

REPORT TO COUNTY COUNCIL

Application for Official Plan Amendment and Draft Plan of Subdivision OP 23-11-8 and SB 23-06-8 – 2729902 Ontario Inc.

To: Warden and Members of County Council

From: Director of Community Planning

RECOMMENDATIONS

1. That Oxford County Council approve Official Plan Application OP 23-11-8, submitted by 2729902 Ontario Inc., for lands described as Part Lot 9, Concession 1 (Blandford) in the City of Woodstock, to redesignate the lands from Business Park to Traditional Industrial and Service Commercial and to revise the boundaries of the Environmental Protection designation;
2. And further, that Council approve the attached Amendment No. 329 to the County of Oxford Official Plan and raise the necessary by-law to approve Amendment No. 329;
3. And further, that Oxford County Council grant draft approval to the proposed industrial plan of subdivision, submitted by 2729902 Ontario Inc. (SB 23-06-8), prepared by Gagnon Walker Domes Limited, for the lands described Part of Lot 9, Concession 1 (Blandford), in the City of Woodstock, subject to the conditions attached to this report as Attachment 5 (Schedule "A") being met prior to final approval.

REPORT HIGHLIGHTS

- The applications for Official Plan Amendment and draft plan of subdivision propose to facilitate the development of an industrial plan of subdivision comprising six blocks for industrial uses, one commercial block, one servicing block, four blocks for environmental features, one block for road widening, and three 0.3 m reserve blocks, to be served by two new local streets.
- The proposal is consistent with the relevant policies of the 2024 Provincial Planning Statement and maintains the intent and purpose of the Official Plan and can be supported from a planning perspective.

IMPLEMENTATION POINTS

This application will be implemented in accordance with the relevant objectives, strategic initiatives and policies contained in the Official Plan.

Financial Impact

The approval of this application will have no financial impacts beyond what has been approved in the current year's budget.

Communications

In accordance with the requirements of the Planning Act, notice of complete application regarding this proposal was provided to surrounding property owners on March 19, 2024 and the notice of public meeting was issued on November 4, 2024. As of the date that this report was completed, no comments have been received from the public.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the **2023-2026 Strategic Plan** on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council's vision of "Working together for a healthy, vibrant, and sustainable future." These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following strategic goals.

Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
Goal 1.2 – Sustainable infrastructure and development	Goal 2.2 – Preserve and enhance our natural environment	

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Owner: 2729902 Ontario Inc. c/o Ken Gill
1221 North Service Road East, Oakville ON L6H 1A7

Agent: Gagnon Walker Domes Limited
7685 Hurontario Street, Suite 501 Brampton ON L6W 0B4

Location:

The subject land is described as Part Lot 9, Concession 1 (Blandford), now in the City of Woodstock. The lands are located on the north side of Highway 2 (Dundas St) on the east side of Highway 401, and are municipally known as 685691 Highway 2, Woodstock.

County of Oxford Official Plan:

Existing:

Schedule "W-1"	City of Woodstock Land Use Plan	Business Park Environmental Protection
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Proposed:

Schedule "W-1"	City of Woodstock Land Use Plan	Traditional Industrial Service Commercial Environmental Protection
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City of Woodstock Zoning By-law No. 8626-10:

Existing Zoning: Agricultural (AG)

Proposed Zoning: Special General Industrial Holding Zone (M3-48 (H))
Special Highway Commercial Holding Zone (C4-57 (H))
Special Environmental Protection Zone 1 and 2
(EP1-sp and EP-2-sp)

Proposal:

Oxford County and the City of Woodstock have received applications for Official Plan Amendment, draft plan of subdivision approval, and application for zone change from the above noted owner to facilitate the development of an industrial plan of subdivision with a service commercial block.

The purpose of the Official Plan Amendment is to re-designate the portions of the site currently designated as Business Park to Traditional Industrial and Service Commercial and revise the boundaries of the Environmental Protection designation.

The purpose of the application for draft plan of subdivision is to create an industrial plan of subdivision consisting of six blocks for industrial uses, one commercial block, one servicing block, four blocks for environmental features, one block for road widening, four 0.3 m reserve blocks, served by two new local streets.

Further to the detailed plans prepared as part of the Southeast Woodstock Secondary Plan, a number of studies have been completed in support of the proposal, as follows:

- Environmental Impact Study;
- Stormwater Management Report;
- Functional Servicing Report;
- Planning Justification Report;
- Traffic Impact Study;
- Geotechnical Investigation Report;
- Hydrogeological Assessment;
- Archaeological Investigation

The subject lands comprise an area of approximately 36.4 ha (90 acres) and the site is currently used primarily for cash-crop production and also contains a number of significant woodlands and provincially significant and locally significant wetlands. The site does not contain any buildings or structures. Portions of the site also contain natural heritage features which extend beyond the limits of the site including being part of a Provincially Significant Wetland complex and woodlands.

The proposed six industrial blocks have an approximate area of 16.2 ha, service commercial block has an area of 2.22 ha, and natural heritage blocks and buffer areas represent approximately 14.3 ha. The remaining 3.7 ha in the plan is comprised of road allowances and the servicing block adjacent to Highway 401. Access to the lands is proposed through the adjacent draft approved plan of subdivision owned by the City of Woodstock (SB 24-02-8).

Surrounding lands are largely comprised of agricultural lands to the east and north, with service commercial uses and two existing residential lots (located along the on the north side of Highway 2) abutting the property to the south. The settlement of Eastwood (within the Township of Norwich) is located further to the south, on the opposite side of Highway 2. Highway 401 is adjacent to the west, with the Toyota Manufacturing plant to the west.

Plate 1, Location Map with Existing Zoning, indicates the location of the subject lands and the existing zoning in the immediate vicinity.

Plate 2, 2020 Aerial Map, provides an aerial view of the subject property and surrounding area.

Plate 3, Draft Plan of Subdivision, provides the layout of the proposed draft plan of subdivision.

Comments

2024 Provincial Planning Statement (PPS)

The Provincial Planning Statement is a policy statement issued under Section 3 of the Planning Act that came into effect on October 20, 2024. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024.

In respect of the exercise of any authority that affects a planning matter, Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

Section 2.3 of the PPS states that settlement areas shall be the focus of growth and development and land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, are transit-supportive and are freight supportive.

Section 2.8 of the PPS provides that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment uses to meet long-term needs;
- b) providing for opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities, and;
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

The PPS also provides in Section 2.8.2 that Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs. Planning authorities shall also protect employment areas that are located in proximity to major goods movement facilities and corridors and shall designate, protect and plan for all employment areas in settlement areas by;

- a) planning for employment area uses over the long-term that require those locations in connection with manufacturing, warehousing and goods movement and associated retail and office uses and ancillary facilities;
- b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
- c) prohibiting retail and office uses that are not associated with primary employment uses;
- d) prohibiting other sensitive land uses that are not ancillary to uses permitted in employment areas;
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

Planning authorities shall assess and update employment areas identified in Official Plan to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas to maintain the long-term operation and economic viability of the planned uses and function of these areas.

Employment areas are defined in the PPS as those areas designated in an Official Plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office and ancillary facilities.

The PPS provides in Section 4.1 that natural heritage features and areas shall be protected for the long-term. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

Development and site alteration shall not be permitted in significant wetlands, significant woodlands, significant wildlife habitat unless there will be no negative impacts on the natural heritage features or their ecological functions.

Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

Section 4.6 of the PPS states that planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

Official Plan

The subject lands are designated 'Traditional Industrial', 'Business Park' 'Environmental Protection' according to the Land Use Plan for the City of Woodstock, as contained in the Official Plan. The lands are within the Southeast Woodstock Secondary Plan Area and the Official Plan designations were established through the approval of OPA 268 in 2022.

The lands are located within the East Woodstock Secondary Plan and were annexed by the City of Woodstock in 2005. The approval of the East Woodstock Secondary Plan in 2006 recommended the redesignation of the agricultural portions of the site from "Agricultural Reserve" to "Traditional Industrial", "Business Park", "Service Commercial" and the woodland and wetland features as "Environmental Protection".

The implementation of these designations was completed in 2022 through the adoption of Official Plan Amendment Number 268 (OPA 268) on April 13, 2022. OPA 268 brought the subject lands within the designated settlement boundary of the City and implemented the land use designations for the subject lands, as recommended in the East Woodstock Secondary Plan, with exception of the service commercial designation, which was re-designated to Business Park.

Lands designated as Business Park are generally intended to accommodate a range of low intensity industrial, technological, office and business support uses within a comprehensively planned business park setting.

Uses within the Business Park designation will generally be characterized by free-standing, low profile buildings on individual lots in a planned subdivision. Business Parks will have the highest development standards of all industrial designations.

Permitted uses within the Business Park designation generally include light industrial uses that involve assembly, fabrication, distribution, packaging, storage and manufacturing or printing within wholly enclosed buildings, business support services, technological industries and office uses. Showroom, retail, wholesale and sales uses operating in association and ancillary to the permitted uses set out above may be permitted in buildings in the Business Park designation provided that such space does not exceed 50% of the gross leasable area of the permitted use. Day care facilities solely for employees of a permitted use in the Business Park will be permitted within the industrial or office building.

Within the Business Park designation in the East Woodstock Secondary Plan and the special policies for Business Park development contained within the South-East Woodstock Secondary Plan, Business Park lands are intended for light industrial, technological, office and business support uses that can be accommodated on smaller parcels and do not involve significant trucking and loading operations or industrial emissions that would require significant buffering or separation distances. Utilities and public works uses, minor institutional uses such as police, ambulance and fire stations and municipal parks and recreational facilities may also be permitted.

In addition to the primary uses permitted above, the following ancillary uses may be permitted within the Business Park designation:

- uses which primarily serve employees of the Business Park and the general public in the immediate area such as eat-in restaurants, medical or dental offices and clinics, day care facilities, financial institutions and commercial recreational facilities;
- trade schools, conference facilities, assembly halls and catering facilities;
- hotels or motels;
- facilities used primarily by fraternal lodges, service clubs, trade unions, community cultural organizations and similar groups. Such facilities may also include meeting rooms and banquet halls utilized by the general public;
- police, fire or ambulance depots; and
- wholesale or warehouse outlets as defined by the Zoning By-law.

Ancillary uses will be subject to the following evaluation criteria:

- they are located on an arterial or collector road;
- they are located at the periphery of the Business Park;
- the proposed uses are compatible with existing and proposed uses in the surrounding area; and
- where a development is proposing facilities designed to accommodate a variety of separate uses, such as an industrial mall facility, no more than 50% of the total gross floor area of the development will be utilized for ancillary uses permitted in the Business Park designation.

Further, notwithstanding the policies for Business Parks outlined above, development within the Business Park designation adjacent to residential uses will be buffered from the industrial uses through requirements for setbacks, landscape strips, screening and other measures. In addition, parking lot lighting and signage will be directed away from residential uses and the design of the building roof will screen mechanical equipment from public view and adjacent residential properties.

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

Lands designated “Traditional Industrial” within the South-East Woodstock Secondary Plan are subject to Special Policy Area 7.3.6.5.19. These policies provide that Traditional Industrial areas within the South-East Woodstock Secondary Plan are intended for the development of a range of suitable sites for job creating employment uses that may require separation from sensitive land uses, may generate industrial emissions that require buffering and/or separation distances from other uses, and/or that require or may benefit from a location in proximity to Highways 401 and 403 and/or existing rail.

In addition to the uses permitted in Section 7.3.6 - Traditional Industrial Areas, utilities and public works uses, minor institutional uses such as police, ambulance and fire stations (subject to Section 7.4.3 of the Official Plan) and municipal parks and recreation facilities may also be permitted within the area subject to the Secondary Plan. Service commercial uses generally shall not be permitted and shall be directed to areas designated for such use.

In order to maintain the viability of Traditional Industrial Areas, City Council will exercise strict control over the amount of non-industrial activity permitted in such designations and will require that ancillary uses be located at or near the periphery of the industrial designation on arterial or collector roads.

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

Service Commercial areas provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within the Central Area or within shopping areas within the City due to their site area, access or exposure requirements, or due to incompatibility or land use conflicts with residential development. Generally, Service Commercial uses cater to vehicular traffic and single purpose shopping trips where customers are typically generated from passing traffic or a wide-ranging market area. Service Commercial areas will have direct access to an arterial or collector road.

Lands designated Service Commercial within areas subject to the South-East Woodstock Secondary Plan are intended for commercial areas that support the employment area and/or cater to vehicular traffic in the vicinity of the Highway 401 interchange at Dundas Street (Oxford Road 2).

- a) In addition to the uses permitted in Section 7.3.4 – Service Commercial Areas, utilities and public works uses, minor institutional uses such as police, ambulance and fire stations (subject to Section 7.4.3 of the Official Plan) and municipal parks and recreation facilities may also be permitted within the area subject to the Secondary Plan. Further, a limited range of light industrial uses involving assembly, fabrication, distribution, packaging, printing and storage within wholly enclosed buildings may also be permitted.
- b) Development in Service Commercial Areas shall be in accordance with policies 7.3.4.1 and 7.3.4.2 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and for expansions and new Highway Commercial Areas, and the following:

- i. Building orientation and design and landscaping shall be used to enhance the appearance of the sites at the Highway 401 interchange and along Dundas Street and shall be used to screen parking, loading and trucking areas from view from the highway and Dundas Street.
- ii. Site access shall be in accordance with the Secondary Plan and direct site access to Dundas Street may not be permitted or may be restricted to certain traffic movements, in accordance with City, County and/or Ministry of Transportation (MTO) requirements.

The South-East Woodstock Secondary Plan was developed to provide and protect a significant land base for employment uses in proximity to existing highway and railway infrastructure that will accommodate a large share of Woodstock's future employment growth. While the Secondary Plan does not form part of the Official Plan, it is intended that the land use concepts and street pattern contained in the plan will provide the basis for future development and the Plan will be referenced for this purpose going forward.

Minor departures from the land use concepts contained in the South-East Woodstock Secondary Plan will be permitted without amendment to the Secondary Plan, where it can be demonstrated that such departures will not detract from the overall development concepts that form the foundation of the Secondary Plan.

- a) Permitted land uses in the South-East Woodstock Secondary Plan (the Secondary Plan) area shall be based on the applicable land use designations and the policies of the Official Plan and the Secondary Plan. Utilities and public works uses, as well as limited minor institutional uses such as police, ambulance and fire stations and municipal parks and recreation facilities, but excluding sensitive land uses, shall be permitted in the Traditional Industrial, Business Park and Service Commercial designations, as contained in the South-East Woodstock Secondary Plan. Minor institutional uses shall generally be subject to Section 7.4.3 of the Official Plan.
- b) The re-designation of land within the Secondary Plan area to permit a new non-employment land use that is not permitted within the applicable land use designation shall generally require an amendment to the Secondary Plan and only be permitted through a comprehensive review in accordance with Policies 2.1.4, 7.3.5 and 7.3.6.3 of the Official Plan.
- c) The location of roads, intersections, stormwater management facilities and boundaries of land uses contained in the Secondary Plan should be considered approximate. Amendments will not be required for minor adjustments to the location of these features provided the general intent of the Secondary Plan is maintained.
- d) It is intended that existing land uses within the Secondary Plan area that do not conform with the land use designations contained in the Secondary Plan, or the related policies, will transition to new land uses that are permitted by the land use designations over the long term. However, existing businesses determined to be generally compatible with the intended uses in the Secondary Plan area shall be permitted to remain and expand. The implementation of the concepts contained in the

Secondary Plan may be completed in phases through multiple amendments to the Official Plan, and as such, some areas may continue to be designated in the Official Plan and/or zoned in the Zoning By-law based on their current use until such time as the applicable phase of the Secondary Plan is implemented.

