



MUNICIPAL COMPREHENSIVE REVIEW & SOUTH-EAST SECONDARY PLAN

PLANNING REPORT

City of Woodstock

Draft – December 2019





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Prepared for:

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1. INTRODUCTION

The City of Woodstock is a growing urban municipality located in the central part of Oxford County. The 2016 census population is 42,040 and place of work employment is 25,430.¹ Woodstock is the largest urban area in Oxford County and is home to 37% of the County's total population and 44% of total jobs in the County at the 2016 census.

The City has experienced continued population, housing and employment growth over the past two decades. Continued growth is anticipated but is constrained by a shortage of available land. As one of three primary urban centres in Oxford County, the City has been proactive in bringing land within its municipal boundaries to address the needs of future growth. On January 1, 2018, a municipal boundary adjustment with the Township of Norwich transferred approximately 620 hectares of land to the City of Woodstock (see Figure 1).

The City has initiated a Municipal Comprehensive Review (MCR) and Secondary Plan to address the future growth needs of the City and determine the most appropriate land uses for the south-east annexed lands. The 2014 Provincial Policy Statement (the "PPS") and the policies of the County of Oxford Official Plan (the "County Plan") require a *comprehensive review* and establish related policies for proposed expansions to settlement areas and requirements for the conversion of employment areas to other land uses, among a number of other policies and directions that apply to local planning decisions. The Planning Act requires that decisions by the council of a municipality affecting planning matters shall be consistent with the PPS and that the City's Secondary Plan for the south-east area shall conform with the County Plan.

The County has initiated a County-wide comprehensive review to establish population and employment growth forecasts, allocations and land needs for each local municipality to the year 2041. Consistent with the PPS, a coordinated, integrated and comprehensive approach is used to align the City's MCR and Secondary Plan with the County comprehensive review. The Secondary Plan has been developed under the Planning Act and is integrated with the related infrastructure planning as per the requirements of the Municipal Engineers Association's Class Environmental Assessment (MCEA) for Water, Wastewater and Roads (as recently amended in 2015) Master Plan Approach #4. Notice of Study Commencement was issued in November 2018 to stakeholder agencies, Aboriginal communities, and the public. A Public Information Centre (PICs) was held in May 2019 to present and receive feedback on the options for future land use, road network and servicing for the study area and results of the infrastructure, stormwater management, transportation, agricultural,

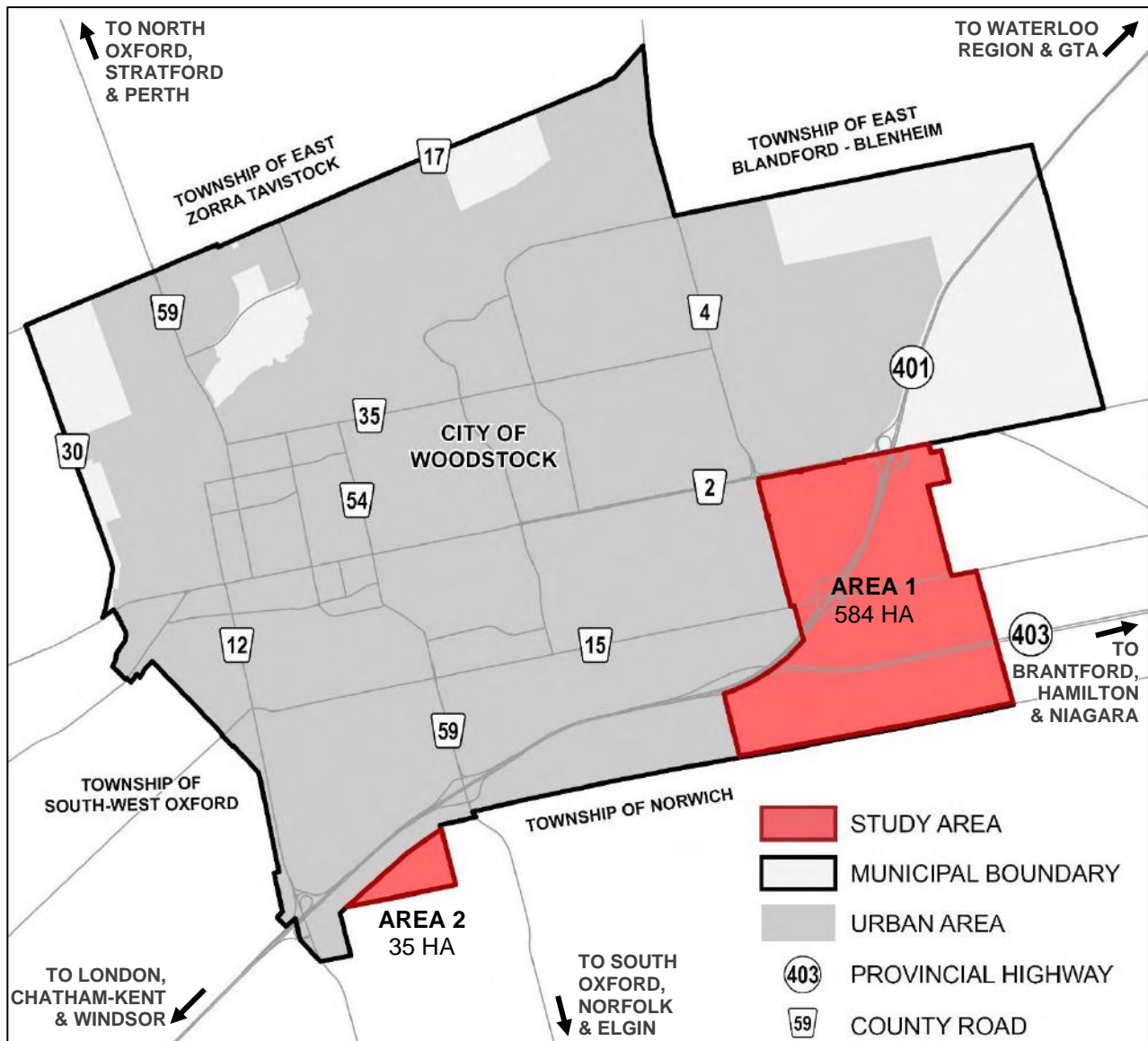
¹ Source: Statistics Canada.

natural heritage, cultural heritage, and archaeological assessments completed for the Study Area. A second PIC was held in November 2019 to present a preferred land use concept plan and updated assessments.

This Planning Report summarizes the MCR planning justification for the proposed urban expansion and is intended to satisfy related Provincial and County requirements. This report should be read in conjunction with the following reports prepared by AECOM summarizing the results of the assessments and servicing and transportation strategies as part of the integrated MCEA for the Study Area and in support the Secondary Plan:

- Master Plan Approach #4 Integrated Municipal Class EA Summary Report, March 2019;
- Water Servicing Report, December 2019;
- Wastewater Servicing Report, December 2019;
- Stormwater Management Strategy, October 2019;
- Transportation Needs Analysis – Background Report, December 2019;
- Natural Heritage Report, September 2019;
- Stage 1 Archaeological Assessment, July 2019;
- Cultural Heritage Assessment Report, April 2019.

FIGURE 1: Woodstock Municipal Comprehensive Review & Secondary Plan Study Area



2. PLANNING CONTEXT

2.1 Provincial Planning Direction

The **Provincial Policy Statement** (PPS) is issued under the authority of Section 3(1) of the Planning Act and came into effect on April 30, 2014. It provides policy direction on matters of provincial interest related to land use planning and development. The policies focus on the key provincial interests related to land use planning. Section 3(5) of the Planning Act requires that municipal planning decisions shall be consistent with the PPS. The policies of the PPS are minimum standards and municipalities may go beyond these minimum standards except where doing so conflicts with any PPS policy.

Based on a review of the key policy directions of the PPS, planning for growth and development should:

1. Minimize land consumption and servicing costs;
2. Provide sufficient land to accommodate anticipated growth;
3. Focus growth within settlement areas in a compact form;
4. Optimize the long-term efficient use of land, energy and infrastructure;
5. Protect employment areas for economic diversity;
6. Accommodate a range of housing types and densities;
7. Support municipal sewage and water services as the preferred form of servicing;
8. Minimize automobile dependence and promote use of alternative transportation modes;
9. Protect prime agricultural areas and continued viability of farming;
10. Protect natural features and resources for the long-term; and,
11. Avoid areas of natural and human-made hazards.

Section 1.1.3 of the PPS provides Provincial policy direction for settlement areas. Settlement areas are to be the focus of growth and development, and their vitality and regeneration promoted (PPS, s. 1.1.3.1). Within settlement areas, the PPS directs that land use patterns shall be based on densities and a mix of land uses that efficiently use land and infrastructure, promote energy efficiency while minimizing negative impacts to air quality and climate change, support active transportation and transit (where it is existing, planned or may be developed) and are freight-supportive. Municipal Official Plans are required to identify areas for intensification and redevelopment and establish intensification targets and phasing policies to ensure that the targets are achieved concurrent with the orderly

progression of development in designated growth areas (PPS, s. 1.1.3.3, 1.1.3.5, 1.1.3.6, 1.1.3.7).

The PPS limits the expansion of settlement areas to the time of a comprehensive review and subject to the demonstration of need and addressing applicable criteria regarding infrastructure, public health and safety, natural environment and agricultural impacts (PPS, s. 1.1.3.8). Similarly, the PPS limits the conversion of lands within employment areas to non-employment uses to the time of a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and there is a need for the conversion (PPS, s. 1.3.2.2). For the purposes of these policies (s. 1.1.3.8 and 1.3.2.2), a *comprehensive review* is defined in the PPS as follows:

“Comprehensive review: means

- a) for the purposes of policies 1.1.3.8 and 1.3.2.2, an official plan review which is initiated by a planning authority, or an official plan amendment which is initiated or adopted by a planning authority, which:
 - 1. is based on a review of population and employment projections and which reflect projections and allocations by upper-tier municipalities and *provincial plans*, where applicable; considers alternative directions for growth or development; and determines how best to accommodate the development while protecting provincial interests;
 - 2. utilizes opportunities to accommodate projected growth or development through *intensification* and *redevelopment*; and considers physical constraints to accommodating the proposed development within existing *settlement area* boundaries;
 - 3. is integrated with planning for *infrastructure* and *public service facilities*, and considers financial viability over the life cycle of these assets, which may be demonstrated through asset management planning;
 - 4. confirms sufficient water quality, quantity and assimilative capacity of receiving water are available to accommodate the proposed development;
 - 5. confirms that sewage and water services can be provided in accordance with policy 1.6.6; and
 - 6. considers cross-jurisdictional issues.

...

In undertaking a *comprehensive review* the level of detail of the assessment should correspond with the complexity and scale of the settlement boundary or development proposal.”

Further policy direction for managing and directing growth and development is provided in other sections of Part VACANT of the PPS related to Employment (PPS, s. 1.3), Housing (PPS, s. 1.4), Public Spaces, Recreation, Parks, Trails and Open Space (PPS, s.1.5), Infrastructure and Public Service Facilities (PPS, s. 1.6), Long-Term Economic Prosperity (PPS, s. 1.7) and Energy Conservation, Air Quality and Climate Change (PPS, s. 1.8). The policies of Section 2: Wise Use and Management of Resources, and Section 3: Protecting Public Health and Safety must also be applied in determining settlement area expansions.

2.2 County & Local Planning Direction

The County of Oxford is composed of eight area municipalities of which three are considered urban centres including the City of Woodstock. The City of Woodstock is a focal point for employment, commerce, recreation and administration in the County.

The **Oxford County Official Plan** was adopted by County Council on December 13, 1995. The County Plan provides upper-tier municipal planning direction for matters of County significance and establishes the planning policy and land use plans for the local area municipalities, including the City of Woodstock.

As directed by the PPS, the County is responsible for identifying, coordinating and allocating population, housing and employment projections to identify areas where growth or development will be directed.

The County Official Plan directs growth and development to settlement areas where a sufficient supply of land has been provided for the needs of the County to the year 2028.

Land within Area 1 is currently designated as “Future Urban Growth” and “Agricultural Reserve” (see Figure 2), and Area 2 is designated as “Agricultural Reserve” (see Figure 3). To consider applications for future urban development within the Study Area, an amendment to the County Plan will be required to add the land to the Woodstock Urban Area and to designate the land for specific urban land uses. The County Plan establishes requirements and criteria for proposals to amend the County Plan for the expansion of a settlement area, which are summarized as follows:

Official Plan Amendments in the Agricultural Reserve (County Plan, s.3.1.6)

1. Proposals to amend the Official Plan to permit the expansion of a settlement shall prepare and submit **planning and technical studies** addressing the following:
 - ▶ A demonstrated need within the planning period for additional land to be removed from agricultural production;
 - ▶ The nature of the proposal and whether the use requires special locational requirements or physical features that are only available in prime agricultural areas;
 - ▶ The amount of land proposed for the new development will be consistent with the requirements of the proposed use;
 - ▶ The amount of land proposed for settlement extension is justified considering population, household and labour force projections for the Area Municipality, and land use density factors for the planning period, including opportunities for intensification and redevelopment;

FIGURE 2: Existing Official Plan Land Use Designations, Study Area 1 and Surroundings

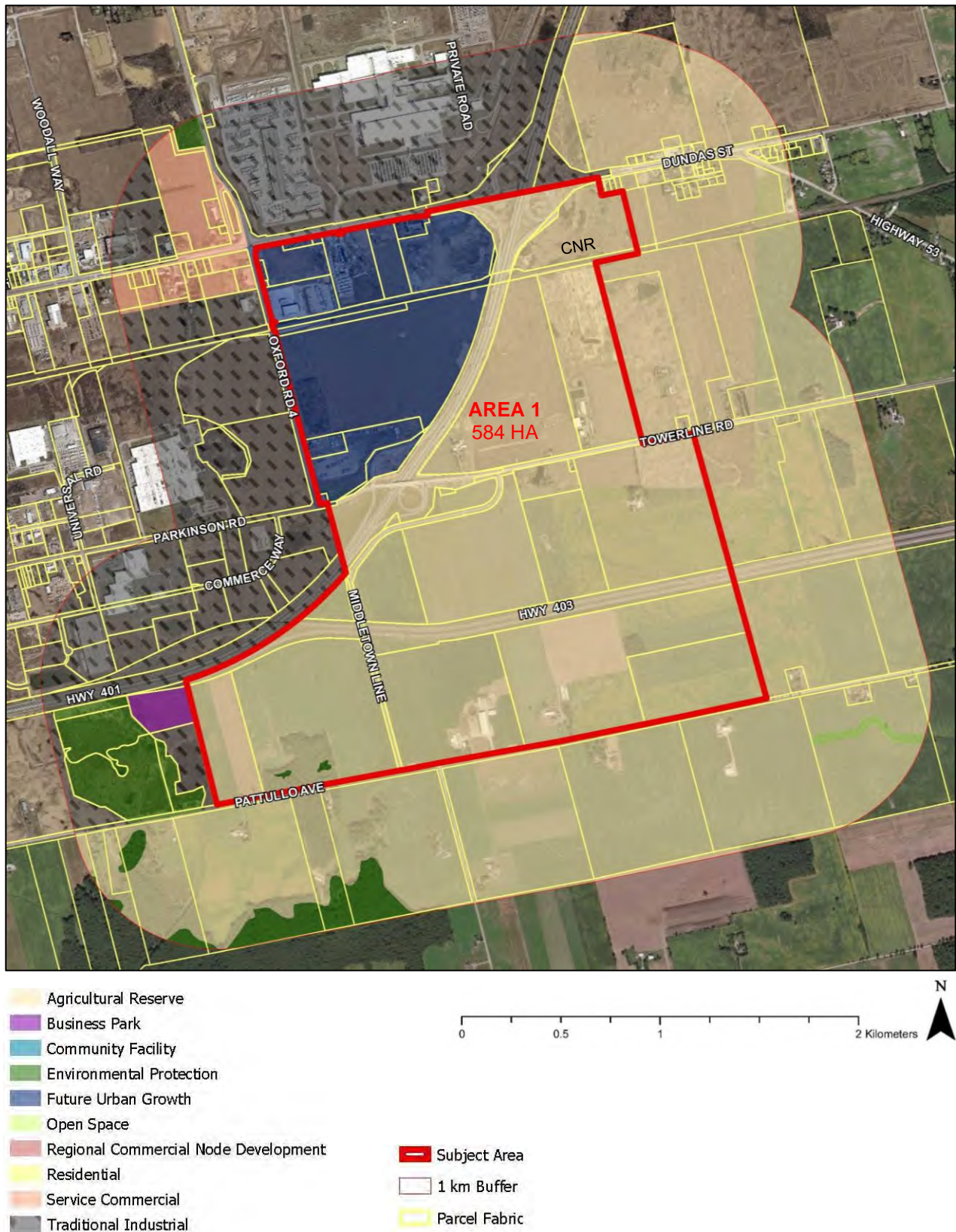
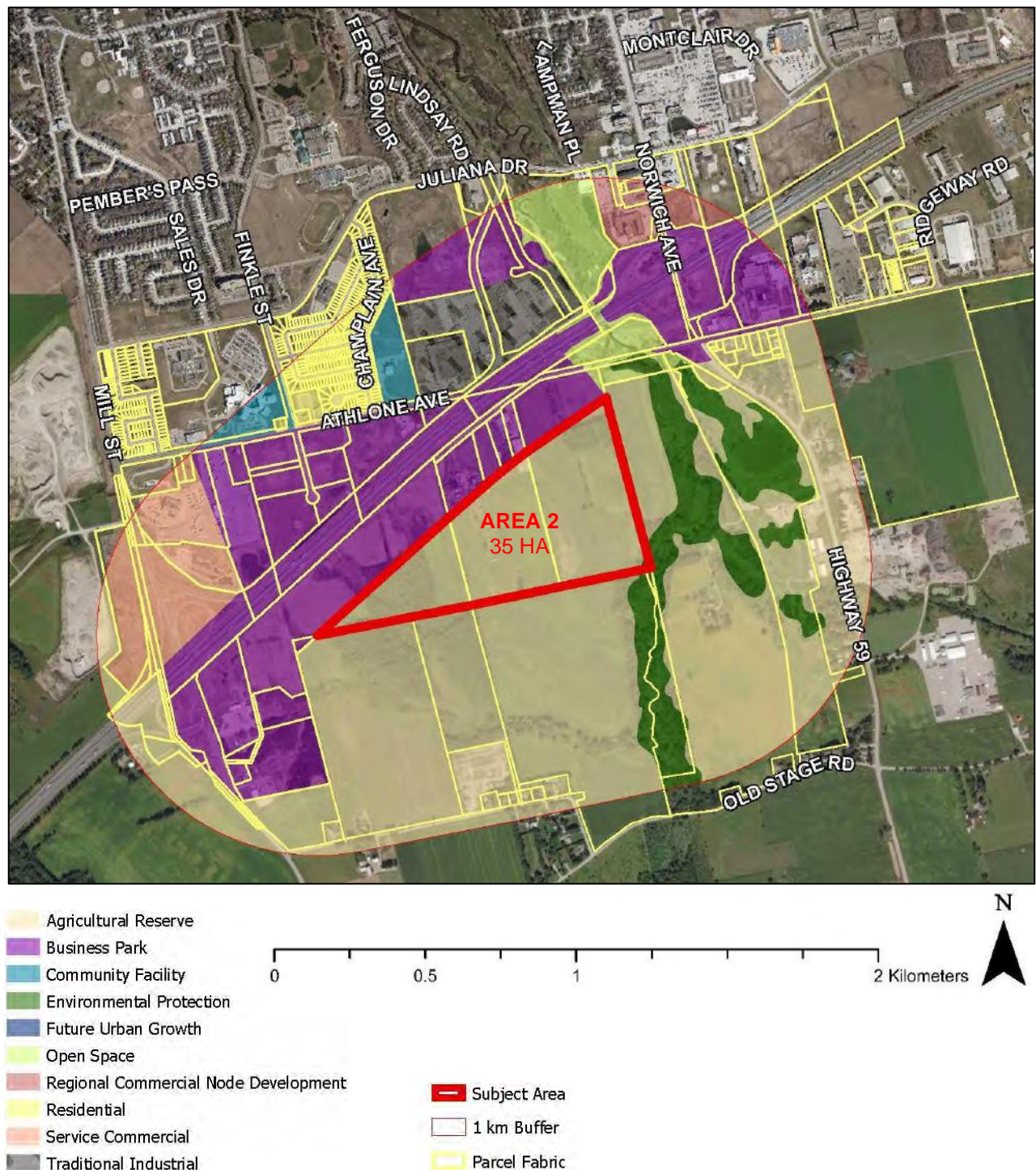


FIGURE 3: Existing Official Plan Land Use Designations, Study Area 2 and Surroundings



- ▶ Any land proposed for settlement expansion is a logical expansion of the settlement;
- ▶ The long-term suitability and feasibility of the proposed site for centralized wastewater and/or water supply facilities or private water and private septic systems is demonstrated;
- ▶ The planned expansion is consistent with the servicing hierarchy established in Section 5.5.3;

Hierarchy of Servicing Options (County Plan, s.5.5.3)

- ▶ New development will be evaluated according to a hierarchy of servicing options;
- ▶ Servicing hierarchy for extension of serves to existing development;
- ▶ County will own and be responsible for the planning and design of all centralized facilities;
- ▶ New development shall be directed in stages of orderly progression from existing services;
- ▶ Sanitary and storm sewers will be sized according to the level of development anticipated;
- ▶ Combined sanitary and storm sewer will not be permitted in any new development area;
- ▶ Avoid the need for sewage pumping stations where possible;
- ▶ Private services for non-residential development may require a hydrogeological study;
- ▶ Private services for residential development for more than five (5) lots shall not be permitted.

2. To assess **agricultural impact** of the proposed settlement expansion, proposals shall demonstrate that:

- ▶ The lands do not comprise specialty crop areas;
- ▶ There are no reasonable alternatives which avoid prime agricultural areas;
- ▶ There are no reasonable alternatives on lands with lesser agricultural capability or on lands with lesser agricultural capability or on lands left less suitable for agriculture by existing or past development;
- ▶ MDS I is satisfied;
- ▶ Impacts from the new use or settlement expansion on nearby agricultural operations are mitigated to the extent possible.

3. The proposed settlement expansion shall not create **traffic hazards** and **road infrastructure** shall be capable of accommodating the expansion;
4. The proposal is consistent with the **Environmental Resource Policies** and **Cultural Heritage Policies**:

Goals – Environmental Resource Policies (County Plan, s.3.2)

- ▶ Achieve a net environmental gain through protection and conservation of natural features;
- ▶ Preserve and protect significant natural features;
- ▶ Ensure the viability of protected natural areas;
- ▶ Encourage naturalization and maintenance of ecological functions;
- ▶ Integrate the Natural Heritage System with other systems;
- ▶ Identify municipal wellhead protection areas and highly vulnerable aquifers;
- ▶ Identify important surface water features;
- ▶ Ensure minimization or prevention of negative impacts on environmental features by prohibiting incompatible development;
- ▶ Preservation of tree and woodlands;
- ▶ Facilitate a safe and healthy environment by identifying environmental constraints;
- ▶ Manage consumption of resources through energy efficient planning and design;
- ▶ Establish environmental monitoring and reporting.

Goals – Cultural Resource Policies (County Plan, s.3.3)

- ▶ Facilitate a safe and healthy environment by identifying various human-made constraints on land and related resources and by applying land use restrictions;
- ▶ Aid the conservation of the County's heritage resources by integrating conservation of heritage resources into the County planning process.

5. The proposal will not conflict with the **Resource Extraction Policies**;

Goals – Resource Extraction Policies (County Plan, s.3.4)

- ▶ Recognize the importance of mineral aggregate resources;
- ▶ Provide for identification and protection of existing approved licensed pits and quarries and deposits of mineral aggregate resources;
- ▶ Ensure orderly extraction of resources;

- ▶ Ensure compatibility with agriculture, natural heritage system and water resources;
- ▶ Ensure compatibility between settlement uses and aggregate operations;
- ▶ Minimize community impacts;
- ▶ Ensure timely consultation and public engagement
- ▶ Work to provide public education and awareness; and
- ▶ Ensure the timely and progressive rehabilitation of pits and quarries.

6. The proposal shall be consistent with the **Growth Management Policies:**

Goals – Strategic Approach to Growth Management (County Plan, s.4.1)

- ▶ Prepare and maintain population and employment growth forecasts;
- ▶ Identify and designate appropriate area to accommodate projected growth during the planning period;
- ▶ Identify and designate lands which may be developed over the long-term planning horizon;
- ▶ Efficiently utilize designated land supplies and infrastructure prior to designating new areas for growth;
- ▶ Establish sufficient servicing levels for designated growth areas;
- ▶ Establish criteria to be satisfied prior to development occurring including secondary planning to ensure efficient and orderly development.

Goals – Forecasting Growth (County Plan, s.4.2)

- ▶ Adopt population, household and employment land projections for planning period;
- ▶ Adopt on-going monitoring program for growth forecasts to indicate if a change to the Official Plan policy is necessary, in conjunction with a comprehensive review of the Plan.

Goals – Criteria for Future Urban Growth Lands (County Plan, s.4.2.2.6.1)

Prior to permitting new development within lands designated Future Urban Growth, the following conditions must be satisfied subject to a comprehensive review:

- ▶ Demonstrate there is less than a 10-year supply of vacant, unconstrained land designated to accommodate the expected type of growth based on population, household, and employment projections and land use density factors within the Large Urban Centre designation;

- ▶ Future Growth Areas located outside of the designated settlement will address policies in Section 3.1.6 (Agricultural Reserve);
- ▶ Preparation of a **servicing strategy** that will demonstrate:
 - Adequate uncommitted reserve capacity for both centralized wastewater and water supply;
 - Completion of municipal servicing plans;
 - Indication of how such infrastructure will be integrated with existing municipal services;
 - Phasing strategy for the implementation of service capacity;
 - Improvements to existing distribution/collection system which may be necessary to accommodate the anticipated growth.
- ▶ Preparation of a **secondary plan** for the lands to provide comprehensive land use policies and community design guidance for the area, and to address:
 - Land use mix;
 - Compatibility between different land uses and development;
 - Site and subdivision design criteria;
 - Major road alignments;
 - Municipal servicing requirements;
 - Storm water drainage and erosion control measures;
 - Local road access point to collector and arterial roads;
 - Location of any necessary support facilities;
 - Location of pedestrian, bicycle and transit routes; and effect on environmental features and constraints.
- ▶ The required servicing strategy and secondary plan approved by County Council.

Goals – Jurisdiction and Settlement Expansion Requirements for Future Urban Growth Lands (County Plan, s.4.2.2.6.2)

- ▶ Lands designated Future Urban Growth which are intended to be developed for a mixture of industrial and commercial uses will generally be incorporated within the adjacent urban municipality by municipal boundary adjustment and satisfy the policies of Section 3.1.6 (Settlement Area Expansions).
7. The proposal is acceptable regarding the ability to achieve the Goal for Agricultural Policies as set out in Section 3.1.1:

Goal – Agricultural Policies (County Plan, s.3.1.1)

- Ensure prime agricultural lands are preserved by minimizing conflict between agricultural and non-agricultural community by permitting land uses which are complementary to and supportive of agriculture.

These policies and the County Plan as well as the PPS have each been reviewed in their entirety and have been considered and applied as required in preparing this Municipal Comprehensive Review and South-East Woodstock Secondary Plan Planning Report for the City of Woodstock. Related amendment(s) to the County Plan will be consistent with the PPS, as required by the Planning Act.

2.3 Existing Land Use Context

The Study Area accommodates several existing land uses, primarily agricultural/rural land uses, some with farm-related residential dwellings and some that include livestock facilities, as well as industrial, automotive and service commercial business, utilities, and non-farm residential dwellings. Figures 4 and 5 illustrate the existing land use context within the Study Area and surroundings. An inventory and mapping of the existing properties within the Study Area is provided in Appendix A.

Area 1 and Surrounding Land Uses

Area 1 includes land along both sides of Highway 401 between Dundas Street (Oxford Road 2) and Towerline Road (Oxford Road 15), and along the south side of Highway 401 west of Middletown Line and north Pattullo Avenue, and land along the north and south sides of Highway 403 from Highway 401 to approximately 2.3 kilometres east of Highway 401. The existing highways, interchanges and road and railway rights-of-way occupy approximately 100 hectares of land in the Study Area, leaving 483 hectares of property area for existing and future land use.

