

To: Mayor and Members of City of Woodstock Council

From: Justin Miller, Development Planner, Community Planning

Applications for Zone Change

ZN8-24-16 – Cachet Developments (Woodstock) Inc.

ZN8-24-18 – Karn Road Land Development Corp.

REPORT HIGHLIGHTS

- The purpose of the application for zone change is to replace a special provision in the R2-40 Zone to clarify the intended setbacks between dwellings, to reduce the minimum exterior side yard in the R2-40 Zone from 4.5 m (14.8 ft) to 4 m (13.1 ft), to rezone a portion of the subject lands from R1-29 to R2-40 and to reduce the Sight Triangles and Distance from Intersection provisions to permit a minimum distance permitted between a driveway and an intersection of 5 m (16.4 ft).
- Planning staff are recommending approval of a portion of the application as most of the proposal is consistent with the policies of the Provincial Policy Statement and maintains the general intent and purpose of the Official Plan respecting residential uses.
- Planning staff are recommending denial of the portion of the application that seeks to reduce the Sight Triangles and Distance from Intersection provisions as this portion of the proposal is not consistent with the purpose of the Official Plan respecting the effect of the development on safety, efficiency and volume of flow on adjacent streets.

DISCUSSION

Background

APPLICANTS/OWNER:

Cachet Developments (Woodstock) Inc.
2555 Meadowpine Blvd., Unit 3,
Mississauga, ON L5N C63

Karn Road Land Development Corp.
240 Briarhill Road, Woodstock ON N4S 7T3

AGENT:

GSP Group Inc. c/o Brandon Flewwelling
72 Victoria Street S., Suite 201, Kitchener ON N2G 4Y9

LOCATION:

The subject property is described as Lots 14 and 30, Plan 1621 in the City of Woodstock. The property is located on the north-east side of Karn Road, west of Mill Street, and is applicable to the lands within draft-approved plan of subdivision SB21-13-8.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule "W-1"	City of Woodstock Land Use Plan	Residential Environmental Protection Open Space
Schedule "W-3"	City of Woodstock Residential Density Plan	Low Density Residential Medium Density
Residential		High Density Residential

CITY OF WOODSTOCK ZONING BY-LAW NO. 8626-10:

Existing Zoning: Environmental Protection 2 (EP2), Open Space 1 (OS1), Open Space 2 (OS2), Special Residential 1 (R1-29), Special Residential 2 (R2-40), Special Residential Zone 3 (R3-55 and R3-56) and Special Residential Zone 4 (R4-20).

Proposed Zoning: Environmental Protection 2 (EP2), Open Space 1 (OS1), Open Space 2 (OS2), Amended Special Residential 1 (R1-29), Amended Special Residential 2 (R2-40), Special Residential Zone 3 (R3-55 and R3-56) and Special Residential Zone 4 (R4-20).

PROPOSAL:

The application for zone change proposes to replace a special provision in the R2-40 Zone to clarify the intended setbacks between dwellings, to reduce the minimum exterior side yard in the R2-40 Zone from 4.5 m (14.8 ft) to 4 m (13.1 ft), to rezone a portion of the subject lands from R1-29 to R2-40 and to reduce the Sight Triangles and Distance from Intersection provisions to permit a minimum distance permitted between a driveway and an intersection of 5 m (16.4 ft) within a draft-approved plan of subdivision (SB21-13-8).

The subject lands are approximately 70 ha (173 ac) in area and are currently vacant. The applicant is proposing a mix of low, medium and high density residential uses.

Surrounding land uses consist primarily of residential uses to the east, agricultural and wooded areas to the west, agricultural and quarry uses to the south and residential and open space uses to the north.

Plate 1, Location Map with Existing Zoning, shows the location of the subject lands and the existing zoning in the immediate vicinity.

Plate 2, 2020 Aerial Map, provides an aerial view of the subject lands and surrounding area.

