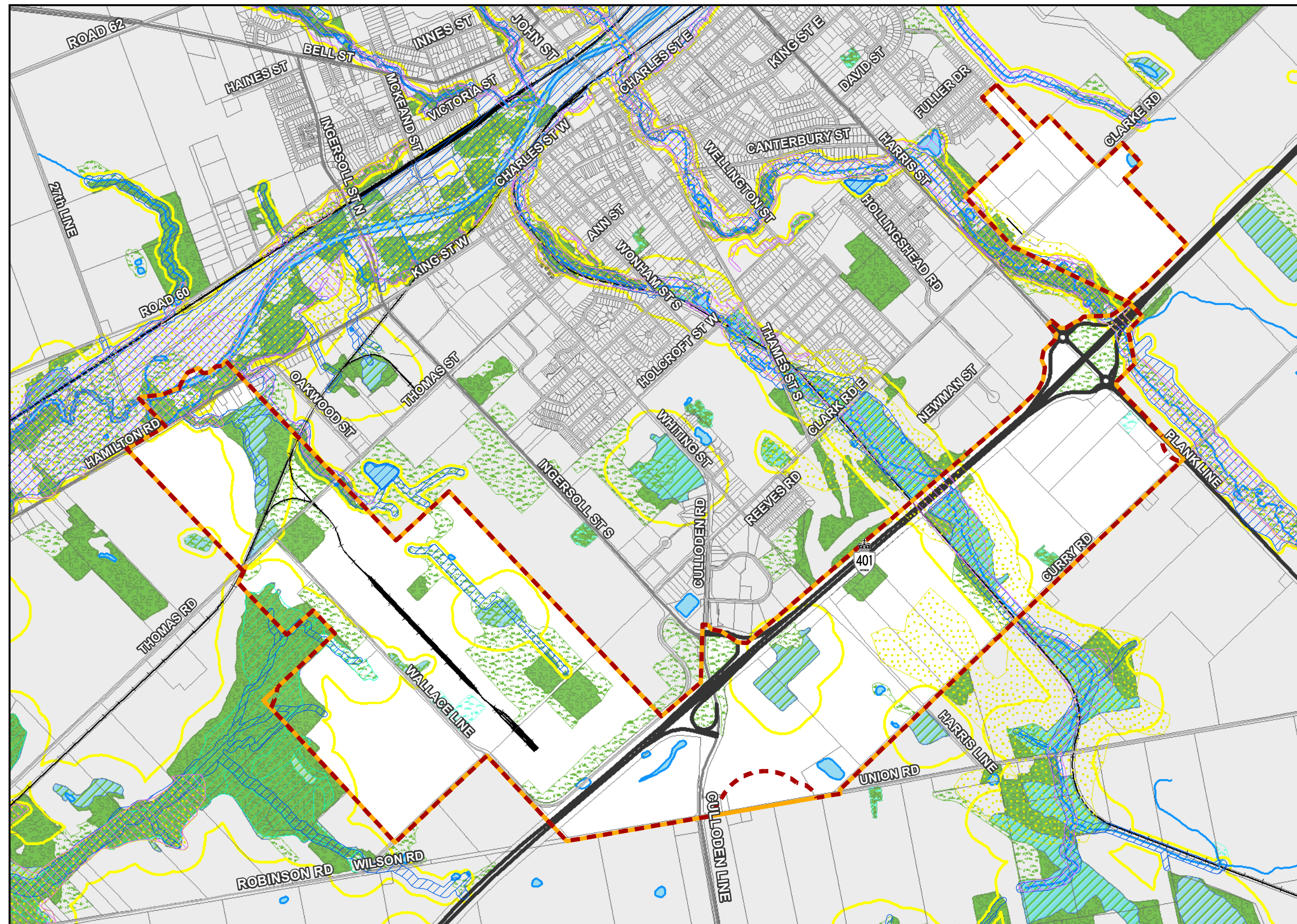
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 Dillon Consulting Limited
 Map Checked by: KM
 Dillon Consulting Limited
 January 09, 2024
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SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

