



July 05, 2023

County Clerk - Oxford County

21 Reeve Street,
Woodstock, Ontario N4S 7Y3

Attention: Warden Marcus Ryan and Members of County Council

**Re: Oxford County Transportation Master Plan (TMP)
Oxford Road No. 4 Realignment**

Dear Warden Ryan and Councillors,

Melrose Investments Inc. (Melrose) has been in the business of developing and leasing major commercial/industrial properties since 1973 and currently manages and leases approximately 2.6 million sq. ft. in Oakville, Burlington, Vaughan, and other areas. Melrose retains and leases out all the commercial/industrial properties it develops. Therefore, it is critical that such properties be of the highest quality and be located in highly desirable locations. Melrose Head Office are located in the Town of Oakville.

In 2020 and 2021 Melrose purchased two parcels of land in the City of Woodstock, with a total acreage of approximately 86 acres, comprising 39 acres on the Southerly Parcel and 47 acres on the Northerly Parcel. At the time of acquisition, the said lands were designated in the County and City of Woodstock Official Plan as Industrial Area and zoned in the City Zoning By-law 8626-10 as M3-13(H) General Industrial, permitting their development for industrial purposes subject to holding provision for environmental and archeological constraint purposes. After completing the required necessary studies, the holding provision was removed from the zoning by-law on June 16, 2022.

Upon acquisition, in August 2021, Melrose applied for Site Plan Approval and submitted to the County and the City its development plan for the property. The submitted plans were circulated by the County Planning Department to all reviewing agencies, including MTO. The proposed Melrose Industrial Park comprises 2 industrial buildings on the "Southerly Parcel" with a total leasable area of 762,240 sq. ft., and 2 industrial buildings on the "Northerly Parcel", with a total leasable area of 743,384 sq. ft., all as shown on the Stamped Site Plans attached hereto (Appendix 1). In our opinion, the development as proposed would be highly desirable and marketable as a prime industrial business park and of great economic benefit to the County and the City.

In support of the site plan application, Melrose had retained Crozier Consulting Engineers to undertake the necessary transportation studies, submitted to the County and City in August 2021. Later in the process, Melrose hired LEA Consulting Ltd to undertake an updated transportation impact study, which was submitted in July 2022. Both Transportation Consultants recommended signalization of Oxford Road #4 and Oxford Road #15 intersection to accommodate future traffic,

with no reference to the need for realignment. However, MTO and County Staff initially took the position that Site Plan Approval was premature until the final decision on the County Road #4 realignment had been made.

When a decision on the issue had not been made Melrose appealed to the Ontario Land Tribunal (“OLT”). Prior to a hearing the City advised that they had directed that the approval for the Site Plan Application be granted. Neither the County nor MTO sought status at the OLT resulting in the Delegated Official at the County issuing Site Plan Approval on October 21, 2022, for both Southerly and Northerly Parcels. Given the above, Melrose assumed that the County and MTO had decided that the Melrose lands were not required for the realignment. On October 28, 2022, Melrose applied to MTO for a Building and Land Use Permit for the Southerly Parcel. The Northerly Parcel is not subject to MTO’s jurisdiction and does not require any permissions from them.

On April 4, 2023, MTO advised Melrose that they would not issue the said Permit. Melrose had to await a final decision by the County on the TMP, and the Class Environmental Assessment (EA), and subject to the results of the Class EA, the approval by the County of the final working drawings for the proposed realignment before they would make any decision on the said Permit. This delay could easily amount to 6 to 10 years.

From our discussions with the County Staff, we understand that a possible location of the realigned road would traverse south to north through the Melrose Lands, as shown on the conceptual road realignment overlay attached hereto (Appendix 2 & 3). In our opinion, this proposed realignment renders the Southerly Parcel highly undesirable for industrial use. Where the realigned road intercepts the south-east corner on the Northerly Parcel such will have serious affects on site access, driveway, and the building layout. While these affects can be mitigated to some degree the resulting development will not be ideal nor as marketable. The most significant impact is that without the development of the Southerly Parcel, which has better exposure to Highway #401 and is considered the entranceway to the entire development, our development plans for the Northerly Parcel would be compromised.