Area 1 can be divided into three sub-areas as follows:

- **Area 1A** located along the west side of Highway 401 between Dundas Street and Towerline Road and the east side of Oxford Road 4, comprised of 14 properties having a total land area of 122 hectares. This area is designated for future urban growth in the County Official Plan. Existing land uses include:
 - 7 commercial/industrial properties occupying 42 hectares (34% of the total land area) used for industrial service and supply, transportation/logistics, automotive (gas station, scrap yard, tire service) and a contractor's yard, some of which are underutilized and may have redevelopment potential;
 - 2 agricultural properties occupying 57 hectares (47% of the total land area) and that do not include any farm dwellings or livestock facilities;

FIGURE 4: Existing Land Use Context – Area 1

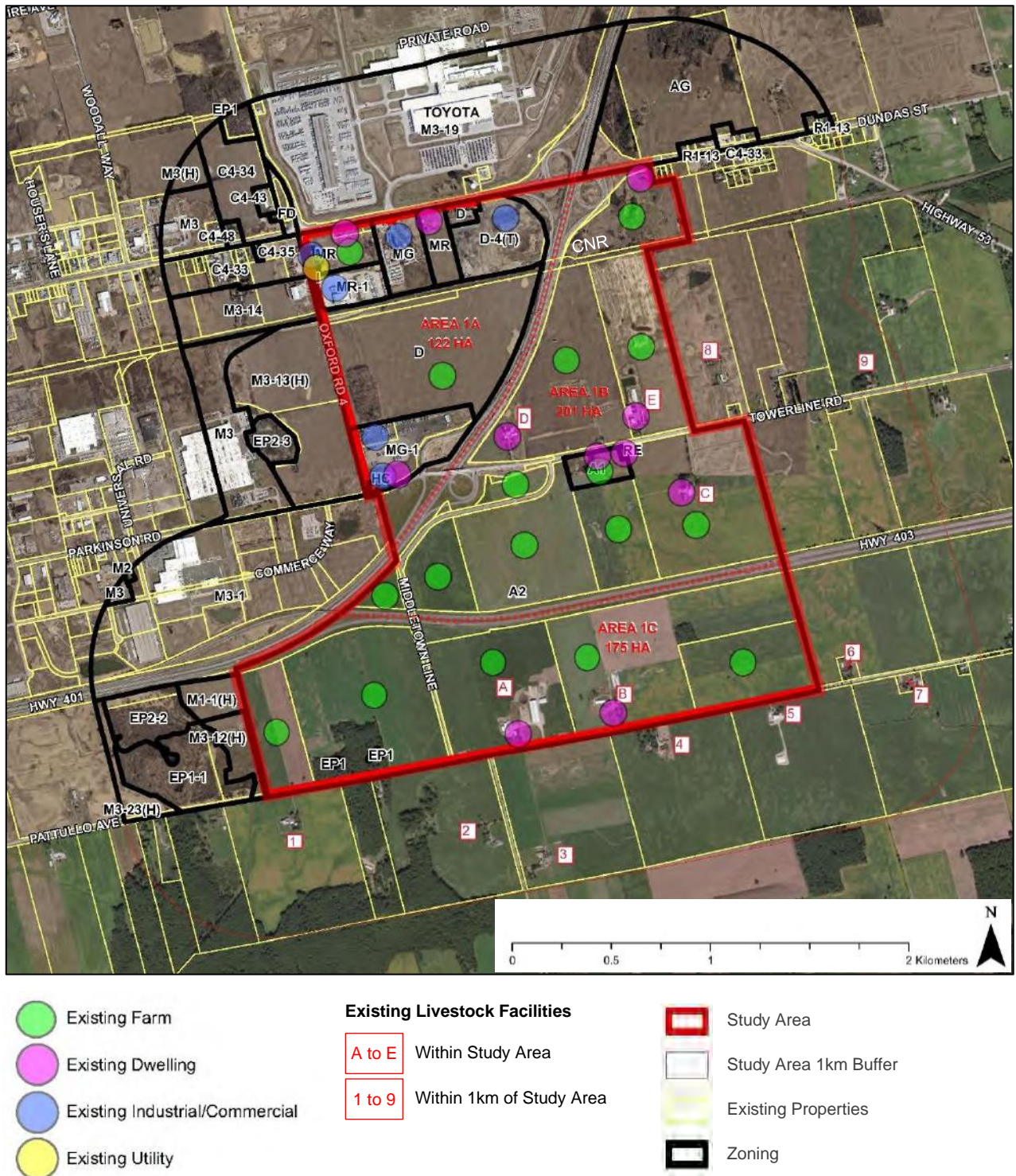
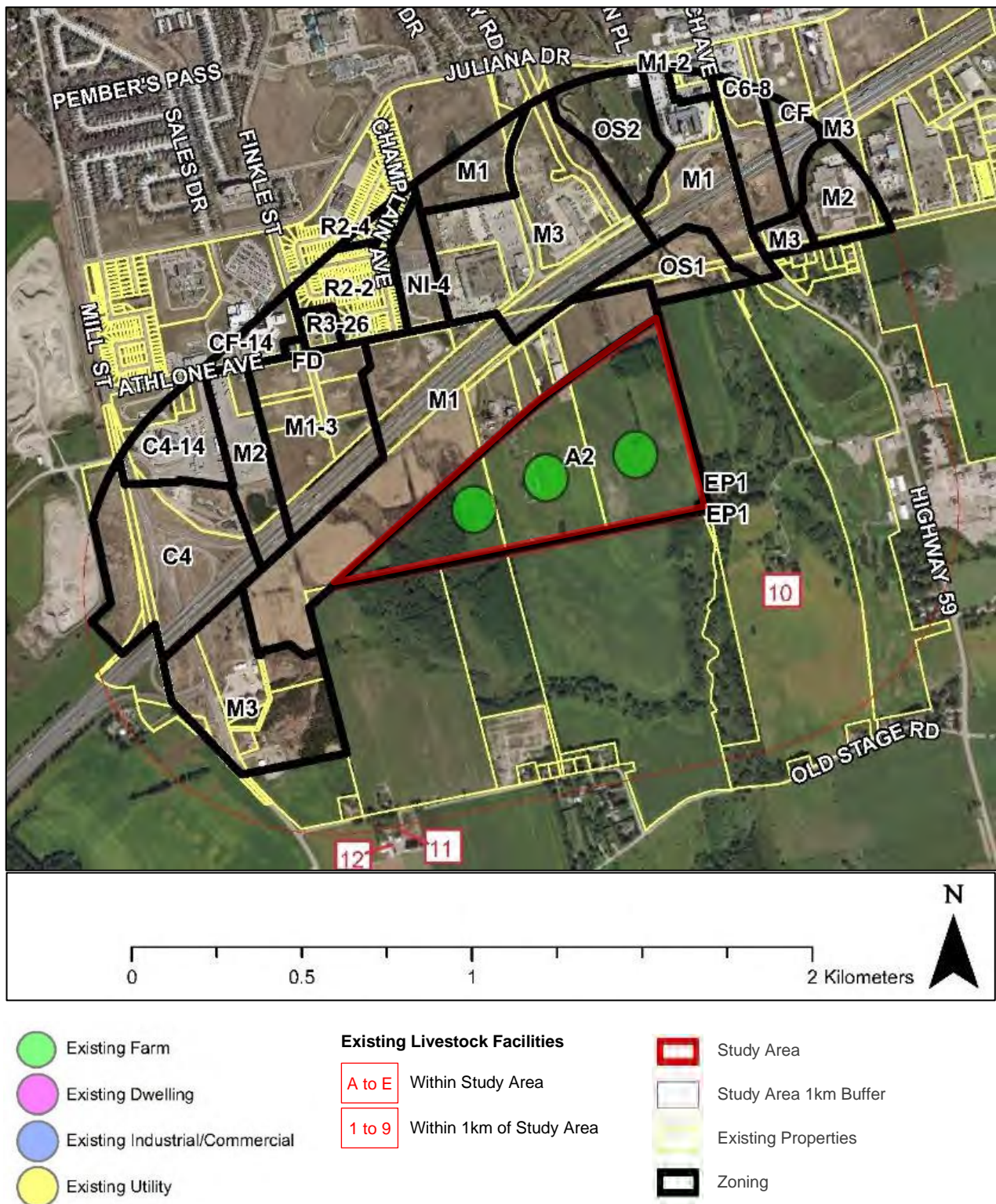


FIGURE 5: Existing Land Use Context – Area 2



- 1 utility property (hydro substation) on 0.1 hectare of land (less than 1% of the total land area);
 - 2 residential dwellings on 5.9 hectares of land (4% of the total land area) one of which appears to be vacant, and the other which is on a larger property that is also used for outdoor storage of pallets and other materials;
 - 2 vacant properties with 1.7 hectares of land (1.3% of the total land area), one of which has an existing abandoned building.
- **Area 1B** located along the east side of Highway 401 between Dundas Street and Highway 403 and the north and south sides of the CN Rail line and Towerline Road, comprised of 12 properties having a total land area of 201 hectares. This area is designated for agriculture in the County Official Plan and all 12 properties contain an existing agricultural use, including 3 farm operations with livestock facilities and a total of 6 farm dwellings (1 appears to be abandoned).
 - **Area 1C** located along the south side of Highways 401 and 403 and the north side of Pattullo Avenue east and west of Middletown Line, comprised of 5 properties having a total land area of 175 hectares. This area is designated for agriculture in the County Official Plan and all 5 properties contain an existing agricultural use, including 2 farm operations with livestock facilities and 2 farm dwellings.

The land to the north and west of Area 1 is primarily used for existing commercial and industrial business operations in the existing Woodstock urban area, including the large Toyota manufacturing facility to the north Dundas Street. To the south and east are existing agricultural and non-farm residential uses in the Township of Norwich including nine farm properties with existing livestock facilities within 1 kilometre of Area 1.

Area 2 and Surrounding Land Uses

Area 2 includes land along the south side of Pattullo Avenue west of Oxford Road 59 south of Highway 401. The total land area of Area 2 is 35 hectares. There are three properties in Area 2 that formerly straddled the municipal boundary of the City of Woodstock and the Township of Norwich. These properties are now located entirely within the City boundary as a result of the municipal boundary adjustment that became effective on January 1, 2018. The land in Area 2 contains existing agricultural uses, but the portion of the properties within the Study Area does not contain any buildings or structures. Outside of the Study Area limits, the middle property contains existing farm dwellings and other farm buildings that do not appear to house any livestock.

Two properties adjoining the north limit of Area 2 are used for an existing industrial sandblasting and painting operation, and other land surrounding Area 2 is primarily used for agricultural and rural uses, including 3 livestock facilities identified within 1 kilometre, non-farm dwellings as well as the Creekside Golf Club to the east in the Township of Norwich.

Infrastructure

Existing Water Servicing

Refer to **Map 1** appended to this report for the sizes and locations of the existing water distribution system adjacent to the Study Area.

Most of the existing properties within the Study Area are privately serviced with individual onsite water supply and sewage disposal systems. At the north edge of the Study Area there is existing watermain along Dundas Street west of Highway 401 and along Oxford Road 4 south of Dundas Street supplied with water from the Nellis Street Booster Station.

At the north limit of the Study Area there is an existing 500 mm diameter watermain on Dundas Street, west of Highway 401. An existing elevated water tower is located on the north side of Dundas Street, between Oxford Road 4 and Highway 401.

At the west limit of the study area, there is an existing 400 mm diameter watermain on Oxford Road 4 that spans between Devonshire Avenue and Parkinson Road.

At approximately 1.4 kilometres west of the southwest limit of the Study Area there is an existing 300 mm diameter watermain located on Pattullo Avenue. The 300 mm diameter watermain on Pattullo Avenue is plugged approximately 50 metres east of Jack Road Avenue.

Further information regarding the existing and proposed water servicing for the Study Area is available in the Water Servicing Report (AECOM, December 2019).

Sanitary Servicing

Refer to **Map 2** appended to this report for the sizes and locations of the existing sanitary sewers adjacent to the Study Area.

At the north limit of the Study Area there is an existing 450 mm diameter sanitary sewer that exists on Dundas Street, east of Oxford Road 4. The sewer drains east to west and conveys wastewater to the existing *County Road 4 Sanitary Pumping Station* located on the east side of Oxford Road 4, approximately 500 metres north of Dundas Street.

At the west limit of the Study Area there are existing 200 and 300 mm diameter sanitary sewers on Oxford Road 4 that convey wastewater south to north. The south limit of the existing sanitary sewer on Oxford Road 4 extends to approximately 300 metres south of the CN corridor.

Also, at the west limit of the Study Area there is approximately 300 metres of existing 200 mm diameter sanitary sewer on Oxford Road 4 that drains north to south. The existing sewer is locally routed on Parkinson Road and through the *Commerce Way Business Park* and

discharges to an existing sanitary pumping station located at the intersection of Beards Lane and Commerce Way.

Approximately 1.4 kilometers west of the southwest limit of the Study Area, there is an existing 250 mm diameter sanitary sewer located on Pattullo Avenue at Jack Ross Avenue. The existing 250 mm diameter sanitary sewer on Pattullo Avenue drains in the east to west direction. At the intersection of Ridgeway Road and Pattullo Avenue, the existing sanitary sewer increases to a 300 mm diameter sanitary sewer.

The 300 mm diameter sanitary sewer conveys wastewater flows from the existing 'Pattullo Ridge Industrial Subdivision' across Oxford Road 59 (Norwich Avenue) where the flow discharges into an existing 600 mm diameter trunk sanitary sewer. This existing trunk sewer crosses Highway 401 at approximately 300 metres west of Oxford Road 59, on the east side of Cedar Creek. Sewage flows are conveyed south to north in the existing 600 mm diameter trunk sanitary sewer.

The existing 600 mm diameter sanitary sewers converges with an existing 900 mm diameter sanitary sewer in McIntosh Park, on the east side of Main Street, south of Dundas Street in manhole 'SA751391'. The existing 675 / 750 / 900 mm diameter trunk sanitary sewer on the south side of the CN Rail corridor extends to approximately 800 metres east of Beards Lane where it transitions to 375 and 300 mm diameter pipe. The trunk sanitary sewer on the south side of the CN Rail corridor conveys wastewater east to west.

Further information regarding the existing and proposed sanitary servicing for the Study Area is available in the Wastewater Servicing Report (AECOM, December 2019).

Existing Drainage

The tributary areas to each drainage outlet and the locations of the existing municipal drains are identified on **Map 3** appended to this report.

As shown on Map 3, a drainage divide exists within the Study Area (Area 1) that splits the existing drainage between the Thames River watershed and the Grand River watershed.

Stormwater within the Study Area currently drains to nine (9) separate drainage outlets. Drainage is conveyed across Highway 401, Highway 403, Towerline Road, Middletown Line, Pattullo Avenue and Dundas Street through a series of existing culverts and municipal drains.

Further information regarding the existing and proposed drainage and stormwater management plan for the Study Area is available in the Stormwater Management Strategy (AECOM, October 2019).

Existing Topography

The topographic relief throughout the Study Area is shown on **Map 4** appended to this report. The ortho imagery is based on 2014 to 2018 data received from the City of Woodstock. The contours provided on **Map 4** are based on 2017 data provided by the City of Woodstock.

Transportation Facilities

Provincial Highways 401 and 403 through the Study Area provide higher order transportation connections as shown on Figure 1. Highway 401 is three lanes in each direction. Eastbound lanes to Waterloo Region and the Greater Toronto Area can be accessed via existing interchanges at Dundas Street (Oxford Road 4) which crosses under the highway and Towerline Road (Oxford Road 15) which crosses over the highway. Highway 401 westbound to Chatham-Kent, London, Windsor and the United States border can also be accessed via these existing interchanges. The Study Area can be accessed via existing off-ramps from Highway 401 eastbound and westbound to both Dundas Street and Towerline Road. Within the City limits, Dundas Street is an east-west Arterial Road with two lanes in each direction and Towerline Road is an east-west Arterial Road with a single lane in each direction.

Highway 403 is two lanes in each direction and connects with Highway 401 within the Study Area. Middletown Line crosses over Highway 403, but there is no access to Highway 403 within the Study Area. The nearest Highway 403 interchange is located at Oxford Road 55 approximately 4 kilometres to the south-east of the Study Area. Highway 403 can also be accessed from Highway 401 eastbound via a third Woodstock interchange along Highway 401 at Norwich Avenue (Oxford Road 59) which provides access to Highway 401 east and westbound. The eastbound lanes on Highway 401 provide access to Highway 403 east to Brantford, Hamilton, Niagara and the United States border. Similarly, the fourth Woodstock interchange on Highway 401 at Mill Street (Oxford Road 12) provides access to Highway 401 east and westbound and from there to Highway 403 via Highway 401 eastbound. Norwich Avenue (Oxford Road 59) is a north-south Arterial Road with two lanes in each direction north of the Highway 401 interchange and two southbound lanes and one northbound lane south of the interchange.

Oxford Road 4 is a north-south Arterial Road with two lanes in each direction north of the CN Rail line which crosses over the roadway, and tapers down to one lane in each direction south of that point to Parkinson Road / Towerline Road (Oxford Road 15).

Middletown Line is a Local Road under the City's jurisdiction and provides a north-south connection over Highway 403 from Towerline Road to Pattullo Avenue. Pattullo Avenue is a boundary road with the Township of Norwich to the south and is an east-west Local Road

with one lane in each direction from west of Norwich Avenue to Middletown Line. East of Middletown Line, Pattullo Avenue / Third Concession Road has a gravel surface.

An active rail line owned and operated by CNR crosses through the Study Area (Area 1) south of Dundas Street in an east-west direction. There are two sets of tracks within the 30-metre-wide rail corridor. There are no existing spur lines within the Study Area. Existing rail crossings in or near the Study Area are grade-separated and include Highway 401 and Oxford Roads 4 and 55.

Further information regarding the existing and proposed transportation network for the Study Area is available in the Transportation Needs Analysis – Background Report (AECOM, December 2019).

3. COMPREHENSIVE REVIEW

3.1 Overview

Section 2 of this report summarizes current Provincial and County policies for settlement area expansions and employment land conversions which may only occur through the preparation of a *comprehensive review*. This section summarizes the information required to satisfy the policies of the PPS and the County Plan for a *comprehensive review*. Some aspects of the City's MCR are addressed separately through more detailed assessments, including the reports listed in Section 1. These assessments have been integrated with the development, evaluation and refinement of land use concept options and a preferred future land use concept for the Study Area as the basis for developing the South-East Secondary Plan.

3.2 Population, Household and Employment Growth Forecasts

Hemson Consulting Limited has prepared draft population, housing and employment forecasts and a land needs assessment to the year 2046 for Oxford County and each local municipality including the City of Woodstock (see Appendix B). The draft forecasts are summarized in Table 3-1.

Table 3-1: Oxford County and City of Woodstock Population, Housing and Employment Forecast (Draft), 2016 to 2046

Year	City of Woodstock			Oxford County		
	Population*	Households	Employment	Population*	Households	Employment
2016	42,040	17,150	25,430	113,900	44,300	57,300
2021	46,620	19,140	28,440	122,900	48,200	62,100
2026	50,480	20,750	30,040	130,300	51,300	64,600
2031	54,470	22,330	31,690	138,100	54,400	67,200
2036	58,480	23,870	33,720	146,100	57,400	70,400
2041	62,250	25,220	36,050	153,700	60,100	74,100
2046	65,950	26,510	38,730	161,100	62,600	78,400
2016 to 2046	23,910	9,360	13,300	47,200	18,300	21,100

SOURCE: Hemson Consulting Ltd.

*Note: Includes Census Net Undercoverage.

The City's MCR will focus primarily on determining future employment land needs. This is consistent with the primary purpose of the municipal boundary adjustments to transfer the land within the Study Area from the Township of Norwich to the City of Woodstock for future employment growth. Also, the location characteristics of the Study Area limit residential development potential due to the proximity of existing industrial facilities, major highways and the City's established land use pattern. The existing residential areas in Woodstock are in the central, north and west areas, while industrial and other non-residential uses are located to the south and east along Highway 401.

As summarized in Appendix B, the employment forecast for Woodstock includes the following two categories of employment:

- Population-related Employment (PRE), including employment related to the growth of the resident population, such as retail, education, healthcare and local government and generally located in commercial and community area designations;
- Employment Land Employment (ELE), including traditional industrial-type employment related to local and broader economic factors and located on lands specifically designated for employment land uses.

As Woodstock is an urban municipality, growth in rural-based employment such as primary sector, rural resource-based and on-farm business employment is not expected locally.

The employment forecast by category (PRE, ELE and RE) is summarized in Table 3-2, for the 20-year (2019 to 2039) forecast period.

Table 3-2: City of Woodstock Employment Forecast by Type (Draft), 2016 to 2041

Year	City of Woodstock Employment Forecast		
	Population-related Employment (PRE)	Employment Land Employment (ELE)	Total Employment
2016	9,630	15,800	25,435
2019	10,143	16,710	26,853
2021	10,710	17,730	27,970
2036	12,660	21,060	33,720
2039	13,073	21,760	34,833
2041	13,520	22,520	36,040
2019 to 2039	2,930	5,050	7,980

SOURCE: Hemson Consulting Ltd.

3.3 Land Inventory

An analysis of land inventory mapping and data provided by the County and the City has been completed to determine how much land is available within the existing designated land supply to accommodate future residential and employment growth. The results of this analysis are provided in Appendix B and summarized in Table 3-3.

Table 3-3: City of Woodstock Land Supply

Land Supply Category	City of Woodstock Land Supply		
	Residential	PRE (Commercial, Institutional)	ELE (Industrial)
Vacant Developable Land Supply (Net ha) ¹	41 ha	49 ha	222 ha

SOURCE: Hemson Consulting Ltd.

¹ Net-to-Gross Adjustment of 55% on residentially-designated parcels greater than 0.2 ha in size and 80% on industrial parcels larger than 5 ha in size to account for or the development of local roads, stormwater management ponds, rights of way, open space and local servicing. An additional 20% adjustment was made to the designated industrial supply in order to account for parcels which may not develop over the long-term and underutilization.

GSP Group has completed a review of current Official Plan designations, zoning and existing land use and aerial photography based on available mapping information for the parcels identified in the commercial, institutional and industrial land inventory.

The inventory information is summarized in Table 3-4 and shown on Figure 6 and further detailed in Appendix C.

Table 3-4: City of Woodstock Non-Residential Land Inventory

Official Plan Designation	Zoning	Vacant		Underutilized		Total	
		# of Parcels	Area ¹ (ha)	# of Parcels	Area ¹ (ha)	# of Parcels	Area ¹ (ha)
Business Park	M1	18	48.3	3	6.7	21	54.7
	M2	-	-	2	0.6	2	0.6
	M3	1	0.0	2	4.0	3	4.0
	C4	-	-	1	1.7	1	1.7
	FD	1	31.1	-	-	1	31.2
Subtotal		20	79.4	8	13.0	28	92.4
Traditional Industrial	M2	5	8.2	4	1.7	9	9.9
	M3	34	132.5	17	48.8	51	181.3

	M3(H)	1	14.3	-	-	1	14.3
	M4	7	5.6	2	1.1	9	6.7
	C4	-	-	1	0.2	1	0.2
	CF	1	0.1	-	-	1	0.1
	FD	7	98.7	-	-	7	98.7
Subtotal		55	259.4	24	51.8	79	311.2
Employment Land Totals		75	338.8	32	61.8	107	400.6
Central Area	C3	1	0.1	-	-	1	0.1
	C5	11	0.7	-	-	11	0.7
Subtotal		12	0.8	-	-	12	0.8
Regional Commercial	C4	-	-	1	0.0	1	0.0
	C6	7	13.7	-	-	7	13.7
	M3	2	3.2	-	-	2	3.2
Subtotal		9	16.9	1	0.0	10	16.9
Service Commercial	C4	32	32.9	2	2.3	34	35.2
	CF	1	0.1	-	-	1	0.1
	EP1	1	0.1	-	-	1	0.1
	FD	3	1.2	-	-	3	1.2
Subtotal		37	34.3	2	2.3	39	36.6
Commercial Land Totals		58	52.0	3	2.3	61	54.3

¹ Gross developable, unconstrained vacant land area.

The City's non-residential land supply was further reviewed and refined through the County's comprehensive review which identifies a gross developable industrial land supply of 337 hectares and a gross developable commercial and institutional land supply of 54 hectares in the City of Woodstock. As summarized in Appendix B (Hemson Memorandum), after a net-to-gross adjustment of 80% for parcels greater than 5 hectares and an additional 20% adjustment to the designated industrial land supply to account for parcels which may not develop over the long-term and underutilization, the vacant developable industrial land supply is 222 net hectares (Source: Hemson Consulting Ltd.). The commercial and institutional land supply is 49 net hectares after a net to gross adjustment of 80% for commercial lands applied to parcels greater than 5 hectares (Source: Hemson Consulting Ltd.).

In addition to the employment land and commercial land inventories summarized in Table 4-3, there are 98.5 hectares of land designated as Future Urban Growth and 174 hectares designated as Agricultural Reserve in the Official Plan. The Future Urban Growth designation includes 65 hectares of land located north of the Thames River / Pittock Reservoir and 33.5 hectares of land located to the east of Oxford Road 4 along the south

side of Township Road 3 as part of the East Woodstock Secondary Plan area proposed to be designated Traditional Industrial to the north of the Toyota manufacturing facilities. The Agricultural Reserve designation applies to land located to the east of Highway 401 north of Dundas Street (Oxford Road 2) and is also part of the East Woodstock Secondary Plan proposed to be designated Traditional Industrial, Business Park and Service Commercial. Figure 7 shows the preferred land use plan for the East Woodstock Secondary Plan and the land inventory for the East Woodstock Secondary Plan area is summarized in Appendix C.

**FIGURE 6: Woodstock Land Use Plan & Land Inventory Summary,
Gross Developable Land by Official Plan Land Use Designation**

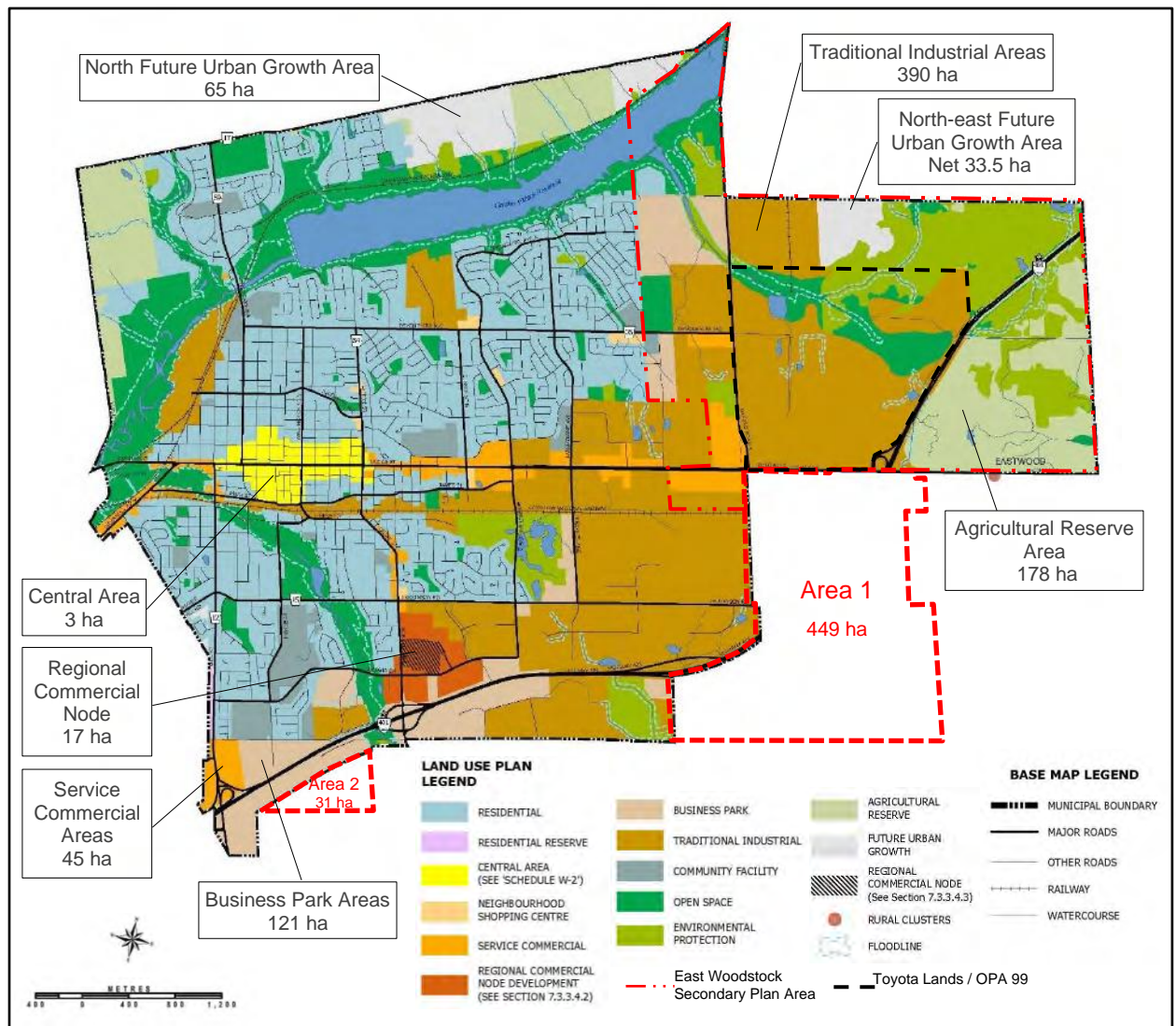
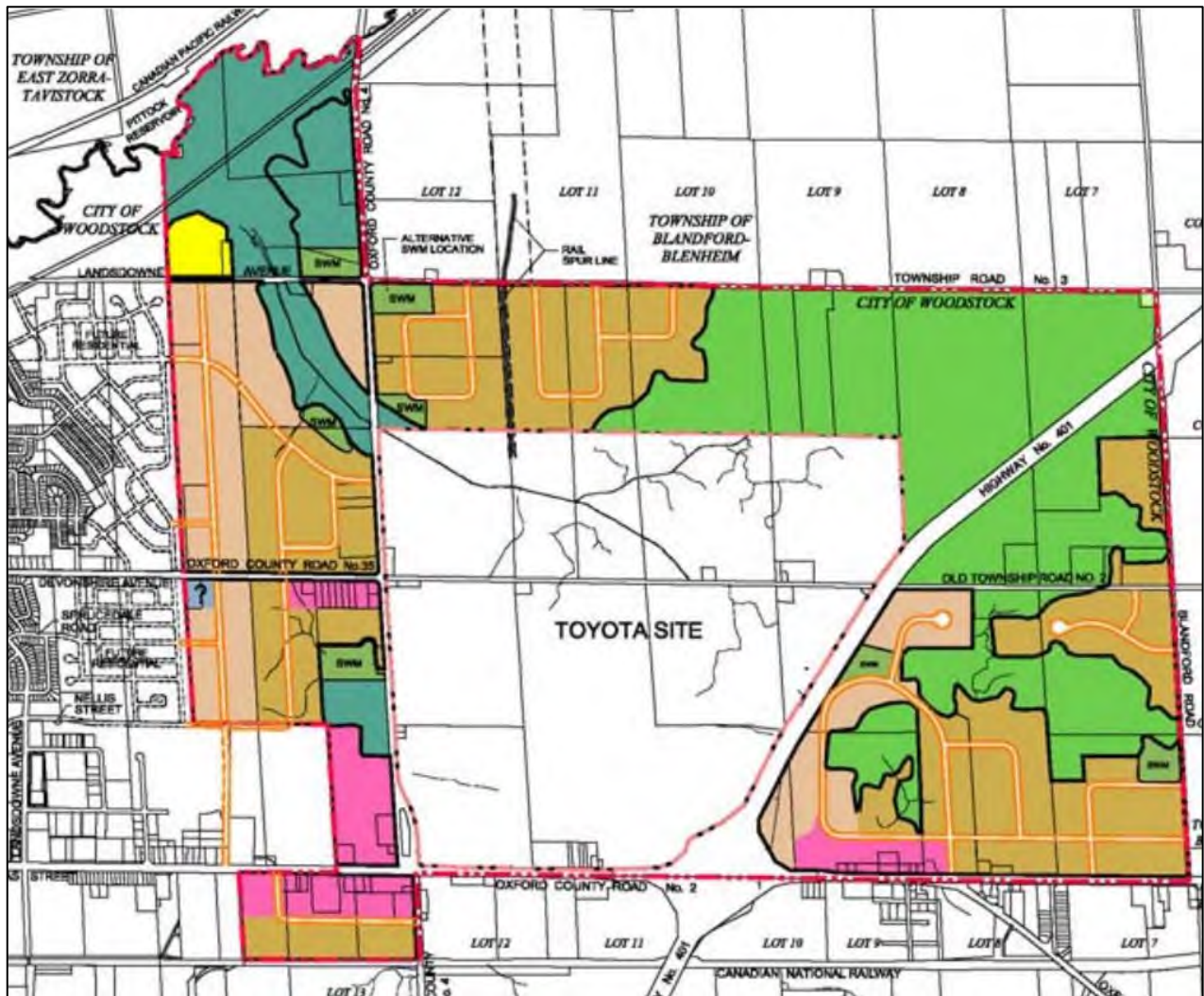
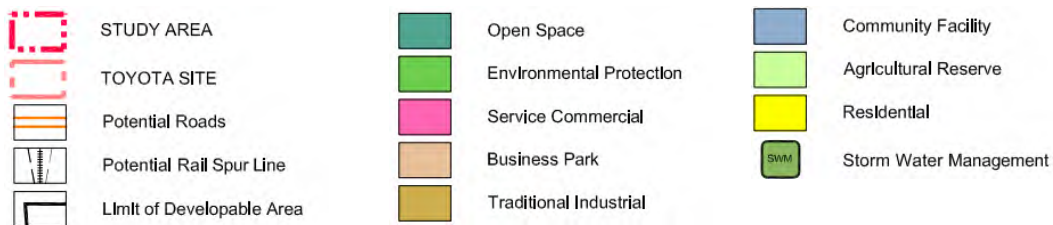


FIGURE 7: East Woodstock Secondary Plan, Preferred Land Use Concept



SOURCE: MHBC Planning, September 2006.



3.4 Employment Land Needs

To determine land needs for future employment growth, the employment growth forecasts are compared with the land inventory information in Table 3-5. Assumptions for future average employment densities and adjustments for net to gross land area and long-term vacancy are summarized in the Draft Growth Forecasts and Land Needs Assessment Memorandum in Appendix B.

Table 3-4: City of Woodstock Employment Land Needs, 2019 to 2039

Employment Growth Forecast		Land Supply	
PRE (Commercial, Institutional)	ELE (Industrial)	PRE (Commercial, Institutional)	ELE (Industrial)
2019 to 2039: +2,930 jobs (3,035 jobs on Inst. & Com.)	+5,050 jobs (4,940 jobs on EL)	Net developable: 61 ha	337 ha
Avg. Density: 60 jobs/ha	12 jobs/ha ¹	Net to Gross Adjustment: 80% on parcels > 5ha ¹ Adjustment for Vacancy: 20% on ELE net land supply ¹	
Land Estimate: +49 ha	+412 ha	Net adjusted: 49 ha	222 ha
Total Estimated Land Need: 461 ha		Designated Land Supply: 271 ha	
Total Net Developable Land Required: 190 ha			
Estimated Additional Employment Land Need to 2039: 317 ha (gross)			

¹ SOURCE: Hemson Consulting Ltd.

Based on the land needs estimates, additional urban land is needed to accommodate the forecast employment growth in Woodstock to the year 2039.

consideration of the timing/phasing of the designation of land for development within the Study Area relative to the remaining land planned but not yet designation for future industrial, business park and service commercial uses in the East Woodstock Secondary Plan.

