

To:	Mayor and Members of Blandford-Blenheim Township Council
From:	Juliane vonWesterholt, Associate, MHBC Planning
Date:	January 11, 2023
File:	Drumbo Secondary Plan
Subject:	Updates to the Secondary Plan

At their meeting on October 19th, the Township of Blandford- Blenheim Council received an update regarding the Drumbo Secondary Plan. A presentation was presented to the Council and those members of the public in attendance at the meeting by Juliane von Westerholt, an Associate at MHBC Planning, who was retained by the County and Municipality to prepare the Secondary Plan.

Also in attendance were two (2) Delegations - Mr. Brandon Flewwelling (from GSP) and Mr. Denis Brolese that appeared before council with comments on the draft Secondary Plan on behalf of their clients which included:

Mr. Flewwelling's comments:

- On the Land Use Schedule- Map 1-Concern was raised over the need for the Village Convenience Commercial block on the east end of the Village of Drumbo;
- On the Land Use Schedule- Map 1-Concern was raised over the configuration (shape) of the Medium Density Residential block on the east end of the Village of Drumbo;
- On the Land Use Schedule- Map 1-Concern was raised over the conceptual location of the proposed parks in the northeast and southeast quadrants of the Village of Drumbo;
- On the Transportation Network Plan Schedule-Map 2-concern was raised over the conceptual location and configuration of the proposed future collector roads in the Village;
- On the Land Use Schedule- Map 1- the delegate proposed that additional lands in the Northeast quadrant of the plan be brought into the Village of Drumbo for future residential development;
- On the Phasing Plan Schedule- Map 3- the delegate requested clarity over phasing adjacent to the Convenience Commercial block on the east side of the Village.

Mr. Denis Brolese's comments:

- Encouraged Council to expedite plan of subdivision approvals;

- On the Transportation Network Plan Schedule-Map 2-concern was raised over the conceptual location and configuration of the proposed future collector roads in the Village;
- On the Land Use Schedule- Map 1- the delegate proposed that additional lands in the southwest quadrant of the plan be brought into the Village of Drumbo for future industrial development;
- On the Land Use Schedule- Map 1- the delegate proposed that a portion of the lands currently shown as industrial be re-designated to residential to provide better transition between residential and industrial lands near the park.

Council heard the comments from the delegations and Council had expressed a preference for a clarification that only lots along Wilmot and Oxford Streets in the Village Core would be prohibited from having new ground floor residential uses. After a brief discussion and question and answer period, the following resolution was passed:

"Be it hereby resolved that the report prepared by MHBC entitled 'Village of Drumbo Recommendation Report for Secondary Plan' be endorsed by Council for the purposes of informing the preparation of the Official Plan amendment required to implement the Secondary Plan.

And further that Council direct Planning staff to initiate the required Official Plan Amendment (OPA) process and bring the resulting draft OPA to Council for their consideration and endorsement, prior to presenting the Secondary Plan and implementing OPA to County Council for final approval"

Follow up Meetings with Delegations

Following the meeting on the 19th of October and the direction to County Staff and MHBC planning on behalf of the County and Township of Blandford- Blenheim, meetings were held with both delegations to discuss their outlying concerns or comments and to provide a resolution to their concerns.

County Planner Dustin Robson and Juliane vonWesterholt, Associate at MHBC Planning, met with Mr. Flewwelling regarding his concerns on November 1st, 2022 and were able to resolve matters with him. It was agreed that some minor wording adjustment to the mapping and the related policy in the draft Secondary Plan would resolve the concerns regarding the location of the proposed conceptual roads and parks. Additionally, the configuration of the multiple residential block will be reconfigured to a more regular shape or form. Mr. Flewwelling conceded that the additional lands in the northwest quadrant could not be accommodated as part of this revision to the Secondary Plan given the current wastewater capacity constraints.

In addition, a second meeting was held with Mr. Denis Brolese and his client Amer Cengic on November 18th, 2022. The concerns regarding the above noted matters were resolved. The shared concern over the depiction of the conceptual Transportation Network Plan Schedule-Map 2 was resolved during the discussion. Similar to the discussion with Mr. Flewwelling, Mr. Brolese was advised that no additional lands are being added to the Village at this time, whether for Industrial or Residential use due to existing servicing constraints. Mr. Brolese was also advised that there are numerous transitional policies and design guidelines built into the Secondary Plan to provide for a transition from one land use to another. The concerns are considered resolved.

A third meeting was held with Ms. Kristen Barisdale (GSP Group) and Craig Robson (Robson Carpenter LLP) on December 11th after receipt of a letter with concerns on December 9th for their client's lands (the Harmers) who had expressed an interest in having their lands designated residential rather than

industrial and within Phase 1 of the servicing timeline. It is important to note that the designation as "industrial" is the current designation within the existing Secondary Plan and the proposed Secondary Land Use plan does not propose to change that designation. Comments were made regarding compatibility of the industrial designation in proximity to residential lands. Nothing in the proposed Secondary Plan would prevent the Harmers from submitting a private site specific application for OPA or ZBA in the future, once their development plans are confirmed.

In response, County Planner Dustin Robson and Juliane von Westerholt, Associate at MHBC Planning, indicated that there are several policies in the Secondary Plan to ensure compatibility and provide for transition of use in order to mitigate or minimize any impact between the two (2) land uses.

These include:

- **Policy 3.9.5** which outlines "that industrial and employment uses shall be sensitive to their context including the integration of uses with existing and planned residential uses."
- **Policy 3.9.8** which states that "Compatibility between the new industrial uses and existing and planned residential uses will be a key planning consideration through future development applications. Uses that do not generate on and off site adverse impacts such as noise, vibration, and odours, are encouraged adjacent to residential areas or other sensitive land uses. "
- **Policy 3.9.12** which states that "Outdoor Storage of goods and materials shall only be permitted where they can be screened from view of public streets. Outdoor storage shall not be permitted in yards adjacent to lands designated for residential uses."
- **Policy 3.9.13** which states that "Lands designated Industrial that are adjacent to existing or planned residential uses or other sensitive land uses shall provide adequate buffering through distance separation, landscaping and/ or fencing and building siting and orientation, so as to avoid any potential impacts and ensure compatibility with adjacent sensitive land uses. The nature of the mitigation measures shall be determined through a Land Use Compatibility Study, the scale and scope of which shall be at the discretion of the Township and the County. The Land Use Compatibility Study shall be required as part of a complete planning application required to develop the lands, unless otherwise determined by the Township and County."
- **Policy 4.2.10** which states that "Industrial/ commercial properties adjacent to low- rise residential uses shall provide a transition in height and massing from a residential zone, as well as appropriate separation distances in order to minimize impacts and ensure compatible development."

Also, the Harmers and their consultant were advised that the Provincial D6 guidelines can also be relied upon to ensure compatibility between lands uses.

The Harmers also expressed concern over the location over the proposed conceptual collector road. As was messaged to the other delegations, and were advised that a notation was added to the Transportation Plan to clarify that the proposed collector road is conceptual and will be confirmed through a Planning Act application.

Furthermore, Ms. Barisdale and Mr. Robson (Lawyer) were advised that there is limited capacity for WWTP even after the two (2) proposed upgrades and that we have to provide for not only residential growth but also for employment growth for the planning horizon to 2046. This message was consistent with the message to the other land owners that appeared as delegations and no additional adjustments to the Phasing and Servicing plan are proposed.

Lastly, a minor concern over the dual designation of the lands with the small portion of the driveway being in "Low Density Residential " designation with the majority of the balance of the lands in Industrial designation and the fear that access would not be permitted. Lands in either designation have access permissions and the land use does not determine that. However, the concern over the mapping was proposed to be rectified as a mapping exercise.

Changes in the Secondary Plan

Since the meeting on the 19th of October and the subsequent follow-up meetings with the delegations from that meeting, the Secondary Plan and the associated mapping has been updated and amended to address the concerns raised.

These amendments or updates to the Secondary Plan include the following:

1. A notation was added to Land Use Schedule- Map 1- that clarified that the locations of the parks with the "P" symbol are conceptual and will be further refined through a subdivision or official plan amendment process.
2. A notation was added to Transportation Schedule- Map 2- that clarified that the locations of the parks with the proposed collector roads are conceptual and will be further refined through a subdivision or official plan amendment process.
3. Phasing Plan Schedule- Map 3 was updated to more clearly reflect the phasing adjacent to the Convenience Commercial block on the east side of the Village.
4. A notation was added to Phasing Plan Schedule- Map 3 that indicates that all service allocations are at the discretion of the County of Oxford and the Township of Blandford-Blenheim.
5. The Land Use Schedule-Map 1 was revised to delineate a Medium Density Residential block in the southeaster quadrant of the Village, that was more regular in shape and size in order to facilitate development thereof.
6. Policy 3.6.4 in the Secondary Plan was revised as follows in order to provide clarity regarding the prohibition of ground floor residential within the core only along two (2) streets within the core:

"New ground floor residential uses shall be prohibited for lands located within the Core along Wilmot Street and Oxford Street."