- e) Proposed changes in land use and new development shall generally be in accordance with the permitted uses and policies of the Secondary Plan and the Official Plan. The City's Zoning By-law may zone land based on existing land uses in accordance with Chapter 10 of the Official Plan, but any amendment to the Zoning By-law for new development or redevelopment of land shall generally conform to the Secondary Plan where the land use designations of the Secondary Plan have been implemented.

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.2.1 – Significant Wetlands and Section 3.2.6 – Environmental Impact Studies (EIS). Where an EIS or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

New development and/or site alteration within and on lands within 50 metres (165 feet) of a woodlot or other significant environmental feature will require the preparation of an EIS in accordance with Section 3.2.6 which demonstrates that development will not negatively affect the natural features or ecological functions of the area.

The policies of the Official Plan also direct that Environmental Protection Areas include natural heritage features such as significant wetlands, significant habitat of endangered or threatened species, significant valleylands, significant woodlands, and significant life science areas of natural and scientific interest. Permitted uses within Environmental Protection Areas include passive recreational uses, minor additions to existing buildings, established agricultural activities on existing cleared areas, and other limited environmental uses. Development may be permitted in lands adjacent to an Environmental Protection Area provided an Environmental Impact Study is completed and demonstrates the potential development will not result in any loss of wetland functions, subsequent demand for future development which will negatively impact on existing wetland functions, conflict with existing site-specific wetland management practices, and result in no loss of contiguous wetland area.

Section 10.3.3 (Plans of Subdivision and Condominium) identifies that County Council and City Council will evaluate applications for a plan of subdivision on the basis of the requirements of the *Planning Act* as well as criteria, including, but not limited to:

- The plan effectively accommodates environmental resources and mitigates environmental constraints in accordance with the relevant Official Plan policies;
- The plan is designed to reduce negative effects on surrounding land uses, including transportation networks and significant environmental features;
- The plan is designed to be integrated with adjacent developments; and,
- The plan is designed to be compatible with the natural features and topography of the lands, extensive areas of cut and fill will be discouraged.

The Official Plan further requires that, as a condition of draft plan approval, County Council will require the applicant to satisfy conditions prior to final approval and registration of the plan. Should the conditions not be met within the specified time period, the draft plan approval may lapse. Additionally, to provide for the fulfillment of these conditions, and for the installation of services according to municipal standards, Council shall require that the applicant enter into a subdivision agreement with the City and, where necessary, the County, prior to final approval of the plan. In order to maintain the viability of Traditional Industrial Areas, City Council will exercise strict control over the amount of non-industrial activity permitted in such designations and will require that ancillary uses be located at or near the periphery of the industrial designation on arterial or collector roads.

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

Development adjacent to a Provincially Significant Wetland shall be in accordance with the policy contained in Section 3.2.4.2.1 – Significant Wetlands and Section 3.2.6 – Environmental Impact Studies (EIS). Where an EIS or other appropriate study is required, such study shall be prepared in consultation with the Conservation Authority having jurisdiction and shall be approved by County Council and/or City Council.

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[City of Woodstock Zoning By-law](#)

The subject lands are currently zoned 'Agricultural (AG)' according to the City of Woodstock Zoning By-law.

A Zoning By-law Amendment is required to facilitate the proposed industrial subdivision. It is proposed to rezone the area to be designated 'Traditional Industrial' to 'General Industrial Zone (M3)' and to zone the area to be designated Service Commercial to 'Special Highway Commercial Zone (C4-sp)', to permit the uses contained within the C4 zone, exclusive of a dwelling unit in a portion of a non-residential building, and to permit a tourist information centre.

Environmental Protection Zones (EP1) and (EP2) would be applied to the natural heritage features that have been identified through studies conducted through the East Woodstock Secondary Plan, Southeast Woodstock Secondary Plan, and the environmental impact study prepared for the proposed draft plan of subdivision.

Planning staff recommend that holding provisions be included for the purpose of ensuring that the required municipal services have been provided for the proposed industrial development, and to ensure the future industrial development is compliant with the Ministry of Environment, Conservation and Parks NPC-300 Noise Guidelines. It is proposed that the holding provisions would be removed once municipal services have been provided to the site, and compliance with the NPC-300 was demonstrated through a noise study or appropriate separation distances, dependant on the proposed industrial use and the distance to sensitive land uses fronting on Highway 2. This is a consistent approach with the approval and development of the City's industrial park, adjacent to the east.

Agency Comments

The following is a summary of the comments received through agency circulation:

The City of Woodstock Engineering Department (Development Division) provided conditions of draft approval regarding this proposal which are attached to this report for Council's consideration.

The City of Woodstock Engineering Department (Building Division) provided the following comments:

- Block 5 is irregular in shape and may have future limits on development
- The proposed subdivision has no access to a public street and is dependent on future development of the Corlett Farm.
- The natural heritage and buffer areas will be zoned EP and the applicable zoning provisions shall address the development setbacks to the EP zones.

The City of Woodstock Parks Department provided the following comments:

- Planting plans are required following the recommendations of the EIS and the City of Woodstock Landscape Guidelines.
- Cash in lieu of parkland is required.
- A tree preservation and compensation plan will be required in accordance with the City's Landscape Guidelines.

The County Public Works Department provided the following comments:

- a) "H" holding provisions are required on Blocks 1 to 7 to delay development until municipal services have been approved and extended to service the area, and improvements to address existing system constraints (required for development) have been implemented to the satisfaction of the City and County. Furthermore, the holding provisions can ensure that development of each Block is reviewed/assessed, to the satisfaction of Oxford County Public Works, during required Site Plan submission with respect to conformance with the most current County Sewer Use By-Law and max water/wastewater flow allotment per Block (established by design criteria for applicable infrastructure, based on area).

- b) Road authority ownership of Highway 2 (MTO) / Oxford Road 2 (Oxford County) transitions alongside the subject property's existing frontage. The existing entrance to the property is located near the west limit of the subject property, from MTO highway corridor.
- c) Blocks for 1-foot reserves should be identified on the plan. They are required at both ends of proposed Street A (or known as Street C referenced in Secondary Plan), and possibly along Hwy. 2 (at discretion of road authority). Oxford County requests 1-foot reserve along County owned portion of Highway 2 (Oxford Road 2) – i.e. along approximate east half of proposed Block 7.
- d) Municipal services and access via future municipal streets to the subject lands are not currently available. The extension and installation of services through various future City construction contracts will be required, along with future coordination with the subject property owner. The Applicant will be responsible for their cost share (through either direct or indirect cost contributions) of proposed infrastructure extensions/improvements needed to service the proposed subdivision. This requirement forms part of requirement in draft plan condition #1, submitted March 15, 2024 (and outlined below). Various related Water & Wastewater projects have been included in the 2024 Oxford County Development Charge Background Study.
- e) In collaboration with the City, various external servicing projects, as required for development of the Woodstock Northeast Secondary Plan Area (including subject property) have been identified in Oxford County's 2024 [Transportation](#) and [Water & Wastewater](#) Master Plans.
- f) Subdivision/site entrances and all related costs are considered local services and a direct developer responsibility. The County understands that the City (as owner/developer of adjacent lands, which will provide through access to the subject lands) will complete/lead construction of the proposed subdivision (secondary plan) entrances from Oxford Road 2 (including proposed roundabout at Oxford Road 2); the applicant will be responsible for cost contributions to such works to the satisfaction of the City.
- g) The County understands that temporary easements on proposed Street A (south of Block 8 – Servicing Block) will be required to facilitate installation, operation and maintenance of proposed forcemain and watermain traversing the subject lands i.e. infrastructure required to be functional for initial phases of the NE Secondary Plan. Due to the anticipated depth of the proposed sanitary sewer on the subject lands, Street A sanitary sewer should be installed ahead of the proposed forcemain and watermain. The Owner shall agree to coordinate accordingly with the City/County, and complete associated design (and obtain approvals) in a timely manner to suit and incorporate into installation plans for forcemain and watermain.
- h) It's understood that development of the subject land is Phase 3B of the NE Secondary Plan implementation plan, following development of more centralized lands (Phase 2), and construction of storm water management & sewage pumping station, external servicing, etc. (Phases 1A and 1B).
- i) In collaboration with the City, the County is currently considering increasing W/WW average day flow design criteria previously used by AECOM from 0.2 L/s/ha to 0.3 L/s/ha, and associated cost implications, etc. The Owner agrees to design and construct local infrastructure in accordance with County/City requirements (not anticipated to adversely impact local servicing for the proposed subdivision, but would provide additional W/WW capacity allotment for proposed Blocks) – included in Draft Plan Condition #1 below.

The Owner should be aware that the following County Public Works (PW) fees will be required throughout the subdivision planning/development process. Select referenced fees below are based on the current 2024 County Fees and Charges By-Law (subject to change). Fees, as applicable, will be based upon latest fees and by-laws at time of payment:

- Fee of \$9,500, per phase (includes development review/file management services, clearance fees, review fees for water & wastewater applications required at time of building permit for each lot, etc.)
- Fee for County water & wastewater capacity / hydraulic modelling review, \$500 (min.)
- Fee for Watermain Review and Regulatory approval – Form 1, \$1,200 (per phase)
- Fee for Sanitary sewer review, CLI-ECA process, \$1,200 (per phase)
- Fee for Storm sewer review (on County property), CLI-ECA process, \$1,200 (per phase)
- Fee for Sanitary forcemain review, CLI-ECA process, \$2,000 (per phase)
- Fee for Sanitary sewer pumping station review, CLI-ECA process, \$2,000 (per phase)
- Inspection fees (equal to 1.5% of the supply and installation cost for applicable water/sanitary/storm infrastructure to be installed and eventually assumed by Oxford County)
- Fee for Watermain inspection/commissioning (applicable for subdivision servicing and individual Block servicing at time of future Site Plan approval) – Site Plan actual cost or \$500 min, Subdivision < 25 lots \$1,500, >25 lots \$2,500 per Phase.

The Upper Thames River Conservation Authority has indicated that the UTRCA, in cooperation with the Grand River Conservation Authority, has reviewed the background reports provided in support of this proposal and are satisfied that they have sufficient information to support the development concept, and that remaining concerns can be addressed through the finalized reports and conditions of draft approval. The UTRCA's comments and recommended conditions of draft approval are attached for Council's consideration.

The Grand River Conservation Authority indicated that they have reviewed the supporting technical studies submitted in support of the application and their concerns have been addressed, subject to the inclusion of recommended conditions of draft approval (included as an attachment to this report).

Comments and requested conditions received from the Ministry of Transportation are included as an attachment to this report.

City of Woodstock Council

City Council considered the applications for Official Plan Amendment and draft plan of subdivision approval and the associated zoning by-law amendment application at their November 21, 2024 Council meeting and adopted resolutions supporting the proposed Official Plan Amendment and draft plan of subdivision. City Council also approved 'in principle' the requested zoning amendment.

Planning Analysis

The proposed applications for Official Plan Amendment and draft plan of subdivision approval propose to facilitate the development of an industrial plan of subdivision with a service commercial block, on lands adjacent to Highway 401 north of Highway 2.

Planning staff are satisfied that the proposal is consistent with the Provincial Planning Statement, particularly Section 2.8, as the proposed employment area uses can be considered an appropriate mix and range of employment uses, will increase the range and choice of suitable sites for employment uses, and the proposed zoning will restrict the establishment of non-employment uses to maintain land use compatibility and the long-term operation and economic viability of this employment area, in close proximity to major goods movement corridors (Highway 401 & 403). The proposed development will be well integrated with the abutting industrial development to the north and east to efficiently use land and existing and planned municipal infrastructure.

The proposal is also consistent with Section 4.1 of the PPS as the development has been designed to preserve and enhance natural heritage features on the property and abutting lands. In addition to ensuring that the proposed industrial blocks remain outside of natural heritage features, the applicant has included buffer areas to ensure proposed siting of buildings and lot grading does not introduce negative impacts on the natural heritage features present. An Environmental Impact Study was submitted and peer reviewed to demonstrate there are no negative impacts on the natural features or adjacent lands.

The subject lands were originally designated for 'Business Park', 'Traditional Industrial' and 'Service Commercial' uses by OPA 113 in 2008, which implemented the East Woodstock Secondary Plan. OPA 268 in 2022 (Southeast Woodstock Secondary Plan) was adopted by Oxford County on April 13, 2022 and brought the lands within the urban settlement boundary of Woodstock and implemented the land use designations as recommended in the East Woodstock Secondary Plan, save for the Service Commercial designation which was not implemented as the lands were not able to have direct access from Highway 2 due to Ministry of Transportation policies and requirements that restrict access in the proximity of highway interchanges.

The application for Official Plan Amendment proposes to re-designate lands from Business Park to Traditional Industrial use. Within the Business Park designation in the East Woodstock Secondary Plan and the special policies for Business Park development contained within the South-East Woodstock Secondary Plan, Business Park lands are intended for light industrial, technological, office and business support uses that can be accommodated on smaller parcels and do not involve significant trucking and loading operations or industrial emissions that would require significant buffering or separation distances. The proposed Traditional Industrial designation would permit the development of a range of suitable sites for job creating employment uses that may require separation from sensitive land uses, may generate industrial emissions that require buffering and/or separation distances from other uses, and may require or benefit from a location in proximity to Highways 401 and 403.

In this instance, the site's proximity to Highways 401 and 403 will provide significant opportunity for employment uses in a developing industrial area. It is noted that sensitive land uses that could be negatively impacted by the proposed Traditional Industrial land uses are clustered on the south side of Highway 2, in the cluster of Eastwood, and 5 existing residential lots fronting on the north side of Highway 2 that are designated for Service Commercial uses. Planning staff are of the

opinion that the land use compatibility can be addressed through the preparation of noise and vibration studies at the detailed design stage or site plan approval stage when the proposed uses for each block are better known and the lot grading, building setbacks, parking areas and other development details are known.

The submitted Official Plan amendment also proposes to designate the lands identified as Block 7 for Service Commercial uses. Service commercial areas typically cater to vehicular traffic and single purpose shopping trips where customers are typically generated from passing traffic or a wide-ranging market area, and have direct access to an arterial or collector road. The designation of these lands for service commercial uses is generally in-keeping with the policies of Section 7.3.4 as the block is sufficiently large to accommodate service commercial uses, will remain compatible with planned industrial development and serve as an intervening buffer use to residential uses south of Highway 2, and will have the same service commercial designation as adjacent lands to the east fronting on Highway 2. These lands will be appropriately served by municipal services, and the potential traffic can be appropriately accommodated through the planned local street network to the north and east and intersections to Highway 2 as demonstrated by the submitted Traffic Impact Study. Although the lands do not have direct access to Highway 2 (in accordance with MTO requirements), the lands will have significant visibility at a prominent location and can be adequately accessed through the planned local street network.

