

**To: Mayor and Members of City of Woodstock Council**

**From: Justin Miller, Development Planner, Community Planning**

## **Applications for Official Plan Amendment and Zone Change OP26-03-8 and ZN8-26-02 – 1001295663 Ontario Inc.**

### **REPORT HIGHLIGHTS**

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- The Official Plan amendment proposes to redesignate the subject lands from ‘Regional Commercial Node’ to ‘Traditional Industrial’ to facilitate a proposed industrial development on the subject lands.
- The Zone Change application proposes to rezone the subject lands from ‘Special Regional Commercial Zone (C6-6)’ to ‘Special General Industrial Zone (M3-sp)’ to facilitate the development of the subject lands for industrial uses.
- Planning staff are recommending approval of the subject applications as they are consistent with the Provincial Planning Statement and support the strategic initiatives and objectives of the Official Plan respecting uses within the Traditional Industrial designation.

### **DISCUSSION**

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#### **BACKGROUND**

OWNERS: 1001295663 Ontario Inc. c/o Brooke Hayward  
15 Adi Dassler Way, Paris ON N3L 0B9

APPLICANT: Arcadis Professional Services (Canada) Inc. c/o Jeff Henry  
420 Wes Graham Way, Suite 106, N2L 0J6

LOCATION:

The subject lands are described as Part Lots 14, 17 and 18, Concession 2, Parts 1-4, 41R-6490, in the City of Woodstock. The lands are located on south side of Juliana Drive between Norwich Avenue and Springbank Avenue and are currently not municipally addressed.

COUNTY OF OXFORD OFFICIAL PLAN:

#### **Existing:**

Schedule ‘W-1’

City of Woodstock  
Land Use Plan

Regional Commercial Node



## **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. The following outlines the key PPS policies that have been considered but is not intended to be an exhaustive list.

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 2.3.1 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 2.8,1.1 of the PPS indicates that planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

Section 3.3.2 indicates that major goods movement corridors (like Highway 401) shall be protected for the long term. Section 3.3.3 indicates that new development on adjacent lands to existing or planned corridors should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize or mitigate negative impacts on and adverse effects from the corridor.

## OFFICIAL PLAN

The subject lands are designated Regional Commercial Node (RCN) within the Official Plan. The application for Official Plan amendment proposes to redesignate the subject lands from RCN to Traditional Industrial.

The RCN designation is intended to provide for a wide range of commercial uses that meet the specialized service and comparison shopping needs. RCNs, by reason of their size and range of uses, are regarded as major activity centres and may have trade areas that extend throughout large areas of the County and are intended to serve a trade area population of approximately 50,000 people. RCN uses include a wide range of commercial uses, and the range of uses is to be determined through a market impact study which looks at the potential impacts on the Central Area and other commercially designated areas.

The Traditional Industrial designation is planned for the full range of industrial activity. Permitted uses include assembling, manufacturing, fabricating, processing, repair and recycling activities, environmental industries, warehousing, distribution, indoor and outdoor storage facilities, construction uses, utilities, transportation and storage use and research and technological service industries.

## ZONING BY-LAW

The subject lands are currently zoned 'Special Regional Commercial Zone (C6-6)' and the applicant proposes to rezone the subject lands 'Special General Industrial Zone (M3-sp)'. The applicant is seeking a site-specific provision to reduce the interior side yard widths and setbacks from parking areas. Additionally, the applicant has agreed to prohibit some of the industrial uses permitted in the M3 Zone to prevent potential conflicts with the adjacent Regional Commercial uses, and to minimize traffic impacts on Juliana Drive.

The applicant has separated the proposal into two parcels in expectation of a future severance; both 'parcels' have requested very similar site-specific zone provisions, and planning staff have considered this proposal as a single parcel to avoid assumptions about future severance applications and their related decisions. Staff also recommend simplifying the requested site-specific setbacks to avoid confusion and to provide minor flexibility.