MAP 3: NATURAL ENVIRONMENT AND HERITAGE



Legend

- Settlement Area
- Study Area

Oxford County

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

Oxford Natural Heritage System

- Evaluated Wetland
- Wetland minus PSWs
- Unevaluated Wetland
- Woodlands
- Meadows/Thickets
- Meadows/Thickets (Other)
- Significant Valleylands (Draft)

Upper Thames River Conservation Authority

- Erosion Hazard Limit
- Flood Hazard Limit
- Regulation Limit

MNRF

- Five Point Woods (PSW)

NORTH

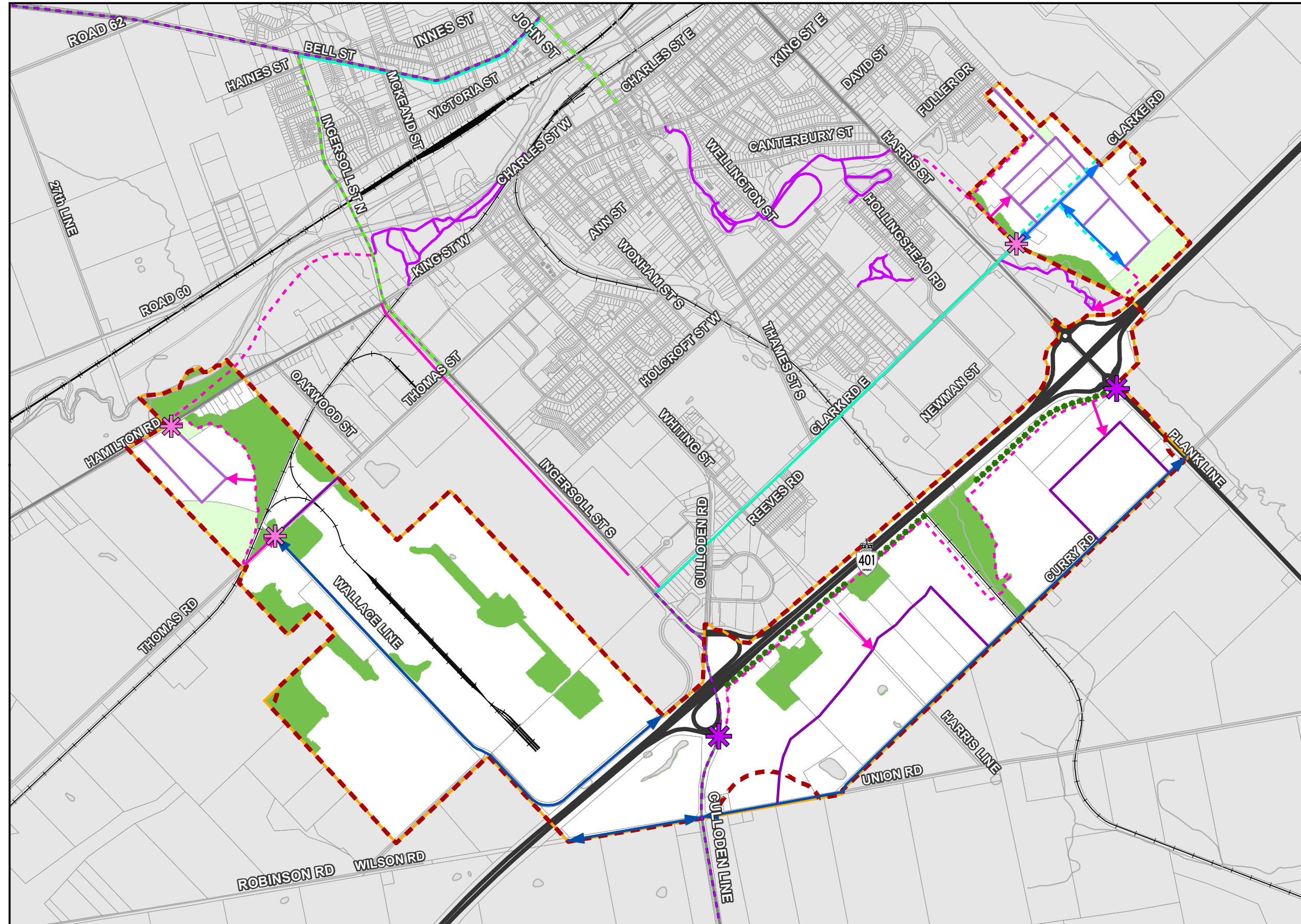
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Map Checked by: KM
Dillon Consulting Limited
December 20, 2023
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SOUTH WEST INGERSOLL SECONDARY PLAN

