

CHAPTER 5

FUNCTIONAL SUPPORT ELEMENTS

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5.1 County Transportation Policy

5.1.1 Strategic Approach

In keeping with the fundamental planning principles, as set out in Chapter 2, County Development Strategy, and in order to provide a safe and efficient multi-modal transportation system which moves people and goods into and through the County while meeting the present and future needs of County residents, it is the strategic aim of County Council to:

MINIMIZE
CONFLICT

Minimize conflict between non-local and local traffic by defining a hierarchy of roads within the County that moves people and goods throughout the County efficiently.

NETWORK
IMPROVEMENTS

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

PEDESTRIAN
ENVIRONMENT

Provide a safe, convenient and aesthetically pleasing pedestrian environment, where the County Road system forms part of a designated Village, Serviced Village or Large Urban Centre on Schedule C-3.

IMPROVE INTER-
URBAN LINKAGES

Improve the integration of transportation facilities within the County with services provided by Area Municipalities, adjacent municipalities, and senior levels of government.

5.1.2 County Roads System

ROAD NETWORK
PLAN

The network of public roads in the County of Oxford shall be categorized, upgraded and expanded in accordance with Schedule C-4, County Transportation Plan, and the following policies. The County Transportation Plan categorizes the road system according to function, and identifies planned major 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.

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CLASSIFICATION OF ROADS BY FUNCTION

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

- Provincial Highways - major roads which serve high volumes of inter-urban and long distance traffic movements at high speeds;
- County Roads - major roads which serve moderate to high volumes of inter-municipal and long distance traffic movements between Provincial Highways and between Township Roads;
- Township Roads - minor roads that serve light to moderate volumes of traffic between Provincial Highways and County Roads.

Roads categorized as Provincial Highways, County Roads and Township Roads are shown on Schedule C-4, County Transportation Plan. The road networks of the Large Urban Centres of Woodstock, Tillsonburg and Ingersoll, are shown on Schedules W-5, T-4 and I-4.

CHANGES IN ROAD CLASSIFICATION, ROAD RE- ALIGNMENTS AND NETWORK IMPROVEMENTS

Changes in road classification, road realignment or intersection improvements to a County road will generally result from a County Transportation Study undertaken in accordance with the Class Environmental Assessment requirements. Resulting changes to the road network shown on Schedule C-4, County Transportation Plan, will be incorporated by amendment to this Plan, undertaken in conjunction with the Class Environmental Assessment process.

ROAD STANDARDS

Table 3 contains standards relating to road function, right-of-way requirements, access and parking policies. Such standards shall guide the *development* of the road network indicated on Schedule C-4.

The road networks of the Large Urban Centres of Woodstock, Tillsonburg and Ingersoll, as shown on Schedules W-5, T-4 and I-4, shall be developed in accordance with the standards established in Tables 4, 5 and 6.

5.1.2.1 Development Adjacent to County Roads

Development adjacent to the County Road system will be consistent with the design criteria and the road widening and road network improvement policies of Section 5.1.

TABLE 3
COUNTY OF OXFORD
RECOMMENDED ROAD STANDARDS

Classification	Function	Right of Way (Metres)	Property Access & Curbside Parking Policy
Provincial Highway	<ul style="list-style-type: none"> - High Volume through traffic movement - free flow, high speed 	Established by the Province	<ul style="list-style-type: none"> - Restricted access to abutting property subject to Provincial approvals.
County Roads	<ul style="list-style-type: none"> - Moderate to high volumes of inter-municipal and long distance traffic movements between Provincial highways and between Township roads. 	26 metres (85 ft) (within designated settlements) 31 metres (100 ft) (in rural areas)	<ul style="list-style-type: none"> - Direct access to abutting property shall be limited where possible. - New residential lots adjacent to County Roads within settlements 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 by the Area Municipality within designated settlements.
Township Roads Amendment No. 27	<ul style="list-style-type: none"> - Carry light volumes of traffic moving between points of origin and the road system. 	15-20 metres (50-66 ft)	<ul style="list-style-type: none"> - Full access to abutting property where the road is maintained year round at a reasonable standard of construction. Where only seasonal maintenance is provided access may be prohibited. - Parking permitted except where restricted by municipal by-laws.

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In addition, any *development* which could preclude or negatively impact the intended use of preferred alignments determined through the Environmental Assessment process, which are required to meet projected needs, shall not be permitted.

LARGE URBAN CENTRES

In addition to the policies of this Section, the transportation policies of Sections 7.6, 8.7 and 9.6 will also apply to County Roads within the Large Urban Centre designation.

DESIGN CRITERIA

The following design criteria apply to *development* adjacent to County Roads:

INTERSECTIONS WITH LOCAL STREETS

The design of residential plans of subdivisions shall minimize the intersection of local streets with County roads. Severances that would result in multiple individual access points on County Roads will be discouraged.

MAJOR INTERSECTION SEPARATION

There should be sufficient separation between major intersections to allow for the efficient operation of traffic control devices.

RESTRICTED ACCESS

The subdivision of lands adjacent to a County Road for the purpose of low density residential *development* will generally provide for reverse frontage lots or other suitable measures that minimize vehicular access from individual properties to the County Road.

COMMON ACCESS

The subdivision or severance of land adjacent to a County Road, for purposes other than low density residential *development*, shall minimize the number of access points to the County Road through measures such as the provision of common driveways or a service road.

POTENTIAL ROAD RE-ALIGNMENTS

Potential road re-alignments identified through a County Transportation Study and incorporated into this Plan on Schedule C-4 are intended to generally depict the anticipated final alignment of the future road system. Minor modifications to a potential road re-alignment, as recommended by the County Public Works Department, may be made without the necessity of an amendment to the Official Plan, subject to County Council approval.

PROTECTION OF POTENTIAL ROAD IMPROVEMENTS

New *development* shall provide for the protection of potential road re-alignments and network improvements indicated on Schedule C-4. Required road allowances may be acquired by the County through dedication, purchase or expropriation, as appropriate.

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5.1.2.2 Road Widening Policies

The County and/or the Area Municipality shall provide for the widening of existing road allowances to the road allowance standards established in Table 3 to this Plan. Privately owned land needed for road allowance widening may be required to be dedicated to the County and/or Area Municipality through 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 of the approval of site plans for *development*, any County or Township Road that has less than the maximum required road allowance shown on Table 3 shall be regarded as a road to be widened.

WIDENING FROM A DEDICATION THROUGH SITE PLAN CONTROL

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 the 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 County 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 3, 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:

- where a parcel of land has been acquired by the County or the Area Municipality but the widening of the road is not imminent, the County and/or the Area Municipality may allow for the private interim use of the parcel; and

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- where a road widening is not imminent, the County or the Area Municipality 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.

REDUCED WIDENING REQUIREMENTS

County Council or the Area Council may waive or accept less than the maximum road widening requirement where the nature of existing *development*, topographic features or other constraints or natural features make it impractical or undesirable to widen the road to the established road allowance requirement.

SETBACKS

The Zoning By-Law shall provide for the measurement of setback requirements from the centreline of the required municipal road allowance for new *development* to ensure that new buildings and structures do not interfere with potential future widenings.

Development adjacent to Provincial Highways shall have adequate setbacks as determined by the Ministry of Transportation and shall require access permits from the Ministry.

TREE MAINTENANCE

Where road widenings and other road network improvements are contemplated, reference should be made to Section 3.2.7.1.2 regarding tree planting, replacement and maintenance policies.

5.1.2.3 Road Network Improvements

County Council will maintain a continuous program of improvements to major intersections and to bridges and railway crossings in accordance with 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 Schedules C-4, I-4, T-4 and W-5.

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

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Privately owned land adjacent to intersection improvements as indicated on Schedules C-4, I-4, T-4 and W-5 may be required by the County or the Area for daylight triangles to provide a maximum 15 metre (49 foot) sight triangle in addition to the widenings required under the policies for road widenings at intersections. Land needed for daylight triangles may be dedicated to the County and/or Area Municipality through a condition of subdivision, land severance, site plan approval or other legislated means.

RAILWAY
CROSSING
IMPROVEMENTS

This Plan provides for the elimination of or improvements to level railway crossings as indicated on Schedules C-4, I-4, T-4 and W-5.

BRIDGE
IMPROVEMENTS

It is the intent of this Plan that as future improvements are made to the existing bridges, that the improvements be designed to accommodate the type of road proposed on Schedules C-4, I-4, T-4 and W-5.

