

To: Mayor and Members of Town of Ingersoll Council

From: Heather St. Clair, Senior Development Planner, Community Planning

**Applications for Draft Plan of Subdivision, Official Plan
Amendment and Zone Change
South Thames Development Inc.
(Glen Schnarr and Associates Inc.)
SB24-03-6, OP24-08-6 and ZN6-24-03**

REPORT HIGHLIGHTS

- The applications have been requested to facilitate the approval of a residential plan of subdivision for the development of 243 lots for single detached dwellings, 53 blocks for street fronting townhouses (comprising 339 new street fronting townhouse units), for a total of 582 new units for low density residential development. Two new park blocks are also proposed, as well as blocks for servicing and stormwater management, buffers from the rail line to the south and the retention of approximately 12.9 ha (31.9 ac) of existing woodlands.
- The application for Official Plan amendment has been requested to permit an increase to the maximum net residential density for lands designated as 'Low Density Residential' from 30/ha to 40 units/ha. An additional policy will be required to permit a Class 4 noise category for Lots 100-134, 226-243 and Blocks 243-254.
- The application for zone change has been requested to amend the existing 'General Agricultural Zone (A2)' to establish a 'Special Residential Type 2 Zone (R2-sp)' and 'Special Residential Type 3 Zone (R3-sp)' zoning on the property to facilitate the residential uses, together with a range of site-specific amendments to the development provisions of the Zoning By-law. Additional zoning amendments will be required to establish a 'Recreational Zone (REC)' on the blocks proposed for parkland and an 'Open Space Zone (OS)' on the blocks proposed for servicing/stormwater management and the existing woodlands.
- This report is intended to provide an overview of the proposed amendments, together with the land use policies and zoning details relevant to the proposal.

DISCUSSION

Background

OWNER: South Thames Development Inc.
2555 Meadowpine Boulevard, Unit 3, Mississauga ON, L5R 6C3

AGENT/APPLICANT: Glen Schnarr and Associates Inc. (Mark Condello)
700 – 10 Kingsbridge Garden Circle, Mississauga ON, L5R 3K6

LOCATION:

The subject lands are described as Part of Lots 24 and 25, Broken Front Concession and Part of Original Road Allowance in the Town of Ingersoll. The subject lands are located on the south side of Hamilton Road, lying west of Oakwood Street and are municipally known as 583530 Hamilton Road, Ingersoll.

COUNTY OF OXFORD OFFICIAL PLAN:

Existing Designation:	Schedule "C-3"	County of Oxford Settlement Strategy Plan	Large Urban Centre
Existing Designation:	Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential (with special policy area) and Environmental Protection
Existing Designation:	Schedule "I-2"	Town of Ingersoll Residential Density Plan	Low Density Residential, Medium Density Residential and Environmental Protection
Proposed Designation:	Schedule "I-2"	Town of Ingersoll Residential Density Plan	Low Density Residential, Medium Density Residential with amended site-specific policy

* no change proposed to the Environmental Protection designation

TOWN OF INGERSOLL ZONING BY-LAW 04-4160:

Existing Zoning:	'General Agricultural (A2)' (Township of South-West Oxford Zoning By-law 25-98)
Proposed Zoning:	'Special Residential Type 2 Zone (R2-sp)' 'Special Residential Type 3 Zone (R3-sp)' 'Open Space Zone (OS)'

PROPOSAL

The applications have been requested to facilitate a residential plan of subdivision on lands that were incorporated into the Town of Ingersoll as part of the South-West Oxford Boundary Adjustment in 2021 and subject to the recent Official Plan amendment to adopt the South West Ingersoll Secondary Plan, which was completed in 2024 and implemented via Official Plan Amendment No 314.

The draft plan of subdivision proposes the creation 582 new lots for residential development, consisting of the following:

- 243 lots for single detached dwellings (Lots 1-243);
- 53 blocks for the development of street fronting townhouses, which would facilitate the development of 339 street fronting townhouse dwelling units (Blocks 244-297);
- 2 blocks for parkland (Blocks 298 and 299);
- 2 blocks for stormwater management and a servicing corridor (Blocks 300 and 301);

- 1 block for an environmental buffer (Block 302);
- 1 block for a buffer from Hamilton Road to the north (Block 303) and 1 block for a buffer from the adjacent rail line to the south (Block 304);
- a new road network consisting of 10 new streets (Streets A – J) and 2 future access stubs to the lands to the west, and;
- 2 blocks for the retention of the existing woodlands (Blocks 306 and 307).

