

REPORT TO COUNTY COUNCIL

Application for Official Plan Amendment OP 25-09-6 - 1000419812 Ontario Inc.

To: Warden and Members of County Council

From: Director, Community Planning

RECOMMENDATIONS

1. That Oxford County Council approve the Official Plan Amendment application (OP 25-09-6), submitted by 1000419812 Ontario Inc., for the lands described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll, to redesignate the subject lands from 'Low Density Residential' to 'Open Space' and 'High Density Residential' with a site-specific policy to permit the development of five townhouse dwelling units on the subject lands.
2. And further, that Council approve the attached Amendment Number 353 to the County of Oxford Official Plan as well as the enacting By-law 6810-2026.

REPORT HIGHLIGHTS

- The Official Plan amendment is proposing to redesignate the subject lands from 'Low Density Residential' to 'High Density Residential' to permit the development of two new apartment buildings as well as a site-specific special policy to permit the development of 5 townhouse dwellings, for a total of 92 dwelling units on the property. An amendment to the 'Open Space' designation is also proposed to enlarge this area to reflect the floodplain buffer area associated with the Sutherland Creek.
- The proposal is consistent with the relevant policies of the Provincial Planning Statement and supports the strategic initiatives and objectives of the Official Plan with respect to residential development in a designated settlement area and can be supported from a planning perspective.

IMPLEMENTATION POINTS

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

Financial Impact

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

Communications

In accordance with the requirements of the *Planning Act*, Notice of Complete Application and Notice of Public Meeting were circulated to surrounding property owners on July 10, 2025 and notice of public meeting of Ingersoll Town Council was provided on November 18, 2025, and a public meeting of Ingersoll Town Council was held on December 8, 2025 to consider the application.

Various comments and concerns with respect to the proposal were received from the public, with a number of people also expressing concerns at the Town’s public meeting. These comments and concerns are outlined in further detail in the Comments section of this report.

2023-2026 STRATEGIC PLAN

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

The recommendations in this report supports the following strategic goals.

Strategic Plan Pillars and Goals

PILLAR 1	PILLAR 2	PILLAR 3
		
Promoting community vitality	Enhancing environmental sustainability	Fostering progressive government
<p>Goal 1.1 – 100% Housed</p> <p>Goal 1.2 – Sustainable infrastructure and development</p> <p>Goal 1.3 – Community health, safety and well-being</p>	<p>Goal 2.2 – Preserve and enhance our natural environment</p>	

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

DISCUSSION

Background

Owner: 1000419812 Ontario Inc.
399 North Town Line, Ingersoll ON, N5C 3J6

Agent: Urban Insights Inc., Ryan Mounsey
40 King Street South, Unit 301, Waterloo ON, N2J 1N8

Location:

The subject lands are described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll. The subject lands are located on the south side of North Town Line, lying between the 19th Line and Shelton Drive and have no current municipal address.

County of Oxford Official Plan

Existing:

Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential and Open Space
Schedule "I-2"	Residential Density Plan	Low Density Residential and Open Space

Proposed:

Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential and Open Space
Schedule "I-2"	Residential Density Plan	High Density Residential and Open Space

Proposal

The application for Official Plan amendment has been submitted to facilitate the construction of two new apartment buildings and a row of townhouses on the subject lands. Specifically, the application proposes the construction of a total of 92 dwelling units on the subject lands, consisting of:

- one six-storey apartment building on the north side of the property, containing 48 apartment units;
- one five-storey apartment building on the northeast side of the property, containing 39 apartment units; and
- a row of townhouses on the east side of the property, containing 5 dwelling units.

To facilitate the development, it is proposed that the lands be redesignated from 'Low Density Residential' to 'High Density Residential' in the Official Plan to allow for the proposed apartment buildings, with a site-specific special policy to permit the proposed 5 townhouse dwellings, to a maximum of two stories, in the high density residential designation, with all development to be located outside of the Regulated Floodplain Hazard Area associated with Sutherland Creek.

An associated application for zone change proposes to rezone the subject lands from 'Development Zone (D)' to 'Special Residential Type 4 Zone (R4-sp)' to facilitate the proposed development with special provisions to permit the proposed townhouses in the 'R4' zone and reductions to parking for the proposed apartment units.

The applicant has provided an updated Planning Justification Report (including a shadow study), an Environmental Site Assessment, a Functional Servicing Report, a Traffic Impact Study and an Environmental Impact Study, which have been reviewed by staff and the Town/County's traffic and environmental consultants. The applicant has also submitted revised conceptual site plan and it is noted that a detailed stormwater management plan would be required at the time of site plan approval (together with the full site submission including grading/servicing plans and landscaping/photometric plans).

The subject lands are approximately 2.72 ha (6.7 ac) in size and were previously occupied by a landscape business and garden centre. The subject lands are traversed by the Sutherland Creek and contain areas of flood and erosion hazards, regulated by the Upper Thames River Conservation Authority (UTRCA). Surrounding land uses consist of low-density residential uses to the south and east and agricultural lands in the Township of Zorra to the north and west.

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

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

Plate 3, Applicants' Revised Concept Sketch, illustrates the revised conceptual site plan with proposed building layout and parking area, as submitted by the applicants.

Comments

2024 Provincial Planning Statement (PPS)

The Provincial Planning Statement is a policy statement issued under Section 3 of the Planning Act that came into effect on October 20, 2024. In respect of the exercise of any authority that affects a planning matter, Section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policies 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 of the applicable policies.

Section 2.2 of the PPS provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the immediate area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

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 5.1 of the PPS provides that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards. Further, the PPS provides in Section 5.2 that planning authorities shall, in collaboration with conservation authorities where they exist, identify hazardous lands and sites and manage development in these areas, in accordance with provincial guidance.

To this end, development shall generally be directed to areas outside of hazardous lands adjacent river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards. Further, development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding and/or erosion hazards, unless it has been demonstrated that the site has safe access appropriate for the nature of the development.

