

**To: Mayor and Members of City of Woodstock Council**  
**From: Justin Miller, Development Planner, Community Planning**

**Application for Zone Change  
ZN8-24-23 – 2167284 Ontario Inc., Kuldeep Brar and  
Jagjit Randhawa**

## **REPORT HIGHLIGHTS**

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- The purpose of the application for zone change is to rezone the subject lands from ‘Future Development (FD)’ to ‘Highway Commercial (C4)’ and Special Highway Commercial (C4-59)’ to permit the full-range of uses permitted in the C4 Zone, and to specifically facilitate the development of a gas station, eating establishments, and retail food store.
- Planning staff are recommending approval of the application as the proposal is consistent with the policies of the Provincial Planning Statement and maintains the general intent and purpose of the Official Plan respecting Service Commercial uses.

## **DISCUSSION**

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### **BACKGROUND**

OWNERS: 2167284 Ontario Inc., Kuldeep Brar and Jagjit Randhawa  
1588 Highway 6, Freelton Ontario L0R 1K0

AGENT: Mohammad Mashouf  
200 Consumers Road, North York, Ontario M2J 4R4

LOCATION:

The subject property is described as Part Lot 13, Concession 1 as in 425330 (Blandford) in the City of Woodstock. The subject lands are located at the south-west corner of the intersection of Devonshire Avenue and Oxford Road 4 and are municipally known as 1634 Devonshire Avenue and 715133 Oxford Road 4.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule "W-1"      City of Woodstock Land Use Plan      Service Commercial

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

Existing Zoning:      Future Development Zone (FD)

Proposed Zoning:      Highway Commercial Zone (C4) and  
Special Highway Commercial Zone (C4-59)

PROPOSAL:

The application for zone change proposes to rezone the subject lands from Future Development Zone (FD) to Highway Commercial (C4) and Special Highway Commercial (C4-59) to facilitate the development of the subject lands for a Service Commercial use. The subject lands are comprised of two adjacent properties that will have access to each other and will be able to function together or individually; however, the smaller property (715133 Oxford Road 4) requires a reduced setback of Parking Areas from a Streetline where a parking aisle and parking space, that would otherwise comply with the 4.5 m (14.8 ft) setback, are deficient due to a sight triangle at the intersection that is part of the right-of-way. In this location, a minimum setback of 1.8 m (5.9 ft) is requested for Parking Areas from a Streetline. The applicants propose to construct a gas station, eating establishments, and retail food store.

The subject lands are cumulatively approximately 11,025.25 m<sup>2</sup> (2.7 ac) in area and currently contain two single-detached dwellings and associated accessory structures (one dwelling per lot). The applicant is proposing to establish two drive-thru eating establishments, a retail food store and a gas bar. The gas bar and one of the eating establishments are proposed to be located at 715133 Oxford Road 4, and one eating establishment and a retail food store are proposed to be located at 1634 Devonshire Avenue.

Surrounding land uses consist primarily of single-detached dwellings to the east (designated Service Commercial), industrial uses and vacant lands (for industrial uses) to the north, south and east.

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

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

Plate 3, Applicant's Sketch, provides an overview of the subject lands, and proposed development, as provided by the applicant.

## APPLICATION REVIEW

2024 PROVINCIAL PLANNING STATEMENT

The 2024 Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Under Section 3 of the *Planning Act*, where

a municipality is exercising its authority affecting a planning matter, such decisions, "shall be consistent with" all policy statements issued under the Act. The following outlines the key PPS policies that have been considered but is not intended to be an exhaustive list.

Section 2.1(6) of the PPS states that the achievement of complete communities accommodates an appropriate range and mix of land uses, housing and transportation options, employment, public services facilities, recreation and parks, and open space to meet long-term needs. Further, complete communities improve accessibility for people of all ages and abilities and improve social equity and overall quality of life.

Section 2.3.1 of the PPS indicates that settlement areas shall be the focus of growth and development and land use patterns within settlement areas shall be based on densities and a mix of land uses which;

- a) Efficiently use land and resources;
- b) Optimize existing and planned infrastructure and public service facilities;
- c) Support active transportation;
- d) Are transit-supportive as appropriate, and
- e) Are freight supportive.