3.5 Agricultural Assessment

An Agricultural Assessment was completed in supported of the MCR including the following components:

1. Soils and soil capability for agriculture
2. Agricultural operations;

3. Minimum Distance Separation (MDS 1) calculations for existing livestock facilities.

Soils and Soil Capability for Agriculture

The Canada Land Inventory (CLI) soil capability for agriculture is an interpretative system for assessing the effects of climate and soil characteristics on the limitations of land for growing common field crops. Common field crops in Ontario include corn, soybeans, small grains, and perennial forages. This system does not classify land for horticultural or other specialty type crops.

The system evaluates three general qualities of mineral soils:

- Their productivity relative to all mineral soils in Ontario and Canada.
- Their flexibility, or the range of common field crops they are capable of producing.
- Their management needs with respect to necessary improvements and conservation practices for field crop production.

The system classifies mineral soils into seven groups according to their potentials and limitations. The first three classes are considered capable of sustained production of cultivated field crops and are considered prime agricultural land resources. The fourth class is marginal for cultivated field crops. The fifth is capable of hay production and permanent pasture use. The sixth is capable of sustaining unimproved pasture only, and the seventh class has no agricultural capability.

The system emphasizes the potential capability of soils. Therefore, the present land use and management of a given land area may or may not reflect its potential soil capability. For example, a forested area may rate highly under the CLI even though it has not been cleared and developed for agricultural use. Organic or Muck soils are not classified under this system.

The distribution of soils (and relative capability ratings) are shown on Figures 8 and 9. Table 3-5 provides a comparative distribution of soils, as per soil capability for agriculture ratings, for Area 1 and Area 2 in the Study Area.

Note that, for the purposes of the description of agricultural resources, the two areas are identified as: Area 1 – east Study Area (Highways 401 & 403 / Towerline Road area); and Area 2 – west Study Area (Highway 401 west of Highway 59 along Pattullo Avenue).

Prime agricultural soils, as per direction provided in the Provincial Policy Statement (2014) are identified as CLI Classes 1-3 soils.

Table 3-5: Comparative Breakdown of Prime and Non-Prime Agricultural Lands within the Study Area

Area	Area 1	Area 2	Total
Study Area (ha)	583.86	35.11	618.97
Study Area (# of parcels)	31	3	34
Agricultural Reserve Designated Area – Official Plan (ha)	461.60	35.11	496.71
Agricultural Reserve Designated Area (# of parcels)	17	3	20
Prime Agricultural Soil Class 1, 2 and 3 Land – CLI (ha)	461.60 (Class 2)	31.94 (Class 1 and 2)	493.54
Non-Prime Agricultural Soil Class – CLI (ha)	-	3.17 (Class O)	3.17

The Study Area is comprised of prime agricultural soils, i.e. Classes 1-3. Area 1 is mapped entirely as Class 2 soils, with the subclass limitation of “D”. Subclass D (undesirable soil structure and/or low permeability) is used for soils which are difficult to till, or which absorb or release water very slowly, or in which the depth of rooting zone is restricted by conditions other than a high-water table or consolidated bedrock. In Ontario this subclass is based on the existence of critical clay contents in the upper soil profile.

Area 2 is mapped as mainly Class 1 and 2 soils, with the subclass limitation of “T”. This subclass denotes limitations due to slope steepness and length. Such limitations may hinder machinery use, decrease the uniformity of crop growth and maturity, and increase water erosion potential.

The only area of non-prime agricultural land within the Study Area is located along the eastern extent of Area 2. This area consists of Organic soils associated with a wetland.

As expected, the agricultural lands within the Study Area were all cultivated for agricultural purposes with common field crops. No specialty crops were observed within the Study Area.

As shown on Figure 9, the agricultural land within and surrounding the City of Woodstock is nearly all prime agricultural, Classes 1 and 2 land. As there are no lands within the City limits or in the immediate surroundings that have lower soil capability for agriculture, there are no reasonable alternatives for future urban expansion that would avoid prime agricultural land and no alternatives on prime agricultural land of a lower soil capability rating.

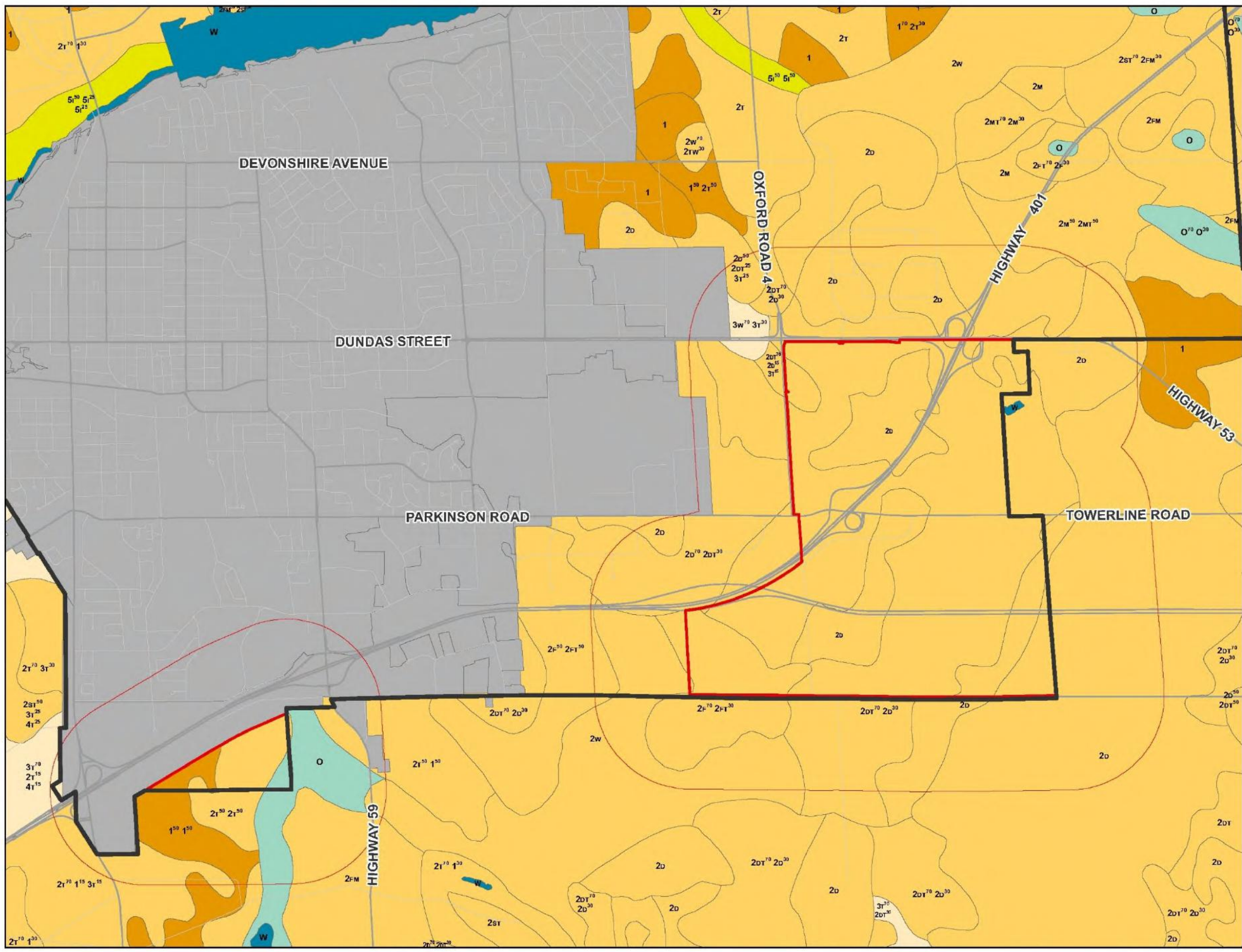
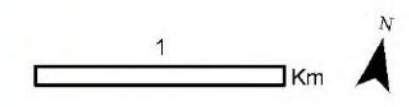


FIGURE 8

Canada Land Inventory Soil Capability

Study Area

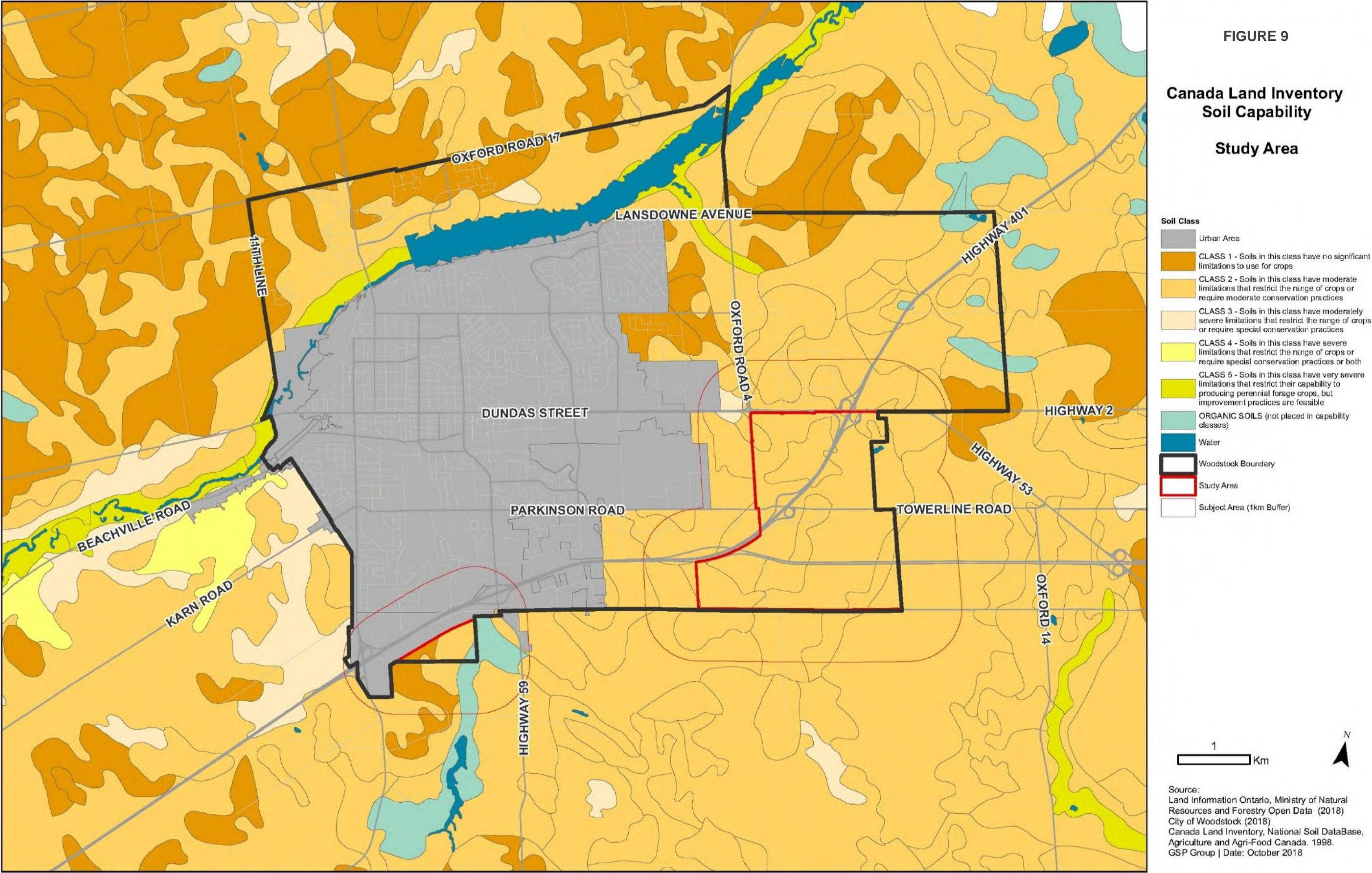
- Soil Class**
- Urban Area
 - CLASS 1 - Soils in this class have no significant limitations to use for crops
 - CLASS 2 - Soils in this class have moderate limitations that restrict the range of crops or require moderate conservation practices
 - CLASS 3 - Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices
 - CLASS 4 - Soils in this class have severe limitations that restrict the range of crops or require special conservation practices or both
 - CLASS 5 - Soils in this class have very severe limitations that restrict their capability to producing perennial forage crops, but improvement practices are feasible
 - ORGANIC SOILS (not placed in capability classes)
 - Water
 - Woodstock Boundary
 - Study Area
 - Subject Area (1km Buffer)



Source:
Land Information Ontario, Ministry of Natural Resources and Forestry Open Data (2018)
City of Woodstock (2018)
Canada Land Inventory, National Soil DataBase, Agriculture and Agri-Food Canada, 1998.
GSP Group | Date: October 2018

FIGURE 9

Canada Land Inventory
Soil Capability
Study Area



Agricultural Operations

As part of the study program, a reconnaissance-level roadside survey of existing farm operations was completed. The purpose of this survey was to identify significant agricultural operations within the Study Area.

Within Area 1, several agricultural operations were identified. The dairy farm located at 545415 Pattullo Avenue, south of Highway 403, represented the most significant agricultural operation within the Study Area. It is a modern operation with significant capital investment related to agriculture.

Table 3-6 provides a summary of agricultural operations within Area 1.

Table 3-6: Summary of Agricultural Operations (Area 1)

Operation No.	Location	Description
A	545415 Pattullo Ave.	Dairy operation with significant investment in barn and manure storage
B	545465 Pattullo Ave.	Beef operation with bank barn
C	565494 Towerline Road	Beef operation with bank barn (no livestock observed)
D	565405 Towerline Road	Beef operation with bank barn and sheds
E	565473 Towerline Road	Dairy operation with significant investment in bank barn and pole barn

There were no significant agricultural operations located within Area 2.

Minimum Distance Separation (MDS I) Analysis

As shown earlier on Figures 4 and 5 and summarized in Table 3-6 above, there are 4 existing active livestock facilities within the Study Area (Area 1). In addition, 12 potential livestock facilities were identified within one kilometre of the Study Area (9 within one kilometre of Area 1, 3 within one kilometre of Area 2. MDS forms were delivered to all of these farms to request the information requirement to complete the MDS I calculations for these facilities. MDS I calculations have been completed for these livestock facilities using information obtained from 6 livestock operators who responded with the requested information. Where information could not be obtained from the owner/operator of the livestock facilities, estimates of livestock types, barn sizes and capacities and manure storage facilities were determined based on roadside observation and air photo analysis.

MDS Guideline #6 directs that all existing livestock facilities within a 1,500 metre distance of a proposed Type B land use shall be investigated and that MDS I calculations undertaken where warranted. Five (5) additional livestock facilities were identified that are beyond one kilometer of the Study Area but are within 1.5 kilometres of the boundaries of the Study Area and two (2) additional facilities were identified within 1.5 kilometres of the lands contemplated for urban expansion for employment land uses in the East Woodstock Secondary Plan area.

Table 3-7 lists the identified livestock facilities and the MDS I calculations where applicable. The MDS arcs have been plotted on a map of the Study Area and surroundings as shown in Figures 10 and 11.

If the settlement area boundary is expanded to include the entire Study Area, four existing livestock facilities would be located within the settlement area and MDS requirements would no longer apply as per MDS Guideline #36. These existing operations would be permitted to continue but the intent of the Secondary Plan and adding these lands to the settlement area is for the area to transition to urban land uses over time. Some of these barns and associated farm properties are part of development/investment land holdings and are currently rented or leased on a time-limited or periodic renewal basis for livestock use.

There is one significant livestock operation on the south side of Pattullo Avenue in Norwich Township with a large MDS I setback of 613 metres for Type A land uses and 1,226 metres for Type B land uses. New or expanded settlement area boundaries are identified as a Type B land use by MDS Guideline #34. As shown on Figure 10 a significant portion of the Study Area is within the Type B MDS I setback from this livestock facility for Type B. While the MDS Document acknowledges that industrial uses are considered less sensitive to odours as compared with residential or other sensitive land uses, it does not specifically provide for a reduced MDS I Setback (e.g. Type A land use) for industrial uses within settlement areas.

The area impacted by the MDS I setback of this livestock facility is generally east of the drainage divide and servicing to this area is not anticipated in the short-term. As part of the proposed Secondary Plan, a Phasing Plan has been developed for the Study Area based on land needs and servicing requirements for the development of future employment and commercial land uses. The Secondary Plan is designed to be implemented in phases through related amendments to the Official Plan to expand the urban area boundary and apply the proposed land use designations.

Table 3-7: Livestock Facilities and Calculated MDS I

Operation No.	Location	Livestock Description	MDS I	
			Type A	Type B
Study Area (Area 1)				
A	545415 Pattullo Ave.	Dairy Barn approx. 3300m ² capacity for 237 dairy cows	288 m	576 m
B	545465 Pattullo Ave.	Empty barn, capacity for 50 beef cows	218 m	437 m
C	565494 Towerline Rd.	No livestock or manure storage present.	-	-
D	565405 Towerline Rd.	Beef Barn approx. 1100m ² capacity for 118 beef cows	265 m	530 m
E	565473 Towerline Rd.	Dairy – goats: 1,100 does and bucks; 600 kids (as provided by owner)	288 m	576 m
Within 1 Kilometre of Study Area (Area 1)				
1	545298 Pattullo Ave.	No livestock or manure storage identified, already adjacent to urban area	-	-
2	714751 Middletown Line	Dairy Barn approx. 411m ² capacity for 40 dairy cows	206 m	411 m
3	714724 Middletown Line	Dairy Barn approx. 1146m ² capacity for 112 dairy cows	288 m	576 m
4	545482 Pattullo Ave.	Barn approx. 350m ² capacity for 12 horses	123 m	246 m
5	545542 Pattullo Ave.	3,000 swine, 25 dairy cows (as provided by owner)	613 m	1226 m
6	545583 Pattullo Ave.	Barn approx. 245m ² capacity for 115 dairy sheep	106 m	213 m
7	545606 Pattullo Ave.	Barn approx. 116m ² capacity for 4 horses	82 m	164 m
8	565515 Towerline Rd.	Barn approx. 550m ² capacity for 18 horses	142 m	283 m
9	565589 Towerline Rd.	Empty dairy barn with capacity for 25 milking cows (as provided by owner)	174 m	349 m
Within 1 Kilometre of Study Area (Area 2)				
10	708 Pattullo Ave.	None – imported manure storage only 9.3m ³ capacity (as provided by owner)	116 m	231 m
11	525040 Horn Rd.	Dairy Barn approx. 726m ² capacity for 71 dairy cows and Horse Barn approx. 423 m ² capacity for 14 horses	268 m	535 m
12	525034 Horn Rd.			

Beyond 1 Kilometre but within 1.5 Kilometres of Study Area and/or within 1.5 Kilometres of East Woodstock Secondary Plan / Settlement Expansion Area		
13	726040 Township Rd. 3	Existing livestock facility (no data) – not assessed as distance is greater than 1.5 kilometres from nearest developable lands in the area of the East Woodstock Secondary Plan considered for settlement area expansion
14	685882 Highway 2	Existing small barn (horses) – not assessed given small scale of facility and proximity to existing dwellings nearby
15	545174 Pattullo Ave.	Existing barn (no livestock identified) – not assessed due to proximity to existing settlement area boundary.
16	525359 Oxford Centre Rd.	Existing barns / potential livestock facilities (no data) – not assessed due to proximity to existing settlement area boundary (Oxford Centre).
17	525339 Oxford Centre Rd.	

Figure 10: MDS I Setbacks and Livestock Facilities within 1.5 km

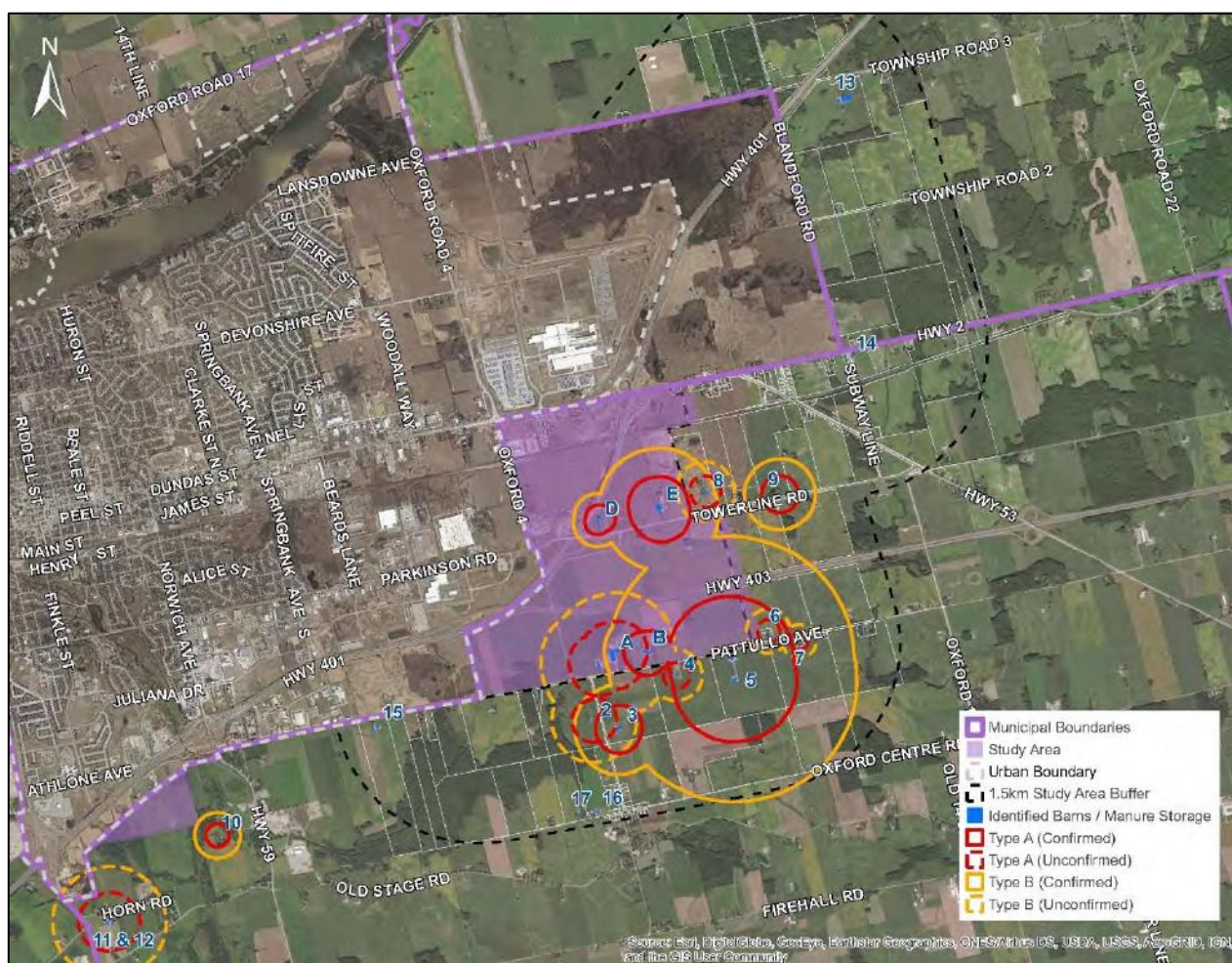
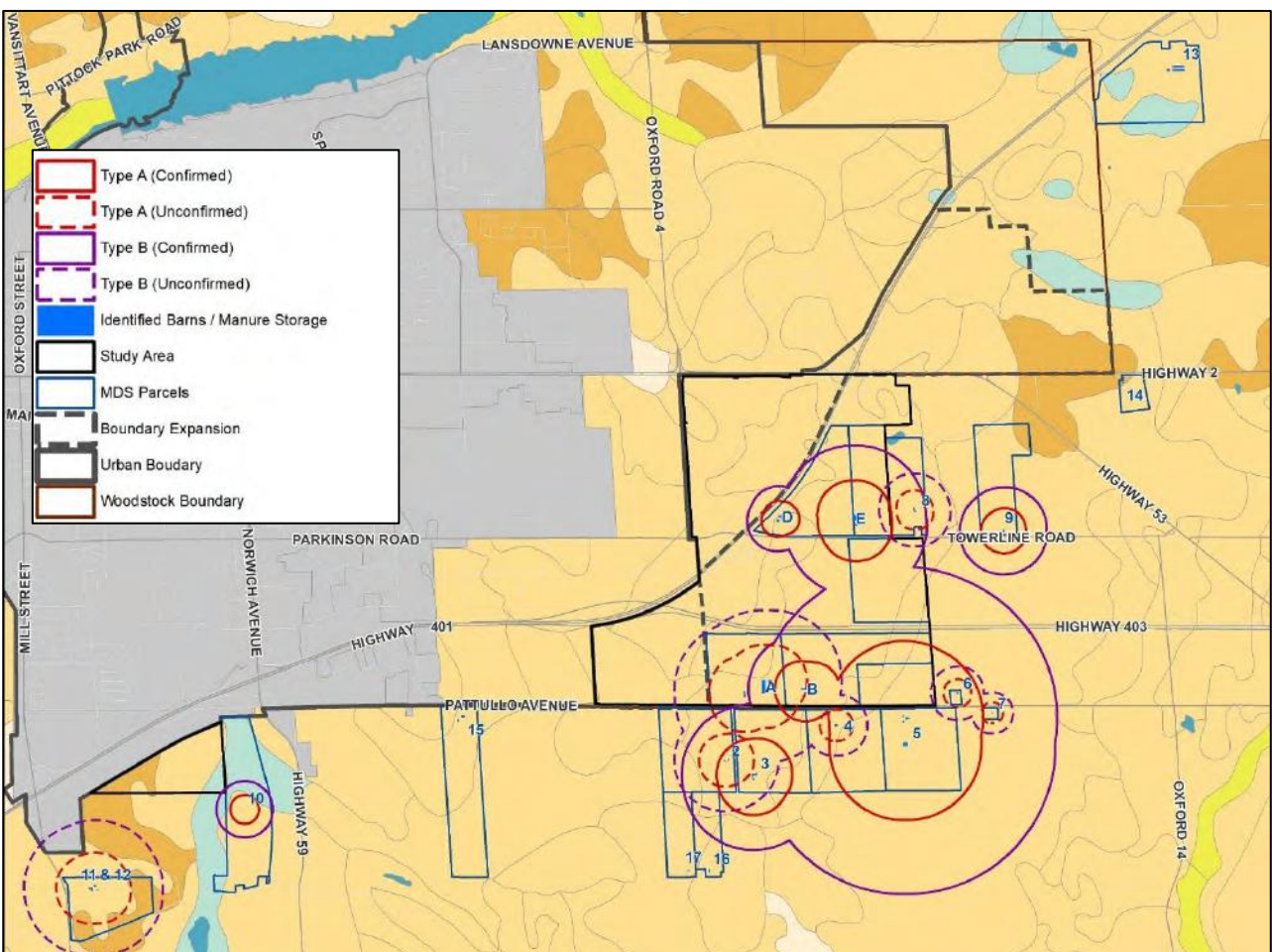


Figure 11 illustrates the location of the proposed initial settlement area boundary expansion, including a portion of the lands in the Study Area and a portion of the lands in the East Woodstock Secondary Plan Area, and the calculated MDS I setbacks. A small portion of the proposed expansion area is within the MDS I setback for Barn D within the Study Area. However, the lands proposed to be added to the settlement area boundary are on the west side of Highway 401 and the future development of these lands for employment uses will be required to address the highway setbacks and screening which will limit the use of the area within the MDS I setback. A minor reduction of the MDS I setback should be considered for the settlement area boundary to be located along the west limit of Highway 401.

A portion of the proposed expansion area west of Middletown Line is located within the MDS I setback of Barn A. The MDS I calculation for Barn A is based on the estimated barn size and capacity and should be confirmed as part of the implementing Official Plan Amendment.

Figure 11: MDS I Setbacks and Proposed Urban Expansion Area



3.6 Resource Assessment

The following data sources were consulted in an effort to identify deposits of Mineral Aggregate Resources within the Study Area:

1. Aggregate Resources Inventory of the County of Oxford and the County of Brant Southern Ontario, Ontario Geological Survey Aggregate Resources Inventory Paper 159. By D.J. Rowell 2014
2. Natural Resources Centre. 2018. Online Mapping of Licensed Pits and Quarries in Ontario: Find Pits and Quarries.

In addition, the Ministry of Natural Resources and Forestry (“MNRF”) was contacted to determine if any proposed license or permit applications were being sought within or in proximity to the Study Area.

Figure 12 illustrates the distribution of bedrock resources and sand and gravel resources within and in proximity to the Study Area.

Bedrock Resources

There are no quarries located within or in close proximity to the Study Area. The overburden drift is too deep to map any significant bedrock resources within or in close proximity to the Study Area.

Sand and Gravel Resources

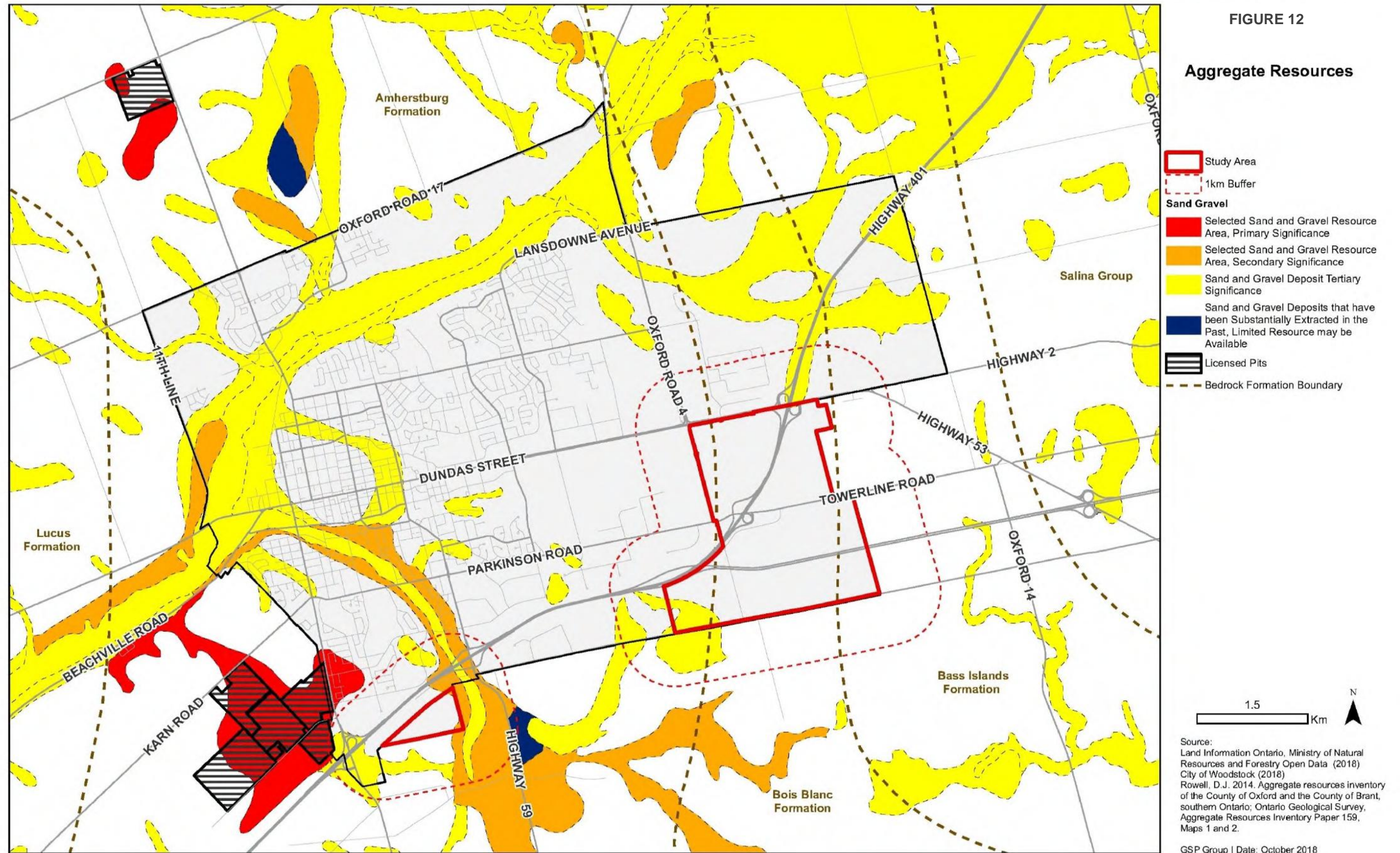
There are no licensed or permitted pits located within proximity to the Study Area. The closest licensed pit, License No. 20922 (SAMI Holdings Ltd.), is the closest licensed pit located north of the 401 and west of Mill Street.