7. Policy 3.10.6 has been modified as shown below to provide clarity that the location of parks on the Land Use Schedule- Map 1 is conceptual and is further refined through the Subdivision or Official Plan process.

"New parks, trails and other active transportation pathways shall be strategically located and linked to the broader trail system and other key destinations. Parkland acquired through a development application shall be located within 400 m from the majority of the residential units within the neighbourhood in which it is located and generally in the location as conceptually shown on the Land Use Schedule Map1. The final location of parks will be refined through the Subdivision / Official Plan process."

8. Policy 4.9.3 has been modified to provide additional clarity that the location of the proposed conceptual collector roads can be refined through a Plan of Subdivision or Official Plan process.

“Map 2 identifies conceptual Collector Roads within the undeveloped portions of the Village. The location of the proposed conceptual collector roads may be further refined and determined through a Plan of Subdivision or Official Plan Amendment. The location and design of the new roads shall be subject to the normal approval process, including detailed engineering design. The location of the conceptual Collector Roads is intended to illustrate desired connections to ensure that new development within the Village is appropriately connected to existing development, roads, and cycling and pedestrian infrastructure. The County and/or Township may require a Transportation Impact Study as part of a complete application for new Draft Plans of Subdivision and/or Condominium or for the development of new employment uses within the Industrial designation. The Transportation Impact Study shall consider all forms of connectivity, including active transportation, and shall include recommendations for any required traffic calming measures that ensure the safety of pedestrians and cyclists. Traffic calming measures, where required, should be incorporated into the design of new roads as part of the development review process.”

Recommendation:

As these modifications are minor and are intended to provide further clarity on the affected policy or mapping, it is recommended that the presented Memo, as amended, concerning the Drumbo Secondary Plan be recommended for **endorsement**. Further, it is recommended that staff be directed to prepare the necessary Official Plan Amendment and bring it forward to Township Council for their consideration and endorsement prior to presenting the Drumbo Secondary Plan to County Council for approval.

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1.0 INTRODUCTION

1.1 The Village of Drumbo Secondary Plan

- 1.1.1 Sections 3.1.6 and 4.2.2.4.1 of the County Official Plan provide the guiding policies for the preparation of secondary plans. It is intended that the Secondary Plan would be incorporated into the County Official Plan similar to other existing Secondary Plans for other municipalities in the County. The Secondary Plan is a Council approved planning document that provides additional detail and informs land use matters within the Village of Drumbo and is primarily implemented through the Official Plan.
- 1.1.2 The Secondary Plan is intended to complement and expand upon existing policies in the County of Oxford Official Plan. All development within the Village of Drumbo shall conform to the Secondary Plan.
- 1.1.3 The boundary of the Village of Drumbo is identified on Map 1. The Secondary Plan applies to the entire Village and is intended to accommodate a significant portion of the planned residential and employment growth for the Township of Blandford-Blenheim.

1.2 Purpose of the Plan

- 1.2.1 The purpose of the Secondary Plan is to provide a planning framework to guide the future development of Drumbo until 2046. The Secondary Plan ('Plan') builds on the policies established in the Provincial Policy Statement and the County Official Plan in order to provide direction for the complete and orderly development of the community and to accommodate a significant portion of the projected residential and employment growth for the Township of Blandford- Blenheim.
- 1.2.2 The Secondary Plan shall establish the principles and objectives for the development of the community.
- 1.2.3 The Secondary Plan includes general and specific land use and development policies, as well as urban design policies for the Village and its public spaces and streets. The Secondary Plan shall establish the land use patterns and conceptual identification of community infrastructure, such as trails, parks and collector roads that are anticipated through future draft plan of subdivision and other planning applications.
- 1.2.4 The Secondary Plan policies are intended to guide development in Drumbo in a manner that integrates new development with the existing community, while broadening the range of housing choice, making efficient use of existing and planned infrastructure and diversifying the supporting land uses.

1.3 Basis of the Plan

- 1.3.1 The Township of Blandford Blenheim is located in Oxford County, and has a population of approximately 7,600. The Village of Drumbo represents one of two fully serviced Settlement Areas

within the Township, with an individual population of approximately 950. Its location and proximity to many large economic centres, such as the Region of Waterloo, Cities of London, Hamilton and Brantford through nearby connections to Hwy 401 and Hwy 403, make Blandford-Blenheim an ideal place to live, work, and visit. As one of the two serviced villages within the Township, it is anticipated that Drumbo will accommodate a significant portion of the Township's future growth.

1.4 The Secondary Plan is based upon:

- a) Policy Analysis including a detailed review of the applicable elements of the Provincial Policy Statement, the County of Oxford Official Plan and growth projections produced through the Phase One Comprehensive Review of Oxford County Report produced by Hemson Consulting Ltd (March 2020);
- b) A recognition that there is limited existing sanitary servicing capacity and a planned expansion to the wastewater treatment plant (WWTP) that will provide additional capacity during the planning horizon of the Secondary Plan;
- c) Drumbo accommodating a significant portion of the Township's future growth as one of two settlement areas with full municipal services and in consideration of the planned expansion of the WWTP;
- d) A projected need for the Township to accommodate 600 new residential units, with a significant portion of the planned growth accommodated within the Village of Drumbo, with an estimated land need of 35 gross hectares;
- e) A projected need for the Township to accommodate approximately 22 gross hectares of employment land and additional lands to accommodate commercial and institutional uses;
- f) The need to provide for a range of housing choice, including multiple residential units;
- g) Support for active transportation;
- h) The existing land use framework established in the County Official Plan and the existing development patterns and road networks in the Village;
- i) Establishing appropriate transitions between residential and employment land uses to ensure their compatibility;
- j) Opportunities for intensification and redevelopment, where appropriate; and,
- k) The need for appropriate public open spaces, including parks, to serve the existing and anticipated residents of the Village.

2.0 GUIDING PRINCIPLES

2.1 Goals of the Plan

- 2.1.1 The Village of Drumbo is planned to accommodate residential and employment growth that will be integrated with the existing Village through compatible built form, active transportation connections and a design that maintains the small town character that has been established.
- 2.1.2 Building on the policies of the County of Oxford Plan, Drumbo is to be developed as a complete community that:
- i) is pedestrian-oriented;
 - ii) contains a variety of housing types that offer choice to future residents;
 - iii) has a high level of urban design;
 - iv) enhances existing open space areas and provides new connections to key community destinations;
 - v) encourages active transportation;
 - vi) creates a sense of place that reflects and enhances the existing character of the Village.

2.2 Guiding Principles

- 2.2.1 The following principles shall guide the development within Drumbo:
- a) Open Space:
 - i) Establish an open space system within the Village of integrated and connected public spaces including parks, trails, recreational facilities and natural features;
 - ii) Locate and design parks and recreation spaces that will serve all age groups and physical abilities within individual neighbourhoods and connect the open spaces within the Village with an integrated active transportation system;
 - iii) Locate stormwater management facilities in proximity to other open space uses to create larger parcels and provide trail connections within the facilities to encourage physical activity and social interaction.
 - b) Built Form:
 - i) Ensure diversity in housing forms to improve choice and affordability;
 - ii) Ensure built form is human-scaled and pedestrian oriented;