The application for Official Plan amendment has been requested to permit an increase to the overall net residential density for the 'Low Density Residential' designation from 30 units/ha (12 units/ac) to 40 units/ha (16 units/ac). An amendment to the existing Official Plan residential density configuration will also be required to facilitate the draft plan of subdivision as proposed. Specifically, the current residential density arrangement in the Official Plan, which was established as part of the South West Ingersoll Secondary Plan, identifies lands along the northern portion of the subject property as being designated 'Medium Density Residential', with the remainder of the residential lands on the subject property being designated 'Low Density Residential'. An additional special policy will be required to permit a proposed Class 4 Noise Area along the southerly portion of the subject lands, to implement a recommendation from the submitted Environmental Noise Study, which has been peer reviewed by the acoustic engineering consultant engaged by the Town and County.

An application for zone change has also been requested to facilitate the proposal. The subject lands are currently zoned 'General Agricultural Zone (A2)' in the Township of South-West Oxford Zoning By-law. An amendment to this zoning will be required to bring the lands under the jurisdiction of the Town's Zoning By-law and to facilitate future residential development. It is proposed that the portion of land proposed for single detached dwellings will be rezoned to a 'Special Residential Type 2 Zone (R2-sp)' to permit the proposed single detached dwellings as well as a number of site-specific amendments to the development provisions of the 'R2' zone, which are detailed in the Zoning section of this report. It is further proposed that the lands intended for the development of street fronting townhouses will be rezoned 'Special Residential Type 3 Zone (R3-sp)' with further site-specific amendments to the development provisions of the 'R3' zone, which are also detailed in the Zoning section of this report. Additional zoning amendments will be required to recognize the existing environmental features and recreational lands through the 'Open Space Zone (OS)' and the 'Recreational Zone (REC)'.

In support of the applications, a number of studies and reports have been submitted, including:

- Environmental Impact Study and a tree inventory and preservation plan;
- Environmental Noise and Vibration Feasibility Study;
- Transportation Impact Study;
- Functional Servicing Report;
- Planning Justification Report;
- Geotechnical Investigation;
- Hydrogeological Assessment;
- Floodplain Analysis, and an;
- Archeological Assessment.

The subject lands currently contain an existing single detached dwelling and are in agricultural production (cash crop). Land uses surrounding the subject lands include agricultural lands in the Township of South-West Oxford to the west, the Thames River and floodplain lands regulated by the Upper Thames River Conservation Authority to the north, existing residential parcels to the northeast, industrial lands to the east and south and the Ontario Southland Railway and Arrow Transportation reloading yard to the south.

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

Plate 2, Aerial Map (2020), provides an aerial view of the subject property and surrounding land uses as of the spring of 2020.

Plate 3, Proposed Draft Plan of Subdivision, illustrates the proposed road network and lot configuration of the subdivision, as well as the location of buffer areas, parks and servicing infrastructure, as submitted by the applicant.

2024 PROVINCIAL PLANNING STATEMENT (PPS)

The Provincial Planning Statement is a policy statement issued under Section 3 of the Planning Act that came into effect on October 20, 2024. The PPS applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. The following outlines the key PPS policies that have been considered, but it is not intended to be an exhaustive list.

Section 2.2 of the PPS 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 immediate 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 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; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.3 of the PPS states that settlement areas shall be the focus of growth and development and land use patterns within settlement areas should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, are transit-supportive and are freight supportive.

Section 3.5 states that major facilities, which include rail facilities, shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

Section 4.1 provides that natural features and areas shall be protected for the long term and that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems should be maintained, restored, or, where possible, improved, recognizing linkages between and among natural heritage features and areas.

Mineral aggregate resources are addressed in Section 4.5 of the PPS, which provides that mineral aggregate resources shall be promoted for long-term use and shall be identified. If known deposits of mineral aggregate resources and on adjacent lands, development and activities which would preclude or hinder the establishment of new operations or access to the resource shall only be permitted if:

- a) resource use would not be feasible; or
- b) the proposed land use or development serves a greater long-term public interest; and
- c) issues of public health, public safety and environmental impact area addressed.