There is a proposed expansion of a licensed pit that is approximately 1 km from the Study Area. This proposed pit is located west of Mill Street and south of Karn Road, in the Township of South-West Oxford.

There are no significant deposits of sand and gravel mapped within the study area. There is a significant deposit of sand and gravel mapped west of Mill Street and north of the 401.

FIGURE 12

Aggregate Resources



3.7 Public Service Facilities Assessment

Based on the City-wide land inventory there are few vacant properties within the Community Facilities land use designation and the parcels are small in area. Opportunities to direct and encourage community facilities and other institutional uses in appropriate locations within other land use designations in the South-East Secondary Plan area would help to accommodate institutional and utility land needs and forecast employment growth as part of planning for the population-related employment forecast.

The designation of land within the Study Area as Traditional Industrial through the Secondary Plan would provide potential opportunities for compatible community facilities and minor institutional uses ancillary to the employment area, as well as public utilities, works and emergency services facilities as these types of uses are permitted by the Official Plan subject to the applicable policies. The Business Park land use designation in the Official Plan permits uses such as medical or dental offices and clinics, day care facilities, trade schools, assembly halls and facilities for service clubs and community cultural organizations. The designation of land along Dundas Street near the Highway 401 interchange as Service Commercial land would also allow for certain public service facilities and institutional uses as the designation permits minor institutional uses as ancillary uses.

3.8 Infrastructure Assessment

The long-term suitability and feasibility of extending municipal servicing to and within the Study Area to provide centralized wastewater, water supply and storm drainage facilities is assessed in the water, wastewater and stormwater management assessments reports prepared by AECOM as referenced earlier in Section 1 of this report. Servicing and stormwater management policies are recommended in the Secondary Plan to provide direction for future infrastructure investments and review of development proposals for specific sites or properties, and to direct the phasing of future development of the Study Area based on the recommended infrastructure phasing plan as shown on the preferred land use plan.

3.9 Transportation Assessment

The results of the transportation assessment for the Study Area are summarized in the Transportation Needs Analysis – Background Report prepared by AECOM (December, 2019). With the location of and access to the Study Area along Highways 401 and 403 as well as the CNR line that runs through the north part of the study area, land use options for the Study Area focused on employment and commercial land uses that may benefit from access and/or proximity to the higher-order provincial road network.

As the Study Area is contiguous with MTO Right of Way, extensive coordination with MTO will be required while planning and programming roadway and traffic improvements. Meetings were held with MTO in 2018 and 2019 to review the existing conditions and configuration of roadways within and near the Study Area relative to Highways 401, 403 and related interchanges, and future infrastructure renewal plans for bridges and interchanges in the area. Deficiencies were noted with respect to the spacing between some existing intersections and highway interchanges which currently limits access options for new development.

Sections 34 and 38 of the Public Transportation Highway Improvement Act (PTHIA) mandate that MTO is the permit control authority for lands along controlled access highways. Future development proposals within the Study Area will be subject to Ministry of Transportation (MTO) permit requirements depending on the site location relative to the Provincial Highways and the scale and type of the development and traffic generation.

Under the Planning Act and Public Service Works on Highway Act (Utilities), MTO is the commenting agency on land development applications and can mandate its permit requirements including certain utilities. Developments in the near vicinity of Highway 401 and 403 will have to comply with MTO permit control guidelines. Specific Traffic Impact Studies will be required for significant developments. Other coordination and permitting issues may be related to development application review and legal agreement and enforcement matters.

As the Study Area is well served by major highways and rail facilities, opportunities for freight-intensive land uses and freight supportive development were considered in the development of the land use concept options and preferred land use plan predominantly for industrial land uses which may include a range of goods transportation, logistics and intermodal uses. the future land use, transportation and servicing should consider opportunities to facilitate the efficient movement of goods, based on the Ministry of Transportation Freight-Supportive Guidelines (FSG). The FSG published by the MTO in 2016 is a guideline to help to respond to industry needs for freight movement in Ontario, as well as provide linkages between freight movement and land use planning policy and practice.

Active transportation opportunities have also been considered through the Secondary Plan concepts and policies are recommended to incorporate active transportation facilities in planned upgrades to existing roads within and external to the Study Area, and new roads within the Study Area, where appropriate. Identification of site-level facilities and measures to support active transportation should also be addressed through development applications.

Policies are also recommended in the Secondary Plan to provide direction for extending public transit service to the Study Area aligned with the development of the area and the provision of future stops. Potential locations for a carpool lot to support ride-sharing have also been identified on the Secondary Plan concept options and preferred land use plan.

3.10 Cultural Heritage and Archaeological Assessments

The Cultural Heritage Assessment Report prepared by AECOM (April, 2019) provides a review of built heritage resources and cultural heritage landscapes as well as potential Aboriginal interests to address the cultural heritage policies of the PPS and the County Official Plan. In addition, a Stage 1 Archaeological Assessment has been completed by AECOM (July, 2019) addressing the requirements of the MTCS Standards and Guidelines for Consultant Archaeologists in accordance with the Ontario Heritage Act, R.S.O. 1990, c. 0.18. Policies are recommended in the Secondary Plan to provide direction for further cultural heritage and archaeological assessments in support of future site development proposals for specific properties or areas within the Study Area.

3.11 Natural Heritage Assessment

The natural heritage assessment is summarized in the Natural Heritage Report prepared by AECOM (September, 2019) and the results have been incorporated in the land use concept options and the preferred land use plan and recommended policies of the Secondary Plan.

The Upper Thames Conservation Authority (UTRCA) and Grand River Conservation Authority were consulted through a meeting in December 2018 to review the terms of reference for the natural heritage assessment, mapping information from available data sources and the results of site analysis and fieldwork completed in the Spring, Summer and Fall of 2018 by AECOM. A further meeting was held in October 2019 to review the results of the natural heritage assessment as well as the servicing and stormwater management assessments for the Study Area.

Preliminary natural heritage buffers are recommended for the natural heritage features identified based on significance and sensitivity of the feature, proposed future land use for adjacent lands, and biophysical attributes. Final natural heritage buffers and linkage opportunities should be determined at a site-specific stage of planning as part of an Environmental Impact Study.

3.12 Hazards Assessment

Through the Official Plan and the Secondary Plan and assessments required in support of future development proposals within the Study Area, development will be directed away

from natural and human-made hazards to protect public health and safety and minimize the risk of property damage.

The Study Area is located at a drainage divide between the GRCA and UTRCA watersheds and is located at the headwaters of numerous very small channels that drain the area. Because of the small catchment size, regulated floodplains do not exist over most of the Study Area or at most of the drainage outlets; however, the outlets are all extremely small and have limited capacity. As a result, while a regulated floodplain does not exist for many of the site outlets, there will still be a stringent requirement to limit peak flow from developing sites to at least pre-development levels due to the small capacity of the outlets.

The Stormwater Management Strategy prepared by AECOM (October, 2019) recommends future stormwater management facilities and preliminary storm sewer sizing, provides a proposed hydrologic model and a high-level water balance to estimate the impacts of increases in impervious area by future development in the Study area, and includes a recommended Erosion and Sediment Control Strategy.

3.13 Cross-Jurisdictional Matters

The following cross-jurisdictional matters have been identified through the MCR and Secondary Plan process:

- **Transportation:** roadways and traffic-related impacts related to the Study Area involve multiple jurisdictions including the MTO, County, City of Woodstock and Norwich Township. Additionally, the CNR operates an active railway that crosses through the Study Area. Cross-jurisdictional transportation matters and related authorities are discussed earlier in this report and the Transportation Needs Analysis prepared by AECOM. The Secondary Plan provides policy direction for the existing and future road network including acknowledgement and consideration of roadway jurisdiction and related authorities and controls, and also identifies requirements related to future development along the CNR. Municipal staff representatives for the Township of Norwich have been consulted regarding the future need for intersection re-alignment / re-location of Pattullo Avenue at Norwich Avenue (Oxford Road 59) beyond the current limits of the City of Woodstock in the Township, as a future external improvement related in part to planned development of the Study Area.
- **Infrastructure:** water and wastewater infrastructure planning for the Study Area has been reviewed and coordinated with City of Woodstock and County of Oxford staff recognizing the roles and jurisdictions of the City and County related to the various components of these systems and related operations.

- **Natural Heritage and Stormwater Management:** the UTRCA and GRCA have been consulted regarding the natural heritage assessment and stormwater management strategy for the Study Area and the Secondary Plan includes reference to review and consultation with the conservation authorities in the review of related submissions required for future development proposals.
- **Minimum Distance Separation:** as summarized in section 3.5 of this report, a portion of the Study Area is within the MDS I setback for a livestock facility located south of Pattullo Avenue in Norwich Township. The timing of amendments to the Official Plan to implement future settlement area expansions to include the area currently within the MDS I setback may be dependent on future land use changes in the Township and/or may require further review and consultation with the Township, affected landowners and the Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA) regarding the MDS I setback issue and the future land uses proposed in the Secondary Plan.

4. LAND USE CONCEPTS

Two alternative concept plans were developed to illustrate potential land uses and street configurations for the future development of the Study Area and are appended to this report. Both concept options illustrate the same configuration of planned land uses. The identified land use is primarily based on future employment land needs and establishing a protected land base for employment uses including industries that may require separation from sensitive land uses. The Study Area is also a logical extension of the existing employment area in south-east Woodstock. Consideration was also given to the location of the Study Area along Highway 401 and 403 and an active CNR line other land uses, and to other surrounding land uses.

Both concepts plans show an area for future commercial uses along the south side of Dundas Street west of the Highway 401 interchange. This land use is based on the location characteristics, highway-orientation and high visibility of this area presenting opportunities to service travelers and improve the appearance and quality of this area as a significant city gateway, while also contributing to future employment growth. A business park area would provide for diversified uses and opportunity for improved aesthetics as well as a land use transition between future commercial and industrial areas. Consideration was given to potential alternative locations for commercial and/or business park land use designations in the Study Area, but this was ultimately avoided to protect a continuous land base for employment uses and direct commercial uses to the most accessible and visible location along Dundas Street and Highway 401 to better serve the employment area as well as area residents, visitors and highway travelers.

Both land use concept options also designate identified natural heritage features and wetlands for protection and also identify natural areas for further study at the site-level, based on the Natural Heritage Report for the Study Area.

Three (3) stormwater management facilities are identified on both concepts, west of the drainage divide (UTRCA), based on the Stormwater Management Strategy for the Study Area.

The primary distinguishing feature of the alternative concepts is the future street pattern. Land Use Concept Option 1 minimizes the number and length of future collector streets while providing for internal road access to service development of all areas and to minimize the future need for direct property access along existing primary roads. This also maximizes the spacing between intersections and highway interchanges. Conceptual locations for additional internal local roads are also identified on Concept 1.

Land Use Concept Option 2 identifies additional collector roads to create crescents/loops and reduce the potential need for streets with cul-de-sacs/turnarounds.

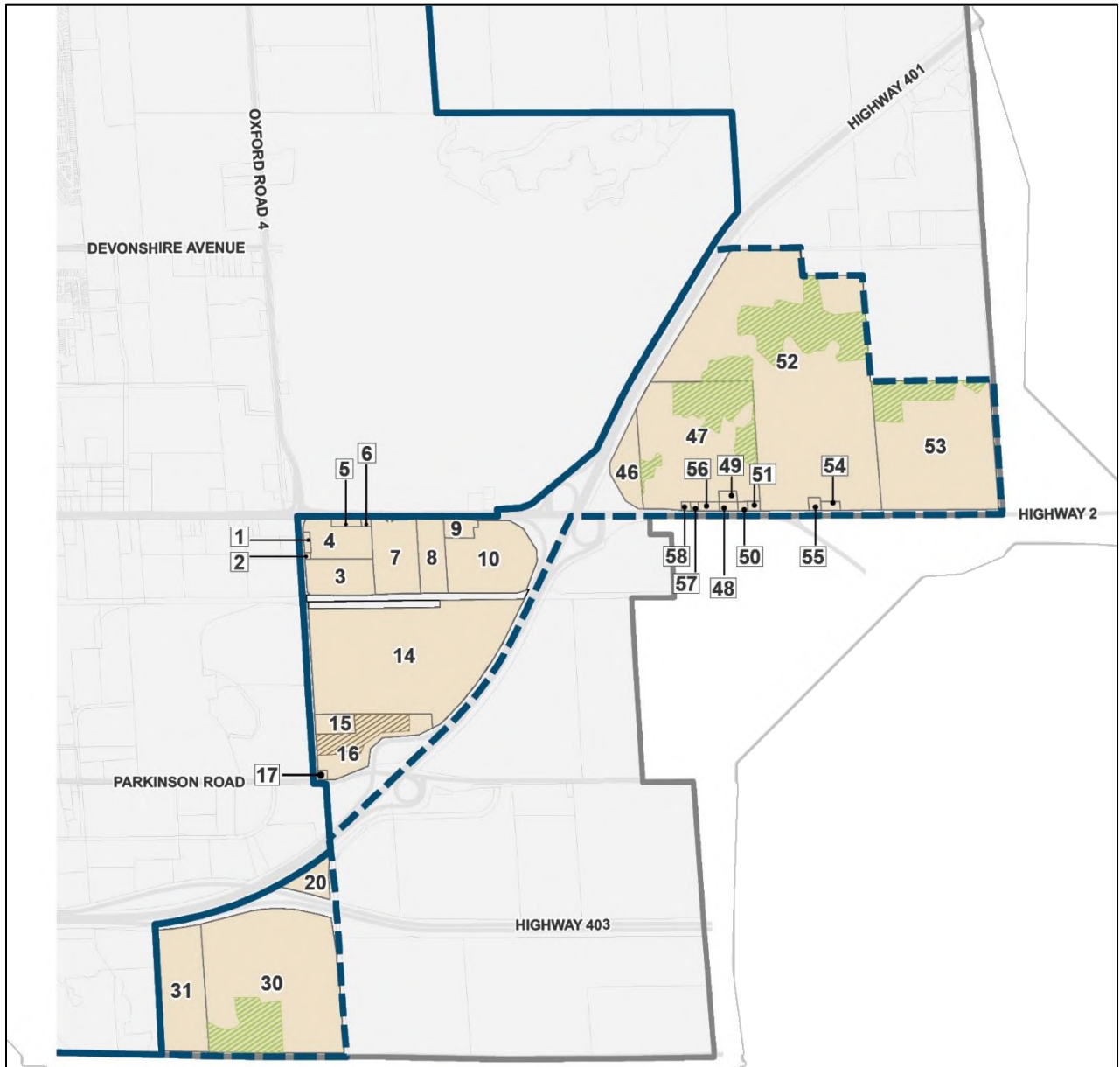
Other options identified on the land use concepts including potential alternative locations for a future carpool lot, and the potential for a future Highway 403 interchange within the Study Area. The merits of a new interchange on Highway 403 interchange were considered and reviewed with MTO staff and it was determined that this would require a separate, further study in the future to evaluate the potential need and location, and that a conceptual location should not be identified in the Secondary Plan at this time.

The location of required servicing corridors including highway crossings are similar on both concepts with some adjustments for the different road layouts. A sanitary pumping station is required in the south-east corner of the Study Area for both concepts.

The land use concept options were presented and discussed at a PIC in May 2019, and further evaluated. The preferred land use concept recommended for the Secondary Plan is based on Option 1 as it provides for optimized placement of infrastructure within future road rights-of-way, reduced the total length of roads required, provides flexibility for potential large industries by maintaining large blocks of land while allowing for more local roads to be added to provide additional frontage and access, and maximizes intersection spacing and separation distance between future road intersections and highway interchanges.

A draft Secondary Plan with policies to support the preferred land use plan is provided in Appendix D. Implementation of the Secondary Plan through amendments to the Official Plan will require a phased approach to align with the identified land needs, infrastructure plans, roadway and intersection improvements, and based on MDS constraints. The preferred land use plan illustrates the proposed order of future development of the Study Area in eight (8) phases. Based on the employment land needs identified through the County comprehensive review and the City's MCR there is currently supporting justification to expand the settlement area to include Phases 1 and 2 of the Southeast Woodstock Secondary Plan as well as a portion of the lands in the East Woodstock Secondary Plan to address the balance of the land needs currently identified. The proposed urban expansion area and related land inventory information is illustrated in Figure 13.

Figure 13: Proposed Urban Expansion Area



Label	ADDRESS	PARCEL AREA (ha)	EP / DEVELOPED AREA	DEVELOPABLE AREA (ha)
1	714986 OXFORD 4	0.35		0.35
2	714966 OXFORD 4	0.10		0.10
3	714976 OXFORD 4	6.36		6.36
4	714976 OXFORD 4	5.84		5.84
5	685538 HIGHWAY 2	0.61		0.61
6	685552 HIGHWAY 2	0.20		0.20
7	685558 HIGHWAY 2	8.84		8.84
8	685578 HIGHWAY 2	5.26		5.26
9	685598 HIGHWAY 2	1.55		1.55
10	685606 HIGHWAY 2	14.41		14.41
14	714914 OXFORD 4	51.21		51.21
15	714880 OXFORD 4	2.02		2.02
16		9.90	5.46	4.44
17	565337 TOWERLINE RD	0.22		0.22
20		3.04		3.04
30		48.63	8.09	40.55
31	545297 PATTULLO AVE	14.94		14.94
46	685693 HIGHWAY 2	4.98		4.98
47	685691 HIGHWAY 2	36.38	10.65	25.74
48	685737 HIGHWAY 2	0.43		0.43
49		0.51		0.51
50	685741 HIGHWAY 2	0.24		0.24
51	685747 HIGHWAY 2	0.30		0.30
52	685761 HIGHWAY 2	95.25	18.41	76.84
53	775019 BLANDFORD RD	39.58	6.33	33.25
54	685783 HIGHWAY 2	0.45		0.45
55	685779 HIGHWAY 2	0.41		0.41
56	685721 HIGHWAY 2	0.50		0.50
57	685715 HIGHWAY 2	0.19		0.19
58	685705 HIGHWAY 2	0.20		0.20
ROW		69.21		
TOTAL		422.11	48.93	303.97

Map 1: Existing Water Servicing

Legend

- PS Booster Pump Station
- Elevated Tower
- Reservoir
- Water Treatment Plant
- Well
- Rail
- Watercourses
- Watermain Diameter**
 - 100mm-250mm
 - 300mm - 375mm
 - 400mm - 450mm
 - >=500mm
- Conservation Authority Boundary
- City Parcels
- Municipal Boundary
- Annexed Land

N

0 500 1,000 2,000 Metres

Map 2: Existing Sanitary Servicing

Inverted Syphon
2-600mm

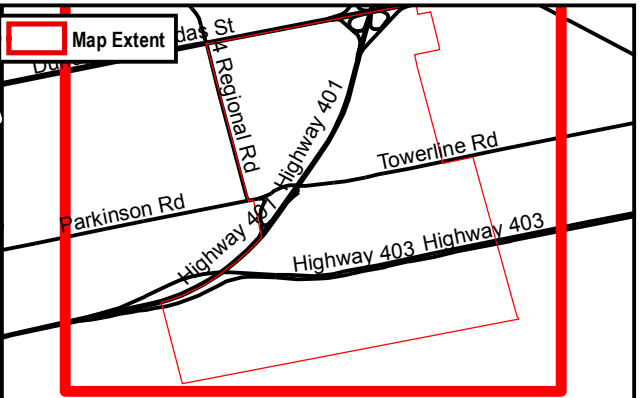
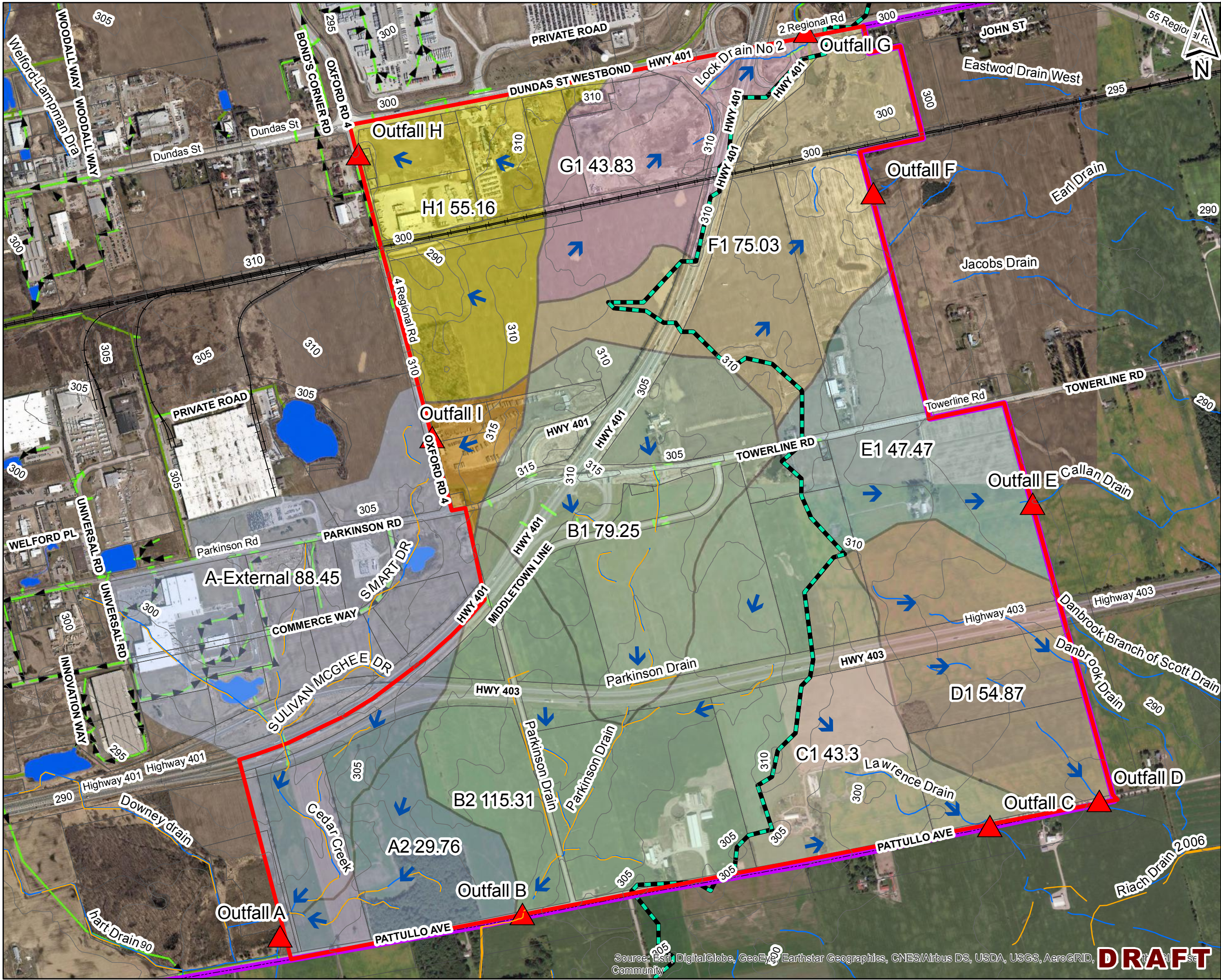
County Road 4
SPS

Commerce Way
SPS

Legend

- Existing WWTP
- Existing Sanitary PS
- Existing Trunk Sewer
- Existing Forcemain
- Existing Sanitary Sewer
- Rail
- Watercourses
- Existing SWM Pond
- Conservation Authority Boundary
- City Parcels
- Municipal Boundary

0 500 1,000 2,000 Metres



Legend

- Contours
- CONSTRUCTED_DRAIN**
- DRAIN_TYPE**
 - Closed/Tiled
 - Open
- Outfall
- AnnexedArea
- Conveyance**
- Type**
 - Collector
 - Culvert
 - Open Channel
- Existing SWM Pond

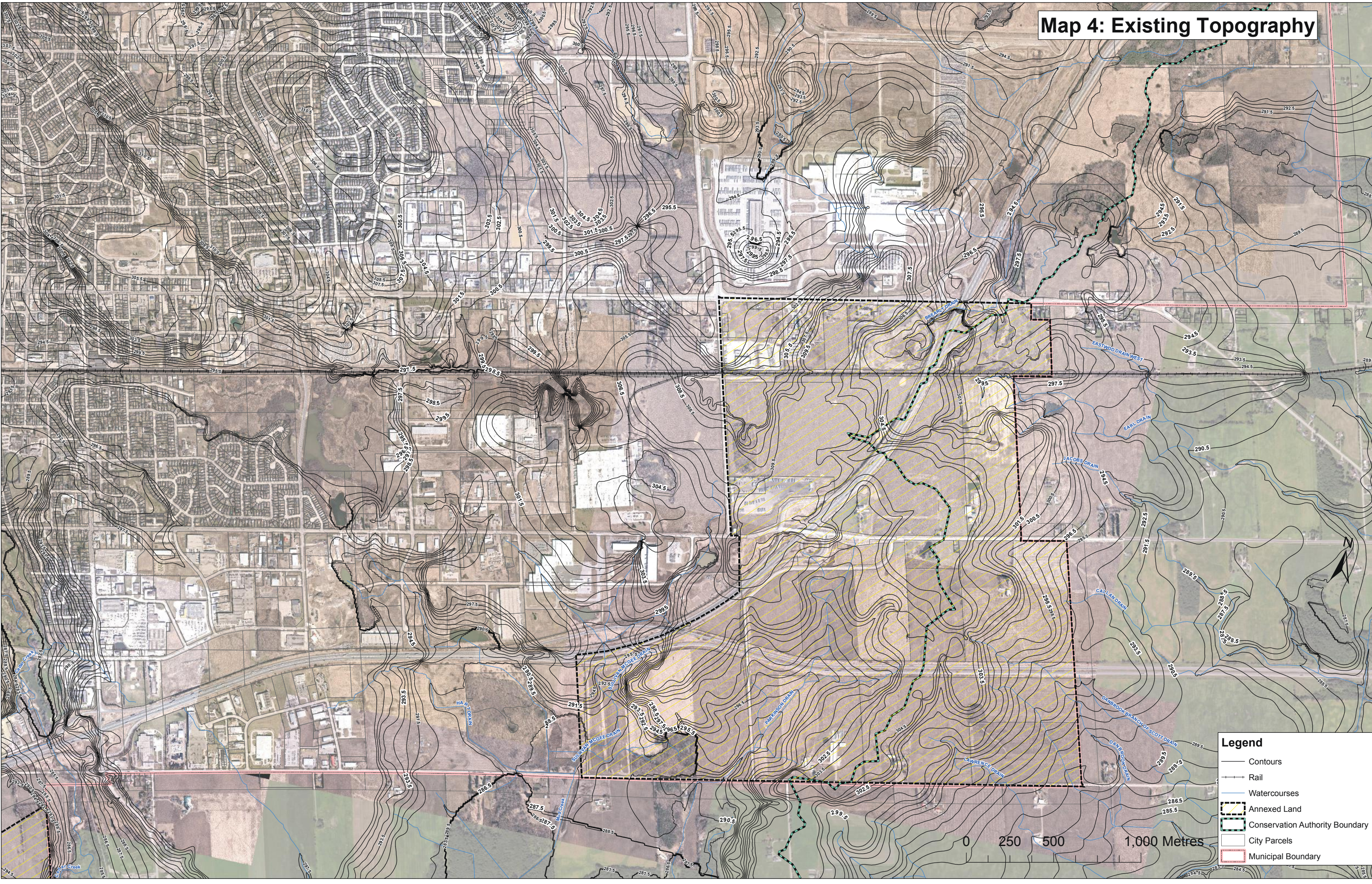
City of Woodstock
Southeast Area Plan

Existing Conditions Drainage Catchments

Dec, 2018		Datum: Source:
60586025	* when printed 11"x17"	NAD 1983 CSRS UTM Zone 17N
AECOM		Map 3

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Map 4: Existing Topography

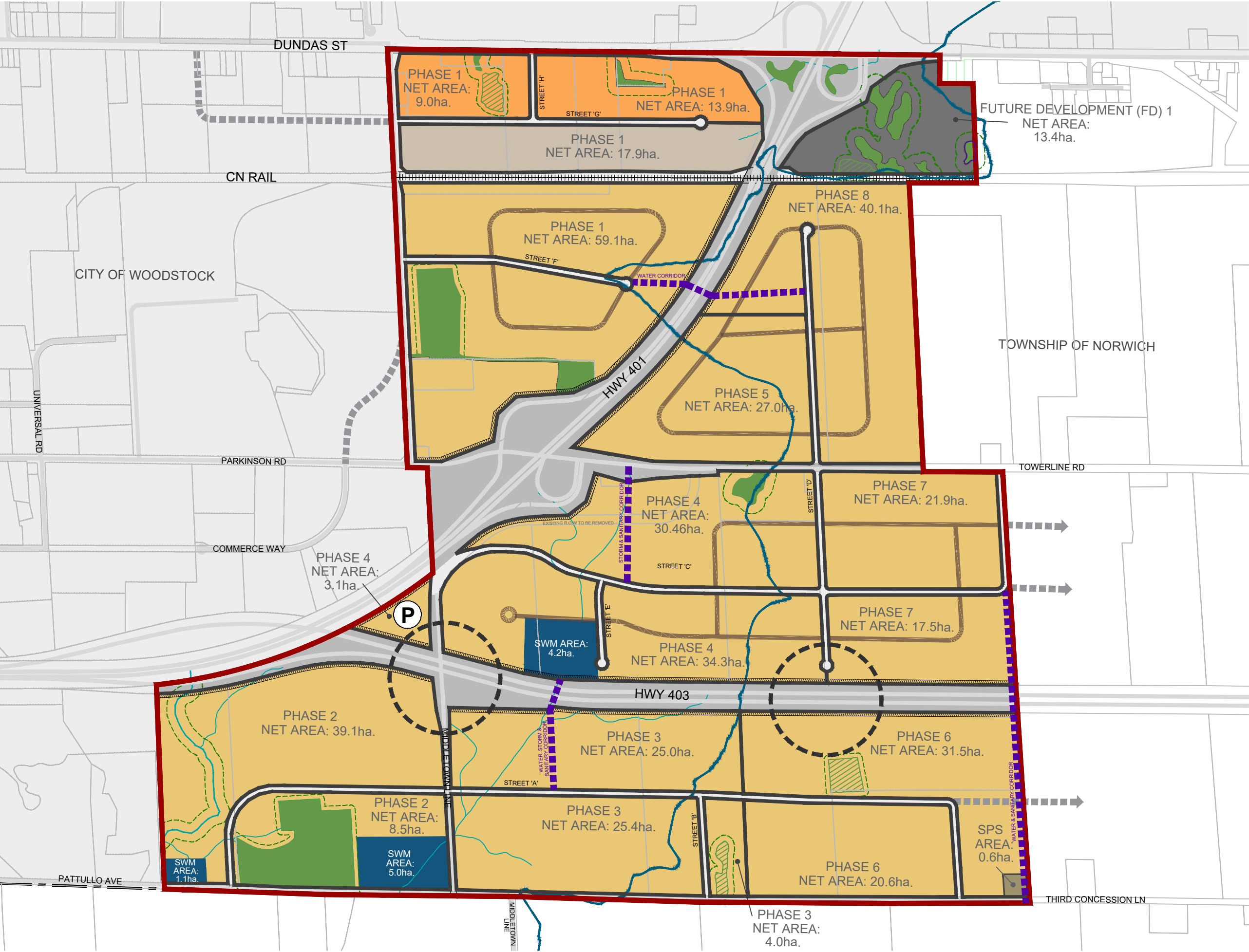


Legend

- Contours
- Rail
- Watercourses
- Annexed Land
- Conservation Authority Boundary
- City Parcels
- Municipal Boundary