- iii) Encourage a mix of uses in the Village Core;
 - iv) Provide appropriate transitions in built form and physical separation between non-residential and residential uses;
 - v) Encourage a connected active transportation system;
 - vi) Plan for a range of densities and housing types;
 - vii) Encourage a high quality of urban design;
 - viii) Design new development to orient the built form to the street to help establish a pedestrian scale and feel;
 - ix) Promote compatibility of building scale and form between new and existing development;
 - x) Encourage development to apply the principles of Crime Prevention Through Environmental Design (CPTED) to maintain a safe community;
 - xi) Encourage sustainable design throughout the built environment to promote the efficient use of energy, land, and infrastructure through conservation and energy-saving practices and systems.
- c) Mobility:
- i) Encourage pedestrian walkability and connectivity throughout the Village through a network of sidewalks, pathways and trails;
 - ii) Plan for a diversity of mobility routes for pedestrians; cyclists, and automobiles;
 - iii) Develop a well connected network and hierarchy of streets, paths, trails and active transportation routes that improve connectivity around the Village, while safely accommodating various modes of transportation, including walking, cycling, and automobiles;
 - iv) Develop new neighbourhoods within the Village that emphasize, promote and encourage social interaction, active streetscapes and overall walkability;
 - v) Ensure amenities such as parks, schools, places of employment and commercial and service uses are accessible without use of the automobile.
- d) Economic Development:
- i) The Village Core plays an important role in the community, by providing services and supporting commercial uses and by acting as a focal point and central area that is accessible from each neighbourhood;
 - ii) The Village Core should be supported through the Secondary Plan policies to maintain, and wherever possible, improve its vitality and viability;
 - iii) Outside of the Village Core, opportunities will be provided to accommodate commercial and industrial development of a compatible type, scale, and intensity

consistent with County Official Plan policies and the planned employment growth for the Township;

3.0 COMMUNITY STRUCTURE AND DESIGN

3.1 Land Use Plan

3.1.1 The Land Use Plan for the community is illustrated on Map 1– Land Use. The County Official Plan includes land use designations and policies that apply to the Village of Drumbo. The Secondary Plan contains additional area specific policy direction under those land use designations, to provide more specific policies and to help guide the growth and development of the Village.

3.2 General Policies

3.2.1 The Village of Drumbo is planned to accommodate a substantial portion of the Township’s residential and employment growth over the planning horizon (2021-2046) in recognition of the availability of full municipal services and the amount of undeveloped growth land located within the existing settlement area boundary.

3.2.2 The Village of Drumbo shall be planned to be accessible to all and to accommodate a variety of housing types, sizes and tenures with a general low-rise to mid-rise built form. Housing that is affordable and attainable is encouraged.

3.2.3 The Village of Drumbo is a fully serviced community. It is recognized that there is limited capacity in the WWTP to accommodate new development. The Township and County have approved an expansion to the existing WWTP that will provide additional capacity to support growth and development. It is recognized that even with the expansion of the WWTP, not all of the lands within the Settlement Area boundary will be able to be development. In this regard, the Secondary Plan includes servicing policies, with allowance for the phasing of development, to ensure that the expansion and use of existing and planned municipal services occurs in an orderly manner. Section 5 of this Plan, and Map 3 contain policies that provide direction for the expansion of the community in the context of planned and available municipal services.

3.2.4 To ensure a range of housing choice, for lands within the Low Density Residential designation, new development applications for lands greater than 2 hectares shall include a minimum of 20 % of new units that are other than single detached or semi-detached.

3.2.5 Specific regulations concerning lot frontages, setbacks, height and lot sizes shall be contained within the implementing Zoning By-law in order to ensure a consistent development pattern within the community, while making efficient use of municipal infrastructure.

3.2.6 The Township encourages innovative forms of employment that efficiently use land, including home based businesses, in appropriate locations. The permission for and regulating of home based businesses will be contained in the Zoning Bylaw.

- 3.2.7 Schools, parks, community centres and other public amenities are encouraged to be centrally located within the area they serve. New development applications proceeding through a plan of subdivision will consider the open space needs of the development including local servicing parks and active transportation connections.
- 3.2.8 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.

3.3 Future Urban Growth

- 3.3.1 It is anticipated that the Village Settlement Area boundary will accommodate planned growth through to the year 2046 and beyond, provided sufficient servicing capacity is available.
- 3.3.2 Lands designated Future Urban Growth are included within the Settlement Area Boundary in anticipation of their future development. However, based on population projections, the lands are not required at this time to accommodate projected residential growth and is likely beyond the servicing capacity. Until such time as the County and Township identify the need for and adequacy of servicing capacity for additional residential lands, the interim land use shall be agricultural uses as they existed on the date of approval of the Secondary Plan. No expansions or additions to the agricultural uses shall be permitted within the Secondary Plan boundary area. This shall also apply to other existing lands uses that existed as of the date of the approval of the Secondary Plan.
- 3.3.3 If the County and Township determines that additional lands are required to accommodate growth, the lands designated Future Urban Growth shall be considered first. The lands shall be considered for a mix of Low and/or Medium Density Residential uses, the specifics of which shall be determined through the County and Townships' review and amendment to this Plan, as required.

3.4 Low Density Residential

- 3.4.1 In addition to the policies of the County Official Plan, the following specific policies shall apply to lands designated Low Density Residential.
- 3.4.2 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.
- 3.4.3 The Low Density Residential designation is intended to accommodate the development of low-rise residential land uses within the Village of Drumbo. The Village of Drumbo, one of two Serviced Villages in the Township, is currently expected to accommodate the majority of the Township's forecasted residential growth, as there is limited remaining land and municipal servicing capacity is constrained in Plattsville, the other serviced Village within the Township.
- 3.4.4 Where a proposed plan of subdivision identifies a public elementary or secondary school, the lands shall be placed in an appropriate land use designation to recognize the use.
- 3.4.5 Lands designated Low Density Residential shall only permit the following residential uses:
- i) Single detached dwellings;
 - ii) Semi-detached dwellings;

- iii) Duplex dwellings;
- iv) Additional dwelling units and,
- v) Townhouse dwellings.

3.4.6 In addition to permitted residential uses in Section 3.5.4 above, the following compatible and complementary uses shall also be permitted, subject to the provision of sufficient parking. These uses shall be further regulated in the Township's Zoning By-law:

- i) Home Occupations; and,
- ii) Places of Worship.

3.4.7 Low Density Residential uses shall be planned to achieve a minimum net residential density of 18 units per hectare and a maximum net residential density of 25 units per hectare. The Zoning By-law shall contain regulations for minimum lot area and lot frontage, to ensure that the development pattern makes efficient use of infrastructure, while maintaining a complementary relationship with the existing development pattern in the Village.

3.4.8 The maximum building height in the Low Density Residential designation shall generally be three storeys and may be further regulated in the Township's Zoning By-law.

3.4.9 Intensification of underutilized or vacant lands within the Village is encouraged, in accordance with the applicable policies of the Official Plan. The Township shall utilize the Zoning Bylaw and other planning tools, as appropriate, to ensure compatibility with existing development.

3.5 Medium Density Residential

3.5.1 In addition to Section 6.2.3 of the County Official Plan the following specific policies shall apply to lands designated Medium Density Residential.

3.5.2 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.

3.5.3 The Medium Density Residential designation is intended to accommodate the development of multi-unit residential land uses, with a greater density, within the Village of Drumbo, providing housing choice and building designs that differ from the Low Density Residential designation.

3.5.4 The minimum net residential density shall be 25 units per hectare and the maximum net residential density shall be 50 units per hectare. The maximum building height shall be 4 storeys, which shall be further regulated in the Zoning Bylaw.

3.5.5 In order to provide housing opportunities for those requiring greater care, assisted living facilities and long term care homes shall be permitted within the Medium Density Residential designation at a greater height than is permitted within the Low Density Residential designation, consistent with the maximum permitted height in policy 3.6.3.

3.5.6 All Medium Density Residential development shall be subject to Site Plan Control, unless otherwise approved by the Township. The Township shall encourage and support the mixing and integrating of innovative and different forms of housing to achieve and maintain a medium density built form and to ensure more compatible development within existing areas.

- 3.5.7 Medium Density Residential development shall consider and demonstrate general compliance with the urban design policies of this Plan, the County Official Plan and any Urban Design Guidelines, as approved by Council.
- 3.5.8 The Township 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.
- 3.5.9 Single detached, semi-detached dwellings; and duplexes shall not be permitted. Additional Dwelling Units (ADU's) shall only be permitted in street townhomes.
- 3.5.10 In evaluating proposals where an increase in height and or density are proposed, beyond those permitted in the Medium Density Residential designation, and in addition to other matters such as the availability of municipal services, the Township will consider whether the modest increased building height and or density is compatible with the built form and physical character of the surrounding neighbourhood and is consistent with the urban design policies of this Plan and any Urban Design Guidelines.
- 3.5.11 The Zoning By-law shall establish minimum lot area and lot frontage requirements to ensure compatibility with surrounding development and the existing Village character, while achieving the density objectives of this Plan and the efficient use of municipal infrastructure.