ROAD
IMPROVEMENTS
ASSOCIATED WITH
MAJOR
DEVELOPMENT
PROPOSALS

County Council and/or Area Council when evaluating major *development* proposals, shall consider the potential effect of the *development* on the safety, efficiency and volume of traffic flow on adjacent County Roads. Property owners may be required to contribute to the cost of road improvements which, in the opinion of County 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 the County and/or the Area Municipality in considering traffic concerns and road improvement needs related to a major *development* proposal, an applicant may be required to prepare a traffic impact assessment.

SAFE PEDESTRIAN
ENVIRONMENT

5.1.3 Pedestrians

County Council shall make pedestrian facilities within the County Road system safer and more convenient to use by:

SIDEWALKS

Generally requiring the provision of sidewalks on both sides of County Roads within designated Villages, Serviced Villages or Large Urban Centres except where the road is within an *Employment Area*, sidewalks may be provided only on one side of a street.

DRAINAGE

Ensuring that sidewalks associated with the County Road system are sufficiently setback from adjacent roadways and adequately drained.

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BARRIER FREE ACCESS

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

MAINTAIN EXISTING NETWORK

The existing pedestrian network associated with the County Road system shall be maintained, and replaced where appropriate by the Area Municipality with jurisdiction.

5.1.4 *Bicycling*

BICYCLING AS AN ALTERNATIVE MODE

County Council recognizes 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 bicycling as a means of transportation.

BICYCLING PLAN

County Council may prepare a Bicycling Plan which will establish comprehensive bicycling networks and will determine the priorities for bicycling facility improvements. When a Bicycling Plan is prepared, County Council will seek the co-operation of the Ministry of Transportation, the Area Municipalities and the affected agencies to provide for the integration of bicycling facilities.

IMPLEMENTATION

When a Bicycling Plan is prepared, County Council may implement bicycle network improvements as part of its continuous program of transportation network improvement.

5.1.5 *Inter-Urban Transportation*

In recognition that the County of Oxford is linked to other parts of the Province through road, railway and airport networks and that accessibility is integral to fulfilling many of the policy objectives of this Plan, it is a policy of County Council:

INTEGRATION OF COUNTY/ PROVINCIAL/ LOCAL ROADS SYSTEMS

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

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BILLBOARDS

That the County will continue to support the position that visual pollution along Provincial Highways and County Roads, particularly in the form of field advertising, is aesthetically unacceptable in that it blocks the view of the rural countryside. The County and Area Councils will act to prevent new sources of visual pollution along Provincial Highways and County Roads by enacting and enforcing appropriate by-laws, by liaison with the Province and other authorities and by other methods deemed appropriate.

RAIL SERVICES

That the County will actively pursue the maintenance and improvement of rail service sufficient to meet the needs of County residents and Area Municipalities.

INTEGRATION OF COUNTY AND AREA MUNICIPALITIES BICYCLE/ PEDESTRIAN NETWORKS

That in the *development* and improvement to bicycle or pedestrian networks associated with the County Road System, the County will, where feasible, integrate County facilities with those of the Area Municipalities.

TILLSONBURG AIRPORT

To recognize Tillsonburg Airport as an important and integral part of the transportation system in the County and to ensure compliance with the Federal Government Aeronautics Act and Regulations which provide that buildings and structures in the vicinity of airports not interfere with the movement of air traffic. To ensure the long-term operation of the Tillsonburg Airport is protected, the *development* or expansion of *sensitive land uses* within the vicinity of the airport shall only be permitted in accordance the policies of Section 3.3.3.1. New *development* on the airport site may be subject to site plan control to address compatibility with neighbouring land uses through appropriate design and buffering.

ABANDONED RAILWAY CORRIDORS

That prior to permitting the division of abandoned railway corridors in the County, County Council must be satisfied that the corridor is not required for transportation or utility and *infrastructure* purposes and that the corridor cannot be used to link environmentally significant features or elements of the Natural Heritage System in Section 3.2.

PROPOSED RECREATIONAL USE

Recreational uses of an abandoned railway corridor will only be permitted subject to the underlying land use designation. Full public consultation will be undertaken to consider the compatibility of the proposed recreational use with adjacent uses and to evaluate outstanding concerns of abutting property owners. In addition to the policies of the underlying land use designation, the following requirements will be satisfied for the proposed recreational use:

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- the authority owning the railway corridor must demonstrate that an environmental audit was completed for the property and that the prescribed measures have been undertaken to mitigate potential effects on new uses as well as off-site effects on abutting lands. Such an audit will address the assessment, containment or removal of environmental contaminants remaining in the right-of-way.
- prior to the establishment of the recreational use, consideration will be given to permit farming as an interim use of the rail property in rural areas;
- access for the owners of farmland severed by a rail right-of-way will be provided by means of an easement over the recreational use;
- the recreational use shall occupy only that portion of the corridor considered necessary for the use. Excess land will be encouraged to be offered to adjacent land owners for purchase or lease;
- recreational uses of abandoned rail corridors shall be subject to site plan control to address such issues as fencing, buffering and screening and separation distances of any proposed structures from existing farm buildings and structures.

5.0

Functional Support Elements

INTRODUCTION

5.2 Public Services, Utilities and Infrastructure

Changes in the telecommunications industry along with increasing demands for timely information have contributed to the need for high-volume communications corridors and facilities in addition to the need for traditional utility corridors associated with hydro-electric power lines, oil and gas lines, sewer and water *infrastructure* and transmission lines for the conveyance of other materials. Since the location of communication and transmission facilities and the expansion of existing facilities can result in significant impacts on both the natural and human built environments, it is important that these facilities be designed and located to minimize *negative impacts* associated with them.

5.2.1 Strategic Approach

In keeping with the fundamental planning principles as outlined in the County Development Strategy relating to the protection of the agricultural land base, the minimization of impacts on the natural environment and the promotion of economic development opportunities, it is the strategic aim of County Council within its legislative authority to:

COMMUNICATION NETWORKS

Permit the establishment of electronic communications networks including fibre optics, telecommunications and satellite networks within the County as well as appropriately located transmission facilities where required.

MINIMIZE IMPACTS

Minimize the physical, visual and social impacts of communications and other *infrastructure* corridors and transmission facilities on the agricultural land base, on the natural environment and on existing *settlements* in the County.

MULTIPLE USE CORRIDORS

Promote the use of existing transportation and utility corridors for new or expanded *infrastructure* and to make use of utility corridors within designated *settlements* for activities such as recreational trails and pedestrian movement.

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SERVE COUNTY
BUSINESS AND
RESIDENTS

Promote the expansion of the delivery of hydro-electric, natural gas, and communication services in the County to designated *settlements*, businesses and industries and the agricultural sector.

COORDINATION
AND INTEGRATION

Provide *infrastructure* and *public services* in a coordinated, efficient and cost effective manner and integrate the planning of such facilities with planning for growth. Where feasible, *public services* will be co-located to promote cost effectiveness and service integration.

OPTIMIZE
EXISTING
INFRASTRUCTURE
AND PUBLIC
SERVICES

Where feasible, the use of existing *infrastructure* and *public services* facilities should be optimized, prior to developing new *infrastructure* and *public services*.

5.2.2 Public Services

PUBLIC SERVICES
– DEVELOPMENT
POLICIES

Public services include such facilities as public administration buildings, police, fire and ambulance stations, schools and libraries. Specific policies guiding the location and development of *public services* are provided in Chapter 6, Rural Settlement Land Use Policies, Chapter 7, City of Woodstock Land Use Policies, Chapter 8, Town of Tillsonburg Land Use Policies and Chapter 9, Town of Ingersoll Land Use Policies.

5.2.3 Utility and Infrastructure Development Policies

WHERE
PERMITTED

Public utilities and *infrastructure* shall be permitted in all land use designations set out in this Plan in accordance with the following policies.

AGRICULTURAL
LANDS

New *infrastructure* will be permitted on agricultural lands within the Agricultural Reserve and Open Space designations only if it has been approved through an environmental assessment process. New easements for the creation of *infrastructure* may be permitted within the Agricultural Reserve and Open Space designations where the facility cannot be accommodated through the use of existing utility rights-of-way.

ENVIRONMENTAL
PROTECTION
DESIGNATION

Public utilities and *infrastructure* in any Environmental Protection designation will be consistent with the policies of Section 3.2.4 and 3.2.6.

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RESIDENTIAL,
COMMERCIAL AND
INSTITUTIONAL
AREAS

Electrical power supplies, telephone service and other utilities and cable shall whenever possible be placed underground at the time of installation. Replacement of overhead utilities in *settlement* areas with underground installations is encouraged.

