

Plate 1: Existing Zoning & Location Map

OP 20-20-8 & ZN 8-20-20 - Harvarinder Singh, Davinder Grewal & Kuldeep Singh - 1055 Parkinson Road, 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

0 121 242 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

January 12, 2021

Plate 2: Aerial Map (2015)

OP 20-20-8 & ZN 8-20-20 - Harvarinder Singh, Davinder Grewal & Kuldeep Singh - 1055 Parkinson Road, Woodstock



Legend

Parcel Lines

- Property Boundary
- Assessment Boundary
- Unit
- Road
- Municipal Boundary

Notes



0 121 242 Meters

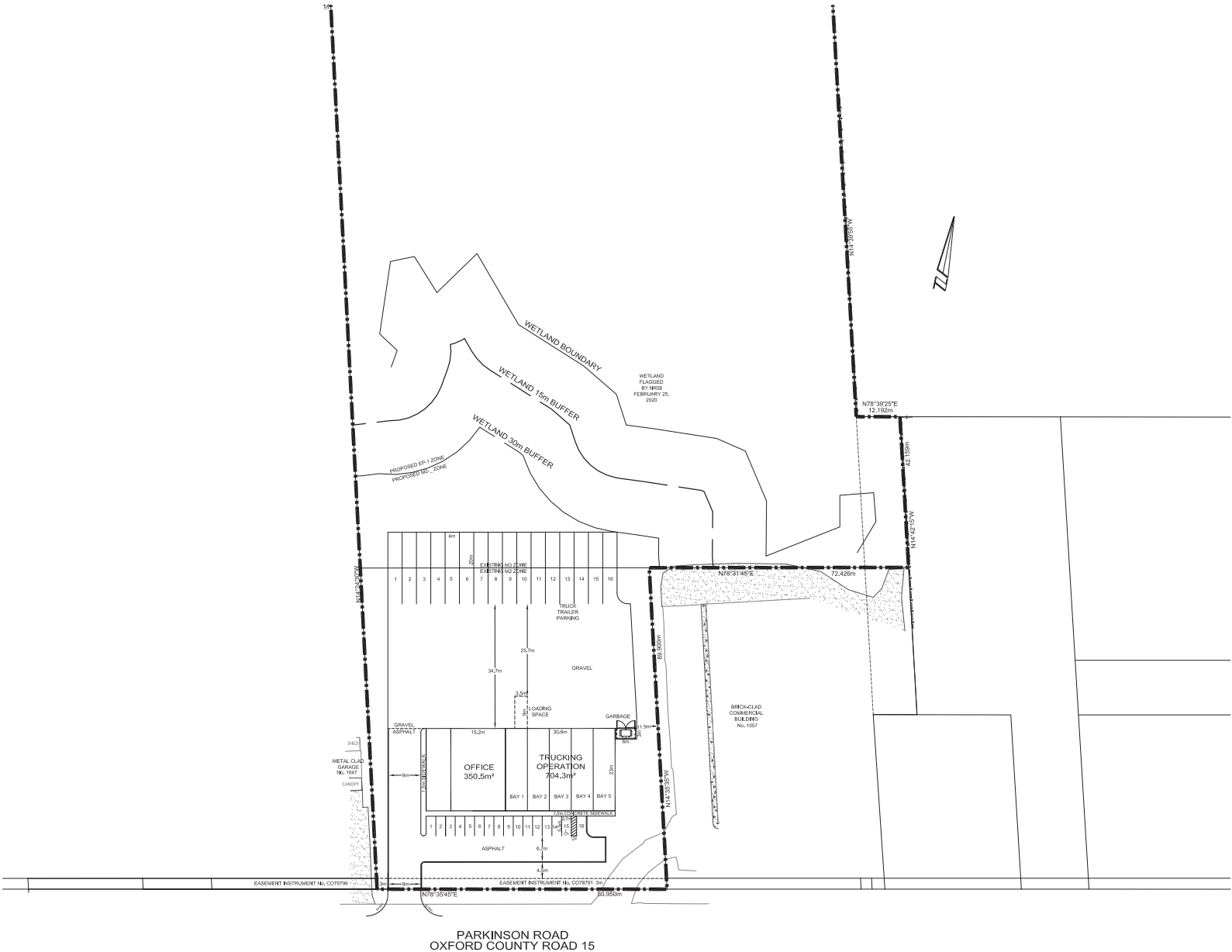
NAD_1983_UTM_Zone_17N



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January 12, 2021

Plate 3: Proposed Site Plan
 OP 20-20-8 & ZN 8-20-20 - Harvarinder Singh, Davinder Grewal & Kuldeep Singh - 1055 Parkinson Road, Woodstock



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CONCEPT PLAN

1055 PARKINSON ROAD

DATE: JANUARY 25, 2021

SCALE: 1:500

PROJECT NO. 1940

DRAWN BY: A.R.J.