MAP 4: PUBLIC REALM IMPROVEMENT AND ACTIVE TRANSPORTATION PLAN



Legend

- Settlement
- Study Area
- Environmental Protection

Proposed Public Realm Improvements

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

Existing and Planned AT

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

Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

January 09, 2024
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NORTH

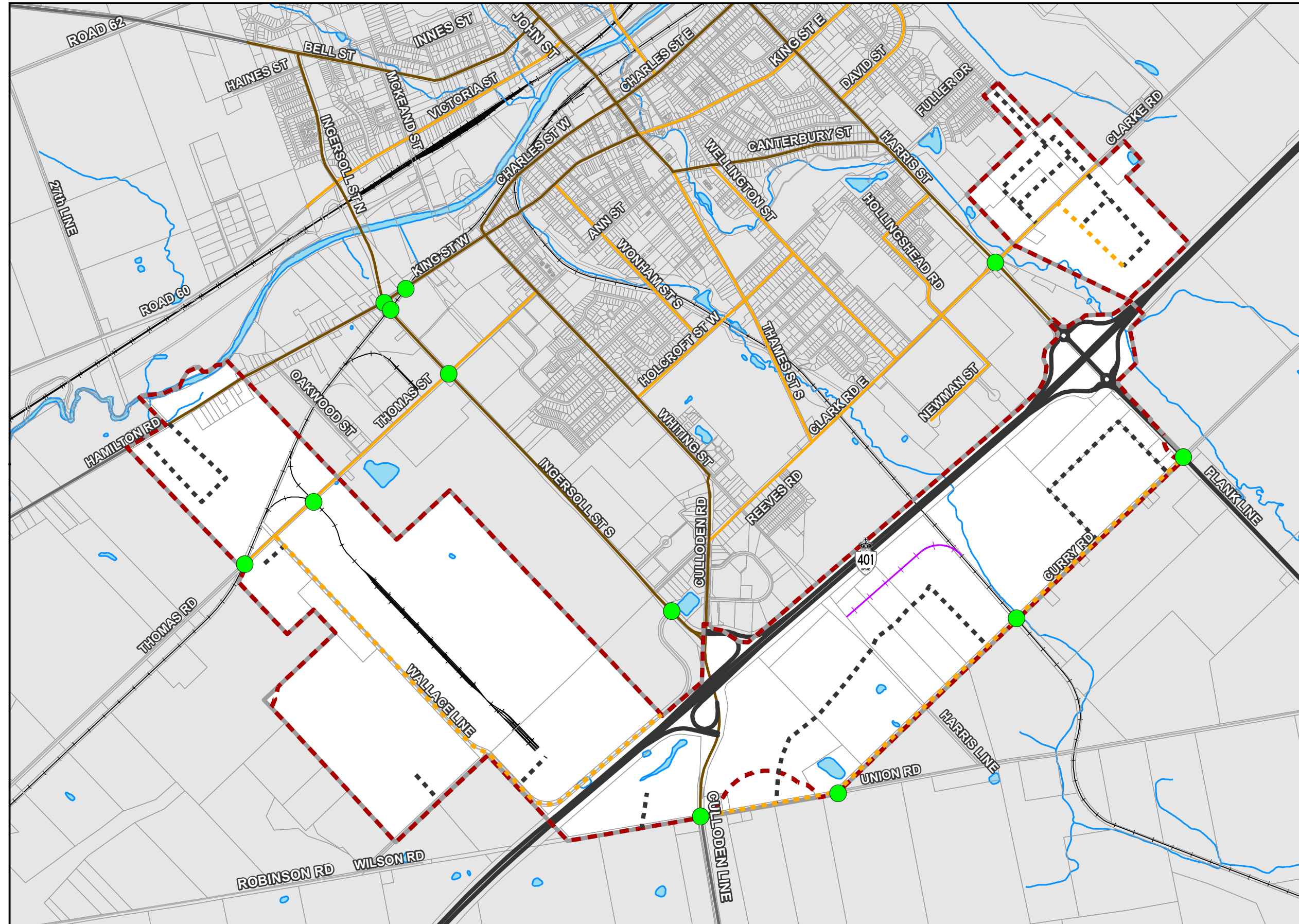
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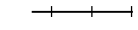
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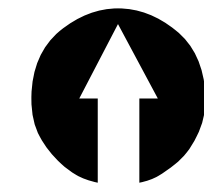
SOUTH WEST INGERSOLL SECONDARY PLAN