Major transmission lines will be permitted to be placed above ground to facilitate maintenance.

ANCILLARY
STRUCTURES

Structures which are ancillary and integral for the functioning of the utility such as pumping stations or switching facilities, and any lots created to accommodate them, will utilize the minimum amount of land necessary and will be located to provide convenient access without creating visibility problems from the road network. Ancillary above ground structures will be architecturally and visually harmonious with the surrounding area to the satisfaction of the Area Municipality. Ancillary structures will be subject to Section 3.2 and the policies of this Section.

REQUIREMENTS
FOR
DEVELOPMENTS

Before any *development* is approved, the County and the Area Municipality shall be assured that necessary utilities and *infrastructure* will be provided. The cost of extending services into the *development* will be the responsibility of the developer.

LANDS FOR
UTILITIES

Where land is required for utility easements, regulating stations, sub-stations, pumping stations, sewage lift stations, holding ponds, reservoirs or similar facilities and for emergency access, such land shall be provided to the appropriate agency by the proponent as a condition of approving plans of subdivision, *development* or redevelopment applications, and consents for land severances.

PROTECTION OF
PLANNED
CORRIDORS

New *development* which could preclude or negatively impact the intended use of corridors identified through a *provincial plan* or preferred alignments determined through the Environmental Assessment process, and which are required to meet projected needs for public utilities or *infrastructure* shall not be permitted.

5.2.4 New or Expanded Transmission Corridors

When reviewing a proposal to establish or expand communications and transmission networks, corridors or facilities the County and/or Area Municipality will apply the following criteria when commenting to federal and provincial approval authorities:

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ENVIRONMENTAL FEATURES

That corridors and facilities be located to avoid lands designated Environmental Protection Area and land containing locally important environmental features and be constructed and maintained to minimize loss of flora, fauna or aquatic life.

AGRICULTURAL LANDS

That new facilities utilize existing utility easements and transportation corridors wherever feasible to minimize the use of high capability agricultural lands. New easements and transmission towers will be the minimum width necessary for utility function and, where possible, towers and other fixtures will be located on lot or fence lines, hedge rows or the edges of agricultural holdings to minimize interference with agricultural operations.

EASEMENTS

In order to minimize agricultural land fragmentation, new utility corridors be established as easements rather than through land purchase.

ROAD CROSSINGS/ USAGE

Where a utility is located within any road allowance, or right-of-way within the County of Oxford, the approval of County Council and/or Area Council will be obtained and the road allowance or right-of-way be restored to a condition acceptable to the County or Area Municipality.

MULTIPLE USE OF CORRIDORS

Where utility corridors exist or are proposed within designated *settlements*, such corridors will be considered for inclusion within the leisure network.

AMENDMENT No. 197

5.3 Waste Management

5.3.1 Strategic Approach

In keeping with the fundamental planning principles, including the concept of sustainability, as set out in Chapter 2, County Development Strategy, and to effectively manage and reduce waste generation and disposal in the county, it is the strategic aim of County Council to:

OBJECTIVES

CONSERVER SOCIETY

Facilitate, encourage, incent and promote the concept of the conserver society based on the prudent, efficient and sustainable use of natural resources, and on a waste management hierarchy of reduction, reuse, recycling and recovery, with disposal as a last resort.

*SUSTAINABLE WASTE
MANAGEMENT*

Implement an integrated and sustainable waste management system for collecting, processing and disposing of municipal solid waste generated in Oxford County, incorporating the principles of reduce, reuse, recycle and recover in a manner that is beneficial to the environment, the community and the economy.

*RESOURCE
CONSERVATION AND
EDUCATION*

Promote the environmental, community and economic benefits of resource conservation and recovery, including education and promotion of Oxford's Waste Management Strategy.

MINIMIZE WASTE

Minimize the amount of waste generated and disposed of within Oxford County and maximize the diversion of recyclable, organic and household hazardous materials within the County.

MINIMIZE IMPACTS

Ensure that the negative impacts and adverse effects of waste disposal areas and facilities on the social and natural environment are minimized.

*PRIVATE SECTOR
OPPORTUNITIES*

Consider innovative private sector waste management projects and programs to divert recyclable, organic and recoverable materials from the County landfill site, including appropriate waste reduction and material recovery practices.

AMENDMENT No. 197

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PROMOTE USE

Promote the use of recyclable, recycled and recovered materials by encouraging industry, commercial establishments, institutions and households to improve their manufacturing, operating, sales and housekeeping practices in order to reduce the amount of material entering the solid waste stream.

AMENDMENT No. 197

*COUNTY LANDFILL
SITE*

Maximize the planned life of the Oxford County Landfill through the continuous application of the principle of reduce, reuse, recycle and recover.

AMENDMENT No. 197

NEW LANDFILL SITES

Consider and evaluate proposals for new landfill facilities in Oxford on the basis of the County's needs, public safety, environmental and community impact and consistency with the goals and objectives of this Plan.

AMENDMENT No. 197 AS
APPROVED BY LPAT
FILE PL160706

AMENDMENT No. 197 AS
APPROVED BY LPAT
FILE PL160706
(ALL OF SECTION 5.3.2)

5.3.2 Policies

WASTE DIVERSION

The County will establish targets for the diversion of material from the municipal, as well as the industrial, commercial and institutional waste streams with an over-arching goal to achieve the highest total waste diversion rate per capita in Ontario while ensuring such targets and goals are sustainable both economically and environmentally.

NEW LANDFILL SITES

Consider and evaluate proposals for new landfill facilities in Oxford on the basis of the County's needs, public safety, environmental and community impact and consistency with the goals and objectives of this Plan.

*COMPREHENSIVE
WASTE MANAGEMENT
STRATEGY*

Develop, maintain and regularly update a County Waste Management Strategy to establish targets for the reduction and diversion of waste from the County landfill and recommend programs and plans, including financial considerations, for achieving such targets in a cost-effective manner.

In addition, the County will, in conjunction with appropriate groups and agencies, other levels of government and the Area Municipalities, pursue public education programs regarding the concepts of sustainability, conserver society and the principles of reduce, reuse, recycle and recover.

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RESOURCE RECOVERY

Investigate and evaluate resource recovery techniques associated with the disposal of waste generated within the County, including energy from waste facilities, as an option for maximizing the economic potential of the County's solid waste, and support the development of long-term viable markets for resources recovered from waste.

DEVELOPMENT CRITERIA

In order to support the waste diversion targets and comprehensive waste management strategy, the County and Area Municipalities shall provide for appropriate design criteria for waste management facilities as part of the development approval process. Specific measures for multiple unit residential development design shall be provided in the relevant sections of this Plan.

(ALL OF SECTION 5.3.2)
AMENDMENT NO. 197 AS
APPROVED BY LPAT
FILE PL160706

Amendment No. 197

5.3.3 Existing County Landfill Site and Biosolids Storage Facility

The existing County landfill site is designated on Schedule S-1. It is the only active landfill in the County. Active landfill sites in the County shall be designated in this Plan and appropriately zoned in the Area Municipal Zoning By-law.

In keeping with Oxford's commitment to the concept and principles of sustainability, the County will work toward ensuring that the existing County landfill will meet the needs of County residents, businesses and industry going forward through comprehensive waste management strategies and the implementation of measures that will reduce and divert waste from the County landfill.

While the County will make every effort to reduce and divert waste, and it is not expected that the County landfill will require expansion during the time period of the Plan, it is recognized that it may be necessary to expand this facility at some time in the future to meet the County's waste disposal needs. To this end, the following policies will apply to the existing landfill and any expansion thereto.

ANCILLARY USES

In addition to landfill activities at the County landfill site, the following uses are also permitted:

- waste transfer stations or storage areas, including biosolids storage facilities;
- household hazardous waste storage and processing facilities;
- recycling facilities and resource recovery or reuse operations;
- leachate treatment;

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- Amendment No. 197
- composting operations, subject to an Environmental Compliance Approval issued by the Province of Ontario, if required;
 - solid waste treatment and processing facilities subject to an Environmental Compliance Approval issued by the Province of Ontario.

DEVELOPMENT IN PROXIMITY TO THE COUNTY LANDFILL

During the period of operation of the County landfill site and for a period of 25 years from the year in which the landfill site has ceased to be used, proposals for *development* or a change in the use of land within the landfill, and within 30 metres (98 feet) of the perimeter of the landfill site, shall require a study to evaluate the presence and impact of any adverse environmental effects or risks to public health and safety posed by the landfill, and to determine necessary remedial measures. Development proposals and associated studies require the approval of the Minister of Environment and Climate Change in accordance with Section 46 of the Environmental Protection Act.