Section 5.2 of the PPS addresses natural hazards and states that development shall generally be directed to areas outside of hazardous lands adjacent to river, stream and small inland systems which are impacted by flooding hazards and/or erosion hazards.

OFFICIAL PLAN:

The subject lands are currently designated 'Low Density Residential', 'Medium Density Residential' and 'Environmental Protection Area' according to the Land Use Plan for the Town of Ingersoll, as contained in the Official Plan, and are subject to site specific policies established through Official Plan Amendment 314, based on the South West Ingersoll Secondary Plan.

'Low Density Residential' areas are those lands that are primarily developed or planned for a variety of low-rise, low density housing forms including single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, quadraplexes, townhouses, and low density cluster development.

The maximum net residential density for an individual development in the 'Low Density Residential' areas is 30 units/ha (12 units/ac) and no building shall exceed three stories in height at grade. Also, within areas of new 'Low Density Residential' development, the minimum overall net residential density shall be 15 units/ha (6 units/ac.).

'Medium Density Residential' areas are those lands that are primarily developed or planned for low to medium density profile, multiple unit development that exceeds the densities established for the 'Low Density Residential' areas. Residential uses within the 'Medium Density Residential' designation include townhouses, medium density cluster development, converted dwellings and low rise apartments. In these areas it is intended that there will be a mixing and integration of different housing forms to achieve an overall medium residential density. The maximum net residential density for the 'Medium Density Residential' designation is 62 units/ha (25 units/ac) and development shall not result in a net residential density of less than 31 units/ha (13 unit/ac).

The subject lands are also part of a larger special policy area, as per Section 9.2.4.4.3 of the Official Plan, which applies to all lands subject to the South West Ingersoll Secondary Plan. These policies were implemented through Official Plan Amendment No. 314 (OPA 314) which established the below-noted site-specific policies.

Within lands designated 'Low Density Residential' and 'Medium Density Residential', it is generally the goal of the Town that housing development shall comprise a range and mix of housing types, unit sizes and tenure, including adequate numbers of dwelling units to

accommodate households with children, larger families, seniors, people with special needs and rental housing. The Town will encourage a minimum of 10% of new affordable housing units and new purpose-built rental units to be constructed accessible with barrier-free, universal or flex design. Housing geared toward seniors is encouraged to provide accessibility features.

The minimum overall net residential density across all lands designated for residential use within the South West Ingersoll Secondary Plan area shall be 30 units/ha (12 units/ac). Within areas designated 'Low Density Residential', the minimum overall net residential density shall be 22 units/ha (9 units/ac). To achieve this density, Town and County Councils will consider a variety of lot sizes and configurations, the development of low rise multiple-unit dwellings and may consider reduced road widths and private roads within multiple-unit condominium developments in areas of low density residential development. In addition to the housing forms identified in Section 9.2.4, multiple-unit dwellings, street oriented multiple units and additional residential units shall be permitted.

The development of lands designated 'Low Density Residential' and 'Medium Density Residential' shall be subject to the Servicing and Phasing policies set out in the South West Ingersoll Secondary Plan, in addition to the servicing policies of the Official Plan and the County's Servicing Allocation Policy.

Within areas designated 'Medium Density Residential', development will generally be in accordance with Section 9.2.5 of the Official Plan. In addition to the housing forms identified in Section 9.2.5, additional residential units shall be permitted. Notwithstanding the foregoing, single detached, semi-detached and duplex dwellings will not be permitted within the 'Medium Density Designation'.

The South-West Ingersoll Secondary Plan includes Community Design policies intended to ensure that both public and private realms are equipped with walkable and accessible linkages between spaces and uses, integration between built areas and to achieve the desired quality of design and character of the built and open space environments. The Community Design policies are also intended to guide future development and protect existing and future natural assets in building a natural heritage system of linked natural areas.

It is intended that new development will support the protection and conservation of existing natural features, the maintenance of ecological functions and the creation of new environmental features, where feasible, to support high quality living environments, an enhanced trail network, place-making and climate resilience for current and future generations.

While the South West Ingersoll Secondary Plan does not constitute part of the Official Plan, it is intended that the Community Design policies contained in Section 3.4 of the Secondary Plan will provide the basis for incorporating urban design principles, public realm improvements, gateways, streetscape improvements, public open spaces and multi-use trail design and the Secondary Plan will be referenced for this purpose going forward.

The provision of municipal water and sanitary sewers, and stormwater management for new residential development will generally be as set out in Section 3.6 of the South West Oxford Secondary Plan.