In support of the applications, and further to previous studies prepared on behalf of the City through the Southeast Woodstock Secondary Plan, the applicant submitted an Environmental Impact Study (EIS), a Functional Servicing Report (FSR), Traffic Study, Hydrogeological Assessment, Archaeological Investigation and Planning Justification Report. These reports generally reflect and provide greater detail respecting the implementation of the preferred options from previous reports prepared through the Secondary Plan process and through the Integrated Environmental Assessment process. Appropriate conditions of approval have been included to ensure that these reports are finalized, accepted by the appropriate reviewing agency and appropriately implemented through the development process.

The development of the subject lands will be closely tied and integrated with the development of the City's industrial plan of subdivision to the north and east. Access to the subject lands will be through the public streets to the north and east contained in the City's draft approved industrial subdivision, and municipal water and wastewater servicing will be extended under Highway 401 through Block 8 to the City's industrial plan of subdivision to service the subject lands. To this end, the City and the applicant have been closely coordinating the design and development of both plans of subdivision.

While the majority of the lands are designated Business Park, a significant portion is designated Environmental Protection (EP). The designation of these areas reflects significant natural heritage features, including provincially significant wetlands and woodlands that are present on the property. The peer-reviewed EIS has refined the boundaries of these features. The EIS indicated that the proposed industrial and commercial development as proposed will not encroach into significant features and recommends a 30 m buffer from wetlands and 15 m setback from significant woodlands where no grading or development impacts will occur. A portion of significant woodland, approximately 0.63 ha (1.56 ac) is proposed to be removed for the construction of the local street connection but will be offset through forest restoration elsewhere on the site to provide improved linkages between natural heritage features on the property and abutting property. With respect to the protection of the natural heritage features present on the site, the zoning by-law

amendment approved in-principle by City Council included a minimum setback of 30 m to any EP1 zone, and a setback of 15 m to an EP2 Zone, with further relief only contemplated through submissions of a zoning by-law amendment with a supporting Environmental Impact Study to justify the reduced setback.

At this time, the applicant has not proposed specific lotting patterns for the industrial or service commercial blocks, and compliance with the M3 and C4 zoning standards cannot be fully reviewed. The applicant proposes to further divide the lots through the part lot control exemption process. It is noted that the part lot control exemption process can only proceed once all development matters have been addressed to the satisfaction to the City and County and the particular lot or block has received site plan approval.

As no municipal water or wastewater services currently exist east of Highway 401, holding provisions were implemented in the zoning by-law amendment approved in-principle by City Council for industrial and service commercial blocks to ensure that development does not proceed prior to municipal services being extended to service the lands. The holding provisions would also be used for the proposed industrial blocks to ensure that the proposed industrial uses (currently undetermined), are compliant with the Provincial D-6 Guideline “Compatibility Between Industrial Facilities and Sensitive Land Uses” and the Ministry of Environment, Conservation and Parks Noise Guideline NPC-300. There are a number of sensitive land uses fronting on Highway 2 that could be negatively impacted by the proposed permitted industrial uses. The purpose of these latter Holding Provisions would be to review a proposed industrial site plan for conformance with the D-6 Guidelines and where there is a concern that the use could negatively impact a sensitive use, require a noise study or other mitigation measures to demonstrate compliance with the guidelines. Once confirmation was received that the proposed industrial development would be compliant with the guidelines, the holding provision would be lifted by City Council to enable the development to proceed. Planning staff are supportive of this approach as the identification and acceptability of required mitigation or design measures is unknown until a specific development and use is proposed for the lands, and this approach is consistent with the approved development in the City’s industrial development adjacent to the east.

Conclusions

Planning staff are of the opinion that the proposal to amend the Official Plan and City Zoning By-law to facilitate a proposed plan of subdivision for industrial purposes on the subject lands is consistent with the relevant policies of the Provincial Policy Statement and maintains the general intent and purpose of the Official Plan and can be given favourable consideration by Council.

SIGNATURES

Report author:

Original signed by _____
Eric Gilbert, RPP, MCIP
Manager of Development Planning

Departmental Approval:

Original Signed By _____
Paul Michiels
Director of Community Planning

Approved for submission:

Original Signed By _____
Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

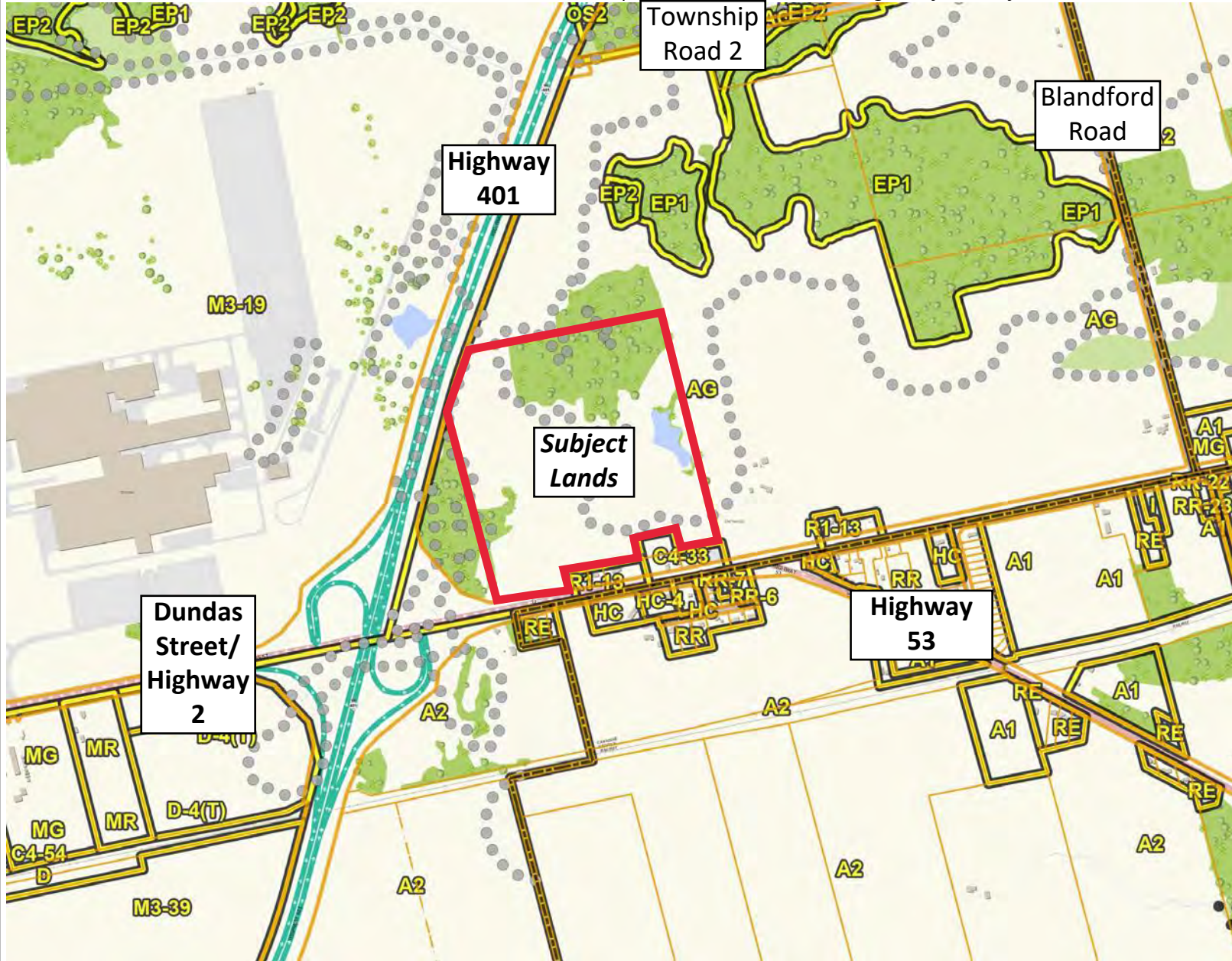
- Attachment 1 – Plate 1, Location Map with Existing Zoning
- Attachment 2 – Plate 2, 2020 Aerial Map
- Attachment 3 – Plate 3, Draft Plan of Subdivision
- Attachment 4 – Agency Comments
- Attachment 5 – Conditions of Draft Approval
- Attachment 6 – Official Plan Amendment, OPA 329



Plate 1: Location Map with Existing Zoning

File Nos: OP 23-11-8, SB 23-06-8 & ZN 8-23-18- 2729902 Ontario Inc

Part of Lot 9, Concession 1 (Blandford) - 685691 Highway 2, City of Woodstock



Legend

- Parcel Lines**
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Zoning Floodlines**
- Regulation Limit**
 - 100 Year Flood Line
 - 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)**

Notes



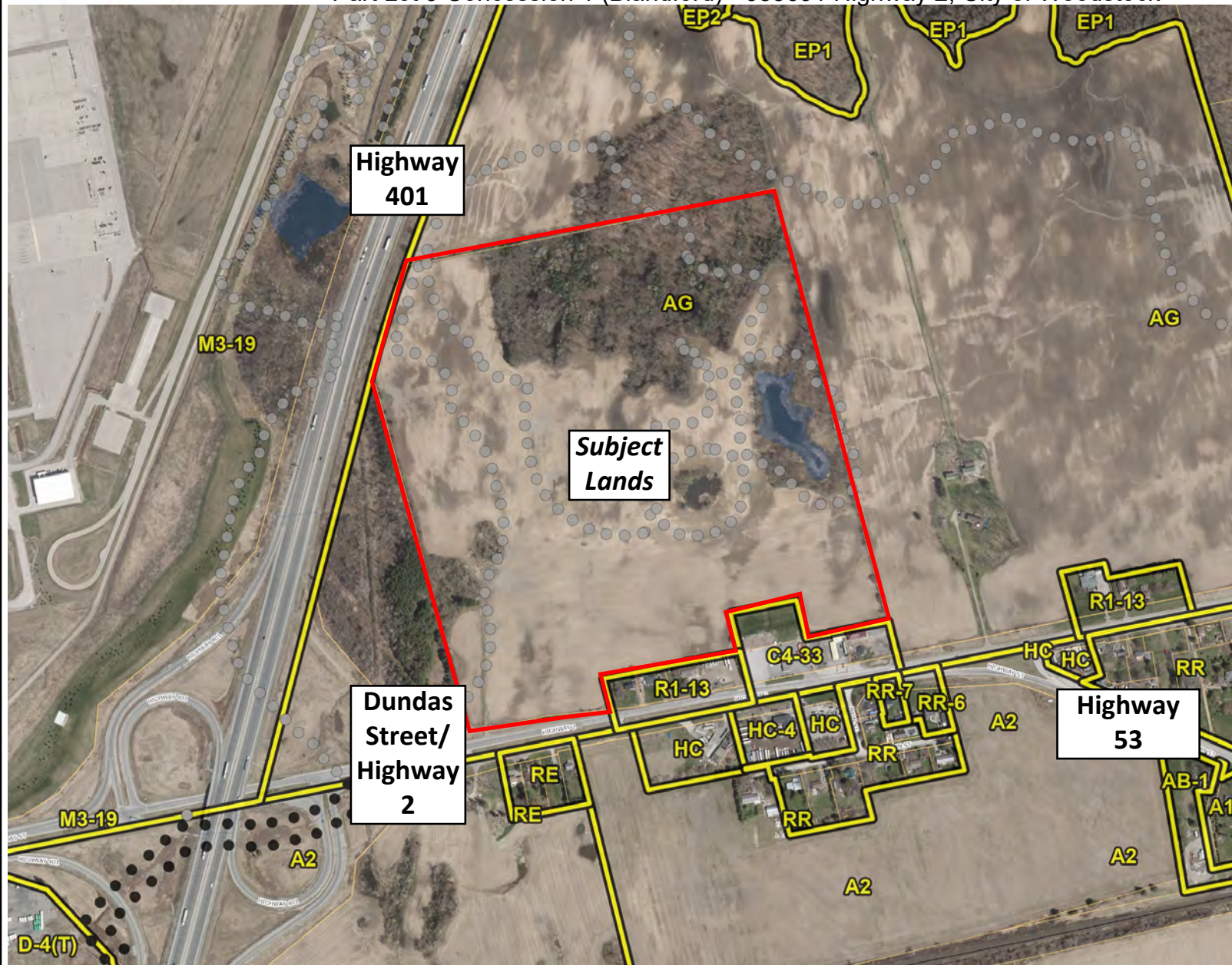
0 383 766 Meters

NAD_1983_UTM_Zone_17N



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

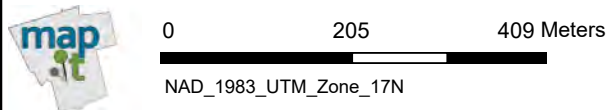
November 12, 2024



Legend

- Zoning Floodlines
- Regulation Limit
- 100 Year Flood Line
- ▲ 30 Metre Setback
- Conservation Authority Regulation Limit
- Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