Amendment No. 197

Prior to considering a *development* proposal within 500 metres (1640 feet) of the County landfill site, the County and/or the Area Municipality shall be satisfied that potential adverse effects of the landfill on the proposed *development* are identified and that appropriate mitigation measures are incorporated. Such evaluation shall be consistent with the review requirements for development in proximity to former landfill sites in Section 3.3.3.3.

EXPANSION OF THE EXISTING COUNTY LANDFILL

The County of Oxford will require an amendment to this Plan to expand the existing County landfill site. The policies and use restrictions of Section 3.2, Environmental Resource Policies, Section 3.3, Cultural Resource Policies, and any other applicable policies of this Plan shall apply to any such expansion.

OFFICIAL PLAN AMENDMENT CRITERIA

- Where an amendment to this Plan is proposed to expand the existing County landfill site, the County shall be required to demonstrate that:
 - the expansion complies with the provisions and approval requirements of the Environmental Protection Act and any other relevant Provincial legislation and regulations and is consistent with the principles, objectives and policies of this Plan;
 - the expansion is necessary to meet the County's waste disposal needs;

County of Oxford Official Plan

Amendment No. 197

- the impact on individuals and communities has been assessed through a systematic process which identifies the potential risks to human health and the said assessment demonstrates that there will be no significant adverse effects thereto;
- the impact on agriculture, mineral and petroleum resources, and off-site ground and surface water resources, air quality, noise, and other social and community impacts resulting from the expansion of the landfill facility has been assessed and that the said assessment demonstrates that there will be no significant adverse effects;

Amendment No. 197

- the impact on the natural heritage system has been assessed and that said assessment demonstrates that there will be no negative impact on natural heritage features or areas and that the proposal will comply with the applicable policies of Section 3.2.3 of this Plan; and

Amendment No. 197

- the plans for the after-use of the site are compatible with existing and planned land uses in the area.

AMENDMENT No. 197
AS APPROVED BY LPAT
FILE PL160706
(ALL OF SECTION 5.3.4)

5.3.4 New Landfill Sites

In keeping with Oxford's commitment to the concept and principles of sustainability, waste reduction and diversion, the County supports municipalities addressing their own waste disposal requirements solely within their own boundaries. Accordingly, the County will discourage the establishment of any new landfill facility within the County that is not primarily intended to meet the waste disposal needs of County residents, business and industry, and will not support the establishment of such landfills unless it can be demonstrated to meet all of the criteria set out below.

The County of Oxford will require an amendment to this Plan to establish any new landfill facilities. The policies and use restrictions of Section 3.2, Environmental Resource Policies, Section 3.3, Cultural Resource Policies, and any other applicable policies of this Plan shall apply to the siting of new landfill sites.

OFFICIAL PLAN
AMENDMENT CRITERIA

Prior to the approval of an Official Plan amendment to establish a new landfill site, the proponent shall be required to demonstrate that:

County of Oxford Official Plan

- the proposal complies with the provisions and approval requirements of the Environmental Assessment Act, Environmental Protection Act and any other relevant Provincial legislation and regulations and is consistent with the principles, objectives and policies of this Plan;
- alternative sites, landfill design and operations have been thoroughly assessed against all reasonable alternatives and that the proposed landfill is necessary to meet the County's waste disposal needs, or where this cannot be demonstrated, either the proposal is subject to approved Terms of Reference pursuant to the Environmental Assessment Act or that a reasonable range of alternatives outside of the County has been fully investigated and that the proposed site is demonstrated to be the preferred siting option, based on a full assessment of the environmental impacts of the options considered;
- the impact on individuals and communities has been assessed through a systematic process which identifies the potential risks to human health and the said assessment demonstrates that there will be no significant adverse effects thereto;
- the impact on agriculture, mineral and petroleum resources, and off-site ground and surface water resources, air quality, noise, litter and other nuisance impacts and other social and community impacts resulting from the landfill facility has been assessed and that the said assessment demonstrates that there will be no significant adverse effects;
- the impact on the natural heritage system has been assessed and that said assessment demonstrates that there will be no negative impact on natural heritage features or areas and that the proposal will comply with the applicable policies of Section 3.2.3 of this Plan; and
- plans for the after-use of the site are compatible with existing and planned land uses in the area.

Prior to carrying out the investigation required to meet this criteria, the applicant shall undertake consultation with the County to establish the scope of the study requirements. This scoping exercise will establish the terms of reference of the required study.

New or expanding landfill sites will be located and designed in accordance with provincial legislation and standards. The County consideration of new landfills will be undertaken in this context.

County of Oxford Official Plan

(ALL OF SECTION 5.3.4)
AMENDMENT No. 197 AS
APPROVED BY LPAT
FILE PL160706

To the greatest extent possible, Official Plan requirements are to be integrated with the provincial environmental assessment process so that requirements under this Plan are taken into account through the environmental assessment process. Proponents will consult with the County and the County will participate in the environmental assessment process to achieve this integration.

AMENDMENT No. 197 AS
APPROVED BY LPAT
FILE PL160706
(ALL OF SECTION 5.3.5)

5.3.5 Public Participation and Evaluation of New or Expanding Landfill Sites

PUBLIC PARTICIPATION

Area Municipalities and the public shall be invited to participate in the examination of the design, operations and after-use planning for any proposed new landfill site or an expansion of the County landfill site prior to adoption of any Official Plan amendment.

ZONING

Any new landfill or expansion to the County landfill site shall be appropriately zoned in accordance with the provisions of the Area Municipal Zoning By-law.

INFORMATION TO
ASSIST IN
EVALUATION OF
THE AMENDMENT

In reviewing an application to amend the Official Plan to permit a new landfill site or the expansion of the County landfill site, the County shall require preparation and provision of such information, studies and documentation deemed necessary to address the applicable policies of this Plan, as well as any such information necessary to satisfy the requirements and regulations under the Environmental Assessment Act, Environmental Protection Act, Planning Act, or any other required approvals pertaining to a new landfill or the expansion of the County landfill in order to enable Councils to make an informed decision.

The content and scope of the information, studies and documentation required to assess the proposal shall be established through a pre-consultation meeting with the County, Area Municipality and any other government agencies considered to have an interest in the proposal as early as possible in the environmental assessment process.

The County may, based on preliminary information provided by the applicant or obtained through other credible sources, and in consultation with any Provincial Ministry or other agency or body or qualified individual deemed appropriate, determine that particular information, studies or documentation are not required, taking into consideration factors such as the potential for impacts, location, scale and nature of the proposal.

County of Oxford Official Plan

Further, the County may, depending on the scope and complexity of the application, require third party review of any information, studies or documentation required by the County in connection with the application to amend the Official Plan. The third party review shall be limited to new information, studies and documentation which has not already been reviewed by the County as part of the approval process under the Environmental Assessment Act or Environmental Protection Act process. The applicant will be responsible for the reasonable costs of the third party review as well as for the costs associated with any additional review resulting from revisions to any original materials that may be required as a result of the third party review.

Where it is determined that a third party review is required, the County and/or Area Municipality will enter into an agreement with the applicant to administer and scope the third party review and set reasonable controls on third party review costs.

Many of the planning policy requirements for new landfills under this Plan may be addressed through the planning requirements under the Environmental Assessment Act. Proponents of new landfill proposals should consult with the County as early as possible and throughout the study and approval process under the Environmental Assessment Act to facilitate integration and efficiency in meeting of policy requirements under the County Official Plan and environmental assessment study requirements under the Environmental Assessment Act.

(ALL OF SECTION 5.3.5)
AMENDMENT NO. 197 AS
APPROVED BY LPAT
FILE PL160706

5.3.6 Other Waste Management Facilities

New or expanding facilities for temporary storage or the handling, transfer, processing, composting or recycling of solid or liquid materials, other than those associated with the County landfill site, shall be permitted only on lands which are designated for industrial purposes and which are separated from residential areas and buildings. Publicly owned waste transfer stations may be permitted within the Agricultural Reserve designation, subject to the requirements of this Section.

Proposed waste management facilities shall be subject to the policies of the underlying land use designation and the policies and use restrictions of Section 3.2, Environmental Resource Policies.