#### OFFICIAL PLAN:

The subject lands are designated 'Service Commercial Areas' according to the Land Use Plan for the City of Woodstock, as contained in the Official Plan. Service Commercial Areas provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within Shopping Areas because of their site area, access and exposure requirements or due to incompatibility or land use conflicts with residential development. Service Commercial uses are intended to cater to vehicular traffic and single purpose shopping trips from passing traffic or a wide ranging market area. Service commercial areas will have direct access to an arterial or collector road.

New uses within the Service Commercial designation include video rental establishments, commercial recreational establishments, automotive service stations, gas bars, car wash facilities, retail sales of automobile supplies, automated teller machines or kiosks, tourist information outlets or kiosks, hotels, motels, automotive services, automotive dealerships, building supply outlets and hardware stores, sale of seasonal produce, furniture stores and home furnishing stores, nurseries and garden centres, animal hospitals and boarding kennels, assembly halls and private clubs, personal and business services, convenience commercial uses, retail food stores, recreation and entertainment uses, restaurants and fast food outlets, uses which require large areas for on-site storage of goods or vehicles and other types of commercial uses that offer a service to the traveling public, business and industry.

#### ZONING BY-LAW:

The subject lands are currently zoned 'Future Development (FD)' according to the City's Zoning By-law. The FD Zone permits existing single-detached dwellings and associated home occupations, a farm and a seasonal farm outlet. The FD Zone functions to significantly limit the number of permitted uses on a property until a use that conforms to the Official Plan is proposed (when a zone change is required). The subject lands contain single-detached dwellings, and the

FD Zone in this area generally contains a strip of single-detached dwellings that are designated for future Service Commercial uses.

The applicants are proposing to rezone the subject lands to 'Highway Commercial (C4)' and 'Special Highway Commercial (C4-59)'. As discussed in the Proposal section of this report, 715133 Oxford Road 4, which is the smaller of the two properties located at the intersection of Devonshire Avenue and Oxford Road 4, requires a special provision to provide a reduced setback for Parking Areas from the Streetline due to a sight triangle within the right-of-way. The C4-59 Zone is requested to provide a reduced setback of Parking Areas from the Streetline of 1.8 m (5.9 ft) where 4.5 m (14.8 ft) is required in the Zoning By-law. The Highway Commercial Zone permits almost four dozen commercial uses as well as a dwelling unit in the second storey of a non-residential building. The proposed uses as a gas station, eating establishments and retail food stores are all included within the permitted uses in the C4 Zone.

#### AGENCY COMMENTS

The City of Woodstock Engineering Department (Building Division) has indicated that they have no concerns, but relief is required to reduce parking area setbacks at the streetline (to be included in the zone change).

The City of Woodstock Engineering Department (Development Division) provided the following comments:

1. Municipal sanitary sewer and water is available on Devonshire and OR4. Connection fees payable to the County may be required.
2. The City and County are in the process of obtaining municipal easements for storm and sanitary sewer, respectively, from the property owner to the south of the subject lands, for the future servicing needs of the subject property and adjacent lands. The extension of storm sewer from the existing City-owned regional SWMF located on Griffin Way to the subject property will be required at the owner's expense. Reimbursement to the City for costs associated with the SWMF that benefit the subject property may also be required.
3. If approved, site plan approval is required where servicing, grading, stormwater management, lighting, landscaping, etc. will be reviewed in further detail. It is not clear if stormwater management has been considered according to the concept site plan.

Oxford County Public Works Department indicated that they have no comments regarding the zone change, but would provide comments during the site plan review process.

#### PUBLIC CONSULTATION

Notice of the zone change was provided to the public and surrounding property owners on October 21, 2024 and notice of public meeting was issued on November 24, 2025 in accordance with the requirements of the Planning Act. At the time of writing this report, no comments or concerns were received.

## Planning Analysis

The application for zone change proposes to rezone the subject lands from 'Future Development Zone (FD)' to 'Highway Commercial Zone (C4)' and 'Special Highway Commercial Zone (C4-59)' to facilitate the development of the subject lands for Service Commercial uses. The subject lands are comprised of two adjacent properties that will have access to each other and will be able to function together or individually; however, 715133 Oxford Road 4, which is the smaller of the two properties located at the intersection of Devonshire Avenue and Oxford Road 4, requires a special provision to provide a reduced setback for Parking Areas from the Streetline due to a sight triangle that is part of the municipally-owned right-of-way. The C4-59 Zone is requested to provide a reduced setback of Parking Areas from the Streetline of 1.8 m (5.9 ft) where 4.5 m (14.8 ft) is required in the Zoning By-law.