SOUTHEAST
WOODSTOCK
SECONDARY PLAN

LAND USE
CONCEPT OPTION 1



- LEGEND**
- TRADITIONAL INDUSTRIAL (387.4ha.)
 - HIGHWAY/SERVICE COMMERCIAL (22.9ha.)
 - BUSINESS PARK (17.9ha.)
 - FUTURE DEVELOPMENT (13.4ha.)
 - STORMWATER MANAGEMENT FACILITIES (10.3ha.)
 - NATURAL HERITAGE & WETLANDS (17.2ha.)
 - AREAS OF FUTURE STUDY
 - NATURAL HERITAGE & PRELIMINARY BUFFER
 - SANITARY PUMPING STATION
 - PHASE BOUNDARY
 - PROPOSED SERVICING CORRIDORS
 - PROPOSED ROAD RIGHT-OF-WAY
 - POTENTIAL LOCAL ROAD NETWORK
 - POTENTIAL FUTURE ROAD CONNECTIONS / OXFORD COUNTY ROAD RE-ALIGNMENT
 - POTENTIAL HWY 403 PARTIAL INTERCHANGE LOCATION(S)
 - POTENTIAL FUTURE CARPOOL LOT
 - 14m HIGHWAY SETBACK
 - WATERSHED BOUNDARY
 - SUBJECT AREA
 - CITY OF WOODSTOCK BOUNDARY

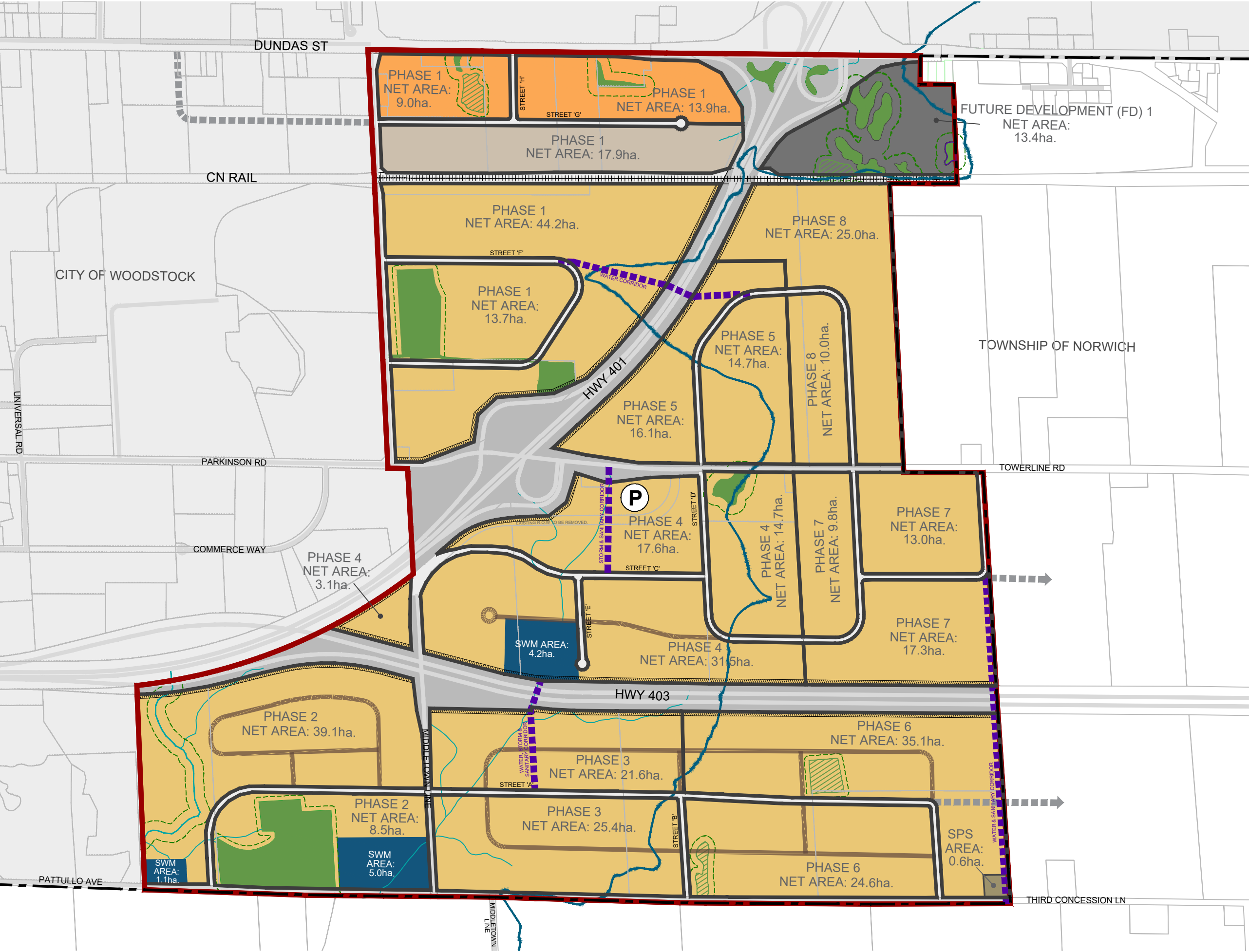
PHASE	GROSS AREA (ha)	NET AREA (ha)
1	104.0ha.	99.9ha.
2	55.6ha.	47.6ha.
3	56.9ha.	51.0ha.
4	76.0ha.	67.9ha.
5	27.5ha.	27.0ha.
6	54.9ha.	52.1ha.
7	42.1ha.	39.4ha.
8	41.2ha.	40.1ha.
FD 1	13.4ha.	13.4ha.
FD 2	35.2ha.	35.2ha.

SCALE: 1:12,000 | DATE: 09/27/2019



SOUTHEAST
WOODSTOCK
SECONDARY PLAN

LAND USE
CONCEPT OPTION 2



LEGEND

- TRADITIONAL INDUSTRIAL (382.6ha.)
- HIGHWAY/SERVICE COMMERCIAL (22.9ha.)
- BUSINESS PARK (17.9ha.)
- FUTURE DEVELOPMENT (13.4ha.)
- STORMWATER MANAGEMENT FACILITIES (10.3ha.)
- NATURAL HERITAGE & WETLANDS (17.2ha.)
- AREAS OF FUTURE STUDY
- NATURAL HERITAGE & PRELIMINARY BUFFER
- SANITARY PUMPING STATION
- PHASE BOUNDARY
- PROPOSED SERVICING CORRIDORS
- PROPOSED ROAD RIGHT-OF-WAY
- POTENTIAL LOCAL ROAD NETWORK
- POTENTIAL FUTURE ROAD CONNECTIONS / OXFORD COUNTY ROAD RE-ALIGNMENT
- POTENTIAL FUTURE CARPOOL LOT
- 14m HIGHWAY SETBACK
- WATERSHED BOUNDARY
- SUBJECT AREA
- CITY OF WOODSTOCK BOUNDARY

PHASE	GROSS AREA (ha)	NET AREA (ha)
1	104.0ha.	98.7ha.
2	55.5ha.	47.6ha.
3	48.9ha.	47.0ha.
4	76.1ha.	66.9ha.
5	32.2ha.	30.8ha.
6	62.8ha.	59.7ha.
7	42.1ha.	40.1ha.
8	36.5ha.	35.0ha.
FD 1	13.4ha.	13.4ha.
FD 2	35.2ha.	35.2ha.

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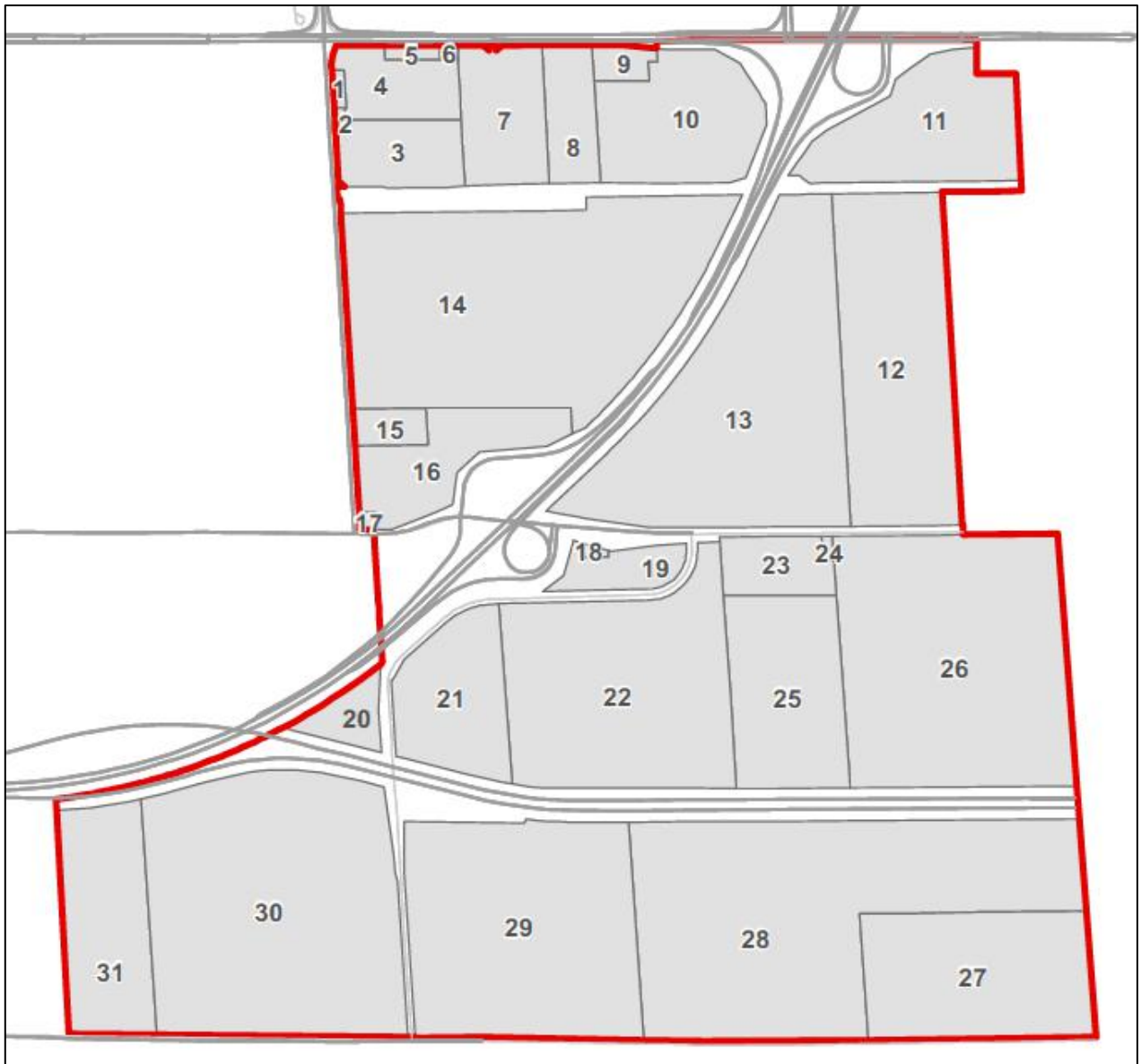


APPENDIX A: Study Area Property Inventory

#	Property Address	Existing Land Use	Business Name	Official Plan	Zoning	Land Area (ha)	Net Area ¹ (ha)	
Area 1								
1	714986 OXFORD 4	Commercial/Industrial	Tools R US	Future Urban Growth	MR	0.3	0.3*	
2	714966 OXFORD 4	Utility	(Hydro substation)		I	0.1	0.1*	
3	714976 OXFORD 4	Industrial	Kinman Supply / Kinsdale Carriers		MR-1	6.4	6.4*	
4	714976 OXFORD 4	Agriculture	N/A		D	5.8	5.8	
5	685538 HIGHWAY 2	Residential			D	0.6	0.6	
6	685552 HIGHWAY 2	Vacant			D	0.2	0.2	
7	685558 HIGHWAY 2	Commercial/Industrial	UPI Energy, PIC N Save		MG	8.8	8.8*	
8	685578 HIGHWAY 2	Residential	N/A (Pallet Storage)		MR	5.3	5.3*	
9	685598 HIGHWAY 2	Vacant	N/A (Abandoned)		D	1.5	1.5*	
10	685606 HIGHWAY 2	Commercial/Industrial	EDE Earthworks		D-4(T)	14.4	14.4*	
11	685692 HIGHWAY 2	Agriculture	N/A	Agricultural Reserve	A2	15.6	13.4	
12	565473 TOWERLINE RD				A2	27.9	27.9	
13	565405 TOWERLINE RD				A2	41.0	41.0	
14	714914 OXFORD 4			Future Urban Growth	D	51.2	51.2	
15	714880 OXFORD 4	Commercial/Industrial	MG-1		2.0	2.0*		
16	N/A		MG-1		9.9	4.4		
17	565337 TOWERLINE RD	Commercial/Industrial	Advanced Tire	Agricultural Reserve	HC	0.2	0.2*	
18	565392 TOWERLINE RD		N/A		Agricultural Reserve	A2	0.2	0.2
19	N/A	A2				3.6	3.6	
20	N/A	A2				3.0	3.0	
21	N/A	A2				12.1	12.1	
22	N/A	A2				33.1	33.1	
23	565448 TOWERLINE RD	A1				4.8	3.5	
24	565460 TOWERLINE RD	Residential				RE	0.2	0.2*
25	N/A	Agriculture				A2	16.5	16.5
26	565494 TOWERLINE RD					A2	42.9	42.9
27	545537 PATTULLO AVE					A2	21.7	21.7
28	545465 PATTULLO AVE					A2	53.0	53.0
29	545415 PATTULLO AVE					A2	37.2	37.2
30	N/A					A2	48.6	40.6
31	545297 PATTULO AVE			A2		14.9	14.9	

¹ See footnote to Area 2 table.

AREA 1 PROPERTY MAP:



#	Property Address	Existing Land Use	Business Name	Official Plan	Zoning	Land Area (ha)	Net Area ¹ (ha)
Area 2							
32	N/A	Agriculture	N/A	Agricultural Reserve	A2	15.8	15.8
33	500 PATTULLO AVE				A2	11.5	11.5
34	N/A				A2	7.8	3.9

¹ Net Area is the total land area of each property excluding existing developed areas occupied by existing buildings, structures and/or uses where redevelopment is not expected to a different land use, and excluding natural heritage features and areas. An asterisk (*) indicates potential redevelopment properties that contain existing land uses that are expected to redevelop to other uses in the future in accordance with the Secondary Plan, and for these properties the total site area is included in the net area notwithstanding the presence of existing buildings, structures or uses.

AREA 2 PROPERTY MAP:



HEMSON
Consulting Ltd.

30 St. Patrick Street, Suite 1000, Toronto, Ontario, Canada M5T 3A3
Facsimile (416) 595-7144 Telephone (416) 593-5090
e-mail: hemson@hemson.com

MEMORANDUM

To: Steve Wever, GSP Group Inc.

From: Russell Mathew and Lara Nelson, Hemson Consulting Ltd.

Date: May 17, 2019

Re: Southeast Woodstock Secondary Plan – Growth Forecast and Land Needs Assessment (Updated)

Hemson Consulting Ltd. has been engaged to provide input to the Southeast Woodstock Secondary Plan study, being led by GSP Group Inc. The secondary plan area is currently outside of the designated settlement area of Woodstock and will need to be brought into the development realm through an urban boundary expansion. As such, it must be demonstrated that the proposed expansion meets the tests of a municipal comprehensive review set out in the Provincial Policy Statement (PPS), 2014. As input to this process, Hemson prepared population and employment forecasts for the City of Woodstock and undertook a land needs assessment, particularly for employment uses.

The growth outlook for Oxford County and City of Woodstock were reviewed and updated forecasts prepared to a 2046 horizon, also as part of work concurrently being undertaken for the County under a Phase One Comprehensive Review. Draft allocations of forecast growth to Woodstock were updated taking into account consultation with County Planning and City Staff. The housing and employment forecasts provide a basis for assessing settlement area land need in the City to accommodate growth over the twenty-year planning period to 2039. The Vacant Land Supply Inventory for Oxford and Woodstock were also updated to a 2019 base, working in consultation with County and City Staff. As input to determining land need as part of the Southeast Woodstock Secondary Plan process for the City, the

analysis considers the employment by type growth outlook for Woodstock and the sufficiency of the City's designated industrial land supply to meet anticipated demand for employment growth from 2019 to a 2039 horizon.

This memorandum provides the results of the updated analysis, as input to the broader Southeast Woodstock Secondary Plan process. It updates the draft results provided by technical memorandum in December 2018. A number of revisions to the base information, land supply and growth forecasts have since been undertaken. The following provides the results of those updates and final land needs assessment results for the City. Changes to the base information and assumptions since the December 2018 draft, which have implications for the final results on land need include:

- Revisions to the County-wide forecasts and draft Area Municipal allocations, resulting in a higher growth outlook for the City of Woodstock;
- Updated forecast results are provided by five-year Census intervals from a 2016 base now to a 2046 forecast horizon;
- The residential and employment land growth outlook is identified for a 2019 to 2039 timeframe which provides a basis for assessing urban land need for a 20-year planning period;
- Building permits, plans of subdivision, and vacant land supply information was updated to year-end 2018, working in consultation with County Planning and City staff;
- The net-to-gross adjustment for residential lands in Woodstock was revised from 65% to 55% on parcels larger than 0.2 ha, in order to account for roads, parks, local population-serving employment and other infrastructure needs;
- The vacancy and underutilization factor for industrial land was increased from 10% to 20% of vacant lands; and
- The average density assumption for assessing residential land need revised from 30 units per net ha to 28 units per net ha.

The following provides the updated results reflecting the above-noted revisions, including:

- overview of recent residential and employment growth and change;
- demographic and economic trends affecting the future growth outlook;
- results of the updated forecasts for the County and the City;
- the 2019 Vacant Land Inventory results for the City of Woodstock; and
- land need assessment results for the City of Woodstock for the twenty-year planning period from 2019 to 2039.

A. OXFORD RESIDENTIAL AND EMPLOYMENT GROWTH CENTRED ON CITY OF WOODSTOCK

This section provides a brief overview of recent growth and change in the City of Woodstock in the context of broader growth and change occurring within Oxford County. Tables 1 to 6 indicate growth in population, households and total employment for the County of Oxford and City of Woodstock from 2001 to 2016.

Table 1

Historical Population City of Woodstock, 2001-2016			
Year	Total Population*	Growth	
		Net Change	Compound Annual Growth Rate
2001	35,160	—	—
2006	37,360	2,200	1.2%
2011	38,810	1,450	0.8%
2016	42,040	3,230	1.6%

*Includes Census Net Undercoverage.

Source: Statistics Canada.

Table 2

Historical Population County of Oxford, 2001-2016			
Year	Total Population*	Growth	
		Net Change	Compound Annual Growth Rate
2001	103,200	—	—
2006	106,600	3,400	0.7%
2011	108,700	2,100	0.4%
2016	113,900	5,200	0.9%

*Includes Census Net Undercoverage.

Source: Statistics Canada.

Table 3

Historical Occupied Households City of Woodstock, 2001-2016			
Year	Households	Growth	
		Net Change	Compound Annual Growth Rate
2001	13,380	—	—
2006	14,530	1,150	1.7%
2011	15,700	1,170	1.6%
2016	17,150	1,450	1.8%

Source: Statistics Canada.

Table 4

Historical Occupied Households County of Oxford, 2001-2016			
Year	Households	Growth	
		Net Change	Compound Annual Growth Rate
2001	37,300	—	—
2006	39,300	2,000	1.1%
2011	41,600	2,300	1.1%
2016	44,300	2,700	1.3%

Source: Statistics Canada.

Table 5

Historical Total Place of Work Employment City of Woodstock, 2001-2016			
Year	Total Employment	Growth	
		Net Change	Compound Annual Growth Rate
2001	17,130	—	—
2006	19,950	2,820	3.1%
2011	23,040	3,090	2.9%
2016	25,430	2,390	2.0%

Source: Statistics Canada.

Table 6

Historical Total Place of Work Employment County of Oxford, 2001-2016			
Year	Total Employment	Growth	
		Net Change	Compound Annual Growth Rate
2001	48,100	—	—
2006	52,900	4,800	1.9%
2011	53,100	200	0.1%
2016	57,300	4,200	1.5%

Source: Statistics Canada.

Oxford County continued to grow over recent Census periods, adding 10,700 residents, 7,000 households and nearly 9,500 jobs over the 2001 to 2016 timeframe. There has been a recent significant increase rate of residential growth within the County, which is to some extent being driven by Oxford's location adjacent to the Greater Golden Horseshoe (GGH). The outlook going forward is for higher than historical trends, owing to the rising role of Oxford in Southwestern Ontario and the influence of growth in the GGH.

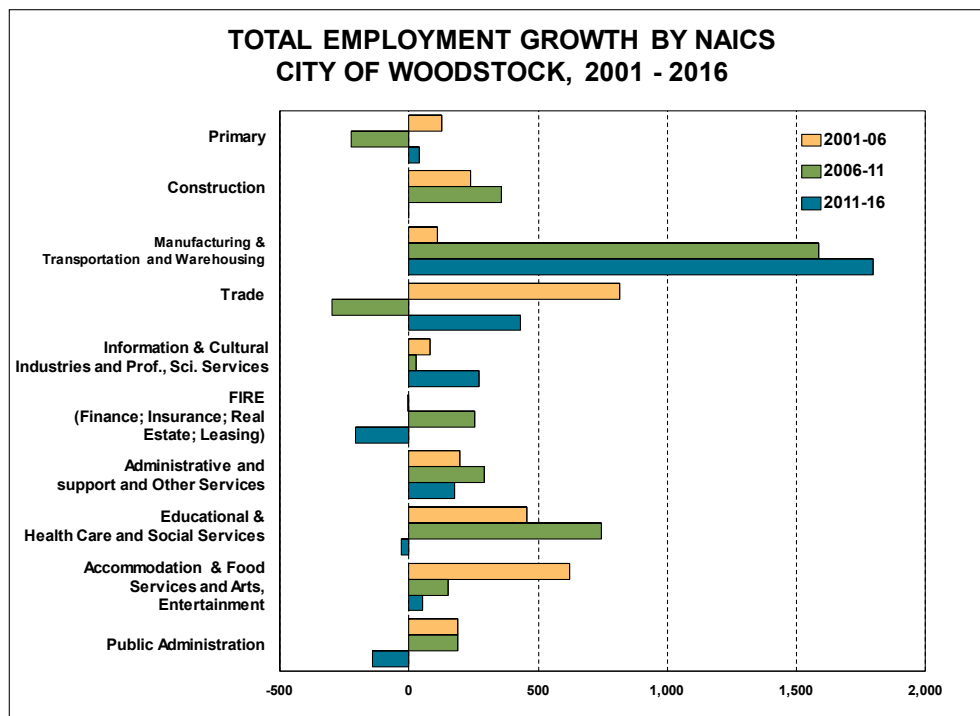
Housing growth has been out-pacing growth in population, in large part tied to an aging population and resulting gradual decline in average household size. Results of the 2016 Census indicate that Woodstock experienced significant growth in both population and households over the most recent period, particularly relative to the 2006-2011 Census period. The City accounted for more than half the residential growth occurring in Oxford since 2001.

The County and City also continued to grow in net total employment since 2001, although at the County-wide level, this was in the context of declining employment in some Oxford area municipalities and in some sectors. Within the County, the distribution of growth continues to reinforce historical patterns. Most of the residential and employment growth which occurred since 2001 was concentrated in only a few municipalities, predominately Woodstock and to a lesser extent the other larger urban centres of Ingersoll and Tillsonburg. Employment growth was also variable and several Area Municipalities within Oxford experienced some decline, notwithstanding that there was County-wide growth.

Owing to its strong industrial base, particularly in auto parts manufacturing, Woodstock continued to experience employment growth over all three Census periods since 2001, even during declines experienced by most manufacturing centred municipalities in Southwestern Ontario, and amidst net decline in the County's manufacturing base during the 2006 to 2011 period. Nearly 90% of the net growth in employment in Oxford since 2001 was in the City of Woodstock.

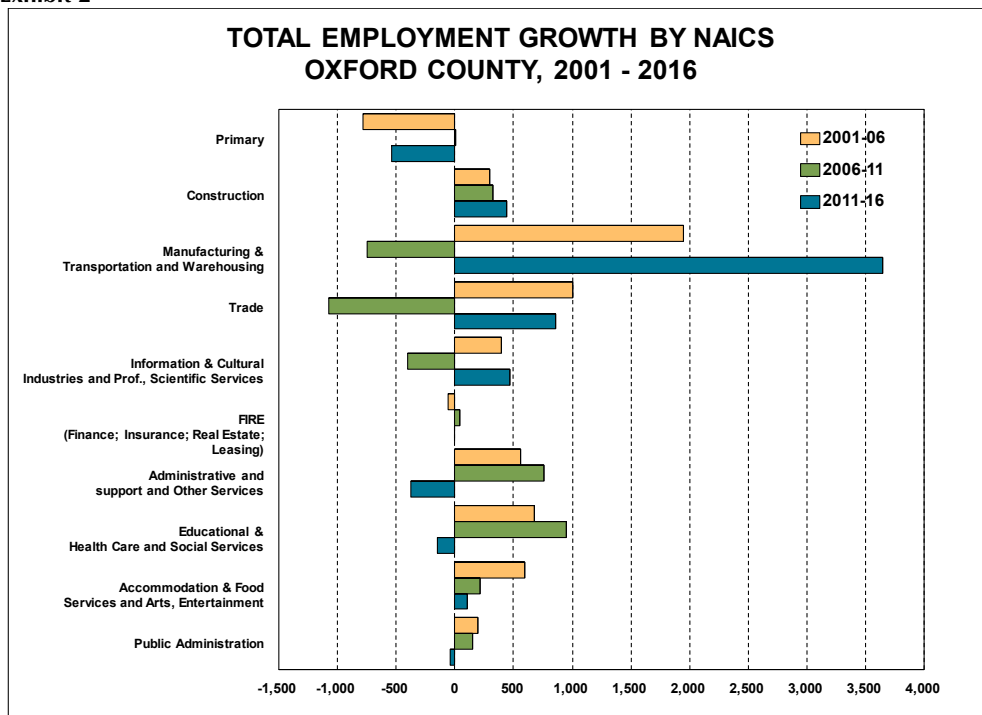
The City has not experienced the shifting economic base similarly to much of the Province and other parts of Oxford, where the shift from traditional industries to service-based economy has been much more pronounced. It is expected going forward, that population-serving employment will represent a somewhat more significant proportion of future employment, growing in line with a growing population. Growth in industrial-oriented jobs on employment lands will remain strong, reflecting the City's economic base and strength as an industrial centre within the County. Exhibits 1 and 2 indicate the net change in employment by North American Industry Classification System (NAICS) over the last three Census periods for the City and County.

Exhibit 1



Source: Hemson Consulting Ltd. based on Statistics Canada data.

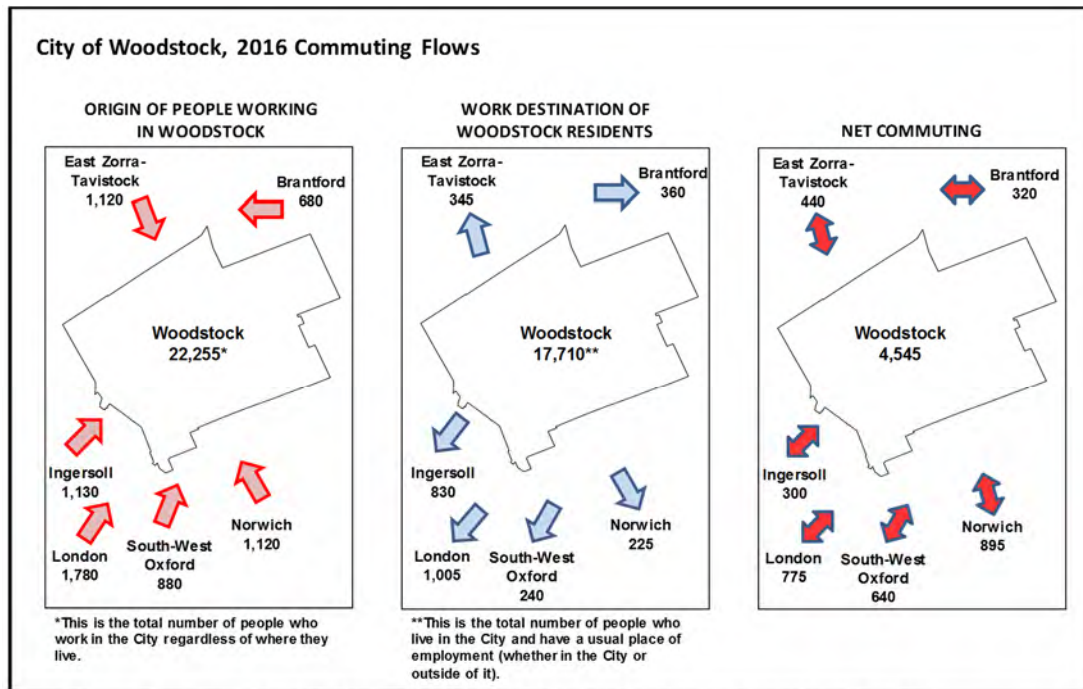
Exhibit 2



Source: Hemson Consulting Ltd. based on Statistics Canada data.

From 2001 to 2016, total place of work employment in Woodstock increased by 8,300 jobs compared with a population increase of 6,880 over the same period. This suggests that Woodstock is a significant workplace destination within the broader region, a notion reinforced by commuter patterns, as illustrated in Exhibit 3 below, which indicates the top six net in-commuting flows to the City in 2016. The County as a whole has a significant number of inbound commuters, notably from Waterloo Region, Middlesex and Elgin Counties, particularly to the auto plants and other industrial activities in Woodstock, Ingersoll and Tillsonburg. Specific to Woodstock, 4,500 more workers come into the city for employment than leave to work elsewhere.

Exhibit 3



Source: Hemson Consulting Ltd. based on Statistics Canada Place of Work and Resident Employment Labour Force data.
 The graphic illustrates the most significant flows of commuters into and out of the City. 11,170 residents both live and work within the City.
 Note: Work at home employment is excluded from the above figures.

B. COUNTY ANTICIPATED TO GROW TO 161,000 RESIDENTS, 62,000 HOUSEHOLDS AND 78,000 JOBS AT 2046

Forecasts of population, housing and employment were prepared for the County, City and balance of area municipalities within Oxford, from a 2016 base to a 2046 horizon. The forecasts and area municipal growth allocations were prepared in the fall of 2018 and updated over the winter of 2019, taking into account historical and recent development trends, demographic and economic factors affecting the future growth outlook in Oxford, Woodstock and the balance of the County and input received during consultation with County Planning and Area Municipal staff.