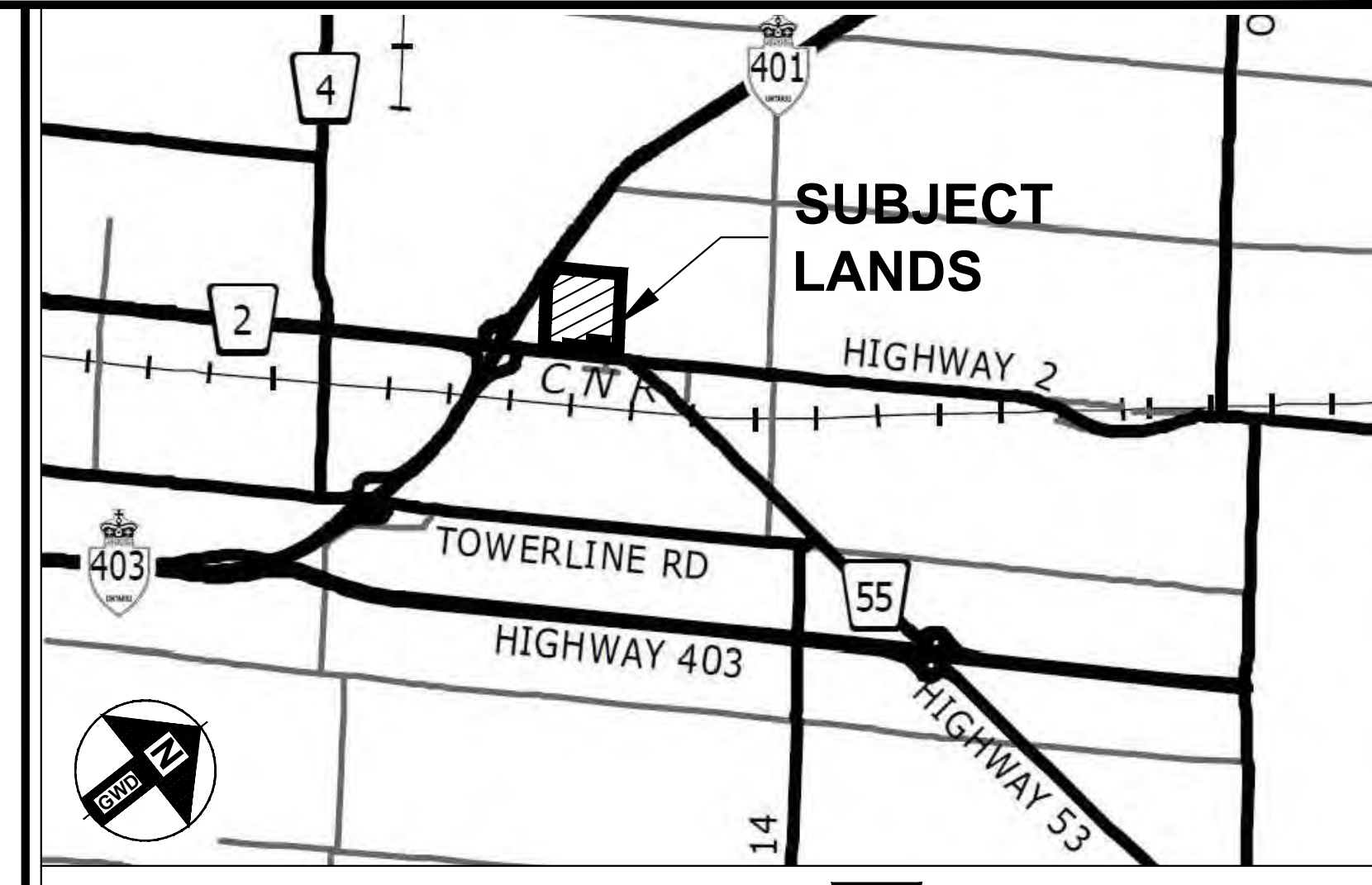
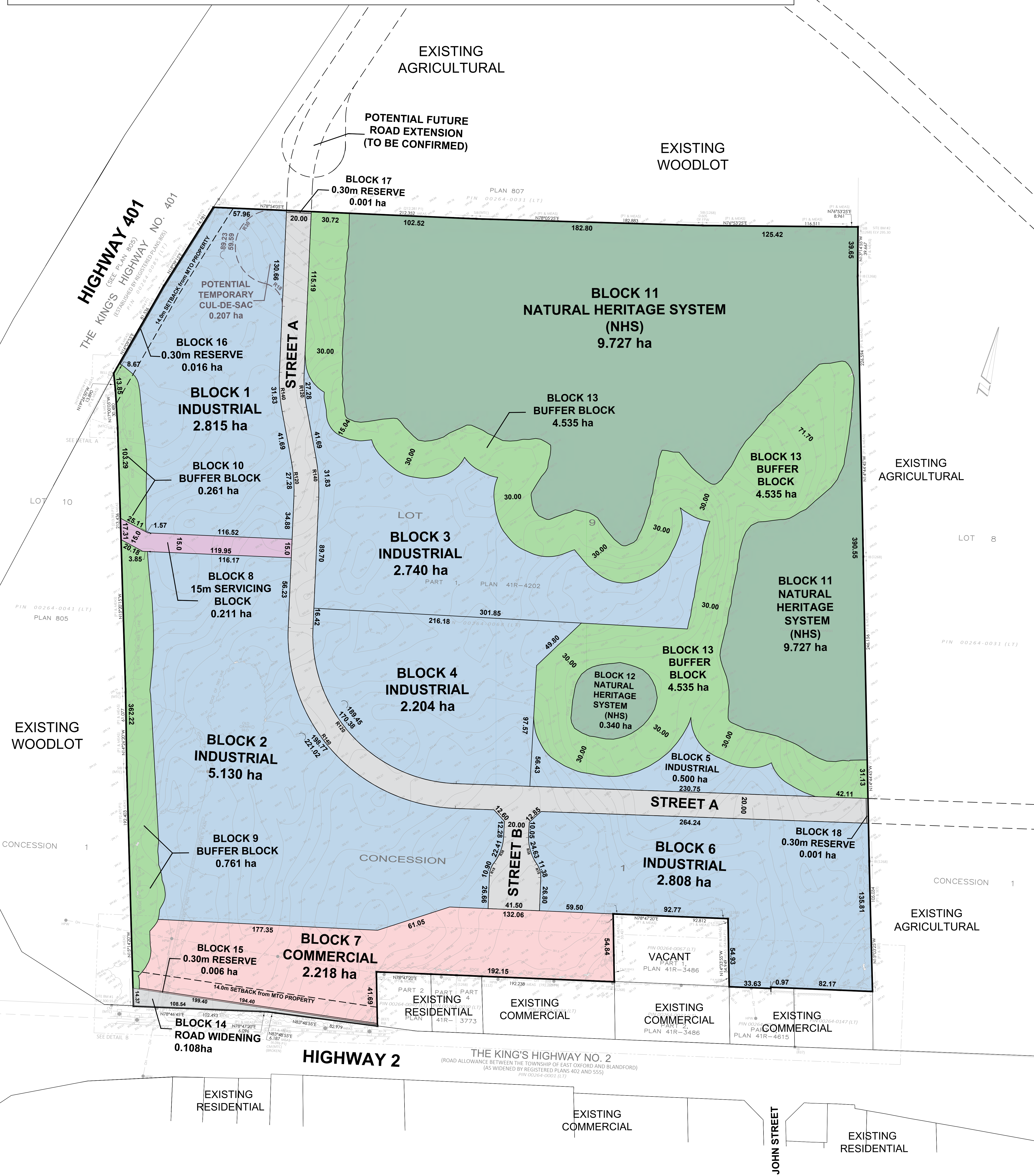
Notes



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

November 23, 2023

Plate 3: Draft Plan of Subdivision
File Nos: OP 23-11-8, SB 23-06-8 & ZN 8-23-18- 2729902 Ontario Inc.
Part Lot 9 Concession 1 (Blandford) - 685691 Highway 2, City of Woodstock



- SECTION 51, PLANNING ACT
 ADDITIONAL INFORMATION**
- A. AS SHOWN ON DRAFT PLAN
 - B. AS SHOWN ON DRAFT PLAN
 - C. AS SHOWN ON DRAFT PLAN
 - D. SEE SCHEDULE OF LAND USE
 - E. AS SHOWN ON DRAFT PLAN
 - F. AS SHOWN ON DRAFT PLAN
 - G. AS SHOWN ON DRAFT PLAN
 - H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
 - I. CLAY - LOAM
 - J. AS SHOWN ON DRAFT PLAN
 - K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
 - L. AS SHOWN ON DRAFT PLAN

SURVEYOR'S CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

SIGNED: _____ DATE: _____
 JAMIE LAWS, ONTARIO LAND SURVEYOR
 VAN HARTEN SURVEYING INC.
 TEL: (519) 821-2763 E-MAIL: info@vanharten.com

OWNER'S CERTIFICATE
 I/WE HEREBY AUTHORIZE GAGNON WALKER DOMES LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

SIGNED: _____ DATE: _____
 2729902 ONTARIO INC.

TOTAL LAND AREA TO BE SUBDIVIDED: 36.383 ha (89.904 ac)

LAND USE	Block	HECTARES
INDUSTRIAL	Blocks 1-6	16.190
COMMERCIAL	Block 7	2.218
15m SERVICING BLOCK	Block 8	0.211
NATURAL HERITAGE SYSTEM (NHS)	Blocks 11-12	10.068
BUFFER BLOCK	Block 9,10,13	5.558
ROAD WIDENING	Block 14	0.108
0.30m RESERVES	Blocks 15-18	0.024
20m LOCAL ROAD (956m)		2.006
TOTAL		36.383

- NOTES:**
- 0.30m RESERVES HAVE BEEN EXAGGERATED ON THIS PLAN FOR ILLUSTRATION PURPOSES ONLY.
 - THE 14.0m SETBACK FROM THE MTO PROPERTY IS SHOWN AS AN OVERLAY ON THIS PLAN AND IS FOR ILLUSTRATION PURPOSES ONLY.
 - THE POTENTIAL TEMPORARY CUL-DE-SAC IS SHOWN FOR ILLUSTRATION PURPOSES AND IN THE EVENT THE ROAD EXTENSION ON THE ADJACENT PROPERTY IS NOT AVAILABLE AT THE TIME THIS OF DEVELOPMENT.

REVISION NO.	REVISION DATE	DESCRIPTION
5.		
4.	OCTOBER 21, 2024	ADD 0.30m RESERVES TO STREET A, ADD DIMENSION TO STREET B
3.	JULY 12, 2024	ADD ROAD WIDENING BLOCK 14 ALONG HIGHWAY 2 FRONTAGE, 0.30m RESERVES, BLOCKS 15 AND 16, REVISE BLOCK AREAS
2.	JUNE 7, 2024	REVISE STREET A ALIGNMENT TO REFLECT ROAD LAYOUT ON ADJACENT LANDS
1.	MAY 8, 2024	REVISE LIMITS OF BUFFER BLOCK 13, STREET A ALIGNMENT REMOVE COMMERCIAL BLOCK 7

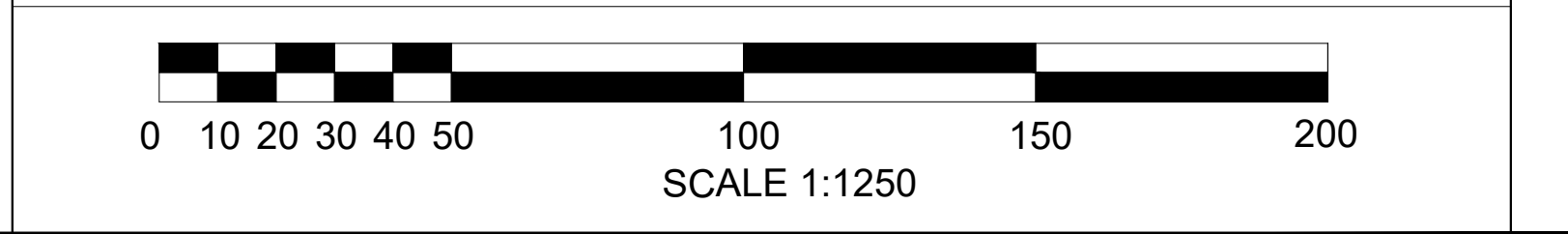
**DRAFT PLAN OF SUBDIVISION
 APPLICATION NO.
 CITY FILE NO.**

PART OF LOT 9, CONCESSION 1
 (GEOGRAPHIC TOWNSHIP OF BLANDFORD)
 TOWNSHIP OF BLANDFORD - BLENHEIM
 COUNTY OF OXFORD

DATE: July 18, 2023	LATEST REVISION: OCTOBER 21, 2024
LATEST REVISION NUMBER: 4	PROJECT NUMBER: 20.2760.00
DRAWING NO.	DRAWN BY: D.S.
DESIGNED BY: D.S.	CHECKED BY: D.S.

GWD Gagnon Walker Domes
 PROFESSIONAL PLANNERS

7685 Hurontario Street
 Suite 501
 Brampton, Ontario
 L6W 0B4
 p: (905) 796-5790
 ff: 1 (855) 771-7266
 w: www.gwdplanners.com



P. N. 20. 2760. 00



August 22, 2024

via email

GRCA File: OP23-11-8, SB23-06-8 & ZN8-23-18 - 685691 Highway 2

Eric Gilbert
Manager of Development Planning
Oxford County
21 Reeve Street
P.O. Box 1614
Woodstock ON N4S 7Y3
planning@oxfordcounty.ca

Dear Eric Gilbert:

**Re: Second Submission of Official Plan Amendment, Draft Plan of Subdivision and Zone Change Applications (OP23-11-8, SB23-06-8 & ZN8-23-18)
685691 Highway 2, City of Woodstock, Oxford County**
Owner: 2729902 Ontario Inc. c/o Ken Gill
Applicant: Gagnon Walker Domes Ltd. c/o Andrew Walker

Grand River Conservation Authority (GRCA) staff have reviewed the second submission of the above-noted Official Plan Amendment, Draft Plan of Subdivision and Zone Change applications.

Documents Reviewed:

Grand River Conservation Authority (GRCA) staff have reviewed the following information submitted in association with the second submission of the above-noted applications:

- Scoped Environmental Impact Study Revision 1 (RJ Burnside, dated June 2024);
- Functional Servicing and Stormwater Management Report (RJ Burnside, dated June 2024) and associated PCSWMM modelling files;
- Comment Response Matrix (GWD, dated July 5, 2024);
- Draft Plan of Subdivision (GWD, July 18 2023, revised June 7, 2024);
- Hydrogeological Assessment (RJ Burnside, dated June 2024); and
- Cover Letter (Gagnon Walker Homes, dated July 5, 2024).

The subject property is divided between Grand River Conservation Authority (GRCA) and Upper Thames River Conservation Authority (UTRCA) jurisdictions.

The subject lands within both GRCA and UTRCA jurisdictions contain portions of the Kenny Creek Provincially Significant Wetland and the associated regulated allowances. As a result, portions of the subject property are regulated by the GRCA and UTRCA under Ontario Regulation 41/24. A copy of GRCA's current resource mapping is attached for reference.

It has been coordinated between GRCA and UTRCA staff that GRCA would be the lead reviewer for the EIS and Hydrogeological review for the subdivision, while both conservation authorities have reviewed the Stormwater Management Reports for works within respective watershed jurisdictions. Each conservation authority is submitting their comments for this subdivision under separate cover. Please note that permits will also be required from both conservation authorities for works within the respective watershed jurisdictions.

Recommendation:

Based on our review, our previous concerns have now been addressed. The GRCA is now in a position to recommend draft plan approval with the following conditions:

1. Prior to any grading or construction on the site and prior to registration of the plan, the owners or their agents submit the following plans and reports to the satisfaction of the Grand River Conservation Authority.
 - a) A detailed storm water management report in accordance with the 2003 Ministry of the Environment Report entitled "Stormwater Management Planning and Design Manual" and in keeping with the "Functional Servicing and Stormwater Management Report (Prepared by RJ Burnside, dated June 2024).
 - b) A detailed Lot Grading, Servicing and Storm Drainage Plan.
 - c) An Erosion and Siltation Control Plan in accordance with the Grand River Conservation Authority's Guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction.
 - d) The submission and approval of a permit pursuant to the Prohibited Activities, Exemptions and Permits Regulation (Ontario Regulation 41/24) from the GRCA prior to any grading within a regulated area.

Comments for Detailed Design:

1. EIS Section 8.0 Potential Ecological Impacts and Mitigation Measures, the identified buffer encroachment areas should receive enhanced vegetated buffer treatments to help offset the reduced buffer widths and functions.
2. FSR Section 1.4.2 Groundwater Conditions, a groundwater dewatering contingency plan must be provided.
3. FSR Catchment B area to be conveyed to and treated by the proposed SWM facility of the overall industrial park must be designed and coordinated so that the final SWM facility is adequately designed and sized to control runoff discharged into the Ball Drain and ultimately Kenny Creek.
4. The conclusions and recommendations within the Revised EIS and FSR are acceptable and should be fully implemented.