KEY MAP

LEGAL DESCRIPTION

PART OF LOTS 7 AND 9, REGISTERED PLAN 491

CITY OF WOODSTOCK

COUNTY OF OXFORD

| Specialized M2_ | Zone |
|---|--|
| 18.1 Permitted Uses: an ambulance, police or fire depot; an assembly plant; a contractor's yard or shop. (Added by By-Law 9025-15) a cold storage plant; a fabricating plant; a lumber yard; a machine shop; a manufacturing plant; a packaging plant; a printing plant; a processing plant; a retail building supply establishment; a service shop; a warehouse. | Requested Uses: All uses permitted within the M2 Zone including a Truck Terminal as an additional permitted use. |
| 18.2 Zone Provisions for Non-Residential Uses | |
| Zoning Regulation | Required |
| Minimum Lot Area | Nil where sanitary services are available 65% where sanitary sewers are available |
| Maximum lot Coverage for all main and accessory buildings | 11.5% Building 1,054.8 m² Site 9, 1957m² |
| Minimum Lot Frontage | 20 m |
| Minimum Lot Depth | 30 m |
| Minimum Front Yard | 15 m |
| Minimum Rear Yard Depth | 7.5 m |
| Minimum Side Yard Width | 3 m |
| Minimum Distance Setback from the centreline of the road | 27.5 m |
| Minimum landscaped Open Space | 10% |
| Maximum Building Height | 15 m |
| 5.4.2 Table 8 Minimum setback for parking area from a street line | 4.5 m |
| Schedule C-2 Minimum parking aisle width | 6.7 m |
| Schedule C-2 Minimum Parking Space Size | 2.7 m x 5.5 m |
| 5.4.1.11.4 Maximum Driveway Width | 9 m |
| 5.4.1.12 Parking Area Surface Each parking space, parking aisle and the driveway leading to the parking space shall be paved with asphalt | Asphalt |
| 5.4.2.1 Off-Street Parking Truck Terminal 1 space per 200 m² gross floor area plus 1 space per 30m² of office space | 16 parking spaces |
| 5.4.2.5.2 Type A parking space 3.4 m x 5.5 m; Type B parking space 2.7 m x 5.5 m | 1 Type B space 2.7 m x 5.5 m |
| 5.4.2.5.3 Schedule "H" 1.5 m wide access aisle | 1.5 m wide access aisle |
| 5.4.2.5.4 Table 5 Minimum number of accessible parking spaces | 1 Type B space |
| 5.4.5.3 Table 11 Minimum Loading Space Size | 3.5 m x 9 m |
| 5.4.5.3 Table 11 Loading Space minimum 20 metres from a street line | 20 m |
| 5.4.5.1 Table 9 Non-residential 1 loading space for GFA 400-2000 m² | 1 loading space |
| 5.4.5.3 Table 11 Minimum Width of access Driveway to Loading Space | 6m |

Jan 25, 2021 2:00:54 PM

(28079-20)

1/20/28079/20/ACAD/1940 Concept Plan (2).dwg

Report No. CP 2021-116 - Attachment No. 1

From: [REDACTED]
To: [Planning](#)
Subject: Part Lots 7&9, Plan 491, City of Woodstock - 1055 Parkinson Road
Date: March-08-21 8:36:35 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

>>

>> In response to this application, we as home owners, at 1047 Parkinson Road , would like to request that the property at 1055 Parkinson be properly graded and maintained to ensure that the run off does not flow onto our property, potentially causing flooding.

>>

>> We would also like to ensure that there is appropriate dust control that is implemented and maintained.

>>

>> Regards,

>> Randy and Carol Hyndman

>>

AMENDMENT NUMBER 257
TO THE COUNTY OF OXFORD OFFICIAL PLAN

The following text attached hereto,
constitutes Amendment Number 257 to the County of Oxford Official Plan.

COUNTY OF OXFORD

BY-LAW NO. **6338-2021**

BEING a By-Law to adopt Amendment Number 257 to the County of Oxford Official Plan.

