

REPORT TO COUNTY COUNCIL

Application for Official Plan Amendment OP 26-02-8 – 190 Huron Street Inc.

To: Warden and Members of County Council

From: Director of Community Planning

RECOMMENDATIONS

1. That Oxford County Council approve Official Plan Application OP 26-02-8, submitted by 190 Huron Street Inc., for lands legally described as Lot 24C, Plan 216 and Part Lot 1, Plan 445, in the City of Woodstock, to redesignate the lands to Medium Density Residential with site specific development policies to facilitate the development of 64 stacked townhouse units on the subject lands.
2. And further, that County Council approve the attached Amendment Number 359 to the County of Oxford Official Plan as well as enacting By-law 6846-2026.

REPORT HIGHLIGHTS

- The Official Plan amendment proposes to redesignate the subject lands from Low Density Residential to Medium Density Residential with site specific development policies to facilitate the development of 64 stacked townhouse dwelling units on two properties fronting on Huron Street in the City of Woodstock.
- Planning staff are recommending approval of the application as it is consistent with the Provincial Planning Statement and supports the strategic initiatives and objectives of the Official Plan respecting medium density residential development within the City of Woodstock.

IMPLEMENTATION POINTS

This application will be implemented in accordance with the relevant objectives, strategic initiatives, and policies in the Official Plan.

Financial Impact

The approval of this application will have no financial impact beyond what has been approved in the current year’s budget.

Communications

Notice of complete application regarding this proposal was provided to the public and surrounding neighbours on February 3, 2026 and notice of the City Council public meeting was issued on May 5 and May 12, 2026, in accordance with the requirements of the Planning Act. A subsequent notice of public meeting for the County Council meeting was issued on June 19, 2026.


As of the date of writing this report, a number of comments have been received from the public as further detailed in the Public Consultation section of this report.

2023-2026 STRATEGIC PLAN

Oxford County Council approved the [2023-2026 Strategic Plan](#) on September 13, 2023. The Plan outlines 39 goals across three strategic pillars that advance Council’s vision of “Working together for a healthy, vibrant, and sustainable future.” These pillars are: (1) *Promoting community vitality*, (2) *Enhancing environmental sustainability*, and (3) *Fostering progressive government*.

The recommendations in this report supports the following strategic goals.

Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<p>Goal 1.1 – 100% Housed</p> <p>Goal 1.2 – Sustainable infrastructure and development</p>		

See: [Oxford County 2023-2026 Strategic Plan](#)

DISCUSSION

Background

Owners: 190 Huron Street Inc. (c/o Paul Weigel)
128 Johnston Avenue, Cambridge ON N3C 4P4

Agent: Zelinka Priamo Ltd. (c/o Laura Jamieson)
318 Wellington Road, London, ON N6C 4P4

Location:

The subject lands are described as Lot 24C, Plan 216 and Part Lot 1, Plan 445 in the City of Woodstock. The lands are located on the east and west sides of Huron Street north of Knightsbridge Road. The eastern site is municipally known as 190/196 Huron Street, in the City of Woodstock, and the western site is a vacant parking lot that are not currently municipally addressed.

County of Oxford Official Plan:

Existing:

Schedule "W-1"	City of Woodstock Land Use Plan	Neighbourhood Shopping Centre
----------------	------------------------------------	----------------------------------

Proposed:

Schedule "W-1"	City of Woodstock Land Use Plan	Residential
----------------	------------------------------------	-------------

Schedule "W-3"	City of Woodstock Residential Density Plan	Medium Residential Density with site-specific development policies
----------------	---	---

Proposal:

The application for Official Plan Amendment proposes to redesignate the lands from Neighbourhood Shopping Centre to Medium Density Residential with site-specific development policies to facilitate the proposed increased residential density on the subject lands.

The applicant has also submitted an accompanying zone change application to rezone the subject lands from 'Shopping Centre Commercial Zone (C2)' to 'Special Residential Type 3 Zone (R3-sp)'. The proposed zoning will facilitate the proposed stacked townhouse development and requested zone provisions regarding minimum lot area per dwelling unit, minimum front yard depth, minimum side yard widths, minimum landscaped open space, maximum height, minimum

parking, setbacks from parking, and special provisions for permitted projections (stairs, landings, patios).

The proposed application encompasses two parcels; the portion of the subject lands on the east side of Huron Street (190/196 Huron) comprise an approximate area of 2,604.9 m² (28,038.9 ft²) and contains an existing structure most recently used as a thrift store. The subject lands on the west side of Huron Street comprise an approximate area of 4,417.4 m² (47,548.5 ft²) and contain an existing parking area that was utilized by the thrift store and historical commercial uses that operated within the existing building. The applicant proposes to remove the existing building and replace them with three new structures (two on the west side of Huron Street and one on the east side).

Surrounding land uses are generally low-density residential uses, primarily single-detached dwellings, with some commercial uses to the north of the eastern parcel. Knightsbridge Park is in close proximity to the east and Sutherland Park is in close proximity to the south-west.

The applicant has submitted the following technical studies in support of the application:

- Traffic Impact Brief;
- Functional Servicing Report;
- Planning Justification Report;
- Building Elevations and Renderings.

Plate 1, Location Map with Existing Zoning and Official Plan Designation, indicates the location of the subject site and the existing zoning and Official Plan designations in the immediate vicinity.

Plate 2, 2025 Aerial Map, provides an aerial view of the subject property and surrounding area.

Plate 3, Applicant's Sketch (West Side of Huron Street), provides a site plan illustrating the layout of the proposed development on the west side of Huron Street, as provided by the applicant.

Plate 4, Applicant's Sketch (East Side of Huron Street), provides a site plan illustrating the layout of the proposed development on the east side of Huron Street, as provided by the applicant.

Plate 5, Elevations (West Side), depicts the building elevations for the development proposed on the west side of Huron Street, as provided by the Applicant.

Plate 6, Elevations (East Side), depicts the building elevations for the development proposed on the east side of Huron Street, as provided by the Applicant.

Comments

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 2.2.1- 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 ‘Neighbourhood Shopping Centre’, according to the City of Woodstock Residential Density Plan. The application for Official Plan amendment proposes to redesignate the lands to facilitate medium density residential development.

Section 2.1.1 of the Official Plan provides that growth, and development will be focused in settlement areas and their vitality and regeneration will be promoted. Development will be directed to settlements with centralized wastewater and water supply facilities to minimize risks of contamination to air, land, surface water and groundwater, to preserve agricultural land and to reduce the cost of public service facilities and infrastructure. Settlements will be required to develop with land use patterns and a mix of uses and densities that efficiently use land and resources; are appropriate for, and efficiently use, existing or planned infrastructure and public service facilities; support active transportation; and minimize negative impacts to air quality and climate change and promote energy efficiency.

Intensification will be promoted in appropriate locations within settlements, particularly those served by centralized wastewater and water supply facilities and all forms of housing required to meet the social, health and well-being needs of current and future residents will be permitted and facilitated in appropriate locations throughout the County.

Areas designated Neighbourhood Shopping Centre are intended to provide for daily or weekly convenience shopping and service needs of nearby residents. Neighbourhood Shopping Areas will generally have between 1,858 and 4,645 square metres (20,000 to 50,000 square feet) of gross leasable commercial floor area. Permitted uses within Neighbourhood Shopping Areas include gas bars, financial institutions, convenience commercial uses, grocery stores, daycare facilities, medical and dental clinics and offices, personal services, restaurants, small scale service-oriented offices for real estate, insurance, travel and similar services, drug stores and pharmacies, hardware stores and retail stores catering to personal and household needs.

The subject lands are proposed to be redesignated to Medium Density Residential with a site-specific development policy. 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. Further, City Council may establish lower height and/or density limits than permitted in the Official Plan for specific areas based on the following criteria:

- sanitary sewage, water or storm drainage constraints;
- limitations related to municipal fire protection;
- development constraints related to topographical features;
- protection of significant or scenic views or vistas;
- to minimize the effect of development and required parking on significant features;
- where adjacent low profile residential land uses may be adversely affected in terms of sunlight, traffic or privacy.

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.

Zoning By-law

The subject lands are currently zoned 'Shopping Centre Commercial Zone (C2)', and the applicant proposes to rezone the subject lands to 'Special Residential Zone 3 (R3-sp)' to facilitate the proposed stacked townhouse development.

For the west side of Huron Street (where 44 units are proposed), relief has been requested to permit a reduced minimum lot area, reduced setback to Huron Street, increased interior side yard width, increased building height, reduced minimum landscaped open space, reduced parking requirements, and reductions to the required setback between the lot lines and parking areas, and permitted encroachment for decks, patios and stairs.

