

To: Mayor and Members of Woodstock Council

From: Eric Gilbert, Manager of Development Planning, Community Planning

Applications for Official Plan Amendment, Draft Plan of Subdivision and Zone Change OP 23-5-8, SB 23-03-8, ZN 8-23-07 (Farhi Holdings Corp.)

REPORT HIGHLIGHTS

- Applications have been received by the County of Oxford and City of Woodstock to amend the Official Plan and the City’s Zoning By-law to facilitate the development of the subject lands for residential use via a plan of subdivision. The amendment to the Official Plan proposes to designate the lands Low Density Residential, Medium Density Residential, High Density Residential and Open Space.
- The proposed plan of subdivision will accommodate 258 residential units, comprised of 26 semi-detached dwelling units, 68 townhouse units, and 160 apartment units on three blocks, with a block for park purposes and a block for stormwater management, served by one new local street connection from Lakeview Drive to Vansittart Avenue (Oxford Road 59).
- The zone change application proposes to rezone the subject lands from ‘Community Facility Zone (CF)’ to ‘Residential Zone 2 (R2)’, ‘Special Residential Zone 3 (R3-sp)’, ‘Special Residential Zone 4 (R4-sp)’, and ‘Special Active Use Open Space Zone (OS2-sp)’. The proposed R3 and R4 zones will include special provisions to facilitate the development of the proposed medium and high density blocks.
- Planning staff recommend that the applications be given favourable consideration, as the proposal is consistent with the 2024 Provincial Planning Statement and the policies of the Official Plan respecting the designation of additional medium and high density areas and residential infill development.

DISCUSSION

Background

OWNERS: Farhi Holdings Corporation
620 Richmond Street, Suite 201, London ON N6A 5J9

AGENT: Monteith Brown Planning Consultants
c/o Jay McGuffin
610 Princess Avenue, London ON N6B 2B9Y9

LOCATION:

The subject lands front on the northeast corner of the Lakeview Drive & Vansittart Avenue

intersection, and are legally known as Part Lot 5, Concession 12 (East Zorra), Part of Lot 1, Plan 58, known municipally as 401 Lakeview Drive, Woodstock.

COUNTY OF OXFORD OFFICIAL PLAN:

Existing:

Schedule 'W-1'	City of Woodstock Land Use Plan	Community Facility
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Proposed:

Schedule 'W-1'	City of Woodstock Land Use Plan	Residential & Open Space
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Schedule 'W-3'	City of Woodstock Residential Density Plan	Low Density Residential Medium Density Residential High Density Residential & Open Space
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Schedule 'W-4'	City of Woodstock Leisure Resources & School Facilities Plan	Open Space
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CITY OF WOODSTOCK ZONING BY-LAW 8626-10

Existing Zoning: 'Community Facility Zone (CF)'

Proposed Zoning:

- 'Residential Zone 2 (R2)'
- 'Special Residential Zone 3 (R3-sp)'
- 'Special Residential Zone 4 (R4-sp)'
- 'Special Active Use Open Space Zone (OS2-sp)'
- 'Active Use Open Space Zone (OS2)'

Recommended Zoning:

- 'Residential Zone 2 (R2)'
- 'Special Residential Zone 3 (R3-sp)'
- 'Special Residential Zone 4 (R4-sp)'
- 'Special Active Use Open Space Zone (OS2-sp)'
- 'Passive Open Space Zone (OS1)'

PROPOSAL:

Applications have been received by the County of Oxford and City of Woodstock to amend the Official Plan and the City's Zoning By-law to facilitate the development of the subject lands for residential use via a plan of subdivision.

The purpose of the proposed Official Plan Amendment is to redesignate the subject lands to low, medium and high density residential, and open space to facilitate a mix of low, medium and high

density residential development, as well as one parkland block, and a storm water management pond. A site-specific policy is also proposed that would permit a maximum residential density of 75 units per hectare, above the current 70 units/hectare maximum for the medium density townhouse blocks, and a maximum residential density of 151 units/ hectare, where 150 units/ hectare is the maximum for the proposed high density residential block. The low density block has a density of 25 units/ hectare, with the overall blended density of the development being 65 units/ hectare.

The purpose of the proposed draft plan of subdivision is to create 5 blocks, consisting of one low density block for 26 semi-detached dwellings, one medium density block for 68 stacked townhouses, one high density block for 2 seven storey apartment buildings (consisting of 80 units each), one park block and a storm water management block, served by one new local street.

The purpose of the proposed zone change application is to rezone the subject lands from 'Community Facility Zone (CF)' to 'Residential Zone 2 (R2)', 'Special Residential Zone 3 (R3-sp)', 'Special Residential Zone 4 (R4-sp)' and 'Special Active Use Open Space Zone (OS2-sp)'. The proposed special provisions are outlined in the Zoning By-Law amendment section of this report.

The subject lands are approximately 3.9 hectares (9.62 ac) in size and have historically been used for institutional purposes. The lands contain a one storey office building (1,059 m²) that is proposed to be removed to facilitate the proposed residential development.

Surrounding land uses include low density residential development, with areas of medium density residential development to the east, southeast and southwest. A high-density residential development is located to the west, on the opposite side of Vansittart Avenue, adjacent to a small commercial block.

The applicant has filed a number of studies and reports including a Planning Justification Report, Functional Servicing Report, Traffic Impact Study, Archaeological Assessment, Tree Preservation Report, Shadowing Study, Parking Study, Phase 1 & 2 Environmental Site Assessment, and Noise Feasibility Assessment. The Traffic Impact Study and Parking Study were peer reviewed by Oxford County Public Works to confirm the findings of the study.

The notice of public meeting issued on February 4, 2025 inadvertently omitted the requested relief of a reduced minimum lot depth of 29 m in lieu of the required 30 m for the park block (Block 4) and a reduced exterior side yard width of 3.5 m and rear yard depth of 4.5 m, both measured to Street A for Block 2 (townhouse block). Planning staff are satisfied that no additional public notice is required as these requests can be considered technical in nature, only impact lands internal to the development (i.e. none of the reductions apply to lands adjacent to existing development) and the concept plan and subdivision plan included with the public notice accurately depicted the proposal

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, Applicant's Sketch, provides the layout of the proposed forms of development.

Plate 4, Proposed Draft Plan of Subdivision, provides the layout of the proposed forms of development and future road network.

Application Review

2024 PROVINCIAL PLANNING STATEMENT

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.

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 residential growth for a minimum of 15 years through lands which are designated and available for residential development, and to maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

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 2.2.1- Housing provides that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options, including affordable housing needs;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g. shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

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 2.3.1.3 also directs that planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in infrastructure and public service facilities.

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 'Community Facility' according to the City of Woodstock Land Use Plan. The Community Facility designation is intended to provide locations for large scale institutional, cultural and recreational uses which serve residents throughout the City and County. Permitted uses within the Community Facility designation include hospitals, community colleges, major recreational facilities, large cultural facilities, religious institutions, fairgrounds, chronic care facilities which provide continuous medical supervision for patients, facilities utilized primarily by service clubs, trade unions and community cultural groups, long-term care facilities such as nursing homes or homes for the aged, retirement homes, continuum-of-care housing which provide a range of accommodations from independent residential units to chronic care facilities within the same complex, emergency shelters, funeral homes, cemeteries and similar types of community oriented uses.

In addition to these uses, all forms of institutional uses permitted in the Residential Area designation including elementary and secondary schools, churches and day care facilities are permitted in the Community Facilities designation. Funeral homes and public uses such as fire, police and ambulance service uses are also permitted.

The subject application proposes to redesignate the lands to facilitate a mix of low, medium and high-density residential development. Section 7 of the County 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 7.2.3.2.1, within established communities in existing built-up Community Planning Districts, it is anticipated that further residential development will largely occur through residential intensification consistent with the policies of the Low Density, Medium Density and High Density Residential Districts as applicable.

Low Density Residential Districts are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including both executive and smaller single detached dwellings, semi-detached and duplex dwellings, additional residential units and converted dwellings, street fronting townhouses, quadraplexes, low density cluster development and low rise apartments. 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 overall maximum net residential density is 30 units per hectare (12 units per acre), and the minimum net residential density is 22 units per hectare (9 units per acre).

As per Section 7.2.4.1.3 of the Official Plan, where infill development is proposed on vacant or underutilized sites within established residential areas by plan of subdivision, City Council and County Council will ensure that:

- the nature of the proposed residential development will be evaluated having regard to the type of housing found in the surrounding residential neighbourhood;
- any new residential lots with direct exposure to an established residential street will be consistent with the size of lots within a 2 block area on the same street and new residential development will maintain setbacks and spacing between dwellings consistent with the established built pattern;
- measures will be incorporated into subdivision design to buffer and screen existing residential uses from the new development;
- proposed multiple unit developments will comply with the multiple unit requirements for Low Density Residential Areas.

Additionally, all infill proposals will be subject to the following criteria:

- the location of vehicular access points, the effect of traffic generated by the proposal on the public road system, pedestrian and vehicular safety and surrounding properties is addressed and found to be acceptable;
- existing municipal services and community facilities will be adequate to accommodate the proposed infill project;
- stormwater run-off from the proposal will be adequately controlled and will not negatively affect adjacent properties;
- the extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;
- the effect of the proposed development on environmental resources or the effects of environmental constraints on the proposed development will be addressed and mitigated;
- compliance of the proposed development with the provisions of the Zoning By-Law and other municipal by-laws;
- consideration of the potential effect of the development on natural and heritage resources and their settings.

Medium Density Residential areas are primarily developed or planned for low profile multiple 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.

The maximum net residential density in the Medium Density Residential Districts is 70 units per hectare (30 units per acre) and no building shall exceed four storeys in height at street elevation. The proposal within the Medium Density block reflects a density of 75 units per hectare (31 units per ac).

Any further Medium Density Residential designations [beyond those currently in the Official Plan] will be consistent with the following location criteria:

- sites which abut arterial or collector roads or sites situated in a manner which prevents traffic movements from the site from flowing through any adjoining Low Density Residential Districts;
- sites which are close to community supportive facilities such as schools; shopping plazas, institutional, recreational and open space areas;
- sites which are adjacent to the Central Area, designated Shopping Centres and Service Commercial Areas, Community Facilities, High Density Residential Districts or developed Medium Density Residential Districts.

In addition to the requirement for compliance to the locational policies; when considering proposals to designate lands for medium density residential development, City Council and County Council will be guided by the following:

- the size, configuration and topography of the site provides sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on the public road system and surrounding properties relative to pedestrian and vehicular safety is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is available or will be available to accommodate the proposed development;
- adequate off-street parking and outdoor amenity areas can be provided;
- the availability of, and proximity to, existing or proposed services and amenities such as day care, schools, leisure facilities, shopping and parks to serve the new development;
- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed development will be addressed and mitigated as outlined in Section 3.2.

Lands designated for High Density Residential use are those lands that are primarily developed or planned for a limited range of large scale, multiple-unit forms of residential development. This designation shall be applied in a localized and site specific manner in locations where high density, high-rise development can:

- result in the preservation of features of the natural environment which may otherwise be compromised with more dispersed low-rise development, or constitute community land marks or reference points; or
- support the functionality of the municipal transit system; or
- support the viability and functionality of the Central Area.

The height and density limits applicable to the various forms of development allowed in the High Density Residential districts shall be determined on the basis of the nature, character and scale of adjacent land uses. Height and density limitations will be specified in the Zoning By-law and may

vary from location to location. Unless there are specific site or area characteristics which favour higher limits, the net residential density will normally not exceed 150 units/ha (60 units/ac).

The applicant is proposing to increase the maximum density from the above-noted 150 units/ha (60 units/ac) to 151 units/ha (61 units/ac).

Any further High Density Residential designations [beyond those currently in the Official Plan] will be consistent with the following location criteria:

- the site will generally have direct access to arterial and collector roads;
- on vacant or under utilized sites adjacent to development which is already built at medium or high densities;
- sites which are close to community services and neighbourhood conveniences such as shopping plazas, institutional, recreational and open space facilities;
- sites which are adjacent to the Central Area, designated Shopping Centres or Community Facilities

High density residential development will generally be discouraged adjacent to Low Density Residential development except where such low density residential development is proposed for redevelopment to higher density land uses or where considerable separation between the low density area and the proposed high density development exists.

In addition to the requirement for compliance to the locational policies; when considering proposals to designate lands for high density residential development, City Council and County Council will be guided by the following:

- the size, configuration and topography of the site provides sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on the public road system and surrounding properties relative to pedestrian and vehicular safety is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is available or will be available to accommodate the proposed development;
- adequate off-street parking and outdoor amenity areas can be provided;
- the availability of, and proximity to, existing or proposed services and amenities such as day care, schools, leisure facilities, shopping and parks to serve the new development;
- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed development will be addressed and mitigated as outlined in Section 3.2.

All proposals for high density residential development shall be subject to site plan control. When considering any specific proposal for high density residential development, City Council will be satisfied that the criteria of Section 7.2.8 are adequately addressed.

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

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. Vansittart Avenue is designated as an arterial road, which serves moderate to high volumes of intra-urban and long distance traffic movements at moderate speeds and has limited property access. Lakeview Drive is designated as a minor collector road, which serves light volumes of traffic for short distances between local and arterial streets and provides access to individual properties.

The design of subdivisions within the City will take into account the following design criteria:

- the design of residential plans of subdivisions shall minimize the intersection of local streets with arterial roads;
- the subdivision of lands adjacent to an arterial road for the purpose of low density residential development will generally provide for reverse frontage lots and other suitable measures that would restrict vehicular access from individual properties to the arterial road;
- the subdivision or severance of land adjacent to an arterial or collector road, for purposes other than low density residential development 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.

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. Examples of such improvements include road channelization to provide left turn lanes and the construction of raised medians.

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.

The subject lands are currently zoned 'Community Facility Zone (CF)'. The purpose of the proposed zone change application is to rezone the subject lands from 'Community Facility Zone (CF)' to 'Residential Zone 2 (R2)', 'Special Residential Zone 3 (R3-sp)', 'Special Residential Zone 4 (R4-sp)' and 'Special Active Use Open Space Zone (OS2-sp)'.

Block 1 is proposed to be zoned R2, Block 2 R3-sp, Block 3 R4-sp, Block 4 OS2-sp, and Block 5 OS2.

Based on review of the proposed concept plan, the semi-detached dwellings proposed in the Low Density Block appear to comply with the provisions of the R2 Zone.

The following special provisions are requested:

R3-sp Block 2 (Multiple Attached Townhouse Units)

- Reduce the minimum lot area from 150 sq m per unit to 130 sq per unit;
- Provide for a reduced front yard depth of 5.5 m to the main building;
- Reduce the exterior side yard width to 3.5 m;
- Reduce the rear yard depth to 4.5 m;
- Increase the maximum building height from 3 to 4 storeys (14 m);
- Relief from parking requirements in Section 5.4.2.4 to waive the requirement for visitor parking.

R4-sp Block 3 (Apartment dwellings)

- Reduce the front yard depth and exterior side yard width from 6 m to 4.5 m (to Street A);
- Reduce the rear yard depth from 7.5 m to 6.5 m;
- Provide for a reduced interior side yard width of 3 m (adjacent to Open Space Zone);
- Reduce the exterior side yard width from 7.5 m to 6 m (Vansittart Avenue);
- Reduce the minimum required landscaped open space from 35% of lot area to 27% of lot area;
- Reduce the minimum amenity area per dwelling unit from 20 sq m to 19 sq m;
- Relief from parking requirements in Section 5.4.2.4 to waive the requirement for visitor parking.

OS2-sp Block 4 (Park Block)

- Reduce the minimum lot area from 2,000 m² to 1,800 m²;
- Reduce the minimum lot depth from 30 m to 29 m.

AGENCY COMMENTS

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

- The City only permits a maximum of 26 units on a single access.
- The City expects garbage and recycling collection will be provided as private services for the Medium and High Density blocks.
- The City recommends a qualified consultant complete a pre-condition survey on all existing structures backing onto this development.
- The developer may recommend a street name if desired for Council approval. The City also has a list of street names that are available for use.

Please see the following conditions of draft 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 right-of-ways 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/Parking Study by RC Spencer Associates Inc., dated August 2023, including any amendments thereto, to the satisfaction of the County and City.
13. The Owner agrees to implement the recommendations of the Stage 3 Site Specific (Archaeological) Assessment by Lincoln Environmental Consulting Corp., dated February 2023, 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 Noise Feasibility Study, Proposed Residential Subdivision, 401 Lakeview Drive, Woodstock by HGC Engineering (Howe Gastmeier Chapnik Limited), dated September 15, 2023, (including any amendments) for noise generated from Vansittart Avenue (Oxford County Road 59) and the Canadian Pacific Railway (CPR). The Owner further agrees to have a qualified acoustical consultant prepare a Final Noise and Vibration Feasibility Study once finished grades and house locations have been established to the satisfaction of the City, County, and CPR. Details to be included in the subdivision agreement.
15. The Owner agrees to implement the recommendations contained in the Tree Inventory and Preservation Plan prepared by Natural Resource Solutions Inc., dated August 2023 (including any amendments), including but not limited to:

- Tree compensation for tree removal to the City to the satisfaction of the City;
 - Vegetation plantings in the proposed areas to the satisfaction of the City.
16. The Owner agrees to implement the recommendations of the Servicing and Stormwater Management Feasibility Study prepared by Strik, Baldinelli, Moniz Ltd. dated August 10, 2023, including the preparation and submission of detailed servicing and grading plans to the satisfaction of the City.
 17. 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.
 18. 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.
 19. 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.
 20. The Owner agrees in writing that all existing steam tunnels are to be demolished, and associated piping and asbestos material be removed and the affected lands appropriately restored.
 21. The Owner agrees in writing that all existing underground services will be removed and/or abandoned to the satisfaction of the City.
 22. The Owner agrees in writing that where any phasing proposed to involve the registration of more than 26 units on a single access (i.e., cul-de-sac or development of a street that is intended to be extended in the future but does not have connection to another point of access), a temporary emergency access shall be provided to serve the lands or the limits of the Phase shall be revised to the satisfaction of the City.
 23. The Owner agrees that SWMF Blocks be conveyed to the City free of all costs and encumbrances and to the satisfaction of the City.
 24. The Owner agrees that a Record of Site Condition is required to be filed with the Ministry of Environment, Conservation and Parks (MECP) over the entirety of the subject lands prior to the registration of the first phase of development.
 25. The Owner agrees that prior to City assumption of a SWMF that sediment in the SWMF be removed and disposed of in accordance with industry guidelines/requirements and to the satisfaction of the City.

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

R2 Zone:

1. The applications indicate semi-detached dwellings are proposed and shall conform to the R2 zone provisions. No concerns.

R3-Special Zone:

2. 4 storey townhouses are proposed. These structures are considered multiple attached dwellings under the R3 zone.
3. For the zoning review, the front yard of the block is considered adjacent to Lakeview Drive, the opposite yard is considered the rear yard adjacent to the east-west leg of Street A.
4. A reduced front yard is proposed from 6m to 5.5m, no concerns as this yard is not being used to accommodate driveways (parking space for the length of a vehicle) for the townhouses.
5. As noted in #3, a reduced rear yard is proposed (which looks like the front yard for the

townhouses facing Street A) from 7.5m to 5.5m. As well a reduced exterior side yard from 6m to 5.5m.

6. A reduced lot area is requested from 150 m² per unit to 130 m².
7. An increase of height is requested from 3 to 4 storeys.
8. Relief is requested to include the visitor parking within the 1.5 spaces per unit.
9. Please confirm the amenity area requirement of 30 m² per unit.

R4-Special Zone:

10. The application proposes two 7 storey apartment buildings with a total of 160 units.
11. For the zoning review, the front yard of the block is considered adjacent to Street A, the opposite yard is considered adjacent to the park on Lakeview Drive.
12. Front yard setback – Relief is required to reduce the front yard setback from 13.5 m (7.5m plus 4 x 1.5m = 13.5 m) to 4.5 m.
13. Rear yard setback – Relief is required to reduce from 10 m to 6.5 m. The rear yard is located at the south end of the site adjacent to the proposed City park.
14. Exterior side yard – reduce from 13.5 m to 6 m which is adjacent to Hwy 59.
15. Interior side yard – relief is required to reduce the interior side yard for a small portion of the south building adjacent to the City Park area.
16. Reduce the landscape open space from 35 to 27%.
17. Reduce amenity area from 20 m² to 19 m² per unit.
18. Relief is requested to include the visitor parking within the 1.5 spaces per unit.

OS2 zone

19. Reduce the minimum lot area from 200 m² to 1800 m².
20. Reduce the minimum lot depth from 30m to approximately 29 m.

The building department is supportive of the proposed development. The reduced yard depths are contained within the proposed development and are not located adjacent to the existing residential dwellings. The reduced yard depths are generally adjacent to public streets and park land. Various zone changes have been approved for higher density developments with reduced yard widths and reduced parking space requirements.

Reduced parking reductions range from 1.215 to 1.4 spaces per unit inclusive of visitor parking.

The applicant should confirm the additional relief noted in points #3, 8, 12, and 19.

Please note passenger loading spaces are required as per the zoning bylaw. Under the Ontario Building Code Div 3, 3.8.2.2. (3), where passenger loading spaces are provided, the provisions of this clause shall be met.