3.6 Village Core

- 3.6.1 In addition to the policies in the County Official Plan that apply to development in the Village Core, the following specific policies shall apply.
- 3.6.2 The Village Core designation is intended to apply to and recognize the importance of the existing commercial centre of Drumbo, as identified on Map 1. The policies in the Village Core designation are intended to preserve and concentrate the Village's commercial uses within the centre of the Village, with pedestrian, cyclist and vehicular access along Wilmot and Oxford Streets. The Village Core designation shall remain flexible and responsive to land use changes and will permit a mix of commercial and residential uses which are compatible with the surrounding area and that are intended to provide services that meet the day-to-day or weekly needs of the community.
- 3.6.3 Mix-used development, including live-work units, will be encouraged within the Village Core, with ground floor commercial uses and residential uses above. The Zoning Bylaw shall regulate mixed-use developments, with appropriate regulations that permit opportunities for sharing parking between complementary uses to optimize the use of available land.
- 3.6.4 **New ground floor residential uses shall be prohibited for lands located within the Core along Wilmot Street and Oxford Street.**
- 3.6.5 New single detached dwellings are not permitted.
- 3.6.6 The creation of wider pedestrian realms and boulevards will be encouraged where feasible, to provide for additional space along the streetscape, contributing to the activation of the public realm.
- 3.6.7 In addition to the uses permitted in the County Official Plan, lands designated Village Core may be zoned to permit the following uses:

- i) Medical Clinics;
- ii) Restaurants (dine in or take-out, not including drive-through facilities);
- iv) Bakery;
- v) Café or Coffee Shop;
- vi) Hotel;
- vii) Dwelling Units above the First Storey;
- viii) Museum;
- ix) Financial Services; and,
- x) Personal Service.

3.6.8 New driveway accesses proximate to the intersection of Wilmot Street and Oxford Street shall be discouraged.

3.6.9 New drive through facilities within the Village Core shall be prohibited.

3.6.10 In addition to the general Urban Design Policies of the County Official Plan and this Plan, the Village Core shall be subject to the following additional policies:

- i) The public realm, which includes the physical space between the building face and the travelled portion of any public street shall be designed in such a manner to encourage pedestrian activities such a walking, gathering, and sitting;
- ii) The public realm should be designed with consistent streetscape, including soft and hardscape elements;
- iii) The public realm is intended to create and establish an inviting space that prioritizes pedestrians over vehicles. The location of on-street parking within the Village Core shall be balanced with a desire to create safe and attractive pedestrian environments;
- iv) Wayfinding and a uniform approach to signage that fosters awareness of key destinations within the Village shall be encouraged;
- v) The Township shall consider establishing urban design guidelines for private signage, with the objective of establishing a consistent visual appearance that enhances the character of the Village Core;
- vi) Street lighting that combines safety, visibility, a pedestrian scale and that is distinguished from street lighting in other parts of Drumbo is encouraged in the Village Core to create a distinct sense of place;
- vii) Building design that locates entrances towards Wilmot Street or Oxford Street is encouraged wherever possible. In the case of corner lots, buildings are encouraged to contain treatment and design elements that address both street frontages.

3.6.11 The maximum building height in the Village Core designation shall be 4 storeys.

- 3.6.12 Development within the Village Core designation shall be subject to Site Plan Control. Development shall be evaluated in consideration of the Urban Design policies of this Plan, and any applicable Urban Design Guidelines.
- 3.6.13 The Township may require the submission of an Urban Design Brief with any development application that evaluates the proposed development and its general conformity with the Urban Design Policies in the Secondary Plan.

3.7 Village Convenience Commercial

- 3.7.1 The Secondary Plan has identified additional lands for supporting commercial uses, in recognition of the residential and employment growth over the planning horizon. The Village Convenience Commercial designation is intended to provide convenience commercial uses to serve the residents and employees of the Village in close proximity to their homes and places of employment, as part of a complete community. The commercial uses are not intended to compete with the planned function of the Village Core, but rather, are intended to complement and supplement the commercial uses located in the Village Core. Buildings shall address the street and parking shall be encouraged to be located at the rear of buildings in order to enhance the streetscape and to create a more walkable community.
- 3.7.2 The permitted uses in the Village Convenience Commercial designation are as follows:
- i) Take out Restaurant (not including drive-through restaurant)
 - ii) Bakery;
 - iii) Variety store (does not include retail commercial);
 - iv) Café or Coffee Shop (does not include drive through Restaurant);
 - v) Child Care Centre;
 - vi) Personal Service; and,
 - vii) Pet store and related services (does not include a Veterinary Clinic or Kennel).
- 3.7.3 Village Convenience Commercial uses shall be small in scale, with a maximum unit size of 300 square metres with a total maximum of 2000 m² for the entire site. The uses permitted may be further refined and regulated in the Zoning By-law. Multi-unit buildings that contain more than one use are encouraged.
- 3.7.4 Village Convenience Commercial uses shall be located on an arterial road proximate to existing or planned residential neighbourhoods and/or employment areas.
- 3.7.5 Development of lands within the Village Convenience Commercial designation shall be subject to site plan control.
- 3.7.6 Residential uses are not permitted in the Village Convenience Commercial designation.
- 3.7.7 The development of lands designated Village Convenience Commercial shall be subject to the Servicing and Phasing policies of Section 5 of the Secondary Plan, as well as policies in the County's Official Plan and the County's Servicing Allocation policy.

3.8 Service Commercial

- 3.8.1 Notwithstanding any Service commercial policies to the contrary, the following additional specific Village Service Commercial policies shall apply. In the case of a conflict, the following policies shall take precedence.
- 3.8.2 Development of lands within the Service Commercial designation shall be subject to Site Plan Control. Development is encouraged to orient buildings away from any adjacent residential lands. In particular, HVAC equipment, loud speakers, drive through aisles and other potential sources of noise/odor shall be directed away from adjacent more sensitive land uses such as residential or institutional uses so as to minimize any adverse impacts wherever possible. The submission of a Land Use Compatibility Study may be required and shall consider such mitigation measures as screening, fencing, and landscape buffers, as appropriate, to mitigate any adverse impacts. The implementation of the mitigation measures shall be through Site Plan Control, as appropriate and permitted by the Planning Act.
- 3.8.3 Service Commercial uses that require large areas for storage of goods or vehicles may include a limited amount of retail commercial uses that cannot be accommodated in the Village Core. These retail uses are not intended to accommodate those uses typically characteristic of a Village Core location and shall not directly compete with the function of the Village Core. These uses shall be further refined and regulated in the zoning by-law.
- 3.8.4 Service Commercial uses shall be located on an arterial road and shall have direct vehicular access to such road.
- 3.8.5 Adequate on-site parking shall be provided and the specific requirements shall be contained in the Zoning Bylaw.
- 3.8.6 Given the servicing capacity limitations in the Village, uses that have low water and wastewater requirements are preferred.
- 3.8.7 The development of lands designated Service Commercial shall be subject to the Servicing and Phasing policies of Section 5 of the Secondary Plan, as well as policies in the County's Official Plan and the County's Servicing Allocation policy.

3.9 Industrial

- 3.9.1 The Village of Drumbo, one of two serviced Villages in the Township, is planned to accommodate the majority of the Township's forecasted employment growth, as there is no remaining land and municipal servicing capacity is limited in Plattsville, the other serviced Village within the Township.
- 3.9.3 In addition to the policies in the County Official Plan, the following policies shall also apply to lands designated Village Industrial.
- 3.9.4 The primary planned function of Industrial designation is to provide for a range of employment uses that will meet the forecasted employment land needs of the Township over the planning horizon.
- 3.9.5 Permitted industrial and other employment uses shall be sensitive to their context, including the integration of uses with existing and planned residential uses.