For the east side of Huron Street (where 20 units are proposed), relief has been requested to permit a reduced setback to Huron Street, minimum lot area, reduced exterior side yard width, reduced front yard depth, increased building height, reduced minimum landscaped open space, reduced parking requirements, and reductions to the permitted encroachment for decks, patios and stairs, and to permit one parking space in a front yard.

Agency Comments

The City of Woodstock Engineering Department (Building Division) provided comments indicating they generally supported the requested zoning relief and noted that site plan approval would be required.

Oxford County Public Works indicated that a road widening of 3 m will be required along the frontage of the west and east properties on Huron Street, free and clear of all liens, easements and encumbrances. Comments respecting future requirements for site plan approval were provided to the applicant.

Public Consultation

As of the date of writing this report, one written comment has been received from the public which has been appended to this report as Attachment 7. A number of residents spoke against the proposal at the Public Meeting held by the City with a summary of the concerns as follows:

- Whether the driveway will provide for adequate access for fire and emergency vehicles;
- Continued access to a registered easement on the eastern site for the benefitting commercial properties to the north;

- Access restrictions to Huron Street, and a desire for an access directly to Huron Street from the subject lands on the east side of Huron Street;
- Privacy impacts for adjacent properties.

These concerns are further discussed in the planning analysis section of this report.

City of Woodstock Council

At their meeting of June 18, 2026, City of Woodstock Council adopted resolutions recommending support of the proposed Official Plan Amendment application and approved in principle the related Zone Change Application.

Planning Analysis

An application has been received to amend the Official Plan to facilitate the construction of four-storey, stacked townhouses on two properties, containing a total of 64 dwelling units. The Applicant proposes to redesignate the subject lands from 'Neighbourhood Shopping Centre' to 'Residential' and 'Medium Density Residential' to permit increased residential density on the site.

Supporting Studies

Planning Justification Report

A Planning Justification Report (PJR), prepared by Zelinka Priamo Ltd. 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.

Traffic Impact Study

A Traffic Impact Study (TIS), prepared by RC Spencer Associates Inc., was submitted in support of the applications. The TIS concluded that development-driven geometric and traffic control improvements are not required to accommodate the proposed development proposal. The current and projected traffic volumes on both Huron Street and Knightsbridge Road are below the required thresholds for signalization, all-way stop control, or the implementation of auxiliary left-turn lanes. The intersection of Knightsbridge Road and Huron Street will continue to operate at an acceptable level of service.

Functional Servicing Report

A Functional Servicing Report was completed by Reinders and Associates. It found that the proposed residential development can be serviced by the existing and proposed on site infrastructure. The stormwater management infrastructure will be constructed in accordance with City of Woodstock requirements and appropriate oil and grit separators will provide quality control for stormwater generated onsite. The recommendations of the Functional Servicing Report will be implemented through the site plan approval process.

Provincial Planning Statement (PPS) 2024

Planning staff are of the opinion that the proposal is consistent with the policies of the PPS, as the development is considered to be 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 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 proposal is a form of residential intensification and represents the redevelopment of underutilized commercial and institutional sites (for residential use). The proposal is 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, represents the development and introduction of new housing options within previously developed areas and redevelopment, which results in a net increase in residential units.

Official Plan

The proposed Official Plan amendment would redesignate the site from Neighbourhood Shopping Centre to Residential and Medium Density Residential to facilitate the proposed residential development. Planning staff consider the request to remove the Neighbourhood Shopping Centre designation of the subject lands appropriate in this instance as the subject lands are currently not, and historically have not, functioned as a neighbourhood shopping centre due to the limited parking that can be provided on the eastern side of Huron Street, and the proximity of other larger, more established neighbourhood serving uses within 1.5 km of the subject lands located near the intersection of Springbank Avenue and Devonshire Avenue, along Ingersoll Avenue, and present in the Central Area of the City only 725 m to the south that would serve surrounding residential neighbourhoods significantly better than the limited extent of the current Neighbourhood Shopping Centre designation. Existing commercial uses present north of the subject lands are not expected to be impacted by this proposal.

With respect to the proposed Official Plan amendment to provide increased residential density on the site, it is the opinion of Planning staff that the Official Plan criteria respecting the designation of additional Medium Density Residential areas have been appropriately addressed and are assessed below.

The Official Plan recognizes the importance of increasing the supply of housing through various forms of residential intensification. The Official Plan directs that 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 concept plans submitted with the application identify structures that are three storeys above grade and one storey partially above grade and partially below grade, conforming to the Medium Density criteria. However, the proposed net densities exceed the maximum net density of 70 units per hectare, so a special provision is required to support the proposed development. The property on the east side of Huron Street is proposed for 20 dwelling units, and will have an approximate net density of 77 units per hectare; the property on the west side of Huron Street is proposed for 44 dwelling units and will have an approximate density of 99.5 units per hectare; and the overall net density of the proposal will have an approximate density of 91.2 units per hectare. Although the proposed built form conforms with the medium density dwelling type and height policies, the unit per hectare calculation exceeds the current density limit for the Medium Density Residential designation.

That said, Planning staff are of the opinion that it is more appropriate to recognize the proposal as a Medium Density Residential with a site-specific development policy to recognize the increased density, rather than redesignating the subject lands to High Density residential, given that the built form is consistent with medium density residential developments, and that the net density of 91.2 units per hectare is closer to the Medium Density's 70 units per hectare maximum than the High Density's maximum units per hectare of 150.

Planning staff consider the subject sites, having an area of 0.46 ha (westerly parcel) and 0.27 ha (easterly parcel) to be of sufficient size to accommodate the proposed medium density development. The lands are generally flat and the proposed site plans prepared by the applicant have demonstrated how parking, site access, fire route and amenity areas are appropriately provided. The lands are located on an arterial road (Huron Street) and minimal impact to roads in surrounding low density residential areas is expected. The subject lands are in close proximity to two City-owned parks, medical facilities and other neighbourhood servicing uses approximately 800 m west on Ingersoll Avenue and other community-supported facilities, and shopping opportunities in the Central Area approximately 725 m to the south.

The design of the proposal has taken into consideration the mitigation of potential impacts on the surrounding low density neighbourhood. For the westerly site, the buildings maintain a 5 m interior side yard width with landscaping and fencing proposed to minimize impacts to surrounding properties which have rear yard amenity areas that are adjacent to this development. For the easterly site, the building has been proposed near the intersection of Knightsbridge Road and Huron Street with parking and the continued provision of an access driveway abutting the easterly lot line. As such, staff are satisfied that the site and proposed development provide for an adequate building envelope and transitioning to surrounding existing low-density development, as well as being in proximity to various amenities in the surrounding area.

With respect to the various comments received from the public with respect to such matters as access for emergency vehicles, compatibility with the surrounding neighbourhood, privacy of adjacent dwellings, and concerns relating to the continued provision of an access easement for abutting properties to the north, staff offer the following additional comments:

- Planning staff have confirmed with the Chief Building Official that the proposed entrance and driveway will accommodate emergency vehicle access and appropriate hammerhead turnaround in accordance with the Ontario Building and Fire Code.
- For the westerly parcel, the proposed concept plan includes an increased interior side yard width of 5 m that was approved in principle by City Council. This is greater than the standard 3 m interior side yard width and is being proposed in conjunction with fencing and landscaping to minimize the impact on the rear yard amenity areas of adjacent properties.
- The easterly parcel is subject to an access easement encompassing the driveway at the eastern limit of the property, that provides access to two commercial properties adjacent to the north. The provisions of this access easement require that the access remain unimpeded and free and clear at all times, including throughout the construction of the proposed development. This access is also required for the development, as no driveway is proposed to Huron Street, consistent with the County's Road Access By-Law.

To ensure that the proposed Medium Density Residential designation for the subject lands specifically limits the form of development to the dwelling type and number of units that have been proposed and reviewed as part of this application, planning staff are recommending the addition of a site specific policy to the Medium Density Residential designation being requested for these sites to restrict the permitted uses to a stacked townhouse building containing a maximum of 44 dwelling units for the westerly site and 20 dwelling units for the easterly site.

Finally, it is noted that the Site Plan Approval will also be required before the development can proceed, which will provide an opportunity for County and City staff to further review and address various site design related matters (e.g. landscaping and buffering, fencing, lighting, garbage storage, drainage and servicing etc.) to help ensure any site design related concerns are appropriately addressed.

