

REPORT TO COUNTY COUNCIL

Application for Draft Plan of Subdivision SB 24-04-8 – 1000228651 Ontario Inc.

To: Warden and Members of County Council

From: Director of Community Planning

RECOMMENDATION

1. That Oxford County Council grant draft approval to the proposed industrial plan of subdivision, submitted by 1000228651 Ontario Inc. (SB 24-04-8), for the lands described Part Lot 13, Concession 2 (Blandford) in the City of Woodstock, with a lapsing date of 3 years from the date of draft plan approval, and subject to the conditions set out in Schedule “A” (included as Attachment 4 to report CP 2025-164), being met prior to final approval.

REPORT HIGHLIGHTS

- The proposed plan of subdivision will contain 17 industrial lots served by the extension of Springbank Avenue and one new local street. The subdivision is being proposed in two phases, as shown on the draft plan. Phase 2 is currently constrained by access to servicing that is intended to progress through an adjacent property. Therefore, a Holding provision will be required on the proposed Phase 2 lands to restrict development until servicing issues have been adequately addressed.
- Planning staff are recommending that the application be given favourable consideration, as the proposal is consistent with the 2024 Provincial Planning Statement and the policies of the Official Plan respecting industrial development.

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

Notice of complete application regarding this proposal was provided to the public and surrounding neighbours on October 4, 2024. A notice of public meeting was issued on April 28, 2025, in accordance with the requirements of the Planning Act. At the time of writing this report, no comments had 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 recommendation 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 1.4 – Connected people and places	Goal 2.2 – Preserve and enhance our natural environment	

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

DISCUSSION

Background

Owner: 1000228641 Ontario Inc. c/o Steve Little

Agent: MHBC Planning
200-540 Bingemans Centre Drive, Kitchener ON N2B 3X9

Location: The subject lands front on the northwest corner of the Devonshire Avenue and Oxford Road 4 and are legally referred to as Part Lot 13, Concession 2 (Blandford), and municipally known as 715181 Oxford Road 4, Woodstock.

County of Oxford Official Plan:

Schedule 'W-1'	City of Woodstock Land Use Plan	Traditional Industrial
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City of Woodstock Zoning By-law No. 8626-10:

Existing Zoning:	'Future Development Zone (FD)'
Proposed Zoning:	Special General Industrial Zone (M3-sp) and Special General Industrial Holding Zone (M3-sp-H) and Passive Open Space Zone (OS1)

Proposal:

Applications for draft plan of subdivision and zone change have been received by the County of Oxford and City of Woodstock, respectively, to facilitate the development of the subject lands for industrial use via a plan of subdivision.

The purpose of the proposed draft plan of subdivision is to create 17 industrial lots, served by the extension of Springbank Avenue and one new local street. The subdivision is proposed in two phases, as shown on the draft plan. Phase 2 is constrained by access to servicing that is intended to progress through an adjacent property. Therefore, a Holding provision will be required on the proposed Phase 2 lands to restrict development until servicing issues can be adequately addressed.

The subject lands are approximately 34.7 hectares (85.7 ac) in size and have historically been used for agricultural purposes. The subject lands are currently vacant.

Surrounding land uses include a municipal recreation area to the west (Cowan Fields), agricultural uses on future industrial development land to the north, industrial (TMMC) and institutional (Sakura House) uses to the east, and a mix of industrial, commercial, and existing residential uses (on lands designated for commercial) to the south. The subject lands also generally surround industrially designated and zoned lands (along the west side of Oxford Road 4) that contain two existing single-detached dwellings, a barn-type structure, and a graveled parking area.

The applicant has filed a number of studies and reports including a Planning Justification Report, Functional Servicing Report, Traffic Impact Study, Archaeological Assessment, an Environmental Impact Study, a Geotechnical Report, and a Hydrogeological Report with the applications.

Plate 1, Location Map with Existing Zoning, indicates the location of the subject site 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, Proposed Draft Plan of Subdivision, provides the layout of the proposed draft plan of subdivision.

Comments

Planning Act

Section 2 of the Planning Act respecting Provincial Interests, provides that a municipal Council, in carrying out their responsibilities under the Planning Act, shall have regard to, among other matters, matters of provincial interest such as (but not limited to):

- the protection of ecological systems and agricultural resources;
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the adequate provision of a full range of housing, including affordable housing;
- the resolution of planning conflict involving public and private interests;
- the protection of public health and safety;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and be oriented to pedestrians; and
- the promotion of built form that, among other matters, is well designed and encourages a sense of place.

