

**To: Warden and Members of County Council**

**From: Director of Community Planning**

## **Applications for Official Plan Amendment and Plan of Subdivision OP 22-10-8; SB 21-05-8 – Thames Developments VI Inc.**

### **RECOMMENDATIONS**

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1. That Oxford County Council approve Application OP 21-10-8, submitted by Thames Developments VI Inc., for lands legally described as Part Lot 5, Concession 15 (East Zorra), in the City of Woodstock, to redesignate the subject lands from 'Future Urban Growth' to 'Low and Medium Density Residential' and 'Open Space' to facilitate the development of the subject lands for residential development;
2. And further, that Council approve the attached Amendment No. 291 to the County of Oxford Official Plan;
3. And further, that the necessary by-law to approve Amendment No. 291 be raised;
4. And further, that Oxford County Council grant draft approval to a proposed residential subdivision, File No. SB 21-05-8, submitted by Thames Developments VI Inc., for lands legally described as Part Lot 5, Concession 15 (East Zorra), in the City of Woodstock, subject to the conditions attached to this report as Attachment 4 being met prior to final approval.

### **REPORT HIGHLIGHTS**

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- The amendment to the Official Plan proposes to re-designate the lands from Future Urban Growth to Low Density Residential, Medium Density Residential, Open Space and Environmental Protection to facilitate a residential draft plan of subdivision.
- The proposed plan of subdivision consists of 125 lots for single detached dwellings, 178 townhouse dwellings, one block for future multi-unit residential development (consisting of 90 units), 2 blocks for open space, 3 park blocks, 2 stormwater management blocks, served by an internal minor collector and local street network.
- Planning staff recommend that the proposed Official Plan Amendment and draft plan of subdivision be approved as the proposal is consistent with the relevant policies of the Provincial Policy Statement and supports the strategic initiatives and objectives of the Official Plan.

## 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

In accordance with the requirements of the Planning Act, notice of complete application regarding this proposal was provided to surrounding property owners in September 2021, and notice of public meeting was issued on January 30, 2023. At the time of writing this report, no comments or concerns have been received from the public.

## Strategic Plan (2020-2022)

					
<i><b>WORKS WELL TOGETHER</b></i>	<i><b>WELL CONNECTED</b></i>	<i><b>SHAPES THE FUTURE</b></i>	<i><b>INFORMS &amp; ENGAGES</b></i>	<i><b>PERFORMS &amp; DELIVERS</b></i>	<i><b>POSITIVE IMPACT</b></i>
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## DISCUSSION

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### Background

**Owner:** Thames Developments VI Inc.  
 105B Wings Road, Woodbridge ON, L4L 6C2

**Agent:** Hill Design Studio Inc.  
 355-50 Ottawa Street, Kitchener ON, N2G 3S7

### Location:

The subject lands are described as Part Lot 5, Concession 15 (formerly East Zorra) in the City of Woodstock. The lands are bound by Oxford Road 17 to the north and the Pittcock Reservoir and the CP Railway to the south, and are municipally known as 745442 Oxford Road 17.

**County of Oxford Official Plan:**

Existing Designation:

Schedule "W-1"	City of Woodstock Land Use Plan	Future Urban Growth Environmental Protection
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Proposed Designations:

Schedule "W-1"	City of Woodstock Land Use Plan	Residential, Open Space & Environmental Protection
Schedule "W-3"	City of Woodstock Residential Density Plan	Low Density Residential Medium Density Residential Community Planning District Open Space Environmental Protection
Schedule "W-4"	City of Woodstock Leisure Resources & School Facilities Plan	Open Space
Schedule "W-5"	City of Woodstock Transportation Network Plan	Minor Collector Road

**City of Woodstock Zoning By-law 8626-10:**

Existing Zoning: Future Development Zone (FD) & Environmental Protection Zone 1 (EP1)

Proposed Zoning: Special Residential Zone 1 (R1-28)  
Special Residential Zone 2 (R2-39)  
Special Residential Zone 3 (R3-51)  
Special Residential Zone 3 (R3-52)  
Environmental Protection Zone 1 (EP1)  
Active Use Open Space Zone (OS2)

**Proposal:**

The Official Plan amendment proposes to redesignate the subject lands from 'Future Urban Growth' to 'Low Density Residential', 'Medium Density Residential' and 'Open Space' to facilitate the development of the lands for residential purposes. Lands currently designated 'Environmental Protection' will remain in this designation.