Plate 3, Applicant's Sketch, provides an overview of the subject lands, and recently approved zoning.

Plate 4, Applicant's Letter, provides an explanation from the applicant's agent regarding the requested changes.

Application Review

2024 Provincial Planning Statement

The 2024 Provincial Planning Statement was released on August 20, 2024, and replaces the 2020 Provincial Policy Statement which came into force and effect on October 20, 2024. 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 the achievement of complete communities accommodates 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 prioritize planning and investment in infrastructure and public service facilities.

Official Plan

The subject lands are designated Residential, Environmental Protection and Open Space. Within the County's Residential Density Plan, the Residentially designated areas include low, medium and high density residential designations. This application primarily impacts proposed development in the low density residential designation. The second portion of this application seeks to reduce setbacks from sight triangles and distances from intersections which is best addressed through the Roads sections in the Official Plan.

The relevant portion of the subject lands are designated Low Density Residential (LDR). The LDR are primarily developed or planned for a variety of low-rise, low density housing forms. In these districts, it is anticipated that there will be a mixing and integration of different forms of housing to achieve an overall density of use.

7.6.2 of the Official Plan establishes policies for the public roads in the City of Woodstock. The policies in this section direct that City Council shall consider the potential effect of the development on safety, efficiency and volume of flow on adjacent streets.

Zoning By-law

The subject lands are zoned Environmental Protection 2 (EP2), Open Space 1 (OS1), Open Space 2 (OS2), Amended Special Residential 1 (R1-29), Amended Special Residential 2 (R2-40), Special Residential Zone 3 (R3-55 and R3-56) and Special Residential Zone 4 (R4-20); however, the applicant is requesting to amend the By-law in ways that would impact the R1-29 and R2-40 Zone as well as Sections 5.1.3 and 5.4.1.11.6 that impact distances development must be from intersections.

The applicant has requested that three lots be rezoned from R1-29 to R2-40 (as shown on Plate 4). The R1-29 Zone permits single detached dwellings and ARU's and establishes alternative zone provisions regarding lot area, front yard depth, height, and distances from Environmental Protection Zones. The R2-40 Zone permits single detached dwellings, semi detached dwellings, duplexes and ARU's and establishes alternative lot area, lot coverage, front yard depth, interior side yard width, projections for eaves and gutters, height and distances from Environmental Protection Zones.

Primarily for clarity, the applicant has requested that the provisions regarding interior side-yard setbacks be clarified. The applicant has requested that Section 7.3.40.2 "Where the interior side

yard width between the main building on an abutting lot and the immediately adjacent interior lot line is less than 1.2 m, the minimum width of the interior side yard adjacent to that same interior lot line shall be 1.2 m.” be replaced with “a minimum setback of 1.2 m is required on one side of a property line; the opposite side yard may not be less than 0.6 m, and the separation between dwellings with adjoining yards shall not be less than 1.8 m.” The applicants have also requested that the minimum exterior side yard width in the R2-40 Zone be reduced from 4.5 m (14.8 ft) to 4 m (13.1 ft).

Across the subdivision, the applicants have requested reductions to Sections 5.1.3 (Corner Lot Sight Triangles) and Section 5.4.1.11.6 (Distance from Intersection) to permit driveways to be located closer to an intersection. These provisions prohibit driveways or obstructions to sight lines at intersections within 7.5 m (24.6 ft) of the intersection.

Agency Comments

The City of Woodstock Engineering Department (Building Division) has indicated that they have no objections to the proposed wording for the interior side yard width of the R2-40 Zone, no objections to the reduced exterior side yard width of 4 m, and no objections to the rezoning of the proposed lots from R1-29 to R2-40. The Building Division has raised concerns with the proposed reduction in Sight Triangles and Distance From Intersection provision: driveways located close to the intersection can cause interference with cars using the street vs. using the driveway.