Fees:

GRCA charges a fee for its plan review services in accordance with the current approved Plan Review Fee Schedule. The fee required for the review of draft plans of subdivision is a \$2,505 base fee in addition to a fee of \$1,305 per net hectare (excluding natural areas and

buffers). The fee is capped at \$30,000. Based on the proposed 21.5 hectares to be developed excluding natural areas, a total fee of \$30,000 applies.

We wish to acknowledge GRCA's previous receipt of payment in the amount of \$23,505 for this application, with the remaining \$6,495 due at this time. As such, the applicant will be invoiced in the amount of \$6,495 for the remaining fee due for the GRCA's review of these applications.

We trust that this information is of assistance. Should you have any questions, please contact me at jconroy@grandriver.ca or 519-621-2763 extension 2230.

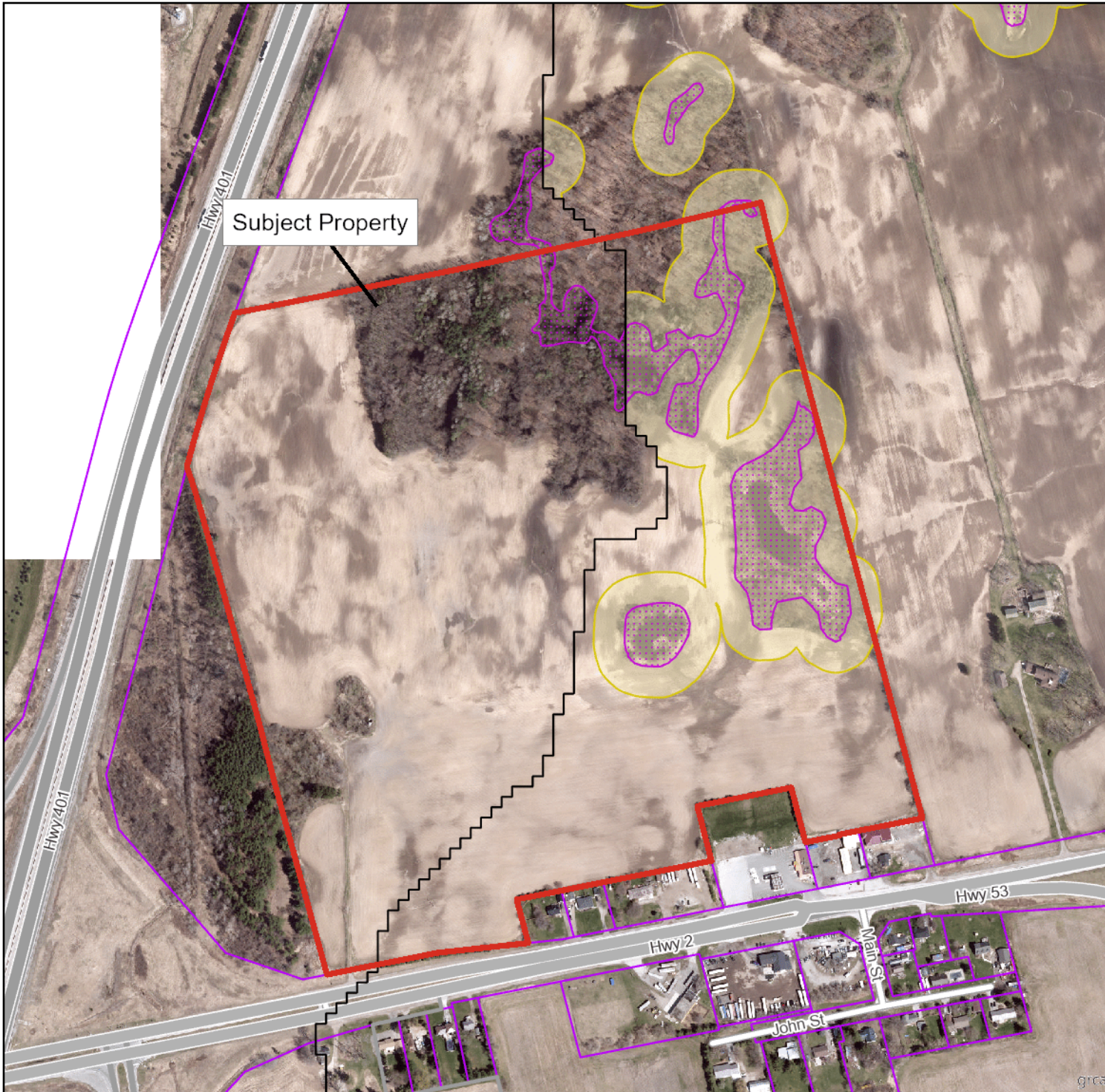
Sincerely,



Jessica Conroy, MES Pl.
Resource Planner
Grand River Conservation Authority

Enclosed: GRCA Map of Subject Property

Copy: Laura Biancolin, Land Use Planner II, Upper Thames River Conservation Authority
(via email)
Andrew Walker, Gagnon Walker Domes Ltd. – Applicant (via email)
Ken Gill, 2729902 Ontario Inc. – Owner (via email)



Subject Property

Legend

- Regulation Limit (GRCA)
- Floodplain (GRCA)
 - Engineered
 - Estimated
 - Approximate
- Floodplain - Special Policy Area (GRCA)
- Slope Erosion (GRCA)
 - Steep
 - Oversteep
 - Toe
- Slope Valley (GRCA)
 - Steep
 - Oversteep
- Regulated Watercourse (GRCA)
- Regulated Waterbody (GRCA)
- Wetland (GRCA)
- Lake Erie Flood (GRCA)
- Lake Erie Shoreline Reach (GRCA)
- Lake Erie Dynamic Beach (GRCA)
- Lake Erie Erosion (GRCA)
- Parcel - Assessment (MPAC/MNRF)
- Conservation Area Boundary (GRCA)

Copyright Grand River Conservation Authority, 2024.

Disclaimer: This map is for illustrative purposes only. Information contained herein is not a substitute for professional review or a site survey and is subject to change without notice. The Grand River Conservation Authority takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

The source for each data layer is shown in parentheses in the map legend. See Sources and Citations for details.



Ministry of Transportation

West Operations
Corridor Management Section West

659 Exeter Road
London, Ontario N6E 1L3
Telephone: (226) 973-8580
Facsimile: (519) 873-4228

Ministère des Transports

Opérations ouest
Section de la gestion des couloirs routiers de l'Ouest

659, chemin Exeter
London (Ontario) N6E 1L3
Téléphone: (226) 973-8580
Télécopieur: (519) 873-4228



Date: July 4, 2024

To: Eric Gilbert, Oxford County

Re: MTO Comments – OP23-11-8, SB 23-06-8, ZN 8-23-18 (2729902 Ontario Inc)

The Ministry of Transportation (MTO) has completed our review of the draft plan of subdivision prepared by Gagnon Walker Domes (GWD) Professional Planners, dated July 18, 2023, for 685691 Highway 2, Woodstock ON. The plan was reviewed in accordance with the requirements of MTO's highway access control policies, and the *Public Transportation and Highway Improvement Act* (PTHIA), MTO's Highway Corridor Management Manual (HCMM) and all related guidelines and policies. The following outlines our comments:

Highway 401 in the vicinity of the subject property is a **Class 1A - Freeway** with a posted speed of 100 km/hr, and is designated as a **Controlled Access Highway** (CAH). As such, all requirements, policies, guidelines and best practices in accordance with this classification and designation shall apply.

The owner should be aware that the property lies within MTO's Permit Control Area (PCA), and as such, MTO Permits are required before any demolition, grading, construction or alteration to the site commences. In accordance with the Ontario Building Code, municipal permits may not be issued until such time as all other applicable requirements (i.e.: MTO permits/approvals) are satisfied.

Access

While MTO has no objections with the primary access as proposed from the new municipal road proposed as part of the adjacent draft plan of subdivision at 685691 Highway 2.

- All access to Block 8 shall be achieved from Street 'B'.
- It appears Block 7 to be a land locked parcel with new frontage to a public roadway.
 - Please confirm how access will be achieved for Block 7.

The Street 'A' cul-du-sac alignment may need to be adjusted to ensure the MTO 14.0m setback is achieved along the Highway 401 frontage on Block 1.

Blocks and Land Use

A road widening and 0.3m reserve along the south limit of Blocks 8 & 10 will be required as a condition of approval. The exact size of the dedication is provided in the attached drawing titled "MTO required road widening PIN 002640068.pdf".

MTO has no objections with the configuration or number of lots proposed.

As noted above Block 1 and Street 'A' may need to be adjusted to allow for the 14.0m setback from the MTO property limit.

- The 14.0m setback should be denoted on subsequent plans for Block 1 and Block 8, as all buildings, structures and features integral to the site to be located a minimum of 14.0m from the highway property limit, inclusive of parking, outdoor amenity area, etc.
 - As noted on the road widening drawing the 14.0m shall be applied to the new widened limit.
- The property owners are required to erect a security fence along MTO's property limits, extending along the entire frontage of MTO owned property, the westerly and southerly boundaries of the subject lands. The security fence shall be a minimum of 1.8 metres in height, shall be offset a minimum 0.3 metres away from the existing designated highway property limit, and shall be clearly identified on all plans. It should also be noted that said fencing must comply with MTO Directive PHY B-209. Additionally, MTO requests that a clause be added to the municipal Site Plan Agreement identifying that the owner shall be responsible to maintain the fencing in condition satisfactory to MTO.

Stormwater Management

- To ensure that stormwater runoff from this property does not adversely affect our highway drainage system or highway corridor, MTO requires the owner to submit a Storm Water Management Report (SWMR) along with the above-noted grading/drainage plans for the proposed development for our review and approval. MTO Stormwater Management Requirements for Land Development Proposals can be obtained from the following website:
 - <https://www.ontario.ca/page/resources-transportation-planners#section-5>
 - The owner's drainage consultant should refer to the ministry website for applicable IDF curves and the ministry's Stormwater Management Requirements for Land Development Proposals.
http://www.mto.gov.on.ca/IDF_Curves/terms.shtml
 - The owner's drainage consultant shall ensure that all return periods are assessed (2yr, 5yr, 10yr, 25yr, 50yr, 100yr and Regional).

MTO comments on the stormwater management report for Corlett Farm, are as follows:

- There is a potential concern with the proposed connection of the outlet to the existing C2 culvert crossing Highway 401. The pre/post development peak flow only included comparison for Catchment C which drains south towards Highway 2.

- The peak flow comparison should also be included for Catchment A and B, and the capacity of the existing C2 culvert needs to be considered to ensure any potential increase will not surpass operational parameters.
- The report does not provide IDF charts indicating the parameters used. MTO requires the use of rainfall data from the MTO IDF website.
 - The developer should perform the modelling for pre- and post-development with the MTO IDF charts and compare with the current analysis and work with more conservative data across of different storm events (2-100 year).
 - The developer can also choose to utilize municipal IDF parameters if such values are more conservative, and justifications are provided.
- Discussion and table containing information on the discharge storage are also needed. The applicant indicated the MECP Stormwater Management Planning and Design Manual was used as part of the design criteria. Section 4.5 of this Manual laid out some directions of storage requirements which should be addressed in the report.
- The drawings submitted in the Appendices should be stamped and signed. The erosion and sediment control should be shown, either as a standalone sheet, or be included in the grading plan.
 - The proposed conditions sheet does indicate silt fencing in the legends, however it is not shown on the plan view. It is also advised any comments and consideration of cleanout requirements for the existing culverts and ditches to be included as drawing notes.

Traffic Impact Study

MTO is currently reviewing TIS provided for the subject site, MTO comments are yet to be finalized and will be provided in a follow up communication to the County. That being said the location and proposed mitigations are in line with previous discussion with respect to intersection placement/spacing.

Proposed Conditions of Draft Plan Approval

The following are MTO's proposed Conditions of Draft Approval:

1. That prior to final approval, the owner(s) to submit to the Ministry of Transportation for review and approval, a copy of a Traffic Impact Study indicating the anticipated traffic volumes and their impact on the provincial highway network. The Traffic Impact Study will be prepared in accordance with MTO's Traffic Impact Study Guidelines. The owner's transportation consultant shall be RAQS certified.
2. That prior to final approval, the owner should be aware that any highway improvements identified from our review and analysis of the Traffic Impact Study will be the financial responsibility of the owner. A Legal Agreement will be required to be entered into between the owner and MTO, whereby the owner agrees to assume financial responsibility for the design and construction of all necessary associated highway improvements.

3. That prior to final approval, the owner shall submit a stormwater management report along with grading/drainage plans for the proposed development for review and approval.
4. That prior to final approval, the road widening block shall be identified and be dedicated on the final plan as public highway on the owner's certificate on the final plan.
5. That prior to final approval, 0.3 metre reserve along Blocks 8 & 10 along Highway No. 2 (Dundas Street) frontage shall be identified on the final plan, and that the Owner's/Developer's Solicitor provides the Ministry of Transportation with a signed Undertaking to convey these blocks to the Ministry of Transportation immediately following registration of the plan, to the satisfaction of the Ministry of Transportation.
6. That Prior to final approval, the owner shall submit to the Ministry of Transportation for review and approval a draft copy of the M-Plan for this subdivision.
7. That prior to final approval, arrangements shall be made to the satisfaction of the Ministry of Transportation for the erection of a security fence along the northerly boundary of the plan where it abuts Ministry of Transportation lands along Highway 401.
8. That prior to final approval, the owners shall provide the Ministry of Transportation for review and approval, the Conditions of Draft Plan Approval and Draft Subdivision Agreement to ensure our requirements have been incorporated.

Notes to Draft Plan Approval - Conditions of MTO Permits:

The owner should be made aware that under the *Public Transportation and Highway Improvement Act*, Ministry of Transportation permits are required prior to development of the subject property. The owner shall submit site plans, site-servicing plans, grading plans, and drainage plans for the proposed development to MTO for review and approval.

1. MTO Building and Land Use permits will be required prior to any bulk grading, and subdivision servicing.
2. MTO Building and Land Use permits for individual site plans (Site Plan Applications) will be required for the Blocks which fall within the MTO Permit Control Area (45m from MTO property limit), the owner shall submit a site plan, site-servicing plan, grading plan, and drainage plan for the proposed development to MTO for review and approval.
3. MTO will require that any construction deemed necessary to the continued viability of the development including buildings and structures, stormwater

management facilities, etc. shall be setback a minimum of 14.0m from our highway property limit.

4. The owner shall submit an illumination plan indicating the intended treatment of the site lighting glare directed towards Highway 401 to MTO for review and approval.
5. MTO Sign permits are required for any temporary or permanent sign visible from and within 400m of the MTO property limits.

If any further clarification is required regarding the MTO comments or if any issues are encountered during the additional consultation or application phases, please feel free to contact Allan Hodgins at Allan.Hodgins@ontario.ca or (226) 973-8580 who will be more than happy to assist.