CONCLUSIONS

In light of the foregoing, Planning staff are satisfied that the Official Plan application is consistent with the policies of the Provincial Planning Statement and is in-keeping with the strategic initiatives and objectives contained in the Official Plan. As such, staff are recommending approval of the Official Plan Amendment application.

SIGNATURES

Report author

Original signed by:

Eric Gilbert, MCIP RPP
Manager of Development Planning

Departmental approval

Original signed by:

Paul Michiels
Director of Community Planning

Approved for submission

Original signed by:

Benjamin R. Addley
Chief Administrative Officer

ATTACHMENTS

Attachment 1 – Plate 1, Location Map with Existing Zoning and Official Plan Designation

Attachment 2 – Plate 2, 2025 Aerial Map

Attachment 3 – Plate 3, Applicant’s Sketch (West side of Huron Street)

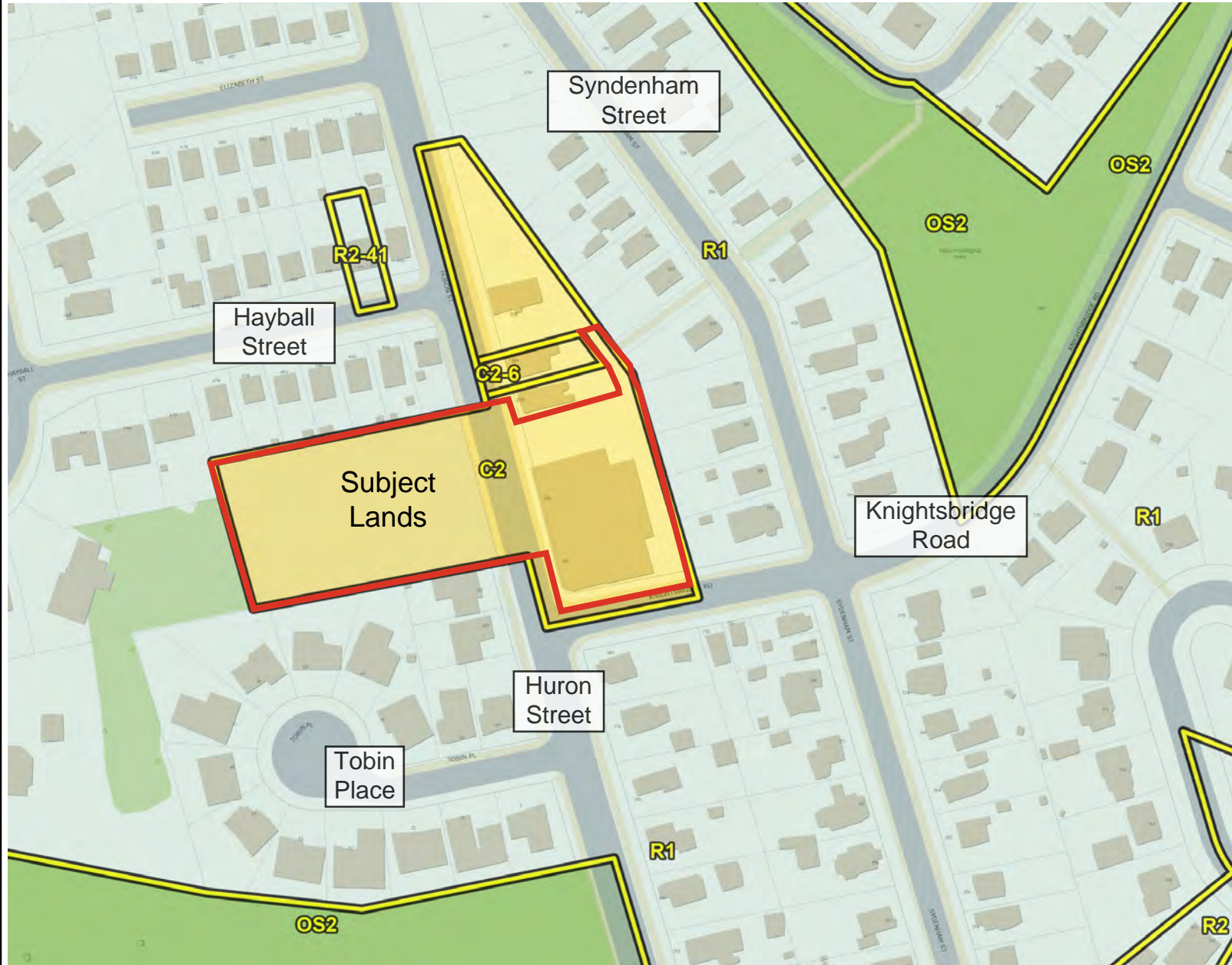
Attachment 4 – Plate 4, Applicant’s Sketch (East side of Huron Street)

Attachment 5 – Plate 5, Elevations (West Side)

Attachment 6 – Plate 6, Elevations (East Side)

Attachment 7 – Letter of Concern

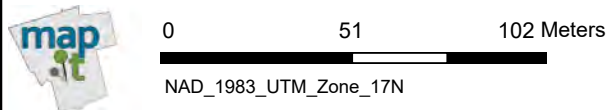
Attachment 8 – Official Plan Amendment, OPA 359



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)
- 100 Metre Buffer Ingersoll
- Site Specific Policy Areas
- Village Land Use Designation
- Village Core
- Service Commercial
- Low Density Residential
- Medium Density Residential
- Industrial
- Minor Institutional
- Major Institutional
- Future Urban Growth
- Open Space
- Environmental Protection
- School
- Requiring Secondary Planning (See Sec. 4.2.2.4)
- Land Use Designation
- Residential
- Residential Reserve
- Central Business District
- Entrepreneurial District
- Neighbourhood Shopping Centre
- Service Commercial
- Regional Commercial Node
- Business Park
- Traditional Industrial
- Community Facility

Notes



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



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 26 51 Meters

NAD_1983_UTM_Zone_17N



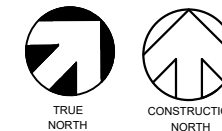
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey

June 22, 2026

Plate 3: Applicant's Sketch (West side of Huron Street)

File Nos: OP 26-02-8, ZN 8-26-01 (190 Huron St Inc.)

Lot 24C, Plan 216, Pt Lot 1, Plan 445, City of Woodstock - 190 & 196 Huron Street, Woodstock



SITE STATISTICS

ITEM	REQUIREMENTS	PROPOSAL
ZONING CATEGORY	R3	R3
LOT AREA (min-sm)	150 m ² (PER UNIT)	4,417.4 (100.39 sq.m. PER UNIT)
LOT FRONTAGE (min-m)	20.0 m	53.6 m
NUMBER OF DWELLING UNIT	N/A	44
LOT COVERAGE (max-%)	40%	22.27% (983.85 sq.m)
SETBACK FROM CENTERLINE OF ROAD (min-m)	18.5 m	17.1 m
FRONT YARD (min-m)	3.0 m	3.0 m
REAR YARD (min-m)	7.5 m	23.0 m
SIDE YARD NORTH (min-m)	3.0 m	5.0 m
SIDE YARD SOUTH (min-m)	3.0 m	5.0 m
NUMBER OF PARKING SPACES - RESIDENTIAL	66 (1.5 PER UNIT)	61 (1.38 PER UNIT)
VISITOR PARKING - 1 per 10 required spaces	7	6
TOTAL PARKING SPACES	73	66
NUMBER OF ACCESSIBLE PARKING SPACES 4% of total required parking spaces	3	4
PARKING STALL DIMENSIONS (m)	2.7 x 5.5	2.7 x 5.5
TYPE A ACCESSIBLE PARKING SPACE (m)	3.4 x 5.5	3.4 x 5.5
TYPE B ACCESSIBLE PARKING SPACE (m)	2.7 x 5.5	2.7 x 5.5
ACCESSIBLE PARKING AISLE (m)	1.5 x 5.5	1.5 x 5.5
LANDSCAPED OPEN SPACE (min-%)	35%	30.26% (1,336.9 m ²)
BUILDING HEIGHT (max-storey)	3 STOREY	(13.5m) 3 STOREY
AMENITY AREA (Min) 30 m ² PER DWELLING UNIT	1,320 m ²	1,289.7 m ²
LOADING SPACE apartment dwelling house (30+ units)	1	1
SETBACK BETWEEN PROJECTION AND LOT LINE (min.)		
FRONT YARD	2.0 m	1.2 m
REAR YARD	5.0 m	N/A
INTERIOR (NORTH) YARD	0.6 m	2.4 m
INTERIOR (SOUTH) YARD	0.6 m	2.3 m