Where two arterial roads intersect, a triangular area at the corners of the intersection is often retained as part of the right-of-way to provide space for maintenance, infrastructure and to prevent undesirable development that would impact sight-lines of drivers approaching these intersections. At most other intersections, undesirable development is controlled through Corner Lot Sight Triangle zone provisions, but the 'triangles' are held in private ownership. It is this publicly held triangular area that creates the deficiency from the standard zone provisions necessitating the special C4-59 Zone. The requested setback of 1.8 m (5.9 ft) only appears to impact a portion of a drive aisle and one parking space; due to this limited impact, Oxford County Public Works Department and City Engineering Staff have indicated they have no objections to the proposed setback, and do not anticipate impacts to maintenance, infrastructure or sight-lines.

As the proposal will promote an efficient use of existing infrastructure and will provide for an appropriate range and mix of land uses within this area of the City, Planning staff are satisfied that the proposed development is consistent with the PPS with respect to land uses within a designated Settlement Area.

Planning staff are also satisfied that the proposal maintains the intent and purpose of the Official Plan as development within the Service Commercial designation shall consist of a broad range of commercial uses that, for the most part, are not suited to locations within the Central Area or within Shopping Areas because of their site area, access and exposure requirements or due to incompatibility or land use conflicts with residential development. Service Commercial uses are intended to cater to vehicular traffic and single purpose shopping trips from passing traffic or a wide ranging market area. Further, Service Commercial uses shall be located on Arterial or Collector roads – both Oxford Road 4 and Devonshire Avenue are considered arterial roads. The proposed uses as a gas station, eating establishments, and retail food store are considered appropriate Service Commercial uses.

Details regarding lighting, screening, drainage and other elements will be considered, reviewed and approved by City and County staff through the required site plan approval process.

Planning staff are satisfied that the proposal is consistent with the policies of the Provincial Planning Statement and meets the general intent and purpose of the Official Plan respecting commercial uses within the Service Commercial Areas designation and can be given favourable consideration.

## RECOMMENDATIONS

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It is recommended that the Council of the City of Woodstock approve the application for zone change, submitted by 2167284 Ontario Inc., Kuldeep Brar and Jagjit Randhawa for lands described as Part Lot 13, Concession 1 as in 425330 (Blandford), in the City of Woodstock, to rezone the subject lands from 'Future Development Zone (FD)' to 'Highway Commercial Zone (C4)' and 'Special Highway Commercial Zone (C4-59)' to facilitate the construction of a gas station, eating establishments, and retail food store.

## SIGNATURES

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<b>Authored by:</b>	<i>"Original Signed by"</i>	Justin Miller Development Planner
<b>Approved for submission:</b>	<i>"Original Signed by"</i>	Eric Gilbert, MCIP, RPP Manager of Development Planning

Plate 1: Location Map and Existing Zoning

File No.: ZN 8-24-23: 2167284 Ontario Inc., Brar and Randhawa

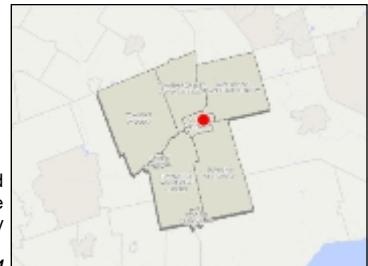
Concession 1, Part Lot 13 (Blandford); 1634 Devonshire Ave. and 71533 Oxford Road 4, City of Woodstock



Legend

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

Notes



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

Plate 2: Location Aerial Map (2020)

File No.: ZN 8-24-23: 2167284 Ontario Inc., Brar and Randhawa

Concession 1, Part Lot 13 (Blandford); 1634 Devonshire Ave. and 71533 Oxford Road 4, City of Woodstock