The proposed plan of subdivision consists of 125 lots for single detached dwellings, 178 townhouse dwellings, one block for future multi-unit residential development (90 units), 2 blocks for open space, 3 park blocks, 2 stormwater management blocks, served by an internal minor collector and local street network.

The zone change application proposes to rezone the subject lands from 'Future Development Zone' to 'Special Residential Zone 1 (R1-28)', 'Special Residential Zone 2 (R2-39)', 'Special Residential Zone 3 (R3-51)', 'Special Residential Zone 3 (R3-52)' and 'Active Use Open Space Zone (OS2)'. Lands currently zoned 'Environmental Protection Zone 1 (EP1)' will remain with this zoning. The proposed zoning will facilitate the development of the proposed plan of subdivision and will provide for reduced lot frontages, reduced lot areas, increased lot coverage, reduced exterior side yard widths, and reduced interior side yard widths for single detached and townhouse dwellings. These provisions are detailed in the 'Zoning' section of this report.

The subject lands comprise an approximate area of 24.1 ha (59.6 ac) and contain a single detached dwelling and 3 farm outbuildings. The majority of the lands are currently in agricultural production, with the northeast corner being comprised of a woodland, with two other smaller woodlands present. The Environmental Impact Study completed by the applicant in support of the proposed development confirmed that the woodlands exhibit a number of important natural heritage features.

Surrounding land uses include agricultural lands to the north, planned residential development at the former Woodstock Meadows Golf Course to the west, and the Pittock Reservoir and UTRCA owned lands to the south, on the south side of the CP Railway.

The applicant has filed a number of studies and reports including a Planning Justification Report, Functional Servicing Report, Traffic Impact Study, Noise and Vibration Feasibility Assessment, Archaeological Investigation, and an Environmental Impact Study in support of the subject Official Plan Amendment and the development of the lands for residential purposes.

Plate 1, Existing Zoning & Location Map, 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 forms of development and future road network.

## **Comments**

### **2020 Provincial Policy Statement**

Section 1.1.1 of the Provincial Policy Statement (PPS) directs that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment, institutional, recreation, park and open space, and other uses to meet long-term needs.

Section 1.1.2 of the PPS directs that sufficient land 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, informed by provincial guidelines.

Section 1.4.1 sets out policies which are intended to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. To accommodate this, planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and if necessary, lands which are designated and available for residential development.

Section 1.7.1 directs that long-term economic prosperity should be supported by, among other measures, encouraging residential uses to respond to dynamic market-based needs and providing necessary housing supply and range of housing options for a diverse workforce, optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

The PPS also contains policies which direct that natural features and areas shall be protected for the long term. Section 2.1.2 directs that 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 ground water features. Section 2.1.5 directs that development and site alteration shall not be permitted in significant woodlands and significant wildlife habitat.

#### Official Plan

The subject lands are designated 'Future Urban Growth' and 'Environmental Protection, according to the City of Woodstock Land Use Plan. The subject application proposes to redesignate the lands to facilitate a mix of low and medium density residential development. Lands currently designated Environmental Protection are to remain in the Environmental Protection designation and no development is proposed within these areas.

Lands designated Future Urban Growth represent lands which are capable of being fully serviced by the County and the Area Municipality with centralized wastewater and water supply facilities and which are anticipated to be required to accommodate urban level development during the planning period and beyond.

Lands designated Future Urban Growth which are in and adjacent to the City of Woodstock that are south of Oxford Road 17 and east of 13<sup>th</sup> Line shall generally be developed for residential purposes, subject to satisfying the criteria for development of Section 4.2.2.6.1. These policies require the preparation of servicing strategies and secondary plans to provide for comprehensive land use policies and community design guidance for the area.