LANDSCAPE OPEN SPACE

LANDSCAPE AREA	750.5 m ²
SIDEWALK AREA	198.1 m ²
PATIO AMENITY AREA	92.7 m ²
LOWER LEVEL PATIO AREA	144.5 m ²
PORCHES AREA	37.8 m ²
MAIN LEVEL PATIO AREA	113.8 m ²
TOTAL	1,336.9 m ²

AMENITY

LOWER LEVEL PATIO AREA	144.5 m ²
PORCHES AREA	37.8 m ²
MAIN LEVEL PATIO AREA	113.8 m ²
SECOND LEVEL BALCONY AREA	150.4 m ²
OUTDOOR AMENITY AREA	92.7 m ²
LANDSCAPED AREA	750.5 m ²
TOTAL	1,289.7 m ²

HURON ST.
WEST PROPERTY

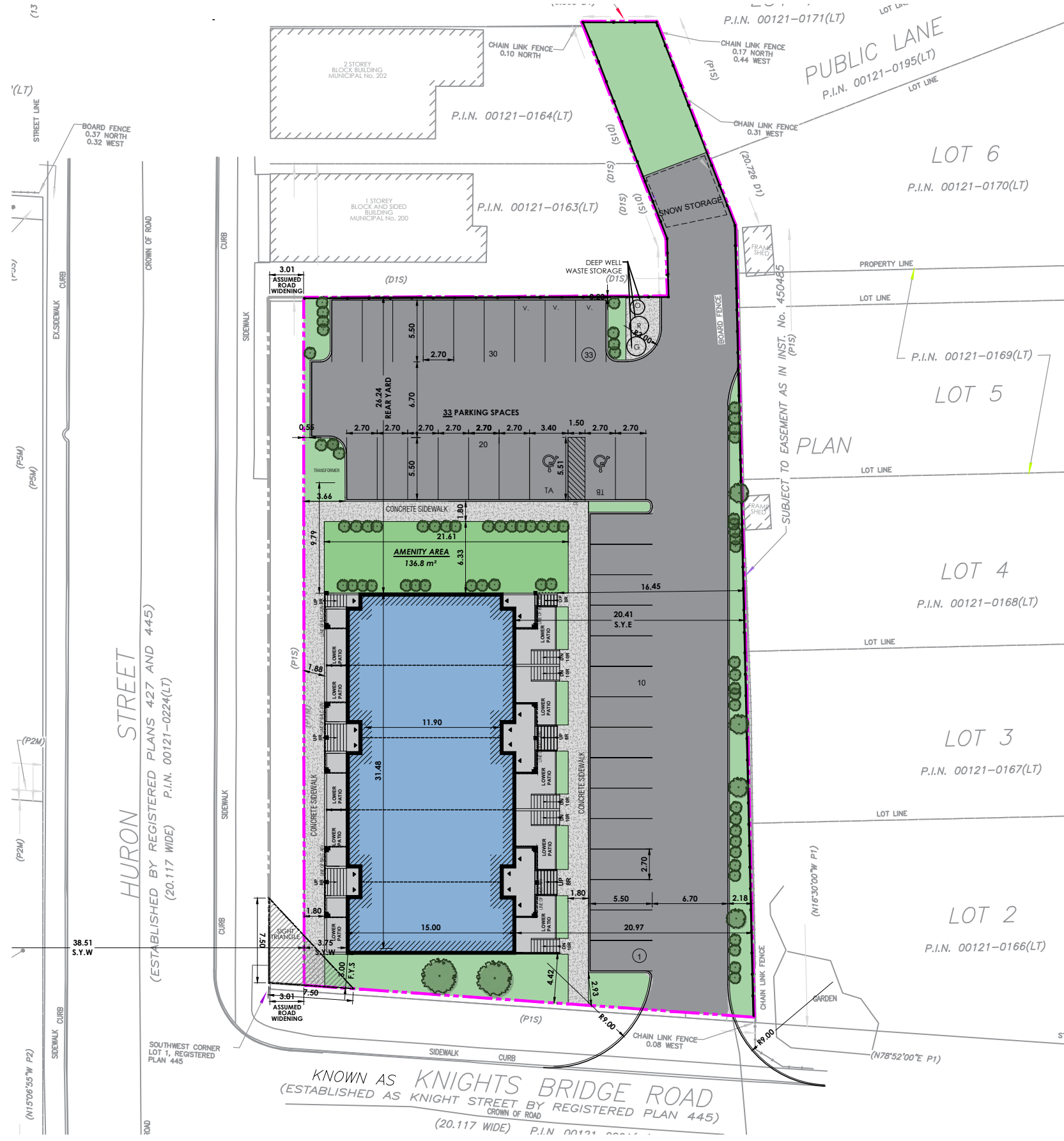
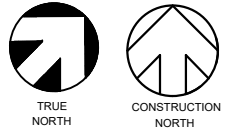
WOODSTOCK, ON

SITE PLAN

REINDERS
+ ASSOCIATES
ARCHITECTURE . ENGINEERING

SP1

DATE: 2026-04-01
SCALE 1:200



AMENITY

LOWER LEVEL PATIO AREA	104.0 m ²
SECOND LEVEL BALCONY AREA	58.4 m ²
OUTDOOR AMENITY AREA	136.8 m ²
LANDSCAPED AREA	341.2 m ²
PORCHES AREA	44.2 m ²
TOTAL	684.6 m²

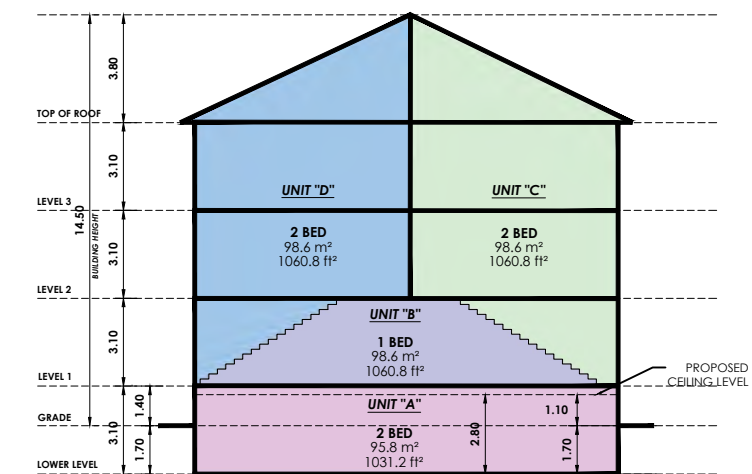
LANDSCAPE OPEN SPACE

LANDSCAPE AREA	341.2 m ²
SIDEWALK AREA	209.4 m ²
PATIO AMENITY AREA	136.8 m ²
LOWER LEVEL PATIO AREA	104.0 m ²
PORCHES AREA	44.2 m ²
TOTAL	791.4 m²

SITE STATISTICS

ITEM	REQUIREMENTS	PROPOSAL
ZONING CATEGORY	R3	R3
LOT AREA (min-sm)	150 m ² (PER UNIT)	2604.9 (130.24 PER UNIT)
LOT FRONTAGE (min-m)	20.0 m	40
NUMBER OF DWELLING UNIT	N/A	20
LOT COVERAGE (max-%)	40%	18.11% (471.88 sm)
SETBACK FROM CENTERLINE OF ROAD (min-m)	18.5 m	16.0 m
FRONT YARD (min-m)	3.0 m	3.0 m
REAR YARD (min-m)	7.5 m	26.24 m
INTERIOR SIDE YARD (min-m)	3.0 m	20.41 m
EXTERIOR SIDE YARD WIDTH (min-m)	6.0 m	3.95 m
NUMBER OF PARKING SPACES - RESIDENTIAL	30 (1.5 PER UNIT)	30 (1.5 PER UNIT)
VISITOR PARKING - 1 per 10 required spaces	3	3
TOTAL PARKING SPACES	33	33
NUMBER OF ACCESSIBLE PARKING SPACES	2	2
4% of total required parking spaces		
PARKING STALL DIMENSIONS (m)	2.7 x 5.5	2.7 x 5.5
TYPE A ACCESSIBLE PARKING SPACE (m)	3.4 x 5.5	3.4 x 5.5
TYPE B ACCESSIBLE PARKING SPACE (m)	2.7 x 5.5	2.7 x 5.5
ACCESSIBLE PARKING AISLE (m)	1.5 x 5.5	1.5 x 5.5
LANDSCAPED OPEN SPACE (min-%)	35%	30.38% (791.4 m ²)
BUILDING HEIGHT (max-storey)	3 STOREY	(14.5 m) 3 STOREY
AMENITY AREA (Min) 30 m ² PER DWELLING UNIT	600 m ²	684.6 m ²
LOADING SPACE apartment dwelling house (30+ units)	N/A	0
SETBACK BETWEEN PROJECTION AND LOT LINE (min.)		
FRONT YARD	2.0 m	3.0 m
REAR YARD	5.0 m	N/A
INTERIOR (EAST) YARD	0.6 m	16.45 m
EXTERIOR (WEST) YARD	0.6 m	1.8 m

UNIT COUNT	
1 Bed	5
2 Bed	15
TOTAL	20



**HURON ST.
EAST PROPERTY**

WOODSTOCK, ON

Plate 4: Applicant's Sketch (East side of Huron Street)

File Nos: OP 26-02-8, ZN 8-26-01 (190 Huron St Inc.)