For both parcels identified by the applicant, the applicant has requested a reduced setback of parking areas. For the applicant's 'Parcel 1' (westerly), they have requested a setback from parking areas of 2.95 m (9.7 ft); for the applicant's 'Parcel 2' (easterly), they have requested a setback from parking areas of 2.85 m (9.3 ft); in both cases, the By-law requires a minimum setback of 3 m (9.8 ft). Staff recommend a setback for the entirety of the subject lands of 2.8 m (9.2 ft) to avoid confusion and simplify administration and interpretation of this provision.

For 'Parcel 1' (westerly) as identified by the applicant, the applicant has requested a reduced interior side yard width of 2.95 m (9.7 ft) where the By-law requires a minimum side yard width of 3 m (9.8 ft). Staff recommend a setback for the entirety of the subject lands of 2.9 m (9.5 ft) to avoid confusion and simplify administration and interpretation of this provision.

## AGENCY COMMENTS

The City of Woodstock Engineering Department (Building Division) has provided comments that they are generally supportive of proposed land use change but recognize that some issues with the traffic impact study are outstanding. City staff have indicated that outstanding issues are likely to be addressed through the site plan control process.

The Ontario Ministry of Transportation has provided comments indicating that the lands are within MTO's Permit Control Area and permits are required prior to development taking place. Further the MTO requires a 4 m road widening along the property line adjacent to Highway 401, and all structures must be setback a minimum of 14 m from Highway 401 corridor.

City of Woodstock Economic Development, Oxford County Public Works and Upper Thames River Conservation Authority have indicated that they have no comments on these applications.

## PUBLIC CONSULTATION

Notice of complete application regarding this proposal was provided to the public and surrounding neighbours on February 26, 2026, and notice of public meeting was issued June 22, 2026, in accordance with the requirements of the Planning Act. At the time of the writing of this report no objections have been received from the public.

## **Planning Analysis**

Applications have been received to amend the Official Plan and the City's Zoning By-law to permit an industrial development that is proposed to contain five buildings with 16 individual units totalling 52,824 m<sup>2</sup> (568,611.4 ft<sup>2</sup>).

In support of the applications, the applicant has submitted a planning justification report, a traffic impact study, a market impact study, a functional servicing report and a stormwater management report. Subsequently, County and City staff had the market impact study and traffic impact study peer-reviewed.

### Functional Servicing Report

The functional servicing report and stormwater management report submitted with the applications did not identify any issues, and, for the purposes of the proposed changes to the land use, staff have not raised any concerns. The subject lands are subject to site plan control, and further review is likely to be conducted through the site plan control process to ensure the lands are serviced and developed in accordance with City and County standards.

### Retail Market Impact Study

A Retail Market Impact study, prepared by Arcadis Professional Services (Canada) Inc was submitted in support of the proposed re-designation from Regional Commercial Node to Traditional Industrial. The submitted retail market impact study was subsequently peer-reviewed at County staff's request. Although the original study and following peer-review had different estimated land use needs for commercial uses, both reports indicated, based on changing retail habits and trends, that there was an over-supply of Regionally designated lands in the City and the reports supported the proposed land use change from Regional Commercial Node to Traditional Industrial. The studies concluded that the development of the site for industrial

uses represents an efficient use of vacant land in close proximity to major goods movement corridor and provides much-needed industrial jobs within the built-boundary without negatively impacting the City's retail supply in other commercial focussed areas- particularly the Central Area.

The study also concluded that the site has been part of the Regional Commercial Node for many years and has never been developed despite other landowners with the intent of developing commercial uses on the site. The site is poorly situated to serve the more localized retail and service needs of the existing population, as well as those of potential future growth areas. It is not well situated with respect to the major traffic flow along Norwich Avenue and in recent years the broader market for large scale retail commercial uses has been significantly impacted by technological changes in retail distribution channels.

#### Traffic Impact Study

A Traffic Impact Study (TIS), prepared by Paradigm Transportation Solutions Limited, was submitted in support of the applications and was subsequently peer reviewed by another transportation engineer at the request of City Engineering staff. At the time of writing this report, City staff, the peer-reviewer and the applicant are still engaged in discussion regarding the review. Prior to scheduling this report for a public meeting, City staff confirmed that their concerns do not need delay the public meeting but may or may not impact future designs for the subject lands. Any revisions to the TIS or required infrastructure improvements to accommodate the development can be completed and implemented as part of the site plan approval process.

