

To: Warden and Members of County Council

From: Director of Community Planning

Application for Official Plan Amendment Southeast Woodstock Secondary Plan OP 20-05-8 – City of Woodstock

RECOMMENDATIONS

1. That Oxford County Council adopt the South-East Woodstock Secondary Plan prepared by GSP and AECOM, and the Municipal Comprehensive Review prepared by GSP, dated December 2019, as recommended by the City of Woodstock;
2. And further, that Oxford County Council approve Application No. OP 20-05-8, initiated by the City of Woodstock, to amend the Official Plan with respect to the South-East Woodstock Study Area and the East Woodstock Secondary Plan lands, to redesignate the subject lands to facilitate a broad range of primarily industrial and service commercial uses;
3. And further, that the necessary by-law to approve the required Official Plan amendment to implement the above be presented to County Council for enactment at the March 23, 2022 meeting.

REPORT HIGHLIGHTS

- The intent of the Official Plan Amendment is to redesignate recently annexed lands from 'Agricultural Reserve' and 'Future Urban Growth' to 'Traditional Industrial', 'Business Park', 'Service Commercial', 'Environmental Protection' and 'Future Urban Growth'.
- The Official Plan Amendment will implement the recommendations of the East Woodstock Secondary Plan and the Southeast Woodstock Secondary Plan.
- The proposal is consistent with the relevant policies of the Provincial Policy Statement and supports the strategic initiatives and objectives 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 impact beyond what has been approved in the current year’s budget.

Communications







The secondary plan for the Southeast Woodstock area was initiated in November 2018. Through the course of the project, the City of Woodstock held two public information meetings (May 29, 2019 and November 13, 2019). The May meeting was held to present and receive feedback on the options for future land use, road network and servicing for the study area. The second meeting was used to present a ‘preferred’ land use concept plan based on more detailed study and the comments, concerns and suggestions obtained from the initial public information meeting.

Subsequent to those meetings, a formal public meeting was held by City Council in December 2019 to consider the secondary plan and initiate the proposed amendment to the Official Plan. City Council accepted the Southeast Woodstock Settlement Expansion Justification Report, Secondary Plan and Servicing Strategy report and directed staff to prepare the application for Official Plan Amendment.

In addition to the public consultation relating to the secondary planning exercise, notice of public meeting regarding the Official Plan amendment was provided on January 20, 2022 via the Oxford Review and Woodstock Sentinel Review, in accordance with the requirements of the Planning Act.

For Council’s information, the City of Woodstock held a public meeting to consider the proposed Official Plan amendment on February 14, 2022 and City Council recommended support of the amendment at their regular meeting of February 17, 2022.

Strategic Plan (2020-2022)

					
<i>WORKS WELL TOGETHER</i>	<i>WELL CONNECTED</i>	<i>SHAPES THE FUTURE</i>	<i>INFORMS & ENGAGES</i>	<i>PERFORMS & DELIVERS</i>	<i>POSITIVE IMPACT</i>
		3.ii.			

DISCUSSION

Background

Owner: City of Woodstock
500 Dundas Street, Woodstock ON, N4S 0A7

Location:

The subject lands are generally described as Part Lots 7 -12, Concession 1 (Blandford), Lots 10-14, Concession 2 & Part of Lots 20 - 21, Concession 3 (East Oxford), in the City of Woodstock.

The lands are located on the north side of Dundas Street, between Highway 401 and Blandford Road, on the south side of Dundas Street, between Oxford Road 4 and Highway 53 to Pattullo Avenue. Additional lands included in the proposed amendment are located on the southwest side of the City, south of Highway 401, between Mill Street and Norwich Avenue. The extent of the lands subject to this amendment are illustrated on the attached Official Plan amendment schedules.