Section 51 (24) of the Planning Act provides that in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to:

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b) whether the proposed subdivision is premature or in the public interest;
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d) the suitability of the land for the purposes for which it is to be subdivided (including affordable housing units, if any);
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f) the dimensions and shapes of the proposed lots;
- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h) conservation of natural resources and flood control;
- i) the adequacy of utilities and municipal services;
- j) the adequacy of school sites;
- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

2024 Provincial Planning Statement (PPS)

The 2024 Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Under Section 3 of the Planning Act, where a municipality is exercising its authority affecting a planning matter, such decisions, “shall be consistent with” all policy statements issued under the Act. The following outlines the key PPS policies that have been considered, but it is not intended to be an exhaustive list.

Section 2.1.3 directs that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected requirements of current and future residents of the regional market area by maintaining at all times the ability to accommodate land use needs for at least 20 years, but not more than 30 years; however, planning for employment areas may extend beyond this time horizon

Section 2.1(6) of the PPS states that planning authorities should support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing and transportation options, employment, public services facilities, recreation and parks, and open space to meet long-term needs. Further, complete communities improve accessibility for people of all ages and abilities and improve social equity and overall quality of life.

Section 2.3.1 of the PPS indicates that settlement areas shall be the focus of growth and development and land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Optimize existing and planned infrastructure and public service facilities;
- c) Support active transportation;
- d) Are transit-supportive as appropriate, and
- e) Are freight supportive.

Section 3.6 of the PPS addresses infrastructure and public service facilities and states that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are;

- a) Financially viable over their life cycle, which may be demonstrated through asset management planning;
- b) Leverage the capacity of development proponents, where appropriate; and,
- c) Are available to meet current and projected needs.

Before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized and opportunities for adaptive re-use should be considered, wherever feasible.

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Planning for stormwater management shall;

- a) Be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) Minimize or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) Minimize erosion and changes in water balance, including through the use of green infrastructure;
- d) Mitigate risk to human health, safety, property and the environment;
- e) Maximize the extent of function of vegetative and pervious surfaces;
- f) Promote best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development; and
- g) Align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Official Plan

The subject lands are currently designated 'Traditional Industrial' according to the City of Woodstock Land Use Plan in the Official Plan. The Traditional Industrial designation is planned for the full range of industrial type activity including light, medium and heavy industrial uses. Such uses may generate on and off-site effects such as traffic, noise, vibration, fumes or visual appearance. Permitted uses include assembling, manufacturing, fabricating, processing, repair and recycling activities, environmental industries, warehousing, distribution, indoor and outdoor storage facilities, construction uses, utilities, transportation and storage uses and research and technological service industries.

Section 10.3.3 of the Official Plan respecting Plans of Subdivision provides that County Council and City Council will evaluate applications for plans of subdivision on the basis of the requirements of the Planning Act as well as criteria including, but not limited to, the following:

- whether the proposal is consistent with the objectives and policies of the Official Plan;
 - that there is capacity available in the municipal water and sewage treatment systems and there is suitable provision for roads, water, storm and sanitary sewers, waste disposal, recyclable collection, public utilities, fire and police protection, parks, schools and other community facilities;
 - the plan is designed to effectively accommodate Environmental Resources and mitigate environmental and human-made constraints;
 - the plan is designed to reduce any negative effect on surrounding land uses, the transportation network, or significant natural features;
 - the plan is designed to be integrated with adjacent developments;
 - the plan is designed to be compatible with the existing features and topography of the site.
- Subdivisions proposing extensive areas of cut and fill will be discouraged.

Section 7.6 of the Official Plan contains the Transportation Policies for the City of Woodstock. Devonshire Avenue and Oxford Road 4 are designated as arterial roads which serve moderate to high volumes of intra-urban and long-distance traffic movements at moderate speed and have limited property access. The subdivision or severance of land adjacent to an arterial or collector road shall minimize the number of access points to the arterial or collector road through measures, such as the provision of common driveways or a service road.

The policies state that City Council, in its evaluation of major development proposals, shall consider the potential effect of the development on the safety, efficiency and volume of traffic flow on adjacent streets. Property owners may be required to contribute to the cost of road improvements which, in the opinion of City Council, are necessary to provide for safe vehicular turning movements to and from the site and to minimize the disruption to traffic flow.

To assist City Council in its consideration of traffic concerns and road improvement needs related to a major development proposal, an applicant may be required to prepare a traffic impact assessment.