If it were not for the need for the MTO Permit for the Southerly Parcel, Melrose would be able to obtain building permits for the 2 buildings for the Southerly Parcel and commence construction in 2023 proceeding with buildings from south to north. If Melrose is unable to commence construction for the Southerly Parcel until 2030, that is, 7-year delay from our original plan, we anticipate a loss of gross rental income of at least \$59 million for the Southerly Parcel, in addition to \$57 million for the Northerly Parcel. If the proposed realignment is approved through the Melrose Lands, it is highly questionable that the Northerly Parcel can be developed as a premium business park, thereby putting the entire development at risk. In our correspondence with MTO we suggested that if they are not prepared to issue the Permit, they should alternatively negotiate with us to purchase the said lands or expropriate same. They responded that because these lands are not directly required for MTO purposes they had no jurisdiction to do either. That means only the County has such jurisdiction. We have had preliminary discussions with our appraiser, and he advises that the retail value for just the Southerly Parcel would be approximately \$40 million. This does not include reimbursement for our consulting, administrative, and legal fees to date of

approximately \$1.5 million, nor for the negative impact on the Northerly Parcel, nor any other damages or financial losses incurred.

We were informed by County Staff that on July 12, 2023, the draft Transportation Master Plan will be presented to your Council for review. Based on the County's presentation during the 2nd Virtual Public Consultation Centre (PCC#2), the draft TMP will be recommending various traffic and environmental studies pertaining to a number of road intersections, one of which is Oxford Road #4 and Oxford Road #15, where a study to determine the need for realigning Oxford Road #4 will be recommended.

We hereby, strongly request that the Council do not approve any recommendation for future studies intended for the said road realignment. The present road functions properly, and with minor improvements to the intersection it can easily accommodate the future traffic requirements, as clearly presented in the Transportation Impact Study submitted by both Crozier Consulting Engineers and LEA Consulting Ltd through Melrose and accepted by the County and the City during the process of site plan approval.

Ontario is now facing a land supply crisis, yet our response to this challenge seems to involve excessive and unnecessary studies, that in many cases, serve no purpose other than redundant caution. There is no need to explore the options for a road realignment and a roundabout, which may offer aesthetic benefits but come with exorbitant costs that may range anywhere from \$50 to \$100 million, while causing significant delays to a development project worth \$214 million, without any discernible justification. These types of delays amount to a state of "paralysis by analysis" and represent the primary catalyst behind of the real estate crisis we are facing today.

We fully understand and appreciate that municipal staff is often directed to study all and every different possibility for public wellbeing and to make everyone more comfortable in their decision. The decision on this intersection has already been made by the County and the City and it is time to move forward with implementation of this decision. Please do not add to the land supply crisis by adding more studies to this area.

We greatly appreciate the County and City Staff, and we ask instead that the County and City assist Melrose in obtaining the permit from MTO. MTO has no rationalization to refuse providing our permit. If you move forward with the said studies, MTO will be in the position that they cannot provide a permit until you complete the studies. In this particular case, you will be causing MTO to stop this development.