Proposals for new or expanding facilities will satisfy the following requirements:

REQUIREMENTS
FOR NEW
FACILITIES

County of Oxford Official Plan

- a site specific amendment to the Zoning By-law;
- confirmation from the Ministry of the Environment that the requirements for certification under Provincial legislation have been met; and
- the proposal will be subject to Site Plan Control pursuant to the Planning Act. Site design will address the following matters:
 - perimeter fencing and landscape buffering will be provided to secure the site and to visually enhance the aesthetics of the site;
 - lot grading and drainage plans for the adequate disposal of storm, surface and waste water;
 - controlled access to the site;
 - adequate on-site vehicle staging areas for collection vehicles and trailers where appropriate; and
 - prevailing winds and sight lines will be considered to obscure views of operations and to minimize the effects of on-site activity on adjacent uses and those in the vicinity.

HAZARDOUS WASTE FACILITIES

In addition to the policies of this Section, the following policies also apply for facilities treating, storing or disposing of hazardous waste;

- the facility will be located in accordance with the policies and use restrictions of Section 3.2, Environmental Resource Policies;
- a plan of operations and disclosure report shall be submitted with the application to demonstrate that the facility is designed to minimize danger to the surrounding area from fire, spills or other operational accidents;
- an emergency response plan for the facility is prepared that is satisfactory to the County and the Area Municipality which includes notification, containment and evacuation procedures to be used in the case of an accidental release.

5.3.7 County Administrative Initiatives

COUNTY
ADMINISTRATIVE
INITIATIVES

The County of Oxford, in an effort to lead by example, will where practical, require that all Departments and agencies select goods and products that:

- contain a high proportion of recycled and secondary material;
- contain the least amount of packaging;
- contain minimal or no hazardous or toxic substances; and
- can be readily reused or recycled.

5.4 Regional Scale Shopping Areas

5.4.1 Strategic Approach

In keeping with the fundamental planning principles as set out in Chapter 2, County Development Strategy, and to provide adequate shopping service levels for County residents while ensuring that the traditional downtown and village core areas of County *settlements* retain the principal retail, administrative and business function, it is the strategic aim of County Council to:

OBJECTIVES

DIRECT TO LARGE URBAN CENTRES

Only permit a new Regional Commercial Node within the Large Urban Centre designation in accordance with the policies applying to the Area Municipality.

REQUIRE IMPACT ANALYSIS

Only permit a new Regional Commercial Node or the expansion to an existing facility if there is acceptable impact to the retail function and viability of any Central Business District or Village Core Area or existing shopping area within the established trade area.

INFRASTRUCTURE CAPACITY

Only permit a new Regional Commercial Node or the expansion to an existing facility if there is sufficient service infrastructure capacity, including adequate transit services where they exist. Regional Commercial Nodes shall only be permitted where centralized waste water and water supply facilities are accessible for servicing.

5.4.2 Description and Permitted Uses

DESCRIPTION

Regional Commercial Nodes are intended to provide for a wide range of commercial uses which meet specialized service and retail shopping needs. Regional Commercial Nodes, by reason of their size and range of uses, are regarded as major activity centres and may have trade areas that extend throughout large areas of the County. Within the context of the County of Oxford, Regional Commercial Nodes will serve a trade area population of approximately 50,000 people.

Regional Commercial Nodes are not intended to accommodate the wide range of functions or the intensive scale of *development* permitted in traditional downtown Central Business Districts.

County of Oxford Official Plan

DESIGNATION REQUIRED

Regional Commercial Nodes shall be designated on the appropriate Land Use Schedules to this Plan.

PERMITTED USES

Uses permitted within Regional Commercial Nodes include a wide range of retail and service outlets, including department stores, either in free-standing buildings or incorporated into mall-type configurations. Other uses may include home and auto supply stores, convenience commercial uses, restaurants and commercial recreation uses, personal service shops, medical and dental offices and clinics, financial offices and grocery stores.

The configuration of the site may include severances of individual buildings or portions of buildings, without regard to zoning provisions, provided the *development* is managed as a unit.

SITE-SPECIFIC OFFICIAL PLAN AND ZONING REQUIREMENTS

Site specific Official Plan amendments and Zoning amendments are required to develop within a Regional Commercial Node designation.

Site specific Official Plan policies and zoning on individual sites where the *development* is greater than 1,858 square metres (20,000 square feet) may provide for less than the full range of permitted uses.

Site specific Official Plan amendments and zoning by-laws on individual sites may also restrict maximum size of non-department store DSTM retail uses, types of uses and minimum sizes of DSTM retail units where a market impact study, prepared to the satisfaction of the County of Oxford and the Area Municipality, requires such restrictions in order to protect Central Areas, other shopping areas and other commercially designated areas and Village cores within the respective trade area.

5.4.3 Criteria for New/Expanded Regional Commercial Nodes and for Site-Specific Official Plan Amendments

When considering an amendment to this Plan dealing with a proposal within the County of Oxford to:

- Designate anew Regional Commercial Node; or
- expand an existing designated Regional Commercial Node; and/or
- develop regional commercial facilities greater than 1,858 square metres (20,000 square feet) on one site within a designated Regional Commercial Node,

County Council will require:

County of Oxford Official Plan

IMPACT ON CENTRAL AREA

That the retail function of any Central Business District or Village Core Area within the trade area will not be jeopardized by the proposed node or expansion.

The County of Oxford and the local municipalities will ensure that a healthy interaction and balance within the commercial structure of each trade area is maintained by providing a range of locations for new and expanded retail facilities within the Central Business District or Village Core Area wherever possible and practical. Other proposed shopping area locations will need to provide justification that a location within the Central Business District or Village Core Area is demonstrably not a viable location in terms of available land or building areas.

IMPACT ON OTHER CENTRES

An understanding of how the *gross leasable commercial floor area* of the centre may affect the economic viability of other shopping centres within the County.

TRADE AREA POPULATION

A demonstration that the minimum trade area population required to service the node exists or will exist when the facility is constructed or expanded.

ADEQUATE TRANSPORTATION FACILITIES

That the site has direct access to an arterial road, County Road or Provincial Highway which has sufficient transportation capacity to accommodate the anticipated traffic generated by the proposed node, as well as for anticipated growth levels of traffic.

TRANSIT SERVICE

That efficient public transit service can be provided where it is available.

ADEQUATE SERVICE CAPACITY

Confirmation of the availability of sufficient hard service reserve capacity, such as water distribution, sanitary and storm sewers, power and gas distribution facilities, to accommodate the proposed *development*.

ENVIRONMENT

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

SITE AREA

That the site has sufficient gross area to accommodate all buildings, parking demands generated by the node, loading facilities and provide adequate buffering for any adjacent residential areas.

County of Oxford Official Plan

SUPPORTING DOCUMENTATION REQUIRED

The County of Oxford will require the submission of Retail Market and Traffic Impact Studies supporting an application to designate, expand or develop a Regional Commercial Node, in accordance with the policies above.

RETAIL IMPACT STUDIES

The Retail Market Impact Study submitted in support of a proposal for a Regional Commercial Node must include the economic feasibility and retail impact of the proposal and whether it will adversely affect the retail function of any Central Business District, Village Core Area or the expected impact on any existing shopping area within the trade area.

TRAFFIC IMPACT STUDIES

The Traffic Impact Study submitted in support of a proposal for a Regional Commercial Node must address matters such as traffic generation and storage capacity, access points, transit accessibility, turning movements and any road network or operational improvements necessary to accommodate the proposed *development*.

ADDITIONAL STUDIES

Where it is deemed appropriate by County Council, additional studies such as, servicing capacity or planning impact studies, may be required to support a proposal for a Regional Commercial Node.

PEER REVIEW

Peer reviews of the Retail Market Impact Study, the Traffic Impact Study or any other study required to support the proposal may be required by the County of Oxford or the Area Municipality, at the cost of the proponent.

5.4.4 Site Planning for Regional Commercial Nodes

Site Plan Control will be required for all Regional Commercial Node proposals. As a minimum the following criteria will be evaluated prior to the approval of site plans:

COMMUNITY INTEGRATION

The design of the *development* is such that it encourages and facilitates interaction between the shopping area and the adjoining community and enhances the function of the area as a focal point.

STREET PRESENCE

Where feasible, the design of the *development* will orient at least one major building entrance adjacent to the public road system to facilitate access via public transit, where it is available, and to provide for human scale *development* and pedestrian orientation. Shallow recesses between the building and streetline may be permitted to provide landscaped open space, however, on-site driveways and parking will not be established in this location.