County of Oxford Official Plan:

Existing:

Schedule "N-1"	Township of Norwich Land Use Plan	Future Urban Growth & Agricultural Reserve
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Proposed:

Schedule "C-3"	County of Oxford Settlement Strategy Plan	Large Urban Centre
Schedule "W-1"	City of Woodstock Land Use Plan	Service Commercial, Business Park, Traditional Industrial & Environmental Protection
Schedule "W-5"	City of Woodstock Transportation Network Plan	Planned Collector Road

Proposal:

The City of Woodstock has initiated an amendment to the County of Oxford Official Plan to implement changes proposed through the recent completion of the South-East Woodstock Secondary Plan and the previously (2008) completed East Woodstock Secondary Plan.

The subject lands include approximately 620 ha (1,531.9 ac) of land that was incorporated into the City of Woodstock from the Township of Norwich on January 1, 2018, together with 171 ha (423 ac) of land previously incorporated in to the City and forming part of the East Woodstock Secondary Plan.

The secondary plan for the South-East Woodstock area was initiated in November 2018 and was undertaken by a consulting team retained by the City and County which developed the necessary background work to support the re-designation of the subject area for primarily industrial and

commercial use. The said background work includes detailed study of land use, environmental features, development constraints, traffic and municipal servicing.

The subject lands on the north side of Dundas Street were previously subject to the East Woodstock Secondary Plan, which was approved in 2008. At the time, it was determined that these lands would remain outside of the Settlement Area and remain in the Agricultural Reserve until it could be demonstrated that the lands could be justified from a land need perspective. The current application for Official Plan amendment proposes to designate the lands in accordance with the approved East Woodstock Secondary Plan for industrial and service commercial uses.

Plate 1 – Location Map: provides the location of the subject lands.

Plate 2 – Southeast Woodstock Secondary Plan: provides the proposed land uses and phasing of the Study Area.

Plate 3 – MDS 1 Setbacks: provides the livestock operations within and around the study area and the minimum distance setback requirements.

Plate 4 – East Woodstock Secondary Plan Lands: provides the Council approved East Woodstock Secondary Plan and identifies the lands within that study area that are subject to OP 20-05-8.

Comments

2020 Provincial Policy Statement

Section 1.1.2 of the PPS states that sufficient lands shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.

Section 1.1.3 further states that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.

Section 1.1.3.1 states that Settlement Areas will be the focus of growth and development while Section 1.1.3.2 directs that land use patterns within settlement areas shall be based on densities and a mix of land uses which, among other matters, efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; support active transportation; are transit-supportive, where transit is planned, exists or may be developed; and are freight-supportive.

Section 1.1.3.8 states that a planning authority may identify a settlement area or allow for the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that:

- sufficient opportunities to accommodate growth and to satisfy market demand are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;
- the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;
- in prime agricultural areas:
 - the lands do not comprise specialty crop areas;
 - alternative locations have been evaluated;
 - there are no reasonable alternatives which avoid prime agricultural areas; and
 - there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
- the new or expanding settlement area is in compliance with the minimum distance separation formulae; and
- impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.

According to the PPS, a comprehensive review means an Official Plan review that:

1. is based on a review of population and employment projections; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;
2. uses opportunities to accommodate projected growth through intensification and redevelopment; and considers physical constraints to accommodate the proposed development within the existing settlement area;
3. is integrated with planning for infrastructure and public service facilities and considers financial viability;
4. confirms sufficient water quality and quantity and capacity for the proposed development; and
5. confirms that sewage and water services can be provided.

Further, Section 1.3.2.1 directs 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.

Section 1.3.2.6 states that planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

Section 1.3.2.7 states that planning authorities may plan beyond 25 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in section 1.1.2.

Official Plan

The current designation of the lands is largely Agricultural Reserve and Future Urban Growth. The subject application proposes to designate areas affected by environmental features and flood plains 'Environmental Protection'. Lands located on the south side of Dundas Street and east of Highway 401 will be designated Future Urban Growth (see Plate 2).

The application for Official Plan amendment proposes to redesignate the lands to Business Park, Service Commercial and Traditional Industrial. The lands to be designated for Service Commercial uses will have area specific policies that allow for a mix of lighter industrial type uses as well as service commercial type uses. The proposed Official Plan amendment will also make changes to the City Transportation Plan and the County of Oxford Settlement Strategy.