Sincerely,



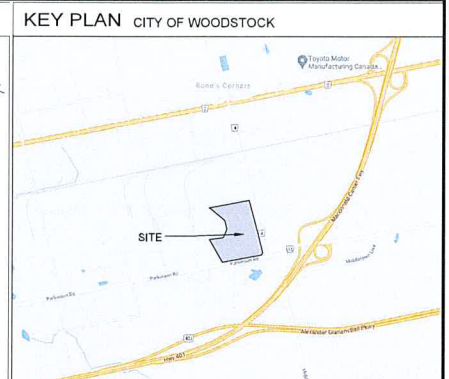
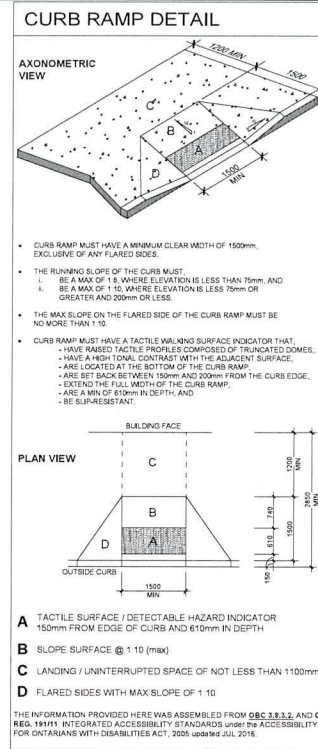
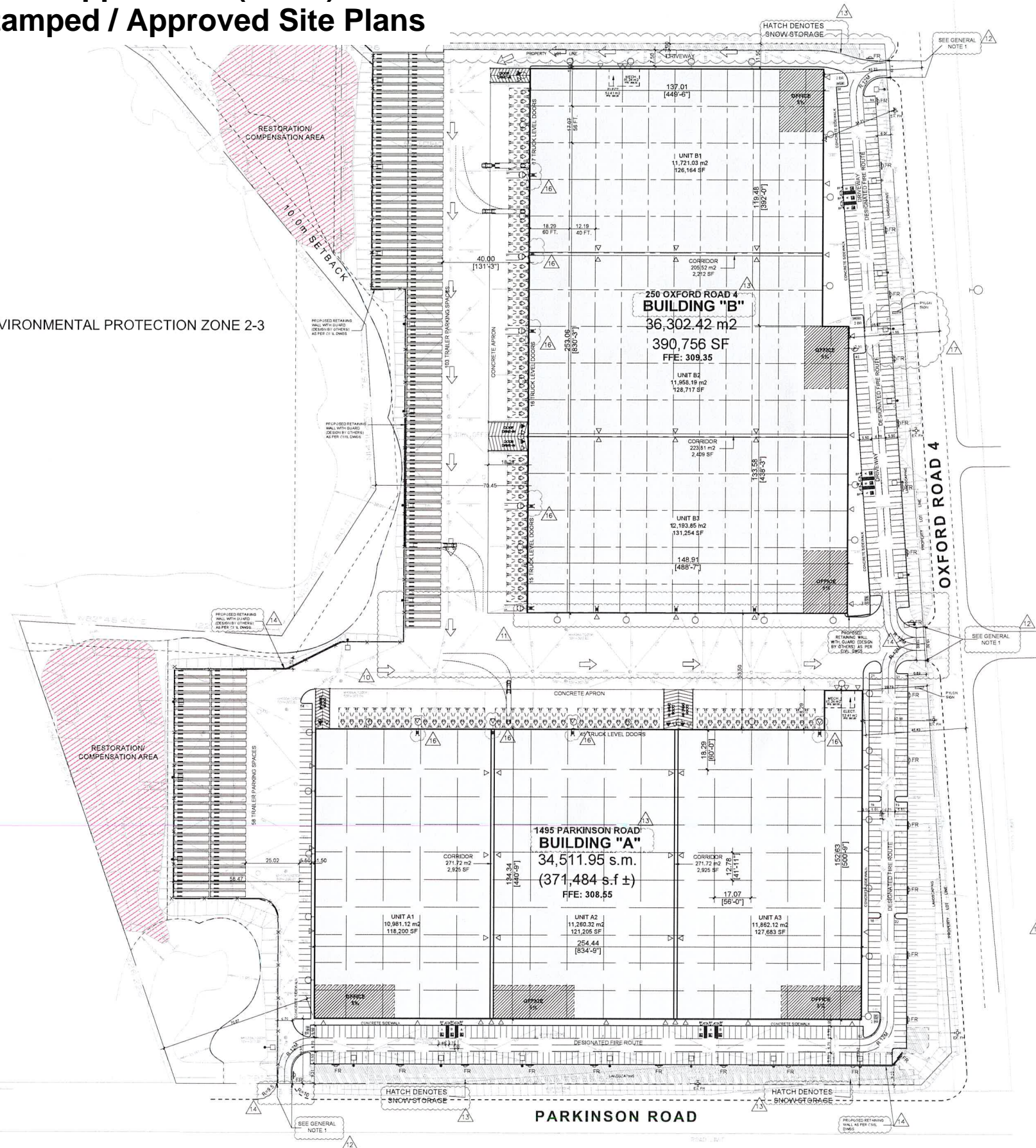
Silvio Guglietti,
President / GM

Attachments: Appendix 1: Stamped / Approved Site Plans for South and North Parcels
Appendix 2: Conceptual Road Realignment Overlay
Appendix 3: Blow-up of the Conceptual Road Realignment Overlay

145 REYNOLDS STREET, SUITE 400, OAKVILLE, ONTARIO L6J 0A7
TEL: 905-849-1360 FAX: 905-849-9921
www.melroseinvestments.com

Appendix-1 (1 of 2) Stamped / Approved Site Plans

ENVIRONMENTAL PROTECTION ZONE 2-3



LEGAL DESCRIPTION
LOT 14, REGISTRAR'S COMPILED PLAN No. 1626 (FORMERLY TWP. OF NORWICH) NOW THE CITY OF WOODSTOCK COUNTY OF OXFORD