#### Planning Justification Report

A Planning Justification Report (PJR), prepared by Arcadis Professional Services (Canada) Inc. was submitted in support of the applications. The PJR provides an overview and assessment of the various planning and site design considerations with respect to the proposal and how they have been addressed and concluded that the proposed Official Plan Amendment and Zoning By-Law Amendment are generally consistent with the Provincial Planning Statement and maintain the intent and purpose of the Official Plan and City of Woodstock Zoning By-Law. This report has been reviewed and considered by County Planning staff as part of their planning review of these applications.

#### Provincial Planning Statement

Planning staff are of the opinion that the proposal is consistent with the policies of the PPS. Specifically, the proposal is an efficient use of land, optimizes existing infrastructure and is freight supportive by virtue of its location adjacent to the Highway 401 corridor which is optimized for freight as a goods movement corridor. Further, in support of the PPS, the proposal increases the range of employment uses to meet the long-term needs of the City and County in a way that is compatible with surrounding land uses. The proposal also supports the objectives of the PPS by facilitating development that is compatible with and supportive of the long-term purpose of the Highway 401 corridor as a goods movement corridor.

#### Official Plan

Following review of the information submitted with the applications, Planning staff are supportive of the requested official plan amendment to redesignate the subject lands from Regional Commercial Node to Traditional Industrial. The lands on the south side of Juliana Drive are primarily utilized for industrial uses (while lands on the north side are utilized for commercial uses),

and the proposed industrial uses are anticipated to be compatible with surrounding development. In the review of the TIS, City staff are satisfied that the overall traffic impacts to Juliana Drive resulting from the proposed industrial use are considered appropriate relative to the potential traffic impacts resulting from the permitted uses of the current Regional Commercial Node designation and C6 zoning.

The retail market impact study and subsequent peer review concluded that the site is less desirable for commercial uses due to its location within limited visibility from the high traffic corridor of Norwich Avenue, the limited ability to serve localized retail and service needs of the existing population and those of potential future growth areas. The study and subsequent peer review also concluded that there remains significant vacant or underutilized commercial spaces within the City, and the re-designation of these lands will not jeopardize the City's supply of commercial space to meet current and future needs.

#### City of Woodstock Zoning By-Law

Planning staff are supportive of the requested zone change application. The requested reductions to interior side yard width and setback from parking areas are very minor (equal to approximately 6 inches) and no impacts to adjacent properties are anticipated. Through the review process, the applicant has also agreed to limit the permitted uses to reduce potential conflicts with the adjacent regional commercial uses; the applicant has proposed to exclude the following uses through the site-specific zoning: a cartage express or truck terminal, a concrete batching or mixing plant, a feed mill, a flour mill and a grain elevator. Planning staff are supportive of the proposed prohibition in uses and the uses will be excluded from the future site-specific zoning by-law for the subject lands.

Through the commenting process, MTO has indicated that a 4 m road widening is required along the rear property line at the boundary with Highway 401. Prior to scheduling the public meeting, Planning staff confirmed with the applicant that the proposed change in lot size would not impact the proposal or require additional zone change requests; the applicant confirmed that they were comfortable with the proposal moving forward as presented.

This Office is of the opinion that the proposed amendment to the Official Plan to accommodate the proposed development of the subject lands generally complies with the relevant policies of the Official Plan respecting Traditional Industrial uses and the proposed zoning by-law amendment is considered appropriate for the proposed development and can be given favourable consideration.