Regards,



Allan Hodgins
Corridor Management Planner

- c. David Secord, Senior Project Manager, MTO
Enana Somo, Corridor Management Officer, MTO

Attached. "MTO required road widening PIN 002640068.pdf"

"Inspiring a Healthy Environment"

August 22, 2024

County of Oxford Community Planning Office
21 Reeve Street
Woodstock, ON N4S 7Y3

Attention: Eric Gilbert, Manager of Development Planning (via e-mail)

Re: Official Plan Amendment, Draft Plan of Subdivision and Zone Change Applications
File No.: OP23-11-8, SB23-06-8 & ZN8-23-18
Applicant: Gagnon Walker Domes Ltd c/o Andrew Walker (Applicant)
Owner: 2729902 Ontario Inc. c/o Ken Gill (Owner)
685691 Highway 2 (Part Lot 9 Concession 1 Blandford Part 1, 41R4202), City of Woodstock

Further to our comments dated January 19, 2024 the Upper Thames River Conservation Authority (UTRCA) has received and reviewed the following documents as part of the second submission:

- **Cover Letter**, prepared by Gagnon Walker Domes Ltd., dated July 5, 2024;
- **Draft Plan of Subdivision**, prepared by Gagnon Walker Domes Ltd., dated July 18, 2023, revised June 7, 2024;
- **Functional Servicing and Stormwater Management (SWM) Report**, prepared by R.J. Burnside & Associates limited, dated June 2024;
- **Scoped Environmental Impact Study**, prepared by R.J. Burnside & Associates limited, dated June 2024; and
- **Hydrogeological Assessment**, prepared by R.J. Burnside & Associates limited, dated June 2024; and
- **Response Matrix**, prepared by Gagnon Walker Domes Ltd., dated, July 5, 2023.

Section 28 Regulations - Ontario Regulation 41/24

Please note that the Regulated Areas mapping provided alongside our January 19, 2024 letter was based on Ontario Regulation 157/06 which was revoked on April 1, 2024. Please refer to the most current Regulated Areas mapping, attached to this letter, for the extent of the Regulated Area in accordance with Ontario Regulation 41/24 and the findings of the EIS completed for the development.

COMMENTS

It has been agreed on between the GRCA and the UTRCA staff that the GRCA would be the lead reviewer for the EIS and Hydrogeological Assessment for the subdivision, while both conservation authorities will review the Stormwater Management Reports for works within their respective watershed jurisdictions. Each conservation authority is submitting their comments for this subdivision under separate cover.

1. Addressed. The UTRCA is satisfied with the minor encroachment. A section 28 application will be required for the grading and restoration works within 30 m of the SWD3-3a community.
2. Addressed. The PSW inclusion wetland features and the proposed grading within 30 m of the features have been identified on Figure No. 11 of the EIS. A section 28 application will be required for the grading works within 30 m of the PSW inclusion wetlands.

3. Addressed.
4. Addressed. The UTRCA defers the review of the water quality and quantity monitoring plan to the GRCA. Annual monitoring reports are to be circulated to the UTRCA and the GRCA.
5. Forthcoming.
6. Forthcoming.
7. As per *Ontario Regulation 596/22*, taking effect on January 1, 2023, the UTRCA defers natural heritage matters to the City.

FUNCTIONAL SERVICING REPORT & WATER BALANCE

8. Not addressed. Under section 1.4, the reported area is 8.2 ha. However, the area of the site is greater than 8.2 ha when adding all the drainage areas shown on Figure No. 6 titled Pre-development Drainage. Please consider and revise.
9. Partially addressed. Section 5.2.1 states 'Each block will be required to control discharge rates for the 2-year through the 250-year design storm events and be controlled on-site'. However, Table 2 includes the 100-year allowable release rate. Please provide control to the 250-year design storm.
10. Not Addressed. Table 2 includes target flows for Blocks 1, 2, 3, 4 and 7 within Catchment A. Blocks 8, 9, 10 and a portion of Block 11 are also within Catchment A. Please include target flows for all blocks within Catchment A in Table 2 and include the release rates for the 250-year storm.
11. Not addressed. The response comment is not clear. Quantity control will be required for each block using underground SWM chambers as mentioned in the report with minor flows conveyed through SWM sewers and major flows conveyed within the ROW. Please provide more details and confirm that there will be no local flooding, ponding and erosion and sediment control issues in the existing drains and within the wetland feature downstream.
12. Addressed.
13. Addressed.
14. Forthcoming. The UTRCA will require designs for the proposed SWM outlet including cross sections in the Final SWM Report as part of the detailed engineering submission.
15. Forthcoming. The effects of the groundwater recharge on the proposed SWM infrastructure should be further evaluated at the Site Plan Approval stage for each block.
16. Addressed. The UTRCA is satisfied with the information provided in the Response Matrix.

WATER BALANCE

17. Not addressed. The water balance has only considered the runoff portion of the water balance. Please complete a feature based water balance based on the contributing areas under the pre- and post-development conditions including runoff, precipitation, evapotranspiration, and infiltration for the PSW and for the wetland feature downstream of culvert 2. The SWM report should consider a strategy to compensate for the deficit in the runoff and infiltration under the post-

development conditions for each wetland feature within each catchment area. Please revise and resubmit the water balance calculations.

18. Not addressed. The water balance shows a deficit in the infiltration under the post-development conditions. Please provide details of how the compensation for the deficit in infiltration volumes will be provided under the proposed conditions.

UTRCA REVIEW FEES

Consistent with UTRCA Board of Directors approved policy; Authority Staff are authorized to collect fees for the review of *Planning Act* applications. Our technical peer review includes one (1) initial and one (1) subsequent review of the reports. Therefore there will be no additional fees invoiced for this review.

RECOMMENDATION & CONDITIONS OF DRAFT PLAN APPROVAL

As discussed above, the GRCA is the Conservation Authority lead for the proposed development and will provide the technical review of the EIS and Hydrogeological Assessment for the entirety of the subdivision. However, as the findings of these reports provide important connections to the overall design of the subdivision and stormwater management infrastructure, the UTRCA will require copies of these reports for administrative review. In addition to these reports, both Conservation Authorities (UTRCA and GRCA) will review the SWM for works within their respective watershed jurisdictions.

The UTRCA is of the opinion that our remaining concerns can be addressed in finalized reports as part of the conditions of approval. Accordingly we offer the following conditions of draft plan approval in addition to, or in conjunction with, the conditions recommended by the GRCA:

- i. That prior to final approval, the Owner shall provide a Final Stormwater Management Report and Water Balance Assessment, which addresses the Conservation Authority's outstanding comments and concerns, to the satisfaction of the UTRCA.
- ii. In conjunction with the submission of the engineering drawings, the Owner shall submit detailed grading plans and detailed erosion and sediment control plans that identify all erosion and sediment control measures for the subject lands to the satisfaction of the Upper Thames River Conservation Authority. The plans are to include measures to be used during all phases of construction including the installation of servicing under highway 401. Prior to any work on the site, the Owner shall implement these measures satisfactory to the UTRCA.
- iii. In accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the *Conservation Authorities Act*, the Owner shall obtain the necessary permits/approvals from the UTRCA prior to undertaking any site alteration or development within the UTRCA Regulated Area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.

Thank you for the opportunity to comment. Please contact the undersigned if you have any questions.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY



Laura Biancolin
Land Use Planner II









Enclosure – Regulated Areas Map (please print on legal size paper).

c.c. Sent via e-mail -
UTRCA - Imtiaz Shah, Senior Environmental Engineer
GRCA – Jessica Conroy, Resource Planner
Gagnon Walker Domes Ltd - Andrew Walker (Applicant)
2729902 Ontario Inc. - Ken Gill (Owner)

Regulated Areas

Regulation under s.28 of the *Conservation Authorities Act*
Prohibited Activities, Exemptions and Permits.
O. Reg. 41/24.

Legend

-  UTRCA Watershed (2017 LiDAR)
-  Assessment Parcel (MPAC)
- Watercourse (UTRCA, 2020)
 -  Open
 -  Closed Design/Tiled
-  Regulated Wetland
-  Flooding Hazard Limit
-  Erosion Hazard Limit
-  Approximate Regulated Area 2024



The mapping is for information screening purposes only, and shows the approximate regulation limits. The text of Ontario Regulation 41/24 supersedes the mapping as represented by this data layer. This mapping is subject to change. A site specific determination may be made by the UTRCA.

This layer is the approximate limit for areas regulated under Ontario Regulation 41/24: Prohibited Activities, Exemptions and Permits, which came into effect April 1, 2024.

The UTRCA disclaims explicitly any warranty, representation or guarantee as to the content, sequence, accuracy, timeliness, fitness for a particular purpose, merchantability or completeness of any of the data depicted and provided herein.

The UTRCA assumes no liability for any errors, omissions or inaccuracies in the information provided herein and further assumes no liability for any decisions made or actions taken or not taken by any person in reliance upon the information and data furnished hereunder.

This map is not a substitute for professional advice. Please contact UTRCA staff for any changes, updates and amendments to the information provided.

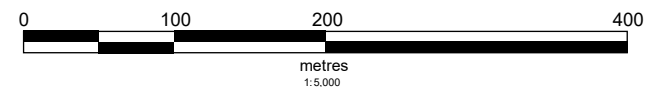
This document is not a Plan of Survey.

Sources: Base data, Aerial Photography used under licence with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry Copyright © King's Printer for Ontario; City of London.

Notes:
685691 Highway 2, Woodstock

Created By: LB August 13, 2024

* Please note: Any reference to scale on this map is only appropriate when it is printed landscape on legal-sized (8.5" x 14") paper.



UPPER THAMES RIVER
CONSERVATION AUTHORITY
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PUBLIC WORKS

21 Reeve Street, PO Box 1614
Woodstock, ON N4S 7Y3
519.539.9800 | 1.800.755.0394
oxfordcounty.ca

MEMO

DATE: August 9, 2024

FROM: Public Works

TO: Community Planning

CC: Eric Gilbert, Justin Miller

RE: SB 23-06-8; OP 23-11-8; ZN 8-23-18
2729902 Ontario Inc
City of Woodstock

Oxford County Public Works has reviewed the above noted applications and has the following comments:

ZN 8-23-18:

- “H” holding provisions are required on Blocks 1 to 7 to delay development until municipal services have been approved and extended to service the area, and improvements to address existing system constraints (required for development) have been implemented to the satisfaction of the City and County. Furthermore, the holding provisions can ensure that development of each Block is reviewed/assessed, to the satisfaction of Oxford County Public Works, during required Site Plan submission with respect to conformance with the most current County Sewer Use By-Law and max water/wastewater flow allotment per Block (established by design criteria for applicable infrastructure, based on area).
- Consistent with the County's *Guidelines for Entrances to the County Road System – Tiered Access Control Standards (“Guideline”)*, access to proposed Blocks shall be from proposed local subdivision streets. Does this change vision/proposal for Block 7 (Service Commercial)? Furthermore, it’s understood that the proposed development is within MTO Controlled Area.

OP 23-11-8:

Consistent with the County's Guidelines for Entrances to the County Road System – Tiered Access Control Standards ("Guideline"), access to proposed Blocks shall be from proposed local subdivision streets. Does this change vision/proposal for Block 7 (Service Commercial)? Furthermore, it's understood that the proposed development is within MTO Controlled Area.

SB 23-06-8:

- a. Please forward comments from MTO for our records.
- b. It's understood that road authority ownership of Highway 2 (MTO) / Oxford Road 2 (Oxford County) transitions alongside the subject property's existing frontage. The existing entrance to the property is located near the west limit of the subject property, from MTO highway corridor.
- c. Blocks for 1-foot reserves should be identified on the plan. They are required at both ends of proposed Street A (or known as Street C referenced in Secondary Plan), and possibly along Hwy. 2 (at discretion of road authority). Oxford County requests 1-foot reserve along County owned portion of Highway 2 (Oxford Road 2) – i.e. along approximate east half of proposed Block 7.
- d. Municipal services and access via future municipal streets to the subject lands are not currently available. The extension and installation of services through various future City construction contracts will be required, along with future coordination with the subject property owner. The Applicant will be responsible for their cost share (through either direct or indirect cost contributions) of proposed infrastructure extensions/improvements needed to service the proposed subdivision. This requirement forms part of requirement in draft plan condition #1, submitted March 15, 2024 (and outlined below). Various related Water & Wastewater projects have been included in the 2024 Oxford County Development Charge Background Study.
- e. In collaboration with the City, various external servicing projects, as required for development of the Woodstock Northeast Secondary Plan Area (including subject property) have been identified in Oxford County's 2024 [Transportation](#) and [Water & Wastewater](#) Master Plans.
- f. Subdivision/site entrances and all related costs are considered local services and a direct developer responsibility. The County understands that the City (as owner/developer of adjacent lands, which will provide through access to the subject lands) will complete/lead construction of the proposed subdivision (secondary plan) entrances from Oxford Road 2 (including proposed roundabout at Oxford Road 2); the applicant will be responsible for cost contributing to such works to the satisfaction of the City.
- g. Provide a typical cross section for Block 8, showing all servicing including sanitary forcemain and water for County to ensure adequate size.
- h. The County understands that temporary easements on proposed Street A (south of Block 8 – Servicing Block) will be required to facilitate installation, operation and maintenance of proposed forcemain and watermain traversing the subject lands i.e. infrastructure required to be functional for initial phases of the NE Secondary Plan. Due to the anticipated depth of the proposed sanitary sewer on the subject lands, Street A sanitary sewer should be installed ahead of the proposed forcemain and watermain. The Owner shall agree to coordinate accordingly with the City/County, and complete associated design (and obtain approvals) in a timely manner to suit and incorporate into installation plans for forcemain and watermain.
- i. It's understood that development of the subject land (Phase 3B of the NE Secondary Plan implementation plan) will follow development of more centralized lands (Phase 2),

and construction of storm water management & sewage pumping station, external servicing, etc. (Phases 1A and 1B).

- j. Functional Servicing Report (FSR) notes in Section 1.4 a total area of 8.2ha, while it later notes a total area of 18.53ha. Update.
- k. Provide minimum slope of 0.33% as per County Guidelines for sanitary sewer to reduce depth. Where feasible/possible, adjust proposed grading to reduce depth of sewer. Plans/design for sanitary sewer services to development Blocks, etc. to be reviewed during detailed design.
- l. In collaboration with the City, the County is currently considering increasing W/WW average day flow design criteria previously used by AECOM from 0.2 L/s/ha to 0.3 L/s/ha, and associated cost implications, etc. The Owner agrees to design and construct local infrastructure in accordance with County/City requirements (not anticipated to adversely impact local servicing for the proposed subdivision, but would provide additional W/WW capacity allotment for proposed Blocks) – included in Draft Plan Condition #1 below.
- m. FSR Section 3.2 references Street C and Street A as the same street. Update.
- n. FSR Appendix A – Provide capacity check on shallowest slope, 0.33%.
- o. Street B water design (amongst other things) to be confirmed during detailed design.