SCALE: 1:1000
SCALE IN METERS

2020 ARCHIBALD, GRAY & McKay LTD. ONTARIO LAND SURVEYORS

SITE STATISTICS

TOTAL SITE AREA	157,898.46 m ²	or	38.02 Ac
RESTORATION AREA (NORTH)	2,700.03 m ²	or	0.67 Ac
RESTORATION AREA (SOUTH)	5,700.56 m ²	or	1.41 Ac
ENVIRONMENTAL PROTECTION SETBACK	6,563.11 m ²	or	1.62 Ac
ENVIRONMENTAL OFFSET	3,085.71 m ²	or	0.76 Ac
DEVELOPMENT SITE AREA	139,849.05 m ²	or	34.56 Ac
TOTAL SITE AREA	157,898.46 m ²	or	38.02 Ac

ZONING

REQUIRED	PROVIDED	
LOT FRONTAGE (PARKINSON ROAD)	20.0 m	±366.39 m
FRONT YARD (PARKINSON RD)	15.0 m	29.92 m
INTERIOR YARD (WEST EP 2-3)	7.5 m	70.07 m
REAR YARD (NORTH)	7.5 m	11.50 m
EXTERIOR (OXFORD ROAD)	22.0 m	25.07 m

GFA

BUILDING 'A'	34,511.95 m ²	or	371,484 SF
BUILDING 'B'	36,302.42 m ²	or	390,756 SF
TOTAL GROSS FLOOR AREA	70,814.34 m ²	or	762,239 SF
LOT COVERAGE MAX 70%			44.85%
LANDSCAPED AREA MIN 5%	13,930.07 m ²	or	8.82%
ENVIRON. AND RESTORATION AREA	18,049.41 m ²	or	11.43%
PAVED AREA	55,104.85 m ²	or	34.90%

PARKING

BUILDING HEIGHT (MAX)	15.0 m	15.0 m
BUILDING 'A'	173 Spaces	364 Spaces
ADDITIONAL OFFICE 1.0 Space / 30 m ² @ 1,772.61 m ²	60 Spaces	
BUILDING 'B'	182 Spaces	171 Spaces
ADDITIONAL OFFICE 1.0 Space / 30 m ² @ 1,815.12 m ²	61 Spaces	
TOTAL	476 Spaces	535 Spaces
ACCESSIBLE PARKING REQ'D (2.5 Spaces + 2% OF REQUIRED PARKING)	12 Spaces	12 Spaces
TRAILER PARKING	-	161 Spaces
BICYCLE PARKING	N/A	10 BIKE RACKS
SNOW STORAGE AREA	3,199.21 m ²	or 2.29% of site area

- GENERAL NOTES**
- BARRIER CURB TO BE TERMINATED AT RIGHT OF WAY LIMIT AT ALL ENTRANCES. END TREATMENT TO TRANSITION TO ASPHALT GRADE OVER 600mm LENGTH (TYP.)
- SYMBOL LEGEND**
- | | |
|--|---|
| MAN DOOR LOCATIONS | SNOW STORAGE AREA |
| LOADING DOCK LOCATIONS | ROOF TOP MECHANICAL UNIT |
| DRIVE-IN OR OVERHEAD DOORS | PAD-MOUNT HYDRO TRANSFORMER REF. ELECTRICAL DWGS |
| FIRE HYDRANT & VALVE | LIGHT STANDARD (TYP) |
| CATCH BASIN | CURB RAMP (REF. CURB RAMP DETAIL) |
| DOUBLE CATCH BASIN | LOADING SPACE 9.0 m x 3.5 m x 4.5 m H |
| SANITARY MANHOLE | CONC. FILLED STEEL BOLLARD |
| CATCH BASIN / MANHOLE | FIRE DEPARTMENT/SIAMESE CONNECTION |
| STORM MANHOLE | BARRIER FREE PARKING SIGN |
| HYDRO POLE STANDARD / UTILITY POLE | FIRE ROUTE SIGN < 30'-45' to line parallel to traffic flow mounted on a pole or mounted to building face. |
| BICYCLE RING 0.6m x 1.8m x 1.9m H. | STOP SIGN |
| ACCESSIBLE PARKING SPACE A & B TYPES | PROPOSED LANDSCAPED ISLAND W/ CONC. CURB |
| BANK OF GAS METERS | PROPOSED GRADES |
| DIRECTION OF TRAFFIC FLOW | |

