

To: **Mayor and Members of Town of Ingersoll Council**  
From: **Heather St. Clair, Senior Development Planner, Community Planning**

## **Application for Zone Change ZN6-25-08 – 2862083 Ontario Inc. Supplementary Report**

### **REPORT HIGHLIGHTS**

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- The application for zone change has been requested to reduce the parking requirements on the subject lands for future industrial development.
- Planning staff are generally satisfied that the requested parking ratio will provide sufficient on-site parking for future industrial uses, which is consistent with the policy direction of the Provincial Planning Statement and the Official Plan with respect to economic development within a designated settlement area.

### **DISCUSSION**

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#### **Background**

OWNER: 2862083 Ontario Inc.  
15 Adi Dassler Way, Paris, ON N3L 0B9

AGENT: MHBC Planning c/o Andrea Sinclair  
540 Bingemans Centre Drive, Suite 200  
Kitchner ON, N2B 3X9

LOCATION:

The subject lands are described as Blocks 1, 2, 4, 7 and 9-12, Plan 41M-398, Town of Ingersoll. The lands are located at the northwest corner of Wallace Line and Robinson Road and have not yet been municipally addressed.

COUNTY OF OXFORD OFFICIAL PLAN:

Schedule "I-1"

Town of Ingersoll  
Land Use Plan

'Industrial',  
'Environmental Protection'  
and 'Open Space'

TOWN OF INGERSOLL ZONING BY-LAW 04-4160:

Existing Zoning:	'Special General Industrial Zone (MG-9)' 'Special Open Space Zone (OS-5)' 'Open Space Zone (OS)'
Proposed Zoning:	Amended 'Special General Industrial Zone (MG-sp)' No changes to 'Open Space' Zones

PROPOSAL:

The application for zone change has been requested to reduce the parking requirement for future industrial development on the subject lands. Specifically, the applicant has requested a revised parking rate as follows:

- A reduction from the office parking rate from 1 space/20 m<sup>2</sup> (215.2 ft<sup>2</sup>) gross floor area to 1 space/50 m<sup>2</sup> (538.2 ft<sup>2</sup>) gross floor area, as it applies to office space accessory to industrial uses, and;
- A reduction from 1 space/90 m<sup>2</sup> (968.7 ft<sup>2</sup>) gross floor area plus 5 spaces for industrial uses to 1 space/90 m<sup>2</sup> (968.7 ft<sup>2</sup>).

The subject lands are currently vacant and were recently established through a plan of subdivision. The proposed rezoning would apply to Blocks 1,2,4,7 and 9-12 on the industrial subdivision, which vary in size, while Blocks 3, 5, 6 and 8 are currently in the process of site plan approval with the Town for industrial development. No changes are proposed to the Blocks within the subdivision that are zoned 'Open Space Zone (OS)'.

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

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

Plate 3, Applicant's Sketch, highlights the location of the blocks subject to the requested rezoning.

## Application Review

### 2024 PROVINCIAL PLANNING STATEMENT (PPS)

In accordance with Section 3 of the *Planning Act*, all decisions affecting planning matters shall be consistent with policy statements issued under the Act. The following outlines the key PPS policies that have been considered, but it is not intended to be an exhaustive list.

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

Section 2.8 of the PPS provides that planning authorities shall promote economic development and competitiveness by:

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

The PPS also provides in Section 2.8.2 that Planning authorities shall plan for, protect and preserve employment areas for current and future uses, and ensure that the necessary infrastructure is provided to support current and projected needs. Planning authorities shall also protect employment areas that are located in proximity to major goods movement facilities and corridors and shall designate, protect and plan for all employment areas in settlement areas by;

- a) planning for employment area uses over the long-term that require those locations in connection with manufacturing, warehousing and goods movement and associated retail and office uses and ancillary facilities;
- b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
- c) prohibiting retail and office uses that are not associated with primary employment uses;
- d) prohibiting other sensitive land uses that are not ancillary to uses permitted in employment areas;
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.