County of Oxford Official Plan

PEDESTRIAN MOVEMENT	The design of the <i>development</i> will accommodate pedestrian movement within the site, into and out of the site and between the site and the wider community. Any such pedestrian system will be easily distinguishable from that provided for vehicles, will minimize vehicular pedestrian conflict points and will be well situated with respect to the main building entrances and transit stops.
ON-SITE TRANSIT ACCESS	Where feasible and appropriate for the scale of the <i>development</i> , on-site public transit facilities in close proximity to main building entrances will be incorporated into the design where transit is available.
LANDSCAPING	Substantial landscaping will be required along public roads adjacent to the site and landscaping shall be integrated within parking areas. Such landscaping will provide visual relief for users of the site, will serve to help screen the use from adjacent uses and will enhance the local environment by providing shading and micro-climate improvements as well as improving air quality.
BICYCLES	Adequate facilities for the parking of bicycles are provided in convenient locations.
SCREEN STORAGE AREAS	Outdoor storage areas such as equipment and garbage are fenced or screened from adjacent uses and from the public street.
LIGHTING	Light spill over or glare from any lighting source, including illuminated signs, onto adjacent residential uses is minimized by such means as directed lighting.
LOCATION OF LOADING BAYS/ SERVICE AREAS	Loading facilities and service areas are located to avoid conflict between pedestrian circulation and service vehicles and to minimize the effects of noise and fumes on adjacent residential properties. Where feasible, such facilities will be situated in a yard that does not abut a residential property.
ACCESS	The number of access points is restricted to the minimum required for the site to function effectively. Vehicular ingress and egress will be oriented to avoid traffic impacts on local streets.
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

5.4.5 Specific Development Policies

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

Deleted by
Amendment No. 99

5.4.5.1 Blandford Square Mall

5.4.5.2 Norwich Avenue and Juliana Drive

The following policies apply to those lands designated as a Regional Commercial Node in the City of Woodstock in the area of Norwich Avenue and Juliana Drive, as indicated on Schedule “W-1”, City of Woodstock Land Use Plan.

A Regional Commercial Node may be developed in the vicinity of Norwich Avenue and Juliana Drive. The maximum gross leasable commercial floor area will be determined through market impact studies which determine the market impact of the proposal and whether it will adversely affect the planned function of the Woodstock Central Area. The market impact studies will be carried out to the satisfaction of the County of Oxford and the City of Woodstock.

Based on current market impact studies, uses which are important to the role and function of the Central Area will be restricted from the Regional Commercial Node, including: financial offices; government offices and professional offices. These uses may be considered for the Regional Commercial Node in the future, subject to the submission of a market impact study which is satisfactory to the County of Oxford and the City of Woodstock. The market impact study must establish that there is sufficient market capacity for these uses, and that the planned retail/service function of the Central Area of the City of Woodstock and other existing commercially designated areas in the Woodstock Trade Area will not be jeopardized.

County of Oxford Official Plan

A site specific amendment to the Official Plan will be required to implement the policies of the Regional Commercial Node for specific developments of greater than 1,858 square metres (20,000 square feet) in size on one property ownership. The site specific Official Plan Amendment will include policies to restrict the minimum size of DSTM retail units and the permitted uses, based on current market impact studies, in order to provide opportunities for the Central Area to remain the most functionally diverse commercial centre in the Woodstock Trade Area, as outlined in the Vision for the Central Commercial Area in Section 7.3.2.1. These policies may be reviewed in the future, subject to the submission of detailed market impact studies that are satisfactory to the County of Oxford and the City of Woodstock, provided that the market impact study will establish that there is sufficient market capacity in the Woodstock Trade Area to justify the removal of restrictions and to establish that the planned retail and service function of the Woodstock Central Area and other existing commercially designated areas in the Trade Area will not be jeopardized. Where an application for a site specific Official Plan Amendment is made by a proponent, the County of Oxford and the City of Woodstock shall require the preparation of a market impact peer review.

All other policies of Section 5.4 shall apply to any site specific Official Plan Amendment.

5.4.5.2.1 Northeast corner of Norwich Avenue and Montclair Drive

Notwithstanding the above-noted general policies relating to the Regional Commercial Node located at Norwich Avenue and Juliana Drive, a grocery store not greater than 1,858 square metres (20,000 square feet) may be permitted on those lands located at the immediate northeast corner of Norwich Avenue and Montclair Drive, comprising approximately 1.86 ha (4.6 acres)

Amendment No. 84

5.0

Functional Support Elements

5.5 County Servicing Policy

5.5.1 Strategic Approach

It is the strategic aim of County Council to:

PLAN FOR SERVICES

Prepare water supply and waste water master plans to service anticipated growth in a cost effective manner and to identify and establish priorities for new services or expansions to existing services to provide *development* opportunities in each Area Municipality.

SERVICING HIERARCHY

Adopt a hierarchy of preferred servicing options as a guide for managing growth in *settlements* based on environmental, technical and financial factors.

MONITORING OF SERVICING CAPACITY

Develop a monitoring program for the calculation, reporting and allocation of uncommitted reserve capacity for sewage and water facilities in the County to ensure the efficient use of existing servicing *infrastructure*.

5.5.2 Waste Water and Water Supply Master Plans

SERVICING MASTER PLAN

County Council will complete and maintain wastewater treatment and water supply master plans to provide for the servicing requirements of *settlements*.

WASTE WATER TREATMENT

The waste water treatment master plan prepared by the County will address the following:

- evaluation of existing waste water treatment *infrastructure* capacity and condition;
- identification of management options available for wastewater treatment and the disposal of biosolids;
- priority setting and financing of waste water treatment *infrastructure* improvements required to meet environmental objectives and accommodate population and employment growth as projected by this Plan.

County of Oxford Official Plan

WATER SUPPLY

The water supply master plan prepared by the County will address the following:

- identification of means to conserve water and to reduce requirements for additional water supply;
- evaluation of the existing water supply *infrastructure* capacity and condition;
- consideration of the quantity and quality of ground water resources; and
- identification, costing, priority setting and financing of major water supply *infrastructure* improvements required to accommodate population and employment growth as projected by this Plan.

MASTER PLAN UPDATES

County water supply and waste water treatment master plans undertaken in accordance with the Class Environmental Assessment requirements may result in the need to amend the policies of this Plan. Such amendments will be undertaken in conjunction with the Class Environmental Assessment process for the master plans.

5.5.3 Hierarchy of Servicing Options

The County Growth Strategy as outlined in Section 4.2.2 and depicted on Schedule C-3 was developed having regard to existing servicing levels, the feasibility of expansions to existing systems and the potential for cost effective servicing level upgrades given growth pressures and physical or environmental constraints. The County Growth Strategy is premised upon the following hierarchy of servicing options.

SERVICING HIERARCHY

New *development* will be evaluated according to the following hierarchy of servicing options:

- extensions of servicing from a *centralized water supply and waste water treatment facility* consistent with Sections 4.2.2.4, 4.2.2.5, 4.2.2.6 and 4.2.2.7 as applicable;
- individual septic systems and private wells;
- extension of servicing from an existing *centralized water supply system* consistent with Section 4.2.2.3.

County of Oxford Official Plan

SERVICING HIERARCHY FOR EXTENSION OF SERVICES TO EXISTING DEVELOPMENT

Requests for the extension of servicing beyond the designated limits of Villages, Serviced Villages, Large Urban Centres and the Future Urban Growth designation will be permitted, without the need for an amendment to the Plan, for existing *development* subject to the policies set out in Sections 4.2.2.3, 4.2.2.4 and 4.2.2.5, as applicable. These policies only apply to extensions of *centralized waste water and water supply facilities*. The extension of *communal waste water or water supply facilities* beyond the designated limits of Villages or Serviced Villages is prohibited.

CENTRALIZED FACILITIES

The County of Oxford will own and be responsible for the planning and design of all *centralized water supply and waste water treatment systems*. The County shall be responsible for the construction, operation and maintenance of all *centralized water supply and waste water treatment systems* and it may contract operation and maintenance functions to the Area Municipality or to a public or private operating authority. *Development on centralized water supply and waste water treatment facilities* will be in accordance with the following policies:

LOGICAL EXTENSIONS

New *development* shall be directed to areas that allow for extensions to existing water, sanitary sewerage and storm water systems in an economic and practical manner within the financial capabilities of the County or Area Municipality. New *development* will generally be approved and permitted in stages of orderly progression from the termination of existing services. Growth-related capital works for non-local services may be financed through development charges.

FUTURE DEVELOPMENT CAPABILITY

Sanitary and storm sewers will be sized or over-sized according to the level of *development* anticipated by the County and Area Municipality relative to the service area.

RESTRICTIONS

Combined sanitary and storm sewers will not be permitted in any new *development* area. The nature or concentrations of waste water from non-residential sources shall be regulated by the County Sewer Use By-Law.