Lot 24C, Plan 216, Pt Lot 1, Plan 445, City of Woodstock - 190 & 196 Huron Street, Woodstock

Plate 5: Elevations (West Side)

File No: OP 26-02-8 (190 Huron St Inc.)

Lot 24C, Plan 216, Part Lot 1, Plan 445, City of Woodstock - 190 & 196 Huron Street, Woodstock



Plate 6: Elevations (East Side)

File No: OP 26-02-8 (190 Huron St Inc.)

Lot 24C, Plan 216, Part Lot 1, Plan 445, City of Woodstock - 190 & 196 Huron Street, Woodstock



Memorandum to Woodstock City Council

Re: Support for Proposed Residential Development at 190 Huron Street and Request to Protect Existing Right-of-Way Access Serving 202–204 Huron Street

To:	Mayor and Members of Woodstock City Council
From:	Jennifer Running, Owner of 202–204 Huron Street, Woodstock, Ontario
Date:	June 17, 2026
Subject:	Existing Easement / Right-of-Way Access to 202–204 Huron Street and Planning Concerns Regarding Proposed Residential Development at 190 Huron Street

1. Executive Summary

I am the owner of the commercial property municipally known as 202–204 Huron Street, Woodstock, Ontario. I understand that the neighbouring property at 190 Huron Street, Woodstock is proposed to be redeveloped for approximately 20 residential units.

At the outset, I wish to be clear that I am supportive of the proposed residential redevelopment of 190 Huron Street. In my view, the proposed residential use represents an appropriate and productive redevelopment of the property, would contribute to Woodstock’s housing supply, and supports the broader public interest in responsible residential intensification within the City. My concern is not with the proposed residential use of the property. Rather, my concern relates specifically to the proposed access configuration.

Based on my understanding, the residential development plans have been prepared without direct access from Huron Street. I further understand that this is due to access-related stipulations or direction from the City of Woodstock, and that Oxford County Public Works has indicated that the County entrance guidelines generally do not permit an entrance from a County Road where access can reasonably be obtained from a City Road. The County’s entrance guidelines state that new entrances will not be permitted where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to traffic volumes and roadway geometrics.

However, I respectfully submit that this principle should not be applied mechanically in the circumstances of 190 Huron Street. The proposed alternative access from Knightsbridge Road is not, in substance, a typical City Road frontage entrance serving 190 Huron Street. Rather, it appears to rely on the existing easement/right-of-way that is essential to access my commercial property at 202–204 Huron Street. That distinction is critical. A private easement or right-of-way is not the same as an ordinary municipal street access, public lane, or general-purpose development entrance. It is a legally protected property right with a specific purpose, scope, and burden.

Prior to the current residential redevelopment proposal, the property at 190 Huron Street operated as a commercial retail property, including as a Salvation Army retail operation and, before that, a grocery store. Those those prior commercial uses had direct entrance access from Huron Street. In that context, I respectfully submit that direct Huron Street access should not now be denied for a residential redevelopment without a clear, site-specific planning and engineering justification. If Huron Street access was historically available for commercial retail uses, which generally involve customer turnover, deliveries,

staff access, and short-duration trips throughout the day, it should not be assumed that a 20-unit residential development creates a greater traffic or access concern.

Further, permitting direct Huron Street access would not, to my understanding, reduce or compromise the proposed development's required parking. Instead, it would improve the overall access design by providing better building access, improving safety and emergency access, reducing congestion, improving traffic flow, and reducing the likelihood that delivery vehicles, visitors, rideshare vehicles, waste collection vehicles, moving trucks, service providers, or residents will block or impede the existing right-of-way from Knightsbridge Road.

The key issue is therefore not whether 190 Huron Street can physically reach Knightsbridge Road by way of the existing right-of-way. The issue is whether it is legally, operationally, and practically appropriate to treat that easement/right-of-way as the primary access point for a new 20-unit residential development when that same right-of-way is already essential to the access and operation of my commercial property at 202–204 Huron Street.

Ontario right-of-way law recognizes that substantial interference with an easement may be actionable, and that significant inconvenience may be sufficient; access does not need to be rendered impossible before legal concerns arise.

Accordingly, I respectfully request that Council and City/County staff reconsider the access configuration for 190 Huron Street and support or require a properly designed direct access point from 190 Huron Street to Huron Street, subject to appropriate engineering, sightline, traffic safety, and site plan review. This would allow the proposed residential development to proceed while preserving existing property rights, maintaining 24-hour access to 202–204 Huron Street, improving traffic circulation, and avoiding unnecessary legal and operational conflict involving the existing easement/right-of-way from Knightsbridge Road.

In summary, I respectfully request that Council:

1. Recognize my support for the residential redevelopment of 190 Huron Street, while addressing the access issue as a separate and important planning matter.
2. Reconsider any City direction or stipulation that has resulted in the development plans being prepared without direct Huron Street access.
3. Avoid treating the Knightsbridge Road easement/right-of-way as an ordinary or automatically reasonable primary access point for the proposed 20-unit residential development.
4. Support or require direct Huron Street access, subject to County and City engineering review, particularly given the property's historical Huron Street access during prior commercial retail use.
5. Require a traffic/access assessment comparing the historical commercial use, the proposed residential use, direct Huron Street access, and reliance on the Knightsbridge Road right-of-way before making a final decision.
6. Protect continuous 24-hour access to 202–204 Huron Street and ensure that any approval prohibits obstruction, queuing, parking, loading, waste collection, construction staging, snow storage, or other interference within the existing right-of-way.

2. Background and Property Context

I am the owner of 202–204 Huron Street, a commercial property in Woodstock. My property relies on an existing easement/right-of-way for access. The neighbouring property at 190 Huron Street is proposed to be redeveloped for residential purposes, understood to include approximately 20 residential units.

I understand that the residential development plans have been proposed without direct access to Huron Street. My understanding is that this is due to stipulations or direction from the City of Woodstock, together

with the position that Oxford County Public Works entrance guidelines generally discourage or prohibit a new County Road entrance where access can reasonably be obtained from a City Road.

This access configuration gives rise to my concern. The proposed alternative access from Knightsbridge Road appears to rely on the existing right-of-way/easement that is essential to access 202–204 Huron Street. The right-of-way is not simply an alternate driveway or convenience; it is essential to the use and operation of my commercial property.

If the proposed residential development is required to share this access route, the right-of-way may be exposed to significantly increased and more varied usage, including resident traffic, visitors, delivery vehicles, rideshare vehicles, service providers, waste collection, moving trucks, snow removal activity, and emergency access demands.

3. Support for Residential Redevelopment at 190 Huron Street

I wish to emphasize that I support the proposed redevelopment of 190 Huron Street for residential purposes. Residential intensification, where appropriately designed and serviced, can contribute positively to the City's housing supply, make efficient use of existing land, and support the continued renewal of established areas of Woodstock.

My position should therefore not be understood as opposition to the residential development. Rather, I am asking Council to ensure that the access solution for the proposed development is properly planned and does not shift the operational burden of the development onto an existing private right-of-way that is necessary for access to my commercial property.

In my respectful submission, the most balanced solution is to permit or require a properly designed access point from 190 Huron Street directly to Huron Street, subject to normal municipal and County engineering and traffic safety review. This would allow the residential development to proceed while avoiding unnecessary conflict with the existing right-of-way serving 202–204 Huron Street.

4. County Entrance Guidelines and Why the Knightsbridge Road Right-of-Way Should Not Be Treated as an Adequate Primary Access

I understand that Oxford County Public Works has taken the position that a direct entrance from Huron Street, being a County Road, may not be permitted where an entrance from a City Road is available. I further understand that this information was provided through an Oxford County Development Planner.

The County's Entrances to the County Road System guidelines state that new entrances will not be permitted where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to traffic volumes and roadway geometrics.