MAP 5: TRANSPORTATION PLAN

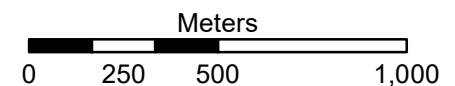


Legend

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



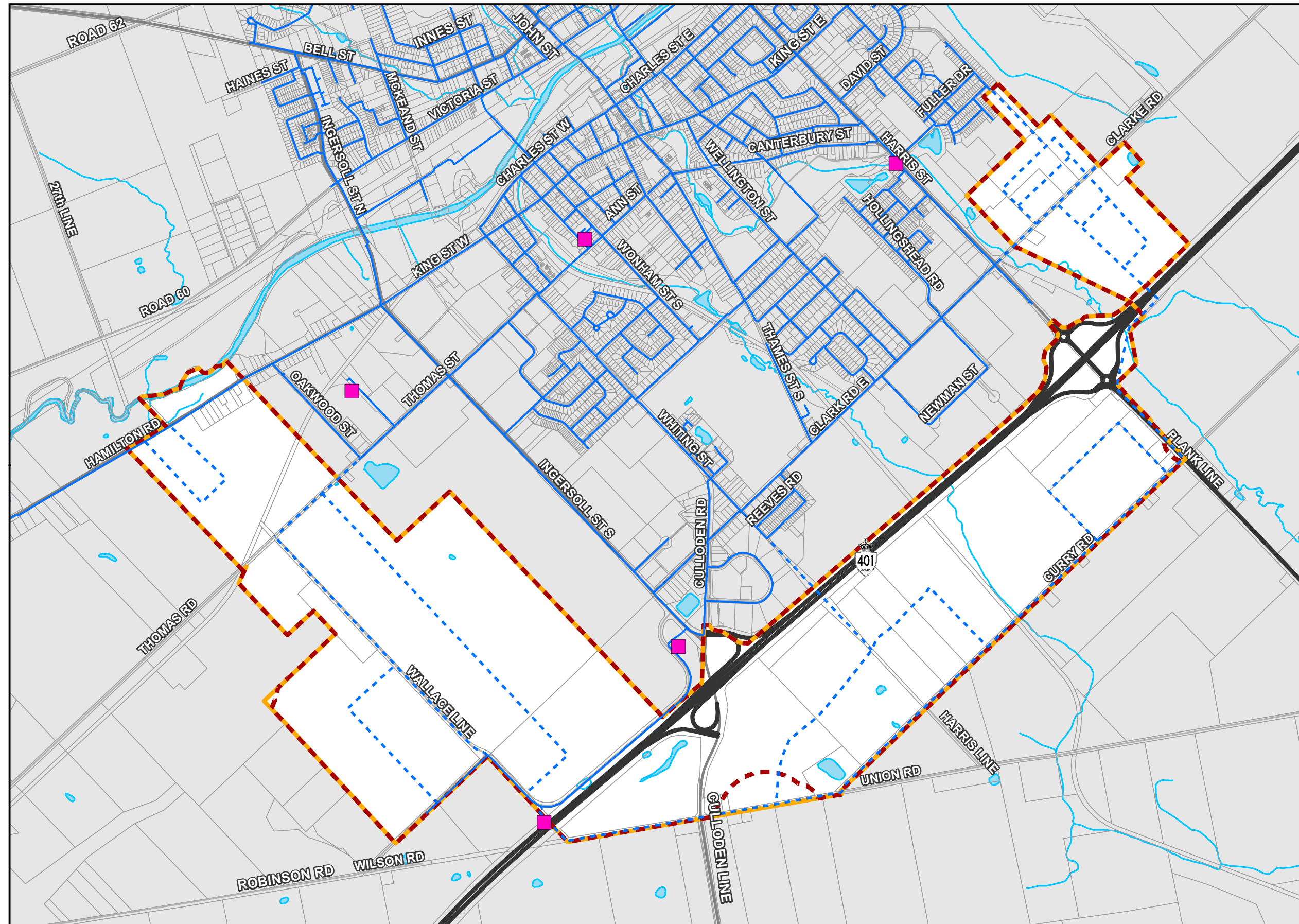
NORTH






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

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

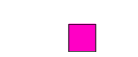



MAP 6: CONCEPTUAL WATERMAIN

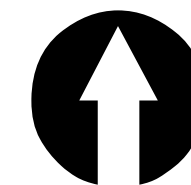


Legend

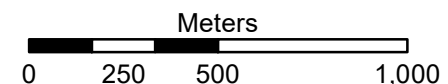
-  Settlement
-  Study Area
-  Proposed Trunk Watermain