Some considerations in the County-wide forecast update include:

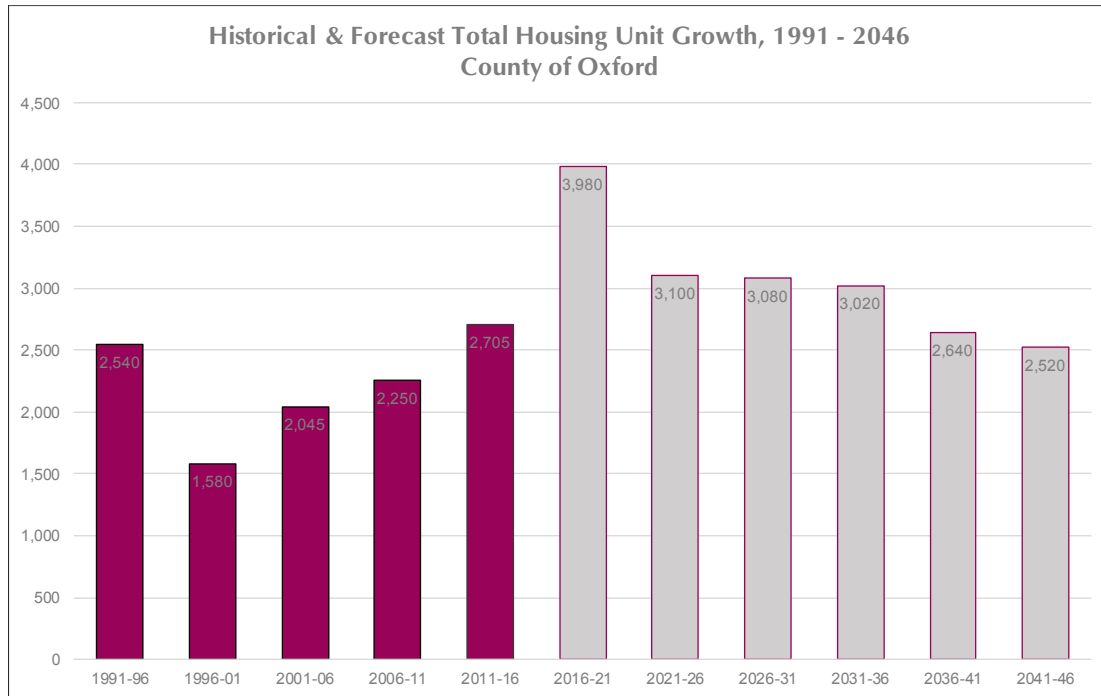
Oxford had particularly robust population growth from 2011 to 2016. Based on housing construction and permits since 2016, the outlook for 2016 to 2021 is for growth of about 8,700 people. This would be the highest absolute population growth

in a five-year period since the restructured County was formed in 1975, exceeding the 7,500 growth experienced between 1986 and 1991.

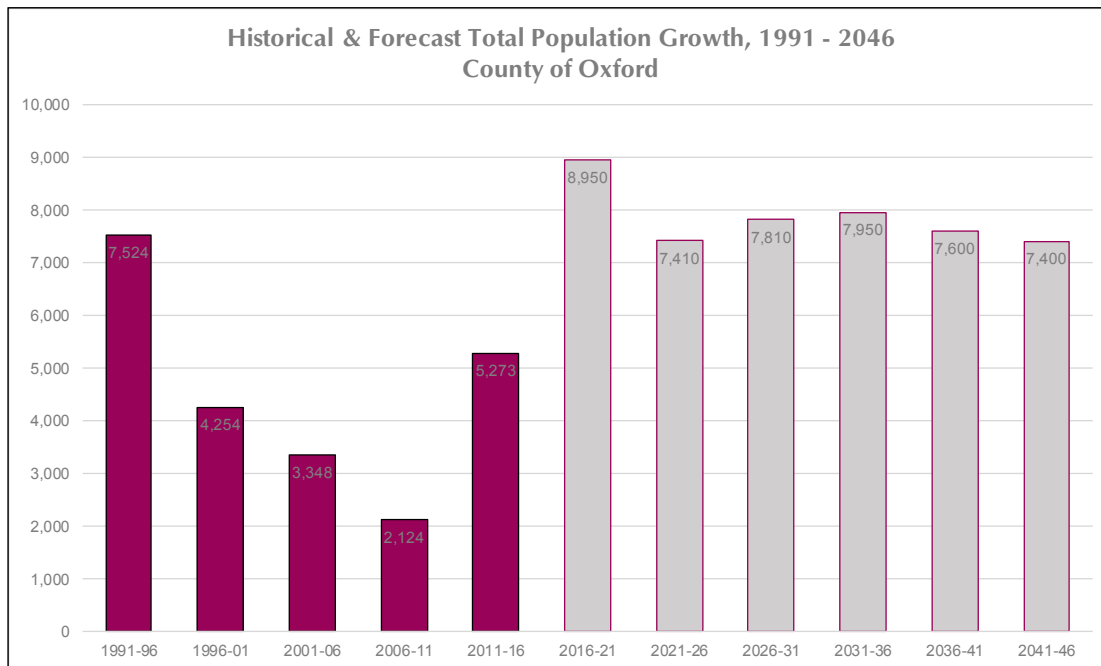
While the County has experienced population growth generated by in-migration, there has also been a continued net out-migration of young adults, mainly people in their early 20s seeking educational and employment opportunities elsewhere. Despite the net out-migration of this age group, there are still some young adults in this cohort moving into Oxford, however to a lesser extent than the out-migrants. With higher levels of overall net in-migration forecast in the future, the net outflow in these age groups will likely disappear, as the continued out-migration of some young adult county residents will be balanced by a large in-migration in the same age groups.

The outlook going forward is for a continuation of relatively high levels of net in-migration to the County compared to the past periods. Growth and development in this decade to date indicates a changing role for the County within Southwestern Ontario and its adjacency to the Greater Golden Horseshoe (GGH). In short, Oxford is coming into the orbit of the rapidly growing GGH urban region and is providing housing for commuters to Waterloo Region and other nearby areas.

The County is forecast to grow to 161,000 in total population and 62,000 households by 2046, representing growth of 47,200 residents and 18,300 households from a 2016 base. Exhibits 4 and 5 illustrate how the residential forecasts relate with longer-term historical growth trends. Tables 7 and 8 provide the forecast results.

Exhibit 4

Source: Statistics Canada, historical; Hemson Consulting, forecast.

Exhibit 5

Source: Statistics Canada, historical; Hemson Consulting, forecast.

Table 7

Historical and Forecast Population and Net In-Migration County of Oxford, 2001-2046				
Census Year	Total Population (Including Census Net Undercoverage)	Population Growth		Net In-Migration
		Net Change	Compound Annual Growth Rate	
2001	103,200			
2006	106,600	3,400	0.65%	2,250
2011	108,700	2,100	0.39%	2,050
2016	113,900	5,200	0.94%	3,710
2021	122,900	9,000	1.53%	7,220
2026	130,300	7,400	1.18%	5,420
2031	138,100	7,800	1.17%	5,600
2036	146,100	8,000	1.13%	5,770
2041	153,700	7,600	1.02%	6,000
2046	161,100	7,400	0.94%	6,000
2016-2046	47,200			

Source: Statistics Canada, historical; Hemson Consulting, forecast.

Table 8

Historical and Forecast Household Growth County of Oxford, 2001-2046			
Census Year	Households	Household Growth	
		Net Change	Compound Annual Growth Rate
2001	37,300		
2006	39,300	2,000	1.1%
2011	41,600	2,300	1.1%
2016	44,300	2,700	1.3%
2021	48,200	3,900	1.7%
2026	51,300	3,100	1.3%
2031	54,400	3,100	1.2%
2036	57,400	3,000	1.1%
2041	60,100	2,700	0.9%
2046	62,600	2,500	0.8%
2016-2046	18,300		

Source: Statistics Canada, historical; Hemson Consulting, forecast.

Employment growth is also expected to continue over the forecast horizon with the County forecast to reach an employment base of 78,400 in total place of work employment at 2046, representing growth of 21,100 jobs from a 2016 base.

Table 9

Historical and Forecast Total Employment Oxford County, 2016-2046				
Year	Employment	Growth	Growth Rate	Activity Rate
2001	48,100			
2006	53,000	4,900	1.96%	48.4%
2011	53,100	100	0.04%	51.5%
2016	57,300	4,200	1.53%	50.3%
2021	62,100	4,800	1.62%	51.7%
2026	64,600	2,500	0.79%	51.9%
2031	67,200	2,600	0.79%	50.9%
2036	70,400	3,200	0.93%	50.0%
2041	74,100	3,700	1.03%	49.5%
2046	78,400	4,300	1.13%	49.6%
2016-2046	21,100			

Source: Statistics Canada, historical; Hemson Consulting, forecast.

The employment growth outlook is divided into three land use based categories:

- Population-related Employment which is employment that primarily serves a resident population and includes retail, education, healthcare, and local government. This generally grows in line with population growth and is located on a range of commercial and community area designations.
- Employment-land Employment refers to traditional industrial-type employment primarily accommodated in industrial buildings in business parks and employment areas. This is the type of employment located on industrial lands.
- Other Rural-based Employment, which refers to jobs scattered throughout the rural area, primarily related to agricultural and primary industries.

Population-related employment is expected to represent a gradually increasing share of future employment growth in Oxford relative to its past. This is owing to higher levels of residential growth and a continued shift in the broader economy to service-based sectors. The County is also anticipated to continue to maintain a very large proportion of employment land employment in the County's industrial-type employment areas. These areas, particularly in Woodstock, continue to be the engine of employment growth in the County. The County will also see some moderate growth in rural agricultural employment but significant change is not anticipated in this category.

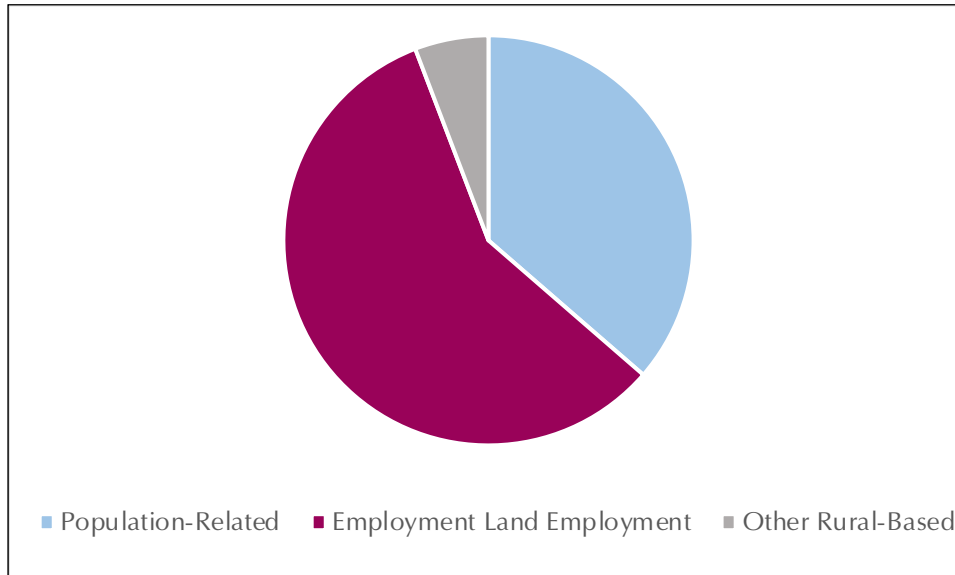
Table 10

Historical and Forecast Employment by Land Use Based Category County of Oxford, 2001-2046				
Census Year	Population-Related	Employment Land Employment	Other Rural-Based	Total Employment
2001	16,600	26,500	4,980	48,100
2006	18,700	29,900	4,280	52,900
2011	19,400	29,200	4,510	53,100
2016	20,100	33,100	4,090	57,300
2021	21,900	35,900	4,220	62,100
2026	22,800	37,500	4,260	64,600
2031	23,900	39,000	4,300	67,200
2036	25,300	40,700	4,360	70,400
2041	26,800	42,900	4,450	74,100
2046	28,500	45,300	4,550	78,400
Growth 2016-2046	8,400	12,200	460	21,100
Share of 16-46 Growth	40%	58%	2%	100%

Source: Hemson Consulting.

Overall, the general relationship between employment types is expected to continue to the 2046 forecast horizon, with most of the total job base, nearly 60%, being in employment land employment, and the balance largely in employment serving the resident population.

Exhibit 6: Shares of Employment by Land Use Based Category, Oxford County, 2046



Source: Hemson Consulting Ltd.

C. WOODSTOCK EXPECTED TO REMAIN THE FOCUS OF GROWTH IN OXFORD

The County-wide total population, household and employment forecasts were allocated to Oxford's Area Municipalities taking into consideration a range of factors including patterns of historic growth and recent development trends, land supply and servicing capacities and consultation with County Planning and Area Municipal staff. Within the context of the outlook for Oxford County, the City of Woodstock is expected to be the primary focus of future growth over the forecast horizon to 2046. Historical and recent development patterns in the County are anticipated to continue. As such, the greatest share of forecast growth, 51% of County-wide household growth over the 2016 to 2046 horizon, was allocated to the City of Woodstock, being the primary urban centre in the County and where most future demand is expected to continue to be centred. The Towns of Ingersoll and Tillsonburg are also anticipated to experience continued demand going forward, accounting for roughly 25% of the household forecast through the Oxford Phase One Comprehensive Review work. The balance 25% was allocated throughout the Townships. The results of the residential forecasts for Woodstock from 2016 to 2046 by five-year Census intervals are provided in Tables 11 and 12 below. The City is anticipated to reach a total population of nearly 66,000 and 26,500 households at 2046, representing growth of nearly 24,000 residents and more than 9,300 households over the 2016 to 2046 forecast horizon.

Table 11

Forecast Population Growth City of Woodstock, 2016-2046			
Year	Total Population*	Growth	
		Net Change	Compound Annual Growth Rate
2016	42,040	—	—
2021	46,620	4,580	2.1%
2026	50,480	3,860	1.6%
2031	54,470	3,990	1.5%
2036	58,480	4,010	1.4%
2041	62,250	3,770	1.3%
2046	65,950	3,700	1.2%
2016-2046	23,910		

*Includes Census Net Undercoverage.

Source: Hemson Consulting Ltd.

Table 12

Forecast Occupied Household Growth City of Woodstock, 2016-2046			
Year	Households	Growth	
		Net Change	Compound Annual Growth Rate
2016	17,150	—	—
2021	19,140	1,990	2.2%
2026	20,750	1,610	1.6%
2031	22,330	1,580	1.5%
2036	23,870	1,540	1.3%
2041	25,220	1,350	1.1%
2046	26,510	1,290	1.0%
2016-2046	9,360		

Source: Hemson Consulting Ltd.

Woodstock is also expected to account for a bulk share of employment growth within Oxford. The City is forecast to add 13,300 jobs, growing from just over 25,400 in 2016 to more than 38,700 total jobs at the 2046 forecast horizon. Consistent with its manufacturing-centred economy, most of the employment growth in Woodstock, just over 60%, is expected to be in the Employment Land Employment category. The total employment and employment by type forecasts are provided in Table 13 and 14 below.

Table 13

Forecast Total Employment Growth City of Woodstock, 2016-2046			
Year	Total Employment	Growth	
		Net Change	Compound Annual Growth Rate
2016	25,430	—	—
2021	28,440	3,010	2.3%
2026	30,040	1,600	1.1%
2031	31,690	1,650	1.1%
2036	33,720	2,030	1.2%
2041	36,050	2,330	1.3%
2046	38,730	2,680	1.4%
2016-2046	13,300		

Source: Hemson Consulting Ltd.

Table 14

Forecast Employment Growth by Land-Use Based Category City of Woodstock, 2016-2046						
Year	Population-Related		Employment Land Employment		Total Employment	
	# of Jobs	Growth	# of Jobs	Growth	# of Jobs	Growth
2016	9,630	—	15,800	—	25,435	—
2021	10,710	1,080	17,730	1,930	28,435	3,000
2026	11,245	535	18,795	1,065	30,040	1,605
2031	11,865	620	19,825	1,030	31,690	1,650
2036	12,665	800	21,055	1,230	33,720	2,030
2041	13,525	860	22,520	1,465	36,045	2,325
2046	14,500	975	24,225	1,705	38,730	2,685
2016-2046		3,895 37%		6,720 63%		10,610

Source: Hemson Consulting Ltd.

The residential and employment land growth outlook for the 2019 to 2039 period is identified in Table 15 below, which provides a basis for assessing urban land need to accommodate growth over a twenty-year land use planning period, consistent with Provincial policy direction in this regard.

Table 15

Annualized Residential and Employment Forecast City of Woodstock, 2019-2039				
Year	Households	Employment		
		ELE	PRE	
2016	17,150	15,800	9,630	
2017	17,530	16,168	9,837	
2018	17,840	16,469	10,006	
2019	18,090	16,710	10,143	
2020	18,300	16,909	10,254	
2021	19,140	17,730	10,710	
2036	23,870	21,060	12,660	
2037	24,130	21,344	12,828	
2038	24,340	21,574	12,964	
2039	24,510	21,760	13,073	
2040	24,650	21,910	13,161	
2041	25,220	22,520	13,520	
2019 -2039				
Growth	6,420	5,050	2,930	

ELE – Employment Land Employment

PRE – Population Related Employment

Source: Hemson Consulting Ltd.

D. LAND NEEDS ANALYSIS INDICATES ADDITIONAL LAND NEED TO ACCOMMODATE GROWTH OUTLOOK FOR 20-YEAR PLANNING PERIOD

The analysis of the City's land supply suggests that there will be a justifiable need for additional lands to accommodate the twenty-year growth outlook for the City of Woodstock for both residential and industrial lands.

A 2019 Vacant Land Inventory and assumptions for developable land supply was prepared, reviewed and updated based on County and City staff input. The land supply information is based on County GIS data, cross-referenced with Municipal Property Assessment Corporation (MPAC) data, and takes into account vacant, occupied, constrained lands, vacant lands under plans of subdivision and vacant portions of underutilized properties. Non-developable lands were removed from the land supply, including environmental protection areas and other lands unsuitable or unavailable for future development. The supply was updated to a 2019 base, reflecting building permit and plans of subdivision to year-end 2018.

Some adjustments were made to the total vacant developable supply:

- A net to gross adjustment of 55% was applied to residentially-designated parcels greater in size than 0.2 ha to allow for subdivision, roads, parks, local population-serving employment, stormwater and other infrastructure needs, consistent with subdivision requirements and development patterns.
- For industrial and commercial lands, an 80% net-to-gross adjustment was applied to parcels greater than 5 ha. An additional 20% adjustment was made to the designated industrial supply in order to account for parcels which may not develop over the long-term and underutilization.

The results for the City of Woodstock are provided below for residential, industrial and commercial & institutional lands.

Table 16

Vacant Developable Land Supply (Net ha) City of Woodstock, 2019	
Residential	41
Industrial	222
Commercial/Institutional	49

Source: Hemson Consulting Ltd. based on Oxford County GIS data.

The above net vacant developable supply provides a basis for assessing any surplus or shortage in the amount of land available to accommodate growth in the City.

The updated 2019 Vacant Land Inventory results indicate a supply of 41 net vacant ha of residential lands not under plans of subdivision; 49 ha of commercial and institutionally designated lands; and 222 net vacant developable ha of industrial land. The land supply mapping is provided as attachment.

The capacity to accommodate growth is tested by applying density assumptions to the net developable residential and industrial land supply. A review was undertaken of on-the-ground and planned densities, official plan permitted densities, and prior studies for the County, including the 2041 *Population, Households and Employment Forecasts and Employment Land Study* and floor space per worker assumptions from recent development charges background studies prepared for Woodstock and Oxford County, in order to test residential and industrial densities against the net vacant developable supply.

Based on review of existing and planned densities, official plan policies, prior studies and extensive consultation with County Planning and area municipal staff, density assumptions were determined for residential and non-residential lands in order to estimate the capacity of the vacant developable settlement area land supply. For the City of Woodstock, 28 units per net ha was assumed for residential lands; and 12 jobs per net for industrial lands; and 60 jobs per net ha on commercial and institutional lands.

The average densities were applied to the net vacant developable supply to estimate a capacity for unit growth on currently designated settlement area lands. Planned units on vacant lands within approved plans of subdivision were also taken into account. The resulting unit capacity was compared with the 2019 to 2039 housing unit growth outlook. Where the forecast unit growth exceeded the identified unit capacity, the density estimate was applied again, in order to identify a net land area needed that would be required to accommodate the additional units.

The employment land needs assessment considers the growth outlook on industrial lands over the 2019 to 2039 timeframe. It is assumed that 95% of forecast growth in Employment Land Employment and 5% of forecast Population-Related Employment

growth will locate on industrial lands. The 12 job per ha density assumption was applied to the expected job growth on employment lands in order to identify the estimated land need to accommodate employment growth on industrial land to 2039.

In each case, an adjustment was then made to the net land area in order to identify the gross developable land area that would be required after providing for subdivision and infrastructure requirements and, in the case of industrial land, long-term vacancy and underutilization. The results are shown in Tables 17 and 18 below. This would represent the demonstrated additional land need to accommodate growth for the twenty-year period, under a comprehensive review, consistent with Provincial policy.

Table 17

Estimated Residential Land Need, City of Woodstock, 2019-2039	
Estimated Unit Potential on Vacant Lands and within Approved Plans of Subdivision (# of units) ¹	2,960
Forecast 2019-2039 Unit Growth	6,420
Difference (Est. Unit Potential less Unit Growth)	-3460
Average Density (Units/net ha)	28
Potential Surplus + or Shortage (-) (Net ha) to 2039	-124
Estimated Residential Land Need to 2039: Gross Developable Ha ²	225

¹ Based on 28 units per net on net vacant developable residential lands and units on vacant lands in approved plans of subdivision.

² Gross ha represents the total ha land need including provision for subdivision, roads, parks, local population-serving employment, stormwater and other necessary infrastructure.

Table 18

Estimated Industrial Land Need, City of Woodstock, 2019-2039	
Estimated Job Growth on Employment Lands, 2019-2039 ¹	4,940
Average Density Estimate (Jobs/net ha)	12
Estimated Land Need (Net ha)	412
Net Developable Industrial Land Supply (ha)	222
Difference (Need less supply)	-190
Estimated Additional Employment Land Need to 2039 (Gross ha) ²	317

¹ Based on 95% of forecast Employment Land Employment growth and 5% of forecast Population-Related Employment growth.

² Gross ha represents the total ha land need including provision for subdivision, roads, parks, local population-serving employment, stormwater and other necessary infrastructure.

Based on the results of the updated land supply inventory, forecast allocations of housing and employment land employment growth, the City does appear to be in a position to justify the addition of settlement area lands in the amount of an estimated 225 total gross ha of residential land; and 317 gross developable ha of industrial land. No additional commercial/institutional land need was identified.

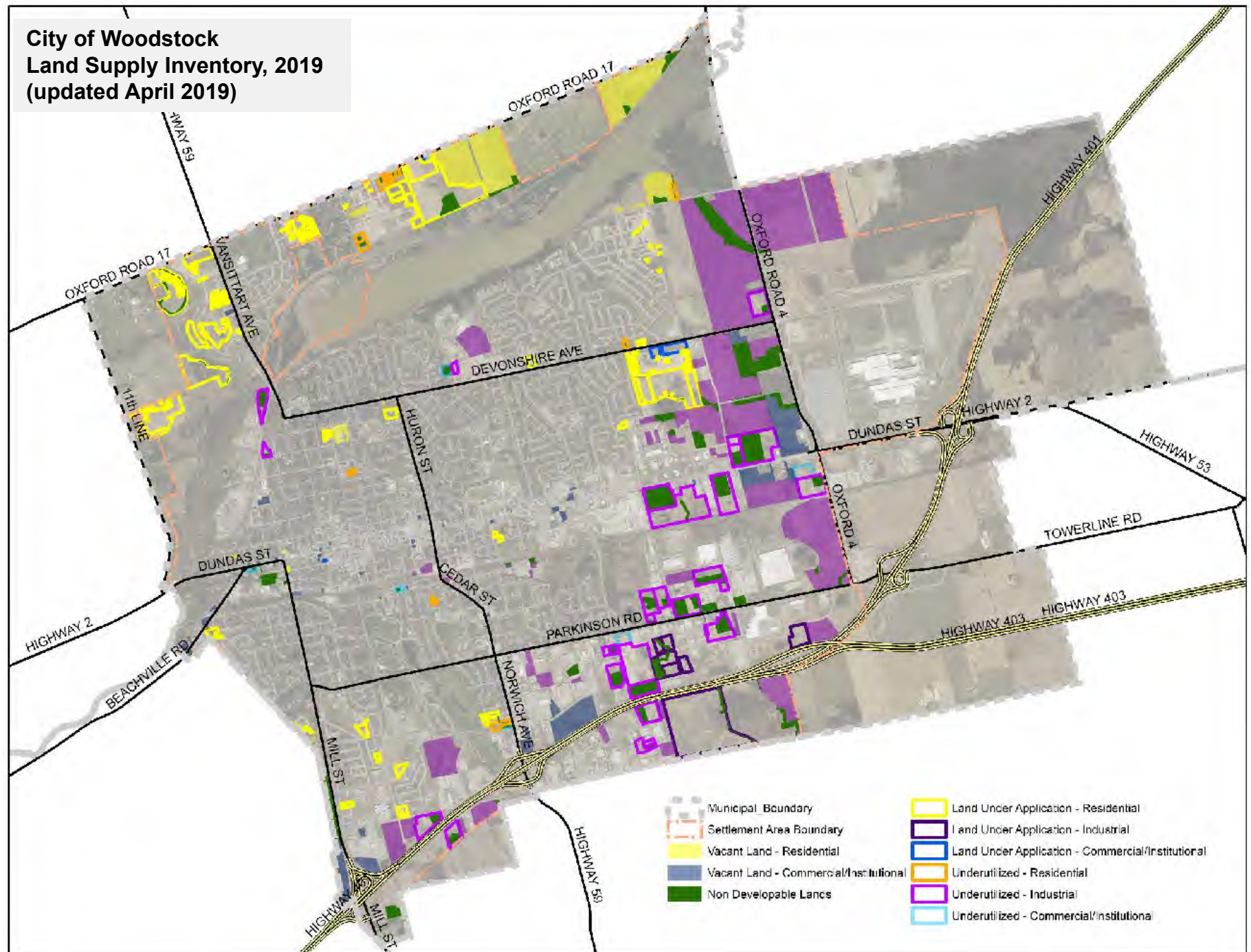
The updated growth forecasts and land need results provided herein are currently under review by Oxford County and may be subject to further revision pending input from County and City staff under the Southeast Woodstock Secondary Plan and Oxford County Comprehensive Review processes.

Attachment

Map: 2019 Vacant Land Inventory, City of Woodstock

APPENDIX B

City of Woodstock Land Supply Inventory, 2019 (updated April 2019)



APPENDIX C: Non-Residential Land Inventory

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
35	TRADITIONAL INDUSTRIAL	FD	VACANT	19.3	19.2
36	TRADITIONAL INDUSTRIAL	FD	VACANT	20.2	20.2
37	TRADITIONAL INDUSTRIAL	FD	VACANT	19.7	19.4
38	BUSINESS PARK	FD	VACANT	40.2	31.2
39	TRADITIONAL INDUSTRIAL	FD	VACANT	34.7	34.7
40	TRADITIONAL INDUSTRIAL	FD	VACANT	0.8	0.8
41	TRADITIONAL INDUSTRIAL	M3-15	UNDERUTILIZED	4.0	3.4
47	NEIGHBOURHOOD SHOPPING CENTRE	C2-7	VACANT	2.3	2.3
48	BUSINESS PARK	M1-8	VACANT	1.2	1.2
48	NEIGHBOURHOOD SHOPPING CENTRE	C2-7	VACANT	0.8	0.8
49	BUSINESS PARK	M1-2	VACANT	4.0	4.0
50	TRADITIONAL INDUSTRIAL	M3-14	VACANT	17.9	12.0
51	SERVICE COMMERCIAL	C4-34	VACANT	1.7	1.7
52	TRADITIONAL INDUSTRIAL	FD	VACANT	4.0	3.8
53	TRADITIONAL INDUSTRIAL	FD	VACANT	4.8	0.6
54	BUSINESS PARK	M1-8	VACANT	5.5	5.5
55	BUSINESS PARK	M1-8	VACANT	3.6	3.1
56	TRADITIONAL INDUSTRIAL	M4-1	VACANT	2.4	1.0
57	TRADITIONAL INDUSTRIAL	M4-1	VACANT	0.5	0.5
58	TRADITIONAL INDUSTRIAL	M4-1	VACANT	2.6	2.3
59	TRADITIONAL INDUSTRIAL	M3-2	VACANT	10.4	8.6
60	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.3	0.3
61	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.2	0.2
62	TRADITIONAL INDUSTRIAL	M3-3	VACANT	0.2	0.2
63	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.9	0.6
64	TRADITIONAL INDUSTRIAL	M3-3	VACANT	0.5	0.5
65	TRADITIONAL INDUSTRIAL	M3-7	VACANT	0.2	0.2
66	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.6	0.6
67	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.5	0.5
68	TRADITIONAL INDUSTRIAL	M3-4	VACANT	0.4	0.4
70	TRADITIONAL INDUSTRIAL	M3(H)	VACANT	15.7	14.3
71	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	1.0	1.0
72	TRADITIONAL INDUSTRIAL	M3-9	UNDERUTILIZED	2.6	0.9

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
73	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	10.3	4.0
74	SERVICE COMMERCIAL	EP1	VACANT	0.8	0.1
75	SERVICE COMMERCIAL	C4-34	VACANT	13.4	12.4
76	SERVICE COMMERCIAL	C4-48	VACANT	0.8	0.8
77	SERVICE COMMERCIAL	C4-33	UNDERUTILIZED	2.1	2.1
78	TRADITIONAL INDUSTRIAL	M3-14	UNDERUTILIZED	5.2	4.0
79	TRADITIONAL INDUSTRIAL	M3-14	VACANT	6.9	6.9
80	SERVICE COMMERCIAL	C4-33	VACANT	1.1	1.1
81	SERVICE COMMERCIAL	C4-33	VACANT	1.3	1.3
82	SERVICE COMMERCIAL	C4-33	VACANT	3.6	3.6
83	TRADITIONAL INDUSTRIAL	M3-14	VACANT	4.7	4.7
84	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	7.2	3.7
85	SERVICE COMMERCIAL	C4	VACANT	0.2	0.2
86	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	13.5	12.4
87	TRADITIONAL INDUSTRIAL	M2	UNDERUTILIZED	6.4	0.0
88	TRADITIONAL INDUSTRIAL	M3	VACANT	3.0	3.0
88	TRADITIONAL INDUSTRIAL	M3-13(H)	VACANT	19.0	19.0
89	TRADITIONAL INDUSTRIAL	M3-13(H)	VACANT	15.7	15.0
89	BUSINESS PARK	M3	UNDERUTILIZED	2.4	1.8
90	BUSINESS PARK	M3	UNDERUTILIZED	3.4	2.1
91	BUSINESS PARK	M2	UNDERUTILIZED	0.1	0.1
92	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	0.8	0.5
92	BUSINESS PARK	M2	UNDERUTILIZED	0.7	0.6
93	TRADITIONAL INDUSTRIAL	M2	UNDERUTILIZED	4.9	1.5
93	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	4.2	2.1
94	TRADITIONAL INDUSTRIAL	M2	VACANT	1.2	0.0
95	TRADITIONAL INDUSTRIAL	M3-10	VACANT	1.0	0.0
96	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.2	1.2
97	TRADITIONAL INDUSTRIAL	M3-1	VACANT	4.3	4.3
98	TRADITIONAL INDUSTRIAL	M3-1	VACANT	3.5	3.5
99	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.1	1.1
100	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	5.0	2.6
101	TRADITIONAL INDUSTRIAL	M2	VACANT	0.1	0.1
102	TRADITIONAL INDUSTRIAL	M2	UNDERUTILIZED	0.2	0.2
103	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.4	1.4
104	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.9	1.8