## **RECOMMENDATIONS**

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That the Council of the City of Woodstock advise Oxford County Council that the City supports the application to amend the Official Plan (File No. OP 26-03-8), submitted by 1001295663 Ontario Inc., for lands legally described as Part Lots 14, 17 and 18, Concession 2, Parts 1-4, 41R-6490, to redesignate the subject lands from Regional Commercial Node to Traditional Industrial to facilitate an industrial development that is proposed to contain five buildings with 16 individual units on the subject lands;

And further, that the Council of the City of Woodstock approve in principle the zone change application (File No. ZN 8-26-02) submitted by 1001295663 Ontario Inc. for lands legally described as Part Lots 14, 17 and 18, Concession 2, Parts 1-4, 41R-6490, in the City of Woodstock, to rezone to subject lands to 'Special Traditional Industrial Zone (M3-sp)' to permit an industrial development that is proposed to contain five buildings with 16 individual units on the subject lands.

## **SIGNATURES**

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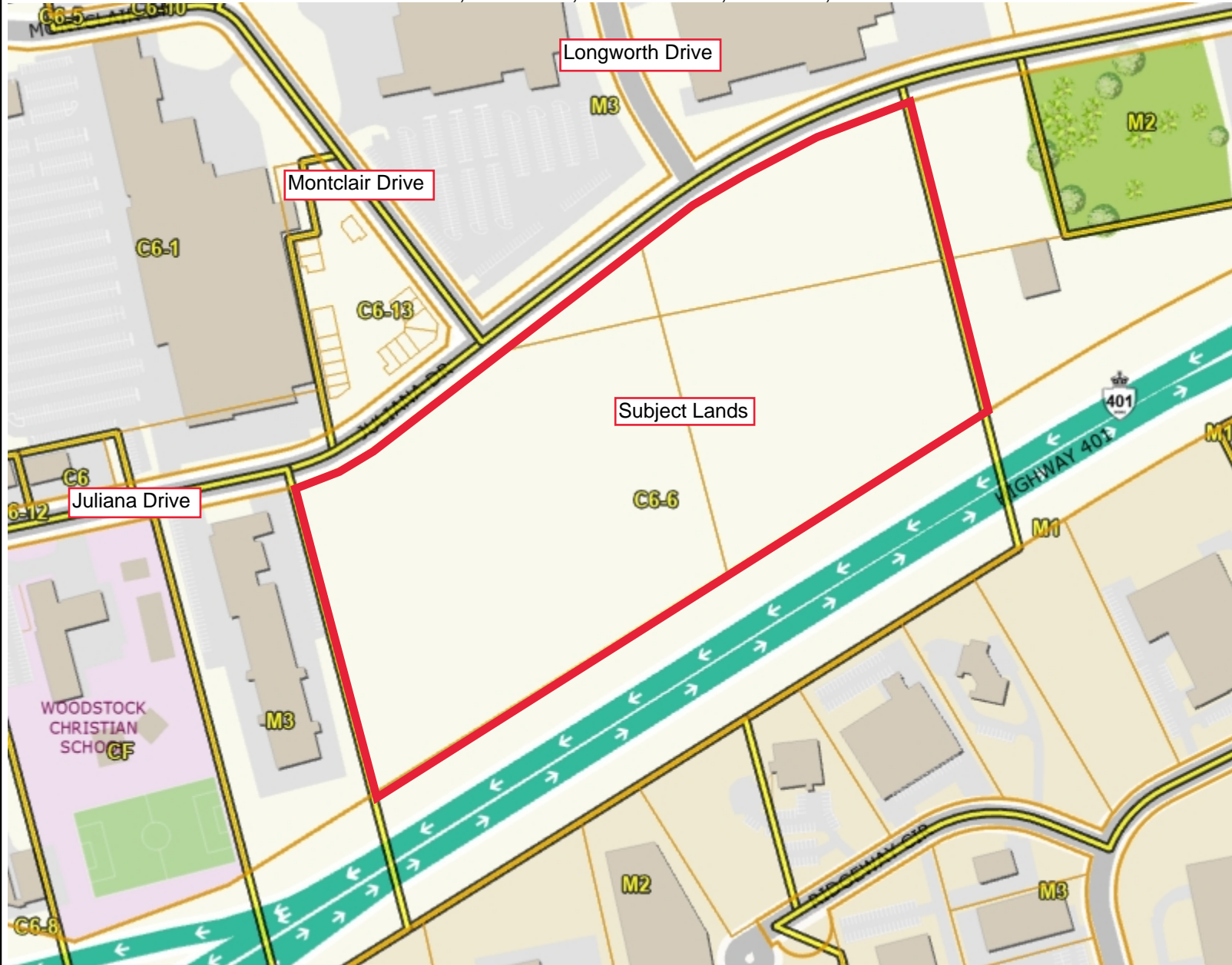
**Authored by:** Original Signed By Justin Miller  
Development Planner