SYSTEM DESIGN

The design of sanitary sewers should avoid the need for sewage pumping stations wherever possible.

County of Oxford Official Plan

PRIVATE SERVICES FOR NON- RESIDENTIAL DEVELOPMENT

Prior to the approval of any *development* application for a non-residential *development* generating effluent in quantities greater than 10,000 litres per day, that proposes the use of individual septic systems and/or wells, hydrogeological studies prepared in accordance with Provincial and County criteria will be required. These studies will demonstrate that site conditions are suitable for the long-term provision of such services.

PRIVATE SERVICES FOR RESIDENTIAL DEVELOPMENT

Development of more than five (5) lots or residential units shall not be permitted to be serviced by individual on-site sewage and water services.

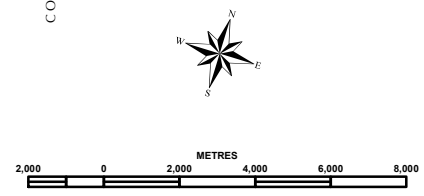
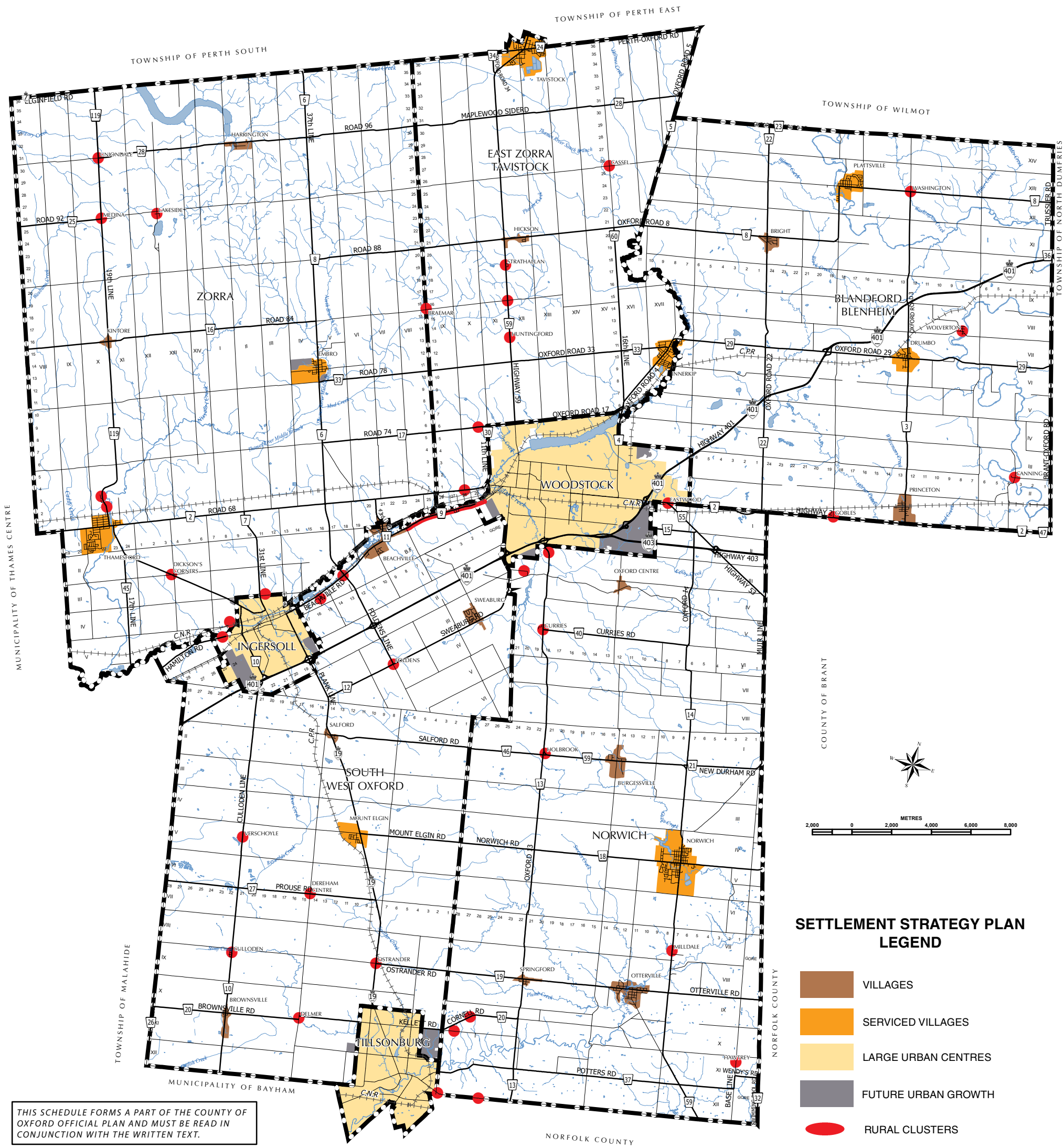
Development of more than five (5) lots or residential units may be permitted to be serviced by individual on-site sewage services and *centralized water supply facilities*, only where such *development* would constitute minor infilling or rounding out of existing *development* within an existing designated *settlement*. The approval of such *development* would be subject to confirmation of sufficient reserve capacity and review and approval of hydrogeological studies prepared in accordance with Provincial and County criteria, demonstrating that site conditions are suitable for the long-term operation of individual on-site sewage services.

5.5.4 Monitoring of Servicing Capacity

To ensure that development approvals are consistent with total system capacities and to provide sufficient lead time for the planning, design, approval, financing and construction of new facilities, new *development* on *centralized water and/or wastewater facilities* will only be considered where there is adequate uncommitted reserve capacity and acceptable plant performance for both the sewage treatment and water supply systems. The County in consultation with the Area Municipalities will maintain on-going monitoring of the uncommitted reserve capacity of the *centralized wastewater treatment and water supply systems* in the County in accordance with County criteria.