It is noted that such secondary plans were completed for this area through the North Woodstock Area Plan, following the annexation of the lands from the Township of East Zorra - Tavistock by the City of Woodstock in July 2006. The Secondary Plan was implemented through OPA 144, adopted by Oxford County Council on May 27, 2009.

Section 7 of the Official Plan contains policies specific to the City of Woodstock and provides guidance with respect to the designation and development of lands for primarily residential purposes. To assist with achieving the land use objectives for residential areas, the City of Woodstock is divided into smaller planning areas called Community Planning Districts.

As per Section 7.2.3.2.2, within newly developing communities a secondary plan shall be prepared to provide comprehensive policies and community design guidance for the area. Secondary plans for newly developing areas will address, among other matters, land use mix and compatibility, major road alignments and local road connections, servicing, stormwater management, community leisure facilities, and the location of pedestrian and bicycle routes.

The lands are within the North Woodstock Area Planning District (Section 7.2.4.4.9), which provides the following policies for low density residential development and medium density development in accordance with Section 7.2.5.2.3:

- Within the North Woodstock community, alternative development standards including reduced road widths and the use of rear lanes in condominium developments will be considered. The development of the area will minimize the use of cul-de-sacs in favour of a modified grid pattern for local streets. In order to create distinct neighbourhood identities within the wider community, distinctive features such as roundabouts or turning circles, landscaped boulevards and entrance features within the road allowance will be considered.
- A mix of lot sizes and housing forms will be encouraged throughout the North Woodstock community. Alternative approaches such as specialized lot configurations and 'flexible' zoning provisions will also be considered in order to encourage a variety of housing opportunities and a street-oriented built form.

Areas designated for Low Density Residential use are generally intended to provide a variety of low-rise, low-density housing forms. In these Districts, it is intended that there will be a mixing and integration of different forms of housing to achieve a low overall density of use.

The maximum net residential density for an individual development in the Low Density Residential District is 30 units per hectare (12 units per acre) and the minimum net residential density shall be 22 units per hectare (9 units per acre).

Areas designated for Medium Density Residential uses are primarily developed or planned for low profile municipal unit development that exceed densities established for Low Density Residential Districts. These districts are intended to include townhouses, converted dwellings and apartment buildings. In these Districts, it is intended that there will be a mixing and integration of different forms of housing to achieve a medium overall density of use.

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 or 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.

The applicant is also proposing park blocks and stormwater management blocks that will be designated Open Space. Open Space designations generally apply to areas that include parks, pathways, recreation areas and stormwater management facilities and similar facilities that are in public ownership.

### Zoning By-law

The subject lands are currently zoned 'Future Development Zone (FD)' and 'Environmental Protection Zone 1 (EP1)'. The applicant proposes to rezone the lands to appropriate residential, open space and environmental protection zones to implement the proposed Official Plan amendment and facilitate the draft plan of subdivision.

Regarding the residential zones, the applicant has proposed a number of special provisions to facilitate various forms of housing. The requested zoning and development provisions are the same as existing zoning provisions utilized in previous subdivision phases of Thames Developments, located west of the former Woodstock Meadows Golf Course.

In this instance, although the provisions of the existing zoning categories can be carried forward, new zoning categories will need to be established to reflect reduced setbacks to the proposed EP1 zones. Section 5.1.14.1 prohibits any development within 120 m of any EP1 Zone. Portions of each of the proposed residential zones will be within this 120 m setback, accordingly relief of this provision is required to be incorporated into the site specific zoning categories.

Although the applicant has requested that the existing R1-24 zone that was used for previous subdivision phases be utilized for this development, Planning staff recommend that a new R1 zone be implemented to carry forward the existing R1-24 provisions, and to permit an additional residential unit to implement the Official Plan and zoning provisions that currently exist in the City's Zoning By-law to facilitate residential intensification and second units in new developments.