Section 3.1.6 of the Official Plan directs that the consideration of an amendment to the Plan to permit the expansion of a settlement must be justified, having regard to the following considerations:

- there is a demonstrated need within the planning period for additional land to be removed from agricultural production and re-designated;
- the amount of land proposed for settlement extension is justified considering population, household and labour force projections for the Area Municipality and land use density factors for the planning period of the Official Plan, including opportunities for intensification and redevelopment;
- any land proposed for the settlement extension is a logical expansion of the settlement; and
- the long-term suitability and feasibility of the proposed site for centralized water and waste water and/or water supply facilities is demonstrated to the satisfaction of the County.

In addition, any proposed expansion must demonstrate that the proposed level of servicing is consistent with the servicing hierarchy established in Section 5.5.3 of the Official Plan and the feasibility of providing new or expanded infrastructure and public services are suitable for the expansion over the long term, and protect public health and safety.

Section 7 of the County Official Plan contains policies specific to the City of Woodstock and provides guidance with respect to the designation of industrial and service commercial lands in the City. Traditional Industrial areas include those lands that consist of existing industrial uses and lands which are planned for the full range of industrial-type activity including light, medium and heavy industrial uses. The policies of the Official Plan direct that City and County Councils shall ensure that there is sufficient land available to accommodate new industrial operations as well as the expansion and relocation of existing industrial operations within the Traditional Industrial designation.

Lands designated for Business Park use are 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.

It is anticipated that a very limited number of Business Parks will be required during the planning period. Applications to designate land to create a new Business Park or to expand an existing Business Park will be evaluated on the basis of a number of criteria, including:

- the adequacy of the supply of vacant land already designated and/or zoned for Business Park uses in the City;

- the compatibility of the proposed Business Park uses with surrounding land uses and the likely impact of the proposed development on existing development and on the ability to implement planned future land uses;
- the potential impact of traffic from the Business Park on the City and County road system and on surrounding land uses;
- the availability of utilities and sewer and water facilities to service the site;
- efficient peak period public transit service can be provided; and
- the effect of the proposed new or expanded Business Park on environmental resources as well as how much new or expanded Business Park may be affected by environmental constraints will be addressed in accordance with Section 3.2 of the Official Plan, as appropriate.

Areas within the City of Woodstock designated for Service Commercial development are generally intended to provide a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within Shopping Areas because of 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.

Service Commercial Areas, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are typically characteristic of a Central Area and will not directly compete with these areas. The Service Commercial designation applies to those areas largely developed for commercial uses that primarily cater to the commercial needs of the travelling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These areas are generally characterized by numerous individual parcels of land and future development is anticipated largely through infilling and redevelopment.

It is a priority of the City of Woodstock and County of Oxford that new service commercial development within the City will generally occur through infilling and consolidation of existing designated areas prior to the establishment of new Service Commercial designations. It is recognized, however, that as the availability of land within existing service commercial areas is reduced, there may be proposals to expand or add Service Commercial designations. Proposals to amend the Official Plan and/or Zoning By-law to add Service Commercial areas within the City shall be evaluated on the basis of criteria similar to that noted above for new Business Park designations.

In addition to the above-noted criteria, Service Commercial areas will generally be located with access to major collector roads, either directly or via service roads. Access to arterial or collector roads shall be limited to the minimum number necessary for the functioning of the Service Commercial Area. Parcels proposed to be designated Service Commercial shall be of sufficient size to accommodate off-street parking in quantity necessary to satisfy the requirements of the Zoning By-law and in a location satisfactory for the convenience of the users.