Legend

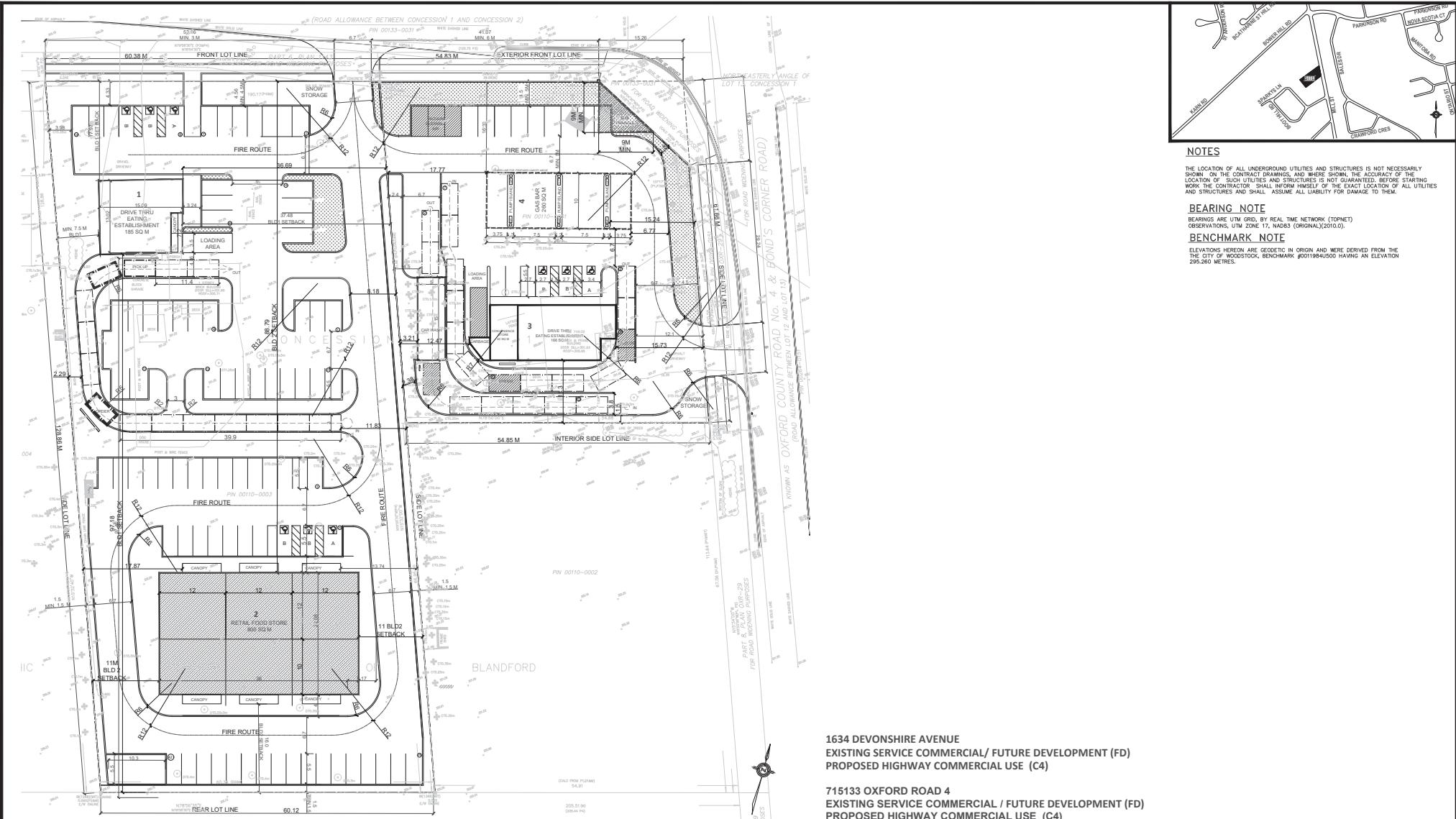
Notes



Plate 3: Applicant's Sketch

File No.: ZN 8-24-23: 2167284 Ontario Inc., Brar and Randhawa

Concession 1, Part Lot 13 (Blandford); 1634 Devonshire Ave. and 71533 Oxford Road 4, City of Woodstock



**N&N**  
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No.	Date	Revisions	Initial
5	2025-10-21	REVISED AS PER THE CITY COMMENTS	AE
4	2025-9-30	REVISED AS PER THE CITY COMMENTS	AE
3	2025-6-9	REZONING SUBMISSION	AE
2	2024-6-22	REZONING SUBMISSION	ME
1	2023-7-20	FOR PRE-CONSULTATION MEETING	ME