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
105	TRADITIONAL INDUSTRIAL	M3-1	VACANT	2.2	1.7
106	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.4	1.1
107	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.1	0.7
108	TRADITIONAL INDUSTRIAL	M3-1	VACANT	1.5	0.0
109	TRADITIONAL INDUSTRIAL	M2-3	UNDERUTILIZED	3.7	0.0
110	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	11.1	11.1
111	BUSINESS PARK	C4-36	UNDERUTILIZED	1.7	1.7
112	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	0.6	0.0
113	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	0.6	0.6
114	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	3.1	1.1
115	BUSINESS PARK	M1-1(H)	VACANT	6.3	6.1
116	TRADITIONAL INDUSTRIAL	M3-12(H)	VACANT	5.8	4.0
117	TRADITIONAL INDUSTRIAL	M3-23(H)	VACANT	37.4	36.2
118	TRADITIONAL INDUSTRIAL	M3-2	VACANT	0.4	0.4
119	TRADITIONAL INDUSTRIAL	M3-2	VACANT	1.6	1.6
120	BUSINESS PARK	M1	VACANT	1.2	1.2
121	BUSINESS PARK	M1	UNDERUTILIZED	3.8	2.4
122	TRADITIONAL INDUSTRIAL	M3-2	UNDERUTILIZED	0.5	0.5
123	TRADITIONAL INDUSTRIAL	M3	UNDERUTILIZED	0.4	0.0
124	TRADITIONAL INDUSTRIAL	M3-2	UNDERUTILIZED	1.1	1.1
125	BUSINESS PARK	M1	VACANT	1.2	1.2
126	REGIONAL COMMERCIAL	C6-8	VACANT	1.9	1.9
127	REGIONAL COMMERCIAL	C6-6	VACANT	5.8	5.8
127	REGIONAL COMMERCIAL	C4-22	UNDERUTILIZED	0.4	0.0
128	REGIONAL COMMERCIAL	C6-6	VACANT	2.9	2.9
129	REGIONAL COMMERCIAL	C6-1	VACANT	0.1	0.1
130	REGIONAL COMMERCIAL	C6-1	VACANT	1.0	1.0
131	REGIONAL COMMERCIAL	C6-6	VACANT	1.8	1.8
132	REGIONAL COMMERCIAL	C6-6	VACANT	0.3	0.3
133	TRADITIONAL INDUSTRIAL	M3	VACANT	0.4	0.4
134	TRADITIONAL INDUSTRIAL	M3	VACANT	1.0	0.0
135	REGIONAL COMMERCIAL	M3	VACANT	2.0	2.0
136	REGIONAL COMMERCIAL	M3	VACANT	1.2	1.2
137	TRADITIONAL INDUSTRIAL	M2	VACANT	0.6	0.6
138	BUSINESS PARK	M1	VACANT	0.5	0.5
139	BUSINESS PARK	M1	VACANT	10.7	10.7

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
140	BUSINESS PARK	M1	VACANT	4.6	4.4
141	BUSINESS PARK	M1	VACANT	1.1	1.1
142	BUSINESS PARK	M1	UNDERUTILIZED	2.6	1.4
143	BUSINESS PARK	M1	UNDERUTILIZED	4.0	2.9
144	BUSINESS PARK	M1-3	VACANT	1.4	1.4
145	BUSINESS PARK	M1-3	VACANT	1.3	1.3
146	BUSINESS PARK	M1-3	VACANT	1.6	1.6
147	BUSINESS PARK	M1-3	VACANT	0.4	0.4
148	BUSINESS PARK	M1-3	VACANT	1.4	1.4
149	BUSINESS PARK	M1-3	VACANT	3.1	3.1
150	BUSINESS PARK	M1	VACANT	0.2	0.2
151	BUSINESS PARK	M3	VACANT	1.8	0.0
152	SERVICE COMMERCIAL	C4	VACANT	2.9	2.9
153	SERVICE COMMERCIAL	C4	VACANT	5.4	5.4
154	SERVICE COMMERCIAL	C4-14	VACANT	0.3	0.3
155	SERVICE COMMERCIAL	C4-14	VACANT	0.2	0.2
156	SERVICE COMMERCIAL	FD	VACANT	3.7	0.4
158	COMMUNITY FACILITY	CF-12	VACANT	0.7	0.7
159	TRADITIONAL INDUSTRIAL	M4-5	UNDERUTILIZED	0.8	0.5
160	TRADITIONAL INDUSTRIAL	M4	UNDERUTILIZED	2.1	0.5
161	COMMUNITY FACILITY	PUD-1	VACANT	0.4	0.4
162	FUTURE URBAN GROWTH	FD	VACANT	0.5	0.5
163	TRADITIONAL INDUSTRIAL	M2	VACANT	7.2	7.2
164	LOW DENSITY RESIDENTIAL	M2	UNDERUTILIZED	0.6	0.6
165	LOW DENSITY RESIDENTIAL	CF	UNDERUTILIZED	0.9	0.0
166	MEDIUM DENSITY RESIDENTIAL	C6-2	VACANT	0.1	0.1
167	SERVICE COMMERCIAL	C4	VACANT	0.3	0.1
168	SERVICE COMMERCIAL	C4	VACANT	0.4	0.4
169	SERVICE COMMERCIAL	C4	VACANT	0.1	0.1
170	SERVICE COMMERCIAL	C4	VACANT	0.5	0.5
171	SERVICE COMMERCIAL	C4	VACANT	0.3	0.3
172	SERVICE COMMERCIAL	C4	VACANT	0.0	0.0
173	SERVICE COMMERCIAL	C4	VACANT	0.0	0.0
174	SERVICE COMMERCIAL	C4	UNDERUTILIZED	0.4	0.2
175	SERVICE COMMERCIAL	C4	VACANT	0.1	0.1
176	SERVICE COMMERCIAL	C4	VACANT	0.1	0.0

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
177	OPEN SPACE	C4-6	VACANT	1.3	0.0
178	OPEN SPACE	C4-6	VACANT	0.1	0.0
179	OPEN SPACE	C4-6	VACANT	0.2	0.0
180	SERVICE COMMERCIAL	C4-19	VACANT	0.1	0.0
181	SERVICE COMMERCIAL	FD	VACANT	0.0	0.0
182	SERVICE COMMERCIAL	C4	VACANT	0.1	0.1
183	CENTRAL AREA	C5-16	VACANT	0.1	0.1
184	CENTRAL AREA	C5-16	VACANT	0.0	0.0
185	CENTRAL AREA	C5-6B	VACANT	0.1	0.1
186	CENTRAL AREA	C5-6B	VACANT	0.1	0.1
187	CENTRAL AREA	C5-6B	VACANT	0.1	0.1
188	CENTRAL AREA	C5	VACANT	0.0	0.0
189	CENTRAL AREA	C5	VACANT	0.1	0.1
190	CENTRAL AREA	C5	VACANT	0.1	0.1
191	CENTRAL AREA	C5	VACANT	0.1	0.1
192	CENTRAL AREA	C5	VACANT	0.0	0.0
193	CENTRAL AREA	C5	VACANT	0.1	0.1
194	CENTRAL AREA	C3	VACANT	0.1	0.1
195	SERVICE COMMERCIAL	CF	VACANT	0.1	0.1
196	TRADITIONAL INDUSTRIAL	M4	VACANT	1.0	1.0
197	TRADITIONAL INDUSTRIAL	M4	VACANT	0.2	0.2
198	TRADITIONAL INDUSTRIAL	C4	UNDERUTILIZED	0.4	0.2
199	TRADITIONAL INDUSTRIAL	M4	VACANT	0.1	0.1
200	TRADITIONAL INDUSTRIAL	M4	VACANT	0.4	0.4
201	SERVICE COMMERCIAL	C4	VACANT	0.2	0.2
202	SERVICE COMMERCIAL	C4	VACANT	0.1	0.1
203	TRADITIONAL INDUSTRIAL	CF	VACANT	0.3	0.1
204	TRADITIONAL INDUSTRIAL	M3	VACANT	0.6	0.3
206	TRADITIONAL INDUSTRIAL	M2	VACANT	0.2	0.2
207	SERVICE COMMERCIAL	C4	VACANT	0.0	0.0
208	SERVICE COMMERCIAL	C4	VACANT	0.0	0.0
209	SERVICE COMMERCIAL	C4	VACANT	0.1	0.1
210	SERVICE COMMERCIAL	C4	VACANT	0.5	0.5
211	SERVICE COMMERCIAL	C4	VACANT	0.4	0.4
212	SERVICE COMMERCIAL	C4-24	VACANT	0.1	0.1
213	SERVICE COMMERCIAL	C4-24	VACANT	0.3	0.3

# (see Maps)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
214	SERVICE COMMERCIAL	C4-24	VACANT	0.2	0.2
215	HIGH DENSITY RESIDENTIAL	C5	VACANT	0.1	0.1
216	LOW DENSITY RESIDENTIAL	NI	VACANT	0.1	0.1
217	SERVICE COMMERCIAL	C4-20	VACANT	0.3	0.3
218	HIGH DENSITY RESIDENTIAL	C4	VACANT	0.1	0.1
219	TRADITIONAL INDUSTRIAL	EP2-3	VACANT	0.0	0.0

*

**Southeast Woodstock
Secondary Plan**

**Vacant Employment,
Commercial, and
Industrial Lots**

**MAP C-1:
CITY OF WOODSTOCK**

DowntownArea

LAND USE

Business Park

Central Area

Community Facility

Furture Urban Growth

RESIDENTIAL (HIGH/MEDIUM/LOW DENSITY)

Traditional Industrial

Neighbourhood Shopping

Regional Commercial

Service Commercial

The map displays the Southeast Woodstock area, bounded by a thick black line. A dashed line delineates the 'Downtown Area' in the western portion. A red outline on the eastern side marks 'Study Area Area 1'. A red outline in the southern part marks 'Area 2'. Numerous numbered lots are shown, color-coded by land use: Business Park (tan), Central Area (yellow), Community Facility (blue), Furture Urban Growth (grey), RESIDENTIAL (HIGH/MEDIUM/LOW DENSITY) (dark grey), Traditional Industrial (brown), Neighbourhood Shopping (pink), Regional Commercial (orange), and Service Commercial (yellow). Specific lots are labeled with numbers: 162, 161, 160, 159, 158, 163, 165, 164, 38, 36, 37, 35, 40, 39, 41, 47, 57, 64, 60, 61, 48, 49, 51, 52, 53, 54, 55, 58, 59, 67, 74, 75, 76, 71, 72, 73, 82, 81, 80, 77, 83, 79, 78, 87, 86, 62, 84, 68, 88, 219, 89, 92, 102, 90, 93, 94, 95, 113, 111, 107, 106, 108, 105, 103, 104, 110, 109, 112, 122, 121, 120, 117, 115, 116, 119, 123, 118, 124, 125, 129, 132, 130, 131, 128, 133, 134, 135, 136, 166, 138, 126, 127, 155, 156, 154, 147, 146, 148, 144, 143, 141, 140, 142, 149, 150, 151, 152, 153, 162, 163, 164, 165, 166. A scale bar indicates 1 Km, and a north arrow points upwards.

Source:
City of Woodstock (2018);
County of Oxford (2018)
GSP Group | Date: October 2018

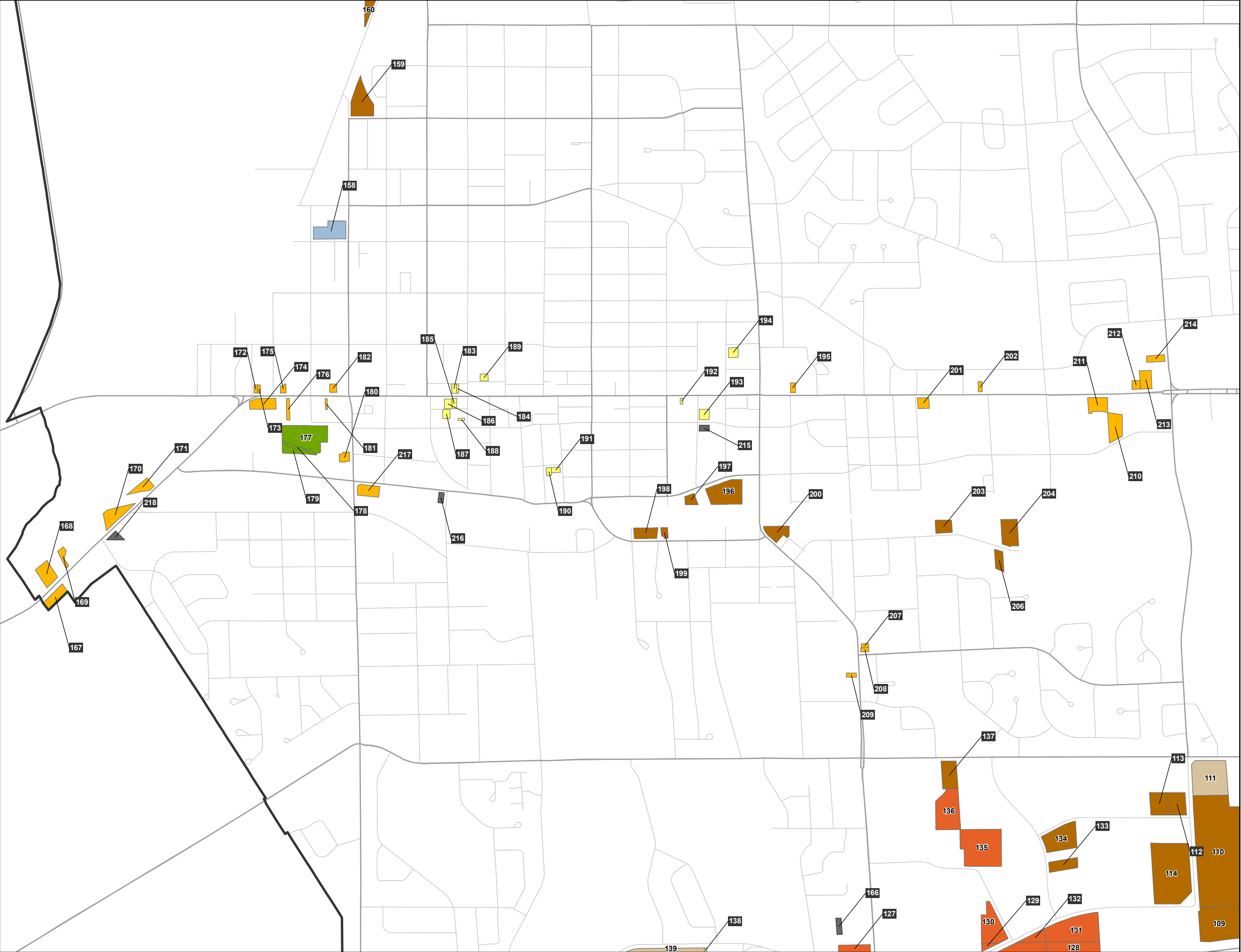
Southeast Woodstock Secondary Plan

Vacant Employment, Commercial, and Industrial Lots

MAP C-2: DOWNTOWN AREA

LAND USE

- Business Park
- Central Area
- Community Facility
- Furture Urban Growth
- RESIDENTIAL (HIGH/MEDIUM/LOW DENSITY)
- Traditional Industrial
- Neighbourhood Shopping
- Open Space
- Regional Commercial
- Service Commercial



Source:
City of Woodstock (2018);
County of Oxford (2018)
GSP Group | Date: October 2018

LAND INVENTORY - EAST WOODSTOCK SECONDARY PLAN

# (see Map below)	Official Plan Designation	Zoning	Land Status	Total Land Area (ha)	Net Developable Area (ha)
E1	AGRICULTURAL RESERVE	AG	VACANT	36.4	25.6
E2	AGRICULTURAL RESERVE	C4-33	VACANT	0.5	0.5
E3	AGRICULTURAL RESERVE	AG	VACANT	95.5	76.5
E4	AGRICULTURAL RESERVE	AG	UNDERUTILIZED	39.6	33.2
E5	AGRICULTURAL RESERVE	AG	VACANT	41.2	22.4
E6	AGRICULTURAL RESERVE	AG	VACANT	3.8	3.3
E7	AGRICULTURAL RESERVE	AG	VACANT	1.5	1.0
E8	AGRICULTURAL RESERVE	AG	VACANT	23.2	16.6
E9	AGRICULTURAL RESERVE	AG	VACANT	16.2	1.7
E10	FUTURE URBAN GROWTH	FD	VACANT	41.6	14.8
E11	FUTURE URBAN GROWTH	FD	VACANT	20.6	18.7



DRAFT South-East Woodstock Secondary Plan

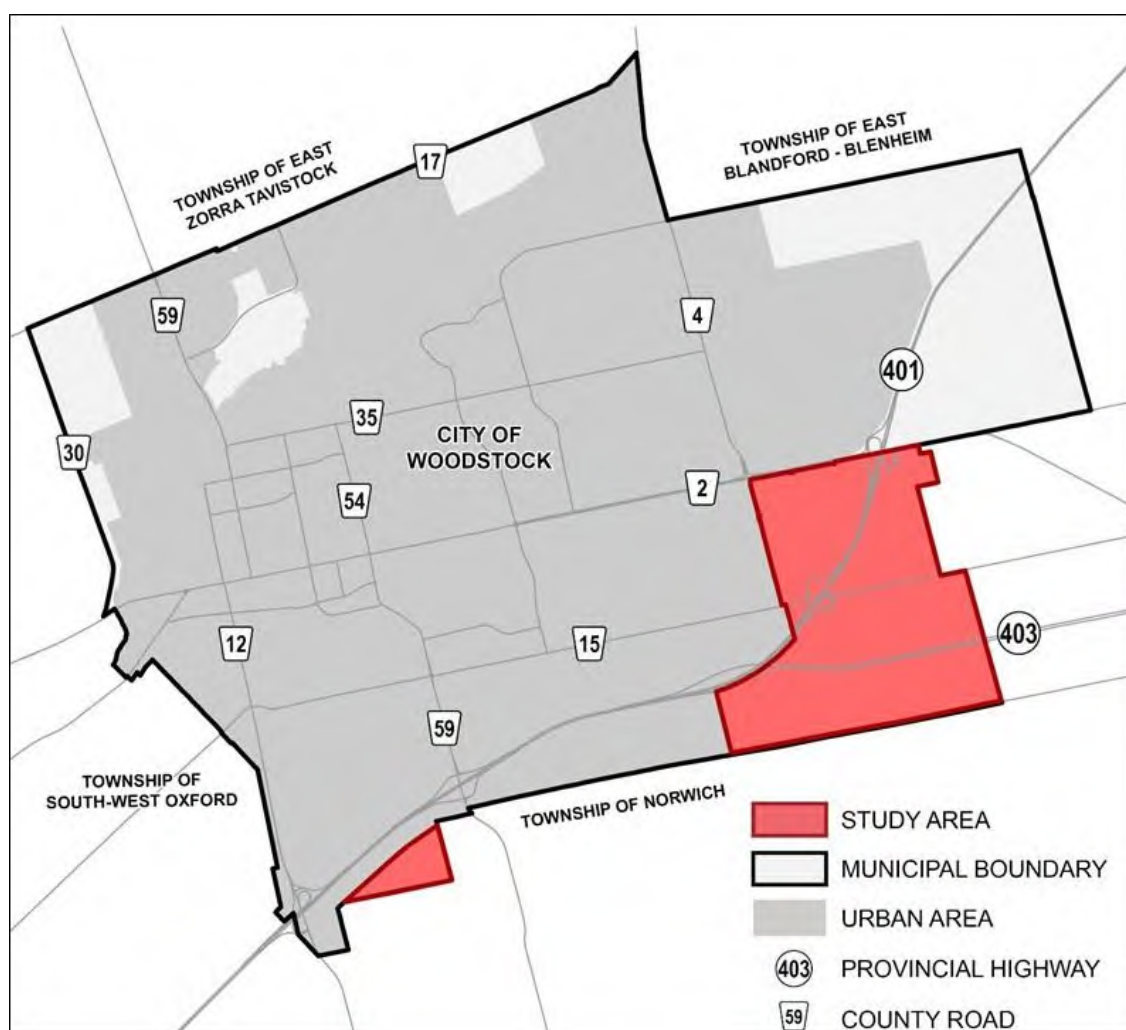
1.0 INTRODUCTION

1.1 Area Context

The South-East Woodstock Secondary Plan area is a primary area to accommodate new employment growth in the City of Woodstock and the County of Oxford. The area is strategically located along Highways 401 and 403 and is a logical extension of the existing employment areas in Woodstock.

The Study Area includes approximately 620 hectares of land transferred to the City of Woodstock as a result of a municipal boundary adjustment with the Township of Norwich that became effective on January 1, 2018. The Study Area is shown in Figure 1.

FIGURE 1: South-East Woodstock Secondary Plan Study Area



NOTE: The South-East Secondary Plan applies to Area 1 only. An amendment to the Secondary Plan, or a new Secondary Plan, will be required to establish a preferred land use plan for Area 2.

DRAFT South-East Woodstock Secondary Plan

The Study Area accommodates several existing land uses, primarily agricultural/rural land uses, some with farm-related residential dwellings and some that include livestock facilities, as well as industrial, automotive and service commercial business, utilities, and non-farm residential dwellings.

Area 1

Area 1 includes land along both sides of Highway 401 between Dundas Street (Oxford Road 2) at the north limit of the Study Area and both sides of Parkinson Road / Towerline Road (Oxford Road 15), land along the east side of Oxford Road 4 between Oxford Roads 2 and 15, along the south side of Highway 401 west of Middletown Line and north of Pattullo Avenue, and land along the north and south sides of Highway 403 from Highway 401 to approximately 2.3 kilometres east of Highway 401.

An active rail line owned and operated by Canadian National Railway (CNR) crosses through the Study Area (Area 1) south of Dundas Street in an east-west direction. There are two sets of tracks within the 30 metre wide rail corridor, and there are no existing spur lines within the Study Area. Existing rail crossings in or near the Study Area are grade-separated and include Highway 401 and Oxford Roads 4 and 55.

The existing highways, interchanges and road and railway right-of-way occupy approximately 100 hectares of land in the Study Area, leaving 483 hectares of property area for existing and future land use.

The area to the north and west of Area 1 is primarily used for existing commercial and industrial business operations in the existing Woodstock urban area, including the large Toyota manufacturing facility to the north Dundas Street. To the south and east are existing agricultural and non-farm residential uses in the Township of Norwich. In Norwich Township there is an existing large livestock facility located south of Pattullo Avenue in the Township of Norwich with a Minimum Distance Separation (MDS) I setback that includes a significant portion of the Study Area south of Towerline Road and east of Middletown Line.

Through the study it has been determined that Area 1 should be designated and planned as the South-East Secondary Plan area.

Area 2

Area 2 includes land along the south side of Pattullo Avenue west of Norwich Avenue (Oxford Road 59) south of Highway 401. There are three properties in Area 2 that formerly straddled the municipal boundary of the City of Woodstock and the Township of Norwich but are now located entirely within the City boundary as a result of the municipal boundary adjustment. The land in Area 2 contains existing agricultural uses, but the portion of the properties within the Study Area does not contain any buildings or structures. Outside of the Study Area limits, the middle property contains existing farm dwellings and other farm buildings.

DRAFT South-East Woodstock Secondary Plan

Through the study it has been determined that Area 2 has limited future development potential due to access constraints, and that additional land and municipal boundary adjustments to include land beyond Area 2 will be required to enable the City to plan for additional road access.

The studies prepared in support of the Secondary Plan development address both Areas 1 and 2. However, the Secondary Plan only applies to Area 1. Further study and an amendment to this Secondary Plan, or the preparation of a new Secondary Plan, will be required to establish a preferred land use plan and related servicing and transportation strategies for Area 2.

1.2 Planning Context

The Secondary Plan process has been completed concurrently with Comprehensive Reviews undertaken by the County of Oxford and the City of Woodstock under the Provincial Policy Statement (PPS, 2014) to facilitate a coordinated, integrated and comprehensive approach to identifying and planning for future urban land to accommodate forecast population and employment growth in the County and City over a twenty-year planning period.

The County's Comprehensive Review concludes that there is an insufficient supply of land available for forecast future employment growth in the County and estimates the additional land required in Woodstock to accommodate forecast employment growth in the City to the year 2039.

The City's Municipal Comprehensive Review (MCR) builds on the County's review by evaluating urban expansion options and viability in the South-East Woodstock study area through integrated assessments of land use, agricultural land and impacts, aggregate resources, servicing, stormwater management, transportation, and natural and cultural heritage.

Formal adoption and implementation of the Secondary Plan will require amendments to the Official Plan to include the area within the Large Urban Centres settlement area designation and to designate the land for Traditional Industrial, Business Park and Service Commercial land uses. Based on the twenty-year urban land needs for employment land uses as identified through the County Comprehensive Review and the City MCR, the implementation of the Secondary Plan through amendments to the County Official Plan is intended to occur in phases as outlined in subsection 1.4.

1.3 Purpose

The purpose of the Secondary Plan for South-East Woodstock is to provide a statement of objectives and policies and a comprehensive plan to direct future infrastructure and land development within this part of the City of Woodstock, including servicing and

DRAFT South-East Woodstock Secondary Plan

transportation strategies, natural and cultural heritage conservation, a preferred land use concept, a phasing plan, and design guidelines.

The Secondary Plan establishes the planned land use pattern, conceptual locations of roads and infrastructure, and the principles for design and development of the land as a future employment area. This area is planned and intended to provide for existing and new industrial, business park and commercial land uses, government facilities and limited institutional land uses, utilities, and other related land uses and infrastructure supportive of the development of the area. Existing agricultural uses are recognized, are permitted to continue and are intended to transition to the permitted urban land uses with the orderly, phased development and servicing of the area over time.

1.4 Secondary Plan Composition and Integration with Oxford County Official Plan

Section 2.0 to 8.0 and Schedule 'A' constitute the South-East Woodstock Secondary Plan and apply to the area delineated as the South-East Woodstock Secondary Plan area on the Schedules to the County of Oxford Official Plan.

The South-East Woodstock Secondary Plan is intended to become part of and to be read and applied in conjunction with the Official Plan in its entirety. The Secondary Plan is intended to be adopted and implemented in phases through amendments to the Official Plan as determined based on the justification of urban land needs, future infrastructure planning, and compliance with Minimum Distance Separation (MDS) requirements related to surrounding livestock facilities.

In the event of a conflict between the policies of this Secondary Plan and any other policies of the Official Plan, the more restrictive policies shall apply. In the case of a conflict among the level of detail of direction provided in the Official Plan and the Secondary Plan, the more prescriptive policies shall apply.

1.5 Integrated Planning Act and Municipal Class EA Master Planning Process

The Secondary Plan has been prepared under the Planning Act and is consistent with the Provincial Policy Statement (2014) and the County of Oxford Official Plan. In conjunction with the Secondary Plan, a Master Environmental Servicing Plan (MESP) has been prepared to align land use and future infrastructure planning. The study followed Approach #4 of the Municipal Class Environmental Assessment Master Planning process under the Environmental Assessment Act (EAA) which integrates the municipal servicing decision making with the Planning Act Secondary Plan process. The MESP is intended to obtain complete EAA approval for select Schedule B projects in the Secondary Plan area, such as stormwater management facilities, sanitary pumping stations and major sewer upgrades, and Phases 1 (problem/opportunities) and 2 (alternatives evaluation) for Schedule C projects.

DRAFT South-East Woodstock Secondary Plan**1.6 Supporting Studies**

The Secondary Plan should be read in conjunction with the following reports that do not form part of the formal Secondary Plan but provide important information that provides the basis for the Secondary Plan and to supplement its implementation:

- City of Woodstock Municipal Comprehensive Review & South-East Secondary Plan – Planning Report, prepared by GSP Group Inc., October 2019;
- Southeast Woodstock Settlement Expansion Justification, Secondary Plan and Servicing Strategy Master Environmental Servicing Plan (MESP), comprised of the following reports prepared by AECOM:
 - Master Plan Approach #4 Integrated Municipal Class EA Summary Report, March 2019;
 - Water Servicing Report, December 2019;
 - Wastewater Servicing Report, December 2019;
 - Stormwater Management Strategy, October 2019;
 - Transportation Needs Analysis – Background Report, December 2019;
 - Natural Heritage Report, September 2019;
 - Stage 1 Archaeological Assessment, July 2019;
 - Cultural Heritage Assessment Report, April 2019.

DRAFT South-East Woodstock Secondary Plan**2.0 OBJECTIVES**

The objectives for the South-East Woodstock Secondary Plan are as follows:

- a) To provide for the development of a new employment area including a range of industrial, business park and supporting and compatible service commercial uses, public facilities and limited institutional uses, to create local employment opportunities and that support a complete and fully diversified employment and economic base in Woodstock and Oxford County;
- b) To protect a long-term land base for employment land uses including a range of parcel sizes that can accommodate a wide variety of users and operations that may require large land areas and separation from sensitive land uses;
- c) To promote attractive gateways and corridors along Highways 401 and 403 and at existing and future highway interchanges through high quality urban design of public realm and site design that foster a welcoming and positive image for Woodstock and the surrounding area;
- d) To support integration with the existing urban area by connecting transportation and services linking areas of existing and new businesses and industries, and preserving long-term future urban expansion potential by providing for future efficient extensions of streets and infrastructure beyond the area;
- e) To recognize existing agricultural uses in the area and provide for their continued operations and eventual transition and redevelopment to planned urban land uses in the employment area in an orderly manner, and ensure land use compatibility through appropriate buffering and phasing;
- f) To encourage sustainable community and site design that fosters public safety, barrier-free access and energy and water conservation and efficiency;
- g) To require full municipal services and direct new infrastructure and land development in a logical, orderly and efficient manner in keeping with the servicing strategy and phasing plan for the area;
- h) To plan for a safe and connected transportation network that is integrated with new public transit routes to service the area, ride-sharing and active transportation opportunities, and promote the efficient movement of people and goods within and through the area including improved truck routes and access to Highways 401 and 403, and freight-supportive land uses and facilities;
- i) To conserve the natural heritage features and areas of the area for the long-term and encourage the conveyance of natural areas into public ownership;

DRAFT South-East Woodstock Secondary Plan

- j) To require further assessment of archaeological and cultural heritage resources prior to development to identify measures to avoid or mitigate potential adverse impacts of development on these resources and opportunities for maintenance, rehabilitation and/or re-use, where appropriate;
- k) To direct new development away from hazardous lands and sites and minimize risks to public safety and potential for property damage

DRAFT South-East Woodstock Secondary Plan**3.0 Land Use Policies****3.1 Land Use Concept**

- a) The Land Use Concept for the South-East Woodstock Secondary Plan is shown in Schedule 'A' and is intended to provide and protect a significant land base for employment uses in proximity to existing highway and railway infrastructure that will accommodate a large share of Woodstock's future employment growth.
- b) The land use and street pattern for the South-East Woodstock Secondary Plan area shall be based on Schedule 'A'.
- c) Permitted land uses in the Secondary Plan area shall be based on the applicable land use designations and the policies of the Secondary Plan and the Official Plan. Utilities and public works uses, as well as limited minor institutional uses such as police, ambulance and fire stations and municipal parks and recreation facilities, but excluding sensitive land uses, shall be permitted in the Traditional Industrial, Business Park and Service Commercial designations in the South-East Secondary Plan, provided that minor institutional uses shall subject to policy 7.4.3 of the Official Plan.
- d) The re-designation of land within the Secondary Plan area to permit any new non-employment land use that is not permitted within the applicable land use designation shall require an amendment to the Secondary Plan and shall only be permitted through a comprehensive review in accordance with Policies 2.1.4, 7.3.5 and 7.3.6.3 of the Official Plan.
- e) The location of roads, intersections, stormwater management facilities and boundaries of land uses shown on Schedule 'A' should be considered approximate. Amendments will not be required for minor adjustments to the location of these features provided the general intent of the Secondary Plan is maintained.
- f) It is the intent of this Secondary Plan that existing land uses that do not conform with the land use designations on Schedule 'A' or the related policies will transition to new land uses that are permitted by the land use designations over the long term. The implementation of this Secondary Plan may be done in phases through multiple amendments to the Official Plan, and as such some areas may continue to be designated in the Official Plan and/or zoned in the Zoning By-law based on their current use until such time as the applicable phase of the Secondary Plan is implemented.

DRAFT South-East Woodstock Secondary Plan

- g) Proposed changes in land use and new development shall be in accordance with the permitted uses and policies of this Plan. The City's Zoning By-law may zone land based on existing land uses but any amendment to the Zoning By-law for new development or redevelopment of land shall conform to this Secondary Plan where the land use designations of this Secondary Plan have been implemented.

3.2 Land Use Designations

- a) The Land Use Concept in Schedule 'A' illustrates the land use designations that apply to land within the Secondary Plan area, including:
 - i) Traditional Industrial;
 - ii) Business Park
 - iii) Service Commercial;
 - iv) Future Urban Growth;
 - v) Environmental Protection and Areas of Future Study.