- 3.9.6 Given the servicing capacity limitations in the Village, uses that have low water and wastewater requirements are preferred.
- 3.9.7 Permitted uses within the Industrial designation are intended to reflect the Village's location, size and proximity to Highway 401, the major interprovincial highway in Ontario.
- 3.9.8 Compatibility between the new industrial uses and existing and planned residential uses will be a key planning consideration through future development applications. Uses that do not generate on and off site adverse impacts such as noise, vibration, and odours, are encouraged adjacent to residential areas or other sensitive land uses.
- 3.9.9 In addition to the permitted uses identified in the County Official Plan, the following additional uses shall be permitted:
- i) Fulfillment centre;
 - ii) Warehousing and Distribution facilities;
 - iii) Business Incubator;
 - iv) Makerspace;
 - v) Couriers and delivery services;
 - vi) Data Centre;
 - vii) Office including Major Office;
 - viii) Artisan Studios; Craftsman Shops;
 - ix) Micro Breweries.
- 3.9.10 For the purposes of this Secondary Plan the following definitions shall apply:
- i) Fulfillment Centre - means an industrial facility used for, but not limited to, the assembly, storing, sorting, processing, packaging and distribution of goods, the management of inventory, and the temporary on-site storage of commercial motor vehicles or trailers for freight handling
 - ii) Business Incubator - means an establishment that is dedicated to nurturing the development and commercialization of start-ups, early-stage companies, and established companies (enterprises) by providing incubator services such as management training, networking facilities, programming, mentorship programs, business assistance services, and office space.
 - iii) Makerspace - means a community workshop or community studio that is dedicated to nurturing creativity, collaboration and hands-on learning through the provision of shared do-it-yourself space where like-minded individuals can gather and interact together:
 - a) Create (make, build), invent, tinker, explore, learn; and
 - b) Share ideas, resources (tools, materials), knowledge and skill sets.
- 3.9.11 Micro Brewery – means the use of a building for the small scale production of beer, wine, cider and/or spirits which may be in conjunction with a tasting bar, but shall not include a restaurant.
- 3.9.12 Lands designated Industrial shall be subject to Site Plan Control.
- 3.9.13 Outdoor Storage of goods and materials shall only be permitted where they can be screened from view of public streets. Outdoor storage shall not be permitted in yards adjacent to lands designated for residential uses.

- 3.9.14 Lands designated Industrial that are adjacent to existing or planned residential uses or other sensitive land uses shall provide adequate buffering through distance separation, landscaping and/or fencing and building siting and orientation, so as to avoid any potential impacts and ensure compatibility with adjacent sensitive land uses. The nature of the mitigation measures shall be determined through a Land Use Compatibility Study, the scale and scope of which shall be at the discretion of the Township and the County. The Land Use Compatibility Study shall be required as part of a complete planning application required to develop the lands, unless otherwise determined by the Township and County.
- 3.9.15 The development of lands designated Industrial, shall be subject to the Servicing and Phasing policies of Section 5 of the Secondary Plan, as well as policies in the County's Official Plan and the County's Servicing Allocation policy.

3.10 Parks and Open Space

- 3.10.1 In addition to the Parkland and Open Space policies in the County Official Plan, the following specific policies shall apply.
- 3.10.2 It is expected that over the life of this Plan, additional parks and other open space lands will be created and/or acquired by the Township. If new Parkland or Open Space lands are acquired and/or provided as part of a development application, the Secondary Plan shall be updated as part of a general housekeeping amendment to identify the Open Space lands on Map 1. If the Township acquires additional Open Space lands through other means, the Secondary Plan shall be updated as part of the regular review of its policies and Maps.
- 3.10.3 The Township shall seek opportunities to provide additional open space lands, and to provide connections between new and existing open space lands within the Village.
- 3.10.4 The Township shall utilize the provisions of the Planning Act, to acquire parkland through development applications, in accordance with the provisions of the Act, and any Township Bylaws related thereto.
- 3.10.5 For new Draft Plan of Subdivision Applications, the County and Township may require the submission of an Active Transportation Plan that illustrates pedestrian and cyclist trails/pathways and how such trails/pathways connect to existing trails/pathways or other pedestrian and cycling infrastructure.
- 3.10.6 New parks, trails and other active transportation pathways shall be strategically located and linked to the broader trail system and other key destinations. Parkland acquired through a development application shall be located within 400 m from the majority of the residential units within the neighbourhood in which it is located and generally in the location as conceptually shown on the Land Use Schedule Map1. The final location of parks will be refined through the Subdivision / Official Plan process.
- 3.10.7 Parks shall be easily accessible to all residents of Drumbo and shall be designed to provide activities for a variety of age groups. Parks shall be of a size and grade elevation that provides the greatest and best use for outdoor recreation and active use. Notwithstanding the preceding, the Township shall view the collective park system as working towards providing a variety of uses and activities, rather than each individual park and shall seek to provide connections to the park/trail system where feasible.

- 3.10.8 The Township encourages the integration of stormwater management facilities as part of the open space system, including providing pathways and/or trails that link with other trails or open space lands in public ownership. Wherever feasible and appropriate, such lands shall be designed to provide a park-like setting or the character of a natural wetland and, where appropriate, may be adjacent to public parks. However, stormwater management facilities shall not be accepted as parkland under the provisions the Planning Act.
- 3.10.9 Parks shall be located with access to and sufficient frontage upon a municipal road. The Township shall discourage parks that front on an Arterial Road.
- 3.10.10 The development of condominium applications that include a private road may contain private outdoor amenity space. However private amenity space shall not be considered a substitute for public parkland. The County/Township shall encourage the integration of condominiums with the community to foster social interaction and shall ensure they do not impeded the pedestrian connectivity of neighbourhoods.

4.0 COMMUNITY DESIGN

4.1 Background

- 4.1.1 The Village of Drumbo has a unique character, reflected in the development pattern, its proximity to Highway 401 and nearby large urban centres such as the Region of Waterloo, Brantford, Woodstock and London, as well as the surrounding rural community, the fabric of the streets, open spaces and built form. It is important for the community's present and future, to protect and enhance that character, as new development pressures evolve and as the Village grows.
- 4.1.2 In order to achieve the desired vision, new development applications for draft plan of subdivision or draft plan of condominium shall be required to prepare and submit Urban Design Guidelines that align with and implement the policies in the County Official Plan and the Secondary Plan.
- 4.1.3 The Secondary Plan is based on neighbourhood urban design principles, aimed at establishing a complete community. The principles and policies are to be considered when evaluating development applications within Drumbo, and when considering Urban Design Briefs for development applications.

4.2 Village Design

- 4.2.1 In addition to the policies in the County Official Plan regarding Urban Design in Section 6.2.4, all proposed developments requiring a planning application shall demonstrate general compliance with the Village Design Policies of this Plan.
- 4.2.2 The Township may require an Urban Design Brief for developments subject to Site Plan Control that demonstrates how the development achieves the Design policies in the County Official Plan and the Secondary Plan. To the extent that Urban Design Guidelines for Drumbo are approved by Council, the Urban Design Brief shall also demonstrate general compliance with the any such guidelines as well as consider the following:
- i) For Subdivisions-
 - a. Existing conditions;
 - b. Surrounding context;
 - c. Connectivity;
 - d. Walkability;
 - e. Variety of unit types and densities;
 - f. Streetscape considerations
 - g. Priority Lots (heritage, terminating view, corner)
 - h. Implementation guidelines for priority lots,
 - i. Park design (if applicable); and,
 - j. Sustainability.
 - ii) For Site Plan/Zone Change-

- a. Context;
- b. Existing conditions;
- c. Description of development proposal;
- d. How zoning and /or any development conditions will be met;
- e. Built form;
- f. Landscaping; and,
- g. Sustainability.

iii) These may be further refined through a Terms of Reference in consultation with Township and County staff.

4.2.3 Development within the Secondary Plan area, including but not limited to areas of public use, shall be designed in accordance with the Accessibility for Ontarians with Disabilities Act, and other applicable Provincial legislation and the County’s Integrated Accessibility Standards Regulation.

4.2.4 Streetscapes throughout the Village are important components of the public realm. Streetscapes will be designed to enhance community character and create a sense of place. Draft Plan of Subdivision or Condominium conditions may include requirements for the submission of a streetscape plan.

4.2.5 Residential streetscapes shall be designed to ensure the provision of sufficient on-street parking through creative design solutions such as varying housing types, driveway locations and lotting patterns. An on-street parking plan may be required as a condition of Draft Plan approval.

4.2.6 Development throughout the Drumbo Village Area shall be encouraged to respond to and enhance the community’s existing unique identity and sense of place through the use of various means, including building typologies, architectural design treatments, building materials, decorative lighting, decorative street signs, boulevard treatments, gateway features and landscaping elements.

4.2.7 New neighbourhoods shall be designed to promote walkability and a seamless connectivity to the established and surrounding adjacent neighbourhoods.

4.2.8 Buildings shall be located close to the street such that social interaction is encouraged and facilitated throughout the community.

4.2.9 Low-rise built form (maximum 2-4 storeys) will be achieved through the siting and orientation of a building on a lot (or vacant land unit) and the distribution of building massing. Consideration of building materials and architectural design shall have regard for maintaining a form of development that is compatible with and complementary to the existing Village character.

4.2.10 Industrial/ commercial properties adjacent to low- rise residential uses shall provide a transition in height and massing from a residential zone, as well as appropriate separation distances in order to minimize impacts and ensure compatible development.



Decorative lighting and street signage can enhance the character of the community (Image Credit: Town of Perth)

4.2.11 Decorative lighting, street signage and entrance features that enhance the character of Drumbo and that assist in way-finding are encouraged.