**PROPOSED DEVELOPMENT**  
**1634 DEVONSHIRE AVENUE & 715133 OXFORD ROAD**  
**WOODSTOCK, ONTARIO**

DESIGN	AEME	DRAFTING	
SCALE:	1:750	CHECK:	AE/SM
DATE:	2025-10-21	PROJECT #	22-205

**CONCEPT SITE PLAN** **CP1**

**1634 DEVONSHIRE AVENUE**  
**EXISTING SERVICE COMMERCIAL/ FUTURE DEVELOPMENT (FD)**  
**PROPOSED HIGHWAY COMMERCIAL USE (C4)**

1634 DEVONSHIRE AVENUE EXISTING SERVICE COMMERCIAL/ FUTURE DEVELOPMENT (FD) PROPOSED HIGHWAY COMMERCIAL USE (C4)				
DESCRIPTION	ZONING ALLOWANCES METRIC	EXISTING/PROPOSED METRIC	DESCRIPTION	METRIC
LOT AREA	MIN 450.50 M <sup>2</sup>	757.30 M <sup>2</sup>	ZONE PROVISIONS, 27.2	
LOT FRONTAGE	MIN 20.00 M	60.38 M		
COVERAGE	MAX 40% OF LOT AREA	1223.77 SQ M 15.7%		
LOT DEPTH	MIN 30 M	128.86 M		
LANDSCAPE	MIN 10% OF LOT AREA	448.17 SQ M 5.7%		
FRONT YARD DEPTH	MIN 7.50 M	7.00 M		
EXTERIOR SIDE YARD DEPTH	—	—		
INTERIOR SIDE YARD DEPTH	MIN 3.00 M	6.00 M		
REAR YARD DEPTH	MIN 7.50 M	10.00 M		
SETBACK	MIN 20.00 M	22.56 M		
HEIGHT OF MAIN BUILDING	Max 11.00 m	11.00 m		
SIGHT TRIANGLE	—	—		

PARKING & LOADING AREA			
PARKING SPACE DIM. (0 DEGREE ANGLE)	2.7 M x 5.5 M, INTERIOR 3.0 M x 5.5 M, END	2.7 M x 5.5 M, INTERIOR 3.0 M x 5.5 M, END	GENERAL PROVISIONS, 5.4.1.6, SCHEDULE C1 & C2
PARKING ANGLED DIM. (0 DEGREE ANGLE)	6.7 M	6.7 M	GENERAL PROVISIONS, 5.4.1.6, SCHEDULE C1 & C2
PARKING SPACE DIM. (PARALLEL)	2.7 M x 5.5 M, FREE SIDE 3.0 M x 5.5 M, BUILDING SIDE	2.7 M x 5.5 M, FREE SIDE 3.0 M x 5.5 M, BUILDING SIDE	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
PARKING AISLE DIM. (PARALLEL)	3.0 M ONE WAY 6.0 M JOIN ACCESS	3.0 M ONE WAY 6.0 M JOIN ACCESS	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
DRIVEWAY WIDTH (ONE WAY ACCESS)	MIN 3.0 M	3.0 M	GENERAL PROVISIONS, 5.4.1.11.1
DRIVEWAY WIDTH (JOIN ACCESS)	MIN 3.0 M	6.7 M	GENERAL PROVISIONS, 5.4.1.11.2, 5.4.1.11.3
ACCESSIBLE PARKING DIM. (TYPE A)	3.4 M x 5.5 M	3.4 M x 5.5 M	ACCESSIBLE PARKING 5.4.2.5.2 WITH 1.5 M WIDE ACCESS AISLE
ACCESSIBLE PARKING DIM. (TYPE B)	2.7 M x 5.5 M	2.7 M x 5.5 M	ACCESSIBLE PARKING 5.4.2.5.2 WITH 1.5 M WIDE ACCESS AISLE
LOADING AREA DIM.	3.5 M x 5.0 M	3.5 M x 9.0 M	5.4.5.3 ACCESS DRIVE WAY 6.0 M
EACH QUEUE SPACE DIM.	3.0 M x 5.7 M	3.0 M x 5.7 M	5.4.5.6 - QUEUE SPACES MUST BE ARRANGED IN A SINGLE WAITING LINE IN ADVANCE AND BEHIND THE SERVICE OFFERED - INSIDE TURNING RADIUS FOR QUEUE SPACE FORMING A WAITING LINE 0.6-0.8 M