The City of Woodstock Engineering Department (Development Division) indicated that they do not support the requested reduction to Section 5.1.3 (Corner Lot Sight Triangles) or Section 5.4.1.11.6 (Distances from Intersection). These minimum distances are established to support road safety by prohibiting driveways or obstructions in close proximity to intersections within the City’s jurisdiction.

Public Consultation

Notice of complete application and notice of public meeting was provided on August 21, 2024 and February 4, 2025 in accordance with the requirements of the Planning Act. At the time of writing this report, no comments have been received from the public.

Planning Analysis

The application for zone change proposes to replace a special provision in the R2-40 Zone to clarify the intended setbacks between dwellings, to reduce the minimum exterior side yard in the R2-40 Zone from 4.5 m (14.8 ft) to 4 m (13.1 ft), to rezone a portion of the subject lands from R1-29 to R2-40 and to reduce the Sight Triangles and Distance from Intersection provisions to permit a minimum distance permitted between a driveway and an intersection of 5 m (16.4 ft) within a draft-approved plan of subdivision (SB21-13-8).

The applicants have requested that three lots in the plan of subdivision, lots 1-3 (also shown on Plate 4), be rezoned from R1-29 to R2-40. The effect of this portion of the proposed rezoning is to permit lots with narrower frontages, reduced lot areas, increased lot coverage and decreased interior side yard widths. Staff have no objection to the proposed rezoning.

The applicants have requested to reduce the exterior side yard width in the R2-40 Zone from 4.5 m to 4 m. The intent of the minimum exterior side yard width is to ensure that adequate space is provided for regular maintenance of the right of way, to provide space for grading and drainage

and to ensure that buildings are adequately setback to maintain sight lines and a consistent streetscape. Building and Engineering staff have not identified any safety concerns with the reduced setbacks, provided sight triangle setbacks are maintained. Through the subdivision review process, Engineering staff will further ensure that adequate grading and drainage can be provided to the subdivision based on the approved setbacks.

The applicants have requested that the existing provision for interior side yard widths be clarified in the R2-40 Zone. The intent of this change is to provide clarity on minimum interior side yard widths to facilitate easier interpretation of these zone provisions. The applicants' suggested clarification is consistent with staff's interpretation of the existing R2-40 zone provisions, and as such, staff have no concerns with the proposed changes.

Staff are satisfied that portions of the proposal relating to clarification on the interior side yard setbacks, reduced minimum exterior side yard and the rezoning of three lots from R1-29 to R2-40 are in keeping with the intent and purpose of the Official Plan. The proposed residential uses are consistent with the policies relating to low density residential uses.

The applicants have also requested a reduction in the setbacks from required corner lot sight triangles and distances from intersections. In both cases, the required setback is 7.5 m (24.6 ft), and the applicants are requesting a reduction to 5 m (16.4 ft). Section 5.1.3 states that a sight triangle, a triangular space formed by the intersecting street line of a corner lot, shall be measured back 7.5 m in all residential zones and 9 m (29.5 ft) in all other zones. Within a sight triangle of a corner lot, no obstruction higher than 0.6 m (2 ft) above grade, including any building, structure, sign, landscape planting or the parking of vehicles is permitted.

Section 5.4.1.11 establishes driveway standards, and Section 5.4.1.11.6 specifically identifies distances from intersections and states that where a lot line is greater than 12 m, the minimum distance between a driveway and an intersection of street lines shall be 9 m (29.5 ft), and where a lot line abutting a street is 12 m or less, the minimum setback shall be 7.5 m (24.6 ft). As it applies to this subdivision due to the prevalent lot frontages, most driveways are required to be at least 7.5 m from the intersections.

City and County staff consider the established setbacks included in distances from intersections (Section 5.4.1.11.6) and Corner Lot Sight Triangles (Section 5.1.3) to be important safety standards to support road safety by prohibiting driveways or obstructions in close proximity to intersections. The requested reduction to 5 m (16.4 ft) is shorter than one parking space, which has a minimum length of 5.5 m (28 ft), and is equivalent to less than one car length being provided before a driveway or obstruction at an intersection. In staff's opinion, a new plan of subdivision must be able to accommodate the minimum safety standards established in Sections 5.1.3 and 5.4.1.11.6.