#### OFFICIAL PLAN

The lands subject to this application are designated 'Industrial' in the Official Plan. Industrial lands include those lands that are designated for the full range of industrial type activity including light, medium and heavy industrial uses. Such uses may generate on and off-site effects such as traffic, noise, vibration, odours or visual appearance. Permitted uses within the Industrial designation include assembling, manufacturing, fabricating, processing, repair activities, environmental industries, wholesaling, storage and warehousing, construction industries, communication and utility industries and transportation and cartage industries. Industries will be permitted to combine technological, manufacturing or processing, office, sales and management activities within the Industrial designation and municipal recreation facilities and multi-use facilities may also be permitted.

Uses that are accessory or ancillary to industrial operations such as a retail and wholesale, operated as a subsidiary of any industry may be permitted in the Industrial Area. Retailing will not be permitted to become a predominant use and will be limited in size and not interfere with or detract from the primary function of the area. All permitted uses within the Industrial designation will comply with the Environmental Resource Protection and Environmental Constraints policies of the Official Plan.

Section 9.3.4.4 – Industrial Area – Zoning and Site Plan Control, provides that Town Council may differentiate between types of industrial uses in the Zoning By-law by establishing a separate zone for industries requiring large amounts of open storage, generating substantial amounts of vehicular traffic and/or with potential nuisance aspects relating to their operations and may restrict

such uses from locating near residential areas or along major entranceways or arterial roads within the Town. Within Industrial areas, the following criteria will be satisfied prior to permitting development or redevelopment:

- where an Industrial area is near existing or planning residential, open space or institutional uses, adequate buffering through distance separation, fencing or landscaping and building or site design will be provided to minimize potential nuisance. Such areas will be developed for a low-rise form of development. The Zoning By-law will establish limits to the height and lot coverage permitted to achieve this objective;
- existing municipal services will be adequate to accommodate the development;
- buildings will be sufficiently setback from the street line to ensure that substantial landscaping in the form of berthing and/or vegetative screening can be incorporated into yards and parking areas directly adjacent to the street line;
- adequate off-street parking and loading areas will be provided;
- the needs of persons with disabilities and other special needs groups are addressed in site design.

Within the Industrial designation, site plan control may be required in accordance with the provisions of the *Planning Act*. Where site plan control is required, the following design criteria will be evaluated prior to the approval of site plans:

- substantial landscaping which provides for seasonal variation, as well as screening or fencing may be required along public roads adjacent to the site and vegetative landscaping shall be integrated within parking areas. Privacy screening, fencing or other appropriate measures shall be incorporated into the development to provide an adequate buffer for adjacent residential uses;
- outdoor storage areas, including equipment and garbage, are to be fenced or screened from adjacent residential uses;
- loading facilities and service areas are to be located so as to minimize the effects of noise and odours on any adjacent residential properties and are situated, if feasible, in a yard that does not abut a residential property;
- vehicular traffic generated from the development will flow primarily from the industrial areas to arterial roads, highways and freeways thereby minimizing the effect on local streets serving residential areas. Access points will be limited to the minimum number necessary for the efficient functioning of the site;
- adequate on-site parking will be provided to accommodate both employees and customers;
- on-site drainage from buildings and parking areas will be adequately controlled;
- where a development includes commercial uses which serve employees of the adjacent Industrial Area and the general public in the immediate area, clearly marked pedestrian facilities will be incorporated into the site design to provide access to such uses from adjacent areas.

#### ZONING BY-LAW

The subject lands are zoned 'Special General Industrial Zone (MG-9)' in the Town Zoning By-law. This site specific zoning was approved in February 2023, and permits much of the full range of uses permitted within the industrial zones, with the exception of:

- a cartage, express or truck transportation terminal;
- a concrete batching or mixing plant;
- a feed or flour mill;
- a grain elevator;
- a parking lot.