SETBACK OF PARKING AREA						
LAND USE	STREET LINE	INTERIOR SIDE LOT LINE	REAR LOT LINE	MAIN BUILDING	DESCRIPTION	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED	REQUIRED	PROPOSED
COMMERCIAL	4.5 M	4.5 M	1.5 M	1.5 M	1.5 M	1.5 M

QUEUE SPACE			
LAND USE	REQUIRE VEHICLE QUEUE SPACES	PROPOSED	DESCRIPTION
EATING ESTABLISHMENT	- 7.0 BEFORE ORDER BOARD - 4.0 BETWEEN ORDER BOARD AND SERVICE WINDOW - 2.0 AFTER PICK-UP WINDOW	- 7.0 BEFORE ORDER BOARD - 4.0 BETWEEN ORDER BOARD AND SERVICE WINDOW - 2.0 AFTER PICK-UP WINDOW	5.4.5.5 TABLE 12
CONVENIENT STORE	- 2.0 BEFORE SERVICE WINDOW	- 2.0 BEFORE SERVICE WINDOW	5.4.5.5 TABLE 12

OFF-STREET VEHICLE PARKING, NUMBER OF VEHICLE PARKING SPACES									
DESCRIPTION	ZONING ALLOWANCES METRIC	AREA METRIC	NUMBER OF PARKING SPACE REQUIRED	NUMBER OF ACCESSIBLE PARKING SPACE REQUIRED	NUMBER OF LOADING SPACE REQUIRED	DESCRIPTION	ZONING ALLOWANCES METRIC	AREA METRIC	NUMBER OF PARKING SPACE REQUIRED
- EATING ESTABLISHMENT (DRIVE THRU)	1	1.0 PER 20 SQ M OF GROSS FLOOR AREA	182 SQ M	10	41	201-1000 SQ M 2% OF TOTAL REQUIRED PARKING SPACE 12	1	TYPE A 2 TYPE B	400-2000 0
- RECREATIONAL BUILDING	2	1.0 PER 25 SQ M OF GROSS FLOOR AREA	800 SQ M	32	42	201-1000 SQ M 2% OF TOTAL REQUIRED PARKING SPACE 12	1	TYPE A 2 TYPE B	400-2000 1

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**715133 OXFORD ROAD 4**  
**EXISTING SERVICE COMMERCIAL / FUTURE DEVELOPMENT (FD)**  
**PROPOSED HIGHWAY COMMERCIAL USE (C4)**

715133 OXFORD ROAD 4 EXISTING SERVICE COMMERCIAL PROPOSED HIGHWAY COMMERCIAL USE (C4)				
DESCRIPTION	ZONING ALLOWANCES METRIC	EXISTING/PROPOSED METRIC	DESCRIPTION	METRIC
LOT AREA	MIN 300.50 M	3268.35 SQ M	ZONE PROVISIONS, 27.2	
LOT FRONTAGE	MIN 20.00 M	563.30 SQ M		
COVERAGE	MAX 40% OF LOT AREA	137.26%		
LOT DEPTH	MIN 30 M	61.86 M		
LANDSCAPE	MIN 10% OF LOT AREA	700.91 SQ M 21.4%		
FRONT YARD DEPTH	MIN 7.50 M	12.70 M		
EXTERIOR SIDE YARD DEPTH	—	—		
INTERIOR SIDE YARD DEPTH	MIN 3.00 M	12.70 M		
REAR YARD DEPTH	MIN 7.50 M	29.40 M		
SETBACK	MIN 20.00 M	24.00 M		
HEIGHT OF MAIN BUILDING	Max 11.00 m	11.00 m		
SIGHT TRIANGLE	—	9.00 m		