4.2.12 Dwellings located on lots in visually prominent locations are considered priority lot dwellings. Priority lots include those lots on corners, at 'T'- intersections, or directly adjacent to open spaces, parks, trails, or other key public areas. Priority lot dwellings shall be identified as such in the Urban Design Guidelines prepared by proponents for plans of subdivision and/or condominium and the treatment of priority lots shall be described in the Guidelines. For the purposes of the foregoing, a vacant land unit shall be considered a lot.



4.2.13 Buildings that abut two or more streets should articulate facades on all street frontages.

4.2.14 Buildings at terminating vistas will be encouraged to be designed as focal points, with architectural innovation and quality urban design that reflects the community character. Enhanced landscaping will be encouraged in these areas.

4.2.15 Stormwater management facilities shall be integrated into the design of the community as an open space amenity and shall include trails, where feasible and appropriate as determined by the Township.



T-intersections are another visually prominent location

4.2.16 New parks proposed as part of a plan of subdivision shall have frontage on a public street, shall be located in the plan in a highly visible location, shall be of a configuration with topographical grades that allow for flexibility of use and programming of the space.

4.3 Village Core Urban Design Policies

4.3.1 The following Specific Urban Design policies apply to development within the Village Core:

- i) Façade openings and large windows on the ground floor are encouraged, so as to activate the public realm;

- ii) Large signs that may obstruct the ground floor windows and the view onto the public realm or into the building shall generally be discouraged;
- iii) Main entrances shall face the street to encourage pedestrian activity;
- iv) Façades along the ground floor shall be encouraged to be transparent and inviting in design to create an interesting and pedestrian friendly streetscape;
- v) Where feasible, outdoor patio areas for restaurants or areas along the street that create a sense of place and invite people to gather, sit or socialize shall be encouraged;
- vi) Protection from the elements for pedestrians such as awnings, porticos, porches etc. shall be encouraged along front facades of buildings;
- vii) Soft landscaping, including street trees, is encouraged along Wilmot and Oxford Streets to provide shade and enhance the public realm;
- viii) The Township shall consider the development of unique signage that identifies the Village Core;
- ix) Large blank walls are discouraged through the incorporation of increased fenestration and the use of a variety of building materials;



Large ground floor windows unobstructed by signs accompanied by outdoor patio areas create a sense of place, inviting people to gather and socialize (Image Credit: Brie Welton)

4.4 General Built Form Policies

- 4.4.1 All building façades will be articulated, with particular attention to building elevations visible from the surrounding public realm. No blank walls facing the public realm are permitted.
- 4.4.2 The massing of larger buildings should be broken up using a number of techniques including changes in building materials/colours; projections; recessions; and varying window sizes.
- 4.4.3 The massing of all proposed buildings should be designed to create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space for residential and employment uses, and landscaping.
- 4.4.4 Building designs and architectural elements that add variety to rooflines are encouraged.
- 4.4.5 High quality, durable materials should be incorporated into the building facades.
- 4.4.6 A variety of architectural styles will be permitted, however building designs that include natural materials are encouraged.

4.5 Residential

4.5.1 Street Townhouse development will form an important component of the range of housing available within the Village. The following design guidelines should be considered in the design of street fronting townhouses:

- i) Street fronting townhouses are to be a maximum height of 3 storeys;
- ii) Single storey townhouse blocks should include variations along the roof line to help break up the building mass and to provide visual interest;
- iii) Generally a maximum of 4-6 units should be provided within each townhouse block;
- iv) The overall design merits of the entire building are to be considered rather than the individual units;
- v) Townhouse buildings which are side-by-side or along the same streetscape are to be coordinated with each other in terms of colours, materials, and architectural styling;
- vi) The main facade is to be located parallel to the street;
- vii) Corner unit townhouses should have enhanced side facades, similar to the front façade and materials from the front facades should wrap around the corner to the side elevations;
- viii) Where possible utility hardware to be inset into enclosures and screened from the public realm;
- ix) Colour and material variation is encouraged between adjacent blocks of street fronting townhomes;
- x) For interior units paired driveways should be considered, where appropriate, to provide landscape and on street parking opportunities;
- xi) Garages should be flush with the habitable portion of the building. Garage projections may be permitted provided garages do not project beyond the front porch/entry;
- xii) For attached garages efforts should be made to ensure the garage(s) are not the visually dominant element of the dwelling.



Street fronting townhouses (Image Credit: Gatehouse Developments)

4.5.2 Apartment and other multi-storey, multi-unit buildings (not including Street Townhouses) are subject to site plan control and their design will be considered by the Township and County in accordance with the following urban design direction:

- i) Buildings should generally be oriented towards a public street and should be directly accessible from any future public sidewalks;
- ii) Buildings should be sited to locate the main entrances towards the street. If this is not possible then they should be directly visible, easily accessible and as close to the street as practically possible. They should also provide a sense of enclosure and be designed to give maximum protection from wind and rain for comfortable and safe pedestrian access;
- iii) Developments should be designed with sufficient areas for landscaping including landscaping along the public street;
- iv) The incorporation of bicycle parking spaces is strongly encouraged to promote active transportation;
- v) Service and drop-off area circulation should not interfere with pedestrian circulation;
- vi) On-site amenity areas shall be provided; and,
- vii) Design techniques to break up building mass including vertical and horizontal articulation, changes in building materials and colours, variation in roof line etc. shall be encouraged.

4.5.3 Single Detached and Semi-detached development shall be encouraged to provide a variety of unit types and elevations.

4.5.4 For interior single detached or semi-detached lots paired driveways should be considered, where appropriate, to provide landscape and on street parking opportunities;

4.5.5 Garages on Single detached and Semi-detached homes should be flush with the habitable portion of the building. Garage projections may be permitted provided garages do not project beyond the front porch/entry;

4.5.5.1 For attached garages efforts should be made to ensure the garage(s) are not the visually dominant element of the dwelling

4.5.6 The provision of front porches on single detached and semi-detached dwellings are strongly encouraged to promote village character and front porch living.

4.5.7 All new development is encouraged to use high quality building materials that contribute to the character and add visual interest.

4.6 Age Friendly Design and Accessibility

4.6.1 Age-friendly design involves consideration of all ages, to ensure that natural and built environment is designed to help people get around the area easily and safely, which fostering healthy living and social interaction.

4.6.2 The following design principles should be considered by the Township and County when reviewing development applications in Drumbo:

- i) Ensuring that a range of park spaces are included for both active and passive recreation;
- ii) Prioritize pedestrian connections that facilitate movement to key destinations;
- iii) Consider the inclusion of multi-generational community gardens to foster social interaction;
- iv) Include seating areas in active spaces to allow for supervision of children.



4.7 Sustainability

4.7.1 The Township recognizes the importance of addressing climate change. Development is encouraged to consider energy use and sustainability through the design process.

4.7.2 The Township encourages and, where appropriate, will require:

- i) Compact development and efficient built form, with due consideration to site context and the Village character;
- ii) Environmentally responsible design and construction practices. Consider using building materials, means and methods that are common within the area or region of construction. The embodied energy, or the energy consumed by all the processes and transportation of materials, can have a dramatic impact on the sustainability of construction;
- iii) The integration, protection and enhancement of natural features and landscapes into building and site design;
- iv) The design of southern exposures and control of east and west fenestration, with the objective of improving the overall energy efficiency of a building; and,
- v) The reduction of resource consumption associated with development.

4.8 Crime Prevention Through Environmental Design

4.8.1 Crime Prevention through Environmental Design (CPTED) is a multi-disciplinary approach of crime prevention that uses site and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.



4.8.2 The following guidelines should be considered in the design of safe sites and buildings:

- i) Use appropriate features that express ownership and boundaries such as defined entrances, parking areas, and pathways. Landscaping, fences and pavement treatments can be used to delineate different areas;
- ii) When designing sites avoid creating spaces that appear confined, dark, isolated or unconnected with neighbouring uses, or without a clear purpose or function;

Views from residential windows and balconies promote eyes on the street and provide pedestrians with an extra layer of safety (Image Credit: City of Mississauga)

- iii) Integrate informal surveillance by considering visibility, light and openness. Orient and design physical features and activities to maximize the ability to see throughout the site. This includes attention to the placement of windows to provide visual access to areas of the site, and locating walkways, entrances, landscape materials, and other site features to avoid areas for persons to hide;
- iv) Encourage the concepts of 'eyes on the street' and 'eyes on the park' when placing windows, front porches and balconies. This includes the placement of windows relative to private outdoor amenity areas.