The 'MG-9' zone also establishes a minimum lot coverage of 10% of lot area and an additional site specific amendment to the 'MG-9' zone was established in January 2025 to permit parking in the front and exterior side yard, provided a minimum setback of 1 m (3 ft) is maintained from any street line.

Parking requirements for lands zoned 'MG-9' are provided in Section 5.19 – Parking Provisions, and establish parking requirements based on specific development considerations such as use and size. Specifically, based on Table 5.19.2.1 – Parking Standards, the 'MG-9' zone requires the following parking to be provided:

- 1 space/185 m<sup>2</sup> (1,991.4 ft<sup>2</sup>) of gross floor area for warehouse use;
- 5 + 1 space/90 m<sup>2</sup> (968.8 ft<sup>2</sup>) of gross floor area for all other industrial uses, and;
- 1 space/20 m<sup>2</sup> (215.3 ft<sup>2</sup>) of gross floor area for all office uses accessory to an industrial use.

The application proposes an amendment to these requirements as follows:

- 1 space/90 m<sup>2</sup> (968.8 ft<sup>2</sup>) of gross floor area for all other industrial uses, and;
- 1 space/50 m<sup>2</sup> (538.2 ft<sup>2</sup>) of gross floor area for all office uses accessory to an industrial use.

#### AGENCY COMMENTS

The Canadian Pacific Rail Line provided their standard comments indicating that all development should comply with the recommendations in the 2013 Proximity Guidelines from the Railway Association of Canada and the Federation of Canadian Municipalities and that any construction, maintenance access, ingress and egress to the site must be done without entering the railroad right of way.

The Oxford County Public Works Department, the Town of Ingersoll Engineering Department, the Town of Ingersoll Building Department and the Upper Thames River Conservation Authority have indicated they have no comments or concerns regarding the proposal.

#### PUBLIC CONSULTATION:

Notice of complete application regarding the proposal and notice of public meeting were provided to surrounding property owners in accordance with the requirements of the *Planning Act* on September 10, 2025 and December 23, 2025, and a public meeting of Ingersoll Town Council was held on January 12, 2026. As of the writing of this report, no comments have been received from the public.

#### PLANNING ANALYSIS:

Planning staff have reviewed the proposal to reduce the overall parking requirement for future industrial land uses and are generally satisfied that the requested amendment can be considered appropriate in this instance.

While it is noted that the Provincial Planning Statement does not expressly provide direction on parking supply and design, this policy document does provide that employment areas shall be planned for and preserved for current and future employment uses and that the necessary infrastructure be provided to support current and projected needs. Planning staff are of the opinion that the requested reduction to the required parking ratio will not negatively impact the use of the lands for future employment and approval of the applicant's request will continue to provide for

the necessary infrastructure to support the intended industrial use, which is consistent with the policy direction of the PPS to maintain suitable employment uses that encourage intensification and compact development.

The lands subject to this rezoning are designated 'Industrial' in the Official Plan which is intended to facilitate development of the full range of industrial land uses. The policies of the Official Plan respecting industrial development are intended to ensure that design considerations such as parking, landscaping, buffering and building design are all established to minimize nuisances and impact on adjacent lands and nearby sensitive land uses. The Official Plan provides that adequate on-site parking is to be provided to accommodate both employees and customers.

The applicant has requested this parking reduction to facilitate future industrial development, however at this time they have not established specific industrial uses. The applicant has provided a parking study and updated parking brief to support their requested reduction which provides a review of other municipal industrial parking requirements in the area, as well as a review of the Institute of Transportation Engineers ITE Parking Generation Manual.

The applicant's revised parking proposal reflects the existing parking ratio of the Zoning By-law for industrial uses based on gross floor area, with a request to exclude the additional standard 5 spaces. The intent of the additional 5 spaces in the Zoning By-law, on top of the quantitative number of spaces based on gross floor area, is to establish a minimum basal number of parking spaces on industrial lands where the gross floor area may be limited or small in scale, while the bulk of the parking requirements are reflective of building size and scale.