No.	ISSUED	DATE
1	ISSUED FOR COORDINATION	JULY 16 2021
2	ISSUED FOR COORDINATION	JULY 26 2021
3	ISSUED FOR CLIENT REVIEW	AUG 6 2021
4	ISSUED FOR COORDINATION	AUG 13 2021
5	ISSUED FOR SPA	AUG. 16, 2021
6	ISSUED FOR COORDINATION	NOV. 24, 2021
7	ISSUED FOR COORDINATION	JAN. 17 2022
8	REISSUED FOR SPA	JAN. 24 2022
9	ISSUED FOR CLIENT REVIEW	JUNE 1, 2022
10	ISSUED FOR CLIENT REVIEW	JUNE 2, 2022
11	RE-ISSUED FOR SPA THIRD SUBMISSION	JULY 21, 2022
12	RE-ISSUED FOR SPA	OCT. 12, 2022

No.	REVISION	DATE
18	REVISED AS NOTED	SEPT. 28, 2022
17	REVISED AS NOTED	SEPT. 21, 2022
16	REVISED AS NOTED	JULY 18, 2022
15	REVISED AS NOTED	JULY 11, 2022
14	REVISED AS NOTED	JUNE 20, 2022
13	REVISED AS NOTED	JUNE 16, 2022
12	REVISED AS NOTED	JUNE 6, 2022
11	REVISED AS NOTED	JUNE 2, 2022
10	REVISED AS NOTED	JUNE 1, 2022
9	REVISED AS NOTED	DEC. 22 2021
8	REVISED AS NOTED	DEC. 15 2021

BALDASSARRA
Architects Inc.

30 Great Gulf Drive, Unit 20 | Concord ON | L4K 0K7
T. 905.660.0722 | www.baldassarra.ca

ONTARIO ASSOCIATION OF ARCHITECTS
FINAL SITE PLANS AS APPROVED BY WOODSTOCK COUNCIL ON

OWNERS INFORMATION: **OCT 21 2022**

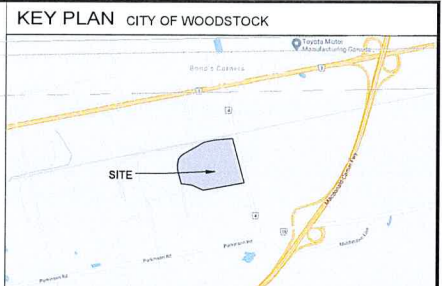
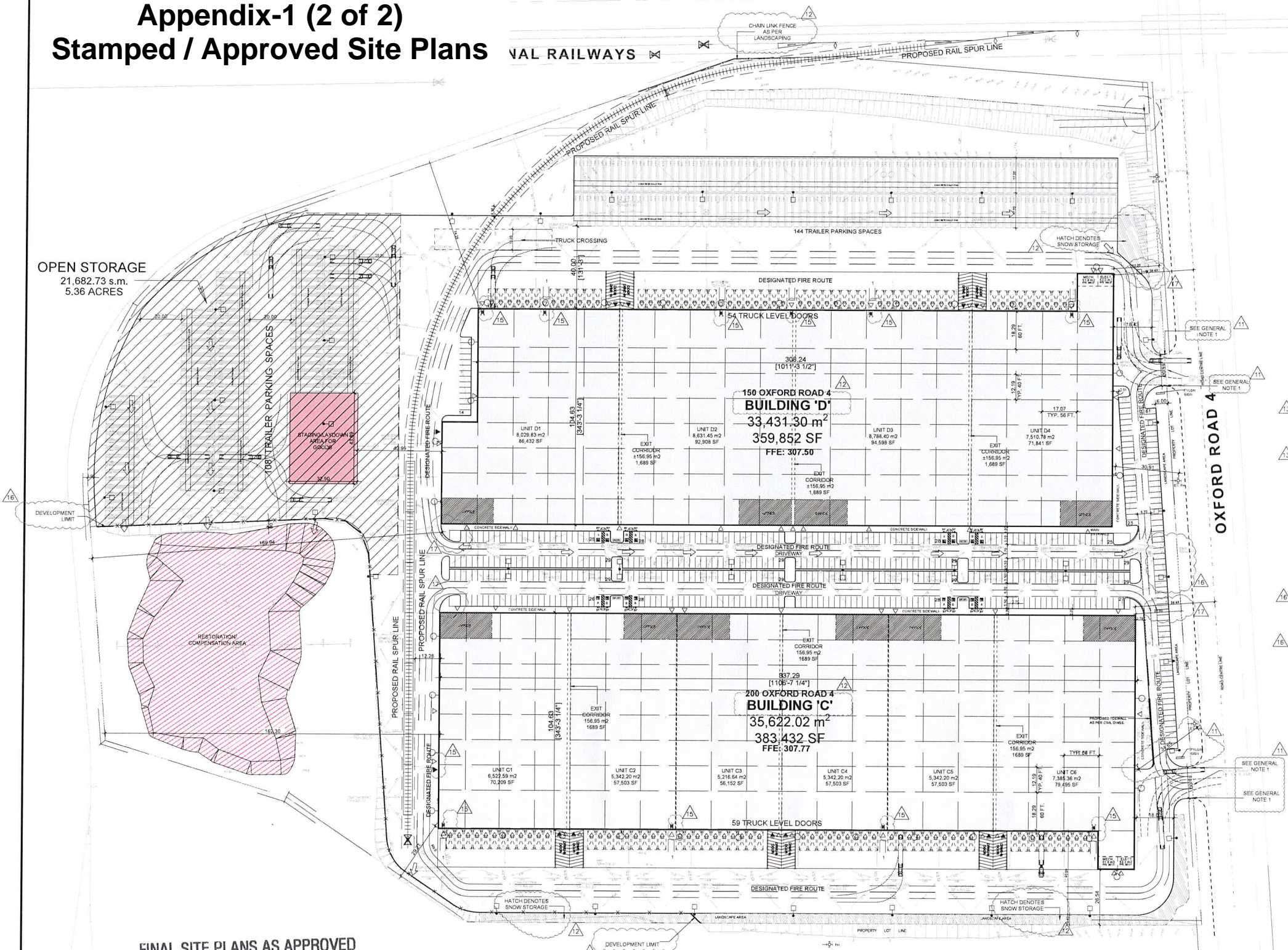
AUTHORIZED SIGNATURE: *[Signature]*