4.9 Transportation

4.9.1 Map 2 – Transportation identifies a series of existing and proposed roads within the Secondary Plan Area as well as active transportation trails and routes. It is the intent of this Plan to permit a hierarchy of roads, with different functions, as follows:

- i) Arterial Road;
- ii) Collector Road;
- iii) Local Road;

4.9.2 Arterial Roads (County Roads) are intended to carry higher volumes of traffic within and beyond the Village of Drumbo. County Roads are under the jurisdiction of the County of Oxford and any development located on a County Road shall be subject to County approvals, as required. Within the Village, the Township shall explore opportunities to include sidewalks on both sides of all streets, in consultation with the County, and to delineate cycling lanes within the municipal road allowance, including on paved shoulders, where feasible.

4.9.3 Map 2 identifies conceptual Collector Roads within the undeveloped portions of the Village. **The location of the proposed conceptual collector roads may be further refined and determined through a Plan of Subdivision or Official Plan Amendment.** The location and design of the new roads shall be subject to the normal approval process, including detailed engineering design. The location of the conceptual Collector Roads is intended to illustrate desired connections to ensure that new development within the Village is appropriately connected to existing development, roads, and cycling and pedestrian infrastructure. The County and/or Township may require a Transportation Impact Study as part of a complete application for new Draft Plans of Subdivision and/or Condominium or for the development of new employment uses within the Industrial designation. The Transportation Impact Study shall consider all forms of connectivity, including active transportation, and shall include recommendations for any required traffic calming measures that ensure the safety of pedestrians and cyclists. Traffic calming measures, where required, should be incorporated into the design of new roads as part of the development review process.

4.9.4 It is recognized that different forms of housing may be developed through the condominium process that may include the use of private roads. Private condominium roads are intended to provide an alternate means of access to individual buildings and/or units within a condominium development where a Local Road is not feasible, desirable or required. Private condominium roads will not be assumed or maintained by the Township or County. The County and Township shall evaluate the design of the road in accordance with County standards, the Building Code and any

other applicable legislation. Sidewalks shall be provided on at least one side of a private condominium road and shall connect with a public road.

5.0 SERVICING AND PHASING

5.1 Municipal Services

- 5.1.1 The Provincial Policy Statement directs development to serviced Settlement Areas that offer municipal water and sanitary sewage systems and limit development in Settlement Areas that have partial or private water and sanitary sewage systems. The Village of Drumbo is a Serviced Village.

It is the intent of this Plan that development will only proceed once servicing capacity is made available. It is recognized that the Village has limited sanitary servicing capacity. An expansion to the Wastewater Treatment Plan (WWTP) has been approved, with a two phased approach to the construction of the expansion. Once the WWTP is expanded, it is anticipated that there will be additional capacity to support approximately 330 equivalent residential units.

The anticipated growth for the Township over the planning horizon is 600 additional units. The majority of those units should be accommodated within the two Serviced Villages of Drumbo and Plattsville. The Environmental Assessment prepared for the WWTP expansion indicated that Plattsville would accommodate 137 units, with the remainder to be accommodated through development within Drumbo, or other areas of the Township.

The PPS directs that growth occur first within fully serviced Settlement Areas, such as Drumbo. The PPS affords limited opportunities for new residential development outside of serviced Settlement Areas. In this regard, the Secondary Plan has been planned such that the vast majority of the growth would occur within the Village of Drumbo.

- 5.1.2 The County maintains a Servicing Allocation Policy, which shall be considered for all new development applications. As a requirement of a complete development application submission, the Township and County shall require confirmation that municipal services are, or will be made available to service the proposed development. Where the proponent cannot demonstrate to the satisfaction of the Township and County that services are or will be available to support their development, the Township and County shall consider the application premature.
- 5.1.3 In recognition that the development of all of the lands within the Settlement Area cannot be accommodated within the limitations of the existing and planned WWTP capacity, the Secondary Plan includes Phasing Policies and a Phasing Plan to ensure the orderly development of the lands within the Village and to ensure the expansion of municipal services occurs in a financially responsible and equitable manner. The intent of the Phasing policies is to ensure that development takes place in a fiscally responsible manner that minimizes risk to the Township and County and to ensure that the cost of development is borne by proponents of development applications, where appropriate.
- 5.1.4 The extension of water and sanitary sewage systems shall be orderly, efficient, and financially sustainable, protect human health and the environment and shall not require the premature extension of municipal infrastructure. The Phasing policies outline a number of principles and

requirements for development to ensure that development within the Village occurs in a logical, efficient and well-coordinated manner, integrating with the existing developed area of the Village.

- 5.1.5 To make the most efficient use of municipal services, the County and Township shall encourage water conservation and the efficient use of municipal water supply.
- 5.1.6 The County and Township shall encourage and support, where feasible and appropriate, the implementation of innovative stormwater management approaches as part of new development, redevelopment and intensification proposals. When evaluating new development applications, the County and Township will ensure that where the extension of full municipal services is considered, municipal water supply, and sewage conveyance and treatment are extended in a coordinated manner that is financially feasible. As part of that consideration, development applications shall demonstrate compliance with the Phasing policies of this Plan. To determine compliance with the phasing, the Township and County may require the preparation of Master Servicing Plans with new Draft Plan of Subdivision applications that will document existing servicing conditions, capacity, and identify a phased approach for the orderly development of the lands, in accordance with available capacity.
- 5.1.8 Given the servicing capacity limitations in the Village, uses that have low water and wastewater requirements are preferred.
- 5.1.9 Prior to the approval of a development application for new development within the Village, the County and Township shall be satisfied that sufficient water and wastewater servicing capacity continues to be, or will be available to service the development. The formal confirmation of servicing capacity shall be a condition of draft plan approval. Registration of plans of subdivision shall only proceed where the development, in its entirety, or portions thereof, have received formal servicing allocation from the County. It is acknowledged that registration of plans of subdivision may be required to proceed in phases or sub-phases based on the availability of municipal services, the policies of this Plan and the allocation of capacity by the County. The allocation of servicing capacity shall be at the sole discretion of the County.

5.2 Phasing of Services

- 5.2.1 It is a principle of this Plan that growth shall only proceed with sufficient servicing, while recognizing that servicing availability may be limited to the current planned expansions to the WWTP and the available land within the Settlement Area for development. It is recognized that there are multiple properties within the Village that are planned for residential and or employment uses that are currently vacant or that contain an interim use and that do not yet have servicing capacity. In this regard, there are multiple options for the phasing and progression of development. The phasing policies of this Plan are intended to provide for and direct the logical, cost effective extension of municipal services, and to ensure that:
- i) development only occurs where servicing is or will be available;
 - ii) the registration of plans of subdivision, final approval of site plan applications and the issuance of building permits do not occur until servicing capacity is available and secured by the respective development;
 - iii) the phasing of development occurs in a contiguous manner including the extension of roads and pedestrian/cycling infrastructure;

- iv) that technical engineering constraints and considerations are incorporated (e.g., gravity-based systems are considered in advance of other more costly systems);
- v) the provision of community services, such as trails, roads, and parks are coordinated and are available to new residents and or employees in a timely manner;
- vi) that for a draft plan of subdivision that contains multiple phases, a majority of the units are completed and occupied in preceding phases before a new phase is permitted to proceed and building permits are issued.

- 5.2.2 The phasing of development on full municipal services shall coincide with the existing built up portion of the community, while balancing new development with opportunities for infill and re-development. The allocation of services for development shall prioritize development within the built boundary over new greenfield development.
- 5.2.3 For illustrative purposes, Map 3 to this Plan identifies a conceptual phasing map for the undeveloped areas of the Village within the Settlement Area boundary. The intent of the Phasing Map is to identify a phasing approach that will assist the County and Township in implementing the servicing and phasing policies of this Plan. The Phase Map does not illustrate lands within the Village that have the potential for redevelopment and or intensification. The Township and County shall ensure that capacity is available within the WWTP to provide for minor intensification and redevelopment within the Village which shall be determined through the municipal servicing allocation policy.
- 5.2.4 Map 3 is divided into 3 Phases, with a further subdivision of Phase 1 into three Phases. The intent of creating Phase 1 sub-phases is to ensure balance between residential and employment uses in the potential allocation of servicing capacity and to provide equity amongst landowners. The township and County recognize that not all of the lands identified with Phasing on Map 3 may be able to be serviced with the current planned expansion to the WWTP.
- 5.2.5 To ensure the implementation of the phasing policies of this Plan, the Township and County may require that proponents of development applications identify their planned phasing and how the progression of the draft plan of subdivision, or other phased development, aligns with the objectives of this Plan.
- 5.2.6 The phasing policies are not intended to and shall not be interpreted as restricting the timing of completion of community infrastructure, including roads, pathways, trails, utilities, parks, water/wastewater lines and other related facilities.
- 5.2.7 To implement the phasing policies of this Plan, the Township and County may only approve individual phases of development that have servicing capacity committed, in a manner satisfactory to the Township and County. Furthermore, the County and Township may use appropriate planning tools, such as conditions of draft plan approval, site plan agreements, subdivision agreements and the use of holding symbols in accordance with the Planning Act to manage the implementation of approved developments and any phases related thereto.
- 5.2.8 The Township and the County reserve the right to modify the phasing sequence of Map 3 or permit the advancement of a later phase where a land owner does not intend to or has not proceeded in a reasonable time frame.