I respectfully submit that this guideline should not be applied mechanically in the circumstances of 190 Huron Street. The critical issue is whether access can reasonably be gained by another route. In this case, the proposed alternative is not a straightforward municipal road frontage entrance that independently serves 190 Huron Street. Rather, the alternative appears to be use of the existing right-of-way/easement from Knightsbridge Road, which is already essential to the access and operation of my commercial property at 202–204 Huron Street.

In my respectful submission, a private easement/right-of-way that already serves an adjoining commercial property should not automatically be treated as available or reasonable primary access for a new 20-unit residential development. That conclusion should only be reached if the City and County have first considered:

- the legal scope and purpose of the easement/right-of-way;
- the dimensions and physical capacity of the laneway;
- whether the easement was intended to serve the proposed intensity and type of use;
- whether shared use would materially interfere with access to 202–204 Huron Street;
- whether the right-of-way can accommodate residential traffic, visitors, deliveries, waste collection, emergency vehicles, snow clearing, and move-in/move-out activity without obstruction;
- whether the use of the right-of-way as the primary access for 190 Huron Street would create operational conflict or legal exposure;
- whether direct Huron Street access would produce a safer and more functional site design.

The County guidelines also recognize that decisions on proposed entrances should consider the conditions and circumstances in the vicinity of the proposed entrance, including existing built development, the number and density of existing entrances, traffic volumes, and roadway geometrics. The guidelines further contemplate that commercial, industrial, institutional, and multi-residential entrances associated with Planning Act applications, including site plan approvals, may be considered by the County through its Public Works commenting process.

Accordingly, the County guideline should not be read as an absolute prohibition against Huron Street access in this case. Rather, it should be applied in a manner that considers whether the Knightsbridge Road right-of-way is a legally and operationally reasonable substitute for direct Huron Street access. On the facts here, I respectfully submit that it is not.

5. Historical Huron Street Access and Prior Commercial Use

The access history of 190 Huron Street is also important.

Prior to the current residential redevelopment proposal, the property operated as a commercial retail property, including as a Salvation Army retail operation and, before that, a grocery store. To my knowledge, those prior commercial uses had access from Huron Street.

This history matters for two reasons. First, it demonstrates that Huron Street access has historically been part of the functional use of 190 Huron Street. The present proposal is not seeking an access arrangement that is fundamentally foreign to the property's historical use. Rather, it seeks to maintain or restore direct access to Huron Street in the context of a proposed residential redevelopment.

Second, the prior commercial use is relevant to traffic impact. Commercial retail uses typically involve ongoing customer turnover, deliveries, service vehicles, staff trips, and short-duration entries and exits throughout the day. By contrast, a 20-unit residential development is likely to produce more predictable access patterns, particularly around morning and evening peak periods. While the actual traffic impact should be assessed through a proper traffic/access review, it should not be assumed that residential use creates a greater impact than the prior commercial retail use.

The Institute of Transportation Engineers describes the Trip Generation Manual as a widely used and trusted resource for forecasting the number and type of trips generated by land development and for supporting traffic impact analysis, site planning, infrastructure design, and transportation decisions. In my respectful submission, any concern regarding Huron Street access should be evaluated using accepted land-use-specific traffic methodology, rather than a general assumption that direct Huron Street access is inappropriate.

If Huron Street access was historically acceptable for a commercial retail property, it should not be rejected for a residential redevelopment without evidence that the proposed residential access would create a greater or unacceptable safety or traffic impact.

6. Legal Nature of an Easement / Right-of-Way in Ontario

An easement is a legal interest in land that allows one landowner to use part of another person's land for a defined purpose. In Ontario property law, the property benefiting from the easement is commonly referred to as the dominant tenement, while the property burdened by the easement is referred to as the servient tenement. A right-of-way is a common type of easement that provides access over another person's land.

In practical terms, to the extent 202–204 Huron Street benefits from the existing right-of-way, my property is the dominant property. The owner of the servient lands may continue to use its property, but not in a manner that materially impairs or obstructs the dominant owner's access rights.

The exact scope of the easement will depend on the registered instrument, reference plan, title documents, dimensions, location, and historical use. However, where a right-of-way exists to provide access to a commercial property, it should be interpreted and protected in a manner that preserves meaningful, reliable, and functional access — not merely theoretical access.

7. Interference With Easement Rights: Ontario Legal Principles

The central legal concern is that requiring the proposed 20-unit residential development at 190 Huron Street to use the same right-of-way from Knightsbridge Road may create a foreseeable risk of substantial interference with the existing access rights serving 202–204 Huron Street.

Ontario courts have recognized that interference with a right-of-way may be actionable where it substantially interferes with the dominant owner's reasonable use of the easement. Importantly, substantial interference does not necessarily require that access be made impossible. Significant inconvenience may be sufficient.

A planning decision that foreseeably channels the daily access needs of a new 20-unit residential development into the same limited right-of-way may create similar or greater practical interference risks.

Those risks include:

- queuing or congestion in the laneway;
- delivery vehicles stopping or blocking passage;
- rideshare, courier, and food delivery vehicles using the laneway for short-term stops;
- moving trucks during tenant move-ins and move-outs;
- waste and recycling collection conflicts;
- snow removal and snow storage conflicts;
- service and maintenance vehicles obstructing the right-of-way;
- visitor parking or stopping in inappropriate areas;
- emergency access conflicts;
- interference with customer, tenant, staff, supplier, or service access to 202–204 Huron Street;
- impairment of continuous 24-hour access to my commercial property.

8. Planning Framework: Access, Zoning, Site Plan Control, and Municipal Review

Ontario's land use planning framework treats vehicular access as a relevant planning consideration. Zoning by-laws regulate land use and legally enforceable standards, and zoning matters are evaluated having regard to criteria including compatibility, suitability of the land for the proposed purpose, and adequacy of vehicular access.

In Woodstock specifically, access is expressly part of the site plan review function. The City's site plan control materials state that site plan control is used to regulate development features including parking

and access. The City's site plan application form also specifically requires disclosure of easements and rights-of-way affecting the subject lands.

Accordingly, Council should ensure that the proposed development's access design is reviewed not only from the perspective of whether 190 Huron Street can physically use the right-of-way, but also from the perspective of whether that use would impair the existing legal and operational access rights of 202–204 Huron Street.

Ultimately, direct access from 190 Huron Street to Huron Street would better support the functional and safe redevelopment of the property. In particular, direct Huron Street access would:

7. Improve safety and emergency access by providing improved access options for emergency responders and reducing reliance on a constrained laneway/right-of-way from Knightsbridge Road.
8. Reduce congestion in the right-of-way by avoiding the need for all residents, visitors, delivery drivers, service providers, waste collection vehicles, and move-in/move-out vehicles to use the Knightsbridge Road right-of-way.
9. Protect 24-hour commercial access to 202–204 Huron Street, which is required for tenants, staff, customers, suppliers, contractors, service providers, and emergency responders.
10. Improve traffic circulation and site functionality by distributing movements more logically and reducing pressure on the private right-of-way.
11. Avoid overburdening an existing private easement unless it is clearly legally authorized, physically adequate, and operationally safe.
12. Avoid unnecessary legal conflict because substantial interference with a right-of-way may include significant inconvenience and not only complete obstruction.
13. Preserve parking while improving access, as permitting Huron Street access would not, to my understanding, reduce or compromise the parking required for the proposed residential development.

10. Requested Council Action

I respectfully request that Council and City/County planning and engineering staff take the following steps before approving the zoning, site plan, access configuration, or related development permissions for 190 Huron Street:

14. Permit a direct Huron Street access point for the proposed residential development, subject to appropriate County and City engineering, sightline, traffic safety, and site plan review.
15. Confirm that the Knightsbridge Road access is not being treated as an ordinary municipal road frontage entrance, but rather as an existing easement/right-of-way with legal and operational constraints.
16. Require a traffic/access impact assessment comparing the historical commercial retail access condition at 190 Huron Street, the proposed 20-unit residential access demand, direct access from Huron Street, shared access through the existing Knightsbridge Road easement/right-of-way, and expected delivery, waste collection, visitor, rideshare, emergency, and move-in/move-out activity.
17. Require the County's entrance guideline to be applied contextually, recognizing that the guideline refers to access that can reasonably be gained from a City, Town, Village, or Township right-of-way, and that the existing Knightsbridge Road right-of-way may not be reasonable as the primary access for a new 20-unit residential development.
18. Prohibit any obstruction of the right-of-way, including by queuing, parking, loading, waste collection, construction staging, snow storage, signage, gates, traffic-calming measures, or other physical or operational impediments.
19. Require a construction management plan ensuring that construction vehicles, trades, equipment, deliveries, and staging for the residential development do not obstruct the right-of-way at any time.