County of Oxford Public Works provided the following comments and proposed conditions of approval:

- a. It's understood that proposed Block 2 (medium density) and Block 3 (high density) will be subject to future Site Plan Control applications/approvals.
- b. The submitted Functional Servicing Report (FSR) used area hydrant data (pressures/flows) from 2018. Hydrant data will need to be updated as County only accepts data from the past 3 years, especially in this area which has had significant growth. The developer will be responsible for retaining an approved/certified consultant to undertake the fire hydrant flow testing under the supervision of City Water Operations staff.
- c. During detailed design, full water model will be required based on the above updated hydrant data. Design and modeling analysis to consider/integrate proposed water servicing design/layout/ownership/etc. for proposed Blocks 2 and 3 (ultimately subject to Site Plan

- approvals).
- d. As acknowledged in the FSR, watermain looping will be required. It may be worth looking into construction of a watermain from Ridgewood Dr to Street A to provide a loop, to be further assessed during detailed design.
 - e. Peaking factors in Section 3.1 and 3.3 of the FSR don't match.
 - f. First run of sanitary pipe to have 1% slope and any private sanitary servicing to follow section 1.10.3 minimum size and grade of sanitary services for all private buildings.
 - g. Sanitary will require a sanitary sewer design sheet (SSDS) to the intersection of Pittock Park Rd and Fredrick St. SSDS can end where flows from subdivisions north of Pittock Reservoir enter system from Pittock Park Rd.
 - h. Removal of existing underground municipal services, entrance, etc. on the property (that will no longer be required for the proposed redevelopment) shall be incorporated into the design/construction to the satisfaction of the County and City.
 - i. Proposed sanitary sewer infrastructure, to eventually be assumed by the County (e.g. on Street A), will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Sewage Collection System* (CLI-ECA #071-W601).
 - j. The County will review & approve any proposed storm drainage works located within County road allowance. If/as applicable, such storm drainage works will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Stormwater Management System* (CLI-ECA #071-S701).
 - k. Proposed watermains, to eventually be assumed by the County, will be subject to associated regulatory approvals (e.g. Form 1).
 - l. A 3rd party technical review of the submitted Traffic Impact Study (TIS)/Parking Study (dated March 2024 by RC Spencer Associates Inc.) and Traffic Impact / Parking Study – Sensitivity Analysis (dated July 31, 2024 by RC Spencer Associates Inc.) has been completed by a reputable transportation planning/engineering company.
 - i. All recommendations of the 3rd party technical review to be incorporated into an updated TIS and detailed design submission.
 - m. As supported by findings and conclusions of the TIS and TIS Peer Review completed by qualified professional engineers, the proposed public accesses (entrances) are considered acceptable/reasonable (and consistent with accepted industry practice) pending detailed design and ultimate implementation of such accesses in accordance with recommendations from the TIS/TIS Peer Review, all to the satisfaction of the City and County.
 - i. The proposed second entrance onto Vansittart Avenue as a Right-In, Right-Out (RIRO) configuration is supported by Public Works, since a second entrance is necessary to accommodate the number of units being proposed at 401 Lakeview Dr. A full movement intersection is not preferred as a second entrance; however a RIRO road access allows for emergency response, waste collection, and winter maintenance while minimizing potential operational issues associated with a full movement intersection.
 - ii. Consistent with TIS Peer Review recommendations, the proposed RIRO site access shall include a right turn taper. Additional details/specifications for the proposed RIRO site access to be confirmed during detailed design phase, including consideration for incorporating a raised centre median on Vansittart Avenue versus a channelizing island.
 - iii. Consistent with typical development requirements, certification of all constructed works by a qualified professional engineer (retained by developer) will be required. Lakeview Drive is under the jurisdiction of the City of Woodstock; all parties to work collaboratively to ensure that accesses are constructed as per the approved designed (e.g. including modifications to enable acceptable sight lines, etc.)
 - n. The Owner should be aware that the following County Public Works (PW) fees will be required throughout the subdivision planning/development process. Select referenced fees below are based on the current 2025 County Fees & Charges By-Law (subject to change). Fees will be based upon latest fees and by-laws at time of payment:

- i. Fee of \$9,800, per phase (includes development review/file management services, clearance fees, review fees for water & wastewater connection applications required at time of building permit for each lot, etc.)
- ii. Fee for County water & wastewater capacity / hydraulic modelling review, \$500 (min.)
- iii. Fee for Watermain Review and Regulatory approval – Form 1, \$1,250 (per phase)
- iv. Fee for Sanitary sewer review, CLI-ECA process, \$1,250 (per phase)
- v. Fee for Storm Drainage review, CLI-ECA process, \$1,250 (per phase)
- vi. Inspection fees (equal to 1.6% of the supply and installation cost for applicable water/sanitary/storm infrastructure to be installed and eventually assumed by Oxford County)
- vii. Fee for Watermain inspection/commissioning – Subdivision/Site Plan < 25 lots/units \$1,500 – per phase; >25 lots/units - \$2,500 per Phase
- o. A Road Occupancy & Excavation Permit application and all supporting documentation will be required prior to construction of any works within County road allowance (Vansittart Avenue).
- p. Performance and maintenance securities to be collected to the satisfaction of City and County.

Proposed Draft Plan Conditions:

- 1) The Owner agrees in writing to satisfy all the requirements, financial (including payment of applicable development charges) and otherwise, of the County of Oxford regarding the installation of the water distribution system, the installation of the sanitary sewer system, and other matters pertaining to the development of the subdivision, to the satisfaction of County of Oxford Public Works.
- 2) Prior to the approval 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 of Woodstock and County of Oxford.
- 3) The subdivision agreement shall make provision for the assumption and operation, by the County of Oxford, of the water distribution and sewage collection systems within the public roads noted in the draft plan subject to the approval of the County of Oxford Department of Public Works.
- 4) Prior to the final approval of the subdivision plan, the Owner shall receive confirmation from the County of Oxford Department of Public Works that there is sufficient capacity in the Woodstock water and sanitary sewer system to service the plan of subdivision. Confirmation shall be given in accordance with the most current "County-Wide Water and Wastewater Capacity Allocation for Residential Development" protocol, and/or to the satisfaction of Oxford County Public Works. Given that the availability of servicing capacity can change over time due to a number of factors, any conditional allocation of reserve capacity to a particular proposed development (or phase of development) by the County is not considered final approved until such time as the application(s) for that development (or phase of development) has/have been final approved (e.g. registered; Site Plan approval for proposed Blocks 2 and 3).
- 5) 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.
- 6) Prior to the approval of the final plan by the County, such easements as may be required for utility and drainage purposes shall be granted to the appropriate authority, to the satisfaction of the City and County.
- 7) The Owner shall demonstrate/implement to the satisfaction of the County of Oxford that the entire subdivision, and each phase of development, shall be serviced with two independent water supply points to provide for adequate redundancy and looping for domestic and fire protection services.
- 8) 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 the City of Woodstock and County of Oxford Department of Public Works.

- 9) 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.
- 10) Appropriate cul-de-sacs/turnaround areas (including temporary ones, if/as applicable to suit subdivision phasing) 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 Guidelines.
- 11) The Owner agrees in writing, that a 0.3 m (1 ft) reserve along County Road 59 shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of County of Oxford Public Works.
- 12) The Owner agrees in writing, to implement recommendations from the updated TIS and TIS peer review (including all amendments/upgrades required) to the satisfaction of Oxford County Public Works and the City. Current TIS has been completed using a traffic sensitivity analysis. While timelines are not confirmed, it is expected that construction on County Road 59 Bridge will be completed at the end of February 2025 while construction at the intersection of County Road 59 and Devonshire will begin in early March. Traffic counts will be required as close to but before the construction mobilizes for County Road 59 and Devonshire. These traffic counts are to be compared to the sensitivity analysis and if greater than those used the TIS will need to be updated.
- 13) 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 the City of Woodstock and County of Oxford.
- 14) The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
- 15) The Owner agrees in writing, to implement recommendations from the Noise and Vibration Feasibility Assessment, as well as any updated assessments, to the satisfaction of Oxford County Public Works and the City. All costs associated with the study and implementation of mitigation recommendations shall be borne by Owner, to the satisfaction of the County and City.
- 16) The Owner agrees to implement the recommendations contained within other various technical reports (e.g. Environmental Site Assessments/Geotechnical, Functional Servicing Report, 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.
- 17) The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer.
- 18) 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.

The Upper Thames River Conservation Authority (UTRCA) indicated they have no objections or requirements respecting the applications.

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

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.

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.

PUBLIC CONSULTATION

Notice of complete application regarding this proposal was originally provided to the public and surrounding neighbours in October 2023, with a revised Notice of Complete Application provided on October 28, 2024 that reflected the applicant's revised proposal following agency and public comments provided upon review of the original submission. A notice of public meeting was issued on February 4, 2025 in accordance with the requirements of the Planning Act.

The applicant also hosted a public open house on April 10, 2024 to solicit public input. In response to the input received, the location of the apartment buildings was revised to be further from the existing neighbourhood at the westerly limit of the site, more on-site parking is now provided, the number of residential units proposed was reduced from 268 units to 258 units.

Planning staff have received correspondence from the public expressing concerns with the proposed density of the development, concerns about compatibility with the surrounding neighbourhood, concerns about parking and traffic impacts and safety. Comments received to date are included as an attachment to this report for Council's consideration.

Planning Analysis

As indicated, the applications for Official Plan Amendment, draft plan of subdivision approval and zone change propose to convert current institutional use of the site for residential purposes, 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 fully serviced settlement area. The proposal will increase the housing supply to help address the full range of housing affordability needs and will assist the City with providing and building homes that respond to changing market needs and local demand, to support a diverse and growing population and workforce in the City and broader region. The development is also consistent with Sections 2.1.4, and 2.2.1 of the PPS as it will permit and facilitate housing options required to meet the social, health, economic and well-being requirements for current and future residents, facilitate residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential uses, represents the development and introduction of new housing options within previously developed areas and redevelopment, which results in a net increase in residential units.

Transportation Impact Study and Parking Study

The applicant submitted a Transportation Impact Study (TIS) prepared by R.C. Spencer & Associates Inc. The study evaluated the impacts on the transportation network that could potentially result from the development of the subject lands. The findings of the study were peer reviewed by an external peer review consultant who indicated they are in agreement with the study's methodology and conclusions.

The TIS concluded that for the worst case horizon year 2034 in the AM and PM peak hours, provided existing signal timings are optimized, there are no traffic issues anticipated at any of the study area's intersections; the level of service at the site accesses are satisfactory, and the signalized intersection levels of service remain at a 'satisfactory' level of service 'C' during the AM peak hour and a 'good' level of service 'B' during the PM peak hour. The study concluded that the adjacent traffic signal and

roadways have sufficient capacity to accommodate the site generated traffic, and the proposed site access locations and controls are in keeping with the most current transportation planning 'best practices'. As no geometric and / or traffic control improvements are required to accommodate the development proposal, it is the engineers' opinion that the proposed development will not adversely impact area traffic operations.

The study also reviewed the proposed parking being provided for the townhouse and apartment dwelling blocks and concluded that the proposed parking being provided was sufficient to meet the expected parking demand from the proposed land uses, as predicted by the Institute of Transportation Engineers.

Noise Feasibility Study

In support of the proposed development, the applicant submitted a Noise & Vibration Feasibility Study prepared by HGC Engineering. A n analysis was conducted for noise generated from road traffic on Vansittart Avenue. The analysis indicated that the proposed development is feasible with the noise control measures implemented:

- Central air conditioning is required for apartment dwellings and the semi-detached dwelling adjacent to Vansittart Avenue;
- An acoustic barrier is required for the flanking rear yard adjacent to Vansittart Avenue;
- Upgraded building constructions are required for the south and west facades of the southern apartment building, west façade of the northern apartment building and the flanking semi-detached dwelling adjacent to Vansittart Avenue. When detailed floor plans and building elevations are available for the dwelling units with exposure to the roadways, window glazing construction should be refined on actual window to floor ratios;
- When lot grading and numbering information is available, the acoustic requirements should be refined;
- The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues and proximity to existing commercial uses.

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 as necessary, further study/mitigation is required, such work will be undertaken to the satisfaction of the City of Woodstock.

Functional Servicing Report

The Functional Servicing Report (FSR) submitted by the applicants for the development has been reviewed by City and County staff. Staff are satisfied that the servicing of the lands is feasible in this regard and conditions of draft approval are recommended whereby the applicant's will be required to submit detailed servicing drawings for review prior to final approval of the plans of subdivision.

Stormwater management will be addressed in accordance with City standards and one block has been identified in the draft plan for stormwater management facilities. Final detailed plans will be required prior to the registration of the draft plan.

Official Plan Amendment and Draft Plan of Subdivision

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

The proposal will provide an appropriate mix and range of housing types and densities for current

and future residents of the City, and represents an infilling opportunity to provide additional housing supply to satisfy the City's housing needs.

Planning staff are of the opinion that the proposal is consistent with the criteria respecting infill subdivisions as the proposed design will serve to mitigate the potential impact of the medium and high density blocks on surrounding existing low density residential development. Block 1, abutting and adjacent to existing low density residential development, will consist of semi-detached dwellings which will provide a transition to and separation from the planned medium and high density development to the west. Further, the medium density block will serve as a transition and buffer between the proposed low density development and the high density apartment block located on the western portion of the subject lands. Planning staff note that no relief of the required rear yard depths or lot area, lot frontage or depth has been requested for the low density block. Additionally, the submitted and peer-reviewed TIS indicated no negative impacts to surrounding transportation networks is expected as Vansittart Avenue is identified as an arterial road and Lakeview is identified as a minor collector road according to Schedule W-5 of the Official Plan. It is noted that apart from the extent of Lakeview Drive (which includes a landscaped median) between Vansittart Avenue and the planned local street, other traffic from the development is not expected to traverse through existing neighbourhoods. As such, planning staff are satisfied that there will be no negative impacts on existing neighbourhoods resulting from traffic or vehicular movements by new residents of the proposed development, in accordance with the traffic-related criteria of the Official Plan for the designation of additional medium density and high density areas.

It is the opinion of this Office that the criteria respecting the designation of additional medium density and high density residential sites has also been satisfactorily addressed. The subject lands abut an arterial road, and the proposed intersection of Street A & Vansittart Avenue has been designed to facilitate right hand turns north out of the site and east into the site to provide a second access to the property for emergency services, to alleviate potential congestion at the Lakeview Drive and Vansittart Avenue signalized intersection, and to reduce the traffic entering and exiting the development from Lakeview Drive. The size, configuration and topography of the site provides the opportunity for a gradual transition from high density to medium density and low density uses within the development. The submitted functional servicing report has indicated that the proposed development can be adequately serviced from existing municipal infrastructure in the proximity, and the site is in close proximity to open space, including the trails near the Pittock Reservoir and Cowan Park. There are no significant natural heritage features on the site; however, the applicant has prepared a tree preservation report to minimize the number and significance of trees impacted by the proposal and to provide compensation to the City for trees that are removed.

The applicant is proposing to establish new site-specific policies that apply to the lands to increase the maximum density for the medium density block from the current maximum of 70 units/ha (30 units/ac) to 75 units/ha (31 units/ac), and to increase the maximum density of the high density block from the current maximum 150 units/ha (60 units/ac) to 151 units/ha (61 units/ac). Staff are satisfied that these represent minor departures from the maximum permitted densities and that the proposed medium and high density blocks will be sufficiently large to accommodate the planned development. The development of these blocks will also be subject to site plan approval, where matters such as landscaping, amenity areas, landscaping, servicing, grading and parking will be reviewed to the satisfaction of the City and County.

Zoning

Planning staff are generally of the opinion that the zoning proposed for the various housing forms within this development is appropriate and in-keeping with the policies of the Official Plan. The proposed zoning supports a variety of housing forms including semi-detached dwellings, townhouses, and other multi-unit development, such as apartment buildings and includes zone

provisions that will assist in efficiently utilizing lands for primarily residential purposes.

Special zoning provisions for the proposed stacked townhouses (defined in the Zoning By-Law as multiple attached dwellings) in the R3-sp Zone include reduced front yard depths (5.5 m or 18 ft) while maintaining sufficient area to accommodate parking as required by the Zoning By-law (6 m or 19.6 ft), reduced rear yard depths and exterior side yard widths to Street A, reduced lot area and increased building height from 3 to 4 storeys.

Special zoning provisions for the apartment buildings in the R4-sp Zone include a reduced front yard depth and exterior side yard width to Vansittart Avenue and Street A, a reduced rear yard depth, and interior side yard width (adjacent to the Open Space Zone), reduced minimum landscaped open space and reduced minimum amenity area per dwelling unit.

City Building and Engineering staff did not raise any concerns with the proposed zoning revisions, and planning staff note that the revisions will not impact the size of parking spaces, will facilitate efficient and compact development and the proposed reduced development standards will not impact lands external to subdivision development.

In response to earlier concerns from the public and City staff respecting parking, the applicant is now providing the 2 parking spaces per townhouse unit for the medium density block and 1.5 parking spaces per unit for the high density block, but is seeking relief of the visitor parking requirements, which are typically required at a rate of 1 space per 10 required parking spaces. The applicant provided a parking study that concluded the proposed parking supply will exceed the expected parking demand for the 160 apartment units and 68 townhouse units. Staff are of the opinion that this request is reasonable and will facilitate the best use of available land for apartment development in this area. The proposed parking relief will be less than other relief granted for apartment developments that have been successfully implemented in other areas of the City and there is an opportunity for on-street parking on Street A.

It is recommended that Block 4 encompassing the park block be rezoned to 'Special Active Open Space (OS2-sp)' to reflect the reduced lot area and lot depth of the park block, and that Block 5 of the subdivision plan be zoned 'Passive Open Space (OS1)' to reflect the proposed use of the lands for stormwater management purposes to be consistent with the intended use.

Conclusions

This office is of the opinion that the proposed amendment to the Official Plan to accommodate the proposed development of the subject lands complies with the relevant policies of the Official Plan as it pertains to infill development on underutilized lands, as well as the designation of additional medium and high density residential lands, within the City of Woodstock.

Further, the development of the lands as proposed via the draft plan of subdivision discussed in this report is generally considered to be 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.

RECOMMENDATIONS

That the Council of the City of Woodstock support the application to amend the County Official Plan (File No. OP 23-05-8), submitted by Farhi Holdings Corporation, for lands described as Part Lot 5, Concession 12 (East Zorra) and Part of Lot 1, Plan 58, in the City of Woodstock to redesignate the subject lands from 'Community Facility' to 'Low, Medium and

High Density Residential' and 'Open Space' to facilitate the development of the subject lands for residential development;

And further, that the Council of the City of Woodstock approve in principle the zone change applications (File No. ZN 8-23-07) submitted by Farhi Holdings Corporation for lands described as Part Lot 5, Concession 12 (East Zorra) and Part of Lot 1, Plan 58, in the City of Woodstock to rezone the subject lands from 'Community Facility Zone (CF)' to 'Residential Zone 2 (R2)', 'Special Residential Zone 3 (R3-sp)', 'Special Residential Zone 4 (R4-sp)', 'Special Active Open Space (OS2-sp) and 'Passive Open Space (OS1)' to facilitate the development of the lands for residential use and supporting elements;

And further, that the Council of the City of Woodstock advise County Council that the City supports the applications for draft plan of subdivision (File No. SB 23-03-8) submitted by Farhi Holdings Corporation for lands described as Part Lot 5, Concession 12 (East Zorra) and Part of Lot 1, Plan 58, in the City of Woodstock, subject to the following conditions of draft approval:

1. This approval applies to the draft plan of subdivision submitted by Farhi Holdings Corporation, prepared by Monteith Brown Planning Consultants, as shown on Plate 4 of Report No. 2025-43 and comprising Part Lot 5, Concession 12 (East Zorra) and Part of Lot 1, Plan 58, in the City of Woodstock, showing one block for semi-detached dwellings, one medium density residential block, one high density residential block, one park block and one storm water management block, served by one new local street.
2. The owner agrees in writing to satisfy all requirements, financial and otherwise, of the City of Woodstock regarding the construction of roads, installation of services, including water, sanitary sewer, storm sewer, drainage facilities, electrical distribution systems, sidewalks, streetlights, trees and other matters pertaining to the development of the subdivision in accordance with the standards of the City of Woodstock.
3. The road allowances included in the draft plan of subdivision shall be dedicated as public highways to the satisfaction of the City of Woodstock.
4. The streets included in the draft plan of subdivision shall be named to the satisfaction of the City of Woodstock.
5. The Owner agrees in writing that temporary turning circles and emergency access ways will be provided as necessary to the satisfaction of the City of Woodstock.
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 the UTRCA.
8. The subdivision agreement shall, as determined 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 be counted towards the dedication of parkland.

9. 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.
10. The Owner agrees to implement the recommendations contained in the Tree Inventory and Preservation Plan prepared by Natural Resource Solutions Inc., dated August 2023 (including any amendments), including but not limited to:
 - Tree compensation for tree removal to the City to the satisfaction of the City;
 - Vegetation plantings in the proposed areas to the satisfaction of the City.
11. The Owner agrees in writing that all existing steam tunnels are to be demolished, and associated piping and asbestos material be removed and the affected lands appropriately restored.
12. The Owner agrees in writing that all existing underground services will be removed and/or abandoned to the satisfaction of the City.
13. The Owner agrees to implement the recommendations of the Servicing and Stormwater Management Feasibility Study prepared by Strik, Baldinelli, Moniz Ltd. dated August 10, 2023, including the preparation and submission of detailed servicing and grading plans to the satisfaction of the City.
14. 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.
15. 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.
16. The Owner agrees in writing that where any phasing proposed to involve the registration of more than 26 units on a single access (i.e., cul-de-sac or development of a street that is intended to be extended in the future but does not have connection to another point of access), a temporary emergency access shall be provided to serve the lands or the limits of the Phase shall be revised to the satisfaction of the City.
17. The Owner agrees that a Record of Site Condition is required to be filed with the Ministry of Environment, Conservation and Parks (MECP) over the entirety of the subject lands prior to the registration of the first phase of development.
18. The Owner agrees that SWMF Blocks be conveyed to the City free of all costs and encumbrances and to the satisfaction of the City.
19. The Owner agrees that prior to City assumption of a SWMF that sediment in the SWMF be removed and disposed of in accordance with industry guidelines/requirements and to the satisfaction of the City.
20. Such easements as may be required for utility, noise barrier, drainage purposes, etc. outside of the proposed public right-of-ways shall be granted to the appropriate authority.
21. The Owner agrees that 1-foot reserves and road widening 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 and/or County.