The Owner should be aware that the following County Public Works (PW) fees will be required throughout the subdivision planning/development process. Select referenced fees below are based on the current 2024 County Fees & Charges By-Law (subject to change). Fees, as applicable, will be based upon latest fees and by-laws at time of payment:

- Fee of \$9,500, per phase (includes development review/file management services, clearance fees, review fees for water & wastewater applications required at time of building permit for each lot, etc.)
- Fee for County water & wastewater capacity / hydraulic modelling review, \$500 (min.)
- Fee for Watermain Review and Regulatory approval – Form 1, \$1,200 (per phase)
- Fee for Sanitary sewer review, CLI-ECA process, \$1,200 (per phase)
- Fee for Storm sewer review (on County property), CLI-ECA process, \$1,200 (per phase)
- Fee for Sanitary forcemain review, CLI-ECA process, \$2,000 (per phase)
- Fee for Sanitary sewer pumping station review, CLI-ECA process, \$2,000 (per phase)
- Inspection fees (equal to 1.5% of the supply and installation cost for applicable water/sanitary/storm infrastructure to be installed and eventually assumed by Oxford County)
- Fee for Watermain inspection/commissioning (applicable for subdivision servicing and individual Block servicing at time of future Site Plan approval) – Site Plan actual cost or \$500 min, Subdivision < 25 lots \$1,500, >25 lots \$2,500 per Phase

The draft plan conditions shall contain the following provisions:

- 1) The Owner agrees in writing to satisfy all the requirements, financial (including payment of applicable development charges, etc.) and otherwise, of Oxford County Public Works regarding the installation of the water distribution system, the installation of the sanitary sewer system including Sewage Pumping Station (SPS) and forcemains, construction of County road improvements necessitated by development, and other matters pertaining to the development of the subdivision in accordance with County Standards.
- 2) "H" holding provisions are required on Blocks 1 to 7 to delay development until municipal services have been approved and extended to service the area, and improvements to address existing system constraints (required for development) have been implemented to the satisfaction of the City and County. Furthermore, the holding provisions can ensure that development of each Block is reviewed/assessed, to the satisfaction of Oxford County Public Works, during required Site Plan submission with respect to conformance with the most current County Sewer Use By-Law and max water/wastewater flow allotment per Block (established by design criteria for applicable infrastructure, based on area).
- 3) The Owner shall agree in the Subdivision Agreement to fund the cost of any transportation network improvements that are attributable to the Draft Plan of Subdivision to the satisfaction/approval of Oxford County Public Works, MTO, and the City of Woodstock.
- 4) The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer.
- 5) The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
- 6) The Owner agrees to implement the recommendations of the Functional Servicing & Stormwater Management (SWM) Report by RJ Burnside, dated June 2024, including any amendments thereto, and the preparation and submission of detailed engineering drawings and reports to the satisfaction of Oxford County and the City of Woodstock.
- 7) The Owner agrees to implement the recommendations contained in the Transportation Study by Trans-Plan, dated August 2023, including any amendments thereto, to the satisfaction of Oxford County Public Works, MTO, and the City of Woodstock.
- 8) The Owner agrees to implement the recommendations contained in all other applicable technical studies/assessments (e.g. Geotechnical, Hydrogeological, etc.), including any amendments thereto, to the satisfaction of Oxford County Public Works, MTO, and the City of Woodstock.
- 9) Prior to the signing of the final plan by the County, the Owner shall agree in writing that all phasing of the plan of subdivision will be to the satisfaction of the City and County. Furthermore, the Owner acknowledges that servicing/development of the plan of subdivision is dependent on various planning, design, approval, and construction phases for implementation of external services. Furthermore, the Owner agrees to design (including obtaining approvals) and construct the proposed sanitary sewer in a timely

manner, in conjunction with installation of forcemain and watermain (to be coordinated to the City/County's satisfaction).

- 10) The Owner shall agree to prepare, and submit for the approval of Oxford County Public Works, detailed servicing plans designed in accordance with the Oxford County Design Guidelines.
- 11) Prior to the final approval of the subdivision plan (or any phase thereof), the Owner shall receive confirmation from Oxford County Public Works that there is sufficient capacity in the City of Woodstock water and sanitary sewer systems to service the plan of subdivision (or proposed phase thereof). Each proposed development Block shall be subject to Site Plan approval. Water & Wastewater capacity will be assessed and provisionally approved on a block by block basis as part of Site Plan review; water and wastewater capacity allotment per Block shall not exceed the established design allotment (based on design criteria, max flow per area) of which applicable water & wastewater servicing infrastructure was sized. The Owner shall agree to make provisions in the subdivision agreement to disclose the foregoing water & wastewater allocation process and upset flow limits to purchasers of Blocks, to the satisfaction of Oxford County Public Works.
- 12) The Owner agrees to provide such easements as may be required for utility or drainage purposes outside of the proposed public right-of-ways shall be granted to the appropriate authority free of all costs and encumbrances to the satisfaction of the appropriate authority. Furthermore, the Owner agrees to provide any temporary easements as deemed required by the appropriate authority.
- 13) The Owner agrees in writing that Block 8 (Servicing Block) shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of Oxford County Public Works.
- 14) The Owner agrees in writing, that a 0.3 m (1 ft) reserve along Oxford Road 2 (Highway 2) shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of Oxford County Public Works.
- 15) Prior to final approval by the County, the Owner shall properly decommission any abandoned private services (water well, cistern and/or septic system) located on the subject lands, in accordance with the Ontario Water Resources Act, R.S.O. 1990 (Ontario Regulation No. 903) and to the satisfaction of Oxford County Department of Public Works.
- 16) The subdivision agreement shall make provision for the assumption and operation by Oxford County of the water and sewage system within the draft plan subject to the approval of Oxford County Public Works.
- 17) Storm water drainage proposed to be directed to any County Road allowance shall be managed/attenuated to pre-development conditions to the satisfaction of Oxford County Public Works and City of Woodstock.
- 18) The Owner shall demonstrate/implement to the satisfaction of Oxford County that the entire subdivision, and each phase of development, shall provide adequate redundancy and looping for domestic and fire protection services.

- 19) Appropriate cul-de-sacs/turnaround areas are required to ensure proposed roadways have adequate turning radius/unobstructed access (without reversing) for waste collection and emergency vehicles. Cul-de-sac design will follow all County/City of Woodstock Guidelines.

- 20) The Owner agrees in writing, to the satisfaction of the County, through the subdivision agreement, to ensure that all agreements of purchase and sale for lots (and provisional tenancy agreements) within the subdivision shall have appropriate disclosure that the subdivision is not looped with watermain. While there are plans to loop the development in the future, within future development, there is no specific timeline.

- 21) Prior to the approval of the final plan by the County, the owner shall provide a list of all conditions of draft approval with a brief statement detailing how each condition has been satisfied, including required supporting documentation from the relevant authority, to the satisfaction of Oxford County.

If there are any questions please contact Kevin Lukawiecki, P. Eng., Development Review Engineer, Oxford County Public Works (519-539-9800 x 3117, klukawiecki@oxfordcounty.ca).

Kevin Lukawiecki

Kevin Lukawiecki, P. Eng.
Development Review Engineer

Schedule "A"
Attachment No. 5
To Report No. CP 2025-04

CONDITIONS OF DRAFT APPROVAL – FILE NO. SB 23-06-8 – 2729902 Ontario Inc

1. This approval applies to the draft plan of subdivision submitted by 2729902 and prepared by Gagnon Walker Domes Limited, comprising Part of Lot 9, Concession 1 (Blandford), in the City of Woodstock showing six blocks for industrial development, one service commercial block, one servicing block, four blocks for environmental features, one road widening block, and four 0.3 m (1 ft) reserves, served by two new local streets.
2. The Owner agrees to satisfy all the requirements, financial and otherwise, of the City regarding construction of roads, installation of services, including water, sanitary sewer & forcemain, storm sewer, drainage facilities, sewage pumping stations, electrical distribution system, sidewalks, street lights, and other matters pertaining to the development of the subdivision in accordance with City standards.
3. The road allowances included in the draft plan of subdivision shall be dedicated as public highways to the satisfaction of the City of Woodstock.
4. The streets included in the draft plan of subdivision shall be named to the satisfaction of the City of Woodstock.
5. The owner agrees in writing that temporary turning circles and/or emergency access ways will be provided, as necessary, to the satisfaction of the City of Woodstock.
6. The Owner agrees to plant street trees, including the preparation of a detailed landscape/street tree planting plan, to the satisfaction of the City, if required.
7. The Owner agrees in writing that all foundations of existing buildings will be removed from the lands to the satisfaction of the City and that necessary fill be placed and compacted to the satisfaction of the City.
8. The Owner agrees in writing that all existing overhead and underground services will be removed and/or abandoned to the satisfaction of the City.
9. The Owner agrees to cost sharing for services installed by the City that benefit the owner.
10. The Owner agrees to provide the City with access to Blocks 9 and 10 to the satisfaction of the City at time of transfer of Block 9 and 10 to the City.
11. The Owner agrees to prepare a tree preservation and compensation plan to the satisfaction of the City.
12. The subdivision agreement shall, if required by the City, make provisions for the dedication of parkland or cash in-lieu thereof, in accordance with the relevant provisions of the Planning Act. The Owner further agrees that woodlot/NHS/buffer lands shall not count towards the dedication of parkland.

13. The Owner agrees in writing that fencing shall be installed adjacent to City-owned lands, or as otherwise required by the City to the satisfaction of the City.
14. The Owner agrees to implement the recommendations contained in the Hydrogeological Assessment by RJ Burnside, dated July, 2023, including any amendments thereto, to the satisfaction of the City.
15. The Owner agrees to implement the recommendations of the Functional Servicing & Stormwater Management (SWM) Report by RJ Burnside, dated September, 2023, including any amendments thereto, and the preparation and submission of detailed engineering drawings and reports to the satisfaction of the City.
16. The subdivision agreement shall contain provisions indicating that prior to grading and issuance of building permits, that a Stormwater management report, grading plan, and an erosion and sediment control plan be reviewed and approved by the City, UTRCA, and GRCA, and further, the subdivision agreement shall include provisions for the Owner to carry out or cause to be carried out any necessary works in accordance with the approved plans and reports.
17. Prior to the signing of the final plan by the County, all lots/blocks shall conform to the zoning requirements of the City's Zoning By-Law. Certification of lot areas, frontages, and depths, shall be provided to the City by an Ontario Land Surveyor retained by the owner.
18. The Owner agrees in writing that all existing wells on the subject lands will be properly abandoned in accordance with Ontario Regulation 903 and that septic fields will be abandoned to the satisfaction of the City and that all necessary paperwork be submitted to the City and County.
19. Such easements as may be required for utility, servicing or drainage purposes shall be granted to the appropriate authority.
20. The Owner agrees that such temporary construction and permanent easements as may be required for utility or drainage purposes inside and outside of the proposed public right-of-ways shall be granted to the appropriate authority at the Owner's expense.
21. Prior to the signing of the final plan by the County, the Owner shall agree in writing that all phasing of the plan of subdivision will be to the satisfaction of the City and County. Furthermore, the Owner acknowledges that servicing/development of the plan of subdivision is dependent on various planning, design, approval, and construction phases for implementation of external services. Furthermore, the Owner agrees to design (including obtaining approvals) and construct the proposed sanitary sewer in a timely manner, in conjunction with installation of forcemain and watermain (to be coordinated to the City/County's satisfaction).
22. The Owner agrees to implement the recommendations contained in the Transportation Study by Trans-Plan, dated August 2023, including any amendments thereto, to the satisfaction of Oxford County Public Works, and the City of Woodstock.
23. The owner agrees in writing that further development will be subject to site plan approval where servicing, grading, stormwater management, setbacks to environmental areas,

traffic/transportation, landscaping, etc. will be reviewed in further detail, to the satisfaction of the City and County.

24. The Owner agrees that 1-foot reserves shall be conveyed to the City, County, or appropriate road authority, as the case may be, free of all costs and encumbrances, to the satisfaction of the road authority.
25. The Owner agrees to provide such easements as may be required for utility or drainage purposes outside of the proposed public right-of-ways shall be granted to the appropriate authority free of all costs and encumbrances to the satisfaction of the appropriate authority. Furthermore, the Owner agrees to provide any temporary easements as deemed required by the appropriate authority.
26. Storm water drainage proposed to be directed to any County Road allowance shall be managed/attenuated to pre-development conditions to the satisfaction of Oxford County Public Works and City of Woodstock.
27. The Owner agrees in writing to undertake and complete all necessary steps to follow and implement all recommendations and further work necessary (including monitoring plans, review of Erosion and Sediment Control Plans and Grading Plans) as contained in the Environmental Impact Study and resulting peer review, of the Northeast Industrial Park, Woodstock 2729902 Ontario Inc Environmental Impact Study, prepared by RJ Burnside & Associated Limited, dated July 2024, to the satisfaction of the City and County.
28. The Owner agrees to implement the recommendations of the Functional Servicing & Stormwater Management (SWM) Report by RJ Burnside, dated June 2024, including any amendments thereto, and the preparation and submission of detailed engineering drawings and reports to the satisfaction of Oxford County and the City of Woodstock.
29. The Owner agrees to implement the recommendations contained in all other applicable technical studies/assessments (e.g. Geotechnical, Hydrogeological, etc.), including any amendments thereto, to the satisfaction of Oxford County Public Works, and the City of Woodstock.
30. The Owner agrees in writing to satisfy all the requirements, financial (including payment of applicable development charges, etc.) and otherwise, of Oxford County Public Works regarding the installation of the water distribution system, the installation of the sanitary sewer system including Sewage Pumping Station (SPS) and forcemains, construction of County road improvements necessitated by development, and other matters pertaining to the development of the subdivision in accordance with County Standards.
31. The Owner shall agree to prepare and submit for the approval of Oxford County Public Works, detailed servicing plans designed in accordance with the Oxford County Design Guidelines.
32. The Owner shall acknowledge in writing that "H" holding provisions are required on Blocks 1 to 7 to preclude development until municipal services have been approved and extended to service the area, and improvements to address existing system constraints (required for development) have been implemented to the satisfaction of the City and County. Furthermore, the holding provisions can ensure that development of each Block

is reviewed/assessed, to the satisfaction of Oxford County Public Works, during required Site Plan submission with respect to conformance with the most current County Sewer Use By-Law and max water/wastewater flow allotment per Block (established by design criteria for applicable infrastructure, based on area).

33. Prior to the final approval of the subdivision plan (or any phase thereof), the Owner shall receive confirmation from Oxford County Public Works that there is sufficient capacity in the City of Woodstock water and sanitary sewer systems to service the plan of subdivision (or proposed phase thereof). Each proposed development Block shall be subject to Site Plan approval. Water & Wastewater capacity will be assessed and provisionally approved on a block by block basis as part of Site Plan review; water and wastewater capacity allotment per Block shall not exceed the established design allotment (based on design criteria, max flow per area) of which applicable water & wastewater servicing infrastructure was sized. The Owner shall agree to make provisions in the subdivision agreement to disclose the foregoing water & wastewater allocation process and upset flow limits to purchasers of Blocks, to the satisfaction of Oxford County Public Works.
34. The Owner shall agree in the Subdivision Agreement to fund the cost of any transportation network improvements that are attributable to the Draft Plan of Subdivision to the satisfaction/approval of Oxford County Public Works and the City of Woodstock.
35. The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer, to the satisfaction of Oxford County Public Works.
36. The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
37. The Owner agrees in writing that Block 8 (Servicing Block) shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of Oxford County Public Works.
38. The Owner agrees in writing, that a 0.3 m (1 ft) reserve along Oxford Road 2 (Highway 2) shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of Oxford County Public Works.
39. The subdivision agreement shall make provision for the assumption and operation by Oxford County of the water and sewage system within the draft plan subject to the approval of Oxford County Public Works.
40. The Owner shall demonstrate/implement to the satisfaction of Oxford County that the entire subdivision, and each phase of development, shall provide adequate redundancy and looping for domestic and fire protection services.
41. Appropriate cul-de-sacs/turnaround areas are required to ensure proposed roadways have adequate turning radius/unobstructed access (without reversing) for waste collection and emergency vehicles. Cul-de-sac design will follow all County/City of Woodstock Guidelines.