20. Require a post-development access management plan addressing delivery vehicles, garbage/recycling collection, visitor parking, tenant move-ins/move-outs, emergency access, snow removal, and enforcement of no-stopping/no-parking restrictions within the right-of-way.
21. Condition any approval on preserving continuous 24-hour access to 202–204 Huron Street.
22. If shared use of the right-of-way is nevertheless proposed, require the developer to obtain and register any necessary legal agreements, easement amendments, maintenance obligations, operational rules, and indemnities to ensure that the existing rights benefiting 202–204 Huron Street are not diminished or impaired.

In conclusion I respectfully request that Council support or require a properly designed direct access point from 190 Huron Street to Huron Street, subject to appropriate County and City engineering review, rather than requiring the proposed residential development to rely on the existing Knightsbridge Road easement/right-of-way as its primary access.

References

23. City of Woodstock — Zoning: confirms that the zoning by-law controls land use, building location, parking requirements, and other development standards.
24. City of Woodstock — Site Plan Agreement and Control: confirms that site plan control regulates site features including parking and access and applies to some residential developments such as apartment buildings and townhouse complexes.
25. City of Woodstock — Site Plan Application Form: requires applicants to identify easements, rights-of-way, and restrictive covenants affecting the lands and describe their purpose/effect and beneficiaries.
26. Ontario Citizen’s Guide to Zoning By-laws: states that zoning decisions consider compatibility, suitability, and adequacy of vehicular access.
27. Planning Act, R.S.O. 1990, c. P.13 and Provincial Planning Statement, 2024: establish Ontario’s planning framework and provincial policy direction for land use planning and infrastructure/transportation needs.
28. Oxford County — Entrances to the County Road System Guidelines: states that new entrances will not be permitted where access can reasonably be gained via a City, Town, Village, or Township right-of-way, with consideration given to traffic volumes and roadway geometrics; also contemplates review of multi-residential entrances through Planning Act application processes.
29. Nolet v. Granger, 2024 ONSC 3134: Ontario Superior Court decision addressing substantial interference with a registered right-of-way.
30. Institute of Transportation Engineers — Trip Generation Manual information: describes the Trip Generation Manual as a widely used and trusted resource for estimating development-generated travel and supporting transportation decisions.

Note: This memorandum is intended as an internal document for planning and approvals for Council consideration only

COUNTY OF OXFORD

BY-LAW 6846-2026

BEING a By-Law to adopt Amendment Number 359 to the County of Oxford Official Plan.

WHEREAS, the County of Oxford has held a public meeting and has recommended the Amendment for adoption.

NOW THEREFORE, the County of Oxford pursuant to the provision of the Planning Act, R.S.O. 1990, as amended, enacts as follows:

1. That Amendment Number 359 to the County of Oxford Official Plan, being the attached explanatory text, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 8th day of July, 2026.

READ a third time and finally passed this 8th day of July, 2026.

MARCUS RYAN, WARDEN

LINDSEY MANSBRIDGE, CLERK

AMENDMENT NUMBER 359
TO THE COUNTY OF OXFORD OFFICIAL PLAN

the following schedule attached hereto constitutes
Amendment Number 359 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 to redesignate the subject lands from Neighbourhood Shopping Centre to Residential and to amend Schedule “W-3”- City of Woodstock Residential Density Plan, to redesignate the subject lands to Medium Density Residential with site specific development policies to facilitate the development of a 64 unit stacked townhouse development spanning two properties.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to lands described as Lot 24C, Plan 216 and Part Lot 1, Plan 445, in the City of Woodstock. The lands are located on the east and west side of Huron Street, north of Knightsbridge Road, and are municipally known as 190/196 Huron Street and include a vacant parking lot on the west side of Huron Street that is not municipally addressed.

3.0 BASIS FOR THE AMENDMENT

The amendment has been initiated to facilitate the development of a 64 unit stacked townhouse development on the subject lands. Specifically, the amendment proposes to amend Schedules W-1 and W-3 to redesignate the subject lands from Neighbourhood Shopping Centre to Residential and Medium Density Residential, with site specific development policies to allow for the development of up to 64 stacked townhouse dwelling units, which would result in net residential density in excess of the maximum of 70 units per hectare (30 units per ac) permitted in the Medium Density Residential designation.

It is the opinion of Council that the subject amendment is consistent with the relevant policies of the PPS as the proposal is a form of development that promotes intensification and assists in facilitating a mix of housing types to accommodate current and future residents of the City and broader regional market area. The development is also considered to be an efficient use of an underutilized commercial site for residential use, and will make efficient use of available and planned municipal services and infrastructure. The removal of the Neighbourhood Shopping Centre is not anticipated to negatively impact the planned function or objectives for commercially designated lands as larger more suitable sites for Neighbourhood Shopping Centre uses are present within reasonable proximity to serve surrounding residents.

Council is also of the opinion that the subject lands are generally suitable for medium density residential development as the lands front on an arterial road (Huron Street) and are near City-owned Parks and public schools. The proposed increased residential density is considered to be appropriate for the development of the lands and supports the strategic initiatives and objectives of the Official Plan it pertains to medium density residential development.

The subject lands comprise two properties which have historically been used together. The subject lands on the east side of Huron Street (190/196 Huron) comprise an approximate area of 2,604.9 m² (28,038.9 ft²) and the subject lands on the west side of Huron Street comprise an approximate area of 4,417.4 m² (47,548.5 ft²). The applicant is proposing 20 units on the eastern parcel and 44 units on the western parcel. The combined residential density is approximately 91.2 units per hectare which exceeds the permitted density range for the medium density residential designation. The density policies contained in the Plan are intended to encourage the efficient use of residentially

designated lands within the settlement, while ensuring that lands provide adequate parking and amenity space to serve the needs of the development and limiting off site impacts that may have adverse effects on the surrounding neighbourhood. Overall, it is the opinion of Council that the built form of the proposed development is appropriate in a medium density area.

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 Residential Density Plan, is hereby amended by changing the designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto from “Neighbourhood Shopping Centre” to “Residential”.

4.2 And that Schedule “W-3” – City of Woodstock Residential Density Plan, is hereby amended by changing the designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto to “Medium Density Residential”.

4.3 Section 7.2.5.2 – Specific Development Policies, as amended, is hereby further amended by adding the following site-specific development policies at the end of Section 7.2.5.2 – ‘Specific Development Policies’:

“7.2.5.2.7 190 and 196 Huron Street and Lands on the West Side of Huron Street, being Lot 24C, Plan 216 and Part Lot 1, Plan 445, in the City of Woodstock.

Notwithstanding the maximum *net residential density* policies of the Medium Density Residential District, as contained in Section 7.2.5 of this Plan, the Medium Density Residential policies applying to this area (two properties) shall permit the development of up to 64 townhouse dwelling units, consisting of up to 44 units on the westerly parcel and up to 20 units on the easterly parcel. The proposed development shall not exceed four stories in height.”