22. Prior to the approval 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 of Woodstock and County of Oxford.
23. 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.
24. Prior to the approval of the final plan by the County, such easements as may be required for utility and drainage purposes shall be granted to the appropriate authority, to the satisfaction of the City of Woodstock and County.
25. 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 the City of Woodstock and County of Oxford Department of Public Works.
26. The Owner agrees to implement the recommendations contained within other various technical reports (e.g. Environmental Site Assessments/Geotechnical, Functional Servicing Report, 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.
27. The Owner agrees in writing, to implement recommendations contained in the Traffic Impact/ Parking Study prepared by R.C. Spencer Associates Inc. and associated TIS peer review (including all amendments/upgrades required) to the satisfaction of Oxford County Public Works and the City of Woodstock.
28. The Owner agrees to implement the recommendations of the Stage 3 Site Specific (Archaeological) Assessment by Lincoln Environmental Consulting Corp., dated February 2023, including the supplementary documentation to the satisfaction of the City, County, and the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).
29. The Owner agrees to implement the recommendations contained in the Noise Feasibility Study, Proposed Residential Subdivision, 401 Lakeview Drive, Woodstock by HGC Engineering (Howe Gastmeier Chapnik Limited), dated September 15, 2023, (including any amendments) for noise generated from Vansittart Avenue (Oxford County Road 59) and the Canadian Pacific Railway (CPR). The Owner further agrees to have a qualified acoustical consultant prepare a Final Noise and Vibration Feasibility Study once finished grades and house locations have been established to the satisfaction of the City, County, and CPR. Details to be included in the subdivision agreement.
30. 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 the City of Woodstock and County of Oxford.
31. The subdivision agreement shall make provision for the assumption and operation, by the County of Oxford, of the water distribution and sewage collection systems within the public roads noted in the draft plan subject to the approval of the County of Oxford Department of Public Works.
32. Prior to the final approval of the subdivision plan, the Owner shall receive confirmation from the County of Oxford Department of Public Works that there is sufficient capacity in the

Woodstock water and sanitary sewer system to service the plan of subdivision. Confirmation shall be given in accordance with the most current "County-Wide Water and Wastewater Capacity Allocation for Residential Development" protocol, and/or to the satisfaction of Oxford County Public Works. Given that the availability of servicing capacity can change over time due to a number of factors, any conditional allocation of reserve capacity to a particular proposed development (or phase of development) by the County is not considered final approved until such time as the application(s) for that development (or phase of development) has/have been final approved (e.g. registered; Site Plan approval for proposed Blocks 2 and 3).

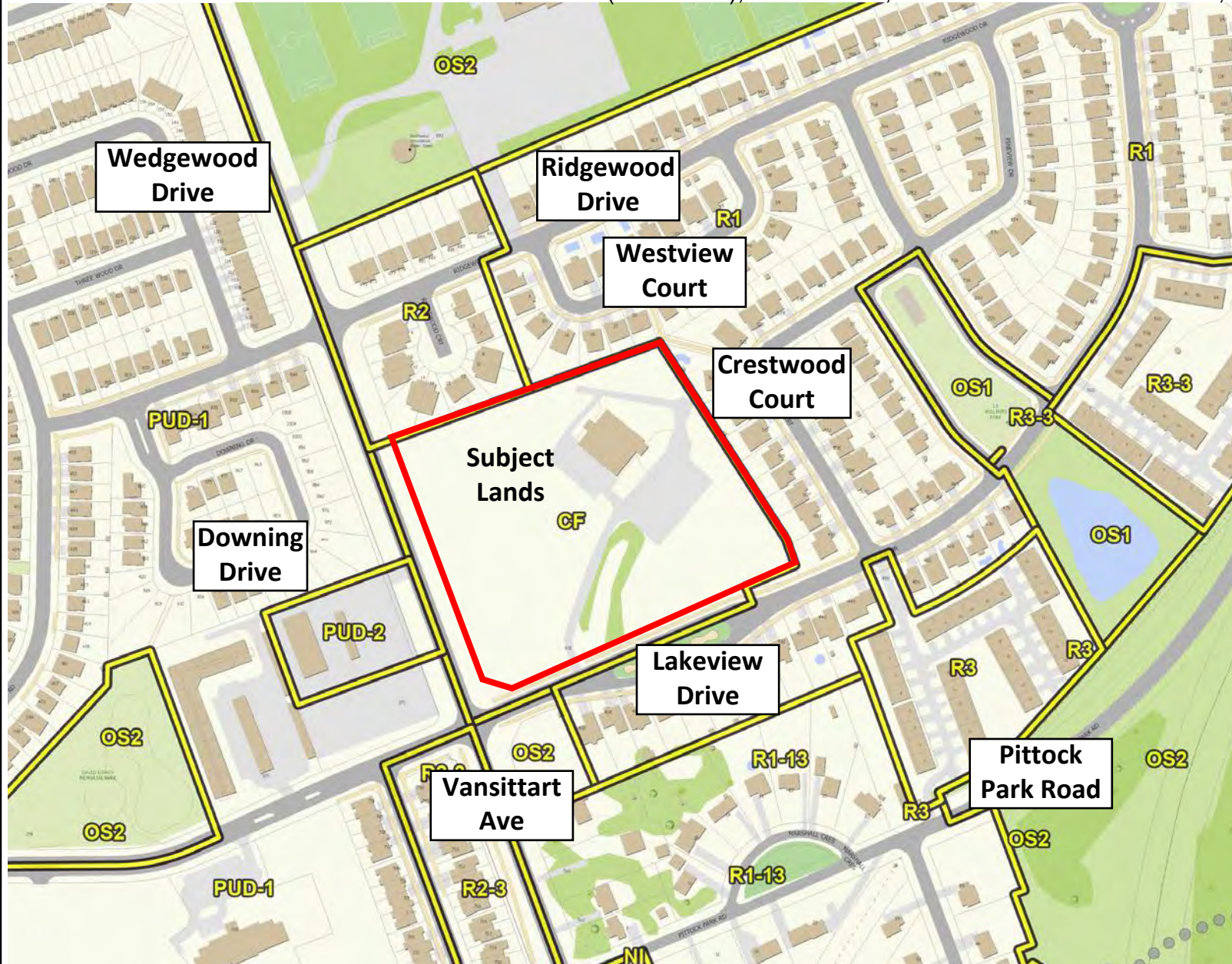
33. The Owner shall agree to prepare and submit for the approval of Oxford County Public Works, detailed servicing plans designed in accordance with Oxford County Design Guidelines.
34. The Owner shall demonstrate/implement to the satisfaction of the County of Oxford that the entire subdivision, and each phase of development, shall be serviced with two independent water supply points to provide for adequate redundancy and looping for domestic and fire protection services.
35. Appropriate cul-de-sacs/turnaround areas (including temporary ones, if/as applicable to suit subdivision phasing) 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 Guidelines.
36. The Owner agrees in writing, that a 0.3 m (1 ft) reserve along County Road 59 shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of County of Oxford Public Works.
37. The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
38. The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer.
39. Prior to the approval of the final plan by the County, the Owner shall agree in writing to satisfy the requirements of Canada Post Corporation with respect to advising prospective purchasers of the method of mail delivery; the location of temporary Centralized Mail Box locations during construction; and the provision of public information regarding the proposed locations of permanent Centralized Mail Box locations, to the satisfaction of Canada Post.
40. Prior to the approval of the final plan by the County, the owner shall agree in writing, to satisfy the requirements of Enbridge Gas and other applicable utility providers, that the owner/developer provide Enbridge Gas Limited and other applicable utility providers, with the necessary easements and/or agreements required for the provisions of gas services or other utilities.
41. Prior to the approval of the final plan by the County, the Owner shall agree in writing 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 also 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.

42. Prior to final approval by the County, the County of Oxford shall be advised by the City of Woodstock that conditions 2 to 30 (inclusive), have been met to the satisfaction of the City. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
43. Prior to final approval by the County, the owner shall secure clearance from the County of Oxford Public Works Department that conditions 20 to 38 (inclusive) have been met to the satisfaction of County Public Works. The clearance letter shall include a brief statement for each condition detailing how each has been satisfied.
44. Prior to final approval by the County, the County of Oxford shall be advised by Canada Post Corporation that condition 39 has been met to the satisfaction of Canada Post. The clearance letter shall include a brief statement detailing how this condition has been satisfied.
45. Prior to final approval by the County, the County of Oxford shall be advised by applicable utility companies that condition 40 has been met to the satisfaction of each applicable utility provider. The clearance letter shall include a brief statement detailing how this condition has been satisfied.
46. 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.
47. The plan of subdivision shall be registered within three (3) years of the granting of draft approval, after which time this draft approval shall lapse unless an extension is authorized by the County of Oxford.

SIGNATURES

Authored by:	<i>Original signed by</i>	Eric Gilbert, RPP MCIP Manager of Development Planning
Approved for Submission by:	<i>Original signed by</i>	Paul Michiels Director of Community Planning



Legend

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

Notes



0 102 205 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

May 31, 2023



Legend

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

Notes



0 51 102 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

May 31, 2023

Plate 3: Applicant's Sketch
File Nos: OP 23-05-8, SB 23-02-8 & ZN 8-23-07- Farhi Holdings Corp
Part Lot5 Concession 12 (East Zorra), Part of Lot 1, Plan 58 - 401 Lakeview Drive, City of Woodstock



SUBJECT LANDS
AREA = 3.89 Ha

BLOCK 1
SEMI DETACHED
(26 UNITS)

STREET A

BLOCK 2
4 STOREY STACKED TOWNHOMES
(68 UNITS)

BLOCK 3
7 STOREY
APARTMENTS
(160 UNITS)

STREET A

CRESTWOOD COURT

STORM
POND

OXFORD COUNTY ROAD No. 59

LAKEVIEW DRIVE

PUBLIC
PARKLAND
PLAYGROUND

RAMP TO 65
UNDERGROUND
PARKING SPACES

LOADING

LOADING

LOADING

LOADING

Plate 4: Proposed Draft Plan of Subdivision
File Nos: OP 23-05-8, SB 23-02-8 & ZN 8-23-07- Farhi Holdings Corp
Part Lot5 Concession 12 (East Zorra), Part of Lot 1, Plan 58 - 401 Lakeview Drive, City of Woodstock

Approval Authority Certificate
 The Final Plan of Subdivision is approved by Oxford County under Section 51(58) of the Planning Act, R.S.O. 1990, on this _____ day of _____ 20____



LEGEND
 - - - SUBJECT LANDS
 — STREET LINE
 — PROPERTY LINE

mbpc
Monteith • Brown
 planning consultants
 29 DUNDAS STREET WEST, UNIT 307
 LONDON, ONTARIO N6A 1S5
 519.860.1500 | WWW.MBPC.CA

DRAFT PLAN OF SUBDIVISION
 PART OF LOT 5 CONCESSION 12 (GEOGRAPHIC TOWNSHIP OF EAST ZORRA) AND PART OF LOT 1 REGISTERED PLAN 58 IN THE CITY OF WOODSTOCK, COUNTY OF OXFORD

OWNER'S CERTIFICATE
 I, the undersigned, of the above named Planning Consultant, am authorized to submit this Draft Plan of Subdivision on behalf of the owner of Farhi Holdings.

1. Name: *[Signature]* Date: January 14, 2025
 2. Name: *[Signature]* Date: _____

SURVEYOR'S CERTIFICATE
 I hereby certify that the boundary of the lands to be subdivided as shown on this plan and that recorded in the associated maps are correctly and accurately drawn.

1. Andrew Smith, O.L.S. Date: Jan. 10th, 2025
 2. *[Signature]* Date: _____



LAND USE SCHEDULE

LAND USE	Ha	%
SEMI DETACHED BLOCK 1	1.002	26
MEDIUM DENSITY BLOCK 2	0.908	23
HIGH DENSITY BLOCK 3	1.058	27
PARKLAND BLOCKS 4	0.184	5
SWM POND BLOCK 5	0.200	5
STREET A	0.542	14
TOTAL AREA	3.894	100

SHORT TERM SUBMISSION

No.	Description	Date	By
1	FORM REVIEW	APR 2023	MB
2	REVIEW ACCESS TO LAKEVIEW DRIVE	JULY 2023	MB
3	ROAD ACCESS AT PARKING LOT ROAD	JULY 2023	MB
4	REVIEW BLOCK 4 & 5	OCT 2023	MB

PLANNED ACT
 REGISTRATION OF SUBDIVISION PLAN (SPLIT) BY THE PLANNING ACT - THE REGISTRATION OF THE PLAN IS SUBJECT TO THE FOLLOWING CONDITIONS:
 1. AS SHOWN ON PLAN
 2. AS SHOWN ON PLAN
 3. AS SHOWN ON PLAN
 4. AS SHOWN ON PLAN
 5. AS SHOWN ON PLAN
 6. AS SHOWN ON PLAN
 7. AS SHOWN ON PLAN
 8. AS SHOWN ON PLAN

Callon • Dietz

SCALE: 1:500
 DATE: JAN 18, 2025

SHORT TERM REVIEW

No.	Description	Date	By
1	ACCESS TO LAKEVIEW DRIVE	JAN 28 2025	MB
2	ACCESS TO ROAD	JAN 28 2025	MB
3	DRIVE PLAN AND PARKING	AUG 2024	MB
4	STREET AND PARKING	OCT 27 2024	MB
5	AS PER COMMENTS	NOV 8 2024	MB

401 Lakeview Drive
 Woodstock
 Farhi Holdings Inc.

Prepared by: *[Signature]* Drawn by: *[Signature]*
 Checked by: *[Signature]* Reviewed by: Callon Dietz
 Scale: 1:500 Date: JAN 18, 2025

Drawing No. DP County File No. - File No. 20-3401

AMENDMENT NUMBER 333
TO THE COUNTY OF OXFORD OFFICIAL PLAN

DRAFT

the following Plan designated as Schedule "A", attached hereto, constitutes
Amendment Number 333 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to amend Schedule “W-1” – City of Woodstock Land Use Plan, Schedule “W-3” – City of Woodstock Residential Density Plan and Schedule “W-4” – City of Woodstock Leisure Resources and School Facilities Plan to re-designate the subject lands from Community Facility to Residential, Low Density Residential, Medium Density Residential, High Density Residential and Open Space to facilitate the development of a residential plan of subdivision.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to lands described as Part Lot 5, Concession 12 (East Zorra), Part of Lot 1, Plan 58, known municipally as 401 Lakeview Drive, Woodstock. The lands are located at the northeast corner of the intersection of Lakeview Drive and Vansittart Avenue (Oxford Road 59).

3.0 BASIS FOR THE AMENDMENT

The purpose of the proposed Official Plan Amendment is to redesignate the subject lands to low, medium and high density residential, and open space to facilitate a mix of low, medium and high density residential development, as well as one parkland block, and a storm water management pond. A site-specific policy is also proposed that would permit a maximum residential density of 75 units per hectare, above the current 70 units/hectare maximum for the medium density townhouse blocks, and a maximum residential density of 151 units/ hectare, where 150 units/ hectare is the maximum for the proposed high density residential block.

It is the opinion of Council that the subject amendment is consistent with the relevant policies of the PPS as the proposal will contribute towards providing housing options required for current and future residents, is an appropriate form of residential intensification and redevelopment of an underutilized institutional site in a serviced settlement area and is considered to be an efficient use of lands, available municipal services and infrastructure.

The proposed re-designation from Community Facility to Residential can be considered appropriate as the lands are considered suitable for residential uses and the re-designation will facilitate a variety of dwelling types and housing options for the City of Woodstock.

Council is also of the opinion that the subject lands are suitable for Medium and High Density residential uses as the site will have access to an arterial road, the higher density uses are proposed for vacant or under utilized sites, the site is close to neighbourhood conveniences and recreational and open space facilities. The high and medium density blocks are buffered from existing low density residential development through by a low-density residential block consisting of semi-detached dwellings. Access to the site and traffic movements on surrounding road networks have been demonstrated to be acceptable through a peer reviewed traffic impact study. The off-street parking provided to accommodate the medium and high density blocks is considered appropriate and consistent with the parking provided for other recent medium and high density developments in the City of Woodstock.

The open space blocks will reflect areas used for public parkland and areas required for storm water management purposes.

Council is also satisfied that adequate local services exist to serve the development, and the design and construction of appropriate extensions to water distribution, sanitary and storm services have been included as conditions of approval in the related draft plan of subdivision.

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

4.0 DETAILS OF THE AMENDMENT

- 4.1 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by changing the designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto from “Community Facility” to “Residential”.
- 4.2 That Schedule “W-1”- City of Woodstock Land Use Plan, is hereby amended by adding the “Open Space” designation of those lands identified as “ITEM 2” on Schedule “A” attached hereto.
- 4.3 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by adding the “Low Density Residential” designation to those lands identified as “ITEM 1” on Schedule “A” attached hereto.
- 4.4 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by adding the “Medium Density Residential” designation to those lands identified as “ITEM 2” on Schedule “A” attached hereto.
- 4.5 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by adding the “High Density Residential” designation to those lands identified as “ITEM 3” on Schedule “A” attached hereto.
- 4.6 That Schedule “W-3”- City of Woodstock Residential Density Plan, is hereby amended by adding the “Open Space” designation to those lands identified as “ITEM 4” on Schedule “A” attached hereto.
- 4.7 That Schedule “W-4”- City of Woodstock Leisure Resources and School Facilities Plan, is hereby amended by adding the “Open Space” designation to those lands identified as “ITEM 1” on Schedule “A” attached hereto.
- 4.8 Section 7.2.5 – *Medium Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.2.5.2 – ‘Specific Development Policies’:

‘7.2.5.2.6 Part Lot 5 Concession 12 (East Zorra), Part Lot 1, Plan 58
Northeast Corner of Vansittart Avenue and Lakeview Drive

On those lands located on Part Lot 5, Concession 12 (East Zorra), Part Lot 1, Plan 58 (Northeast Corner of Vansittart Avenue and Lakeview Drive), Medium Density Residential lands may be developed with a maximum net residential density of 75 units per hectare (31 units per acre).’

- 4.9 'Section 7.2.6 – *High Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 7.2.6.2 – 'Specific Development Policies':

7.2.6.2.10 Part Lot 5 Concession 12 (East Zorra), Part Lot 1, Plan 58
Northeast Corner of Vansittart Avenue and Lakeview Drive

On those lands located on Part Lot 5, Concession 12 (East Zorra), Part Lot 1, Plan 58 (Northeast Corner of Vansittart Avenue and Lakeview Drive), High Density Residential lands may be developed with a maximum net residential density of 151 units per hectare (61 units per acre).'

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.

THE CORPORATION OF THE
CITY OF WOODSTOCK
BY-LAW NUMBER _____

A By-law to amend Zoning By-law Number 8626-10, as amended.

WHEREAS the Municipal Council of the Corporation of the City of Woodstock deems it advisable to amend By-law Number 8626-10, as amended.

THEREFORE, the Municipal Council of the Corporation of the City of Woodstock, enacts as follows:

1. That Schedule "A" to By-Law Number 8626-10, as amended, is hereby amended by changing to 'R2', 'R3-64', 'R4-21', 'OS2-9', and 'OS1' the zone symbol of the lands so designated 'R2', 'R3-64', 'R4-21', 'OS2-9', and 'OS1' on Schedule "A" attached hereto.
2. That Section 8.3 to By-law Number 8626-10, as amended, is hereby further amended by adding the following subsection at the end thereof:

“8.3.64 **R3-64 NORTHEAST CORNER OF VANSITTART AVENUE AND LAKEVIEW
DRIVE (KEY MAP 3)**

8.3.64.1 Notwithstanding any provisions of this By-Law to the contrary, no *person* shall within any R3-64 Zone *use any lot, or erect, alter or use any building or structure* for any purpose except the following:

All uses permitted in Section 8.1 of this By-Law.

8.3.64.2 Notwithstanding any provisions of this By-law to the contrary, no *person* shall within any R3-64 Zone *use any lot, or erect, alter or use any building or structure* except in accordance with the following provisions:

- | | | |
|------------|---|---|
| 8.3.64.2.1 | <i>Front Yard Depth</i> | |
| | Minimum | 5.5 metres to main building from Lakeview Drive |
| 8.3.64.2.2 | <i>Exterior Side Yard Width</i> | |
| | Minimum | 3.5 metres |
| 8.3.64.2.3 | <i>Lot Area</i> | |
| | Minimum | 130 m ² per unit |
| 8.3.64.2.4 | <i>Rear Yard Depth</i> | |
| | Minimum | 4.5 metres |
| 8.3.64.2.5 | <i>Height</i> | |
| | Maximum | 14 metres |
| 8.3.64.2.6 | <i>Number of Vehicle Parking Spaces</i> | |

Minimum 1.5 spaces per unit, inclusive of visitor parking

8.3.64.3 That all the provisions of the R3 Zone in Section 8.2 to this By-Law, as amended, shall apply, and further, that all other provisions of this By-Law, as amended, that are consistent with the provisions herein contained shall continue to apply mutatis mutandis.”