**Approved for submission:** Original Signed By Eric Gilbert, MCIP, RPP  
Manager of Development Planning

Plate 1: Location Map with Existing Zoning

File Nos: OP 26-03-8 & ZN 8-26-02 - City of Woodstock

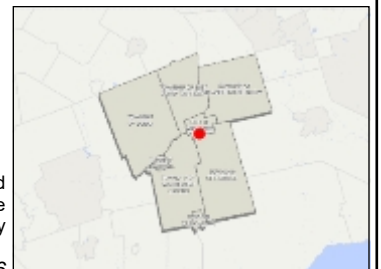
Part Lots 14, 17 and 18, Concession 2, Parts 1-4, 41R6490 - Juliana Dr. Woodstock



**Legend**

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

February 25, 2026



**Legend**

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

**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

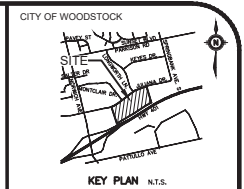
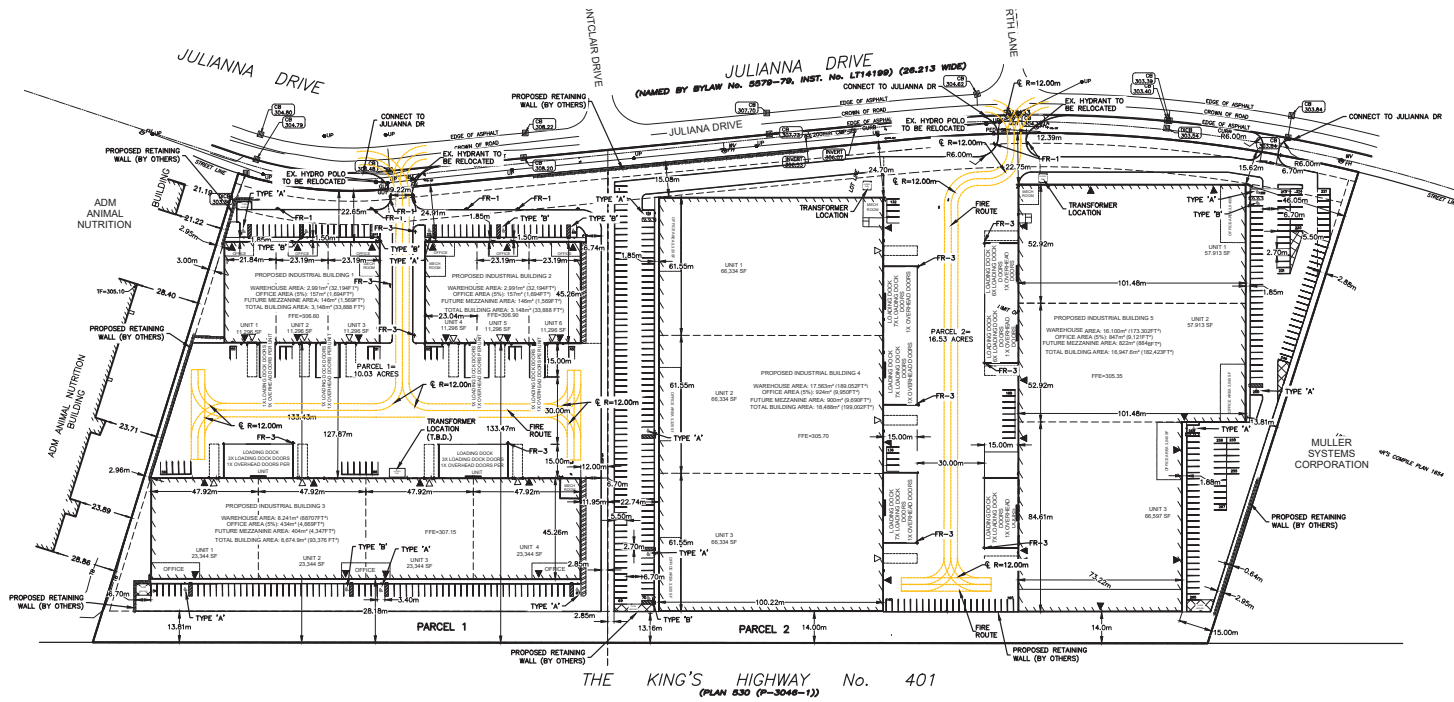
July 2, 2026