The requested 'R2-sp' zoning to be carried forward from previous subdivision phases would permit an additional residential unit, bed and breakfast establishment, duplex dwelling house, home occupation, semi-detached dwelling or single detached dwelling with a reduced front yard depth of 4.5 m for a covered or uncovered porch with a basement or cold room, except that a garage or carport shall be setback a minimum of 6 m from the street line.

The requested 'R3-sp' zoning to be carried forward from previous subdivision phases would permit the uses permitted in the R2 zoning and R3 zoning, with special provisions for a street row dwelling house to permit reduced lot frontages, reduced lot areas, increased maximum lot coverages, and reduced interior and exterior side yard widths.

The requested 'R3-sp' zoning for the multi-unit block would permit reduced lot areas, increased maximum building height to four storeys, and reduced parking requirements of 1.25 spaces per unit to facilitate 90 dwelling units within the proposed multi-unit block.

### Agency Comments

The City of Woodstock Engineering Department (Development Division) has provided a list of conditions of draft approval regarding this development. These conditions are included in this report for Council's consideration.

The City of Woodstock Parks and Recreation has provided the following comments:

Parks and Recreation Department is continuing to construct a trail along the north side of the tracks and would like to have a connection through the south portion of this property. This trail connection will make a full loop trail around the Pittock reservoir possible. Having the park land attached to the trail will add great recreational value to the residents living in this neighborhood.

- Property lines to end at buffer zones (no buffer zones on privately owned lands);
- Woodlots and environmental lands will not be taken as part of the parkland dedication;
- Parkland in this instance is smaller parcels to facilitate a trail;
- Street tree planting, park grading, and fencing will be the developer's responsibility.

County of Oxford Public Works has indicated that the Owner shall be aware that the County is extending water distribution along Oxford Road 17. Future coordination and correspondence between the Owner and County is anticipated. A 15 m x 15 m sight triangle should be provided at the entrance to the subdivision. Requested conditions of approval have been included as an attachment to this report.

The Upper Thames River Conservation Authority (UTRCA) provided comments respecting the EIS prepared in support of this development and indicated that the property is regulated by the UTRCA due to the presence of riverine hazards associated with various watercourses, as well as wetlands and their surrounding area of interference. 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.

The Thames Valley District School Board (TVDSB) has indicated that they have no comments respecting the applications.

Canadian Pacific Railway provided the following comments:

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <http://www.proximityissues.ca/>.

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Enbridge Gas has requested that a condition of draft approval be included whereby the owner/developer provide the necessary easements and/or agreements required by Enbridge/Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge/Union Gas.



Bell Canada has reviewed the proposal and indicated that the following paragraphs are to be included as a condition of draft approval:

'The Owner acknowledges and agrees to convey any easements as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost'.

The Owner is advised to contact Bell Canada during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. It shall be noted that it is the responsibility of the Owner to provide entrance/service ducts from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of same.

Canada Post had indicated that the completed project will be serviced by centralized mail delivery provided through Canada Post Community Mail Boxes and through Canada Post's centralized delivery policy which applies to any buildings of 3 or more self-contained units with a common indoor area.

The Ministry of Municipal Affairs and Housing has indicated that the Ministry will not be providing comments regarding these applications.

### City of Woodstock Council

City of Woodstock Council considered the applications for Official Plan Amendment, draft plan of subdivision approval, and application for zone change at their regular meeting of February 16, 2023. City Council adopted resolutions supporting the proposed Official Plan Amendment and draft plan of subdivision, and approved the proposed zoning amendment in principle.

## Planning Analysis

Applications for Official Plan Amendment, draft plan of subdivision approval, and Zone Change have been received to facilitate the development of a plan of subdivision comprised of 125 lots for single detached dwellings, 178 townhouse dwellings, one block for future multi-unit residential development, 2 blocks for open space, 3 park blocks, 2 stormwater management blocks, served by an internal minor collector and local street network.

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 fully serviced settlement area. The development also contributes to housing types and densities required to meet the projected requirements of current and future residents of the City and the broader regional market area.

The proposed development also respects significant natural heritage features, and supporting studies have been submitted and reviewed to demonstrate that the proposed residential development will not have a negative impact on the function and integrity of the natural features present on the property and in the vicinity.