OPA 314 also addresses the existing and planned multi-modal transportation network and provides that the transportation network for the South West Ingersoll Secondary Plan Area will support the full range of transportation modes, increase connectivity to Ingersoll's existing

amenities and destinations, while continuing to function as a major thoroughfare along Highway 401 for the foreseeable future.

New local road connections are required to facilitate development and access throughout the South West Ingersoll Secondary Plan Area. The alignment of the proposed local roads is set out conceptually in the Secondary Plan and should be referenced during development review. The conceptual network includes new local roads south of Hamilton Road to provide access for proposed residential lands within the west study area. Detailed alignments and locations of local streets and private laneways shall be determined through further engineering studies as part of future applications for development approvals.

The easterly portion of the subject lands are designated as 'Environmental Protection' as shown on Schedule 'I-1', Town of Ingersoll Land Use Plan. It is the goal of the environmental resource policies to achieve a net environmental gain through the protection and conservation of existing natural features, the maintenance of existing ecological functions and the creation of new environmental features, wherever possible, and to ensure the viability of protected natural areas through the development of the natural heritage system by linking environmentally protected areas and open spaces via a series of natural or open space corridors. Town and County Council will encourage naturalization or the re-establishment of native indigenous vegetation, self sustaining ecological processes, and biodiversity throughout the natural heritage systems in order to maintain ecological functions. Town and County Council will also ensure minimization or prevention of negative impacts on environmental features by prohibiting incompatible development and where appropriate, requiring an Environmental Impact Study prior to development and implementing necessary mitigation measures as a condition of development.

The natural heritage system is the unifying concept for the conservation of the natural environment in Oxford County and represents a conceptual image or vision of a county-wide green network. The approach is based on the understanding that natural area remnants, once part of a continuous natural landscape, should be linked in order to facilitate the ecological exchanges and biodiversity, which ensure their long-term maintenance and enhancement. The natural heritage system concept provides a long-term planning framework for co-ordinating environmental conservation in Oxford County. Such conservation efforts will provide ecological, aesthetic, educational, economic, recreational and health benefits to County residents.

The easterly portion of the subject lands contain an existing woodlot that has been identified as Significantly Ecologically Important in the Oxford Natural Heritage Systems Study, as well as lands that have been identified as Non-Provincially Significant Wetlands.

Section 3.2.3.3 – Natural Heritage System Implementation Measures, provides that a number of implementation measures are identified for the preservation and protection of the natural heritage system. Such measures shall be used as a guide in the expansion of the natural heritage system as well as during the review process. To achieve a net environmental gain, the County and Town will first seek to avoid development or site alteration that permanently impairs significant natural features and areas. Any development approval on lands within or adjacent to the 'Environmental Protection' designation shall be conditional upon enhancement and remediation measures as determined by an Environmental Impact Study. All development or site alteration occurring within the County of Oxford within or adjacent to the features forming the Natural Heritage System shall minimize and, where possible, prevent negative effects associated with development by incorporating best management practices for stormwater management, erosion and sedimentation controls, tree-saving plans and other such site design and servicing measures.

Development and site alteration within and on lands adjacent to a significant woodland will require the preparation of an Environmental Impact Study in accordance with Section 3.2.6 which demonstrates that the proposal will not result in a negative impact on the woodland.

The subject lands are also adjacent to an existing rail line corridor and rail line reloading facility to the southeast. Section 3.3.3.1, Noise, Vibration and Safety, provides that the County and Town recognize that there may be noise or vibration affects on noise sensitive land uses located in proximity to industrial uses, major roads, railways and airports. The objective of the Official Plan policies is to prevent or minimize the encroachment of noise sensitive land uses upon industrial land and vice versa as they are considered to be incompatible. Consequently, County Council adopts Provincial noise level objectives and may require studies addressing the measurement, analysis and mitigation of noise or vibration effects prior to or as a condition of development. Further, in recognition of the safety issues associated with locating sensitive land uses in proximity to railways, additional safety measures will be incorporated into new development, as appropriate.

The development of noise sensitive land uses will not be permitted within 300 m (984 ft) of an existing railyard. Where development is proposed adjacent to a railway line, County and Town Council shall require safety measures to be incorporated into the site design including measures such as building setbacks, intervening berms and security fencing. The proponent shall consult with the appropriate railway regarding such safety measures prior to development approval.