Agency Comments

The Ministry of Municipal Affairs and Housing (MMAH) was circulated through the Ministry's 'one window' planning review system. The documentation relating to the Southeast Woodstock study was circulated to the Ministry of Natural Resources, Ministry of Agriculture, Food and Rural Affairs as well as the Ministry of Heritage, Tourism and Culture Industries. Following the circulation, staff met with the various ministries to discuss the Official Plan amendment and the related study. MMAH indicated verbally that they had no concerns or comments regarding the secondary plan or the proposed Official Plan amendment. No written correspondence was provided.

The Ministry of Transportation (MTO) comments are attached to this report for consideration. The MTO is generally satisfied with the Southeast Woodstock studies and noted that as a result of the increased traffic volumes relating to the settlement expansion, the City initiated the Pattullo Avenue and County Road 59 Municipal Class Environmental Assessment to address the long term and short term operational and safety impacts south of Highway 401 and at the Norwich Avenue interchange. MTO has been an active participant in this study and have indicated that their concerns have been adequately addressed.

The Ministry of Heritage, Sport, Tourism and Culture Industries comments are attached to this report for consideration. The comments generally state that the Stage 1 Archaeological Assessment has been undertaken, submitted to the Ministry and filed. A number of sites have been identified as having potential cultural heritage and interest, which will be subject to more detailed assessment prior to development.

The Upper Thames River Conservation Authority (UTRCA) indicated that they have no objection to the application for Official Plan amendment. Site specific technical studies (i.e. stormwater, hydrogeology, water balance, environmental impact, etc.) will be required prior to the UTRCA issuing any type of approvals for works in areas which are adjacent to significant natural heritage features and/or natural hazards.

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

- Municipal services are currently not available to the subject lands.
- Future servicing and development of the subject lands shall proceed in general conformance with the engineering reports and studies completed as part of the Secondary Plan Study. It is expected that additional, more detailed engineering reports and studies may be required prior to the development of specific properties.

The County of Oxford Public Works Department indicated that they have no concerns with the subject application and that they will review detailed engineering report and studies through future planning applications.

Public Consultation

One letter of concern has been submitted as of the date that this report was completed and is attached for Council's consideration. The letter indicates concern with the ongoing use of an existing hog farming operation and the potential for the Official Plan amendment to impact the operation. Planning staff have discussed the concerns with the property owner and indicated that lands adjacent from their property are currently not being proposed as part of the Settlement Area and therefore their farming operation will not be impacted.

Planning Analysis

The South-East Woodstock Secondary Plan was initiated in November 2018 with a view to providing the necessary background for the designation of the Southeast Woodstock Area for a range of industrial and service commercial development. The secondary plan, together with the Oxford County Phase I Comprehensive Review prepared by Hemson Consulting and the Municipal Comprehensive Review prepared by GSP Group, were completed to fulfill the requirements for a comprehensive review as required by the PPS. It is the opinion of this office that the various reports that make up the secondary plan document satisfy these requirements.

The purpose of the secondary plan was to develop a land use concept for the whole of the lands which constitute the Southeast Woodstock area. This concept was developed through the preparation of reports encompassing a full range of land development variables including planning and land use, natural heritage, transportation, municipal servicing and conceptual stormwater management. The preparation and review of these documents form the basis of the long-term development of the Southeast Woodstock Area.

While the secondary plan study addresses the whole of the Southeast Woodstock area, it is recognized that designating all of the lands in accordance with the study findings may not be justified immediately. To determine how much of the study area could reasonably be supported for industrial and service commercial uses over the next 25 years, a land needs justification analysis was prepared and, together with the secondary plan, forms the basis of the Official Plan amendment that is discussed in this report.

Further to this, the secondary plan proposes a phased approach to developing the Southeast Woodstock lands. The phases are directly related to the servicing hierarchy contained in the County Official Plan.