The subject lands were annexed into the City in July 2006, and the required secondary plan was completed for this area through the North Woodstock Area Plan. The North Woodstock Area Plan included a Functional Servicing Report and Environmental Impact Study prepared by Stantec, Traffic Impact Study prepared by Paradigm Transportation Solutions Inc, and a Municipal Class EA undertaken jointly by the City and County in 2007-2008. The Area Plan identified that the subject property would be ultimately developed for residential uses, and was implemented through OPA 144, adopted by County Council on May 27, 2009.

### Natural Heritage

In support of the subject applications, the applicant submitted an Environmental Impact Study Report (EIS) prepared by Natural Resource Solutions Inc. The study identified that the subject lands contain a number of natural heritage features including significant woodlands, headwater drainage features, unevaluated wetlands, and species at risk (butternut trees).

The significant woodland areas are already designated Environmental Protection via the previously noted OPA 144. No change to the designation of these areas is proposed. The Environmental Protection designation contained in the Official Plan is generally considered to be appropriate for protecting the natural heritage features that have been identified in this area.

The recommendations contained in the EIS include buffers along the development limit adjacent to natural areas ranging from 3 to 17 metres (10 to 55 ft). All recommended buffers have been incorporated into the area proposed to be designated Environmental Protection. Other recommendations include requiring fencing between residential lots and the natural areas, additional vegetative plantings in the buffer areas, tree compensation for any trees removed, and recommended measures to mitigate potential construction impacts.

For Council's information, the Upper Thames River Conservation Authority (UTRCA) has reviewed the EIS and provided a number of comments regarding the extent of the above-noted buffers and recommendations of the EIS.

Staff have reviewed the materials, comments and responses of the UTRCA and the applicant's consultants and are of the opinion that the matters that have been identified are minor and can be addressed by the applicant through the draft plan approval process and as such, it is recommended that the draft plan include a condition(s) that ensure any outstanding matters related to the development of the lands be addressed to the satisfaction of the City of Woodstock and the County of Oxford in consultation with the UTRCA.

Further, as indicated by the UTRCA, a stormwater management plan, grading plans and hydrogeological study will be also be reviewed as part of the draft plan of subdivision approval and the EIS will be updated following the completion of these detailed engineering studies.

In general, staff are satisfied that, provided the avoidance and mitigation measures recommended in the EIS are implemented, no impacts to the areas of significant natural features are anticipated to occur as a result of the proposed development.

### Transportation Impact Study

The applicant submitted a Transportation Impact Study (TIS) prepared by Paradigm Transportation Solutions as an update to the original TIS prepared as part of the North Woodstock Secondary Plan. The study evaluated the impacts on the transportation network that could potentially result from the development of the subject lands and adjacent developments. The study indicates that the intersections within the study area currently (base year 2020) operate within acceptable levels of service, but notes that eastbound movement at the intersection of Oxford Road 17 and Oxford Road 4 and the westbound movement at the intersection of Vansittart Avenue and Pittock Park Road will operate under unacceptable levels of service under 2027 and 2032 background and total traffic conditions.

It is recommended that the existing “T” intersection at Oxford Road 17 and Oxford Road 4 warrants traffic signals and separate eastbound and westbound left turn and right turn lanes in 2032. It is also recommended that westbound left-turn movements at Vansittart Avenue and Pittock Park Road are expected to experience delays during peak hours. Although traffic signal control is identified as warranted under 2032 traffic conditions, installation of traffic signals may not be appropriate at this location given the recent installation of traffic signals at the intersection of Vansittart Avenue and Lakeview Drive, about 190 m to the north. The traffic signals at Lakeview Drive may create gaps for the westbound left turn at Pittock Park Road. In the long term, the feasibility of a roundabout may be considered subject to monitoring of traffic increases.