The portion of the proposal relating to reduced setbacks from sight triangles and distances from intersections for driveways is not considered to be in keeping with the intent and purpose of the Official Plan. The Roads Section of the Official Plan (Section 7.6.2) establishes policies for the public roads in the City of Woodstock. The Roads policies direct that City Council shall consider the potential effect of the development on safety, efficiency and volume of flow on adjacent streets. Through the application process, City staff have identified safety concerns related to the proposed reduction in sight triangle and distance from intersection setbacks and do not support this part of the proposal.

Planning staff are satisfied that the portion of the application related to clarification on the interior side yard setbacks, reduced minimum exterior side yard and the rezoning of three lots from R1-

29 to R2-40 is consistent with the policies of the Provincial Planning Statement and meets the general intent and purpose of the Official Plan respecting Low Density Residential uses and can be given favourable consideration.

Planning staff are not satisfied that the portion of the application related to relief of sight triangles and distance from intersections for driveways meets the general intent and purpose of the official plan respecting Roads and this portion of the application should not be given favourable consideration.

RECOMMENDATIONS

It is recommended that the Council of the City of Woodstock approve in principle the portion of the application for lands described as Lots 14 and 30, Plan 1621 in the City of Woodstock, to rezone Lots 1-3 on draft approved plan of subdivision SB21-13-8 from R1-29 to R2-40, to provide for a reduced exterior side yard width, and to clarify the minimum interior side yard widths.

And further, it is recommended that the Council of the City of Woodstock deny the portion of the application for lands described as Lots 14 and 30, Plan 1621 in the City of Woodstock, to amend the General Provisions affecting the subject lands with regard to Sections 5.1.3 (Corner Lot Sight Triangles) and 5.4.1.11.6 (Driveways – Distance from Intersection) to reduce the setbacks from 7.5 m to 5 m.