Oxford County

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



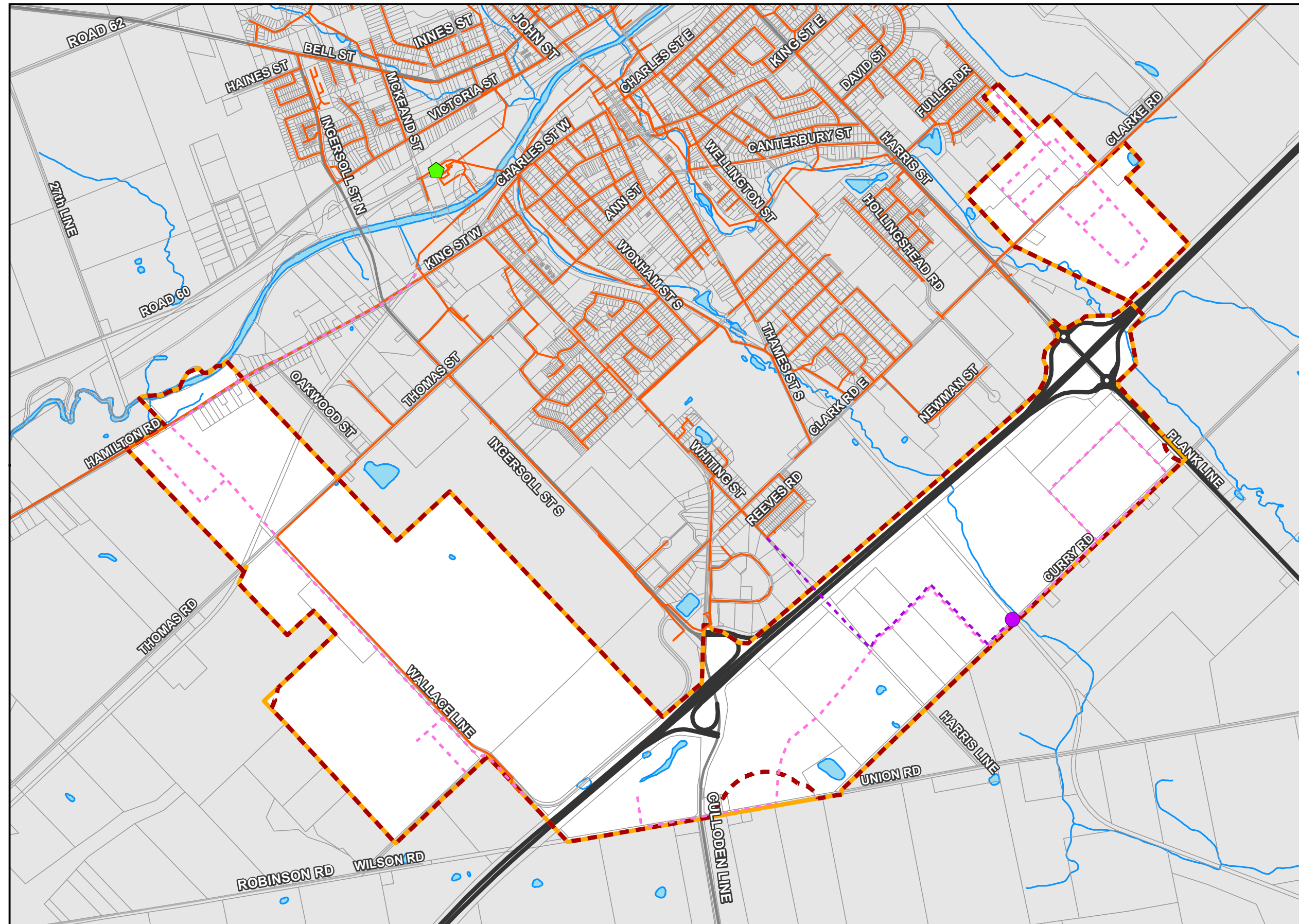
NORTH



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 Dillon Consulting Limited
 Map Checked by: KM
 Dillon Consulting Limited
 December 20, 2023
 Scale 1:20,000

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN





MAP 7: CONCEPTUAL SANITARY

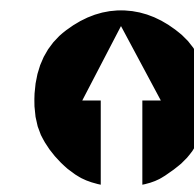


Legend

-  Settlement Area
-  Study Area