As a condition of draft plan approval, County Council will require an applicant to satisfy conditions prior to final approval and registration of the plan of subdivision or condominium. The applicant will be required to meet conditions of draft approval within the specified time period, failing which, draft plan approval may lapse.

To provide for the fulfilment of these conditions and for the installation of services according to municipal standards, County Council shall require an applicant to enter into a subdivision agreement with the Area Municipality and, where necessary, the County, prior to final approval of the plan.

City of Woodstock Zoning By-law

The subject lands are currently zoned 'Future Development Zone (FD)'. The purpose of the associated zone change application is to rezone the subject lands from FD to Special General Industrial Zone (M3-sp), Special General Industrial Zone with holding provisions ((M3-sp (H)) and Passive Open Space Zone (OS1).

Special provisions are requested to the 'General Industrial Zone (M3)' to permit a minimum front yard depth of 10 m (32.8 ft), a minimum exterior side yard width of 10 m (32.8 ft) and that the minimum setback from the centreline of Devonshire Avenue not apply to the subject lands. The M3 Zone currently requires a minimum front yard depth and exterior side yard width of 27 m (88.6 ft) adjacent to Devonshire Avenue and a minimum setback of 37 m (212.4 ft) from the centreline of Devonshire Avenue.

A Holding provision will be applied to the northern part of the draft plan of subdivision. The Holding provision is required to prevent development of those lands until servicing extends through the adjacent lands to the north to provide water and wastewater to the northern part of the subdivision. The lands to which the Holding provision is to be applied are identified as "Phase 2" on the applicant's draft plan, as depicted on Plate 3 of this report.

A very small portion of the north-east corner of the plan of subdivision, effecting a small portion of one of the proposed lots, is proposed to be zoned OS1 to recognize the potential flood hazards associated with a watercourse/ditch on an adjacent property. The applicant has worked with the Upper Thames River Conservation Authority to determine the extent of this area on the subject lands which will be reflected in the proposed OS1 Zone.

Agency Comments

The City of Woodstock Engineering Department (Building and Development Divisions) provided the following comments:

1. No blocks are dedicated for stormwater management. We are assuming that some of the flows from this development (particularly blocks in Phase 2) will be handled by the facility being designed in the plan of subdivision to the north.
2. Block 3 of Phase 2 has a portion of the Griffin Drain (former municipal drain) that is still active due to upstream use. Requirements will have to be made to route this drain around the block in an easement and connect to a future storm sewer.
3. Block 7 of Phase 2 has an enhancement area in the northeast corner of the block as shown in Figure 10 of the Preliminary Environmental Impact Study. There may be value in showing this enhancement area on the Draft Plan of Subdivision.
4. Entrance/exit access for Block 5 of Phase 1 will have to be approved by Oxford County.
5. Note that Street One is an extension of Springbank Avenue. The developer may recommend street names (Street Two) if desired for Council approval. The City also has a list of street names that are available for use.
6. All utility servicing related to telecommunications, natural gas and hydro will be coordinated by the developer. We would like all correspondence with the utilities for our files.
7. The City expects garbage and recycling collection will be provided by private services for all blocks.
8. Due this development being industrial, the City requires the pavement width to be 10 metres.

Further detailed comments respecting the proposed design of the subdivision were provided to the applicant by the City of Woodstock Engineering Department.

Preliminary Conditions of Draft Plan Approval:

1. The Owner agrees in writing to satisfy all the requirements, financial and otherwise, of the City regarding construction of roads, installation of services, including water, sanitary sewer, storm sewer, drainage facility, electrical distribution system, sidewalks, street lights, and other matters pertaining to the development of the subdivision in accordance with City standards.
2. The road allowances included in the draft plan of subdivision shall be dedicated as public highway to the satisfaction of the City.
3. The Owner agrees in writing that temporary turning circles and emergency access ways will be provided as necessary to the satisfaction of the City.
4. The streets included in the draft plan of subdivision shall be named to the satisfaction of the City.
5. The Owner agrees that 1-foot reserves shall be conveyed to the City or County, as the case may be, free of all costs and encumbrances, to the satisfaction of the City or County.