PARKING & LOADING AREA			
PARKING SPACE DIM. (0 DEGREE ANGLE)	2.7 M x 5.5 M, INTERIOR 3.0 M x 5.5 M, END	2.7 M x 5.5 M, INTERIOR 3.0 M x 5.5 M, END	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
PARKING ANGLED DIM. (0 DEGREE ANGLE)	6.7 M	6.7 M	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
PARKING SPACE DIM. (PARALLEL)	2.7 M x 5.5 M, FREE SIDE 3.0 M x 5.5 M, BUILDING	2.7 M x 5.5 M, FREE SIDE 3.0 M x 5.5 M, BUILDING	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
PARKING AISLE DIM. (PARALLEL)	3.0 M ONE WAY 6.0 M JOIN ACCESS	3.0 M ONE WAY 6.0 M JOIN ACCESS	GENERAL PROVISIONS, 5.4.1.8, SCHEDULE C1 & C2
DRIVEWAY WIDTH (ONE WAY ACCESS)	MIN 3.0 M	3.0 M	GENERAL PROVISIONS, 5.4.1.11.1
DRIVEWAY WIDTH (JOIN ACCESS)	MIN 3.0 M	6.7 M	GENERAL PROVISIONS, 5.4.1.11.2, 5.4.1.11.3
ACCESSIBLE PARKING DIM. (TYPE A)	3.4 M x 5.5 M	3.4 M x 5.5 M	ACCESSIBLE PARKING 5.4.2.5.2 WITH 1.5 M WIDE ACCESS AISLE
ACCESSIBLE PARKING DIM. (TYPE B)	2.7 M x 5.5 M	2.7 M x 5.5 M	ACCESSIBLE PARKING 5.4.2.5.2 WITH 1.5 M WIDE ACCESS AISLE
LOADING AREA DIM.	3.5 M x 5.0 M	3.5 M x 9.0 M	5.4.5.3 ACCESS DRIVE WAY 6.0 M
EACH QUEUE SPACE DIM.	3.0 M x 5.7 M	3.0 M x 5.7 M	5.4.5.6 - QUEUE SPACES MUST BE ARRANGED IN A SINGLE WAITING LINE IN ADVANCE AND BEHIND THE SERVICE OFFERED - INSIDE TURNING RADIUS FOR QUEUE SPACE FORMING A WAITING LINE 0.6-0.8 M

STRETCH OF PARKING AREA						
LAND USE	STREET LINE	INTERIOR SIDE LOT LINE	REAR LOT LINE	MAIN BUILDINGS	DESCRIPTION	
	REQUIRED	PROPOSED	REQUIRED	PROPOSED	REQUIRED	PROPOSED
COMMERCIAL	4.5 M	4.5 M	1.5 M	1.5 M	1.5 M	1.5 M

QUEUE SPACE			
LAND USE	REQUIRE VEHICLE QUEUE SPACES	PROPOSED	DESCRIPTION
EATING ESTABLISHMENT	- 7.0 BEFORE ORDER BOARD - 4.0 BETWEEN ORDER BOARD AND SERVICE WINDOW - 2.0 AFTER PICK-UP WINDOW	- 7.0 BEFORE ORDER BOARD - 4.0 BETWEEN ORDER BOARD AND SERVICE WINDOW - 2.0 AFTER PICK-UP WINDOW	5.4.5.5 TABLE 12
MOTOR VEHICLE WASHING ESTABLISHMENT	- 2.0 BEFORE EACH WASH BAY - 2.0 AFTER EACH WASH BAY	- 2.0 BEFORE EACH WASH BAY - 2.0 AFTER EACH WASH BAY	5.4.5.5 TABLE 12

OFF-STREET VEHICLE PARKING, NUMBER OF VEHICLE PARKING SPACES									
DESCRIPTION	ZONING ALLOWANCES METRIC	AREA METRIC	NUMBER OF PARKING SPACE REQUIRED	NUMBER OF ACCESSIBLE PARKING SPACE REQUIRED	NUMBER OF LOADING SPACE REQUIRED	DESCRIPTION	ZONING ALLOWANCES METRIC	AREA METRIC	NUMBER OF PARKING SPACE REQUIRED
- EATING ESTABLISHMENT (DRIVE THRU)	3	1.0 PER 20 SQ M OF GROSS FLOOR AREA	150 SQ M	8	15	201-1000 SQ M 2% OF TOTAL REQUIRED PARKING SPACE 12	1	TYPE A 2 TYPE B	400-2000 0
- GAS STATION	4	—	260 SQ M	—	—	—	1	GENERAL PROVISIONS, 5.4.2.1 & 5.4.2.5.4	—

PROPOSED DEVELOPMENT 1634 DEVONSHIRE AVENUE & 715133 OXFORD ROAD WOODSTOCK, ONTARIO									
DESIGN:	AE	DRAFTING:	AE	SCALE:	1:500	CHECK:	AE	ZONING BY-LAW CHART	Sheet No. CP1
DATE:	2025-10-21	PROJECT #	22-205						