6.0 IMPLEMENTATION

The purpose of this Secondary Plan is to guide the detailed planning and development of the Drumbo Village Area over the next 25 years. This Secondary Plan shall be implemented through the County of Oxford Official Plan, Township Zoning Bylaw, future plans of subdivision, plans of condominium, urban design guidelines and other development applications.

6.1 Amendments to the Plan

- 6.1.1 Applications for development which do not align with the Policies or that seek a change in use shall require an Amendment to the County OP Plan. Amendments to the Secondary Plan shall be subject to the policies of the County Official Plan, the Provincial Policy Statement and shall require appropriate justification.
- 6.1.2 The expansion of the Village Settlement Area Boundary beyond the limits shown in the Secondary Plan is not contemplated. The County and Township shall continue to review and consider population and employment growth forecasts and shall consider the boundary of the Village through regular reviews of the Official Plan, as appropriate and in accordance with the Planning Act, as well as the availability of municipal services. Should an expansion of the Village be contemplated to accommodate additional residential growth, the lands designated Future Urban Growth shall be considered first.

6.2 Monitoring

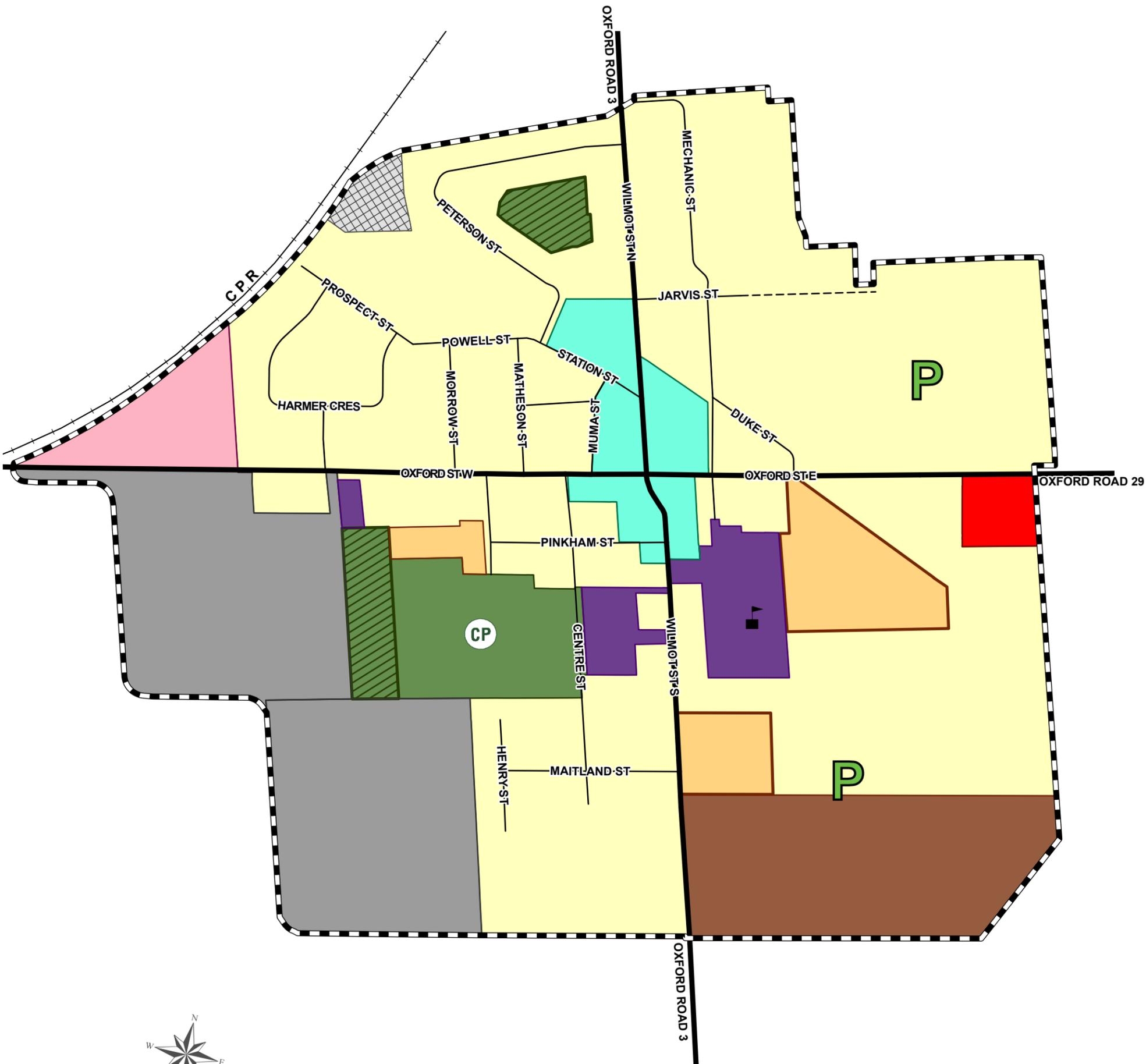
- 6.2.1 The Township and County will monitor the implementation of the Secondary Plan and will review the policies of this Secondary Plan at least every 5 years to ensure the policies remain relevant and are achieving their objectives.

6.3 Interpretation

- 6.3.1 The use of “shall”, “will”, or “must” in the policy recommendations of this plan indicates a mandatory requirement, whereas the use of “should”, “would”, “may” indicates that a statement is advisory, not binding, and that details need to be resolved in the implementation of this Plan. Where the same topic is addressed in more than one part, sections and policies are cross-referred.

SECONDARY PLAN

MAP 1



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 KING'S PRINTER OF ONTARIO. (c)2022

THIS MAP FORMS PART OF THE VILLAGE OF DRUMBO SECONDARY PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

BASE MAP LEGEND

- SETTLEMENT BOUNDARY
- ARTERIAL ROADS
- LOCAL ROADS
- PROPOSED FUTURE LOCAL ROADS
- RAILWAY
- SCHOOL
- COMMUNITY PARK

LAND USE PLAN LEGEND

- VILLAGE CORE
- SERVICE COMMERCIAL
- (VILLAGE) CONVENIENCE COMMERCIAL
- FUTURE URBAN GROWTH
- INSTITUTIONAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- INDUSTRIAL
- OPEN SPACE
- OPEN SPACE (SWM)
- WASTE WATER TREATMENT PLANT
- FUTURE PARK**

**NOTE: THE LOCATIONS OF THE PARKS ARE APPROXIMATE AND MAY BE FURTHER REFINED THROUGH AN OFFICIAL PLAN AMENDMENT OR PLAN OF SUBDIVISION

SECONDARY PLAN

MAP 2



THIS MAP FORMS PART OF THE VILLAGE OF DRUMBO SECONDARY PLAN AND MUST BE READ IN CONJUNCTION WITH THE WRITTEN TEXT.

BASE MAP LEGEND

- RAILWAY
- SETTLEMENT BOUNDARY
- FUTURE PARK
- SCHOOL
- COMMUNITY PARK

TRANSPORTATION NETWORK PLAN LEGEND

- ARTERIAL ROADS (COUNTY ROADS)
- LOCAL ROADS
- PROPOSED FUTURE COLLECTOR ROADS**
- PROPOSED FUTURE LOCAL ROADS
- PROPOSED FUTURE CYCLING PATHS
- CONCEPTUAL TRAIL LOCATIONS

**NOTE: THE LOCATIONS OF THE PROPOSED COLLECTOR ROADS ARE APPROXIMATE AND MAY BE FURTHER REFINED THROUGH AN OFFICIAL PLAN AMENDMENT OR PLAN OF SUBDIVISION



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 KING'S PRINTER OF ONTARIO. (c)2022