3. That Section 9.3 to By-law Number 8626-10, as amended, is hereby further amended by adding the following subsection at the end thereof:

“9.3.21 **R4-21 NORTHEAST CORNER OF VANSITTART AVENUE AND LAKEVIEW DRIVE (KEY MAP 3)**

9.3.21.1 Notwithstanding any provisions of this By-Law to the contrary, no *person* shall within any R4-21 Zone *use any lot, or erect, alter or use any building or structure* for any purpose except the following:

All uses permitted in Section 9.1 of this By-Law.

9.3.21.2 Notwithstanding any provisions of this By-law to the contrary, no *person* shall within any R4-21 Zone *use any lot, or erect, alter or use any building or structure* except in accordance with the following provisions:

9.3.21.2.1 *Front Yard Depth*

Minimum 4.5 metres to main building

9.3.21.2.2 *Exterior Side Yard Width*

Minimum 6 metres to main building from Vansittart Avenue

9.3.21.2.3 *Interior Side Yard Width*

Minimum 3 metres to main building or any OS2 Zone

9.3.21.2.4 *Rear Yard Depth*

Minimum 6.5 metres

9.3.21.2.5 *Landscaped Open Space*

Minimum 27%

9.3.21.2.6 *Amenity Area*

Minimum per dwelling unit 19 m²

9.3.21.2.7 *Number of Vehicle Parking Spaces*

Minimum 1.5 spaces per unit, inclusive of visitor parking

9.3.21.3 That all the provisions of the R4 Zone in Section 9.2 to this By-Law, as amended, shall apply, and further, that all other provisions of this By-Law, as amended, that are consistent with the provisions herein contained shall continue to apply mutatis mutandis.”

4. That Section 24.3 to By-law Number 8626-10, as amended, is hereby further amended by adding the following subsection at the end thereof:

“24.3.9 **OS-9 NORTHEAST CORNER OF VANSITTART AVENUE AND LAKEVIEW DRIVE (KEY MAP 3)**

24.3.9.1 Notwithstanding any provisions of this By-Law to the contrary, no *person* shall within any OS-9 Zone *use any lot, or erect, alter or use any building or structure* for any purpose except the following:

All uses permitted in Section 24.1 of this By-Law.

24.3.9.2 Notwithstanding any provisions of this By-law to the contrary, no *person* shall within any OS2-9 Zone *use any lot, or erect, alter or use any building or structure* except in accordance with the following provisions:

24.3.9.2.1 *Lot Area*

Minimum 1800 m²

24.3.9.2.2 *Lot Depth*

Minimum 29 metres

24.3.9.3 That all the provisions of the OS2 Zone in Section 24.2 to this By-Law, as amended, shall apply, and further, that all other provisions of this By-Law, as amended, that are consistent with the provisions herein contained shall continue to apply mutatis mutandis.”

5. This By-law comes into force in accordance with Section 34(21) and (30) of the Planning Act, R.S.O. 1990, as amended.

READ a first and second time this XX day of XX, 2025.

READ a third time and finally passed this XX day of XX, 2025.

Mayor – Jerry Acchione

Clerk – Amelia Humphries

Eric Gilbert

From: Bob Axon <[REDACTED]>
Sent: February 9, 2024 7:51 PM
To: John Bell for [REDACTED]
Cc: [REDACTED]; Gordon Hough; jmcguffin@mbpc.ca; Deb Tait; Bernia Martin; Mark Schadenberg; Kate Leatherbarrow; Jerry Acchione; Liz Wismer-Van Meer; Connie Lauder; Ennio Micacchi; Daniel Major; John Ozolins; Ted Young; David King; Zorra Mayor Marcus Ryan; Brian Petrie; David Mayberry; Jim Palmer; Mark Peterson; Deb Gilvesy; Phil Schaefer; Marcus Ryan; Planning
Subject: Re: Open Letter to Farhi Holdings re: 401 Lakeview Drive

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

> On Feb 9, 2024, at 4:59 PM, John Bell for <alder.grange.residents@gmail.com> wrote:

>

> At the urging of the Oxford County Community Planning Director we are writing directly to you regarding the future direction of your proposal for these lands.

>

> We are in receipt of the County of Oxford Public Works decision of December 18, 2023, denying approval of your submitted Draft Plan of Subdivision, and any access to Oxford County Road 59. As a matter of Public Safety we have asked Oxford County Council to consider a Bylaw amendment ratifying that OR59 access decision.

>

> We note this decision is based on the County Bylaw 5222-2010 and the availability of your planned local east exit onto Lakeview Drive. That exit is however impaired by your design decision to locate that exit further West than its pre-planned location immediately west of Block 27 and delimited by Reserve Block 29, thus impacting the sight line, the existing landscaped island, the speed limit on Lakeview Drive, and the safety of those using that street.

>

> We therefore request that you alter your proposed draft and concept plan by orienting the proposed stormwater management pond to the north, or otherwise reducing its width such that it extends no further west than the limit of Block 27. This will enable the relocation of your proposed east exit to that preplanned street right of way immediately west of block 27, where it was designed so as not to impact the sight line, the existing landscaped island, or traffic flow on Lakeview Drive.

>

> We are also aware that you have been advised that the city requires a second exit from the property given that more than 26 units are proposed, and that a second pre-planned exit from the property exists to the west which offers a safe exit to Lakeview Drive and OR59 without impact on the existing community, as required by the Official Plan.

>

> We therefore request, as a matter of public safety and in compliance with the Official Plan requirement that higher density development not create traffic flow through existing low density development, that you revise your draft and concept plan to utilize that preplanned westerly safe exit from the property.

>

> In so doing, we believe this creates an opportunity for you to blend your development with the existing gateway to our community by expanding the proposed park to match that on the south, and placing low density housing along the north side of Lakeview Drive, in place of the proposed 7 story street wall apartment building and in compliance with the infill requirements of the Official Plan. This also will enhance public safety by eliminating drop off traffic on that narrow westbound strip of Lakeview Drive, for the proposed high rise apartment building, for which there is no proposed entrance driveway to accommodate such entrance traffic.

>

> We would further suggest, given the city's concern with the proposed limited parking spaces, and the resultant propensity to park on the proposed 18m wide street, that you consider, again as a matter of Public Safety and access for emergency vehicles, the use of a 20m wide street.

>

> We suggest that the combination of these actions, would result in an acceptable proposal, with a density in keeping with the local infrastructure, a character that further enhances the character of our existing neighbourhood, and safety for both new and existing residents.

>

> Thank you for your consideration.

>

> On behalf of the residents of Alder Grange and Sally Creek.

>

> John Bell, Dan Major, John Ozolins, Dave King, Ted Young and Bob Axon

>

> CC: Residents, Woodstock City Council, Oxford County Council, Oxford Community Planning

>

Eric Gilbert

From: Lyle Ball [REDACTED]
Sent: November 1, 2023 7:37 AM
To: Planning
Subject: File Nos: OP23-05-8, SB 23-02-8 & ZN 8-23-07 Farhi Holdings Corporation

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

Good morning Mr. Miller.

My wife and I live at 702 Garden Court Crescent and recently received the application notice.

As far as the density of housing etc. shown on this plan, it looks doable on this lot.

Our main concern is the introduction of one (1) more entrance/exit onto Oxford County Road 59. We do not agree with this whatsoever. This is definitely a recipe for disaster. The reasoning is based on the number of accidents that are already occurring at the Ridgewood Drive intersection along with people turning into the Tim Horton's lot when they are travelling north as well as people exiting the parking lot and going north on 59. We have already had a fatality at Lakeview & 59 earlier this year.

We hope you and the rest of the planning department look at this seriously so we can make sure no more accidents or fatalities occur in the future.

Thank you and if you would like to discuss this further, please do not hesitate to contact me.

Lyle A. Ball, C.E.T., GSC

[REDACTED]

February 6, 2024

To: Oxford County Warden Marcus Ryan, and Members of County Council

Subject: Access to Oxford Road 59 from 401 Lakeview Drive, Woodstock

We represent over 350 members of the Alder Grange and Sally Creek communities, that straddle Oxford Road 59, just North of the CPR/Thames River Bridge, in Woodstock.

We are writing to request County Council's review of the recent decision by County Public Works, given the lack of response to our multiple requests to address its deficiencies as attached. We submit, that decision, to conditionally, upon completion of a revised Traffic Impact Study, approve a limited northbound entrance/exit from the former government lands at 401 Lakeview Drive onto Oxford Road 59, hence requiring all southbound traffic to exit the impaired east entrance to the property will create traffic flow on Lakeview Drive contrary to the Official Plan policy for such traffic, and create unsafe conditions on both OR59 and Lakeview Drive.

Regardless of any study, current application, or future development, approval of this access would be contrary to the County Bylaw 5222-2010 (attached) & Guidelines (attached) which prohibit such access when access is available from a local street namely:

“Guidelines For Entrances To The County Road System

4. Location of Entrances

- b) New entrances will not be permitted where one or more of the following criteria are met:
 - i) Where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to the traffic volumes and the roadway geometrics;”

Per the Registered Plan of Subdivision 41M187 (attached), two pre-planned exits exist and are available from the subject property onto collector road Lakeview Drive. In particular, the west most exit was designed such that traffic from the property would not impact the existing low density residential on the south side of Lakeview Drive, and now with the new traffic signals it also provides immediate safe access to OR59. Additionally, the east most exit provides a second access to the property, as required for any development greater than 26 units, without impacting the existing median island or traffic flow on Lakeview Drive.

These facts alone should be sufficient for council to override, the conditional approval, and require any access to OR59 from the property to be required via the preplanned Lakeview Drive exits, for this, or any future development application.

We would however like to add the following additional information for council's consideration.

There is currently a limited southbound entrance/exit to OR59 from the Gas station on the west side of OR59, which was granted as an exception, because only one exit was available to Lakeview Drive and Gas Stations require two exits for safety reasons. That exit however experiences numerous illegal and unsafe northbound left (u-turn like) turns onto OR59,

illustrating the impracticality of such limited exits to control the opposing directional flow as intended.

The implementation of a limited northbound entrance/exit from the 401 property as conditionally proposed would experience similar illegal and unsafe southbound turns and in greater number due to the proposed density of more than 600 new residents.

Further, even if a median barrier were to be constructed on OR59 to prevent such illegal left turns, the proximity of the un-signalized Ridgewood Drive intersection to the north, and even more so the proximity of the roundabout at OR59 and OR17, would encourage the predominately southbound traffic flow from any development on this property to flow north, then turn-around to go south, thereby doubling the traffic flow on OR59.

Finally, reference has been made that the development application shows that access to the preplanned Western exit from the property is unavailable, by showing in their "concept plan" a proposed building across that access, hence preventing access to the local street. We can only point out that no approval for such a development or plan of subdivision or site plan approval or building permit exists and the applicant's action should play no role in any decision regarding access to OR59 from this property. The applicant even acknowledges in their justification report that "a direct access will not be provided based on feedback from City and County engineers", yet they chose to disregard that advice, as well as the previous application from the government for development of these lands, which proposed to utilize both of these preplanned exits to Lakeview Drive in regard of the County bylaw.

We appreciate that council, per the bylaw, has delegated responsibility for granting access to arterial roads to County Public Works, and we recognize the pressure on them to support new development, but given the prior government application for this property that demonstrated a density of 42 units per hectare (12 units per hectare or 40% more than the county goal of 30 units per hectare and 20 units or 90% more than the provincial guideline of 22 units per hectare) can be achieved with access only via the local collector road Lakeview Drive, we have no option but per the bylaw section 7 c) to "bring the application to the Council of the County of Oxford", per the terms of the existing bylaw and as a matter of public safety.

We therefore request that county consider a site-specific amendment to bylaw 5222-2010, prohibiting access to OR59 from the subject property given the preplanned exits onto Lakeview Drive, which provide direct safe access to OR59 via the traffic signals at OR59.

Thank you for your attention to this matter. We would be happy to appear as a delegation to formally request this action and answer any questions.

John Bell, Dan Major, John Ozolines, Dave, King, Bob Axon and Ted Young on behalf of our residents.

Cc: Woodstock Mayor Jerry Acchione
Woodstock City Council
Ennio Micacchi [REDACTED]

From: [John Bell for](#)
To: [REDACTED]@fhc.ca; [REDACTED]@fhc.ca
Cc: [Gordon Hough](#); [REDACTED]; [Deb Tait](#); [Bernia Martin](#); [Mark Schadenberg](#); [Kate Leatherbarrow](#); [Jerry Acchione](#); [Liz Wismer-Van Meer](#); [Connie Lauder](#); [Ennio Micacchi](#); [Daniel Major](#); [John Ozolins](#); [Bob Axon](#); [Ted Young](#); [David King](#); [Zorra Mayor](#); [Marcus Ryan](#); [Brian Petrie](#); [David Mayberry](#); [Jim Palmer](#); [Mark Peterson](#); [Deb Gilvesy](#); [Phil Schaefer](#); [Marcus Ryan](#); [Planning](#)
Subject: Open Letter to Farhi Holdings re: 401 Lakeview Drive
Date: February 9, 2024 4:59:36 PM

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At the urging of the Oxford County Community Planning Director we are writing directly to you regarding the future direction of your proposal for these lands.

We are in receipt of the County of Oxford Public Works decision of December 18, 2023, denying approval of your submitted Draft Plan of Subdivision, and any access to Oxford County Road 59. As a matter of Public Safety we have asked Oxford County Council to consider a Bylaw amendment ratifying that OR59 access decision.

We note this decision is based on the County Bylaw 5222-2010 and the availability of your planned local east exit onto Lakeview Drive. That exit is however impaired by your design decision to locate that exit further West than its pre-planned location immediately west of Block 27 and delimited by Reserve Block 29, thus impacting the sight line, the existing landscaped island, the speed limit on Lakeview Drive, and the safety of those using that street.

We therefore request that you alter your proposed draft and concept plan by orienting the proposed stormwater management pond to the north, or otherwise reducing its width such that it extends no further west than the limit of Block 27. This will enable the relocation of your proposed east exit to that preplanned street right of way immediately west of block 27, where it was designed so as not to impact the sight line, the existing landscaped island, or traffic flow on Lakeview Drive.

We are also aware that you have been advised that the city requires a second exit from the property given that more than 26 units are proposed, and that a second pre-planned exit from the property exists to the west which offers a safe exit to Lakeview Drive and OR59 without impact on the existing community, as required by th Official Plan.

We therefore request, as a matter of public safety and in compliance with the Official Plan requirement that higher density development not create traffic flow through existing low density development, that you revise your draft and concept plan to utilize that preplanned westerly safe exit from the property.

In so doing, we believe this creates an opportunity for you to blend your development with the existing gateway to our community by expanding the proposed park to match that on the south, and placing low density housing along the north side of Lakeview Drive, in place of the proposed 7 story street wall apartment building and in compliance with the infill requirements of the Official Plan. This also will enhance public safety by eliminating drop off traffic on that narrow westbound strip of Lakeview Drive, for the proposed high rise apartment building, for which there is no proposed entrance driveway to accommodate such entrance traffic.

We would further suggest, given the city's concern with the proposed limited parking spaces, and the resultant propensity to park on the proposed 18m wide street, that you consider, again

as a matter of Public Safety and access for emergency vehicles, the use of a 20m wide street.

We suggest that the combination of these actions, would result in an acceptable proposal, with a density in keeping with the local infrastructure, a character that further enhances the character of our existing neighbourhood, and safety for both new and existing residents.

Thank you for your consideration.

On behalf of the residents of Alder Grange and Sally Creek.

John Bell, Dan Major, John Ozolins, Dave King, Ted Young and Bob Axon

CC: Residents, Woodstock City Council, Oxford County Council, Oxford Community Planning

From: [john Bell](#)
To: [Eric Gilbert](#)
Subject: Re: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments
Date: February 4, 2025 12:55:17 PM

Hi Eric

Please see our comments in red below. We believe they are germane to council's decision. We trust you will include our views and requests in your report.

Thanks

John

From: Eric Gilbert <egilbert@oxfordcounty.ca>
Sent: January 21, 2025 2:55 PM
To: john Bell <[REDACTED]>
Cc: Paul Michiels <pmichiels@oxfordcounty.ca>; Marcus Ryan <mryan@oxfordcounty.ca>; Jerry Acchione <jacchione@cityofwoodstock.ca>; Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; David King <[REDACTED]>; Bob Axon <[REDACTED]>; [REDACTED] <[REDACTED]>; Jesse Keith <jkeith@oxfordcounty.ca>; Planning <planning@oxfordcounty.ca>
Subject: RE: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Hello John,

As indicated in earlier emails, the County's position remains that the County Road Access By-Law gives the Director of Public Works the discretion to grant new entrances, through the review of a Planning Act application as is the case through these applications. It remains our position that the Director of Public Works' decision to allow for an additional access to County Road 59 is in accordance with that By-Law.

We refer you to our letter of Dec 5 regarding your interpretation of the County Bylaw in particular point 4. "We found nothing in any section of the bylaw or guidelines that authorizes the Director to exempt a proposed new entrance on an application for plan of subdivision from the Planning Act, override the commenting process of the Planning Act, or grant direct approval of a proposed new entrance on an application for plan of subdivision, as you reference and rely, all of which we note would usurp the review and approval authority of council." As such we will look to council to review this matter as you have committed to

address it in your planning report for their consideration and approval.

In support of that decision, the TIS and the peer review of the TIS indicated that the operation of OR 59 and Lakeview Drive would continue to function satisfactorily with the proposed right in, right out entrance on OR 59.

As we have continually sought to point, our concern is not with the ability of these intersections to handle the volume with acceptable LOS which is a given, but with the lack of consideration and assessment of the safety of the resultant traffic flow from these design decisions.

City staff have raised no concerns with the one access on Lakeview Drive to the signalized intersection and the connection of Street A to OR 59 and have supported the design as proposed.

We find no such reference in the city comments you have provided to date.

Reducing one access on Lakeview Drive may reduce the amount of vehicular trips using Lakeview and reduce the number of vehicles from the new residents in the development travelling on the 170 m stretch of Lakeview Drive to Street A.

Given that a reduced access to OR59 would force 85% of the traffic to utilize Lakeview Drive from the East exit, this statement makes no sense to us. It is only the use of the preplanned and safe West exit that has been in use for 20 years that will reduce the flow of traffic through the subdivision as dictated by the Official Plan.

With respect to comment #10 for appropriate cul de sacs and turnarounds, this is a standard condition that would only be applicable if the developer chose to phase the development such that a temporary cul de sac or turnaround was required. I do not anticipate that this is the case for this development as the completion of Street A is likely occur through the initial phase for other reasons including construction staging and watermain looping.

You will note the County's response is that the condition is " required to ensure proposed roadways have adequate turning radius/unobstructed access (without reversing) for waste collection and emergency vehicles" (including temporary ones, if/as applicable to suit subdivision phasing), indicating the ongoing requirement which makes sense given the proposed design will require all turnarounds including school busses to access private property.

The process you refer to with respect to Juliana Drive and Lampman Place is a distinct set of circumstances from the subject application. Through the City's transportation master plan, the Juliana Drive corridor was examined due to existing and planned development (over 1500+ new residential units are proposed in proximity to Juliana Drive and Norwich Avenue). The TMP recommended that a new public street serving the residential development south of Juliana be aligned

with Lampman Place to correct unsatisfactory levels of service for the Bruin Ave / Juliana and Juliana/ Norwich intersections. The TMP recommended that the existing Bruin Boulevard public ROW be modified and re-aligned to match the Lampman Place intersection to take advantage of future signalization to ensure adequate levels of service are provided.

You appear to have misinterpreted our point, which was only to point out that processes are available to assess the alternatives to a particular road design and assess its safety and impact on the public, which the planning process has failed to do in regard to access to these lands, resulting in the worst possible design. Again we will look to council for an independent review addressing our concerns.

To establish a new public street, there are two mechanisms- a Class Environmental Assessment, or dedicating lands as public highways through the registration of a plan of subdivision. The lands south of Juliana will not be subject to future subdivision applications as the lands are not required to be subdivided, though they will be subject to Official Plan Amendment and Zoning By-Law amendments. As there are no subdivision applications anticipated, there is no ability to create the public ROW through that process and consequently the City was required to use the EA process to established the public ROW for the realignment.

Regards,

Eric Gilbert, MCIP RPP
Manager of Development Planning | Community Planning
Oxford County

From: john Bell <[REDACTED]>
Sent: January 21, 2025 1:57 PM
To: Eric Gilbert <egilbert@oxfordcounty.ca>
Cc: Paul Michiels <pmichiels@oxfordcounty.ca>; Marcus Ryan <mryan@oxfordcounty.ca>; Jerry Acchione <jacchione@cityofwoodstock.ca>; Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; David King <[REDACTED]>; Bob Axon <[REDACTED]>; Jesse Keith <jkeith@oxfordcounty.ca>
Subject: Re: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

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Eric, thank you for providing the comments from County Public Works in regard to the revised application.

We appreciate the thoroughness of the staff comments on all aspects of this development except in regard to those in point 13 of the Comments attached

with regard to access to County Road 59.

While we appreciate that a traffic study may show acceptable levels of service (LOS) at that intersection and that the design follows accepted industry practice and that a second entrance to the property is required by the city for a development of more than 26 units, we find that the County assessment totally disregards the existence of a second full movement intersection to the property from Lakeview Drive as presently in use by the government and ignores the County By-law 5222-2010 and guidelines passed in Nov 24, 2010 which states "b) New entrances will not be permitted where one or more of the following criteria are met: i) Where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to the traffic volumes and the roadway geometrics".