SIGNATURES

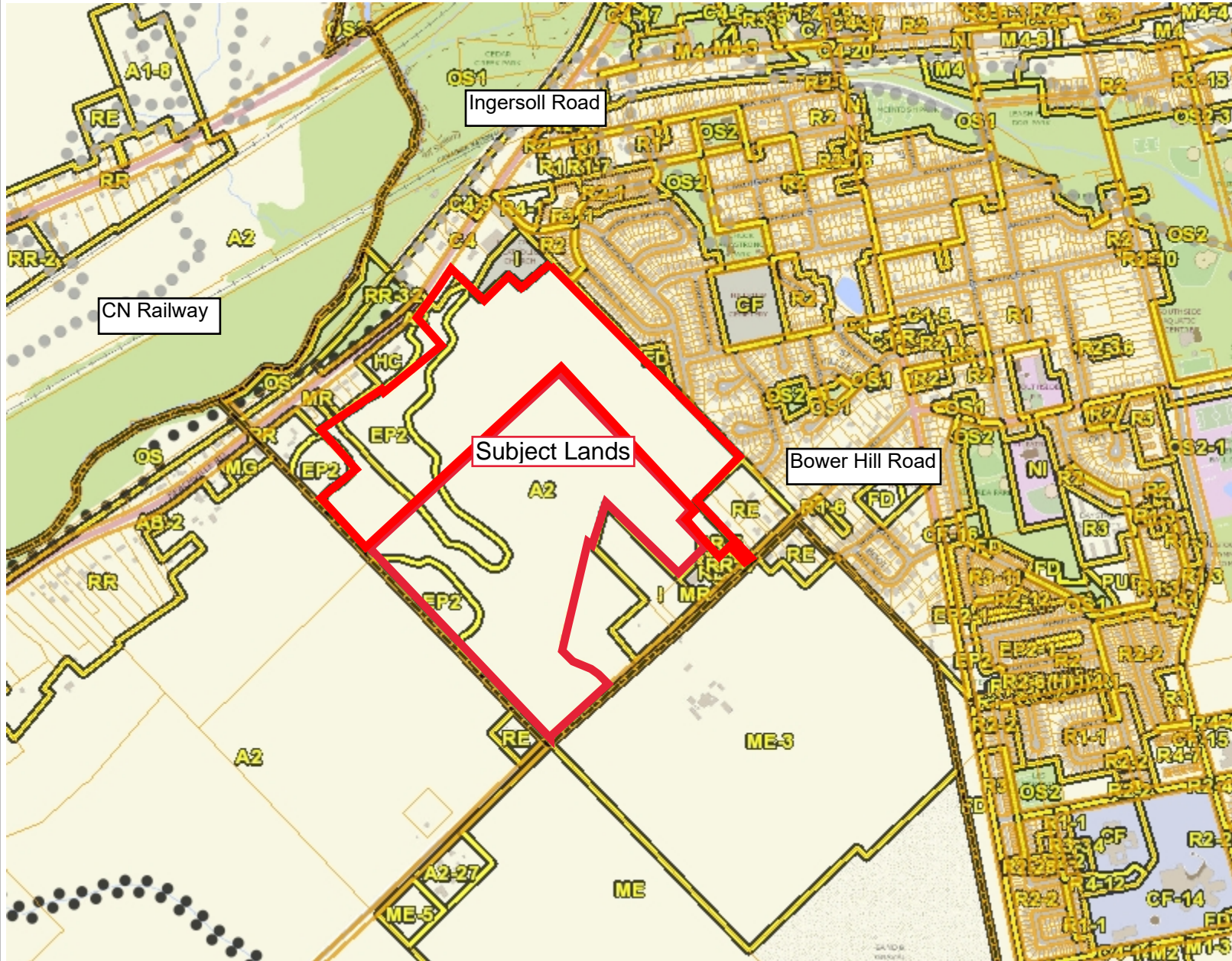
Authored by:

Original Signed By

Justin Miller
Development Planner

Approved for submission: *Original Signed By*

Eric Gilbert, MCIP, RPP
Manager of Development Planning



Legend

- Parcel Lines**
 - Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary
- Zoning Floodlines Regulation Limit**
 - 100 Year Flood Line
 - ▲ 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



0 383 766 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

November 2, 2021



Legend

- Parcel Lines**
- Property Boundary
 - Assessment Boundary
 - Unit
 - Road
 - Municipal Boundary