Plate 3: Applicant's Sketch

File Nos: OP 26-03-8 & ZN 8-26-02 - City of Woodstock

Part Lots 14, 17 and 18, Concession 2, Parts 1-4, 41R6490 - Juliana Dr. Woodstock

MTE FILE NO: P:\P\64433\_001\DWG\64433-001-A1.1-14-2026



GEODETIC BM ELEV. = m

SITE BENCHMARK ELEV. = 307.86m  
SITE BENCHMARK: CROSS ELEVATION 307.86m, CUT CROSS OR POSTING FROM 12.5m, 12.5m OF VERTICAL CURVE INSTRUCTION ON THE SOUTH SIDE OF JULIANA DR.

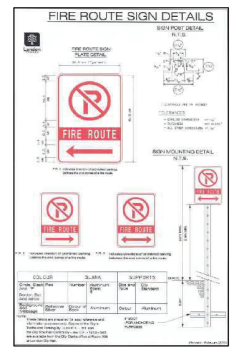
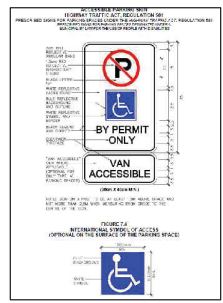
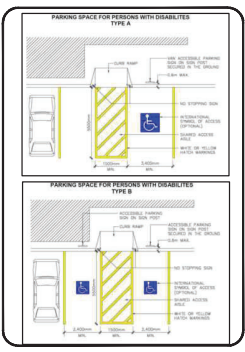
**NOTE TO CONTRACTOR :**  
DO NOT SCALE DRAWINGS.  
CONTRACTORS MUST CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO THE ENGINEER BEFORE PROCEEDING WITH THE WORK.  
ALL DRAWINGS REMAIN THE PROPERTY OF THE ENGINEER AND SHALL NOT BE REPRODUCED OR REDUCED WITHOUT THE ENGINEER'S WRITTEN PERMISSION.  
THE OWNER/ARCHITECT/CONTRACTOR IS ADVISED THAT M.T.E. CONSULTANTS INC. CANNOT CERTIFY ANY COMPONENT OF THE SITE WORKS NOT INSPECTED DURING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO NOTIFY M.T.E. CONSULTANTS INC. PRIOR TO COMMENCEMENT OF CONSTRUCTION TO ARRANGE FOR INSPECTION.