SCHEDULE "C-3"
COUNTY OF OXFORD
SETTLEMENT STRATEGY PLAN

COUNTY OF OXFORD
OFFICIAL PLAN



**SETTLEMENT STRATEGY PLAN
 LEGEND**

- VILLAGES
- SERVICED VILLAGES
- LARGE URBAN CENTRES
- FUTURE URBAN GROWTH
- RURAL CLUSTERS

BASE MAP LEGEND

- MUNICIPAL BOUNDARY
- MAJOR ROADS
- OTHER ROADS
- RAILWAY
- WATERCOURSE

THIS SCHEDULE FORMS A PART OF THE COUNTY OF OXFORD OFFICIAL PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

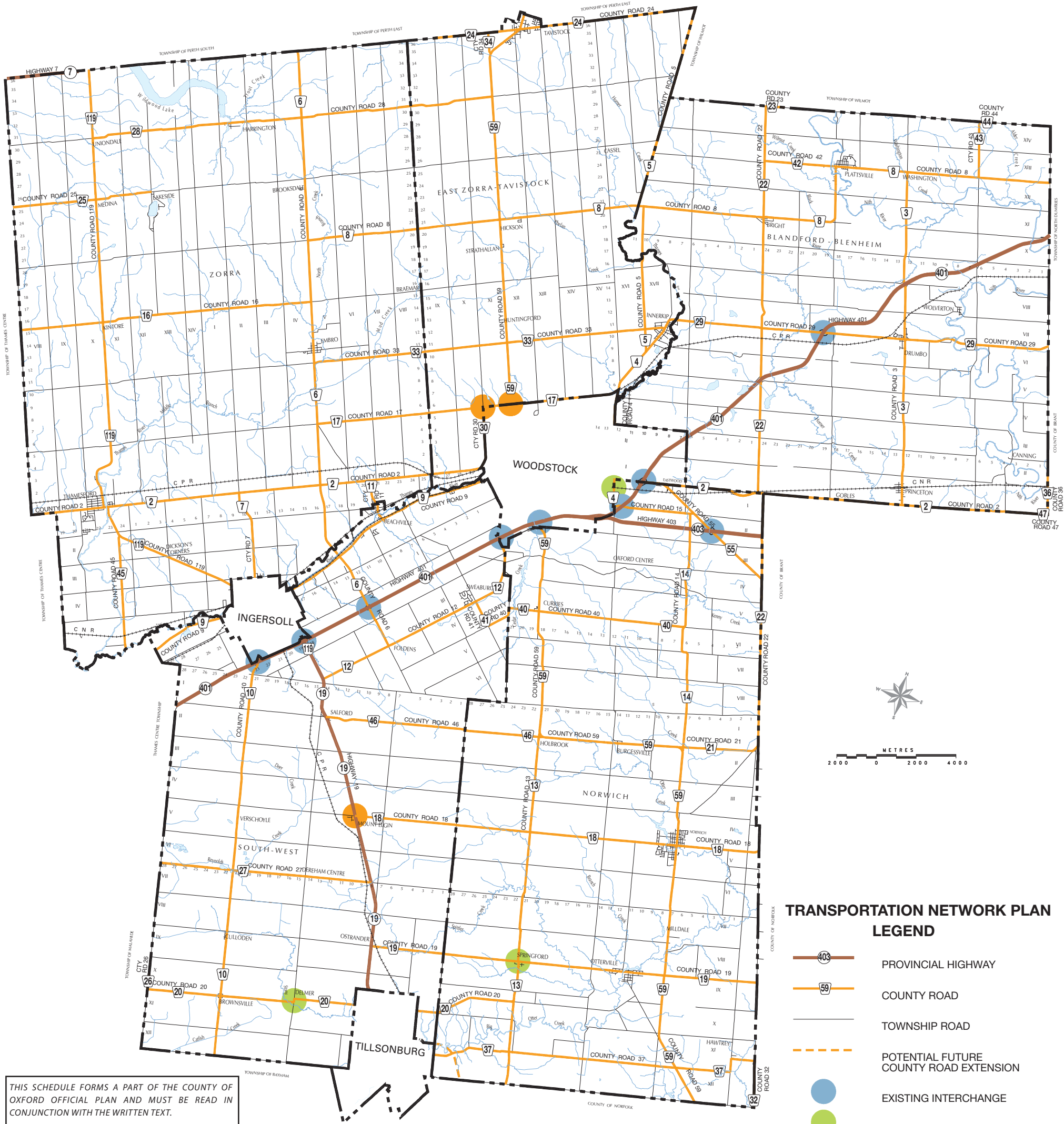
THIS IS AN OFFICE CONSOLIDATION PREPARED FOR CONVENIENCE ONLY. FOR ACCURATE REFERENCE RECOURSE SHOULD BE HAD TO THE ORIGINAL DOCUMENT AND AMENDMENTS HERETO.

NOTES: THIS MAP MAY INCORPORATE DATA UNDER LICENCE AGREEMENT(S) WITH THE UPPER THAMES RIVER CONSERVATION AUTHORITY, THE GRAND RIVER CONSERVATION AUTHORITY, THE LONG POINT REGION CONSERVATION AUTHORITY, THE MINISTRY OF ENERGY, NORTHERN DEVELOPMENT AND MINES, THE MINISTRY OF NATURAL RESOURCES AND FORESTRY AND THE QUEEN'S PRINTER OF ONTARIO. ©2023








COUNTY COUNCIL APPROVAL: FEBRUARY 8, 2023






SCHEDULE "C-4"
COUNTY OF OXFORD
TRANSPORTATION NETWORK PLAN
COUNTY OF OXFORD
OFFICIAL PLAN



**TRANSPORTATION NETWORK PLAN
 LEGEND**

-  PROVINCIAL HIGHWAY
-  COUNTY ROAD
-  TOWNSHIP ROAD
-  POTENTIAL FUTURE COUNTY ROAD EXTENSION
-  EXISTING INTERCHANGE
-  MAJOR IMPROVEMENT
-  INTERSECTION IMPROVEMENT

BASE MAP LEGEND

-  MUNICIPAL BOUNDARY
-  RAILWAY
-  WATERCOURSE

THIS SCHEDULE FORMS A PART OF THE COUNTY OF OXFORD OFFICIAL PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

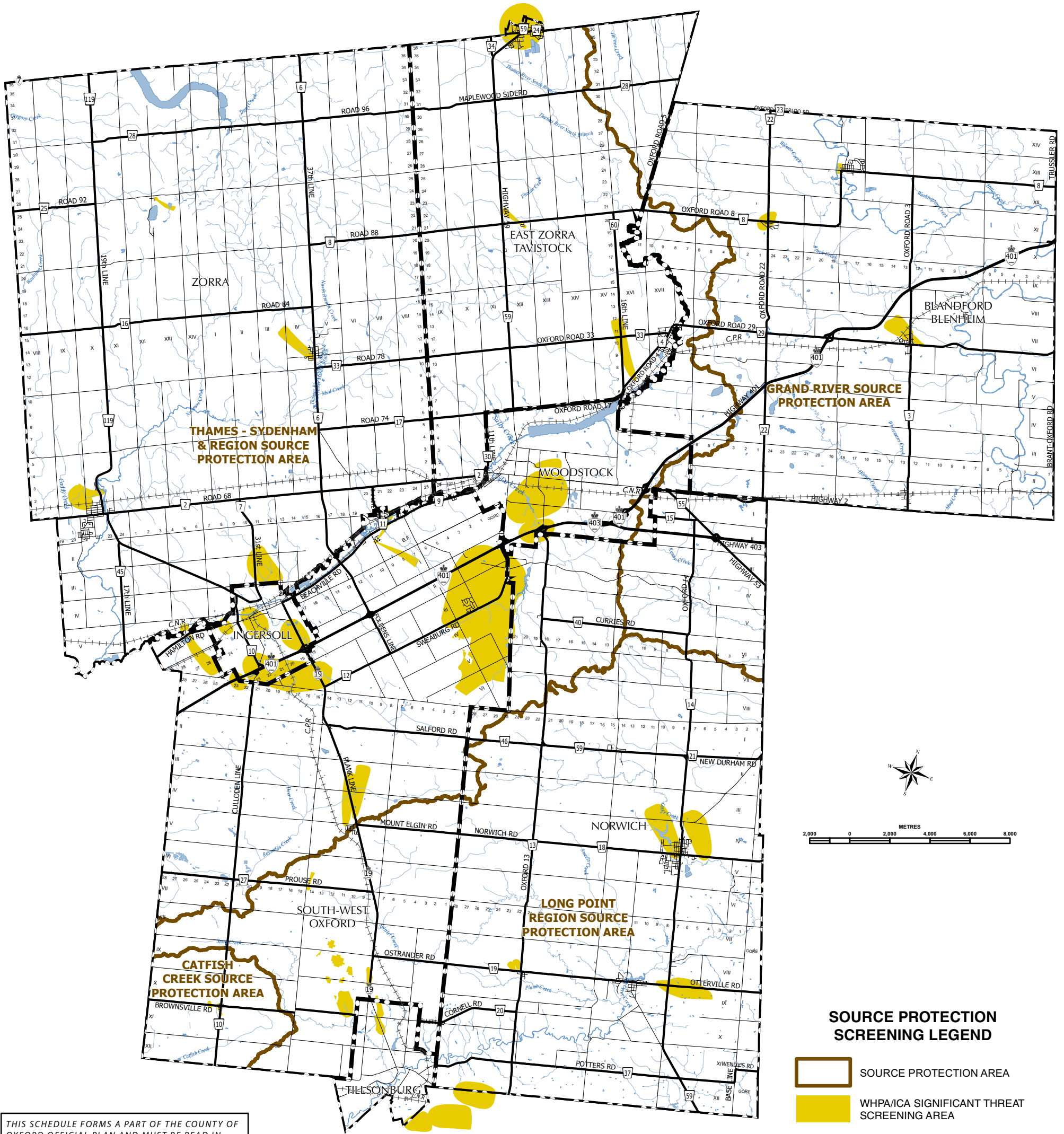
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NOTES: THIS MAP MAY INCORPORATE DATA UNDER LICENCE AGREEMENT(S) WITH THE UPPER THAMES RIVER CONSERVATION AUTHORITY, THE GRAND RIVER CONSERVATION AUTHORITY, THE LONG POINT REGION CONSERVATION AUTHORITY, THE MINISTRY OF NORTHERN DEVELOPMENT AND MINES, THE MINISTRY OF NATURAL RESOURCES AND THE QUEEN'S PRINTER OF ONTARIO. ©2008

COUNTY COUNCIL APPROVAL: JANUARY 26, 2005



SCHEDULE "C-5"
COUNTY OF OXFORD
SOURCE PROTECTION SCREENING
COUNTY OF OXFORD
OFFICIAL PLAN



SOURCE PROTECTION SCREENING LEGEND

- SOURCE PROTECTION AREA
- WHPA/ICA SIGNIFICANT THREAT SCREENING AREA

BASE MAP LEGEND

- MUNICIPAL BOUNDARY
- MAJOR ROADS
- OTHER ROADS
- RAILWAY
- WATERCOURSE

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