Melrose Woodstock Southlands
Woodstock, ON

SITE PLAN

DATE	DRAWN BY	CHECKED	SCALE
May 2021	MM	MB	1:1000
PROJECT NO.	DRAWING NO.		
21-32	A-1.0		

Appendix-1 (2 of 2) Stamped / Approved Site Plans



LEGAL DESCRIPTION

LOT 14,
REGISTRAR'S COMPILED PLAN
No. 1626
PARTS 2, 3, 4
(FORMERLY TWP. OF NORWICH)
NOW THE
CITY OF WOODSTOCK
COUNTY OF OXFORD

SCALE: 1:1000
SCALE IN METERS

R-PE SURVEYING LTD., O.L.S. 2021

PROJECT NORTH

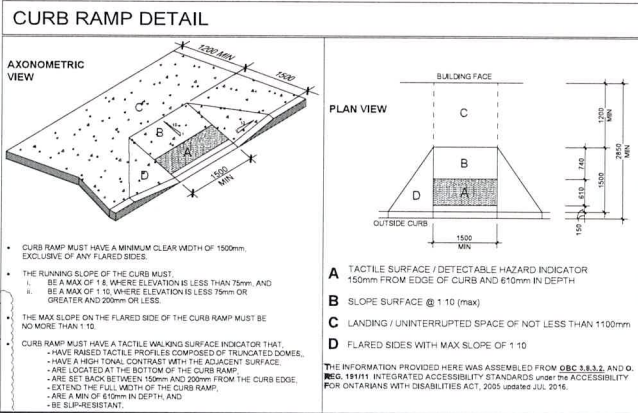
TRUE NORTH

SITE STATISTICS

TOTAL SITE AREA	190,384.23 m ² or 47.04 acres
ENVIRONMENTAL PROTECTION SETBACK DEVELOPMENT SITE AREA	15,668.64 m ² or 3.87 acres
TOTAL SITE AREA	174,715.59 m ² or 43.17 Ac
ZONING	M3-13 - GENERAL INDUSTRIAL
REQUIRED	PROVIDED
LOT FRONTAGE (OXFORD ROAD)	20.0 m / 393.03 m
FRONT YARD (OXFORD ROAD) PROPERTY LINE (CL OF ROAD)	22.0m / 37.0 m / 22.00m / 38.49 m
REAR YARD	7.5 m / 162.30 m
INTERIOR SIDE (NORTH)	3.0 m / 74.28 m
INTERIOR SIDE (SOUTH)	3.0 m / 26.54 m
BUILDING 'C'	35,622.02 m ² or 383,532 SF
BUILDING 'D'	33,431.30 m ² or 359,852 SF
TOTAL GROSS FLOOR AREA	69,053.32 m ² or 743,384 SF
LOT COVERAGE MAX 70%	36.27%
LANDSCAPED AREA MIN 5%	22,715.81 m ² or 11.83%
ENVIRONMENTAL PROTECTION AREA	15,668.64 m ² or 8.23%
PAVED AREA	82,946.47 m ² or 43.57%
REQUIRED	PROVIDED
BUILDING HEIGHT (MAX)	15.0 m / 15.0 m
BUILDING 'C'	178 Spaces / 259 Spaces
BUILDING 'D'	167 Spaces / 296 Spaces
TOTAL	454 Spaces / 555 Spaces
ACCESSIBLE PARKING REQ'D (2.0 Spaces + 2% OF REQUIRED PARKING)	11 Spaces / 16 Spaces
TRAILER PARKING	252 Spaces
BICYCLE PARKING	N/A / 8 BIKE RACKS
SNOW STORAGE AREA	2,274.36 m ² or 1.31% of site area

SYMBOL LEGEND

- MAN DOOR LOCATIONS
- LOADING DOCK LOCATIONS
- DRIVE-IN OR OVERHEAD DOORS
- FIRE HYDRANT & VALVE