Official Plan

Section 2.1.1 of the Official Plan provides that growth and development will be focused in settlement areas and their vitality and regeneration will be promoted. Development will be directed to settlements with centralized wastewater and water supply facilities to minimize risks of contamination to air, land, surface water and groundwater to preserve agricultural land and to reduce the cost of public service facilities and infrastructure. Settlements will be required to develop with land use patterns and a mix of uses and densities that efficiently use land and

resources, are appropriate for, and efficiently use, existing or planned infrastructure and public service facilities, support active transportation and minimize negative impacts to air quality and climate change and promote energy efficiency.

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

The subject lands are traversed by Sutherland Creek. The lands adjacent to the Sutherland Creek are designated 'Open Space' in the County's Official Plan due to the associated regulated flood plain and erosion hazard area and a portion of the lands in the southwest corner have been identified as Significantly Ecologically Important Woodlands.

It is an objective of the Official Plan to maintain and enhance important ecological functions such as the linking of Environmental Protection Areas, the storage and filtration of ground and surface water and soil conservation and to recognize the role of these lands having natural constraints to development in the conservation of the natural environment and to provide opportunities for both active recreation and passive enjoyment of the environment in its natural state. No new development is proposed within this area. However, given the presence of the woodlands, an Environmental Impact Study was provided in accordance with Section 3.2.6 of the Official Plan.

Section 9.2 provides that it is a strategic approach of the Official Plan to accommodate the present and future demand for housing in Ingersoll through the efficient use of vacant, residentially-designated lands, including underutilized parcels in built-up areas and existing housing stock in all neighbourhoods, with the objective of also reducing energy consumption, decreasing the financial burden of underutilized municipal services and relieving pressure for development of natural areas.

These policies are also intended to facilitate a choice of housing type, tenure, cost and location to meet the changing needs of all types of households by providing for a variety and mix of housing options throughout the Town, while ensuring that new housing is of a human scale and is sensitive to and improves the existing physical character of the area, using the criteria established in the Official Plan to guide new development. This Section further supports the promotion of compact urban form and intensification as a means of maximizing the use of existing services, promoting energy efficiency and protecting agricultural lands and natural areas.

Further, Section 9.2.2.2 provides policy direction for residential tenure mix, and states that it is an objective of the Official Plan to promote a range of tenure forms throughout the Town, consistent with demand and to maintain an appropriate supply of affordable rental and ownership housing, while recognizing that housing needs to be suitably maintained and adequate for habitation.

Town Council shall encourage the creation of housing opportunities that may result in a mix of tenure forms and such encouragement will include the provision of opportunities for the development of a variety of housing forms in newly developing areas and by permitting sensitive infilling and accessory apartments in built-up areas.

It is further an objective of the Official Plan to promote residential intensification in appropriate locations to make more efficient use of existing land, infrastructure and public services. Residential intensification is permitted within residential areas of the Town, subject to compliance with the policies of the associated land use designations pertaining to the density, form and scale of residential development proposed. It is not intended that residential intensification will occur uniformly throughout the Town. The location and form of residential intensification will be determined by the policies of the various land use designations, with the intention of permitting smaller scale developments in areas designated as Low Density Residential, while directing larger scale projects to areas designated as Medium or High Density Residential and the Central Area.

The majority of the subject lands are designated 'Residential' on Schedule 'I-1' of the Official Plan. Residential areas are those lands primarily designated for housing purposes which may also include other land uses which are integral to and supportive of a residential environment. Within the Residential area, housing will include the full range of dwelling types from detached homes to apartment dwellings. In order to provide opportunities for the development of a broad range of dwelling types, to facilitate the efficient use of residentially designated land and to provide for compatibility between housing of different residential densities, three categories of residential land uses are identified in the Official Plan; Low, Medium and High Density, and are differentiated according to function, permitted uses, locational criteria and scale of development.

It is an objective for all residential designations to provide for a supply of residential land that is sufficient to accommodate the anticipated demand for a broad range of new dwelling types over the planning period through intensification and if necessary, designated growth areas and to support the provision of a choice of dwelling types according to location, size, cost, tenure, design and accessibility and to designate lands for a range of densities and structural types throughout the Town to satisfy a broad range of housing requirements.

Orderly development within Residential areas shall be established by directing the expansion of residential development to appropriate areas according to the availability of municipal services, soil condition, topographic features, environmental constraints and in a form which can be integrated with established land use patterns, while ensuring that approvals for residential development are consistent with servicing capabilities and providing for the efficient allocation of municipal infrastructure to ensure that the expansion of services does not occur prematurely.

It is also an objective of the Official Plan to facilitate the efficient use of the existing housing stock, underutilized residential parcels and vacant land designated as Residential to accommodate the future demand for housing and to reduce energy consumption, efficiently utilize municipal services and maximize public open space opportunities. Council shall also be satisfied that the built form, massing and profile of new housing is well integrated and compatible with existing housing and that a compatible transition between lands of different residential densities is achieved.

The application proposes to redesignate the subject lands to 'High Density Residential' to facilitate the construction of the proposed apartment buildings. High Density Residential areas are those lands primarily developed or planned for a limited range of intensive, large-scale, multiple unit residential development. This designation shall be applied in a localized and site-specific manner in locations where high density, high-rise development can:

- result in the preservation of features of the natural environment which may otherwise be compromised with more dispersed low rise development, or;

- result in the efficient use of land which may be difficult to develop at lower residential density due to the presence of environmental constraints and the cost of mitigating such constraints, or;
- constitute community landmarks or reference points, or;
- support the viability and functionality of the Central Area.

The height and density limitations applicable to the various forms of development allowed in the High Density Residential area shall be determined on the basis of the nature, character and scale of adjacent land uses. Height and density limitations will be specified in the Zoning By-law and may vary from location to location. Unless there are specific site or area characteristics which favour higher limits, net residential density will normally not exceed 111 units per hectare (45 units per acre). Under no circumstance shall development within a High Density Residential area be less than 63 units per hectare (26 units per acre) without an amendment to the Official Plan.

The Official Plan provides that in addition to areas predominately composed of existing or planned High Density Residential areas, any further designations will be consistent with the following location criteria:

- sites which abut arterial or collector roads and will have direct access to the arterial or collector road;
- on vacant or under-utilized sites adjacent to development which is already built at medium or high densities;
- close to shopping, recreation, cultural and community facilities;
- within or near the periphery of the Central Area in accordance with the policies of Section 9.3.2.3.