42. The Owner agrees in writing, to the satisfaction of Oxford County Public Works, through the subdivision agreement, to ensure that all agreements of purchase and sale for lots (and provisional tenancy agreements) within the subdivision shall have appropriate disclosure that the subdivision is not looped with watermain. While there are plans to loop the development in the future, within future development, there is no specific timeline.
43. Prior to any grading or construction on the site and prior to registration of the plan, the Owners or their agents shall submit a detailed storm water management report in accordance with the 2003 Ministry of Environment Report entitled "Stormwater Management Planning and Design Manual" and in keeping with the "Functional Servicing and Stormwater Management Report (Prepared by RJ Burnside, dated June 2024), to the satisfaction of the Grand River Conservation Authority.
44. Prior to any grading or construction on the site and prior to registration of the plan, the Owners or their agents shall submit detailed lot grading, servicing and storm drainage plans to the satisfaction of the Grand River Conservation Authority.
45. Prior to any grading or construction on the site and prior to registration of the plan, the Owners or their agents shall submit an Erosion and Siltation Control Plan in accordance with the GRCA's guidelines for sediment and erosion control, indicating the means whereby erosion will be minimized and silt maintained on-site throughout all phases of grading and construction, to the satisfaction of the Grand River Conservation Authority.
46. Prior to any grading or construction on the site and prior to registration of the plan, the Owners or their agents shall submit and obtain approval of a permit pursuant to the Prohibited Activities, Exemptions and Permits Regulation (Ontario Regulation 41/24) from the GRCA prior to any grading within a regulated area.
47. Prior to the final approval of the plan by the County, the Owner shall provide a final Hydrogeological Assessment which includes a detailed wetland monitoring and mitigation plan, to the satisfaction of the Upper Thames River Conservation Authority.
48. Prior to the final approval of the plan by the County, in conjunction with the submission of the engineering drawings, the Owner shall submit detailed grading plans and erosion and sediment control plans that will identify all erosion and sediment control measures for the subject lands to the satisfaction of the Upper Thames River Conservation Authority. The plans are to include measures to be used during all phases of construction including the installation of servicing under Highway 401. Prior to any work on the site, the Owner shall implement these measures satisfactory to the Upper Thames River Conservation Authority.
49. In accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits / approvals from the UTRCA prior to undertaking any site alteration or development within the UTRCA Regulated Area, including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.
50. That prior to final approval, the Owner shall submit to the Ministry of Transportation for review and approval, a copy of a Traffic Impact Study indicating the anticipated traffic

volumes and their impact on the provincial highway network. The Traffic Impact Study will be prepared in accordance with MTO's Traffic Impact Study Guidelines. The owner's transportation consultant shall be RAQS certified.

51. That prior to final approval, the owner should be aware that any highway improvements identified from the Ministry of Transportation Review and analysis of the Traffic Impact Study will be the financial responsibility of the owner. A legal agreement will be required to be entered into between the owner and MTO, whereby the owner agrees to assume financial responsibility for the design and construction of all necessary associated highway improvements.
52. That prior to final approval, the owner shall submit a stormwater management report with grading and drainage plans for the proposed development for MTO's review and approval.
53. That prior to final approval, the road widening block abutting Highway 401 shall be identified and be depicted on the final plan as a public highway on the owner's certificate on the final plan of subdivision, to the satisfaction of the MTO.
54. That prior to final approval, appropriate 0.3 m reserve(s) abutting Highway 2 frontage shall be identified on the final plan, and that the Owner's solicitor provide the MTO with a signed undertaking to convey these blocks to the MTO immediately following the registration of the plan, to the satisfaction of the MTO.
55. That prior to final approval, the owner shall submit to the MTO for review and approval a draft copy of the M-Plan for the subdivision.
56. That prior to final approval, arrangements shall be made to the satisfaction of MTO for erection of a security fence along the westerly and northerly boundary of the plan where it abuts MTO lands along Highway 401.
57. That prior to final approval, the owner shall provide the MTO for review and approval, the conditions of draft approval and draft subdivision agreement to ensure MTO requirements have been incorporated.
58. Prior to the approval of the final plan by the County, the owner shall agree in writing to satisfy the requirements of Canada Post Corporation with respect to advising prospective purchasers of the method of mail delivery; the location of temporary Centralized Mail Box locations during construction; and the provision of public information regarding the proposed locations of permanent Centralized Mail Box locations, to the satisfaction of Canada Post.
59. Prior to the approval of the final plan by the County, the owner shall agree in writing, to satisfy the requirements of Enbridge Gas and other applicable utility providers, that the owner/developer provide Enbridge Gas Limited and other applicable utility providers, with the necessary easements and/or agreements required for the provisions of gas services or other utilities.

60. Prior to the approval of the final plan by the County, the owner shall submit an archaeological assessment of the subject property and mitigate, through preservation or resources removal and documentation, adverse impacts to any significant archaeological resources found. No grading or other soil disturbances shall take place on the subject property prior to the issuance of a clearance letter by the Ministry of Culture confirming that all archaeological resource concerns have met licensing and resource conservation requirements.
61. Prior to final approval by the County, the owner shall provide a list of all conditions of draft approval with a brief statement detailing how each condition has been satisfied, including required supporting documentation from the relevant authority, to the satisfaction of the County of Oxford.
62. Prior to final approval by the County, the County of Oxford shall be advised by the City of Woodstock that conditions 2 to 29 (inclusive) have been met to the satisfaction of the City. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
63. Prior to final approval by the County, the owner shall secure clearance from the County of Oxford Public Works Department or other appropriate County department, that conditions 18-42 (inclusive) have been met to the satisfaction of County Public Works and/or Community Planning. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
64. Prior to final approval by the County, the owner shall secure clearance from the Grand River Conservation Authority that conditions 43 to 46 (inclusive), have been met to the satisfaction of the GRCA. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
65. Prior to final approval by the County, the owner shall secure clearance from the Upper Thames River Conservation Authority that conditions 47 to 49 (inclusive), have been met to the satisfaction of the UTRCA. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
66. Prior to final approval by the County, the County of Oxford shall be advised by the Ministry of Transportation that conditions 50 to 57 (inclusive) have been met to the satisfaction of the Ministry of Transportation. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
67. Prior to final approval by the County, the County of Oxford shall be advised by Canada Post Corporation that condition 58 has been met to the satisfaction of Canada Post. The clearance letter shall include a brief statement detailing how this condition has been satisfied.
68. Prior to final approval by the County, the County of Oxford shall be advised by applicable utility companies that condition 59 has been met to the satisfaction of each applicable utility provider. The clearance letter shall include a brief statement detailing how this condition has been satisfied.

69. The plan of subdivision shall be registered within three (3) years of the granting of draft approval, after which time this draft approval shall lapse unless an extension is authorized by the County of Oxford.

THE COUNTY OF OXFORD

BY-LAW NO. **6701-2025**

BEING a By-Law to adopt Amendment Number 329 to the County of Oxford Official Plan.

WHEREAS, Amendment Number 329 to the County of Oxford Official Plan has been recommended by resolution of the Council of the City of Woodstock and the County of Oxford has held a public hearing and has recommended the Amendment for adoption.

NOW THEREFORE, the County of Oxford pursuant to the provision of the Planning Act, R.S.O. 1990, as amended, enacts as follows:

1. That Amendment Number 329 to the County of Oxford Official Plan, being the attached explanatory text and Schedule A is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 8th day of January, 2025.

READ a third time and finally passed this 8th day of January, 2025.

MARCUS RYAN, WARDEN

LINDSEY A. MANSBRIDGE, CLERK

AMENDMENT NUMBER 329
TO THE COUNTY OF OXFORD OFFICIAL PLAN

the following Plan designated as Schedule "A", attached hereto, constitutes
Amendment Number 329 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend Schedule “W-1” – City of Woodstock Land Use Plan, Schedule “W-3” – City of Woodstock Residential Density Plan and Schedule “W-4” – City of Woodstock Leisure Resources and School Facilities Plan to re-designate the subject lands from Business Park to Traditional Industrial and Service Commercial, and to revise the boundaries of the Environmental Protection designation.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to lands described as Part Lot 9, Concession 1 (Blandford), now in the City of Woodstock. The lands are located on the north side of Highway 2 (Dundas St) on the east side of Highway 401, and are municipally known as 685691 Highway 2, Woodstock.

3.0 BASIS FOR THE AMENDMENT

The amendment has been initiated to re-designate the subject lands from ‘Business Park’ to ‘Traditional Industrial’ and ‘Service Commercial’ to facilitate the development of an industrial plan of subdivision.

It is the opinion of Council that the subject amendment is consistent with the relevant policies of the PPS as the proposal will protect and preserve employment areas for current and future uses, and is considered to be an efficient use of lands, available municipal services and infrastructure.

The proposal is also consistent with the PPS as an Environmental Impact Study was provided to demonstrate that the proposal will have no negative impact on significant natural heritage features and lands adjacent to natural heritage features.

The proposed re-designation from Business Park to Traditional Industrial uses can be considered appropriate as the lands are in close proximity to Highway 401 and 403 and located within a larger planned industrial area that can accommodate more intensive industrial uses. Concerns respecting compatibility of more intensive industrial uses with existing residential development fronting on Highway 2 (Dundas Street) can be addressed through the detailed design of the subdivision, and through the site plan approval process for all industrial and commercial blocks.

The revised limits and boundary of the Environmental Protection designation have been informed by peer-reviewed Environmental Impact Studies. The revised boundaries are inclusive of recommended buffer areas and distances from identified significant natural heritage features and provincially significant wetlands.

Council is also of the opinion that the subject lands are suitable for service commercial use as notwithstanding they do not have direct access to Highway 2 due to Ministry of Transportation requirements, they are nonetheless located at a high-profile location near the eastern boundary of the City and the close proximity to Highway 401 and Highway 403 interchanges. It is also in-keeping with the East Woodstock Secondary Plan which contemplated the lands for service commercial uses and criteria contained within the South-East Secondary Plan respecting additional service commercial uses.

Overall, Council is satisfied that the proposed amendments are consistent with the general intent of the policies as approved in South East Woodstock Secondary Plan.

In light of the foregoing, it is the opinion of Council that the proposed Official Plan Amendment is consistent with the policies of the PPS and supports the objectives and strategic initiatives of the Official Plan.

4.0 DETAILS OF THE AMENDMENT

- 4.1 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by changing the designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto from “Business Park” to “Traditional Industrial”.
- 4.2 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by changing the designation of those lands identified as “ITEM 2” on Schedule “A” attached hereto from “Environmental Protection” to “Traditional Industrial”.
- 4.3 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by changing the designation of those lands identified as “ITEM 3” on Schedule “A” attached hereto from “Business Park” to “Environmental Protection”.
- 4.4 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by changing the designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto from “Business Park” to “Service Commercial”.
- 4.5 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by adding the “Environmental Protection” designation to those lands identified as “ITEM 1” on Schedule “A” attached hereto to.
- 4.6 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by removing the “Environmental Protection” designation from those lands identified as “ITEM 2” on Schedule “A” attached hereto.
- 4.7 That Schedule “W-4”- City of Woodstock Leisure Resources and School Facilities Plan, is hereby amended by adding the “Environmental Protection” designation to those lands identified as “ITEM 1” on Schedule “A” attached hereto.
- 4.8 That Schedule “W-4”- City of Woodstock Leisure Resources and School Facilities Plan, is hereby amended by removing the “Environmental Protection” designation of those lands identified as “ITEM 2” on Schedule “A” attached hereto.

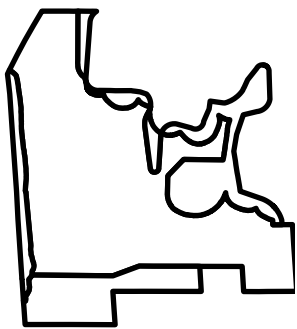
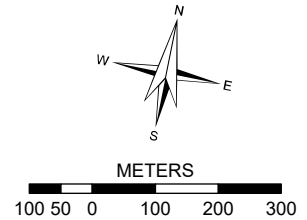
5.0 IMPLEMENTATION

This Official Plan Amendment shall be implemented in accordance with the implementation policies of the Official Plan.

6.0 INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the interpretation policies of the Official Plan.

SCHEDULE "A"
 AMENDMENT No. 329
 TO THE
**COUNTY OF OXFORD
 OFFICIAL PLAN**
 SCHEDULE "W-1"
**CITY OF WOODSTOCK
 LAND USE PLAN**



- AREA OF THIS AMENDMENT

- ITEM 1 - CHANGE FROM BUSINESS PARK TO TRADITIONAL INDUSTRIAL
- ITEM 2 - CHANGE FROM ENVIRONMENTAL PROTECTION TO TRADITIONAL INDUSTRIAL
- ITEM 3 - CHANGE FROM BUSINESS PARK TO ENVIRONMENTAL PROTECTION
- ITEM 4 - CHANGE FROM FROM BUSINESS PARK TO SERVICE COMMERCIAL

LAND USE PLAN LEGEND

- RURAL CLUSTER
- SERVICE COMMERCIAL
- BUSINESS PARK
- TRADITIONAL INDUSTRIAL
- ENVIRONMENTAL PROTECTION
- FUTURE URBAN GROWTH
- FLOODLINE

SCHEDULE "A"

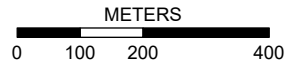
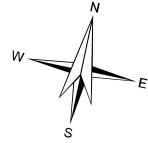
AMENDMENT No. 329

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-3"

**CITY OF WOODSTOCK
RESIDENTIAL DENSITY PLAN**



- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION

ITEM 2 - REMOVE FROM ENVIRONMENTAL PROTECTION

**RESIDENTIAL DENSITY PLAN
LEGEND**

 ENVIRONMENTAL PROTECTION

SCHEDULE "A"

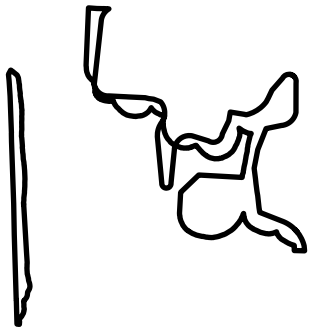
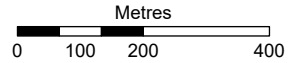
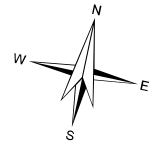
AMENDMENT No. 329

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-4"

**CITY OF WOODSTOCK
LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN**



- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO ENVIRONMENTAL PROTECTION

ITEM 2 - REMOVE FROM ENVIRONMENTAL PROTECTION

**LEISURE RESOURCES AND
SCHOOL FACILITIES PLAN
LEGEND**

 ENVIRONMENTAL PROTECTION