- CATCH BASIN
- DOUBLE CATCH BASIN
- SANITARY MANHOLE
- CATCH BASIN / MANHOLE
- STORM MANHOLE
- HYDRO POLE STANDARD / UTILITY POLE
- BICYCLE RING | 0.6m x 1.8m x 1.0m H.
- ACCESSIBLE PARKING SPACE | A & B TYPES
- BANK OF GAS METERS
- DIRECTION OF TRAFFIC FLOW
- SNOW STORAGE AREA
- ROOF TOP MECHANICAL UNIT
- PAD-MOUNT HYDRO TRANSFORMER REF. ELECTRICAL DWGS
- LIGHT STANDARD (TYP)
- CURB RAMP (REF. CURB RAMP DETAIL)
- LOADING SPACE 9.0 m x 3.5 m x 4.5 m H
- CONC. FILLED STEEL BOLLARD
- FIRE DEPARTMENT/SIAMESE CONNECTION
- BARRIER FREE PARKING SIGN
- FIRE ROUTE SIGN - 30'-45' to line parallel to traffic flow mounted on a pole or mounted to building face.
- STOP SIGN
- PROPOSED LANDSCAPED ISLAND W/ CONC. CURB
- PROPOSED GRADES



GENERAL NOTES

1. BARRIER CURB TO BE TERMINATED AT RIGHT OF WAY LIMIT AT ALL ENTRANCES. END TREATMENT TO TRANSITION TO ASPHALT GRADE OVER 600mm LENGTH (TYP.)

FINAL SITE PLANS AS APPROVED
BY WOODSTOCK COUNCIL ON

OCT 21 2022

AUTHORIZED SIGNATURE

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6	ISSUED FOR CLIENT REVIEW	OCT. 21 2021
7	ISSUED FOR COORDINATION	NOV. 24, 2021
8	ISSUED FOR COORDINATION	JAN, 17 2022
9	REISSUED FOR SPA	JAN, 24 2022
10	ISSUED FOR COORDINATION	MAY 10, 2022
11	RE-ISSUED FOR SPA THIRD SUBMISSION	JULY 21, 2022
12	RE-ISSUED FOR SPA	OCT. 12, 2022

18	REVISED AS NOTED	SEPT. 28 2022
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15	REVISED AS NOTED	JULY 18, 2022
14	REVISED AS NOTED	JULY 11, 2022
13	REVISED AS NOTED	JUNE 20, 2022
12	REVISED AS NOTED	JUNE 16, 2022
11	REVISED AS NOTED	JUNE 6, 2022
10	REVISED TO REMOVE SWM POND	MAY 04, 2022
9	REVISED AS NOTED	DEC. 22, 2021
8	REVISED AS NOTED	DEC. 15, 2021

BALDASSARRA
Architects Inc.