1.	ISSUED FOR ZBA	MTE	2026-11-23
2.	REVISION	BY	11111-11-20

PARCEL 1 - SITE DATA

DETAIL	PROPOSED	REQUIRED BY ZBL
LOT AREA (Ha)	4.06 Ha	0 Ha
LOT FRONTAGE (m)	166.59m	20.0m
LOT DEPTH (m)	220.59m	30.0m
FRONT SETBACK (m)	22.50m (BLDG 1)	27.5m
	24.91m (BLDG 2)	
	127.87m (BLDG 3)	
EXTERIOR SIDE YARD (m)	-	-
INTERIOR SIDE YARD (m)	2.95m (BLDG 1)	3.0m
	2.95m (BLDG 3)	
REAR YARD (m)	133.43m (BLDG 1)	7.5m
	133.47m (BLDG 2)	
	28.18m (BLDG 3)	
LOT COVERAGE (%) MAX.	36.99%	70.0%
LANDSCAPED OPEN SPACE (%)	17.2%	5.0%
NO. OF PARKING SPACES	134	64
BF PARKING SPACES	10	
BUILDING HEIGHT (m)	8.53m	15.0m
BUILDING FLOOR AREA (m <sup>2</sup> )	3148 (BLDG 1)	
	3148 (BLDG 2)	
	8674.9 (BLDG 3)	
GROSS FLOOR AREA (m <sup>2</sup> )	3294 (BLDG 1)	
	3294 (BLDG 2)	
	8078.9 (BLDG 3)	
PARKING		
MINIMUM AREA = 130m <sup>2</sup>	28 (BLDG 1)	16 (BLDG 1)
MINIMUM AREA = 130m <sup>2</sup>	11 (BLDG 2)	11 (BLDG 2)
MINIMUM AREA = 130m <sup>2</sup>	39 (BLDG 3)	16 (BLDG 3)
MINIMUM AREA = 130m <sup>2</sup>	11 (BLDG 3)	11 (BLDG 3)
MINIMUM AREA = 130m <sup>2</sup>	79 (BLDG 3)	44 (BLDG 3)
MINIMUM AREA = 130m <sup>2</sup>	28 (BLDG 3)	28 (BLDG 3)
TOTAL = 134	TOTAL = 126	

BARRIER FREE PARKING 101-200 - 3%+1 OF REQUIRED  
BARRIER FREE STALL SIZE TYPE A 3.4mX5.5m, TYPE B 2.8mX5.5m.



PARCEL 2 - SITE DATA

DETAIL	PROPOSED	REQUIRED BY ZBL
LOT AREA (Ha)	6.69 Ha	0 Ha
LOT FRONTAGE (m)	336.63m	20.0m
LOT DEPTH (m)	220.59m	30.0m
FRONT SETBACK (m)	15.00m (BLDG 4)	27.5m
	15.62m (BLDG 5)	
EXTERIOR SIDE YARD (m)	-	-
INTERIOR SIDE YARD (m)	22.74m (BLDG 4)	3.0m
	13.81m (BLDG 5)	
REAR YARD (m)	14.0m (BLDG 4)	7.5m
	14.0m (BLDG 5)	
LOT COVERAGE (%) MAX.	52.99%	70.0%
LANDSCAPED OPEN SPACE (%)	10.8%	5.0%
NO. OF PARKING SPACES	295	64
BF PARKING SPACES	8	
BUILDING HEIGHT (m)	10.97m	15.0m
BUILDING FLOOR AREA (m <sup>2</sup> )	16488 (BLDG 4)	
	16947 (BLDG 5)	
GROSS FLOOR AREA (m <sup>2</sup> )	19384 (BLDG 4)	
	17769 (BLDG 5)	
PARKING		
MINIMUM AREA = 130m <sup>2</sup>	180 (BLDG 4)	88 (BLDG 4)
MINIMUM AREA = 130m <sup>2</sup>	115 (BLDG 5)	81 (BLDG 5)
MINIMUM AREA = 130m <sup>2</sup>	56 (BLDG 5)	56 (BLDG 5)
TOTAL = 295	TOTAL = 286	

BARRIER FREE PARKING 201-1000 - 2%+2 OF REQUIRED  
BARRIER FREE STALL SIZE TYPE A 3.4mX5.5m, TYPE B 2.8mX5.5m.



519-204-6510

OWNER  
**214 CARSON CO.**  
850 JULIANA DR WOODSTOCK, ON

PROJECT  
**PROPOSED INDUSTRIAL BUILDING**

DRAWING

Project Manager: L. SULLIVAN Project No. 64433-001

Design By: JAC Checked By:

Date: Jan. 14/26 Drawing No. A1.1

Scale: Sheet of