In this instance, the applicant has created a number of large industrial blocks that will facilitate large-scale future industrial development. Planning staff are generally satisfied that the establishment of the minimum parking rate of 1 space/90 m<sup>2</sup> (968.7 ft<sup>2</sup>) will ensure that sufficient parking is made available on site to accommodate future employees and patrons of the site and that the requested reduction represents the minimum parking spaces to be provided, with the option for the developer to add additional spaces if they anticipate a user that may require additional parking spaces. Staff have reviewed the information provided by the applicant with respect to parking requirements for nearby municipalities and note that the requested reduction for industrial use parking is in-line with (or in excess) of the following municipal parking standards:

City of Woodstock – Industrial Uses	1 space/200 m <sup>2</sup> (2,152.8 ft <sup>2</sup> ) gross floor area
City of St. Thomas – Industrial Uses	1 space/200 m <sup>2</sup> (2,152.8 ft <sup>2</sup> ) gross floor area
City of Brantford – Industrial Uses	1 space/100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) gross floor area

A further reduction to the office parking calculation has also been requested to permit a reduction from 1 space/20 m<sup>2</sup> (215.2 ft<sup>2</sup>) of gross floor area to 1 space/50 m<sup>2</sup> (538.2 ft<sup>2</sup>) of gross floor area for office uses accessory to industrial uses. Offices are permitted as accessory uses in the industrial zones in the Town's Zoning By-law. Accessory uses are defined to mean subordinate uses that are exclusively devoted to a main use, building or structure located on the same lot. Given accessory uses are required to be subordinate to the main industrial uses on the property, it is anticipated that they will be limited in size and not represent significant parking demand. Further, the parking spaces dedicated to accessory office space will be in addition to the other parking spaces on the subject lands dedicated to the industrial uses, resulting in sufficient number of spaces dedicated to the primary use on the subject lands. Given that office uses cannot be permitted as main or stand-alone uses, Planning staff are satisfied that the reduction to these parking requirements can be considered appropriate in this instance.

In general, Planning staff are of the opinion that the requested parking reduction strikes an appropriate balance between the need for sufficient on-site parking, in accordance with the policy direction of the PPS and the Official Plan, while avoiding an over-supply of parking spaces that will result in the unnecessary loss of greenspace and additional development lands on the site. In light of the foregoing, Planning staff are of the opinion that the requested reduction to parking to permit an industrial parking rate of 1 space/90 m<sup>2</sup> (968.7 ft<sup>2</sup>) for industrial uses and a parking rate of 1 space/50 m<sup>2</sup> (538.2 ft<sup>2</sup>) is consistent with the PPS and the Official Plan and can be supported from a planning perspective.

## RECOMMENDATION

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**It is recommended that Council of the Town of Ingersoll approve the zone change application submitted by 2862083 Ontario Inc. (MHBC Planning), for the lands described as Blocks 1,2,4,7 and 9-12 Plan 41M-398, to rezone the subject lands from 'Special General Industrial Zone (MG-9)' to an amended 'Special General Industrial Zone (MG-sp)' to permit a reduction to the parking rate for industrial and accessory office uses.**