As the TIS previously confirmed the ability of both an exit on Lakeview Drive and the intersection at OR59 and Lakeview to handle the proposed volume from the development, we cannot understand the logic behind that omission, or the decision to support a limited exit from the property which would further impact safety on OR59 or require significant mitigation efforts to reduce it, when a second safe full movement intersection exit already exists on Lakeview Drive.

While we appreciate that County only has responsibility for the safety of OR59, their decision also totally disregards the safety impact on the present and future local community by causing all southbound traffic to traverse along street A and through the proposed subdivision to exit from the far east exit on Lakeview Drive and back along Lakeview Drive through the existing subdivision, in order to access southbound OR59.

The attached illustrations will demonstrate our concerns.

Further, point 10 of the Proposed Draft Plan Conditions attached requires "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." We note that not only does the proposed plan include no such turnaround provisions, particularly for the multitude of school busses, forcing all turnarounds to utilize private property, the requirement is only created by the restriction imposed by the limited northbound exit and would not be required if both full movement intersections on Lakeview Drive were utilized as preplanned and reserved on our subdivision Plan (41M187).

We ask that a further assessment be performed to address the design options in regard to the safety of the community and the conformity with our adjacent plan

of subdivision per section 51(24)(c) of the Planning Act, such as the one recently conducted by the city to determine the most appropriate way to allow for access to the lands adjacent to Lampman Place and Juliana Drive, which included a public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts. It also included Public participation to ensure that the ongoing concerns of the public and affected groups within the study area are identified, documented and assessed. It should not be necessary for the public to contract that assessment when the issues and impact of these decisions are as significant as we have described.

We would appreciate knowing your planning opinion on this matter and a prompt response given the current progress of this application.

Thanks Eric

John Bell, Dan Major, John Ozolins, Dave King, Bob Axon, and Ted Young

From: Eric Gilbert <egilbert@oxfordcounty.ca>

Sent: January 20, 2025 4:30 PM

To: john Bell <[REDACTED]>

Cc: Planning <planning@oxfordcounty.ca>

Subject: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Good Afternoon John,

Please find below circulation comments from Oxford County Public Works Department.

We have received the peer review TIS, and I will forward it along as soon as the document is available (we are waiting for the final signed version from the consultant, and expect it this week).

Thanks,

Eric Gilbert, MCIP RPP

Manager of Development Planning | Community Planning

Oxford County

County PW has reviewed the above noted subdivision draft approval submission and have the following comments and conditions. The attached are to be provided to the engineering consultants working on the project for aid in detailed design.

Comments:

1. It's understood that proposed Block 2 (medium density) and Block 3 (high density) will be subject to future Site Plan Control applications/approvals.
2. The submitted Functional Servicing Report (FSR) used area hydrant data (pressures/flows) from 2018. Hydrant data will need to be updated as County only accepts data from the past 3 years, especially in this area which has had significant growth. The developer will be responsible for retaining an approved/certified consultant to undertake the fire hydrant flow testing under the supervision of City Water Operations staff.
3. During detailed design, full water model will be required based on the above updated hydrant data. Design and modeling analysis to consider/integrate proposed water servicing design/layout/ownership/etc. for proposed Blocks 2 and 3 (ultimately subject to Site Plan approvals).
4. As acknowledged in the FSR, watermain looping will be required. It may be worth looking into construction of a watermain from Ridgewood Dr to Street A to provide a loop, to be further assessed during detailed design.
5. Peaking factors in Section 3.1 and 3.3 of the FSR don't match.
6. First run of sanitary pipe to have 1% slope and any private sanitary servicing to follow section 1.10.3 minimum size and grade of sanitary services for all private buildings.
7. Sanitary will require a sanitary sewer design sheet (SSDS) to the intersection of Pittock Park Rd and Fredrick St. SSDS can end where

flows from subdivisions north of Pittock Reservoir enter system from Pittock Park Rd.

8. Removal of existing underground municipal services, entrance, etc. on the property (that will no longer be required for the proposed redevelopment) shall be incorporated into the design/construction to the satisfaction of the County and City.
9. Proposed sanitary sewer infrastructure, to eventually be assumed by the County (e.g. on Street A), will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Sewage Collection System* (CLI-ECA #071-W601).
10. The County will review & approve any proposed storm drainage works located within County road allowance. If/as applicable, such storm drainage works will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Stormwater Management System* (CLI-ECA #071-S701).
11. Proposed watermains, to eventually be assumed by the County, will be subject to associated regulatory approvals (e.g. Form 1).
12. A 3rd party technical review of the submitted Traffic Impact Study (TIS)/Parking Study (dated March 2024 by RC Spencer Associates Inc.) and Traffic Impact / Parking Study – Sensitivity Analysis (dated July 31, 2024 by RC Spencer Associates Inc.) has been completed by a reputable transportation planning/engineering company.
 1. All recommendations of the 3rd party technical review to be incorporated into an updated TIS and detailed design submission.
13. As supported by findings and conclusions of the TIS and TIS Peer Review completed by qualified professional engineers, the proposed public accesses (entrances) are considered acceptable/reasonable (and consistent with accepted industry practice) pending detailed design and ultimate implementation of such accesses in accordance with recommendations from the TIS/TIS Peer Review, all to the satisfaction of the City and County.
 1. The proposed second entrance onto Oxford Road 59 as a Right-In, Right-Out (RIRO) configuration is supported by Public Works, since a second entrance is necessary to accommodate the number of units being proposed at 401 Lakeview Dr. A full movement intersection is not preferred as a second entrance; however a RIRO road access allows for emergency response, waste collection, and winter maintenance while minimizing

potential operational issues associated with a full movement intersection.

2. Consistent with TIS Peer Review recommendations, the proposed RIRO site access shall include a right turn taper. Additional details/specifications for the proposed RIRO site access to be confirmed during detailed design phase, including consideration for incorporating a raised centre median on Oxford Road 59 versus a channelizing island.
 3. Consistent with typical development requirements, certification of all constructed works by a qualified professional engineer (retained by developer) will be required. Lakeview Drive is under the jurisdiction of the City of Woodstock; all parties to work collaboratively to ensure that accesses are constructed as per the approved design (e.g. including modifications to enable acceptable sight lines, etc.)
14. The Owner should be aware that the following County Public Works (PW) fees will be required throughout the subdivision planning/development process. Select referenced fees below are based on the current 2025 County Fees & Charges By-Law (subject to change). Fees will be based upon latest fees and by-laws at time of payment:
1. Fee of \$9,800, per phase (includes development review/file management services, clearance fees, review fees for water & wastewater connection applications required at time of building permit for each lot, etc.)
 2. Fee for County water & wastewater capacity / hydraulic modelling review, \$500 (min.)
 3. Fee for Watermain Review and Regulatory approval – Form 1, \$1,250 (per phase)
 4. Fee for Sanitary sewer review, CLI-ECA process, \$1,250 (per phase)
 5. Fee for Storm Drainage review, CLI-ECA process, \$1,250 (per phase)
 6. Inspection fees (equal to 1.6% of the supply and installation cost for applicable water/sanitary/storm infrastructure to be installed and eventually assumed by Oxford County)
 7. Fee for Watermain inspection/commissioning – Subdivision/Site Plan < 25 lots/units \$1,500 – per phase; >25 lots/units - \$2,500 per Phase

15. A Road Occupancy & Excavation Permit application and all supporting documentation will be required prior to construction of any works within County road allowance (Oxford Road 59).
16. Performance and maintenance securities to be collected to the satisfaction of City and County.

Proposed Draft Plan Conditions:

1. The Owner agrees in writing to satisfy all the requirements, financial (including payment of applicable development charges) and otherwise, of the County of Oxford regarding the installation of the water distribution system, the installation of the sanitary sewer system, and other matters pertaining to the development of the subdivision, to the satisfaction of County of Oxford Public Works.
2. Prior to the approval 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 of Woodstock and County of Oxford.
3. The subdivision agreement shall make provision for the assumption and operation, by the County of Oxford, of the water distribution and sewage collection systems within the public roads noted in the draft plan subject to the approval of the County of Oxford Department of Public Works.
4. Prior to the final approval of the subdivision plan, the Owner shall receive confirmation from the County of Oxford Department of Public Works that there is sufficient capacity in the Woodstock water and sanitary sewer system to service the plan of subdivision. Confirmation shall be given in accordance with the most current "County-Wide Water and Wastewater Capacity Allocation for Residential Development" protocol, and/or to the satisfaction of Oxford County Public Works. Given that the availability of servicing capacity can change over time due to a number of factors, any conditional allocation of reserve capacity to a particular proposed development (or phase of development) by the County is not considered final approved until such time as the application(s) for that development (or phase of development) has/have been final approved (e.g. registered; Site Plan approval for proposed Blocks 2 and 3).
5. 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.
6. Prior to the approval of the final plan by the County, such easements as may be required for utility and drainage purposes shall be granted to

- the appropriate authority, to the satisfaction of the City and County.
7. The Owner shall demonstrate/implement to the satisfaction of the County of Oxford that the entire subdivision, and each phase of development, shall be serviced with two independent water supply points to provide for adequate redundancy and looping for domestic and fire protection services.
 8. 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 the City of Woodstock and County of Oxford Department of Public Works.
 9. 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.
 10. Appropriate cul-de-sacs/turnaround areas (including temporary ones, if/as applicable to suit subdivision phasing) 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 Guidelines.
 11. The Owner agrees in writing, that a 0.3 m (1 ft) reserve along County Road 59 shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of County of Oxford Public Works.
 12. The Owner agrees in writing, to implement recommendations from the updated TIS and TIS peer review (including all amendments/upgrades required) to the satisfaction of Oxford County Public Works and the City. Current TIS has been completed using a traffic sensitivity analysis. While timelines are not confirmed, it is expected that construction on County Road 59 Bridge will be completed at the end of February 2025 while construction at the intersection of County Road 59 and Devonshire will begin in early March. Traffic counts will be required as close to but before the construction mobilizes for County Road 59 and Devonshire. These traffic counts are to be compared to the sensitivity analysis and if greater than those used the TIS will need to be updated.
 13. 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 the City of

Woodstock and County of Oxford.

14. The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
15. The Owner agrees in writing, to implement recommendations from the Noise and Vibration Feasibility Assessment, as well as any updated assessments, to the satisfaction of Oxford County Public Works and the City. All costs associated with the study and implementation of mitigation recommendations shall be borne by Owner, to the satisfaction of the County and City.
16. The Owner agrees to implement the recommendations contained within other various technical reports (e.g. Environmental Site Assessments/Geotechnical, Functional Servicing Report, 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.
17. The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer.
18. 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.

Regards,

Kevin Lukawiecki, P.Eng

Development Review Engineer

519.539.9800, ext. 3117 | mobile 519.532.0172

www.oxfordcounty.ca

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Eric Gilbert

From: John Bell for [REDACTED]
Sent: February 9, 2024 3:51 PM
To: Gordon Hough
Cc: Daniel Major; John Ozolins; Bob Axon; Ted Young; David King; Eric Gilbert; Planning
Subject: Re: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07
Attachments: Public Works Response to OR59 - Dec 18, 2023.pdf; County Public Works Response Email.pdf

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Thank you for your response to our requests. We respond with the following concerns.

With respect to the public planning meeting, we have asked the city to confirm that the planning report, draft bylaw texts, and the draft official plan text, be made available to the public at the time the public meeting is announced, per the Planning Act, such that residents can adequately prepare to make representations at the public meeting. We request the same confirmation from you.

We appreciate that council may choose to defer consideration of the application as they see fit, and will count on them to do so in response to public and/or other concerns not adequately addressed.

You will appreciate that we continue to dispute your position that the applicant can disregard the infill requirements simply by requesting higher density for an area, just as we dispute the recent position that the applicant can refuse to utilize the only safe and Official Plan conformant exit from the property by placing a building across that exit. Our position remains that a design must be first of all conformant with the restrictions on the site, including available preplanned exits as on Lakeview Drive and unavailable exits such as OR59.

In that regard, we also take issue with the disregard of the response from County Public Works on December 18, 2023 (attached) which denied approval of the draft plan and any access to OR59, pending a revised draft plan and supporting TIS study. We are in support of the professional opinion of the County staff responsible for the safety of the public and our residents, and take exception to any action to alter those decisions as appears to be the case, given planning's subsequent response to our query of Jan 8, 2024, after receipt of those comments, that they were "working with Oxford County Public Works on their comments", We ask that you confirm, as a matter of public safety, that the applicant has now been informed of that response.

We also take issue with the apparent failure to submit our comments to the applicant, and the suggestion that we need to do that directly. Should we do so, planning would be unaware of our input and would be unable to reflect those concerns, and the applicant's response or lack thereof, in the planning report for council's consideration, which you indicate in your last paragraph is also your role.

Finally, we take issue with your position on density, addressing it only in terms of the maximum density allowed in each zone, without regard to the limitations of the site location or the mix targets in the official plan, which both tend to gate the average density to less than half that proposed.

We again request to see what comments you have sent to the applicant on our behalf, and all the responses received back from the applicant, such that we can understand the context of the final modified application at the public meeting.

We look forward to your confirmations as requested above.

Thank you from the team.

On Thu, Jan 25, 2024 at 4:04 PM Gordon Hough <ghough@oxfordcounty.ca> wrote:

Good afternoon Mr. Bell.

Regarding your correspondence of December 13, 2024, please be advised of the following with respect to the issues that you have identified:

The circulation and process of applications regarding the same proposal is standard practice of this office. This approach affords all interested parties with the materials to fully understand the nature and scale of the proposal as submitted. Further, the public meeting process employed in the City is subject to Council discretion and direction. Where Council is of the opinion that additional time is required to better address public and/or other concerns related to a proposal, it is Council's prerogative to defer that application and provide direction as they see fit. The same is true regarding the consideration of the applications (in this case the Official Plan amendment and the plan of subdivision) by County Council. The overall process and the flexibility to deal with proposals of varying complexity has, in our opinion, served the City and County well.

Regarding your concerns related to the application of the Infill policies contained in Section 7.2.4, the subject lands are not presently designated for residential use. The Official Plan amendment proposes to redesignate the lands from Community Facility to Low, Medium and High Density Residential, as set out in the proposal. The infill policies that you reference are specific to consideration of low density residential areas, including the 'general' policies that apply to 'all infill proposals'. Lands proposed to be designated for Medium and/or High Density residential use are subject to their own, specific criteria when considering new designations. The infill policies contained in Section 7.2.4 are not cross referenced with either the Medium Density or High Density policies, nor is there reference in either higher density designation to the infill policies in 7.2.4.

The applications will be addressed in the context of these policies at such time as we are satisfied that we have all of the information necessary to proceed to public meetings. Regarding the density of the development, our calculations indicate that the proposal falls within the density provisions contained in the OP for Low, Medium and High Density residential development. Again, this will be addressed further at such time as the applications proceed to public meetings via the staff report.

I have passed your correspondence along to the applicant's consultant. As Eric has noted in previous correspondence, you are welcome to contact the consultant directly (Jay McGuffin at Montieth Brown Planning Consultants) with your suggestions and/or concerns. I'd also reiterate Eric's previous comments regarding the public process and the public's participation in same, and Council's role as the decision maker regarding planning applications. The applicant is not required to compromise, agree with or otherwise amend the proposal based on any of the feedback they receive, be it from the public or other sources. Planning staff will report to both City and County Council in our professional capacity and provide recommendations as to whether the applications are consistent with provincial policy and support the strategic initiatives, objectives and policies of the Official Plan, and whether the proposal represents good land use planning with a view to comments received from all stakeholders, including public input.

Thanks GH

Gordon K Hough, RPP

Director | Community Planning

County of Oxford

P. O. Box 1614 | 21 Reeve Street

Woodstock ON N4S 7Y3

P: 519 539 0015 ext 3207 | 1 800 755 0394 ext 3207

E-mail ghough@oxfordcounty.ca

From: John Bell for <[REDACTED]>

Sent: Wednesday, December 13, 2023 8:40 PM

To: Gordon Hough <ghough@oxfordcounty.ca>

Cc: Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; Bob Axon <[REDACTED]>;
Ted Young <[REDACTED]>; David King <[REDACTED]>; Eric Gilbert
<egilbert@oxfordcounty.ca>

Subject: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

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

Please see the attached letter on behalf of the Alder Grange Residents.

We have also copied Woodstock Council.

Thank you

John et al.



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Eric Gilbert

From: John Bell for [REDACTED]
Sent: February 13, 2025 11:40 AM
To: Eric Gilbert
Subject: Re: Registered Plan LRO 41 - Plan (41M187)

Eric given the lack of response from the city, please include our concerns with these items in your report, for councils consideration.

Thanks
John

On Mon, Jan 27, 2025 at 11:30 AM John Bell for <[REDACTED]> wrote:
Good Morning Harold

Thank you for getting back to us.

It was our intention to meet with you to discuss our concerns, to be able to address the questions you have asked, and to understand the City staff positions on these matters.

The attached will try and answer each of your questions based on our understanding of the application and the published laws, and hope that you can advise us of what City staff can do regarding each of these concerns. As we will be away for the next few weeks, hopefully our written response will clarify and aid you in any discussions with City staff.

Our concerns were initiated by the comments forwarded to us by Community Planning which included the City comment that "The building department is supportive of the proposed development" now confirmed by your response that "The Engineering Department has no objections to this development." Additionally Community Planning, also recently advised that "City staff have raised no concerns with the one access on Lakeview Drive to the signalized intersection and the connection of Street A to OR 59 and have supported the design as proposed."

We are not critical of the assessments performed by the City to reach these conclusions, but rather wish to point out the additional assessments we believe necessary to the review of this application for a plan of subdivision, because it has an adjacent plan of subdivision, requiring per Section 51 of the Planning Act, regard of its conformity with our subdivision plan such that those assessments can be included for Council's consideration in the Planning Report. We further recognize that our concerns are not ones the City staff would readily identify, based on an assumption the applicant would have performed his due diligence and not be making requests which cross reserves or private lands without identifying same in the application. Since that was not done by the applicant in this case, it is up to the impacted residents to bring this to your attention, which was the purpose of our request to meet.

We hope that these responses address your questions and provide the information appropriate to the City providing additional assessments and comment regarding these requests, so that they will be included and addressed in the Planning Report, and Council are reasonably informed of the City staff's recommendations to either approve or deny these requests in their consideration of the applicant's draft plan of subdivision.

Thank you on behalf of the residents

John Bell, Dan Major, John Ozolins, Dave King, Bob Axon, Ted Young

On Fri, Jan 24, 2025 at 9:58 AM Harold deHaan <hdehaan@cityofwoodstock.ca> wrote:

John,

Which requests have not been addressed in the comments provided to Community Planning are you referring to? How is this development infringing on “your” development? Where is “your” development?

The City (including the Engineering Department) has submitted its comments to the Oxford County Planning Department. If you wish to see our comments, they are included in the planning report. The Engineering Department has no objections to this development.

Harold de Haan, P.Eng.

City Engineer

City of Woodstock

PO Box 1539

944 James St.

Woodstock, ON

N4S 0A7

Office: 519 539-2382 x3112

Fax: 519 421-3250

Email: hdehaan@cityofwoodstock.ca

My working day may not be your working day. Please do not feel obliged to reply to this email outside of your normal working hours.

From: John Bell for <[REDACTED]>
Sent: Wednesday, January 22, 2025 11:20 AM
To: Harold deHaan <hdehaan@cityofwoodstock.ca>

Cc: Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; David King
<[REDACTED]>; Bob Axon <[REDACTED]>; Ted Young <[REDACTED]>; Mayor Jerry
Acchione <mayor@cityofwoodstock.ca>
Subject: Registered Plan LRO 41 - Plan (41M187)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good Morning Mr. DeHaan

We represent the interests of some 400 residents with concerns regarding the design of the proposed development at 401 Lakeview, north of the subject plan, but more so the owners of properties on this Registered Plan directly impacted by the proposal.

From what we understand, this application not only proposes development of their block, but also proposes to infringe on our subdivision plan in ways that we consider unnecessary to the success of that development.

We would like to meet with you to understand the city's position on those requests which have not been addressed in the comments provided to Community Planning regarding the application.

We are available at your earliest convenience.

Thank you

John Bell, Dan Major, John Ozolins, Dave King, Bob Axon, Ted Young

Eric Gilbert

From: john Bell <[REDACTED]>
Sent: January 23, 2025 4:56 PM
To: Eric Gilbert
Cc: Paul Michiels; Marcus Ryan; Jerry Acchione; Daniel Major; John Ozolins; David King; Bob Axon; tedjoany@rogers.com; Jesse Keith; Planning
Subject: Re: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Some people who received this message don't often get email from jhbell50@hotmail.com. [Learn why this is important](#)

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Thanks Eric.

We have reviewed the subject Peer Study and find it lacking:

1. The consultant chosen has a conflict given their previous involvement in this property, and we understand previous business dealings with the applicant.
2. The study fails to assess the safety impact of the proposed intersection in the context of flow and the whole proposed development.
3. The study fails to assess the use of the alternate exit on Lakeview Drive as per the County staff response on Dec 18, 2023 denying the OR59 access
4. The study fails to recognize the adverse sight triangle on northbound OR59 created by the 18 wheelers that park in that area to access Tim Hortons.
5. The study fails to consider the safety impact of an additional exit on OR59 within the recently established Community Safety Zone.
6. The study fails to consider the safety impact of the resulting abetted illegal left turns, u-turns at Ridgewood or turnarounds at the OR17 roundabout
7. The study fails to assess the preplanned exit design at the east exit on Lakeview Drive that would avoid destruction of the end of the island and improve the proposed turning area.