County and Town Council may require a feasibility assessment in accordance with Provincial guidance to determine potential noise and vibration impact, or combination thereof, on proposed noise sensitive land uses where development is proposed within 300 m (984 ft) of a railway right-of-way.

Town and County Council may require a feasibility assessment to determine potential noise and vibration impacts, or combination thereof, within Potential Influence Areas, in accordance with Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses" for Class I, II and III industrial facilities or the development of noise sensitive land uses. For the purpose of this policy, a railyard is considered to be a Class III industrial facility.

Where a feasibility assessment indicates that the noise levels exceed the noise level objectives outlined in Table 2, but the proposed development is feasible, Town and County Council shall require the proponent to undertake a detailed noise study which specifies appropriate attenuation measures in accordance with the Ministry of the Environment guidelines. Such attenuation measures may include but will not be limited to warning clauses, distance separations, barriers such as berms, acoustical walls or non-residential intervening structures to interrupt the transmission of noise and vibration, and construction techniques such as air conditioning, masonry construction, multiple glazing, restrictions in wall openings, and rubber isolation pads between the foundation and building or combinations thereof.

Prior to development approval, any feasibility assessment and/or detailed noise study prepared in accordance with this section, will be subject to a third party review at the expense of the proponent. Such review will be undertaken by a qualified third party appointed by the County and/or Area Municipality with regard for relevant Ministry of the Environment guidelines and in consultation with the appropriate railway, where applicable.

The subject lands have been identified as an area of Limestone Resource. The County recognizes that the extraction of mineral aggregate resources is, and will continue to be, an important industry in the economy of the County and Area Municipalities and the policies of the Official Plan focus on protecting existing operations and mineral aggregate resources from incompatible uses while

ensuring that extraction is carried out in a manner that minimizes negative community, economic and environmental impacts.

To this end, the Official Plan includes detailed policies regarding land use compatibility between mineral aggregate extraction and sensitive land uses which are premised on the establishment of priorities which balance the protection of natural resources (such as mineral aggregates) and other public interests, such as ensuring reasonable opportunities for settlement growth.

The policies of Section 10.3.3 – Plans of Subdivision and Condominium, provide that County and Town Council will evaluate applications for a plan of subdivision on the basis of the requirements of the Planning Act, as well as criteria including, but not limited to, the following:

- Conformity with the Official Plan;
- The availability of community services such as roads, water, storm and sanitary sewers, waste disposal, recyclable collection, public utilities, fire and police protection, parks, schools and other community facilities;
- The accommodation of Environmental Resources and the mitigation of environmental and human-made constraints;
- The reduction of any negative effects on surrounding land uses, transportation networks or significant natural features;
- The design of the plan can be integrated into adjacent developments, and;
- The design of the plan is to be compatible with the natural features and topography of the site, and proposals for extensive cut and fill will be discouraged.

TOWN OF INGERSOLL ZONING BY-LAW:

The subject lands are currently zoned 'General Agricultural Zone (A2)' as per the Township of South-West Oxford Zoning By-law No. 25-98. The applicant has submitted an application for Zoning By-law amendment to facilitate future residential development and has requested a 'Special Residential Type 2 (R2-sp)' zoning and a 'Special Residential Type 3 Zoning (R3-sp)'.

Site-specific amendments to the 'R2' zone for the development of single detached dwellings have been requested, as follows;

- A reduction to the lot area requirement from 345 m² (3,713.7 ft²) to 270 m² (2,906.3 ft²) and from 450 m² (4,846.9 ft²) to 360 m² (3,875.1 ft²) for a corner lot;
- A reduction to the lot frontage requirement from 11.5 m (37.7 ft) to 9 m (29.5 ft) and from 15 m (49.2 ft) to 12 m (39.3 ft) for a corner lot;
- A reduction to the lot depth requirement from 30 m (98.4 ft) to 27.5 m (90 ft);
- A reduction to the minimum required front yard depth from 6 m (19.7 ft) to 4.5 m (14.7 ft);
- A reduction to the minimum required exterior side yard width from 6 m (19.7 ft) to 3.5 m (11.4 ft).
- A reduction to the minimum required rear yard depth from 7.5 m (24.6 ft) to 6 m (19.7 ft);
- A reduction to the minimum required interior side yard width from 3 m (9.8 ft) on one side and 1.2 m (3.9 ft) on the other to 0.6 m (1.9 ft) on one side and 1.2 m (3.9 ft) on the other, provided the combined total for each interior side yard width is 1.8 m (5.9 ft);
- An increase to the lot coverage allowance from 40% lot area to 45% for a dwelling plus 50% including an accessory structure, and;
- An increase to the maximum height allowance from 11 m (36.1 ft) to 12.5 m (41 ft).