-  Proposed Sanitary Pump Station
-  Proposed Sanitary Forcemain
-  Proposed Gravity Sanitary Sewer

Oxford County

-  Ingersoll Wastewater Treatment Plant
-  Existing Sanitary Sewer
-  Watercourse
-  Waterbody



NORTH

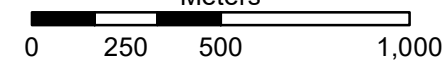


Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

December 20, 2023

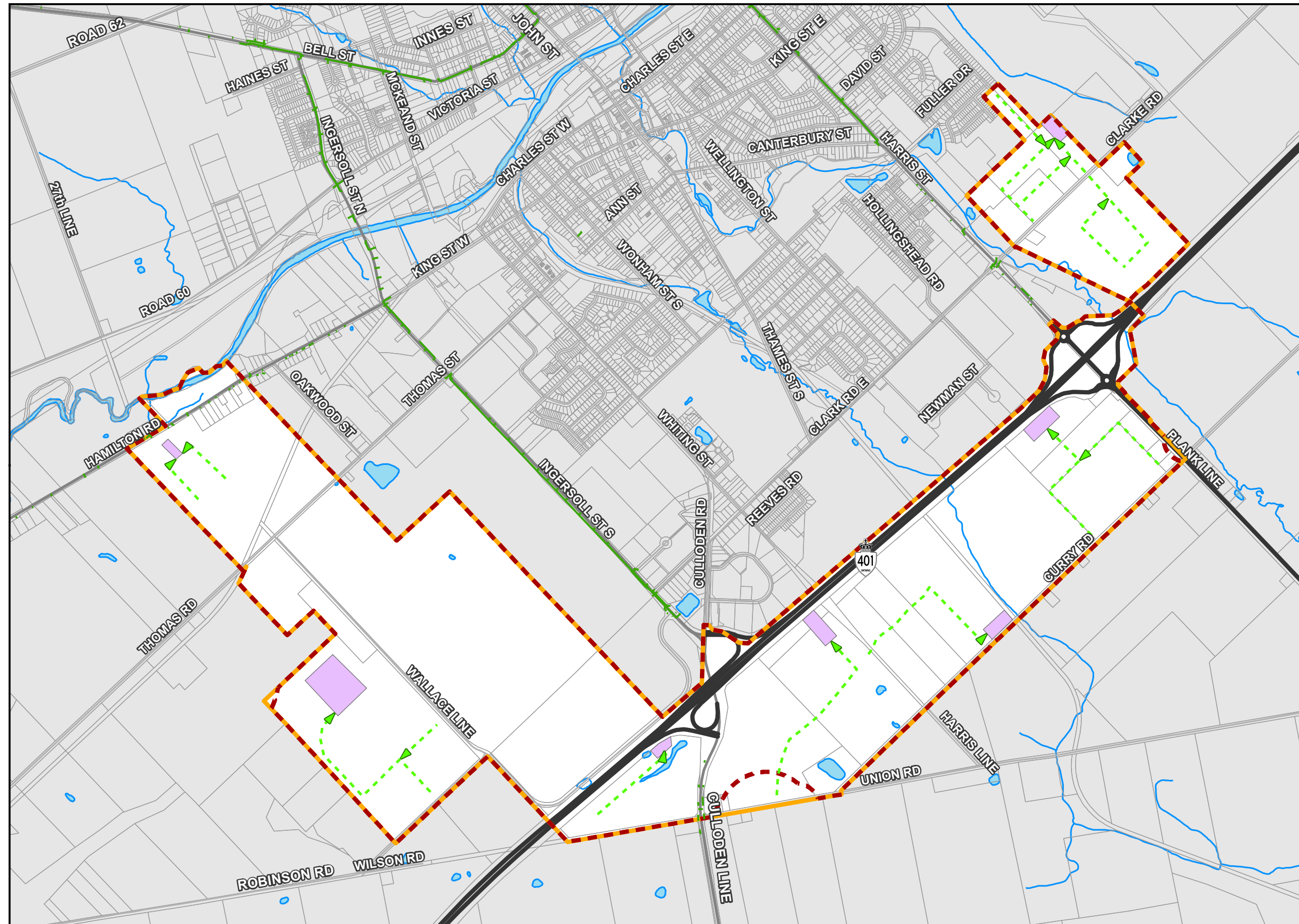
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Meters







SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN




MAP 8: CONCEPTUAL STORM

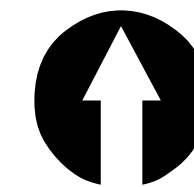


Legend

-  Settlement
-  Study Area
-  Proposed Storm Sewer and Flow Direction
-  Proposed SWM

Oxford County

-  Existing Storm Sewer
-  Watercourse
-  Waterbody



NORTH

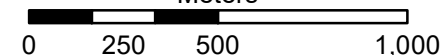


Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

December 20, 2023

Scale 1:20,000

Meters



Appendix A

EIS Terms of Reference

Environmental Impact Study Terms of Reference

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

General Policies

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

The EIS will have consideration for the following:

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

Existing Conditions

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

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

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

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

Constraints Map

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

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

Impact Assessment

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

Recommendations and Mitigation Measures

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

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

Monitoring

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

Conclusion

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

Appendix B

Possible Required Studies to Support a Development Application

Possible Required Studies to Support a Development Application

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

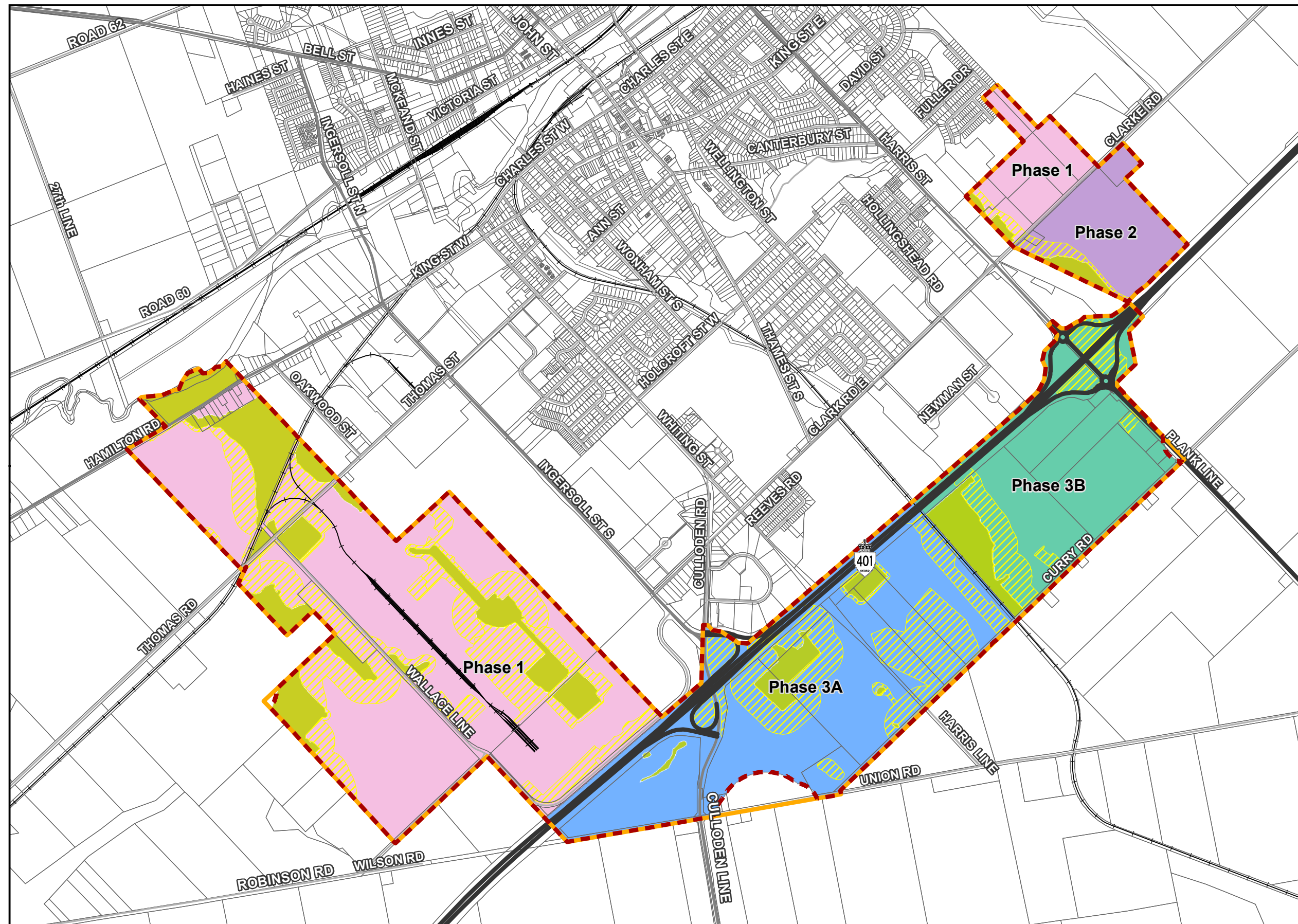
- Transit Assessment
- Transportation Demand Management Options Report

Appendix C

Phasing Plan

SOUTH WEST INGERSOLL 2021 AREA SECONDARY/SERVICING PLAN

APPENDIX A: PHASING PLAN



Legend



Settlement



Study Area

Land Use

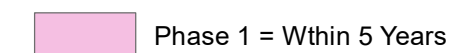


Environmental

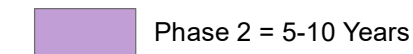


Adjacent Lands

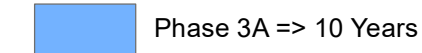
Phasing Plan



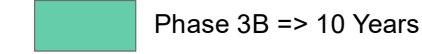
Phase 1 = Within 5 Years



Phase 2 = 5-10 Years



Phase 3A => 10 Years



Phase 3B => 10 Years

Oxford County



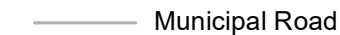
Property Parcels



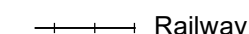
Provincial Road



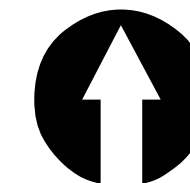
County Road



Municipal Road



Railway



NORTH



Map Prepared by: PFM/ZJB
Dillon Consulting Limited
Map Checked by: KM
Dillon Consulting Limited

January 09, 2024

Scale 1:20,000