These are all items that we requested back in April be included in the peer study, that are germane to council's decision on approval of this exit request, and items that would be addressed in the study we requested earlier this week which you have rejected. We also note that this study was dated and submitted to the County on Dec 18, 2024, over a month ago, leaving little time for us to obtain the independent assessment that we expected County to perform.

As I will be away until then, we have requested a Council delegation on Feb 20 to request that Council support a proper technical assessment of this design decision that goes beyond mechanical turning count and LOS calculations and considers the full safety impact of this decision and the alternatives available to improve any identified safety concerns, such that they may be fully informed prior to their decision.

John Bell, Dan Major, John Ozolins, Dave King, Bob Axon, and Ted Young

From: Eric Gilbert <egilbert@oxfordcounty.ca>
Sent: January 21, 2025 5:00 PM
To: john Bell <[REDACTED]m>
Cc: Paul Michiels <pmichiels@oxfordcounty.ca>; Marcus Ryan <mryan@oxfordcounty.ca>; Jerry Acchione <jacchione@cityofwoodstock.ca>; Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; David King <[REDACTED]>; Bob Axon <[REDACTED]>; [REDACTED]; [REDACTED]; Jesse Keith <jkeith@oxfordcounty.ca>; Planning <planning@oxfordcounty.ca>
Subject: RE: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Hello John,

As promised, please find attached the findings of the peer review of the TIS.

Regards,

Eric Gilbert, MCIP RPP
Manager of Development Planning | Community Planning
Oxford County

From: Eric Gilbert
Sent: January 21, 2025 2:55 PM
To: john Bell <[REDACTED]>
Cc: Paul Michiels <pmichiels@oxfordcounty.ca>; Marcus Ryan <mryan@oxfordcounty.ca>; Jerry Acchione <jacchione@cityofwoodstock.ca>; [REDACTED]; John Ozolins <[REDACTED]>; David King <[REDACTED]>; Bob Axon <[REDACTED]>; [REDACTED]; Jesse Keith <jkeith@oxfordcounty.ca>; Planning <planning@oxfordcounty.ca>
Subject: RE: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Hello John,

As indicated in earlier emails, the County's position remains that the County Road Access By-Law gives the Director of Public Works the discretion to grant new entrances, through the review of a Planning Act application as is the case through these applications. It remains our position that the Director of Public Works' decision to allow for an additional access to County Road 59 is in accordance with that By-Law. In support of that decision, the TIS and the peer review of the TIS indicated that the operation of OR 59 and Lakeview Drive would continue to function satisfactorily with the proposed right in, right out entrance on OR 59. City staff have raised no concerns with the one access on Lakeview Drive to the signalized intersection and the connection of Street A to OR 59 and have supported the design as proposed. Reducing one access on Lakeview Drive may reduce the amount of vehicular trips using Lakeview and reduce the number of vehicles from the new residents in the development travelling on the 170 m stretch of Lakeview Drive to Street A.

With respect to comment #10 for appropriate cul de sacs and turnarounds, this is a standard condition that would only be applicable if the developer chose to phase the development such that a temporary cul de sac or

turnaround was required. I do not anticipate that this is the case for this development as the completion of Street A is likely occur through the initial phase for other reasons including construction staging and watermain looping.

The process you refer to with respect to Juliana Drive and Lampman Place is a distinct set of circumstances from the subject application. Through the City's transportation master plan, the Juliana Drive corridor was examined due to existing and planned development (over 1500+ new residential units are proposed in proximity to Juliana Drive and Norwich Avenue). The TMP recommended that a new public street serving the residential development south of Juliana be aligned with Lampman Place to correct unsatisfactory levels of service for the Bruin Ave / Juliana and Juliana/ Norwich intersections. The TMP recommended that the existing Bruin Boulevard public ROW be modified and re-aligned to match the Lampman Place intersection to take advantage of future signalization to ensure adequate levels of service are provided.

To establish a new public street, there are two mechanisms- a Class Environmental Assessment, or dedicating lands as public highways through the registration of a plan of subdivision. The lands south of Juliana will not be subject to future subdivision applications as the lands are not required to be subdivided, though they will be subject to Official Plan Amendment and Zoning By-Law amendments. As there are no subdivision applications anticipated, there is no ability to create the public ROW through that process and consequently the City was required to use the EA process to established the public ROW for the realignment.

Regards,

Eric Gilbert, MCIP RPP
Manager of Development Planning | Community Planning
Oxford County

From: john Bell <[REDACTED]>
Sent: January 21, 2025 1:57 PM
To: Eric Gilbert <egilbert@oxfordcounty.ca>
Cc: Paul Michiels <pmichiels@oxfordcounty.ca>; Marcus Ryan <mryan@oxfordcounty.ca>; Jerry Acchione <jacchione@cityofwoodstock.ca>; Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; David King <[REDACTED]>; Bob Axon <[REDACTED]>; Jesse Keith <jkeith@oxfordcounty.ca>
Subject: Re: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

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Eric, thank you for providing the comments from County Public Works in regard to the revised application.

We appreciate the thoroughness of the staff comments on all aspects of this development except in regard to those in point 13 of the Comments attached with regard to access to County Road 59.

While we appreciate that a traffic study may show acceptable levels of service (LOS) at that intersection and that the design follows accepted industry practice and that a second entrance to the property is required by the city for a development of more than 26 units, we find that the County assessment totally disregards the existence of a second full movement intersection to the property from Lakeview Drive as presently in use by the government and ignores the County By-law 5222-2010 and guidelines passed in Nov 24, 2010 which states "b) New entrances will not be permitted where one or more of the following criteria are met: i) Where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to the traffic volumes and the roadway geometrics".

As the TIS previously confirmed the ability of both an exit on Lakeview Drive and the intersection at OR59 and Lakeview to handle the proposed volume from the development, we cannot understand the logic behind that omission, or the decision to support a limited exit from the property which would further impact safety on OR59 or require significant mitigation efforts to reduce it, when a second safe full movement intersection exit already exists on Lakeview Drive.

While we appreciate that County only has responsibility for the safety of OR59, their decision also totally disregards the safety impact on the present and future local community by causing all southbound traffic to traverse along street A and through the proposed subdivision to exit from the far east exit on Lakeview Drive and back along Lakeview Drive through the existing subdivision, in order to access southbound OR59.

The attached illustrations will demonstrate our concerns.

Further, point 10 of the Proposed Draft Plan Conditions attached requires "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." We note that not only does the proposed plan include no such turnaround provisions, particularly for the multitude of school busses, forcing all turnarounds to utilize private property, the requirement is only created by the restriction imposed by the limited northbound exit and would not be required if both full movement intersections on Lakeview Drive were utilized as preplanned and reserved on our subdivision Plan (41M187).

We ask that a further assessment be performed to address the design options in regard to the safety of the community and the conformity with our adjacent plan of subdivision per section 51(24)(c) of the Planning Act, such as the one recently conducted by the city to determine the most appropriate way to allow for access to the lands adjacent to Lampman Place and Juliana Drive, which included a public/external agency consultation, an evaluation of alternative solutions and alternative design concepts, an assessment of potential impacts associated with the proposed improvements, and development of measures to mitigate identified impacts. It also included Public participation to ensure that the ongoing concerns of the public and affected groups within the study area are identified, documented and assessed. It should not be necessary for the public to contract that assessment when the issues and impact of these decisions are as significant as we have described.

We would appreciate knowing your planning opinion on this matter and a prompt response given the current progress of this application.

Thanks Eric

John Bell, Dan Major, John Ozolins, Dave King, Bob Axon, and Ted Young

From: Eric Gilbert <egilbert@oxfordcounty.ca>

Sent: January 20, 2025 4:30 PM

To: john Bell <[REDACTED]>

Cc: Planning <planning@oxfordcounty.ca>

Subject: OP23-05-8, SB23-02-8 & ZN8-23-07 (Farhi Holdings Corp.) - 401 Lakeview Drive County Comments

Good Afternoon John,

Please find below circulation comments from Oxford County Public Works Department.

We have received the peer review TIS, and I will forward it along as soon as the document is available (we are waiting for the final signed version from the consultant, and expect it this week).

Thanks,

Eric Gilbert, MCIP RPP
Manager of Development Planning | Community Planning
Oxford County

County PW has reviewed the above noted subdivision draft approval submission and have the following comments and conditions. The attached are to be provided to the engineering consultants working on the project for aid in detailed design.

Comments:

1. It's understood that proposed Block 2 (medium density) and Block 3 (high density) will be subject to future Site Plan Control applications/approvals.
2. The submitted Functional Servicing Report (FSR) used area hydrant data (pressures/flows) from 2018. Hydrant data will need to be updated as County only accepts data from the past 3 years, especially in this area which has had significant growth. The developer will be responsible for retaining an approved/certified consultant to undertake the fire hydrant flow testing under the supervision of City Water Operations staff.
3. During detailed design, full water model will be required based on the above updated hydrant data. Design and modeling analysis to consider/integrate proposed water servicing design/layout/ownership/etc. for proposed Blocks 2 and 3 (ultimately subject to Site Plan approvals).
4. As acknowledged in the FSR, watermain looping will be required. It may be worth looking into construction of a watermain from Ridgewood Dr to Street A to provide a loop, to be further assessed during detailed design.
5. Peaking factors in Section 3.1 and 3.3 of the FSR don't match.
6. First run of sanitary pipe to have 1% slope and any private sanitary servicing to follow section 1.10.3 minimum size and grade of sanitary services for all private buildings.
7. Sanitary will require a sanitary sewer design sheet (SSDS) to the intersection of Pittock Park Rd and Fredrick St. SSDS can end where flows from subdivisions north of Pittock Reservoir enter system from Pittock Park Rd.
8. Removal of existing underground municipal services, entrance, etc. on the property (that will no longer be required for the proposed redevelopment) shall be incorporated into the design/construction to the satisfaction of the County and City.
9. Proposed sanitary sewer infrastructure, to eventually be assumed by the County (e.g. on Street A), will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Sewage Collection System* (CLI-ECA #071-W601).
10. The County will review & approve any proposed storm drainage works located within County road allowance. If/as applicable, such storm drainage works will be subject to approval and conditions of the County's CLI-ECA for a *Municipal Stormwater Management System* (CLI-ECA #071-S701).

11. Proposed watermains, to eventually be assumed by the County, will be subject to associated regulatory approvals (e.g. Form 1).
12. A 3rd party technical review of the submitted Traffic Impact Study (TIS)/Parking Study (dated March 2024 by RC Spencer Associates Inc.) and Traffic Impact / Parking Study – Sensitivity Analysis (dated July 31, 2024 by RC Spencer Associates Inc.) has been completed by a reputable transportation planning/engineering company.
 1. All recommendations of the 3rd party technical review to be incorporated into an updated TIS and detailed design submission.
13. As supported by findings and conclusions of the TIS and TIS Peer Review completed by qualified professional engineers, the proposed public accesses (entrances) are considered acceptable/reasonable (and consistent with accepted industry practice) pending detailed design and ultimate implementation of such accesses in accordance with recommendations from the TIS/TIS Peer Review, all to the satisfaction of the City and County.
 1. The proposed second entrance onto Oxford Road 59 as a Right-In, Right-Out (RIRO) configuration is supported by Public Works, since a second entrance is necessary to accommodate the number of units being proposed at 401 Lakeview Dr. A full movement intersection is not preferred as a second entrance; however a RIRO road access allows for emergency response, waste collection, and winter maintenance while minimizing potential operational issues associated with a full movement intersection.
 2. Consistent with TIS Peer Review recommendations, the proposed RIRO site access shall include a right turn taper. Additional details/specifications for the proposed RIRO site access to be confirmed during detailed design phase, including consideration for incorporating a raised centre median on Oxford Road 59 versus a channelizing island.
 3. Consistent with typical development requirements, certification of all constructed works by a qualified professional engineer (retained by developer) will be required. Lakeview Drive is under the jurisdiction of the City of Woodstock; all parties to work collaboratively to ensure that accesses are constructed as per the approved designed (e.g. including modifications to enable acceptable sight lines, etc.)
14. The Owner should be aware that the following County Public Works (PW) fees will be required throughout the subdivision planning/development process. Select referenced fees below are based on the current 2025 County Fees & Charges By-Law (subject to change). Fees will be based upon latest fees and by-laws at time of payment:
 1. Fee of \$9,800, per phase (includes development review/file management services, clearance fees, review fees for water & wastewater connection applications required at time of building permit for each lot, etc.)
 2. Fee for County water & wastewater capacity / hydraulic modelling review, \$500 (min.)
 3. Fee for Watermain Review and Regulatory approval – Form 1, \$1,250 (per phase)
 4. Fee for Sanitary sewer review, CLI-ECA process, \$1,250 (per phase)
 5. Fee for Storm Drainage review, CLI-ECA process, \$1,250 (per phase)
 6. Inspection fees (equal to 1.6% of the supply and installation cost for applicable water/sanitary/storm infrastructure to be installed and eventually assumed by Oxford County)
 7. Fee for Watermain inspection/commissioning – Subdivision/Site Plan < 25 lots/units \$1,500 – per phase; >25 lots/units - \$2,500 per Phase
15. A Road Occupancy & Excavation Permit application and all supporting documentation will be required prior to construction of any works within County road allowance (Oxford Road 59).
16. Performance and maintenance securities to be collected to the satisfaction of City and County.

Proposed Draft Plan Conditions:

1. The Owner agrees in writing to satisfy all the requirements, financial (including payment of applicable development charges) and otherwise, of the County of Oxford regarding the installation of the water distribution system, the installation of the sanitary sewer system, and other matters pertaining to the development of the subdivision, to the satisfaction of County of Oxford Public Works.
2. Prior to the approval 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 of Woodstock and County of Oxford.
3. The subdivision agreement shall make provision for the assumption and operation, by the County of Oxford, of the water distribution and sewage collection systems within the public roads noted in the draft plan subject to the approval of the County of Oxford Department of Public Works.
4. Prior to the final approval of the subdivision plan, the Owner shall receive confirmation from the County of Oxford Department of Public Works that there is sufficient capacity in the Woodstock water and sanitary sewer system to service the plan of subdivision. Confirmation shall be given in accordance with the most current "County-Wide Water and Wastewater Capacity Allocation for Residential Development" protocol, and/or to the satisfaction of Oxford County Public Works. Given that the availability of servicing capacity can change over time due to a number of factors, any conditional allocation of reserve capacity to a particular proposed development (or phase of development) by the County is not considered final approved until such time as the application(s) for that development (or phase of development) has/have been final approved (e.g. registered; Site Plan approval for proposed Blocks 2 and 3).
5. 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.
6. Prior to the approval of the final plan by the County, such easements as may be required for utility and drainage purposes shall be granted to the appropriate authority, to the satisfaction of the City and County.
7. The Owner shall demonstrate/implement to the satisfaction of the County of Oxford that the entire subdivision, and each phase of development, shall be serviced with two independent water supply points to provide for adequate redundancy and looping for domestic and fire protection services.
8. 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 the City of Woodstock and County of Oxford Department of Public Works.
9. 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.
10. Appropriate cul-de-sacs/turnaround areas (including temporary ones, if/as applicable to suit subdivision phasing) 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 Guidelines.
11. The Owner agrees in writing, that a 0.3 m (1 ft) reserve along County Road 59 shall be conveyed to the County as required, free of all costs and encumbrances, to the satisfaction of County of Oxford Public Works.
12. The Owner agrees in writing, to implement recommendations from the updated TIS and TIS peer review (including all amendments/upgrades required) to the satisfaction of Oxford County Public Works and the City. Current TIS has been completed using a traffic sensitivity analysis. While timelines are not confirmed, it is expected that construction on County Road 59 Bridge will be

completed at the end of February 2025 while construction at the intersection of County Road 59 and Devonshire will begin in early March. Traffic counts will be required as close to but before the construction mobilizes for County Road 59 and Devonshire. These traffic counts are to be compared to the sensitivity analysis and if greater than those used the TIS will need to be updated.

13. 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 the City of Woodstock and County of Oxford.
14. The Owner agrees that subdivision/site entrances and all related costs are considered local services and a direct developer responsibility.
15. The Owner agrees in writing, to implement recommendations from the Noise and Vibration Feasibility Assessment, as well as any updated assessments, to the satisfaction of Oxford County Public Works and the City. All costs associated with the study and implementation of mitigation recommendations shall be borne by Owner, to the satisfaction of the County and City.
16. The Owner agrees to implement the recommendations contained within other various technical reports (e.g. Environmental Site Assessments/Geotechnical, Functional Servicing Report, 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.
17. The Owner shall agree that where existing municipal infrastructure (roads, sidewalks, sewers, watermains, etc. located external to the development land) is insufficient to accommodate the proposed development, the Owner shall be required to improve and/or relocate/extend the existing infrastructure. These costs shall be borne solely by the Developer.
18. 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.

Regards,

Kevin Lukawiecki, P.Eng

Development Review Engineer

519.539.9800, ext. 3117 | mobile 519.532.0172

www.oxfordcounty.ca

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Eric Gilbert

From: Eric Gilbert
Sent: March 8, 2024 9:21 AM
To: Planning
Subject: FW: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

From: Chloe Senior <cseior@oxfordcounty.ca>
Sent: Friday, March 8, 2024 9:19 AM
To: John Bell for <[REDACTED]>
Cc: Eric Gilbert <egilbert@oxfordcounty.ca>
Subject: RE: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

Good morning Mr. Bell;
I have spoken to the Planner who has indicated he will include your correspondence on the Planning report once it's available. I have copied Eric on this message as well.

Thank you,

Chloé Senior | Clerk

(She/Her/Hers)

519.539.9800, ext. 3001 | 1.800.755.0394

www.oxfordcounty.ca

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 Think about our environment. Print only if necessary



From: John Bell for <[REDACTED]>
Sent: Thursday, March 7, 2024 5:22 PM
To: Chloe Senior <cseior@oxfordcounty.ca>
Subject: Fwd: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

It has been suggested that we forward our response to the subject reponse and its attachments to the County Clerk for inclusion in the file regarding OP23-05-8, SB23-02-8 & ZN9-23-07 - 401 Lakeview Drive, Woodstock

Thank you

----- Forwarded message -----

From: John Bell for <[REDACTED]>
Date: Fri, Feb 9, 2024 at 3:50 PM

Subject: Re: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

To: Gordon Hough <ghough@oxfordcounty.ca>

Cc: Daniel Major <[REDACTED]>, John Ozolins <[REDACTED]>, Bob Axon <[REDACTED]>, Ted Young <[REDACTED]>, David King <[REDACTED]>, Eric Gilbert <egilbert@oxfordcounty.ca>, Planning <planning@oxfordcounty.ca>

Thank you for your response to our requests. We respond with the following concerns.

With respect to the public planning meeting, we have asked the city to confirm that the planning report, draft bylaw texts, and the draft official plan text, be made available to the public at the time the public meeting is announced, per the Planning Act, such that residents can adequately prepare to make representations at the public meeting. We request the same confirmation from you.

We appreciate that council may choose to defer consideration of the application as they see fit, and will count on them to do so in response to public and/or other concerns not adequately addressed.

You will appreciate that we continue to dispute your position that the applicant can disregard the infill requirements simply by requesting higher density for an area, just as we dispute the recent position that the applicant can refuse to utilize the only safe and Official Plan conformant exit from the property by placing a building across that exit. Our position remains that a design must be first of all conformant with the restrictions on the site, including available preplanned exits as on Lakeview Drive and unavailable exits such as OR59.

In that regard, we also take issue with the disregard of the response from County Public Works on December 18, 2023 (attached) which denied approval of the draft plan and any access to OR59, pending a revised draft plan and supporting TIS study. We are in support of the professional opinion of the County staff responsible for the safety of the public and our residents, and take exception to any action to alter those decisions as appears to be the case, given planning's subsequent response to our query of Jan 8, 2024, after receipt of those comments, that they were "working with Oxford County Public Works on their comments", We ask that you confirm, as a matter of public safety, that the applicant has now been informed of that response.

We also take issue with the apparent failure to submit our comments to the applicant, and the suggestion that we need to do that directly. Should we do so, planning would be unaware of our input and would be unable to reflect those concerns, and the applicant's response or lack thereof, in the planning report for council's consideration, which you indicate in your last paragraph is also your role.

Finally, we take issue with your position on density, addressing it only in terms of the maximum density allowed in each zone, without regard to the limitations of the site location or the mix targets in the official plan, which both tend to gate the average density to less than half that proposed.

We again request to see what comments you have sent to the applicant on our behalf, and all the responses received back from the applicant, such that we can understand the context of the final modified application at the public meeting.

We look forward to your confirmations as requested above.

Thank you from the team.

On Thu, Jan 25, 2024 at 4:04 PM Gordon Hough <ghough@oxfordcounty.ca> wrote:

Good afternoon Mr. Bell.

Regarding your correspondence of December 13, 2024, please be advised of the following with respect to the issues that you have identified:

The circulation and process of applications regarding the same proposal is standard practice of this office. This approach affords all interested parties with the materials to fully understand the nature and scale of the proposal as submitted. Further, the public meeting process employed in the City is subject to Council discretion and direction. Where Council is of the opinion that additional time is required to better address public and/or other concerns related to a proposal, it is Council's prerogative to defer that application and provide direction as they see fit. The same is true regarding the consideration of the applications (in this case the Official Plan amendment and the plan of subdivision) by County Council. The overall process and the flexibility to deal with proposals of varying complexity has, in our opinion, served the City and County well.