The study suggested further that, based on the forecasted traffic, the installation of traffic control signals are warranted at the intersection of Oxford Road 17 and Oxford Road 4. It was further recommended that the speed limit on Oxford Road 17 be reduced from 80 km/hour to 60 km/hour, consistent with the speed limit on Oxford Road 17 to the west of the 14<sup>th</sup> Line. Westbound left turn and eastbound right turn lanes were also recommended along Oxford Road 17 at the 15<sup>th</sup> Line and Upper Thames Drive intersections.

### Noise & Vibration Feasibility Study

In support of the subject proposed development, the applicant submitted a Noise & Vibration Feasibility Study prepared by MTE Consultants. An analysis was conducted for noise generated from transportation sources on Oxford Road 17, as well as the noise and vibration impacts that are created by the presence of the Canadian Pacific Railway line located to the south of the subject property.

With respect to stationary noise sources, the study recommends an acoustic barrier approximately 1.8 m (6 ft) high and 556 m (1824 ft) for lots backing onto Oxford Road 17 between the proposed multi-unit block and Upper Thames Drive, and an acoustic barrier 1.8 m (6 ft) high and 30.7 m (100 ft) long for the lot at the southeast corner of the intersection of Upper Thames Drive and Oxford Road 17.

Acoustic barriers are also recommended for lots nearest to the CP Railway at the following locations:

- 3.15 m (10.3 ft) high and 57.9 m (190 ft) and 2.35 m (7.7 ft) and 21 m (69 ft) for lots on Street JJ;
- 3.4 m (11.1 ft) high and 43.4 m (142 ft) for lots fronting between Street KK and Street MM;
- 3.9 m (12.8 ft) high and 72.6 m (238 ft) for lots fronting on the east side of Street MM and south side of Upper Thames Drive;
- 2.75 m (9 ft) high and 55.6 m (182 ft) for lots fronting on the east side of Upper Thames Drive.

The noise study also indicates that various warning clauses are required to be incorporated into the subdivision agreement and future agreements of purchase and sale, and some dwelling units will require brick veneer, central air conditioning and other building materials to mitigate the noise that is expected to be present. It is further recommended that at the time detailed grading and dwelling designs information is available, that drawings should be reviewed to refine acoustic mitigation requirements.

The noise study indicated that a noise assessment should be completed as part of the site plan approval process for the multi-unit residential block at the northwest corner of the development.

To ensure that noise control recommendations outlined in the noise study are appropriately implemented, a condition(s) of draft plan approval is recommended whereby all measures outlined in the study, and where required, further study/mitigation is required, such work will be undertaken to the satisfaction of the City of Woodstock and where appropriate, the County.

#### Functional Servicing Report

In support of the subject application, the applicant submitted a Functional Servicing Report prepared by SCS Consulting Group Limited. The report states that development of the subject property as an urban residential subdivision with full municipal and utility services is achievable, and that supporting municipal infrastructure in the City of Woodstock is available and there is currently sufficient uncommitted reserve capacity to accommodate the expected growth. Servicing for this area of Woodstock was contemplated through the North Woodstock Water/Wastewater Servicing Study (Class EA), completed in 2008.

Watermains are currently located to the west of the subject lands at Oxford Road 17 and Queenston Boulevard, and to the southeast at Oxford Road 4 and Devonshire Avenue. Extensions of these watermains is required to service the subject lands. Design of the watermain to Oxford Road 4 and Devonshire Avenue is currently underway and construction completion is expected in the near future.

Sanitary servicing is achievable and will occur through a new forcemain that will be installed from a proposed sanitary pumping station located on the Woodstock Meadows Subdivision lands to the west to the existing Odour Control Facility located on Oxford Road 17, to the west of the subject lands.

To service the entire subdivision, gravity sewers are proposed to be extended along local streets across the frontage of all lots, directed towards the pumping station block to the southwest.

Municipal storm sewers will be required to service the proposed residential development. In addition to the on-site development flows that must be captured, flows from the north side of Oxford Road 17 also need to be captured on the subject property and conveyed to the two stormwater management ponds proposed on the subject lands. A detailed stormwater management report and modelling will be submitted with the draft plan of subdivision application.