6. 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 and UTRCA 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.
7. The Owner agrees in writing that fencing shall be installed adjacent to City-owned lands, UTRCA lands, or as otherwise required by the City to the satisfaction of the City and UTRCA.
8. 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/buffer lands shall not count towards the dedication of parkland.
9. Such easements as may be required for utility or drainage purposes outside of the proposed public rights-of-way shall be granted to the appropriate authority.
10. 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.
11. 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.
12. The Owner agrees to implement the recommendations contained in the Traffic Impact Assessment by Paradigm Transportation Solutions Limited dated August 2024, including any amendments thereto, to the satisfaction of the County and City.
13. The Owner agrees to implement the recommendations of the Stage 1 and Stage 2 Archaeological Assessment by Thomas G. Arnold and Associates, dated June 24, 2024, including the supplementary documentation to the satisfaction of the City, County, and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).
14. The Owner agrees to implement the recommendations contained in the Environmental Impact Study prepared by MTE Consultants Inc., dated August 21, 2024 (including any amendments), including but not limited to:
 - Tree compensation for tree removal to the City to the satisfaction of the City; and
 - Vegetation plantings in the proposed areas to the satisfaction of the City.
15. The Owner agrees to implement the recommendations of the Servicing Report prepared by MTE Consultants Inc., dated August 9, 2024, including the preparation and submission of detailed servicing and grading plans to the satisfaction of the City.
16. The Owner agrees to plant street trees and appropriate vegetation for the SWM facility, including the preparation of a detailed landscape/street tree planting plan, to the satisfaction of the City.

17. 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.
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.
19. The Owner agrees in writing that all existing underground services will be relocated, removed and/or abandoned to the satisfaction of the City.
20. The above conditions are preliminary. However, once amendments are made, additional comments/conditions may be made.

Oxford County Public Works indicated that further detailed comments regarding the proposed design of the subdivision were provided to the applicant by Oxford County Public Works.

SB 24-04-8 Draft Plan Conditions:

- 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, construction of County transportation 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 Phase 2 lands until municipal services have been approved and are constructed/extended to service the area, and improvements to address provisional existing system constraints (required for development) have been implemented to the satisfaction of the City and County.
- 3) The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermain, 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.
- 4) 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.
- 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 contained within the various technical reports (e.g. EIS, FSR, Hydrogeological, TIS, Geotechnical etc.) submitted in support of the subject draft plan of subdivision application, 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) 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/existing system upgrades.
- 8) The Owner shall agree to prepare and submit for the approval of Oxford County Public Works, detailed servicing plans designed in accordance with Oxford County Design Guidelines.
- 9) The Owner shall design for and implement servicing for external lands, that will in future be serviced through the proposed subdivision, to the satisfaction of the County of Oxford and City of Woodstock.
- 10) 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 industrial 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/tributary 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.
- 11) All proposed sites will be reviewed and approved on a block by block basis, 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 for Phase 1 through the design criteria/limits of the existing collection system on Devonshire Ave and for Phase 2 through the design criteria/limits of the Lansdowne SPS).
- 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 0.3 m (1 ft) reserves along Oxford Road 4 and Oxford Road 35 (Devonshire Ave), shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of Oxford County Public Works.
- 14) Block entrances shall conform to Oxford County's *Guidelines for Entrances to the County Road System – Tiered Access Control Standards* ("Guideline"). Provisions, to the County and City's satisfaction, shall be included in the design drawings/subdivision agreement to make prospective Block purchasers/tenants aware of such requirements for future Site Plan submissions.
- 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) 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 if the subdivision in Phase 1 is not looped with watermain (if applicable/to be confirmed during detailed design). The provisional disclosure shall note that while there are plans to loop the watermain (which will provide additional service reliability, etc.) within future development (e.g. Phase 2), there is no specific timeline.
- 20) 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.
- 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.

Canada Post has indicated that the proposed development will be serviced by centralized mail delivery provided through Canada Post Community Mailboxes.

Upper Thames River Conservation Authority provided the following comments:

The UTRCA is generally satisfied with the technical information provided and is of the opinion that the remaining concerns can be addressed in finalized reports as part of the conditions of approval.

City of Woodstock Council

City Council considered the application for draft plan of subdivision approval and the associated zoning by-law amendment application at their May 15, 2025 Council meeting and adopted resolutions indicating that they support the proposed draft plan of subdivision. City Council also approved in-principle the zoning by-law amendment sought to implement the proposed development.

Planning Analysis

The applications for draft plan of subdivision approval and zone change propose to permit 17 industrial lots, served by the extension of Springbank Avenue and one new local street as described previously in this report.