High Density Residential development will generally be discouraged adjacent to Low Density Residential development, except where such low density development is proposed for redevelopment to higher density land uses or where considerable separation between Low Density Residential areas and the proposed high density development exists.

Any lands proposed for High Density Residential development not identified on Schedule I-2 of the Official Plan will require an amendment to the Official Plan. In addition to the location policies outlined in this Section, when considering proposals to designate lands for High Density Residential development, Town Council and County Council will be guided by the following site specific criteria:

- the size, configuration and topography of the site is such that there is sufficient flexibility for site design to mitigate adverse effects on the amenities and character of any adjacent residential development through adequate setbacks, buffering and screening;
- the development results in a gradual transition from low profile residential buildings to higher profile residential buildings and vice versa;
- the location of vehicular access points and the likely effects of the traffic generated by the proposal on public streets has been assessed and is acceptable;

- adequate service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed development;
- adequate off-street parking and outdoor amenity areas can be provided;
- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed development will be addressed and mitigated as outlined in Section 3.2.

Section 9.2.7 – Site Design Policies for Multiple Unit Residential Development, provides detailed site design guidance to ensure that multiple unit residential development provides a high quality of life for residents, and that consistent design standards are applied to new multiple unit residential development.

Town of Ingersoll Zoning By-Law:

The subject lands are zoned ‘Development Zone (D)’ in the Town of Ingersoll Zoning By-law, which is intended to act as an interim zone to prohibit development until such time as a detailed application for development is submitted for review.

The accompanying zone change application proposes to rezone the subject lands from the ‘Development Zone (D)’ to ‘Special Residential Type 4 Zone (R4-sp)’, which permits the development of an apartment building. Site specific development provisions have also been requested to facilitate the proposed development, as follows;

- To allow for townhouse dwellings, consisting of 5 dwelling units, as well as any ancillary uses thereto, to a maximum height of two storeys;
- A reduction in the minimum parking requirement from 1.5 spaces per unit to 1.3 spaces per unit for apartment dwellings and inclusion of accessible parking spaces in the required number of parking spaces.

The lands adjacent to Sutherland Creek are proposed to be rezoned from ‘Development Zone (D)’ to ‘Open Space Zone (OS)’ to restrict development within the Regulatory Floodplain Area.

Agency Comments:

The applications were circulated to those agencies considered to have an interest in the proposal.

The Upper Thames River Conservation Authority has commented that they have no objections to the proposed development, however they recommend that the extent of the Open Space designation and the ‘Open Space’ zoning align with both the 6 m (19.6 ft) setback from the Floodplain Hazard and the 15 m (49.2 ft) buffer from the wetland features and that they will be involved in the review of the stormwater management plan as part of future approval processes.

Canada Post commented that the proposal will be serviced by a developer installed Centralized Lock Box Assembly.

The Oxford County Public Works Department indicated that they have no comments regarding the applications for Official Plan amendment and zone change, however they did provide a list of technical requirements for the applicants’ consideration at the time of site plan submission,

including the requirement for a blanket easement for the operation and maintenance of the proposed sewage pumping station.

The Town of Ingersoll Building Department commented that considerations such as appropriate snow storage and garbage collection areas will need to be addressed prior to the issuance of site plan approval.

The Town of Ingersoll Engineering Department commented that they have no objection to the applications for Official Plan amendment and zone change and provided a number of technical comments that will be applied as part of the site plan approval process, if approved.

Town of Ingersoll Council:

Ingersoll Town Council considered the applications at their public meeting on December 8, 2025 and recommended support of the proposed Official Plan amendment at their regular meeting on March 9, 2026, at which time they also approved the proposed rezoning, in principle.

Public Consultation:

Notice of complete application regarding the proposed Official Plan amendment and Zone Change was provided to surrounding property owners in accordance with the requirements of the Planning Act on July 10, 2025 and notice of public meeting was provided on November 18, 2025. Ingersoll Town Council held a public meeting to hear comments from the public regarding the application on December 8, 2025.

As of the writing of this report, a number of letters have been received with concerns regarding the proposal which have been attached to this report. It is also noted that the applicants held a separate open house for the purpose of providing information to the public and obtaining feedback, separate from the County and Town's public process under the *Planning Act*.

Summarized, concerns received at the public meeting included:

- The location of the proposed use is not appropriate, should rather be direct toward the downtown area;
- The proposal is not welcome within the existing area;
- The lands are located within the floodplain;
- The development will negatively impact the environmental features on the site;
- There will not be sufficient space for emergency vehicles;
- Traffic impacts on North Town Line;
- Noise and light studies should be provided;
- Negative impact to the residential uses along Shelton Drive, loss of privacy;
- Decrease in property values; and
- Location of children's play area adjacent to the floodplain.

Planning Analysis:

The proposed Official Plan amendment has been requested to facilitate the development of one six-storey apartment building, one five-storey apartment building, and five two-storey townhouse units, totaling 92 proposed dwelling units on the subject lands. In support of the amended proposal, the applicants have provided updated technical studies, as detailed below.

Transportation and Parking Study:

The applicants submitted a Transportation Impact Study in support of the proposal, which was peer reviewed and updated to reflect the revised site plan considerations. The Transportation Study assessed the existing road network and traffic volumes, as well as anticipated traffic volumes during morning and afternoon peak hours and evaluated the site lines and performance of the local road network to a 5 year planning horizon (2031). The Transportation Study also reviewed the proposed site plan for functionality, vehicle circulation, emergency access, and parking supply and layout.

This study was subsequently peer reviewed by Paradigm Transportation Consultants who concurred with the results of the submitted Transportation Study and that the proposed access and parking supply would be sufficient to accommodate the proposed development. This included review of the need for a left turn lane, which was determined not to be warranted by both the applicants' consulting engineer and the Town's peer reviewing engineer. To this end, it is noted that the Town Engineering Department has indicated that the urbanization of North Town Line to the proposed entrance to the subject lands will be required, to the satisfaction of the Town. This could include (but not be limited to) the widening of the road allowance and the installation of sidewalks and curb and gutters.