*Official Plan Amendment and Draft Plan of Subdivision*

With respect to the Official Plan amendment to accommodate the future development of the subject lands, staff are satisfied that the proposed amendment is appropriate and consistent with policies relating to the designation and development of lands for primarily residential purposes.

The Official Plan Amendment will generally implement the approved North Woodstock Area Plan, with appropriate changes to accommodate the development of the Woodstock Meadows draft approved plan of subdivision, which was not contemplated in the development of the Area Plan.

Recreational and leisure space for the development is proposed largely in the three park blocks, totalling 1.44 ha (3.55 ac) that will be dedicated to the City through the draft plan of subdivision approval. The park will be designated 'Open Space' (together with the stormwater management blocks located immediately southeast and south of the park blocks) and will be further delineated as a Neighbourhood Park in the Official Plan. The park will provide for a range of passive and active recreational uses, including trails, play structures, sports fields and natural environment areas. The park, along with the woodlot and stormwater management blocks, will be incorporated into the City's trail network and will provide a critical connection to complete a municipal trail on the north side of Pittock Reservoir. The park blocks will be accessible by having direct street frontage onto three local streets.

Planning staff are of the opinion that the applicant has designed a draft plan of subdivision for residential purposes that is consistent with the requirements of the Official Plan for individual, newly developing residential communities. The proposed Official Plan Amendment and draft plan of subdivision provide a mix of low and medium density residential blocks that will develop with an overall net residential density of 31.8 units per hectare (12.8 units per acre). The proposed dwelling mix is 32% single detached dwellings, 45% for townhouse dwellings within the low density residential designation, and 23% for a yet to be determined housing form within the proposed multi-unit residential block. Staff are satisfied that the proposed mix of residential development and overall number of units is consistent with the policies for the north Woodstock Planning District. The medium density block has been located along Oxford Road 17 to provide access to the main arterial road, ensuring higher volumes of traffic are not directed through the local streets. The parkland blocks will provide appropriate buffers to natural heritage features, are integrated with a proposed trail on the north side of the Pittock Reservoir, and will provide active transportation opportunities for all residents of the area.

With respect to the street network and classification within the area plan, Oxford Road 17 will serve as the arterial road and Upper Thames Drive will serve as a minor collector road. All other streets within the proposed development will be considered local streets. Upper Thames Drive will provide connectivity from the adjacent subdivision to the west, and Upper Thames Drive will

also provide access to Oxford Road 17, via an extension of the 15<sup>th</sup> Line and direct access to Oxford Road 17. It is noted that the internal street layout has changed since the adoption of the secondary plan, but this is the result of the integration of the Woodstock Meadows subdivision development which was not available at the time that the Area Plan for this area was prepared, and the required servicing design changes.

With respect to the proposed zoning amendments, it is noted that the applicant proposes to carry-forward the existing zoning provisions from earlier phases of the subdivision development. It is recommended that the proposed R1 lots include an Additional Residential Unit (ARU) as a permitted use as contemplated by the Official Plan policies for new residential areas. The requested zoning provisions have been reviewed by City staff and no concerns have been identified and further, the proposed zoning has been supported by City of Woodstock Council.

## **Conclusions**

In light of the foregoing, Planning staff are satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement and supports the strategic initiatives and objectives of the Official Plan. As such, staff are satisfied that the applications can be given favourable consideration.

## **SIGNATURES**

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### **Report Author:**

Original Signed By \_\_\_\_\_

Eric Gilbert, MCIP, RPP  
Senior Planner

### **Departmental Approval:**

Original Signed By \_\_\_\_\_

Gordon K. Hough, RPP  
Director of Community Planning

### **Approved for submission:**

Original Signed By \_\_\_\_\_

Benjamin R. Addley  
Interim Chief Administrative Officer

## **ATTACHMENTS**

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- Attachment 1 - Plate 1, Existing Zoning & Location Map
- Attachment 2 - Plate 2, 2020 Aerial Map
- Attachment 3 - Plate 3, Proposed Draft Plan of Subdivision
- Attachment 4 - Conditions of Draft Approval
- Attachment 5 - Official Plan Amendment No. 291