2024 Provincial Planning Statement

Planning staff are of the opinion that the subject proposal is consistent with the policies of the PPS as the development is an efficient use of land and municipal services within a serviced settlement area. Further, the proposed industrial subdivision will assist in meeting the needs of current and future residents by providing for additional employment opportunities within the City.

Official Plan

The subject lands are designated Traditional Industrial according to the City of Woodstock Land Use Plan. The Traditional Industrial designation is planned for the full range of industrial type activity including light, medium and heavy industrial uses. Such uses may generate on and off site effects such as traffic, noise, vibration, fumes, or visual appearance. Permitted uses include assembling, manufacturing, fabricating, processing, repair and recycling activities, environmental industries, warehousing, distribution, indoor and outdoor storage facilities, construction uses, utilities, transportation and storage uses and research and technological service industries. The applicants are not proposing any amendment to the Official Plan as proposed uses are intended to be consistent with the existing Traditional Industrial designation.

The Official Plan's criteria for evaluating applications for plans of subdivision includes suitable provision for roads, water, storm and sanitary sewers, etc. The northerly portion of the proposed subdivision does have existing water and sanitary constraints, as it must be served by infrastructure that has not yet been constructed to the north. As such, to comply with the Official Plan provisions a Holding zone provision is required to be placed on the northerly portion of the subdivision to restrict development until such services are available. The plan of subdivision appears to comply with the other subdivision policies, including: accommodation of environmental resources and constraints; reduction in negative effects on surrounding land uses, the transportation network, and/or significant natural features; the plan has been designed to be integrated with adjacent developments; and the plan is compatible with existing features and topography. More specifically, no significant environmental features have been identified on site, the subject lands are generally surrounded by open space uses, agricultural uses, and other industrial uses, and no negative impacts are anticipated. Further, the draft plan shows an internal road connection that will serve future Industrial/Business Park uses to the north. No significant topographical concerns exist.

The Official Plan's transportation policies state that development shall minimize access points to arterial roads (Devonshire and Oxford Road 4). The proposal includes one access to Devonshire Avenue and one access to Oxford Road 4. Further, the applicant has provided a transportation impact study in support of these accesses.

Zoning

Planning staff are of the opinion that the proposed special zoning provisions for the subject lands are in-keeping with the policies of the Official Plan and generally maintain the overall intent of the City's Zoning By-law. The applicants have requested a reduction in the minimum front yard depth and exterior side yard width from 27 m (88.6 ft) to 10 m (32.8 ft) and the elimination of the 37 m (121.4 ft) setback from the centreline of Devonshire Avenue (which has the same approximate effect as the minimum yard depths).

For most streets, not including Devonshire Avenue or Oxford Road 4, the minimum front yard and exterior side yard depths are 15 m (49.2 ft) in the M3 Zone. These streets were provided with exceptionally wide front and exterior side yard widths to ensure that adequate space is provided for landscaping and buffers. The applicant's Planning Justification has provided a cross-section of a right-of-way that demonstrates how they intend to provide appropriate landscaping and emphasizes that this can be further addressed through site plan control. Additionally, encouraging buildings to be built closer to the road means that parking can be provided and encouraged in other locations on the lots, as parking is permitted in all yards for industrial uses. Further, a majority of the lands on the south side of Devonshire Avenue adjacent to the subject lands are designated "Service Commercial", where the minimum front and exterior yard setbacks range from 7.5 m (24.6 ft) to 12 m (39.4 ft).

City Building and Engineering staff did not raise any concerns with the proposed special provisions, and the site plan control process exists to ensure that adequate buffering from the rights-of-way exist. The M3 Zone also has special height provisions that ensure that very tall buildings are set further back than specified in the yard provisions; the M3 Zone requires that any building that exceeds 15 m (49.2 ft) must be setback 0.5 m (1.6 ft) for each 1 m (3.2 ft) of height above 15 m (49.2 ft) in addition to the minimum requirements of the By-law. These provisions will assist to ensure that taller buildings continue to maintain an appropriate setback to the front and exterior side yards.

CONCLUSIONS

This Office is of the opinion that the proposed development of the lands as proposed via the draft plan of subdivision discussed in this report is generally appropriate and in-keeping with the relevant policies of the PPS and Official Plan and will be appropriately implemented through the conditions of draft approval and zoning measures recommended in this report.

SIGNATURES

Report author:

Original Signed By _____

Justin Miller
Development Planner

Reviewed by:

Original Signed By _____

Eric Gilbert, MCIP, RPP
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, Proposed Draft Plan of Subdivision

Attachment 4 – Conditions of Draft Approval