Notes



0 383 766 Meters



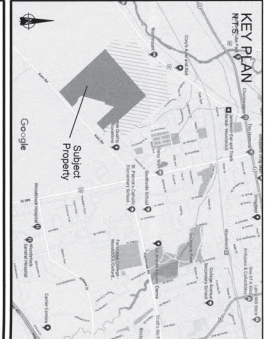
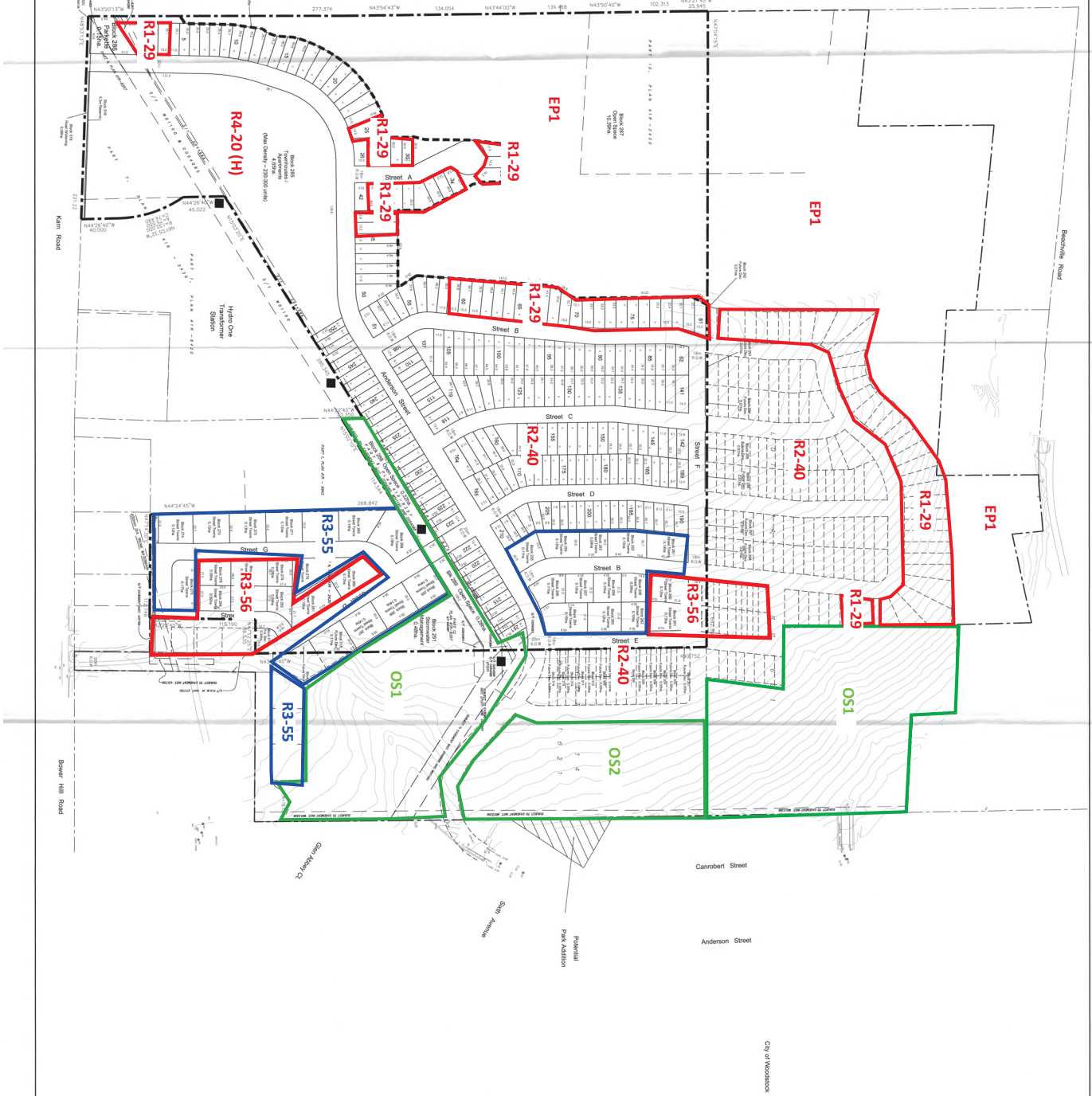
NAD_1983_UTM_Zone_17N



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November 2, 2021

Plate 3: Applicant's Sketch
 ZN8-24-16 and ZN8-24-18
 Karn Road Development Corp. & Cachet Developments (Woodstock) Inc.
 Lots 14 and 30, Plan 1621, City of Woodstock



DRAFT PLAN OF SUBDIVISION
 Part of Lot 14 Registrar's
 Compiled Plan 1621
 City of Woodstock
 County of Oxford

LAND USE SCHEDULE

USE	LOTS/BLKs	UNITS	AREA (ha)
USE 1: Single Detached Residential	251/294	180	4.20
USE 2: High Density Residential	285	233/300	4.15
USE 3: Open Space Development	282/220	11/06	0.34
USE 4: Future Development	262/317	7	0.28
USE 5: Other Reserves	31/5/203		6.87
TOTAL		687/337	26.80

Subject to the conditions, if any, set forth in our letter of approval dated 20/2/23, this draft plan approved under section 51 of the Planning and Building Act of Ontario, is hereby approved on the day of April, 2023.