A parking assessment was also submitted and peer reviewed to support the applicants' request for a parking reduction. The parking calculation has been broken out into two parts; parking requirements for the proposed apartment buildings and parking requirements for the proposed townhouses. Based on the revised site plan submitted, the proposed townhouses will provide for the required 2 spaces per unit by way of a private driveway and attached garage for each unit. Based on the Zoning By-law provisions staff are satisfied that the proposed townhouses comply with the zoning requirements for parking.

The applicants are proposing a reduction to the parking requirements as they apply to the apartment dwellings from the required 1.5 spaces per unit to 1.3 spaces per unit and have requested that accessible parking spaces be included in the overall parking calculation. This would result in a total of 126 parking spaces proposed on site for the apartment dwellings, 12 of which would be for visitor parking and 5 of which would be for accessible parking spaces. The parking study concluded that the proposed rate would be sufficient to accommodate the proposed development and provided some additional parking strategies to off-set any concerns the Town may have with respect to parking, including an 'unbundled' approach, whereby parking spaces are rented or allocated separately from residential units, rather than being assigned to every dwelling. Under this approach, residents who require parking would be provided the required number of spaces, while residents who do not require parking (or multiple spaces) would not be obligated to pay for unused parking.

Environmental Impact Study

The applicants submitted an Environmental Impact Study (EIS) which was peer reviewed and updated to reflect the revised proposal. The EIS provided characterization of the existing natural heritage conditions and identified natural feature constraints on the subject lands and assessed potential impacts that the proposed development may have on these features. The EIS was prepared in consultation with the Upper Thames River Conservation Authority and the County's ecological consultant.

The EIS recommended that buffers be applied to the natural features on the site to ensure preservation of the environmental areas. Additional mitigation measures such as the preparation of a Tree Protection Plan, Erosion and Sediment Control Plan, and development windows for vegetation and structure removal have also been recommended to ensure that impacts to the natural features and local species are avoided. The EIS provided a summary of avoidance and mitigation measures to be implemented as part of future development approvals.

Preliminary Functional Servicing Report

The applicants have also provided a Preliminary Functional Servicing Report, which was updated to reflect the revised development proposal, and concludes that adequate services are available to support the proposal and provides recommendations to be incorporated into the future detailed design phase. Based on this report, stormwater management would be accommodated by roof storage and a detention tank, which would be subject to further review prior to the Town issuing any approvals for development. This further review would include confirmation that the development will meet the quantity and quality criteria of the UTRCA and the Town with the post-development flow not to exceed the pre-development peak flows.

Site grading will include the use of retaining walls along the southerly boundary of the development area to accommodate the proposed parking areas, while sanitary servicing is proposed via a sanitary pumping station, to be pumped to the existing gravity sewer system that was constructed for the Shelton Drive subdivision to the east. The sanitary pumping station will be owned, operated and maintained by Oxford County Public Works. Watermain connection to the site is proposed to the existing watermain on North Town Line West and will service any required internal fire hydrants on site and the proposed buildings, with the apartment buildings proposed to be sprinklered.

The Preliminary Functional Servicing Report has been reviewed by both Town Engineering Staff and Oxford County Public Works Staff who did not identify any concerns with the proposal. Additional reports will be required prior to the issuance of any further development approvals from the Town, including a geotechnical investigation and a detailed Functional Servicing Report, to the satisfaction of the Town and County.

Updated Shadow Analysis

The applicants have also provided an updated Planning Justification Report, which includes an updated Sun-Shadow Study to demonstrate how the proposed development will impact neighbouring properties with respect to shadowing. The revised design concept shows that there will be shadowing impacts on the residential properties along North Town Line (to the east of the subject lands) during the hours of 4:00-6:00 PM during the Spring Equinox, limited shadowing on

the residential parcel to the immediate east during the hours of 5:00-7:00 PM, during the Summer Solstice, and shadowing during the hours of 4:00-6:00 PM during the Fall Equinox.

While the Town or County do not have specific guidelines for shadowing, the City of Waterloo's guidelines, which are used for reference, provide that at least 50% of a property should not be shaded for more than a 4 hour period of the day and at least 50% of a property should be in full sun for a least 4 hours in a day.

Based on the shadow study provided by the applicants, the anticipated shadowing on neighbouring properties would be considered acceptable in accordance with the City of Waterloo's guidelines, which Planning staff consider to be appropriate.

Provincial Planning Statement (PPS)

Planning staff have reviewed the application under the policy direction of the PPS and are generally satisfied that the proposal is in-keeping with PPS policy objectives. Specifically, staff are of the opinion that the proposal will aid in providing additional housing options for the Town to assist in meeting the social, health, economic and well-being requirements of current and future residents. Further, staff are of the opinion that the proposal represents residential intensification that will promote increased density to efficiently use land, resources, infrastructure and public service facilities, which is consistent with the policy objectives of the PPS.

The PPS provides that development shall be directed away from areas of natural or human made hazard where there is an unacceptable risk to public health and safety or of property damage and that all development shall be directed to areas outside hazardous lands adjacent to rivers or streams which are impacted by flooding hazards or erosion. To address this, the applicants have provided an Environmental Impact Study, as detailed above, to review the impact the proposed development may have on the environmental features on the property and to confirm that all development will be located outside of these hazard areas. The study has been reviewed by both the Upper Thames River Conservation Authority and the County's consulting ecologist who have indicated that they are satisfied that the proposed development will be sufficiently located outside of these natural features and hazard areas. Based on this, staff are satisfied that the application complies with the policy direction of Section 5 of the PPS.

Official Plan

The application proposes to redesignate the subject lands from 'Low Density Residential' to 'High Density Residential', with a special policy to permit the proposed two-storey townhouse dwelling units. The Official Plan provides that development is to be directed to settlement areas where centralized water and wastewater facilities are available to minimize risk to air, land, surface water and groundwater and to preserve agricultural land and reduce the cost of public services facilities and infrastructure. Planning staff are of the opinion that the proposed development will contribute toward this goal and facilitate a residential density that will efficiently utilize land and existing infrastructure and public services facilities within the Town.