Regarding your concerns related to the application of the Infill policies contained in Section 7.2.4, the subject lands are not presently designated for residential use. The Official Plan amendment proposes to redesignate the lands from Community Facility to Low, Medium and High Density Residential, as set out in the proposal. The infill policies that you reference are specific to consideration of low density residential areas, including the 'general' policies that apply to 'all infill proposals'. Lands proposed to be designated for Medium and/or High Density residential use are subject to their own, specific criteria when considering new designations. The infill policies contained in Section 7.2.4 are not cross referenced with either the Medium Density or High Density policies, nor is there reference in either higher density designation to the infill policies in 7.2.4.

The applications will be addressed in the context of these policies at such time as we are satisfied that we have all of the information necessary to proceed to public meetings. Regarding the density of the development, our calculations indicate that the proposal falls within the density provisions contained in the OP for Low, Medium and High Density residential development. Again, this will be addressed further at such time as the applications proceed to public meetings via the staff report.

I have passed your correspondence along to the applicant's consultant. As Eric has noted in previous correspondence, you are welcome to contact the consultant directly (Jay McGuffin at Montieth Brown Planning Consultants) with your suggestions and/or concerns. I'd also reiterate Eric's previous comments regarding the public process and the public's participation in same, and Council's role as the decision maker regarding planning applications. The applicant is not required to compromise, agree with or otherwise amend the proposal based on any of the feedback they receive, be it from the public or other sources. Planning staff will report to both City and County Council in our professional capacity and provide recommendations as to whether the applications are consistent with provincial policy and support the strategic initiatives, objectives

and policies of the Official Plan, and whether the proposal represents good land use planning with a view to comments received from all stakeholders, including public input.

Thanks GH

Gordon K Hough, RPP

Director | Community Planning

County of Oxford

P. O. Box 1614 | 21 Reeve Street

Woodstock ON N4S 7Y3

P: 519 539 0015 ext 3207 | 1 800 755 0394 ext 3207

E-mail ghough@oxfordcounty.ca

From: John Bell for <[REDACTED]>

Sent: Wednesday, December 13, 2023 8:40 PM

To: Gordon Hough <ghough@oxfordcounty.ca>

Cc: Daniel Major <[REDACTED]>; John Ozolins <[REDACTED]>; Bob Axon <[REDACTED]>;
Ted Young <[REDACTED]>; David King <[REDACTED]>; Eric Gilbert
<egilbert@oxfordcounty.ca>

Subject: Planning Meeting Follow-up and Requests per 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

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Please see the attached letter on behalf of the Alder Grange Residents.

We have also copied Woodstock Council.

Thank you

John et al.



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Eric Gilbert

From: john Bell [REDACTED]
Sent: November 15, 2023 11:00 AM
To: Justin Miller
Cc: Eric Gilbert; Planning
Subject: RE: Farhi Holdings OP23-05-8,SB23-02-8,ZN8-23-07

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Hi Justin. Thanks for your quick response. I know how busy you guys are!

Your reply leaves me in a dilemma. The community has many concerns with the proposal and lots of emotion, but as an engineer and a planner I know that the only way of successfully guiding the development of this property to a reasonable conclusion is to address the divergence of this proposal from the standards and bylaws we rely upon to protect our quality of place.

As expressed in the recent Council Strategy meeting, the Official Plan and Bylaws have served us well and many of the principles now espoused by the government have been in place in Oxford for many years. They have protected our quality of place and been flexible in permitting minor variances where circumstance and common sense dictate.

As residents, we look to the planning department to administer those protections and my wish is to go back to my neighbours with the assurance that the process not only provides for appropriate consultation and consideration of legitimate concerns within those principles and standards but also assurance that the department is already addressing the requested divergences from those standards and bylaws, and opposing their extremes.

I appreciate the time you have taken to detail the process, however I am left with the understanding that the process offers no pre consultation with the impacted community; that no detail will be provided until the planning report is posted the day before the planning meeting; and the planning report will be dated for the next council meeting, indicating it is already complete, leaving little time for consultation and consideration of any resident concerns prior to council.

That means that our opportunities are:

1. input to the planning department now (as you suggest), without consultation or response, and based on no information;
2. at the planning meeting, in the midst of a crowded agenda, based on a verbal presentation that just occurred; or
3. to council, in the midst of their busy agenda, after having only a week to analyse and respond to the planning report.

None of these provide residents with the information they need to understand the proposal in sufficient detail or provide sufficient time to identify their issues and present them to council in a meaningful way.

These process realities create an untenable situation for the public interest.

With respect to the department's position on this proposal, I look to Eric for the detail. I have no doubt that the applicant has a good understanding, based on simple informal dialog, whether the department is currently approving of their variances and divergences from the official plan and at what point the application will proceed. As such they are in a position to determine how best to present their arguments in favour of their proposal to the public and council. While I appreciate that the department's final position will not be stated formally until the planning report and meeting, we as residents must be privy to the departments current position on the overall all proposal and each of the requests in order to be in the same position.

Without that knowledge, we are placed at a disadvantage to the applicant and I am unable to go back to my neighbours with sufficient information to determine how to represent ourselves to either the planning department or to council.

I therefore rephrase my previous questions, to both of you, in order to correct that public disadvantage:

1. What is the department's current position on each of the variances?
2. What is the department's current position on the overall proposal with respect to the official plan policies, particularly density and zone transitions?
3. Will the department provide a copy of the planning report along with notice of the public meeting 20 days prior so residents have sufficient time to understand the proposal and formulate their concerns prior to the public meeting?
4. Will the department formally respond to resident concerns tabled at the public meeting, prior to acknowledging them at the council meeting
5. Will the department delay presentation of their final recommendations to council should residents request additional time to review the planning report or the department responses to the public meeting concerns.

While I appreciate the offer to table our concerns as soon as possible, we do not have the information to do so at this point, other than to state the proposal as presented in the notice appears extreme in terms of variances, densities, parking and zone transitions compared to the prior government application OP 21-07-8 & ZN 8-21-08 which represented a form of gentle intensification with 114 units rather than the currently proposed two and a half times greater 270 units. Our only option at this time is to know the positions you propose to take on our behalf with respect to the official plan policies and bylaws and respond with any concerns we may have should we believe those positions do not adequately protect our interests.

My hope is that this will start a meaningful dialog leading to resident support for a reasonable proposal for the development of these lands.

Could you also please send me the reports provided by the applicant with the application as detailed in your reply.

Thanks for your help on this.

John

On Nov 14, 2023 11:33, Justin Miller <jdmiller@oxfordcounty.ca> wrote:

Hi John,

Eric Gilbert (copied on this email) has been the primary contact for this file; however, because many of these questions are simply process related, I will attempt to answer them below in red.

If you have any further questions, do not hesitate to contact Eric or myself.

Justin Miller

Development Planner

Community Planning

County of Oxford

21 Reeve St

Woodstock, ON N4S 7Y3

P: 519-539-9800 x3210

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From: Planning <planning@oxfordcounty.ca>
Sent: Monday, November 13, 2023 10:36 AM
To: Justin Miller <jdmiller@oxfordcounty.ca>
Subject: FW: Farhi Holdings OP23-05-8,SB23-02-8,ZN8-23-07

ALYSA

From: john Bell <[REDACTED]>
Sent: Monday, November 13, 2023 10:13 AM
To: Planning <planning@oxfordcounty.ca>
Subject: Farhi Holdings OP23-05-8,SB23-02-8,ZN8-23-07

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Attn: Justin Miller

Thank you for the subject notice and opportunity to obtain clarification.

After review with neighbours, this proposal will have a significant impact on our community. To how best to work with the department, we have the following questions to better understand your process.

1 . We understand recent changes to the Planning Act introduced through the Smart Growth for Our Communities Act, require a public consultation strategy for applications for Official Plan Amendment, Zoning By-law Amendment or Draft Plan of Subdivision before the application is deemed to be 'complete' as Defined by the Planning Act. Given the significant change in nature of this application to the previous one for this property, what consultation was accepted by the department as fulfillment of that requirement? We are not aware of any notice or opportunity to consult on this proposal.

Applications for plans of subdivision, zoning bylaw amendment and official plan amendment typically follow the same public consultation processes where residents within 120 m are circulated the notice of complete application and will be circulated the notice of public meeting. Further, as part of the public process, the application will appear before both Woodstock Council and Oxford County Council where members of the public will be able to express their support of objections to the proposal.

2. What is the date of the completed application, and by what date must the city decide on it's approval? We understand that the city only has 120 days.

Are the applications separate or all on the same schedule? **The notice of complete applications has been dated October 13, 2023. I anticipate that all of the applications will proceed to the Councils together (first City, then County).**

3 . We understand that we must be given 20 days notice of the public meeting. Will the planning report be provided at the time of that notice as well?

Generally, the planning report is only made available on the City or County website on the Friday before the respective meeting. The Public Notice you receive before the meeting will provide you with the purpose and effect of the applications, a brief description of the applications, the location of the subject lands, and the date, time and location of the meeting(s).

4. What will be the period afforded residents to review this proposal after details are made available after presentation of the planning report at the public meeting and the department taking this proposal to council for approval?

At the City's public meeting (usually a Monday) the planning applications will be presented and Council members will hear from any members of the public regarding the applications. The regular Council meeting is usually a few days later on the Thursday and Council will make a decision on the application (largely based on information from the public meeting) at that time. Following the City's decision (should it be supportive of the applications), the Official Plan amendment and plan of subdivision applications will be heard by County Council; similarly, County Council will hear any comments from the public, but will make a decision on the same day. Following the decisions, there are 20 day appeal periods where parties with status may appeal the decisions to the Province if they choose to. Following the appeal periods, if there are no appeals, the decisions regarding the applications come into effect.

5. To what degree is the form of the proposal consistent with the guidance given the developer by the planning department? Blocks/units/zones.

Generally, the formal advice provided to the developer is contained in the City's zoning bylaw and the County's Official Plan. The subject lands are both zoned Community Facility in the zoning bylaw and designated Community Facility in the official plan. It is my understanding that the Province had initially intended to redesignate the subject lands for residential uses before selling to a private entity, but it doesn't appear that happened. In support of the applications, the proponent has provided a planning justification report, an archeological assessment, a traffic impact and parking study, a functional servicing report, a noise feasibility study, a tree preservation report, a tree planting plan, a shadow study, and an environmental site assessment.

6. To what degree are special provisions requested in the application consistent with the guidance given the developer by the planning department for each variance in each block?

No formal comments have been provided to the developer; our official comments are typically provided through the review process and/or report.

7. What actions are available to the department where the application conflicts with the direction and guidance given by the department?

Staff make recommendations to City and County Councils based on the information provided and the relevant planning and legislative framework, but the Councils are the decision-making bodies.

8. What is the process by which residents can consult with the department to initiate changes to the proposal that adversely impact the community?

The public can provide comments directly to the planning department and/or the public can provide comments directly to the Councils at the public meetings. If you have concerns, I recommend that you provide those comments in writing as soon as possible – this may give staff and/or the applicant time to respond to the concerns; additionally, those concerns can be attached to the planning report for Council's consideration.

We ask for your prompt attention as we would like to review your response at our next meeting.

Thank you.

John Bell

From: [John Bell](#)
To: [Planning](#)
Subject: Farhi Holdings OP23-05-8,SB23-02-8,ZN8-23-07
Date: November 13, 2023 10:14:26 AM

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Attn: Justin Miller

Thank you for the subject notice and opportunity to obtain clarification.

After review with neighbours, this proposal will have a significant impact on our community. To how best to work with the department, we have the following questions to better understand your process.

- 1 . We understand recent changes to the Planning Act introduced through the Smart Growth for Our Communities Act, require a public consultation strategy for applications for Official Plan Amendment, Zoning By-law Amendment or Draft Plan of Subdivision before the application is deemed to be 'complete' as Defined by the Planning Act. Given the significant change in nature of this application to the previous one for this property, what consultation was accepted by the department as fulfillment of that requirement? We are not aware of any notice or opportunity to consult on this proposal.
2. What is the date of the completed application, and by what date must the city decide on it's approval? We understand that the city only has 120 days. Are the applications separate or all on the same schedule?
- 3 . We understand that we must be given 20 days notice of the public meeting. Will the planning report be provided at the time of that notice as well?
4. What will be the period afforded residents to review this proposal after details are made available after presentation of the planning report at the public meeting and the department taking this proposal to council for approval?
5. To what degree is the form of the proposal consistent with the guidance given the developer by the planning department? Blocks/units/zones.
6. To what degree are special provisions requested in the application consistent with the guidance given the developer by the planning department for each variance in each block?
7. What actions are available to the department where the application conflicts with the direction and guidance given by the department?
8. What is the process by which residents can consult with the department to initiate changes to the proposal that adversely impact the community?

We ask for your prompt attention as we would like to review your response at our next meeting.

Thank you.

John Bell

County of Oxford, P.O Box 1614, 21 Reeve Street, Woodstock Ont. N4S 7Y3. January 28, 2025

Att: Jerry Acchione, Mayor, Council: Deb Tait, Bernia Martin, Connie Lauder, Mark Schadenberg, Kate Leatherbarrow, and Liz Wismer-Van Meer

Mr. Jerry Acchione Mayor, and Council members

Regarding the letter I received from Eric Gilbert, Manager Development Planning / Community Planning, Oxford County dated October 30, 2024 for revised applications for official Plan Amendment, Draft Plan of Subdivision Approval and Zone change from Farhi's Holdings Corporation for 401 Lakeview Drive, Woodstock.

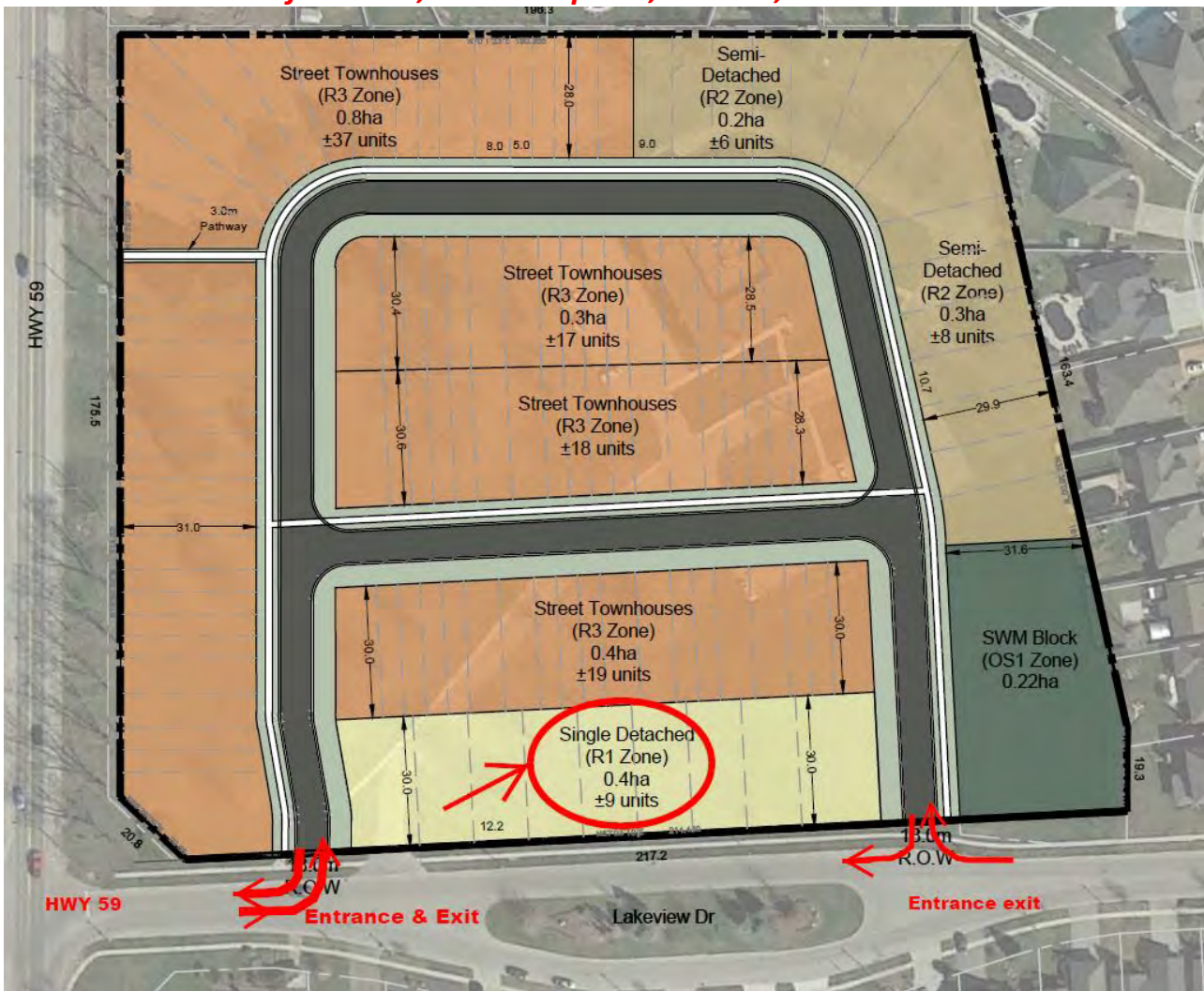
Before I make comments on the new Farhi amended application I like to discuss briefly the good Draft Plan from **His Majesty the King & Government of the Province of Ontario**, GSP Group Inc., June 23, 2021. See View 1 below. It was reasonable for Low Density Residential, 114 Units. This would blend in with the Alder Grange established community around it. Most of the large healthy trees near Hwy 59 can be preserved. I think it is easily accepted by the Alder Grange community with residential R1 zoning. For this plan the lots sizes on Lakeview drive for the single detached were smaller, but still blends in reasonably well with Alder Grange community. Two nice exit/entry on 401 Lakeview Dr., one west end and one east end lot see View 2 & 1 below. The west end "First Access" near Hwy 59 will have the brunt of the traffic to Hwy 59 with much less interference. The R1 Zone Single Detached 9 units facing Lakeview Dr. is attractive. The traffic would be much lower around the Island with the 114 units, and manageable with the two exit/entries, See View 1 and 2 below.

The revised applications for official Plan Amendment, Draft Plan from **Farhi Holdings Corporation**, October, 30, 2024 still remains **completely opposite to the original Province of Ontario**, GSP Group Inc., June 23, 2021, **for blending in with the established community around it**. For Lakeview Drive I find the plan by GSP Group much more acceptable for Alder Grange Community. See View 1 & 2.

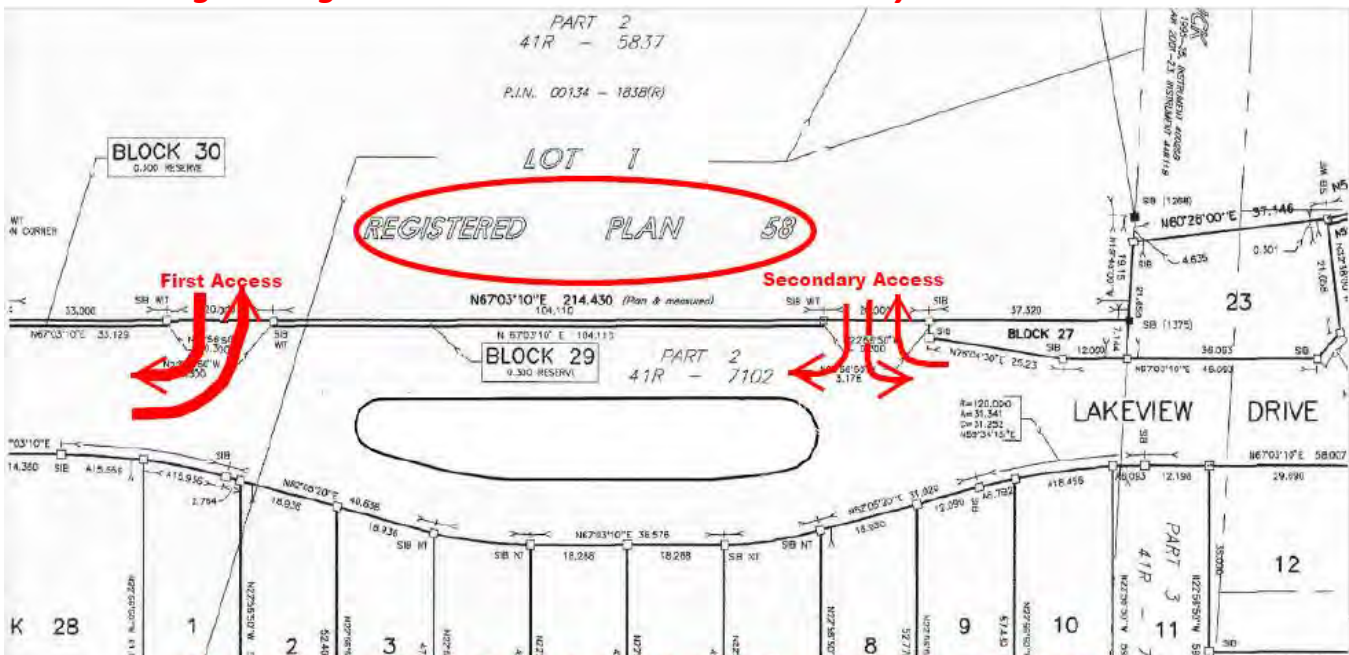
The new revised Farhi plan still includes the (2) high-density apartment buildings for 160 units and now includes 4 storey stacked town houses for 68 Units would not blend in with the Alder Grange single dwelling neighborhood. The revised amended version, see View 4 and 3 includes 254 units residents compared to 114 **Province of Ontario**, GSP Group Inc plan., June 23, 2021. See View 1 and 2.