[Signature]
 Deputy Mayor
 City of Woodstock

ADDITIONAL INFORMATION
 (UNDER SECTION 51(1) OF THE PLANNING ACT)
 INFORMATION REQUIRED BY CLAUSES 8.6.1, 8.6.1.1 and 8.6.1.2 AS SHOWN ON (b) Municipal water supply (c) Separate storm and storm sewer (d) All sanitary and storm sewers as required

OWNER'S CERTIFICATE
 I AUTHORIZE THE DSP GROUP INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF OXFORD.

OWNER: *[Signature]*
 DATE: April 19, 2023

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN CORRECTLY SHOWN.
 I AM A LICENSED SURVEYOR IN THE PROVINCE OF ONTARIO.
 My Commission No. 0183
 My License No. 2023

[Signature]
 DATE: May 16, 2023

REVISIONS

NO.	DATE	DESCRIPTION

GSP group
 CONSULTANTS
 1100 SHEPPARD AVENUE EAST, SUITE 100
 WILLOWDALE, ONTARIO M2H 3L9
 TEL: 416-491-1100
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 WWW.GSPGROUP.COM

DATE: 11/20/2023
 DRAWN BY: [Name]
 CHECKED BY: [Name]



SHAPING GREAT COMMUNITIES

May 10, 2024

File No. 20098/20099

Oxford County
21 Reeve Street, P.O. Box 1614
Woodstock, ON N4S 7Y3

Attn: Gord Hough
Director Community Planning

**Re: Karn Road Secondary Plan
Plan of Subdivision SB 21-13-8 / SB 21-14-8
Karn Road Land Development Corporation & Cachet Developments (Woodstock) Inc.
Final Proposed Zoning**

Dear Gord,

On behalf of our clients Karn Road Land Development Corporation (KRLDC) and Cachet Developments (Woodstock) Inc. (Cachet), we have prepared this letter in support of a zoning by-law amendment request to the recently approved site-specific zoning. Following approval of the site-specific zoning (R2-40) we realized that further clarification/amendment was required to ensure that the proposed site grading and building design / home placements could be built in conformity with the zoning and the interior side yard setback requirements.

Interior Side Yard:

The approved zoning by-law permits a reduction in interior side yard setback subject to a special provision which states:

Where the interior side yard width between the main building on an abutting lot and the immediately adjacent interior lot line is less than 1.2m, the minimum width of the interior side yard adjacent to that same interior lot line shall be 1.2m.

The design intent of the subdivision is to pair driveways of adjacent dwellings. The pairing of driveways allows for more efficient site grading and stepping of houses to accommodate the grade changes throughout the neighbourhood while also allowing for increased on-street parking opportunities. The requested zoning relief would allow for a minimum setback of 1.8m between dwellings with a minimum interior side yard of 0.6m. It is our request to revise the special provision of Site-specific Zoning R2-40 subsection ii). as follows:

In all cases, where an interior side-yard setback of less than 1.2m is proposed, there shall be a minimum spacing of 1.8m between dwellings.

PLANNING | URBAN DESIGN | LANDSCAPE ARCHITECTURE

72 Victoria St. S., Suite 201, Kitchener, ON, N2G 4Y9
162 Locke St. S., Suite 200, Hamilton, ON, L8P 4A9
gspgroup.ca

Exterior Side Yard:

The approved site-specific by-law did not amend the exterior side yard setback requirement of 4.5m of the base R2 Zone. For additional design flexibility on corner lots, we request an additional site-specific amendment to allow for an exterior side yard setback of 4.0m. This minor amendment will allow greater flexibility in building design.