## SIGNATURES

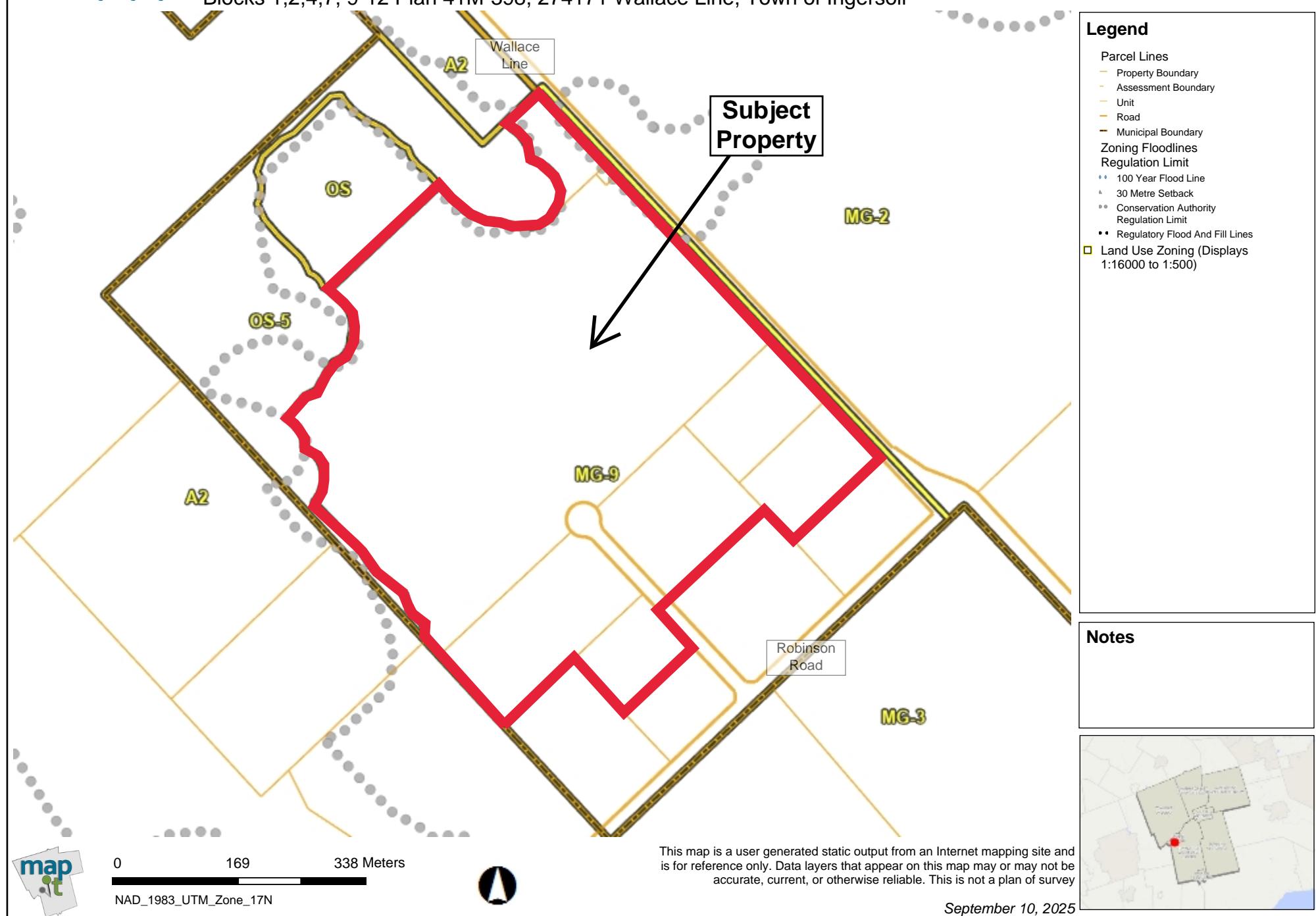
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**Authored by:**      *'original signed by'*

Heather St. Clair, MCIP, RPP  
Senior Development Planner

**Approved for submission:**      *'original signed by'*

Eric Gilbert, MCIP, RPP  
Manager of Development Planning





**Legend**

Parcel Lines

- Property Boundary
- Assessment Boundary
- Unit
- Road
- Municipal Boundary

Zoning Floodlines

Regulation Limit

- 100 Year Flood Line
- 30 Metre Setback
- Conservation Authority Regulation Limit
- Regulatory Flood And Fill Lines

Land Use Zoning (Displays 1:16000 to 1:500)

Notes



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