Municipal Comprehensive Review

The Municipal Comprehensive Review (MCR) prepared for Southeast Woodstock suggests that the designation of Phases 1 and 2 (illustrated on Plate 2), comprising a total net area of approximately 147 ha (363 ac) for Service Commercial, Business Park and Traditional Industrial use, can be supported. For the purposes of the Official Plan amendment application, staff note that livestock information for barns adjacent to the Phase 2 lands were calculated based on information available at the time. Subsequent to the issuance of the public notice regarding the Official Plan amendment, actual livestock and manure storage figures were obtained from the owner of the affected barns and it was established that the actual figures result in a greater

Minimum Distance Separation arc than what had originally been calculated. As such, staff are recommending that only Phase 1 of the South-East Woodstock Secondary Plan Area be designated for development purposes at this time. The total net development area of Phase 1 is approximately 100 ha (247 ac).

Staff are also recommending that lands located on the north side of Dundas Street and east of Highway 401, comprising a total net area of 104 ha (256 ac) be designated for employment purposes. These lands were part of the East Woodstock Secondary Plan that was approved in 2008.

The MCR was prepared utilizing the County's most recent Vacant Land Supply Inventory for Oxford and Woodstock (2019) and the Oxford County Phase 1 Comprehensive Review prepared by Hemson Consulting, which was adopted by County Council in April 2020, and provided population forecasts and settlement area land need for the City and County over a 20 year planning horizon.

The above-noted Vacant Land Inventory indicated that the total vacant developable land supply in Woodstock in 2019 for commercial and institutional use was 49 ha (121 ac) and 222 ha (548 ac) for industrial use. County planning staff supplemented this information by conducting an additional review based on building permits issued up until December 31, 2020 and suggest that the net land supply for commercial and institutional has decreased to 47 ha (116 ac), and 193 ha (477 ac) for industrial lands. Further to this, Hemson Consulting estimated that based on the employment growth forecast for the 2019 to 2039 planning period, the total estimated land need for Woodstock is 461 ha (1,139 ac), resulting in a potential land shortage of 190 ha (469 ac) net.

Since Hemson Consulting conducted the Phase 1 Comprehensive Review analysis, the PPS has been amended to direct municipalities to ensure that sufficient land is made available to accommodate the planning period of up to 25 years. As such, estimates prepared by our office based on the forecasts and land need methodology that was used by Hemson Consulting, have determined that a total net area of 530 ha (1,309 ac) of land designated for employment purposes is required to accommodate the forecasted growth in Woodstock for the next 25 years (2021-2046), resulting in a potential land shortage of 337 ha (833 ac) net.

An agricultural assessment was also completed in support of the MCR, taking into consideration soils and soil capability for agriculture, agricultural operations and Minimum Distance Separation (MDS 1) calculations for existing livestock facilities.

The study area is comprised of prime agricultural lands and are identified as Class 1 and 2 soils. These lands are cultivated for agricultural purposes with common field crops. No specialty crop lands were identified within the study area. The agricultural assessment further noted that the agricultural land within and surrounding the City of Woodstock is nearly all prime agricultural, Classes 1 and 2 land.

As there are no lands within the City limits or in the immediate surroundings that have lower soil capability for agriculture, there are no reasonable alternatives for future expansion that would avoid prime agricultural land and no alternatives on prime agricultural land of a lower soil capability rating.

As part of the study, the consultant identified all existing agricultural livestock operations within the study area, and up to 1.5 km outside of the area. A number of livestock operations were found within and around the study area south of Dundas Street. No operations having impacts on the proposed development of the lands located on the southwest end of Woodstock were identified.

MDS 1 calculations were completed for all of the livestock facilities where the information could be obtained. The analysis indicated that a large livestock operation on the south side of Pattullo Avenue, in Norwich Township requires a significant setback. Since the farm would be located outside of the City's Settlement Area, the calculation of MDS includes a 'doubling factor' between the livestock operation and the designated settlement boundary (as per MDS Guidelines). As such, the MDS arc for this livestock operation extends well north of Hwy 403 (see Plate 3).

The area impacted by the MDS 1 setback of the above-noted operation is not anticipated to be serviced in the short-term. As such, these lands have been identified for designation and development in later phases of the Secondary Plan (see Plate 2). In the interim, staff are satisfied that Phase 1 has very little impact on surrounding livestock facilities. The facility closest to Phase 1 is located on the opposite side of Highway 401. The Ministry of Transportation requires a minimum setback of 14 m (46 ft) to the lot line adjacent to the highway on either side. As such, it is unlikely that the livestock facility will expand closer to the highway and therefore is unlikely to be impacted by the designation of the Phase 1 lands for employment use.