Corner Lot Site Triangles / Distance from Intersection:

In addition, the City of Woodstock Zoning By-law contains the below regulations:

Section 5.1.3 Corner Lot Sight Triangles & Section 5.4.1.11.6 Driveway Standards – Distance from Intersection:

5.1.3 CORNER LOT SIGHT TRIANGLES

5.1.3.1 A *sight triangle* shall be measured back from an intersection a distance of:

- i) 7.5 m in all Residential Zones; and
- ii) 9 m in all other Zones

(Replaced by By-Law 9025-15)

5.1.3.2 Within a *sight triangle* of a *corner lot*, no obstruction higher than 0.6 metres above grade, including any *building, structure, sign, landscape planting* or the parking of vehicles is *permitted*.

5.4.1.11.6 Distance from Intersection

- i) Where the *lot line* abutting a *street* is greater than 12.0 metres, the minimum distance between a driveway and an intersection of *street lines* shall be 9.0 metres. Where the *lot line* abutting a street is 12.0 metres or less, the minimum setback between a driveway and an intersection of *street lines* shall be 7.5 metres.

Based on the proposed lotting of the Draft Plan of Subdivision, there are instances where the setback to a driveway from an intersection will be less than the required in Section 5.1.3.1 i) and Section 5.4.1.11.6 i). To allow some design flexibility, we request Site-specific permission to remove this requirement, with the understanding that all driveways will be set on the 'away' side of the property adjacent to an intersection.

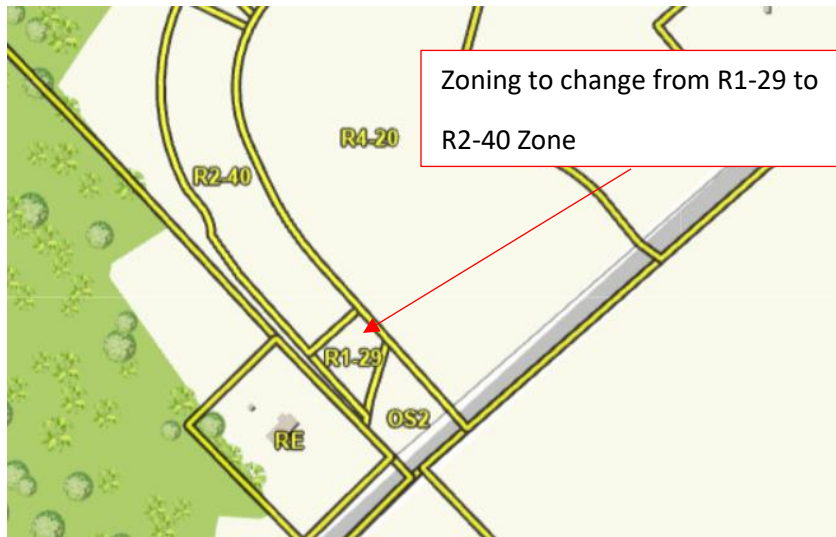
The site-specific zoning request would state:

Notwithstanding Sections 5.1.3.1 i) and 5.4.1.11.6 i) of the City of Woodstock Zoning By-law, a minimum distance permitted between a driveway and an intersection is 5m.

The above site-specific zoning would allow a driveway with a vehicle parked on it up to 5m from an intersection. The relief from Section 5.1.3.1 is to allow an obstruction (vehicle) within a reduced site triangle. The relief from Section 5.4.1.11.6 is to allow the physical location of a driveway to be as close as 5m to an intersection.

R1-29 to R2-40 Zone:

Lastly, through detailed design it has been determined that Lots 1 – 3 on Draft Plan SB 21-13-8 previously approved as 12.2m lots would be more suitable if adjusted to 11.0m frontage lots. As such, an amendment to the zoning by-law is required to rezone these three lots to the site specific R2-40 zone from the existing R1-29 zone.



We appreciate the continued dialogue with you on these matters and would be happy to arrange a call to discuss the few remaining zoning items further.

Sincerely,

GSP Group Inc.

Brandon Flewwelling, MCIP, RPP

cc: Karn Road Land Development Corporation / Cachet Developments (Woodstock) Inc.