3.3 Traditional Industrial

- a) Land areas designated as Traditional Industrial are shown on Schedule 'A' and are intended for the development of a range and choice of suitable sites for job creating employment uses that may require separation from sensitive land uses, may generate industrial emissions that require buffering and/or separation distances from other uses, and/or that require or may benefit from a location in proximity to Highways 401 and 403 and/or existing rail.
- b) Permitted uses shall be those permitted in Traditional Industrial Areas by policy 7.3.6 of the Official Plan, except that service commercial uses shall not be permitted and shall be directed to the Service Commercial area shown on Schedule 'A'.
- c) Development in Traditional Industrial Areas shall be in accordance with policy 7.3.6.4 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and the following:
 - i) Building orientation and design and landscaping shall be used to enhance the appearance of sites along Highways 401 and 403 and shall be used to screen parking, loading and trucking areas from view from the highways. Outdoor storage shall not be permitted on sites that abut Highways 401 and 403.

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- ii) Lot creation shall preserve large land areas that offer flexibility for a range of types and sizes of industries. Where permitted, uses that require smaller lot sizes shall be directed to the Business Park and Service Commercial Areas on Schedule “A”. Proposed land uses that are only permitted in the Traditional Industrial Area and require smaller lot sizes shall be directed to existing smaller lots of records or clustered together to avoid fragmentation of larger parcels.

3.4 Business Park

- a) Land areas designated as Business Park are shown on Schedule ‘A’ and are intended for light industrial, technological, office and business support uses that can be accommodated on smaller parcels within the Secondary Plan area and that do not involve significant trucking and loading operations or industrial emissions that would require significant buffering or separation distances.
- b) Permitted uses shall be those permitted in Business Park Areas by policy 7.3.5 of the Official Plan.
- c) Development in Business Parks shall be in accordance with policy 7.3.5.1 and 7.3.5.2 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and for expansions and new Business Parks, and the following:
 - i) Building orientation and design and landscaping shall be used to enhance the appearance of sites along Highway 401 and shall be used to screen parking, loading and trucking areas from view from the highways.

3.5 Service Commercial

- a) Land areas designated as Service Commercial are shown on Schedule ‘A’ and are intended for commercial services that support the employment area and/or cater to vehicular traffic in vicinity of the Highway 401 interchange at Dundas Street (Oxford Road 2).
- b) Permitted uses shall be those permitted in Service Commercial Areas by policy 7.3.4 of the Official Plan.
- c) Development in Service Commercial Areas shall be in accordance with policies 7.3.4.1 and 7.3.4.2 of the Official Plan which provides direction for appropriate zoning and site plan control for permitted land uses in this designation, and for expansions and new Service Commercial Area, and the following:

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- i) Building orientation and design and landscaping shall be used to enhance the appearance of the sites at the Highway 401 interchange and along Dundas Street and shall be used to screen parking, loading and trucking areas from view from the highway and Dundas Street.
- ii) Site access shall be in accordance with policy 6.2 of this Secondary Plan and direct site access to Dundas Street may not be permitted or may be restricted to certain traffic movements, in accordance with City, County and Ministry of Transportation (MTO) requirements.

3.6 Future Urban Growth

- a) One land area is designated as Future Urban Growth as shown on Schedule 'A' and is intended to be reserved as an extension of the lands for future employment uses subject to the resolution of future site access, which may require access through land to the east located in the Township of Norwich. Access is limited due to the location of the property frontage adjacent to the Highway 401 interchange and the existing CNR rail line along the south limit of the area.
- b) Permitted uses shall be limited to those permitted in the Future Urban Growth designation by policy 4.2.2.6.4 of the Official Plan until such time as the area is re-designated for employment uses through an amendment to this Secondary Plan.
- c) Development in the Future Urban Growth Area shall not be permitted and shall require an amendment to the Secondary Plan and the Official Plan to designate the land for future employment uses which shall demonstrate a plan for access to the satisfaction of the County, the City, the MTO and any other authority having jurisdiction.

3.7 Environmental Protection and Areas of Future Study

- a) Land areas designated as Environmental Protection are shown on Schedule 'A' and are intended to ensure the long-term protection, conservation and enhancement of significant natural heritage features areas. Schedule 'A' also identifies Areas of Future Study that include natural features and areas that require further assessment through the preparation of an Environmental Impact Study (EIS) to determine their significance and any constraints to development to determine the applicable land use policies.

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- b) Permitted uses on land designated as Environmental Protection shall be limited to those permitted in Environmental Protection Areas in accordance with policy 3.2.4.2 of the Official Plan.
- c) Permitted uses in Areas of Future Study shall be determined based upon the completion of an EIS which shall be required to support a complete application for development and prior to any site alteration for the land within the designated area or on adjoining land. If an approved EIS recommends that the natural features and areas should be protected they shall be deemed to be designated as Environmental Protection Areas. If an approved EIS recommends that the natural features and areas are not significant and do not require protection and protection is not recommended, the underlying land use designation shall apply as shown on Schedule 'A'.
- d) Minimum buffer areas shall be provided for natural heritage and features and areas based on larger of the buffer recommended in an EIS or the recommended Preliminary Buffer Areas shown on Schedule 'A' which includes the following buffers recommended in the Natural Heritage Report for the Secondary Plan area:
 - i) Provincially Significant Wetlands: 30 metres from the outer boundary of the wetland or individual units in the case of complexes;
 - ii) Significant Woodlands: 15 metres from the woodland dripline;
 - iii) Significant Wildlife Habitat and Locally Significant Natural Heritage Features:
 - 5 metres for habitats associated with early successional habitats (i.e. meadows and thickets);
 - 15 metres for habitats associated with woodlands;
 - 30 metres for habitats associated with wetlands.
- e) Complete applications for development shall include an EIS where site development or alteration are proposed within or on adjacent land to natural heritage features, to demonstrate that there will be negative impacts to the features or their ecological functions, in accordance with policy 3.2.6.3 of the Official Plan. Reference shall be made to the Natural Heritage Report prepared for the South-East Woodstock Secondary Plan Area to determine the location and types of natural heritage features and areas, trigger distances for an EIS, and preliminary recommended buffer areas.
- f) In addition to the land designated as Environmental Protection and Areas of Future Study shown on Schedule 'A', other land may be identified as having

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potential ecological significance particularly in areas where future development will occur in the longer term based on the planned phasing of development and servicing of the Secondary Plan area. The potential need for a scoped EIS to determine the presence of new or previously unidentified natural heritage features and areas shall be determined during pre-application consultation with the City, County and Upper Thames River Conservation Authority or Grand River Conservation Authority, as applicable.

- g) The submission of a Tree Preservation Plan shall be required as part of a complete application for development where there are existing trees or hedgerows located on a site proposed for development or along the boundaries with adjacent land or within adjoining right-of-way that may be impacted by the development. The Tree Preservation Plan shall identify and recommend trees that warrant protection and any trees proposed for removal as well as a compensation/planting plan.
- h) The submission of enhancement, restoration and linkage plans may be required as part of a complete application for development to identify opportunities to fill in natural area gaps via plantings of native trees and other vegetation, with species reflecting the existing conditions of the surrounding ecological communities and consideration to a combination of woodland, wetland and prairie restoration and enhancement.
- i) The conveyance of natural heritage features and areas to the City or other public authority for the purposes of conservation will be promoted, and these areas including required vegetative protection zones and buffers shall be reserved in a common block and shall not be subdivided into multiple private ownerships as a result of development of adjoining land.
- j) Where natural heritage features and areas are conveyed to the City, the City may determine opportunities for compatible forms of public access and passive recreational uses such as trails, wildlife viewing areas, outdoor education and interpretive signage shall be encouraged within these areas and associated buffers.

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4.0 Design, Development & Sustainability Policies

- a) All areas of the Secondary Plan shall be developed to ensure a high quality of urban design and integration of the permitted uses with surrounding uses.
- b) The pattern of development is based on a distinction between private lands and the public realm. The public realm is composed of clearly defined and connected streets and the Secondary Plan recognizes the need to plan for these public spaces. Site development shall provide landscaping adjacent to the public street or public sidewalk to promote an attractive landscaped transition between the public and private realm.
- c) Buildings shall be oriented to front, face and feature public streets and intersections with articulation of street-facing building facades to provide a high quality of design, detail and variety, and human-scale and pedestrian orientation where sidewalks are provided.
- a) For sites located within the Service Commercial Area along Dundas Street, complete applications for development shall address the following:
 - i) Building orientation to address the street and intersections;
 - ii) Parking areas located behind or to the side of buildings;
 - iii) Landscape treatments and building design that create an attractive and unified streetscape and a sense of entrance and arrival to the community;
 - iv) High quality design and character of development that contributes to the image and identity of Woodstock.
- d) Land uses that require heavy truck/heavy vehicle access, significant areas of outdoor storage, or buffering involving separation distances due to the nature of the operations, shall be directed to Traditional Industrial Areas on Schedule 'A' in appropriate areas that do not have high visibility from Highway 401.
- e) Complete applications for development shall include information to demonstrate the following:
 - i) The adequacy of municipal services to service the development based on the servicing strategy for the Secondary Plan, and the integration of sustainable design features, conservation measures and the use of technologies that will optimize the efficient use of municipal servicing systems;
 - ii) The adequacy of the road system to accommodate the increased traffic volume and opportunities to support public transit use, ridesharing/carpooling and

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active transportation to reduce dependence on private automobiles and energy consumption.

- iii) The physical layout and design of the development optimizes the available supply, means of supplying, efficient use and conservation of energy;
- iv) Regard for the type and character of adjacent development through appropriate integration of the proposed use into the area with respect to building location, form, general exterior design features and landscaping of the site;
- v) Land use compatibility with existing sensitive land uses, including but not limited to noise studies, recommended buffering required to mitigate any impacts and the design, location and form of buffering to be provided which shall consider need for interim mitigation measures and the potential for the redevelopment of existing sensitive land uses to employment uses or other uses that conform with the applicable land use designations;
- vi) That the proposed site development is in keeping with the Design Guidelines for Secondary Plan area;
- vii) The adequate provision for access, off-street parking facilities, and buffering/screening where required;
- viii) Adequate setbacks and buffering, where required, along Highways 401 and 403 in accordance with MTO requirements, along County Roads in accordance with County of Oxford requirements, and along the CNR railway in accordance with CNR requirements;
- ix) The proposed use will not have negative impacts on areas of natural heritage, and will not create unsafe conditions in relation to natural hazards;
- x) The proposed development will conserve identified heritage resources; and,
- xi) The uses will be appropriately zoned and adequately regulated by suitable provisions in the implementing Zoning By-law.

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5.0 Servicing & Stormwater Management Policies

5.1 Coordination and Phasing

- a) Services and utilities shall be provided in an orderly and coordinated manner that:
 - i) Provides for the phasing of development aligned with the availability of servicing capacity based on the phasing policies of the Secondary Plan;
 - ii) Provides for and encourages the construction and maintenance of services and utilities in an efficient manner while minimizing conflicts with other land uses;
 - iii) Provides for the future extension of services by developing sufficient capacity in the distribution, collection and treatment facilities to service the present and future needs of development in the Secondary Plan area;
 - iv) Protects the natural environment while providing the required services and utilities;
 - v) Is coordinated with public agencies in planning for and designing the multiple use of servicing and utility right-of-way and corridors; and,
 - vi) Protects the services and utilities from encroachment that would constrain or increase the costs of its operation, access for maintenance, repair and future replacement, and in a manner that avoids potential risks to public health and safety and property damage.

5.2 Sanitary and Water Servicing

- a) Full municipal sanitary and water services shall be required for all land use and development proposals that require services within the Secondary Plan area. A Functional Servicing Report will be required as part of a complete application for site development. The provision of local sanitary and water services to be assumed by the City or the County as part of the public infrastructure will be required as a condition of development approvals.
- b) The extension of municipal sanitary and water services within the Secondary Plan area is planned to be phased in with the development of the area over time. Schedule 'A' identifies eight (8) phases of development and associated land areas and the Future Urban Growth area as the final phase. The order of land development shall be phased in accordance with the phasing policies of this Secondary Plan to align with the future municipal sanitary sewer and water

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servicing for the Secondary Plan area and required sanitary and water servicing improvements external to the Secondary Plan area, as detailed in the Water and Wastewater Servicing Reports.

- c) Schedule 'A' identifies the location for one future Sanitary Pumping Station which is required to service the land in Phases 6, 7 and 8 and is intended to be constructed alongside development in the Phase 6 area. The dedication of a suitable land base to the City for the future Sanitary Pumping Station will be a requirement of site development in Phase 6.
- d) Schedule 'A' identifies the location for four future Proposed Servicing Corridors required for planned municipal sanitary and/or water servicing. The dedication of a suitable land base to the City for the future Proposed Servicing Corridors will be a requirement of site development in the applicable phases.

5.3 Stormwater Management

- a) Schedule 'A' identifies the locations for three future Stormwater Management Facilities based on the Stormwater Management Strategy for the Secondary Plan area. The dedication of a suitable land base to the City for the future Stormwater Management Facilities will be a requirement of site development in Phases 2 and 4.
- b) The location and size of the Stormwater Management Facilities is approximate and is intended to plan for consolidated City-owned and operated stormwater management facilities to service defined catchment areas within the Thames River watershed portion of the Secondary Plan as identified in the Stormwater Management Strategy. Provided this intent is maintained, changes to the number, location and size of stormwater management facilities may be permitted based on more detailed stormwater management plans for the development of specific sites which shall demonstrate general conformance with the overall Stormwater Management Strategy for the Secondary Plan area. Acceptance of any proposals to develop stormwater management facilities that would increase the number of such facilities to be owned and/or operated by the City shall be at the discretion of the City.
- c) Permitted uses within the land area designated as Stormwater Management Facilities on Schedule 'A' shall be limited to stormwater management facilities and other public infrastructure and associated landscaping, fencing and open space areas. If the City approves changes to the location and/or size of the stormwater management facilities and some of the land area designated as Stormwater Management Facilities on Schedule 'A' is not required for stormwater management or other drainage and/or servicing purposes, the Traditional Industrial designation shall apply to that land.

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- d) Schedule 'A' identifies two future Proposed Servicing Corridors required for planned storm sewers and/or culverts. The dedication of a suitable land base to the City for the future Proposed Servicing Corridors will be a requirement of site development in Phases 3 and 4.
- e) The majority of land east of the watershed boundary shown on Schedule 'A' will not drain to a planned stormwater management facility and will require on-site controls as identified in the Stormwater Management Strategy for the Secondary Plan area.
- f) Stormwater Management Plans shall be required as part of a complete application for future site development and shall be prepared in accordance with the Stormwater Management Strategy for the Secondary Plan area, to the satisfaction of the City in consultation with the applicable Conservation Authority. Low Impact Development standards (LIDs) shall be assessed for implementation at the site level to reduce runoff volumes and to provide both quality and quantity control while improving water balance through infiltration, as identified in the Stormwater Management Strategy.
- g) Schedule 'A' shows the location of known Municipal Drains and Non-Municipal Drains including open drains (ditch/swale) and closed drains (tiled drain). Proposed alterations or improvements to existing Municipal Drains shall be in accordance with the Drainage Act. Proposed alterations or improvements to Non-Municipal Drains shall demonstrate an adequate drainage outlet and stormwater management for the existing and proposed drainage area.

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6.0 Transportation Policies

6.1 Road Network

- a) The existing and planned road network within the South-East Woodstock Secondary Plan is shown on Schedule 'A' and includes a combination of road extensions, road realignments and new collector roads intended to provide for a continuous and linked network.
- b) Improvements to existing roads and the construction of future roads and on-road pedestrian and cycling facilities shall be phased and coordinated with planned future land uses based on Schedule 'A' and the policies of this Secondary Plan.
- c) Highways 401 and 403 are provincial freeways under the jurisdiction of the MTO and future land use and development along these highways are subject to a minimum 14 metre setback from the limits of the highway as shown on Schedule 'A', and MTO permit requirements.
- d) Oxford Roads 2, 4 and 15 are existing arterial roads under the jurisdiction of the County of Oxford and future land use and development shall be in accordance with County requirements for these roadways.
- e) Pattullo Avenue and Middletown Line are existing local collector roads under the jurisdiction of the City of Woodstock and future land and development shall be in accordance with the City's requirements for these roadways. Schedule 'A' shows the conceptual location of the following Proposed Road Right-of-Way to establish the future collector road network within the Secondary Plan Area aligned with the planned phasing of development, which will require the dedication of road allowance(s) to the City in each phase, as follows:
 - i) Development in Phase 1 will require a 20-metre right-of-way for Street 'F' to provide collector road access to the Traditional Industrial Area and for Streets 'G' and 'H' for the Service Commercial Area and Business Park. Stop control will be required at the new T-intersections of Street 'F' and Street 'G' at Oxford Road 4. A potential westerly extension of Street 'G' is shown on Schedule 'A' and will depend on land availability to complete the fourth leg of the intersection with Oxford Road 4 external to the Secondary Plan area. Three-way stop control should be considered at the new intersection of Streets 'G' and 'H'. The future intersection of Street 'H' and Dundas Street (Oxford Road 2) is already fully signalized for existing private driveways north and south of Dundas Street including the main entrance to the Toyota manufacturing facility on the north side and should

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remain signalized with the addition of Street 'H' to this intersection in place of the existing private driveway on the south side.

- ii) Development in Phase 2 will require a 26-metre right-of-way for Street 'A' connecting Pattullo Avenue to Middletown Line to provide collector road access to the Traditional Industrial Area. Stop control will be required on Street 'A' at the new T-intersections with Pattullo Avenue and Middletown Line. Improvements to Pattullo Avenue to an urban or semi-urban standard will be required from Middletown Line west through areas external to the Secondary Plan area. The Transportation Needs Analysis for the Secondary Plan identifies conceptual options and future considerations for the reconfiguration or relocation of the existing intersection of Pattullo Avenue at Norwich Avenue (Oxford Road 59) to resolve the deficient spacing between the existing intersection and the Highway 401 / Norwich Avenue (Oxford Road 59) interchange external to the Secondary Plan area.
- iii) Development in Phase 3 will require a 26-metre right-of-way for Street 'A' and 20-metre right-of-way for Street 'B' connecting Middletown Line to Pattullo Avenue to provide collector road access to the Traditional Industrial Area. Stop control will be required on Street 'A' at Middletown Line and on Street 'B' at Pattullo Avenue. Three-way stop control should be considered at the new intersection of Streets 'A' and 'B'. Improvements to Pattullo Avenue to an urban or semi-urban standard will be required from Middletown Line east to Street 'B'.
- iv) Development in Phase 4 will require a 26-metre right-of-way for the re-alignment and easterly extension of Middletown Line as Street 'C' intersecting with a new future road shown as 'Street D' (26-metre right-of-way) connecting to Towerline Road and to provide adequate intersection spacing between the intersection of Street 'D' at Towerline Road and the existing Highway 401/Towerline Road interchange. The new intersection of 'Street D' and Towerline Road is expected to operate satisfactorily as a T-intersection under stop control on Street 'D' for site development in Phase 4. Three-way stop control should be considered at the interim T-intersection of Streets 'C' and 'D' until Street 'C' is extended to the east of Street 'D' in Phase 7. The existing alignment of Middletown Line north of Street 'C' to Towerline Road is intended to be closed and a portion of the existing right-of-way may be repurposed for access to a future Carpool Lot as shown on Schedule 'A'.
- v) Development in Phases 5 and 8 will require a 26-metre right-of-way for Street 'D' to complete the fourth leg of a new intersection with Towerline Road. The intersection is expected to warrant signalization upon completion of development in Phases 5 and 8 and is expected to operate

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satisfactorily under stop control on Street 'D' until build-out of Phases 5 and 8.

- vi) Development in Phase 6 will require a 26-metre right-of-way for the extension of Street 'A' easterly to provide internal collector road access and a third connection with Pattullo Avenue. A 26-metre block of land will be required to be dedicated to the City to be protected at the east end of future Street 'A' for the Potential Future Road Connection shown on Schedule 'A' at the east limit of Phase 6. Stop control on Street 'A' will be required at the new T-intersection with Pattullo Avenue. Improvements to Pattullo Avenue to an urban or semi-urban standard will be required from Street 'B' to the east limit of the Secondary Plan area.
- vii) Development in Phase 7 will require right-of-way for the extension of Street 'C' east of Street 'D' to provide internal collector road access and a second connection to Towerline Road east of Street 'D'. Signalization of the intersection of Streets 'C' and 'D' is expected to be required at full build-out of the Secondary Plan area.
- viii) Additional internal local roads connecting to Streets 'A' to 'H' may be considered to provide additional site frontage and access in each phase of development.

6.2 Site Access

- a) Site access will generally be from the future Proposed Road Right-of-Way (Streets 'A' to 'H') shown on Schedule "A" or new internal local roads completed within this network.
- b) Direct site access to County Roads shall only be permitted in accordance with the requirements of the County of Oxford and, where applicable, the requirements of the Ministry of Transportation (MTO).
- c) Direct site access to Pattullo Avenue and Middletown Line shall only be permitted where access cannot be provided by the Proposed Road Right-of-Way shown on Schedule "A" or new internal local roads, and in accordance with City requirements. Shared access may be required to provide access to sites that do not abut the future Streets 'A' to 'H'.
- d) The City may consider limited site development approvals prior to the completion of the planned future roads shown on Schedule 'A' where it is demonstrated through Traffic Impact Studies that existing roads and/or other future roads will provide an adequate level of service to the site based on the

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future land uses shown on Schedule 'A' and related traffic generation allowing for current and future background traffic volumes.

6.3 Highway 401 / Towerline Road Interchange

- a) The Transportation Needs Analysis prepared for the Secondary Plan area identifies the future need for signalization of the existing Highway 401/ Towerline Road ramp terminals in the year 2029 based on the forecast timing and phasing of development. Signalization warrant analysis for the existing ramp terminals shall be undertaken as part of Traffic Impact Studies required for complete applications for site development that may impact traffic volumes at the existing interchange.

6.4 Future Highway 403 Interchange

- a) Schedule 'A' shows the location of two Potential Highway 403 Interchange Location(s) to plan for improved access to Highway 403 to support planned employment uses in the study area as well as existing industries beyond the Secondary Plan area and to improve traffic flow in east Woodstock.
- b) The potential configuration of a new interchange or partial interchanges on Highway 403 at Middletown Line and/or future Street 'D' is identified and discussed in the Transportation Needs Analysis.
- c) The intent of the Secondary Plan is to identify two potential locations for future interchange connections to Highway 403 recognizing that a full interchange accommodating all movements in one location may not be the preferred alternative and therefore access to and from Highway 403 westbound may be preferred at Street 'D' while access to and from Highway 403 eastbound may be preferred at Middletown Line. An Environmental Assessment will be required to determine a preferred alternative and design for new highway interchange(s).

6.5 Active Transportation

- a) Active transportation should be considered within the Secondary Plan area through the design of Streets 'A' to 'H' and the design of future upgrades to Pattullo Avenue, Towerline Road and Oxford Road 4, including sidewalks, cycling lanes, on-road signed routes and shared lanes, and/or grade-separated multi-use trails, as appropriate.

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- b) Recommended active transportation facilities to be incorporated in the design of each road should be determined based on the road function, traffic volumes, design speed and connectivity with the overall active transportation network and destinations within and beyond the Secondary Plan area.
- c) Complete applications for site development within the Secondary Plan area shall demonstrate support for active transportation, where appropriate based on the nature and location of the site and the proposed use, and provisions that will support walking and cycling by the public and future employees and visitors to new industries and businesses proposed in the Secondary Plan area.
- d) The City may require the dedication of right-of-way for pedestrian and/or cycling pathways as a condition of site development where this will support active transportation and connectivity for walking and cycling within the Secondary Plan area, in accordance with the Planning Act.

6.6 Carpool Lots

- a) Schedule 'A' shows the conceptual location of two Potential Alternative Future Carpool Lots to facilitate carpooling ride-sharing opportunities for the Secondary Plan area and for the travelling public using Highways 401 and/or 403.
- b) Notwithstanding the designation of the land as Traditional Industrial, a carpool lot shall be permitted in either location shown on Schedule 'A' subject to more detailed planning and MTO approval to identify a preferred location and design.
- c) Notwithstanding the servicing policies of the Secondary Plan, a carpool lot that does not require water and/or wastewater services may be permitted in either location shown on Schedule 'A' prior to the availability of municipal services.

6.7 Public Transit

- a) Transit system planning should identify routes and future stops within the Secondary Plan area to extend transit services to the Secondary Plan area along arterial and major collector roads so that majority of sites are within a 400-metre walking distance of a transit stop with reasonable service headways.
- b) The City may require information to demonstrate anticipated transit ridership and measures to support the use of public transit as part of complete applications for site development to support the City's transit planning

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initiatives including the determination of preferred transit stop locations and routes within the Secondary Plan area.

6.8 CNR Rail Line

- a) Industries that require or may benefit from proximity and/or potential access to rail facilities will be direct to sites in the northerly portion of the Traditional Industrial Area in Phases 1 and 8. Potential opportunities for new spur lines for these sites along the existing CNR rail line shall be determined based on pre-application consultation with the CNR.
- b) The City will encourage the consideration of opportunities for intermodal facilities that support the efficient transport of goods as part of new industries and site development within the Traditional Industrial Areas along the CNR rail line.

DRAFT South-East Woodstock Secondary Plan**7.0 Cultural Heritage Policies****7.1 Archaeological Assessments**

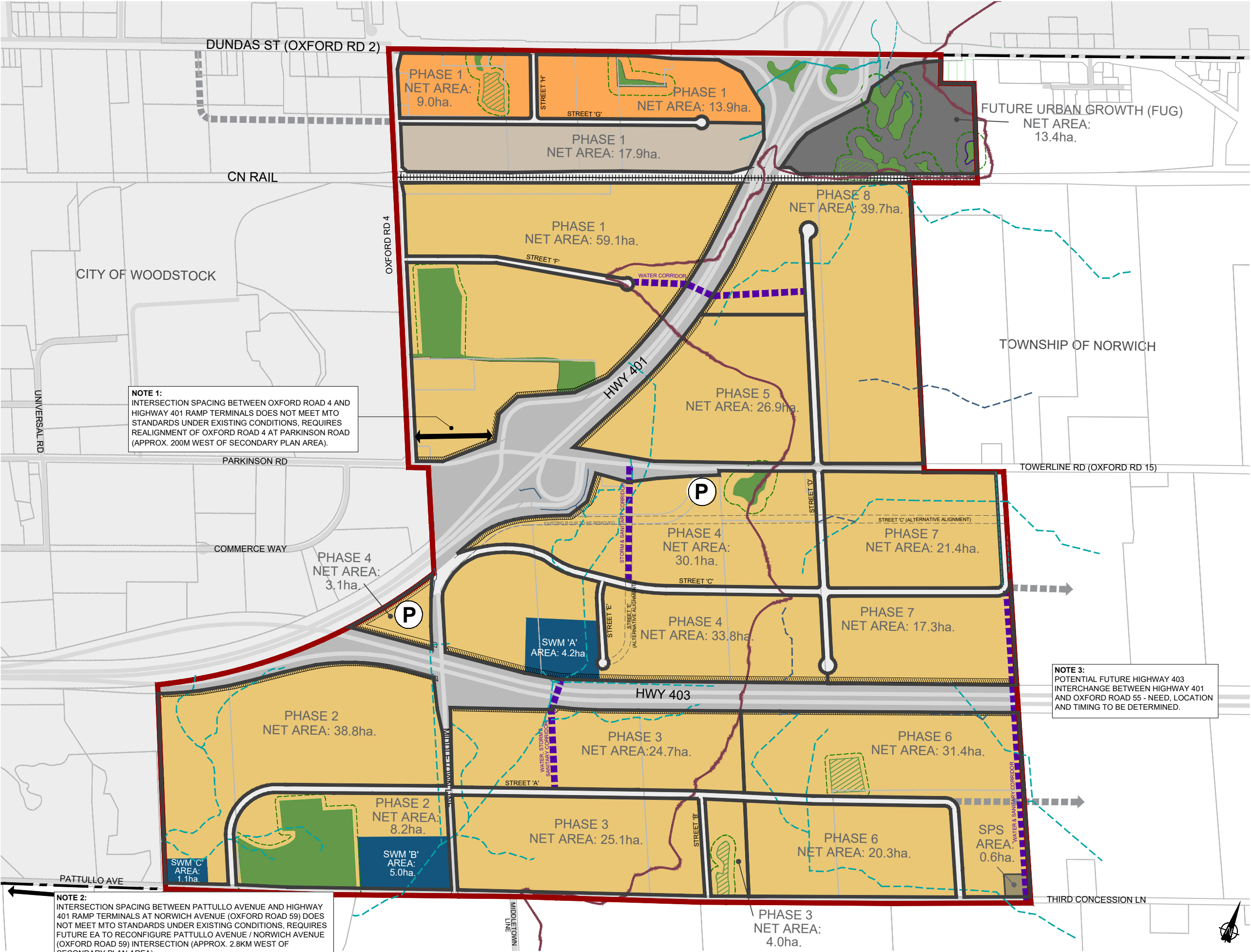
- a) Stage 2 Archaeological Assessments shall be required as part of complete applications for site development within the Secondary Plan area, and as part of future Environmental Assessments where required for proposed public infrastructure, except where it has been determined that further assessment is not warranted based on the level of site disturbance for existing developed sites, based on the findings and recommendations of the Stage 1 Archaeological Assessment prepared in support of the Secondary Plan.
- b) Where Stage 2 Archaeological Assessment is required, clearance from the Ministry of Heritage, Sport, Tourism and culture Industries shall be obtained prior to site alteration.

7.2 Cultural Heritage Evaluation Reports and Heritage Impact Assessments

- a) Cultural Heritage Evaluation Reports (CHER) shall be required as part of complete applications for site development within the Secondary Plan area, and as part of future Environmental Assessments where required for proposed public infrastructure, for sites that have been identified as having potential cultural heritage value or interest, based on the findings and recommendations of the Cultural Heritage Assessment Report prepared in support of the Secondary Plan.
- b) If it is determined based on a CHER that a site proposed for development has cultural heritage value, Heritage Impact Assessments (HIA) may be required as determined by the City in order to evaluate the proposed impacts of the development on the identified heritage attributes and to recommend mitigation strategies, as necessary. The HIA shall include an evaluation of opportunities for conservation of the heritage resource in situ, adaptive re-use, documentation and salvage and other potential mitigation strategies, and shall recommend a preferred approach.

SOUTHEAST WOODSTOCK
SECONDARY PLAN

SCHEDULE 'A'
LAND USE CONCEPT



LEGEND

LAND USE DESIGNATIONS

- TRADITIONAL INDUSTRIAL (387.4ha.)
- BUSINESS PARK (17.9ha.)
- SERVICE COMMERCIAL (22.9ha.)
- FUTURE URBAN GROWTH (13.4ha.)
- ENVIRONMENTAL PROTECTION (17.2ha.)
- ENVIRONMENTAL PROTECTION - AREAS OF FUTURE STUDY

ROADS AND SERVICES

- SANITARY PUMPING STATION
- PROPOSED SERVICING CORRIDORS
- STORMWATER MANAGEMENT FACILITIES (10.3ha.)
- MUNICIPAL DRAIN - OPEN
- MUNICIPAL DRAIN - CLOSED
- NON-MUNICIPAL DRAIN - OPEN
- NON-MUNICIPAL DRAIN - CLOSED
- PROPOSED ROAD RIGHT-OF-WAY
- POTENTIAL FUTURE ROAD CONNECTIONS
- POTENTIAL ALTERNATIVE FUTURE CARPOOL LOT

BUFFERS AND SETBACKS

- NATURAL HERITAGE & PRELIMINARY BUFFER
- 14m HIGHWAY SETBACK

BOUNDARIES

- SECONDARY PLAN AREA
- PHASE BOUNDARY
- WATERSHED BOUNDARY SUBJECT AREA
- CITY OF WOODSTOCK BOUNDARY

PHASE	GROSS AREA (ha)	NET AREA (ha)
1	104.0ha.	99.9ha.
2	53.1ha.	47.0ha.
3	56.9ha.	53.8ha.
4	76.0ha.	67.0ha.
5	27.5ha.	26.9ha.
6	54.9ha.	52.0ha.
7	42.1ha.	38.7ha.
8	41.2ha.	39.7ha.
FUG	13.4ha.	13.4ha.

SCALE: 1:12,000 | DATE: 11/11/2019