WHEREAS, the County of Oxford has held a public hearing and has recommended Amendment Number 257 to the County of Oxford Official Plan 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 257 to the County of Oxford Official Plan, being the attached text, 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 14th day of April, 2021.

READ a third time and finally passed this 14th day of April, 2021.

LARRY G. MARTIN WARDEN

CHLOÉ SENIOR CLERK

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend the site specific Business Park designation that applies to the subject lands to include a small-scale truck terminal with parking for up to 16 transport trucks as a permitted use.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to lands described as Part Lots 7 & 9, Plan 491 in the City of Woodstock. The lands are located on the north side of Parkinson Road, between Springbank Avenue South and Beard's Lane, and are municipally known as 1055 Parkinson Road.

3.0 BASIS FOR THE AMENDMENT

The subject amendment has been initiated to amend the site specific Business Park designation to facilitate the development of a small-scale truck terminal on the subject lands.

It is the opinion of Council that the proposed amendment is consistent with the relevant policies of the PPS as the proposed use promotes efficient development and assists in accommodating a range of employment needs and facilitating economic activity. The proposed use is also an efficient use of land, available municipal services and existing infrastructure.

To satisfy the requirements of the PPS and the Official Plan as they relate to the protection of natural features, the applicant undertook an EIS. Although the subject property was previously cleared of vegetation, the EIS considered all significant features and wildlife habitats which had the potential to occur prior to the clearing to ensure that the unauthorized tree clearing was not rewarded with an increased development limit. The EIS concluded that if the owner implements the recommendations of the EIS, which includes a tree replacement program, installation of permanent fencing at the limit of the development, a spill response plan and sediment and erosion control, no negative impacts are anticipated as a result of the proposed development.

While the applicant had initially proposed to redesignate the southern portion of the subject lands to Traditional Industrial to facilitate the truck terminal, Council is of the opinion that leaving the lands in a Business Park designation with special provisions to permit the proposed truck terminal is a more appropriate means by which to permit the use as proposed and continue to protect existing significant natural features and limiting development in accordance with the Business Park designation. The subject lands are surrounded by lands that are predominantly zoned and designated for traditional industrial type uses with the exception of industrial lands adjacent to the Brick Pond Wetlands, which are designated for Business Park type uses with special policies. The intent of site specific policies is to ensure that lighter industrial type uses are established in the area that will not have a negative impact on the natural features and to ensure compatibility between the industrial uses and the natural environment.

Traditional industrial type development generally includes heavier industrial uses that may generate on and off site effects such as traffic, noise, vibration, odour and visual appearance. Typically, truck terminals are uses that are found in traditional industrial designations based on the scale of the operations, and the noise and traffic that are generated by the use.

In this case, Council is of the opinion that the proposed Official Plan amendment to permit a truck terminal is appropriate for the subject property as the use is small in scale and it is a use that is similar and compatible with the industrial uses in the area. Since the truck terminal is smaller in scale than typical truck terminals, the use is not anticipated to have a negative impact on the surrounding uses as it relates to noise, traffic and vibration. Additionally, the findings of the EIS also concluded that the proposed development of the site is not anticipated to effect the wetlands in the area with the proper implementation of the study's recommendations.

Further, the proposed use is considered to be appropriate for the subject lands as the operation will have direct access to Parkinson Road which is an arterial road under the jurisdiction of the County and designed to carry larger amounts of traffic. Through the agency circulation, County Public Works indicated that a traffic impact study was not required to facilitate the proposed truck terminal.

With respect to the development criteria required for the properties in the Brick Pond Wetlands area, Council is satisfied that the implementation of the EIS recommendations, as well as the comments provided through the agency circulation can be appropriately addressed through the site plan approval process.

Further, with respect to the natural features located on the northern portion of the subject property, Council is satisfied that the proposed zone change will appropriately prohibit any development or degradation of these features, protecting the wetland and surrounding vegetation in this area.

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

4.0 DETAILS OF THE AMENDMENT

- 4.1 That Section 7.3.5 – *Business Parks*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.3.5.3 – *Specific Development Policies*:

“7.3.5.3.7 Part Lots 7 & 9, Plan 491 - 1055 Parkinson Road

In addition to the uses permitted, and in accordance with the policies in Section 7.3.5.3.1, a small-scale truck terminal with parking for up to 16 transport trucks may be permitted on the subject lands.”

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.