It is a strategic approach of the Official Plan to accommodate the current and future demand for housing through the efficient use of vacant, residentially designated lands, including underutilized parcels in all neighbourhoods. The policies are also intended to facilitate a choice of housing type, tenure, cost and location to facilitate the needs of all types of households, by providing a variety

and mix of housing options throughout the Town. Staff are of the opinion that the proposal will efficiently utilize an existing underutilized parcel within the settlement boundary that will assist in providing residents with a greater choice of housing type and location. Based on this, staff are of the opinion that the proposal complies with the residential intensification policies outlined in the Official Plan.

While the Official Plan provides that larger scale developments are to be directed to areas designated as Medium or High Density Residential or the Central Area, staff note that there are limited areas within the Town that are currently vacant and designated as 'High Density Residential' to facilitate new high density residential development. Further the policies of the Official Plan are not intended to limit new high density residential development to strictly the Central Area, which also has limited opportunity to facilitate new high density residential development due to natural and man-made environmental constraints and limited available vacant sites. As such, staff recognize that in order to facilitate new high density residential development, consideration can be given to lands outside of the Central Area, provided it complies with the locational criteria in Section 9.2.6 of the Official Plan.

To this end, the subject lands are located on a collector road. While it is recognized that there are limited public service facilities in close proximity, which does not directly align with the locational criteria for High Density Residential designations, staff are of the opinion that the development of apartment rental options and providing for a variety and mix of housing options through the Town is of a sufficient benefit to justify the proposed development at this location. Further, as discussed above, sufficient on-site parking will be available to provide residents the ability to access public service facilities and other services through the use of personal transportation options. As such, notwithstanding the locational criteria for new High Density Residential designations, Planning staff are of the opinion that the given the proposal will facilitate the establishment of new residential rental housing, which is a priority objective, it can be considered appropriate in this instance. Further, the unconstrained area of the subject lands is approximately 1 ha (2.47 ac) in area. The development of 92 new dwelling units would result in a net residential density of 92 units per ha (38 units per ac), which is within the intended density target for High Density Residential areas and would allow for the efficient use of the developable area of the site.

Section 9.2.6 of the Official Plan provides that new high density residential development shall generally be discouraged adjacent to low density housing forms. To address this, the applicants are proposing the development of five two-storey townhouse units on the east side of the subject lands, adjacent to the majority of the low density housing forms in the immediate area. Planning staff are of the opinion that this will have the effect of providing an appropriate transition from the low density housing forms to the east (along Shelton Drive), to the proposed five and six-storey apartment building, to the west. Based on this, Planning staff are of the opinion that the development will appropriately mitigate potential adverse impacts on the adjacent residential uses by way of the proposed intervening low-rise development on the east side of the subject lands. This low-rise development will be compliant with the required setbacks, lessening any potential impacts on the rear yards of the residents along Shelton Drive, and resulting in a suitable transition from low profile residential buildings to higher profile development on the west side of the property. While it is noted that one single detached dwelling with frontage on North Town Line will continue to be directly adjacent to the proposed apartment building, the applicant has provided a shadow study to demonstrate that shadowing impacts will be within acceptable industry standards and, overall, the revised proposal significantly reduces the degree of potential impact on neighbouring low density uses from the initial proposed design.

Further, as noted through the analysis of the Transportation Study, the vehicle access points and anticipated traffic impacts have been assessed and determined to be acceptable, and sufficient parking will be provided on site. One comment of concern was received with respect to light impacts from vehicles on the neighbours to the north, to which staff advise that site plan control tools are available to mitigate these concerns through the requirement for fencing and vegetative screening. Further staff are satisfied that adequate services will be provided, as well as sufficient amenity area, and the potential impacts on environmental features have been addressed and appropriately managed. As such, staff are satisfied that the site specific evaluation criteria of Section 9.2.6 of the Official Plan can be met.

With respect to the environmental features on the property associated with the Sutherland Creek, the applicant has completed the necessary environmental impact study to demonstrate that all proposed development will be outside of these natural heritage and natural hazard features and will not result in any negative impact to these features, consistent with the policy direction of the Official Plan. In order to ensure that no development encroaches into this area, Planning staff, in consultation with the Upper Thames River Conservation Authority, are recommending that the existing area designated 'Open Space' be expanded to reflect the extent of the hazard area associated with the Sutherland Creek, plus a 6 m (19.6 ft) erosion buffer area and a 15 m (49.2 ft) buffer from the wetland areas, as identified and confirmed in the EIS. In addition to these additional setbacks, various other measures will be implemented to restore and enhance the natural heritage areas on the site, including planting of the buffers and surrounding areas with native woody and herbaceous species (i.e. to further stabilize the soil, increase native tree cover, and enhance wildlife habitat).

Zoning By-Law

The proposed zoning will appropriately implement the requested density for the site, while providing for an appropriate transition in scale of development to the neighbouring low density residential uses. To ensure that the proposed low density housing form is established on the east side of the subject lands, an additional special provision has been included in the amending By-law to ensure development on the east side of the property is restricted to the proposed townhouse dwellings only.

The area of land containing the Sutherland Creek and the 6 m (19.6 ft) buffer, together with the 15 m (49.2 ft) buffer surrounding the wetland area are to be rezoned from 'Development Zone (D)' to 'Open Space Zone (OS)' to ensure all development occurs outside of the area regulated by the Upper Thames River Conservation Authority.

The proposal appears to comply with all the other requirements of the 'R4' zone, including the required area for an outdoor children's playground. It is noted that, based on the site sketch provided by the applicants, the proposed play area will be fenced on the south side which will address a concern that was brought forward at the public meeting.

CONCLUSIONS

Overall, Planning staff are of the opinion that the proposal is consistent with the policy direction of the Provincial Planning Statement respecting residential intensification within a settlement area. Staff are further of the opinion that the proposal supports the strategic initiatives and objectives

of the Official Plan with respect to high density residential development and the avoidance of natural hazard and heritage features and staff are recommending support of the application.