30 Great Gulf Drive, Unit 20 | Concord ON | L4K 0K7
T. 905.600.0722 | www.baldassarra.ca

OWNERS INFORMATION

Melrose Woodstock
Northlands

SITE PLAN

DATE	DRAWN BY	CHECKED	SCALE
Mar. 2021	MM	MB	1:1000
PROJECT No.	DRAWING No.		
21-31	A-1.0		

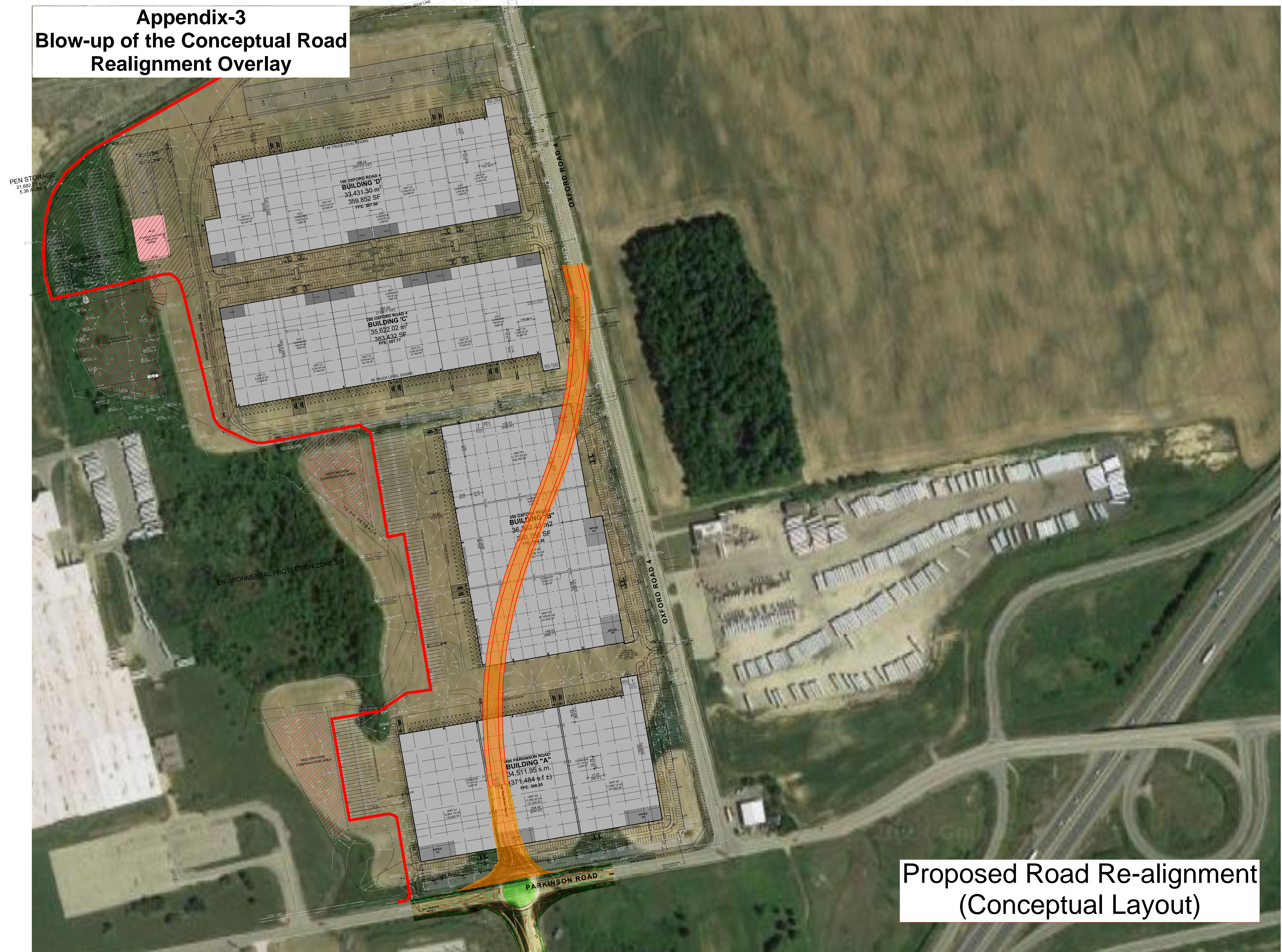
Appendix-2

Conceptual Road Realignment Overlay



**Proposed Road Re-alignment
(Conceptual Layout)**

Appendix-3 Blow-up of the Conceptual Road Realignment Overlay



Proposed Road Re-alignment
(Conceptual Layout)