5.0 IMPLEMENTATION

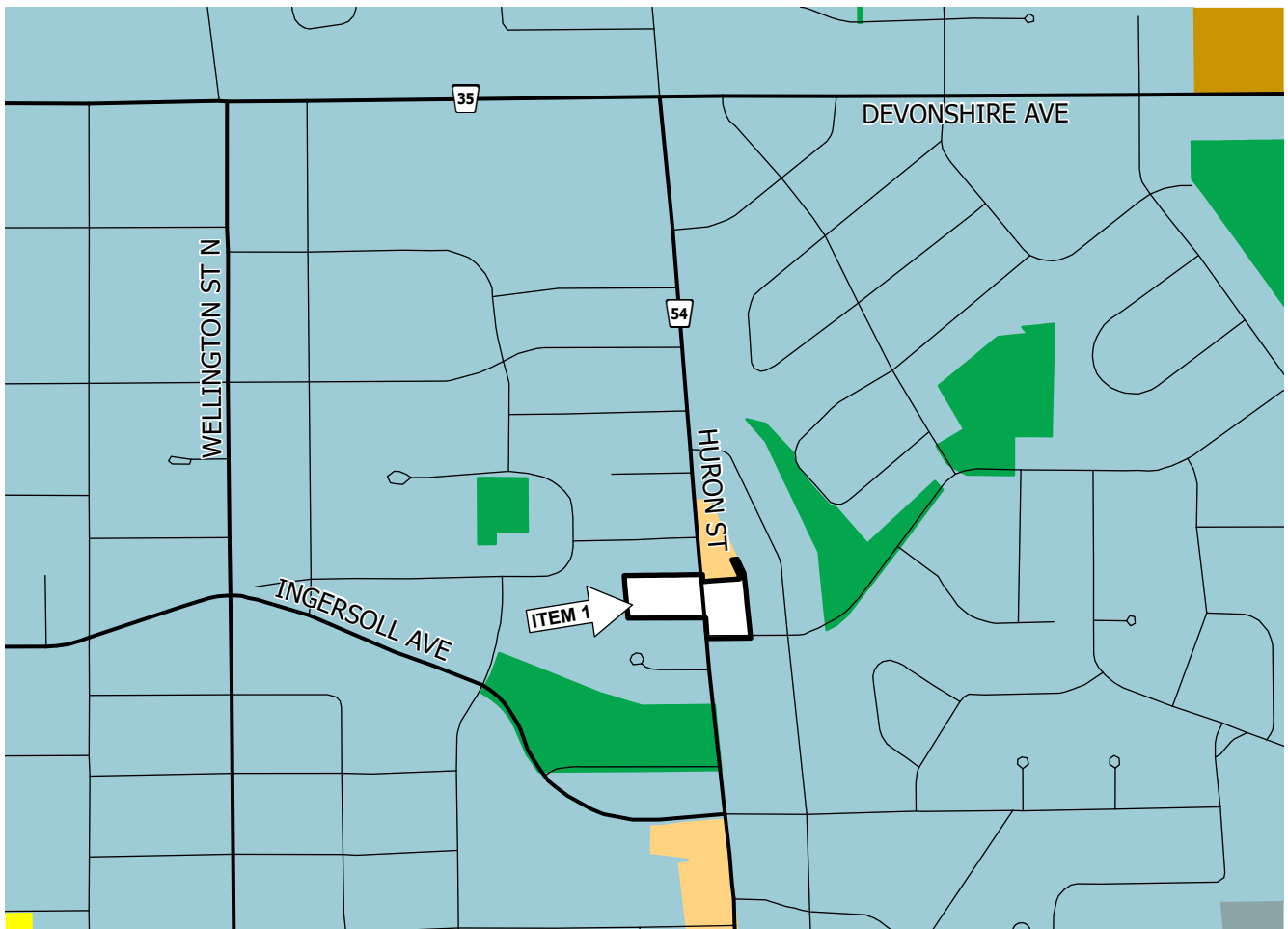
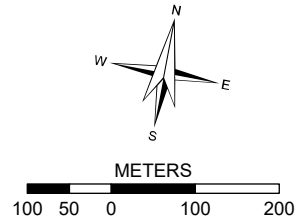
This Official Plan Amendment shall be implemented in accordance with the implementation policies of the Official Plan.

6.0 INTERPRETATION

This Official Plan Amendment shall be interpreted in accordance with the interpretation policies of the Official Plan.

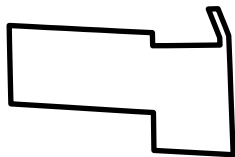
SCHEDULE "A"
 AMENDMENT No. 359
 TO THE
**COUNTY OF OXFORD
 OFFICIAL PLAN**

SCHEDULE "W-1"
**CITY OF WOODSTOCK
 LAND USE PLAN**



- AREA OF THIS AMENDMENT

ITEM 1 - CHANGE FROM NEIGHBOURHOOD SHOPPING CENTRE TO RESIDENTIAL



**LAND USE PLAN
 LEGEND**

-  RESIDENTIAL
-  CENTRAL AREA (SEE 'SCHEDULE W-2')
-  NEIGHBOURHOOD SHOPPING CENTRE
-  TRADITIONAL INDUSTRIAL
-  COMMUNITY FACILITY
-  OPEN SPACE

SCHEDULE "A"

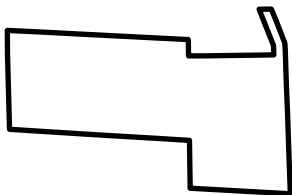
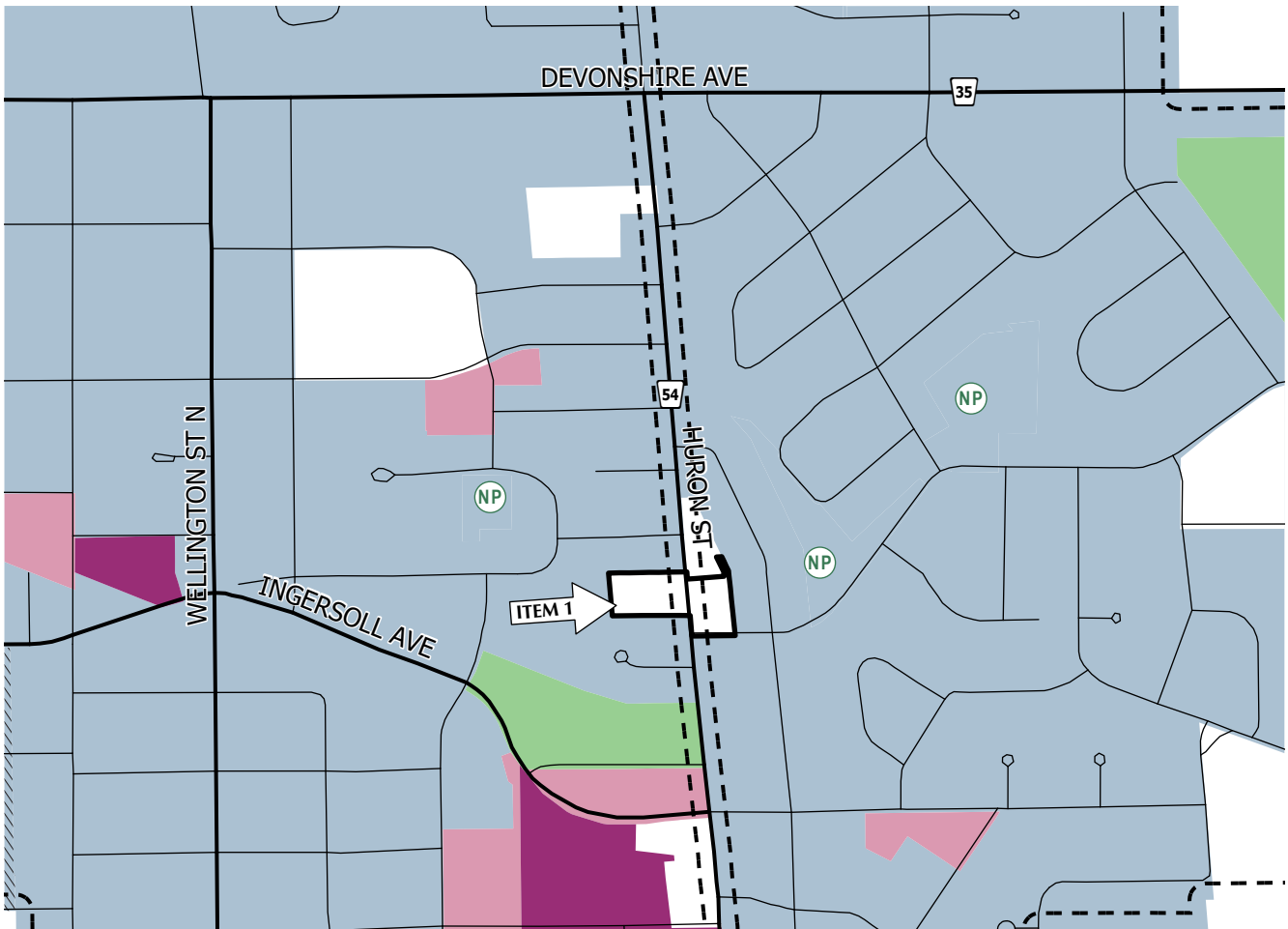
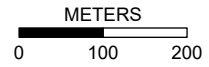
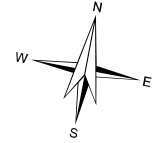
AMENDMENT No. 359

TO THE

**COUNTY OF OXFORD
OFFICIAL PLAN**

SCHEDULE "W-3"

**CITY OF WOODSTOCK
RESIDENTIAL DENSITY PLAN**



- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO MEDIUM DENSITY RESIDENTIAL

**RESIDENTIAL DENSITY PLAN
LEGEND**

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  HERITAGE RESIDENTIAL
-  OPEN SPACE
-  NEIGHBOURHOOD PARK
- COMMUNITY PLANNING DISTRICT