Site-specific amendments to the 'R3' zone for the development of street fronting townhouses have been requested, as follows;

- A reduction to the lot area requirement from 240 m² (2,583.4 ft²) to 216 m² (2,325 ft²) for an end unit, and from 330 m² (3,552.2 ft²) to 228 m² (2,454 ft²) for an end unit on a corner lot;
- A reduction to the lot frontage requirement from 8 m (26.2 ft) per dwelling unit to 7.2 m (23.6 ft) for an end unit, and from 11 m (36.1 ft) to 7.6 m (24.9 ft) for an end unit on a corner lot;
- A reduction to the lot depth requirement from 30 m (98.4 ft) to 27.5 m (90 ft);
- A reduction to the minimum required front yard depth from 6 m (19.7 ft) to 4.5 m (14.7 ft);
- A reduction to the minimum required exterior side yard width from 6 m (19.7 ft) to 3.5 m (11.4 ft);
- A reduction to the minimum required rear yard depth from 7.5 m (24.6 ft) to 6 m (19.7 ft);
- A reduction to the minimum required interior side yard width from 3 m (9.8 ft) to 1.5 m (4.9 ft) for an end dwelling unit;
- An increase to the lot coverage allowance from 40% lot area to 50% for a dwelling and 60% including an accessory structure, and;
- An increase to the maximum height allowance from 11 m (36.1 ft) to 12.5 m (41 ft).

Additional amendments would be required to establish 'Recreational Zone (REC)' on Block 298 and 'Open Space Zone (OS)' on Blocks 299-304, 306 and 307 to recognize development restrictions associated with servicing infrastructure, buffering and environmental features.

PUBLIC CONSULTATION:

Notice of complete application regarding the proposed Official Plan amendment and Zone Change was provided to surrounding property owners in accordance with the requirements of the Planning Act on August 18, 2025 and August 19, 2025. As of the writing of this report, two letters had been received from the public, which are attached for Council's information.

Summarized, the concerns received include:

- concerns respecting available information on the proposal;
- concerns respecting the requested variances to the Zoning By-law provisions.

SUMMARY:

The above-noted information is provided for Council's information. A subsequent report, including comments received via agency circulation, a summary of public input and Planning staff analysis and recommendations will be provided for Council's consideration at a future meeting and a public meeting of Oxford County Council for the Official Plan amendment will follow.

RECOMMENDATION

It is recommended that Council of the Town of Ingersoll receive Report No. CP 2025-271, as information.

SIGNATURES

Authored by: *'original signed by'*

Heather St. Clair, MCIP, RPP
Senior 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