SIGNATURES

Report author:

Original signed by _____

Heather St. Clair, MCIP, RPP
Senior Development Planner

Departmental approval:

Original signed by _____

Eric Gilbert, MCIP, RPP
Manager of Development Planning

Original signed by _____

Paul Michiels
Director, Community Planning

Approved for submission:

Original signed by _____

Benjamin R. Addley
Chief Administrative Officer

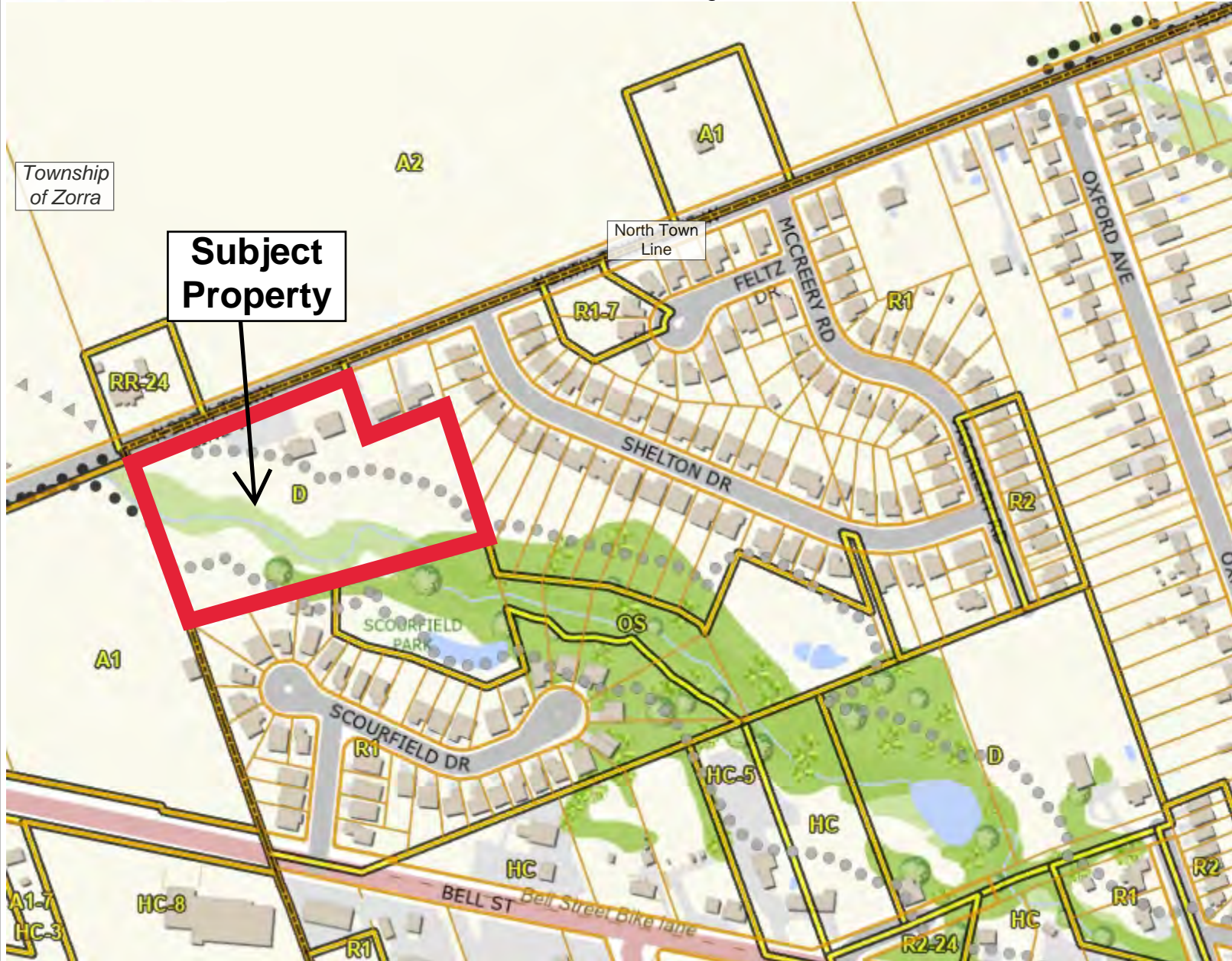
ATTACHMENTS

- Attachment 1 – Plate 1, Location Map with Existing Zoning
- Attachment 2 – Plate 2, Aerial Photo (2020)
- Attachment 3 – Plate 3, Applicant’s Revised Concept Sketch
- Attachment 4 – Public Comments
- Attachment 5 – Official Plan Amendment, OPA 353

Plate 1: Location Map with Existing Zoning

File Nos.: OP 25-09-6 & ZN 6-25-04 - 1000419812 Ontario Inc. (Urban Insights Inc.)

Part Lot 291, Block 99, Plan 279, Town of Ingersoll



Township of Zorra

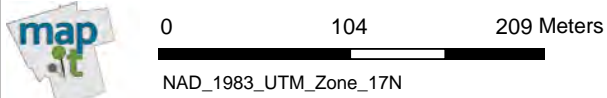
Subject Property

North Town Line

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

July 7, 2025



Legend

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

Notes



0 42 85 Meters

NAD_1983_UTM_Zone_17N



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

November 24, 2025

EXISTING ZONING D PROPOSED ZONING R4 (2) APARTMENT BUILDINGS - 87 UNITS TOTAL (1) 1-STORY TOWNHOUSE BLOCK - 5 UNITS TOTAL		
	REQUIRED	PROPOSED
LOT AREA (MINIMUM)	110 sq.m. / UNIT 87x110 = 9,570 sq.m.	27,269 sq.m./2.72 ha
LOT FRONTAGE (MINIMUM)	20 m	166.60 m
BUILDING HEIGHT (MAXIMUM)	6 STOREYS	5 & 6 STOREYS
FRONT YARD (MINIMUM)	7.5 m	7.5 m
EXTERIOR SIDE YARD (MINIMUM)	7.5 m	N/A
INTERIOR SIDE YARD (MINIMUM)	6.0 m	6.0 m
REAR YARD (MINIMUM)	10.0 m	31.76 m
BETWEEN BUILDINGS (MINIMUM)	18.0 m	43.5 m
LOT COVERAGE (MAXIMUM)	40%	1,915 sq.m (7.02%)
LANDSCAPE OPEN SPACE (MIN.)	30%	20,820.78 sq.m (76.35%)



PARKING REQUIREMENTS:

REQUIRED (APARTMENT BLDGS):
 TENANT SPACES REQUIRED = 1.5 SPACES / 87 UNITS = 131 SPACES
 VISITOR SPACES REQUIRED = 1 / 10 REQUIRED SPACES = 14 SPACES
 TOTAL SPACES REQUIRED = 145 SPACES

PROVIDED (APARTMENT BLDGS):
 TENANT SPACES PROVIDED = 114 SPACES (1.31 SPACES / UNIT)
 VISITOR SPACES PROVIDED = 12 SPACES (6 PER BUILDING)
 TOTAL PARKING = 126 SPACES

PROVIDED (TOWNS):
 INTERIOR PARKING (GARAGES) = 5 SPACES
 EXTERIOR PARKING (DRIVEWAYS) = 5 SPACES

BARRIER FREE PARKING REQUIREMENTS:

REQUIRED:
 3% OF REQUIRED TENANT PARKING SPACES = 131 x 3% = 4 SPACES
 PLUS 1 SPACE = 5 SPACES TOTAL

REQUIRED TYPE 'A' SPACES = 2 SPACES
REQUIRED TYPE 'B' SPACES = 3 SPACES

PROVIDED:
 TYPE 'A' SPACES = 2 SPACES
 TYPE 'B' SPACES = 3 SPACES

CHILDREN'S OUTDOOR PLAY AREA REQUIREMENTS:

REQUIRED:
 1.0 sq.m / 2-BEDROOM UNIT OR MINIMUM 50 sq.m
 1.0 sq.m x (49) 2-BEDROOM UNITS = 49.0 sq.m
 THEREFORE 50 sq.m MINIMUM IS REQUIRED.

PROVIDED:
 87.0 sq.m

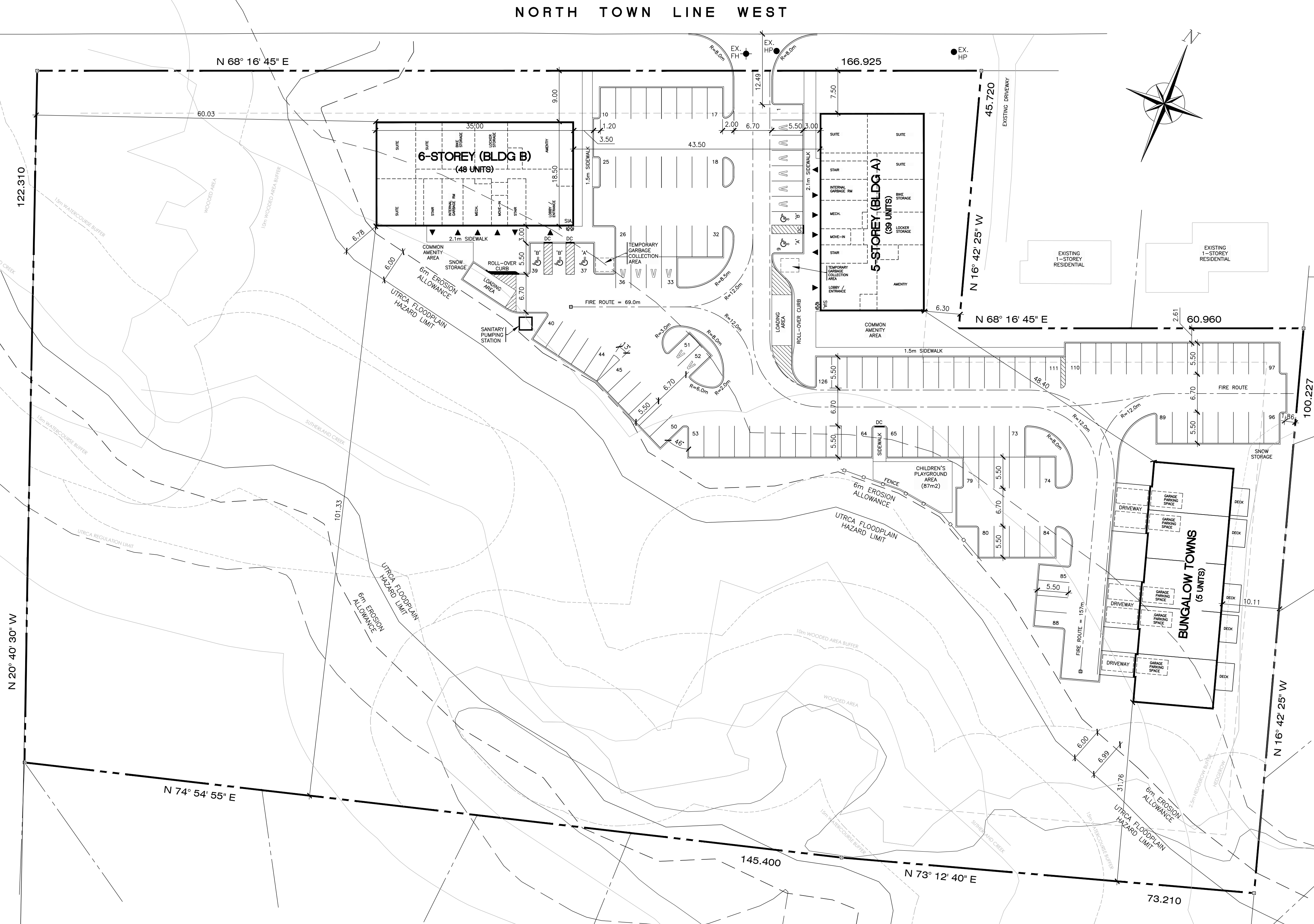
WASTE DATA:

GARBAGE & RECYCLING WILL BE COLLECTED BY THE MUNICIPALITY.
 GARBAGE & RECYCLING WILL BE LOCATED AND STORED WITHIN AN INTERNAL GARBAGE ROOM WITHIN EACH BUILDING. ON COLLECTION DAY GARBAGE BINS AND RECYCLING CARTS WILL BE TEMPORARILY ROLLED OUT TO SPECIFIED COLLECTION AREAS FOR MUNICIPAL COLLECTION. SINCE EMPTY THE BINS WILL BE ROLLED BACK INTO THE INTERNAL GARBAGE ROOMS. NO GARBAGE IS TO BE STORED OUTDOORS, EXCEPT TEMPORARILY FOR COLLECTION PURPOSES.