Natural Heritage

A natural heritage assessment was undertaken by AECOM (April 2019) and the results were incorporated in the land use plan and recommended policies for the Secondary Plan. The Upper Thames River Conservation Authority (UTRCA) and Grand River Conservation Authority (GRCA) assisted in determining the terms of reference for the assessment, mapping information from available data sources and the results of site analysis and fieldwork.

Preliminary natural heritage buffers are recommended for the natural heritage features identified based on their significance and sensitivity of the feature, proposed future land use for adjacent lands and biophysical attributes. Final heritage buffers and linkage opportunities will be determined at a site-specific stage of planning as part of an Environmental Impact Study.

For Council's information, although the subject lands are located within both the UTRCA and GRCA watersheds, it was determined early on in the secondary planning process that the majority of the lands are located in the UTRCA watershed and that GRCA would defer review of relevant supporting studies to UTRCA.

Infrastructure Assessment

The long-term suitability and feasibility of extending municipal servicing to and within the Study Area to provide municipal wastewater, water supply and storm drainage facilities was assessed in the water, wastewater and stormwater management assessment reports prepared by AECOM. Servicing and stormwater management policies are recommended via the Secondary Plan to provide direction for future infrastructure investments and review of development of the Study Area based on the recommended phasing plan.

As previously indicated by City Engineering staff, future servicing and development of the subject lands will be required to be in general conformity with the engineering reports and studies completed as part of the Secondary Plan Study and that additional, detailed engineering reports and studies may be required as development proposals are presented.

Transportation Assessment

With the location of access to the Study Area along Highways 401 and 403, as well as the CNR line that runs through the north part of the Study Area, land use options for the area focused on employment and commercial land uses that may benefit from access and/or proximity to the higher-order provincial road network.

As the Study Area is contiguous with MTO Right of Ways, extensive coordination with MTO will be required while planning and programming roadway and traffic improvements. Multiple meetings were held with MTO to review existing conditions and configuration of roadways within and near the Study Area relative to Highways 401, 403 and related interchanges and future infrastructure renewal plans for bridges and interchanges in the area. Deficiencies were noted with respect to the spacing between some existing intersections and highway interchanges which currently limits access options for new development. Based on this, the City of Woodstock has completed a Municipal Class EA for the Pattullo Avenue and Highway 59 intersection. The final report will be available in the near future.

Future development proposals within the Study Area will be subject to MTO permit requirements depending on the site location relative to the Provincial Highways and the scale and type of the development and traffic generation.

As the Study Area is well served by major highways and rail facilities, opportunities for freight-intensive land uses and freight supportive development were considered in the development of the land use plan predominantly for industrial land uses, which may include a range of transportation, logistics and intermodal uses.

Active transportation opportunities were also considered through the Secondary Plan and policies recommended that would incorporate active transportation facilities in planned upgrades to existing roads within and external to the Study Area.

Policies are also recommended in the Secondary Plan to provide direction for extending public transit service to the Study Area aligned with the development of the area and provision of future stops. Potential locations for a carpool lot to support ride-sharing have also been identified on the Secondary Plan.

Cultural Heritage and Archaeological Assessments

The Cultural Heritage Assessment Report prepared by AECOM (April 2019) provides a review of built heritage resources and cultural heritage landscapes as well as potential Aboriginal interests to address the cultural heritage policies of the PPS and the County Official Plan. In addition, a Stage 1 Archaeological Assessment was completed and filed by the Ministry of Heritage, Sport, Tourism and Culture. Policies are recommended in the Secondary Plan to provide direction for further cultural heritage and archaeological assessments in support of future site development proposals for specific properties or areas within the Study Area.