0 169 338 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

August 18, 2025



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



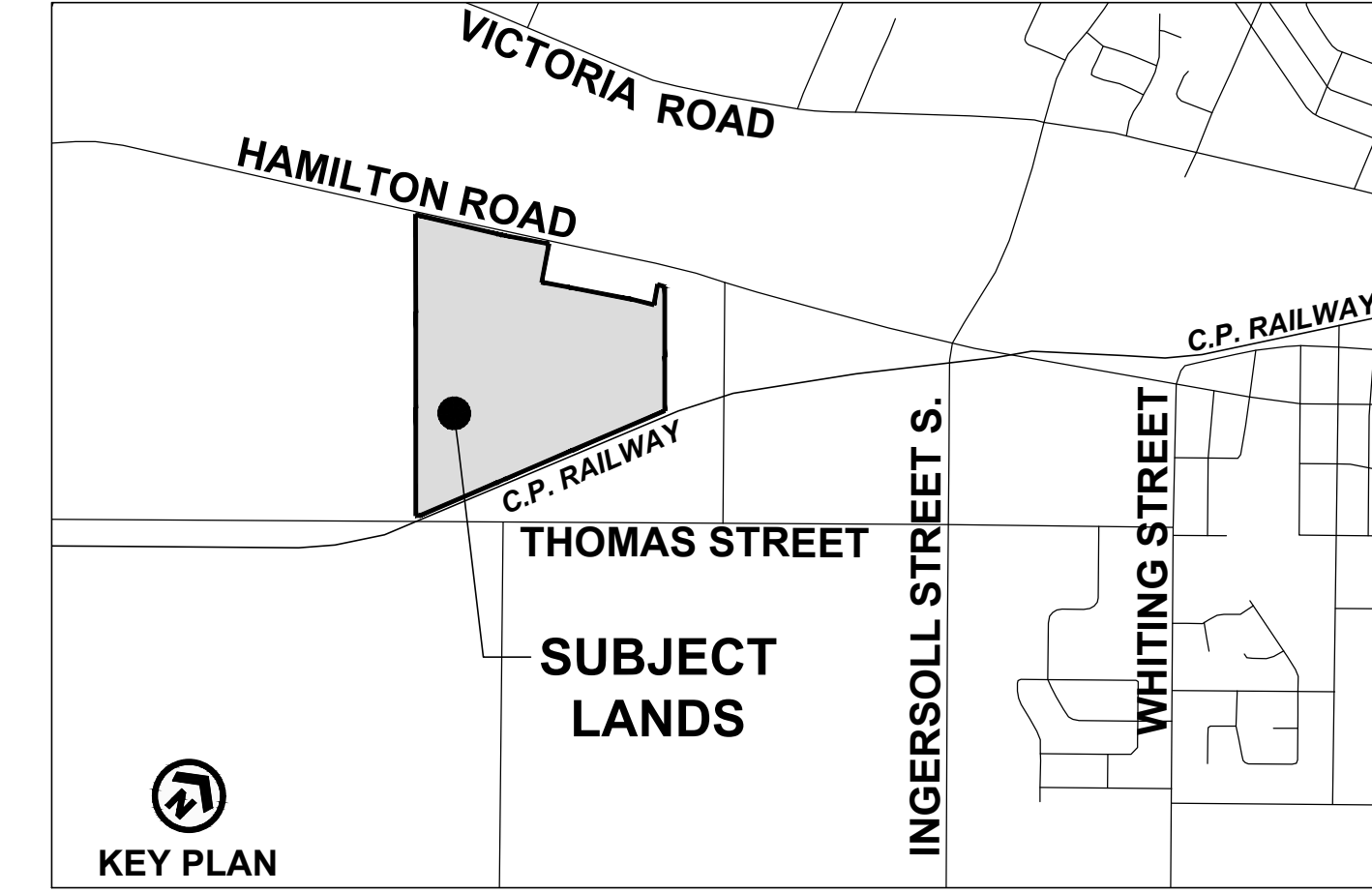
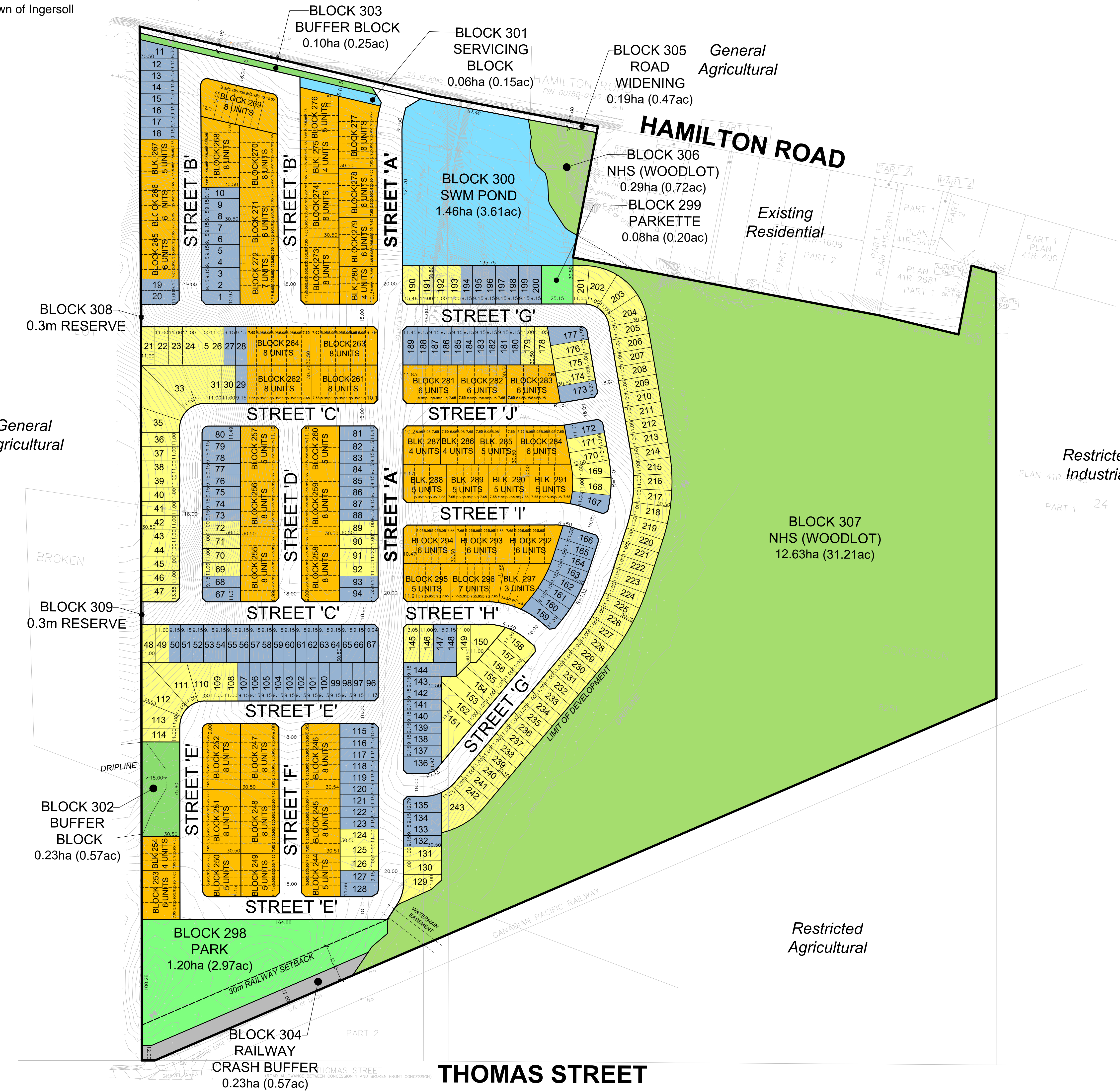
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NAD_1983_UTM_Zone_17N