Finally, where I live 424 Lakeview Dr. looking across the street there, we face Farhi's latest revised draft plan a 4 storey, 10 stacked town houses for 20 units. It would remain an eye sore, like a wall compared to the maximum 2 storey residential Zone 1 Alder Grange subdivision along Lakeview drive. The 4 storey, 10 stacked town houses for 20 units should be replaced with maximum 2 storey residential Zone 1 or attractive townhouses maximum two stories like the rest of Lakeview Dr. See View 4. The single entrance/exit to Lakeview will be too busy, see View 3 below. The (2) 7 storey apartments building west end of Lakeview are the highest number of stories for any building north of the Thames River in Woodstock, why not 5 stories. See View 4. With all the 254 units with possible 500 cars, in addition to service vehicles, taxis and buses it will be too congested for only 1 main entrance/exit on Lakeview Dr. since almost all southbound traffic exiting on Hwy 59 will use the exit on Lakeview Dr. See View 3.

#1 View. Province of Ontario, GSP Group Inc., June 23, 2021.

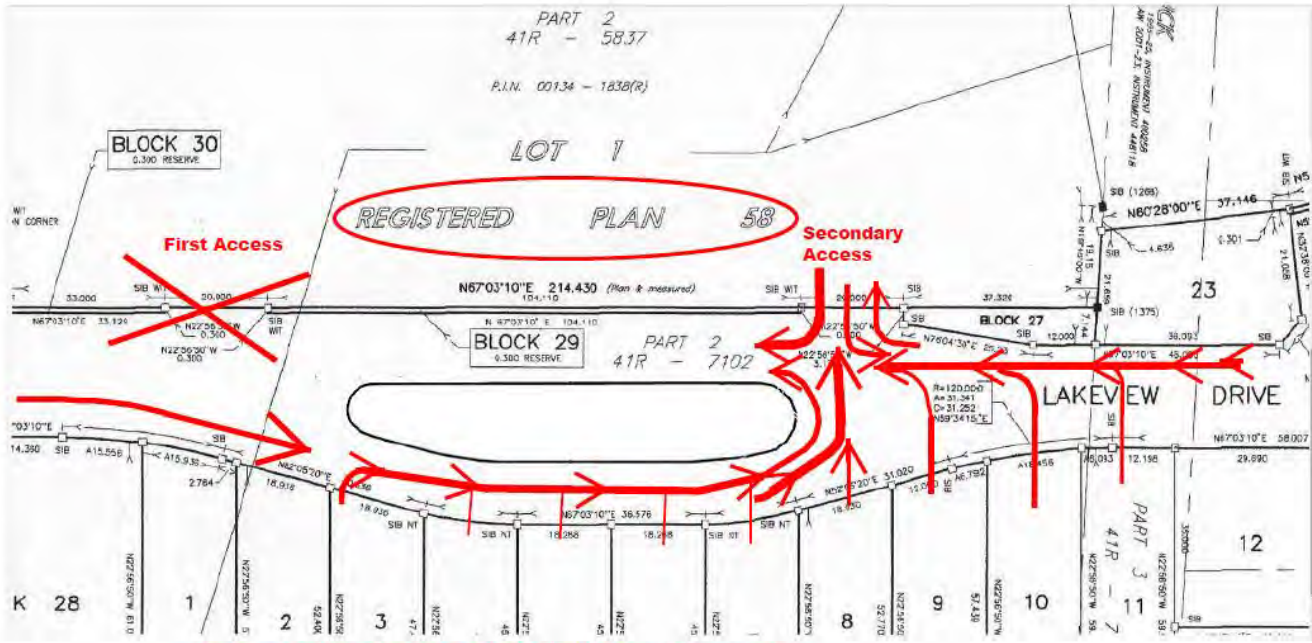


#2 View. Original Registered Plan with First and Secondary Access:



Two accesses per our registered plan and their safety per the existing traffic study. Most traffic will be in First Access.

#3 View Current Farhi's Application Showing one Access Oct.13,2024:



Farhi was advised by County Public Works to use the secondary east access to Lakeview Drive for any future development

#4 View. Farhi's Current Amended Draft Plan Oct.,13, 2024:

**New proposal 254 Units
(Before 270 Units)**

- Block 1 -Semi-Detached 26 Units. (Was 26 Units, unchanged)**
- Block 2 -34 of 4 storey, 34 stacked town houses 68 Units. (Was 48 Units)**
- Block 3 -2 of 7 Storey Apartments 80 units each, 160 Units. (Was 196 Units)**



Thank you,

**Tony & Sharon Lileikis,
424 Lakeview Drive,
Woodstock, Ontario. [REDACTED]
Canada**

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

December 13, 2023

To: Gordon Hough
Director of Community Planning
Oxford County, Ontario
ghough@oxfordcounty.ca

Subject: 401 Lakeview Drive RE: Farhi Holdings OP23-05-8, SB23-02-8, & ZN8-23-07

Thank you for the opportunity to meet with you and Eric Gilbert regarding the approach being taken to evaluate the subject application and to hear our community concerns with the proposal.

Based on those discussions we have 3 issues on behalf of the community we represent, for which we request your department's formal response.

First, the decision of the department to process the 3 applications in tandem, rather than sequentially, and the practice of submitting the motion to council for approval only 3 days following disclosure of the details at the public meeting, severely limits not only our ability as the public to assess its impacts, but also the ability of council to make an informed decision in consideration of our community needs. Given the applicant has had 20 months to develop their proposal and the department will have had 4 months to assess it, both without any community involvement or consultation, we request that the community be provided a period of at least 30 days to conduct its own review of the application and planning report following the public meeting, prior to its submission to council for approval.

We believe this request is consistent with and necessary to fulfill the Woodstock Official Plan Section 7.1.1 that "The City of Woodstock supports open and accessible public involvement in land use decision making. The policies of this Plan therefore establish a commitment to both early and multi-stage public involvement in the land use planning process."

Second, we were shocked to learn, that despite the lands being totally surrounded by, and legal access being only from, our Low Density residential community, that the department does not consider the application to be an in-fill proposal, and consequently has advised that the applicant will not be required to provide the in-fill protections of Sections 7.2.4.1.1 and 7.2.4.1.3, that many residents reasonably depended upon, when choosing to invest in this well planned community, namely:

1. "The introduction of new residential housing into an established streetscape pattern will only be permitted if the proposal is deemed to be consistent with the characteristics of existing development on both sides of the same street." and
2. "any new residential lots with direct exposure to an established residential street will be consistent with the size of lots within a two block area on the same street and new residential development will maintain setbacks and spacing between dwellings consistent with the established built pattern" and
3. "proposed multiple unit developments will comply with the multiple unit requirements for Low Density Residential areas", amongst others.

We submit that the stated department reasoning, that this interpretation is appropriate because the rezone request for the north side of Lakeview Drive is for High Density rather than for Low Density like the other side of the existing street, and thus escapes the infill provisions for Low Density residential, is not only incorrect, it is absurd! The proposed street-wall apartment building on the north side of Lakeview Drive with "direct exposure to an established residential street" is neither consistent nor compliant with the "characteristics of existing development". We therefore request a formal review of the department's interpretation of in-fill and receipt of the official department response to this request prior to completion and presentation of the planning report.

We believe this request is appropriate, consistent with, and required to fulfill the following City of Woodstock Official Plan Sections:

- 7.1.1 – Sensitive Intensification - "The City of Woodstock promotes appropriate infill development and intensification of land and buildings in existing built up areas of the municipality. The policies of this Plan are designed to facilitate intensification while ensuring that new development is complementary to existing development" and
- 7.1.1 - Land Use Compatibility - "Certain types of land use are incompatible and create conflicts with one another. The policies of this Plan have been designed to minimize land use compatibility issues by requiring appropriate setbacks and buffering between such uses through site design standards and by requiring area studies to develop appropriate land use standards where lands may be in transition from one use to another"; and
- Section 7.2.1 - Compatible Development - "Ensure that new housing is of a human scale and is sensitive to and improves the existing physical character of the area, using the criteria established in the Official Plan to guide new development."

The approval of an R4 zone on these lands with direct exposure to the face of the homes in the existing R1 zone on the other side of the street would be inconsistent with these policies.

Third, we were astonished to find that the application was being reviewed without an understanding that the proposed overall net density is for 89 units per hectare!

In contrast, the net densities recommended and approved for Thames 4, Meadows, River & Sky and Karn Road were 30/32/28 and 34 units/ha respectively and the Official Plan Section 7.2.3.2.2 - Newly Developing Communities - Urban Structure Design Criteria - states "the overall net residential density for the Community Planning District will approximate 30 units per hectare (12 units per acre)". Further the proposed dwelling mix of 74% High Density is in direct opposition to the Low/Medium/High Density mix targets of 55/30/15% expressed in the same Section.

We further submit that the official plan policies in Section 7.2.6 - High Density Residential Districts - are not met by this proposal. Specifically those for "Location Criteria for Further Designation" and "Site Specific Evaluation Criteria" do not meet the criteria of being "close to community services and neighbourhood conveniences", or "adjacent to the Central Area", or being of the size "to mitigate the adverse effects on ..the character of .. the adjacent residential development" or "result in a gradual transition

from low profile residential buildings to higher profile residential buildings and vice versa."

Since the same Section also states that "High Density Residential development will generally be discouraged adjacent to Low Density Residential development except where such Low Density development is proposed for redevelopment to higher density land uses or where considerable separation between the low density area and the proposed high density development exists", we submit that High Density development in this area and on these lands is unwarranted and inappropriate.

We therefore request that the applicant be advised of our opposition and asked to consider revising the application to remove the R4 zoning request and revert to a zoning more in keeping with the surrounding area and density, and further should they choose not to do so, that the department recommend to council, that approval of the R4 zoning request be denied, on the grounds of non-conformity with the policies of our official plan.

We look forward to your response reasonably in advance of the completion of your report such that we can adequately prepare for the planning meeting. Should you believe any of these actions are beyond the department's purview, we ask that you so advise us and council so that we may work with them towards resolution.

Thank you, on behalf of the Alder Grange Community.

John Bell et al.

Copy: Eric Gilbert
Woodstock Mayor
Woodstock City Council

January 8, 2024

To Warden Ryan, Deputy Warden Peterson and Oxford County Councillors Gilvesy, Mayberry, Palmer, Petrie and Schaefer

I am writing you today to express my concerns regarding the proposed development of the 401 Lakeview Drive, Woodstock property by the developer Farhi Corporation.

I would ask that each of you take the time to fully review the plan put forth by the Farhi Corporation. This plan has failed to meet the basic requirements of the Oxford County Official Plan and in particular Chapter 7, City of Woodstock Land Use Policies. It should be evident by the large number of major variances requested in the Planning Justification Report submitted by Farhi, the development must not proceed.

In addition, I am very concerned this proposed HIGH DENSITY Complex would create very unsafe traffic conditions. One obvious example would be parking.

The Oxford County Master Transportation Plan anticipates only 2.5% of households will be taking public transit by 2046. The Oxford Plan does not validate the OPINION stated by the RC Spencer study completed for the Farhi Corp that a high percentage of households will be taking public transportation in an attempt to justify their request to greatly reduce parking spaces. Underground parking and ideally EV charging systems must be part of all high density developments when playground, open/green space requirements are not being met.

Traffic congestion/safety is also a concern. An individual only has to stand at the proposed street A and Lakeview Drive location as shown on the September 19, 2023 Farhi Planning Justification Report, Figure 6 to clearly see the proposed entrance onto Lakeview Drive as shown on the Farhi Corp plan is unacceptable and unsafe for cars, school buses and pedestrians.

The Oxford County Master Transportation Plan just completed in 2023 is based on high density developments ONLY being located in areas as indicated by the Oxford/Woodstock Official Plan. The MTP has not allowed for a high density development such as the Farhi proposal which would certainly lead to congestion on County Road 59 / Vansittart and Lakeview Drive and require extensive road alterations. Lakeview Drive is designated as a minor collector road and is defined in the OP as serving individual properties. The Official Transportation Plan does not support the Farhi proposal.

We all recognize the need to maximize our valuable land. We also must acknowledge that we cannot permit a Corporation to dictate to the city and county with total disregard for policies, regulations and bylaws and not consider what is best for this community. The door would then be open for others to use the acceptance of the Farhi proposal as a precedent to their advantage, further destroying the Official Plan.

You have the tools and means to ensure developments are only approved that meet the Oxford / Woodstock Official Plan and all supporting plans to ensure precedents are not being set that will most certainly irreversibly change the landscape of Oxford County.

Respectively submitted by
Walt Wilker
14-450 Lakeview Drive
Woodstock

Daniel Major
Ruth Zapfe
16 Ridgewood Court
Woodstock, Ontario
[REDACTED]

Justin Miller
Development Planner
Community Planning
County of Oxford
PO Box 1614
21 Reeve St.
Woodstock ON
N4S 7Y3

Sent via email: planning@oxfordcounty.ca

Re: OP 23-05-8; SB 23-02-8; ZN 8-23-07

Dear Mr. Miller:

We are concerned residents on Ridgewood Court, directly adjacent the proposed development site. Our preliminary questions/concerns are included in Attachment 1.

We would appreciate consideration of our concerns and receiving all public meeting notices, planning reports, and Committee/Council meetings concerning the proposed development.

We appreciate your attention to our comments and my neighbours and I look forward to continuing to provide comment on the development as it continues through the planning process.

Sincerely;

Daniel Major
Ruth Zapfe

cc:

Marcus Ryan – Warden: mryan@oxfordcounty.ca

Jerry Acchione – Mayor of Woodstock, Deputy Warden: jacchione@cityofwoodstock.ca

Councillor Tait: dtait@cityofwoodstock.ca

Councillor Martin: bmartin@cityofwoodstock.ca

Councillor Lauder: clauder@cityofwoodstock.ca

Councillor Leatherbarrow: kleatherbarrow@cityofwoodstock.ca

Councillor Schadenberg: mschadenberg@cityofwoodstock.ca

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Councillor Peterson: mpeterson@blandfordblenheim.ca

Councillor Petrie: mayor@ingersoll.ca

Councillor Palmer: jpalmer@norwich.ca
Councillor Shaeffer: pschaefer@ezt.ca
Councillor Mayberry: mayor@swox.org

ATTACHMENT 1

Preliminary Concerns with Proposed Development

Parkland Dedication:

The requirement for parkland dedication is 5% of the development site, which in this case is .2 hectares. The proposed parkland dedication is only .11 hectares and should be increased to at least meet the 5% requirement. We further contend that given the proponent seeks an Official Plan Amendment, consideration should be given to exceeding this requirement. A cash-in-lieu contribution of actual park space should not be considered. Especially, considering the proposed density and future number of residents requiring both active and passive parkland.

A storm water management pond is not parkland, and should not be considered as part of the 5% requirement. Consideration should be given to moving the proposed parkland to the northwest corner of the development site and consolidated with a storm water management area to provide a larger more connected system of open space.

Storm Water Management:

Consideration should be given to relocating the storm water management pond to the area behind Ridgewood Court homes. This area has an existing natural basin shape and moving to this location would also allow for the preservation of some large mature trees and other existing vegetation that are appropriate for the edge of the storm water pond. There is also an existing culvert in this area that runs underneath Vansittart Avenue in case of an overflow situation. It would also help provide an added visual and noise buffer between the existing homes and proposed development. Has an Environmental Assessment, identifying significant natural areas been undertaken for the proposed development?

Tree Preservation:

The environmental concerns for this development need to be addressed. A tree preservation, tree planting and landscaping plan, which should also include a plan for a buffer and screening along the existing houses, should be submitted and required by the city. A tree preservation agreement, such as the one used in the 'Potters Woods' development in Woodstock, might also be an option for this development.

Sound Barrier:

A precast barrier along Vansittart Avenue should be recommended for both visual and noise attenuation. A chain link or board fence should not be accepted as they have a shorter lifespan and requires more frequent maintenance than precast. The existing precast barrier on the east side of Vansittart Avenue should be continued along the proposed development for conformity.

Site Access/Egress:

Has a traffic study been completed for the development? The proposed development will add increased traffic on Vansittart Avenue which is likely to exacerbate current hazardous conditions for vehicles accessing Vansittart Avenue. Trying to enter Vansittart Avenue from collector streets is already difficult and at times dangerous as demonstrated by the recent accident at Ridgewood Drive and Vansittart Avenue. The hazard increases during high traffic periods, i.e. daily from Cowan Park year round events.

The additional site access road (Street A) from Vansittart Ave is very close to Ridgewood Drive and will make it more difficult to exit the development site and Ridgewood Drive. Consideration should be given to providing a single point of access into the development via the existing Lakeview Drive and a signalized intersection at Ridgewood Drive, regardless of this development.

In addition to the access problems, the proposed Street 'A' adds to the amount of hard surfacing on the site and additional servicing costs to the municipality. Perhaps a reorientation of the buildings may reduce the amount of space dedicated to a new public street.

Parking:

The provision of at-grade parking and new Street 'A' create an unnecessary amount of hard paving on the site which reduces the potential for additional parkland and trees, and will diminish the overall design aesthetic of the development. Consideration should be given to providing parking structures (preferably below grade) for the apartment buildings and minimizing the amount of hard paving on the development site.

Density:

The proposed density and built form is excessive and represents an over-development of the site. The excessive density has a number of impacts.

First, reduced lot sizes and setbacks to accommodate more units results in loss of privacy to existing home owners and is not in keeping with neighbouring developments. Existing side, front, and rear yard setbacks, minimum lot size and landscaped open space zoning requirements should be maintained.

Second, the proposed density and built form results in an excessive amount of hard surface parking. The result is insufficient parkland (nearly half of what is required). A mixed use development with this number of units should provide a sufficient amount of parkland space and variety of active (playground) and passive open spaces.

The character of Woodstock, which are parks, green spaces, and trees, should not be compromised to deal with Ontario's housing issues.

In summary, we respectfully request consideration of the following plan changes:

- **Increase the amount of parkland to meet or exceed Planning Act requirements;**
- **Relocate the proposed parkland and storm water management area to coincide with existing natural area adjacent to the rear lots of Ridgewood Court;**
- **Maintain existing zoning setback, lot size, and landscaped open space requirements;**
- **Significantly reduce the amount of surface parking by reducing the number of medium and high density units or consider below grade parking;**
- **Consider a single point of access to the site from Lakeview Drive and signalized intersections at Ridgewood Drive to allow for safer access/egress to the neighbourhoods;**
- **Provision of precast sound barrier along Vansittart Avenue;**
- **Preparation of a detailed tree planting and landscaping plan.**

The following suggestion is in consideration of the Special Council Meeting on November 9, which we attended, regarding strategies for increasing housing densities.

The developer might consider eliminating the proposed 26 semi detached units and 48 stacked town home units (74 units in total) and substitute with an additional 7 storey apartment or condominium apartment or retirement home similar to Oxford Gardens (net gain of approximately 24 units). If underground multi-level parking is incorporated into the design, it would allow for a wider green space buffer between existing homes and the new development as well as preserving some of the existing mature trees. This might eliminate the need for a new city street (Street A) and would address most of the previously mentioned concerns.

The proposed semi-detached and stacked town homes will not address the affordable housing crisis (at an average price of \$700,000 per unit). This will only offer an affordable solution for people from the G.T.A. looking to stretch their Real Estate dollars. Apartments and/or apartment condominiums offer affordable housing for those who cannot get into the housing market based on current prices and mortgage rates, and for those who are retiring or becoming empty-nesters and want to downsize.

Thank you for your time and consideration, and we look forward to your response regarding our concerns.

Respectfully,
Dan Major
Ruth Zapfe

Eric Gilbert

From: Planning
Sent: February 10, 2025 8:19 AM
To: Eric Gilbert
Subject: FW: 401 Lakeview Dr

-----Original Message-----

From: BARBARA WILKER <[REDACTED]>
Sent: Saturday, February 8, 2025 5:17 PM
To: Planning <planning@oxfordcounty.ca>
Subject: 401 Lakeview Dr

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am writing to express my opposition to the Farhi Holdings application asking to amend the Oxford County Plan for the property located at 401 Lakeview Dr in Woodstock.

I believe this amendment would go well beyond anyones expectations, morally and legally, as to what level this property should be developed to and used for. This requested amendment does not meet the bylaws of the official plan for the area this property is located in and should not be approved as presently presented for consideration by the Farhi Group.

Sincerely Walt Wilker
A Woodstock resident.

Eric Gilbert

From: Planning
Sent: February 10, 2025 8:24 AM
To: Eric Gilbert
Subject: Ziegler FW: PI #OP23-05-8;SB23-02-8;8-23-07 Farhi Holdings Corp

From: WAYNE ZIEGLER [REDACTED] >
Sent: Sunday, February 9, 2025 2:11 PM
To: Planning <planning@oxfordcounty.ca>
Subject: PI #OP23-05-8;SB23-02-8;8-23-07 Farhi Holdings Corp

You don't often get email from wandkziegler@rogers.com. [Learn why this is important](#)

Regarding Official Plan Amendment, Draft Plan of Subdivision and Zone Change

The volume of residents with traffic and congestion of 254 residential units planned for this site seems to be very excessive and can only effect the residents of Alder Grange and anyone travelling north or south on Hwy. 59.

The amount of cars on the other side of 59 Hwy on Fairway Drive seems to illustrate the future of this new subdivision with cars parking in any spot they can find ie. end of driveways making snow removal difficult .

Please consider this when making your .decision.

K. Ziegler