East Woodstock Secondary Plan Lands

The proposed Official Plan amendment includes lands north of Dundas Street (Hwy 2) and east of Hwy 401 that were addressed via the East Woodstock Secondary Plan. These lands comprise a total gross area of approximately 171 ha (423 ac) and a total net developable area of approximately 104 ha (256 ac). The East Woodstock Secondary Plan was approved in 2008 to primarily designate lands for industrial and commercial uses. These lands were excluded from the Settlement Area in 2008 as it could not be demonstrated, at the time, that the lands were needed within the prescribed planning period.

As previously noted, based on the current population growth projections and employment land need, staff are satisfied that the East Woodstock lands can be designated for service commercial and industrial uses in accordance with the East Woodstock Secondary Plan.

Special Policy Areas

The proposed Official Plan amendment includes a special policy resulting from staff's consideration of the secondary plan work.

The policies for the Service Commercial designation on the south side of Dundas Street, between Oxford Road 4 and Highway 401 are similar to the special policy area located on the northwest corner of Oxford Road 4 and Dundas Street. It is recommended that the policy include provision for a limited range of light industrial uses involving the assembly, fabrication, distribution, packaging, printing and storage within wholly enclosed buildings, in addition to service commercial-type development. The inclusion for this provision allows for limited industrial-type development in this area while maintaining the ability to use the lands for service commercial-related activities. The provision will also allow for flexibility in the development of this area as a Business Park designation is proposed on the south side of the future municipal street (see Plate 2). This approach is consistent with the overall intent of the secondary plan that the Southeast Woodstock Area develop for primarily industrial and commercial use.

Conclusions

It is the opinion of Planning staff that the Municipal Comprehensive Review (which was completed utilizing the most recent Vacant Land Supply Inventory for Oxford and Woodstock (2019) the Oxford County Phase 1 Comprehensive Review prepared by Hemson Consulting (2020), and South-East Woodstock Secondary Plan completed by GSP Group, satisfies the comprehensive review requirements of the PPS as it pertains to the expansion of settlement boundaries.

This Office is also of the opinion that the proposal to amend the Official Plan to accommodate Phase 1 of the South-East Woodstock Secondary Plan, and the lands north of Dundas Street (from the 2008 East Woodstock Secondary Plan) identified on Plate 2, generally complies with the relevant policies of the County Official Plan as it pertains to settlement expansion and the designation of additional lands for Traditional Industrial, Business Park and Service Commercial use in the City of Woodstock.

The draft Official Plan amendment required to implement the findings of the previously described secondary plans, as currently drafted, is an extensive document which includes broad strategic initiatives, objectives and policies for the subject lands. The draft amendment was prepared by GSP Group in support of the implementation of the secondary planning exercise. While staff support the approval of the application to amend the Plan, it is proposed that the actual draft amendment be brought forward to County Council for approval at the March 23, 2022 regular meeting of County Council to provide staff with an opportunity to further review the draft and ensure consistency with the current policies of the Official Plan and also, to eliminate any redundancies that may exist between the specific policies of the draft amendment and the current policies of the Official Plan.

Further, staff will continue to review matters related to Minimum Distance Separation (MDS) requirements with a view to resolving existing issues and allowing subsequent phases of the South-East Woodstock Secondary Plan to be designated in the near future. Staff will prepare further amendments to the Official Plan to include these lands within the Settlement Area.

SIGNATURES

Report Author:

Original signed by _____

Andrea Hächler
Senior Planner

Departmental Approval:

Original signed by _____

Gordon K. Hough, RPP
Director of Community Planning

Approved for submission:

Original signed by _____

Michael Duben, B.A., LL.B.
Chief Administrative Officer

ATTACHMENTS

- Attachment 1 – Plate 1, Location Map
- Attachment 2 – Plate 2, South-East Woodstock Secondary Plan
- Attachment 3 – Plate 3, MDS 1 Setbacks
- Attachment 4 – Plate 4, East Woodstock Secondary Plan Lands
- Attachment 5 – Public Comments