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September 1, 2025



**DRAFT PLAN OF SUBDIVISION
 CACHET HOMES
 FILE # 24T-**

**PART OF LOTS 24 AND 25,
 BROKEN FIRST CONCESSION &
 PART OF ORIGINAL ROAD ALLOWANCE
 BETWEEN LOTS 24 AND 25
 TOWNSHIP OF SOUTH-WEST OXFORD
 COUNTY OF OXFORD**

OWNERS CERTIFICATE
 I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE COUNTY OF OXFORD FOR APPROVAL.

SIGNED:  DATE: MAY 29, 2024
 RAMSEY SHAHEEN
 CACHET HOMES

SURVEYORS CERTIFICATE
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED:  DATE: MAY, 29, 2024
 JASON ELLIOTT
 J.D. BARNES LIMITED

ADDITIONAL INFORMATION
 (UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SANDY LOAM AND CLAY LOAM
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
SINGLE DETACHED - 11.0m (36')	1-243	4.32	10.67	115
SINGLE DETACHED - 9.15m (30')		3.75	9.27	128
STREET TOWNHOUSES - 5.95m (19.5')	244-297	6.97	17.22	339
PARK/PARKETTE	298,299	1.28	3.16	
SWM POND	300	1.46	3.61	
SERVICING BLOCK	301	0.06	0.15	
BUFFER BLOCK	302,303	0.33	0.82	
RAILWAY CRASH BUFFER	304	0.23	0.57	
ROAD WIDENING	305	0.19	0.47	
NHS (WOODLOT)	306,307	12.92	31.93	
0.3m RESERVE	308,309	0.00	0.00	
20.0m R.O.W. (641m Length)		1.29	3.19	
18.0m R.O.W. (2,876m Length)		5.21	12.87	
TOTAL	309	38.01	93.92	582

NOTES
 -DAYLIGHT TRIANGLE FROM STREET 'A' TO HAMILTON ROAD: 10m x 10m
 -ALL OTHER DAYLIGHT TRIANGLES: 3m x 3m
 -ALL EXISTING STRUCTURES TO BE REMOVED