SANITARY PUMPING STATION EASEMENT:

BLANKET EASEMENT TO PROVIDE ACCESS IN FAVOUR OF OXFORD COUNTY TO OPERATE AND MAINTAIN THE SANITARY PUMPING STATION

- LEGEND:**
- IRON BAR
 - PROPERTY LINE
 - SETBACK LINE
 - FLOODWAY BOUNDARY
 - 6.0m WIDE FIRE ROUTE
 - MAN DOOR ENTRANCE / EXIT.
 - FIRE HYDRANT
 - BARRIER FREE PARKING SIGN
 - FIRE DEPARTMENT CONNECTION
 - HYDRO POLE
 - VISITOR PARKING SPACE



User Defined

Project Information

ALI FARAHANI
 TOWNLINE APARTMENTS
 399 NORTH TOWN LINE WEST, INGERSOLL, ON

Set Issuance

No.	Date	Description
6	2025-08-21	REVIEW / COORDINATION
7	2025-09-04	REVIEW / COORDINATION
8	2025-12-23	REVIEW / COORDINATION
9	2026-01-06	REVIEW / COORDINATION
10	2026-01-09	REVIEW / COORDINATION
11	2026-01-13	REVIEW / COORDINATION
12	2026-01-16	REVIEW / COORDINATION
13	2026-02-13	REVIEW / COORDINATION

Sheet Information

SITE PLAN

Project No. 15956
 Project Start Date: FEB 2025
 File: 399 NTL W-Mixed Product_Site Plan.dwg
 Drawn by: BH
 Scale: 1:400

PRELIMINARY
A1.0

Plate 3: Applicants' Revised Concept Sketch
 File Nos.: OP 25-09-6 & ZN 6-25-04 - 1000419812 Ontario Inc. (Urban Insights Inc.)
 Part Lot 291, Block 99, Plan 279, Town of Ingersoll

P:\1-Projects\1-RC\2025_RESIDENTIAL\20_Small-Bldg_3\Ali Farahani\399 North Town Line West, Ingersoll (Apartment)\Design Development\

RE PART LOT 291 BLOCK 99 PLAN
279 in town of INGERSOLL

GERALD TARPIN

JOAN TARPIN

Town Council meeting
MARCH 9 2026 6 PM.

UPON VIEWING THE PROPOSED SITE
PLAN IT IS VERY OBVIOUS THAT
THIS AREA IS GROSSLY INADEQUATE
FOR THIS DEVELOPMENT.

IF THIS SITE IS SUFFICIENT IN
AREA THERE WILL BE NO NEED
FOR AMENDMENTS OR ZONING CHANGES

THIS SITE IS ADJACENT TO MY
PROPERTY IT WILL DEVALUE MY
PROPERTY.

PROPOSED NORTH EAST PARKING
LOT WILL SHINE CAR LIGHTS
DIRECTLY INTO MY HOME.

THERE WILL BE EXCESSIVE NOISE
FROM VEHICLES COMING + GOING
NIGHT + DAY.

ANY DEVELOPMENT ON THIS SITE IS
GOING TO CAUSE STRESS FOR EXISTING
WILD LIFE - DEER DUCKS HAWKS OWLS
RABBITS RACOONS SQUIRRELS
CHIPMUNKS AND FOXES. THIS SITE IS
USED FOR NESTING + RAISING YOUNG
OVER.

PAGE 2.

SITE PLAN SHOWS VERY LITTLE GREEN SPACE.

How IS Run OFF GOING TO BE CONTAINED + TREATED.

WHAT KEEPS CHILDREN FROM THE DANGER OF THE EXISTING WATER WAY.

SNOW STORAGE AREA ARE GROSSLY INADEQUATE.

TOWN SEWER TREATMENT PLANT WOULD BE ADVERSELY AFFECTED.

WATER RESTRICTIONS MAY 1 TO AUG 31. THIS WILL ADD MORE PROBLEMS FOR THE WATER SYSTEM.

MORE TRAFFIC ON NORTH TOWN LINE WEST. ~~DE~~ACCELERATION + ACCELERATION LANES ARE NEEDED.

CHILDREN'S PLAY AREA IS SMALL

PARKING SPACES ARE LOW IN SIZE + NUMBERS FOR THE # OF UNITS PROPOSED WHY ARE MAKING LESS SPACES + SMALLER.

THE PROPOSED HEIGHT OF THE BUILDINGS DOES NOT CORRESPOND
OVER FOR PAGE 3

PAGE 3.

WITH THOSE OF SURROUNDING
AREA.

GERALD TURPIN
JOAN THORNTON



From: [Planning](#)
To: [Heather St. Clair](#)
Subject: FW: OP 25-09-6 and ZN 6-25-04 - 1000419812 Ontario Inc
Date: March 4, 2026 12:48:20 PM
Attachments: [Bridge to encampment.jpeg](#)
[erosion at bridge.jpeg](#)
[exit to the Thames.jpeg](#)

From: Tim Lobzun [REDACTED]
Sent: Wednesday, March 4, 2026 12:35 PM
To: Planning <planning@oxfordcounty.ca>; Danielle Richard <danielle.richard@ingersoll.ca>
Subject: OP 25-09-6 and ZN 6-25-04 - 1000419812 Ontario Inc

You don't often get email from [REDACTED]. [Learn why this is important](#)

I have some concerns further to this application.

I noted that in the last report to council the storm water management design was suggested to be dealt with in site plan pending planning approval.

I had a call from a resident downstream that has some concerns he has expressed to the Town and UTRCA regarding flooding on his property on Wonham South due to a restriction of the culvert that Sutherland Creek flows through. His concern was that the volumes of runoff from the above proposed development would increase the floodwater in his yard and could impact his foundation and garage. I do not know if he followed up with staff.

I was curious though and I went for a walk along where Sutherland Creek flows under Victoria Street and on down to the Thames river. The creek actually flows underground for a fair distance and exits the other side of the CN Tracks and merges with Murphy Creek and exits to the Thames river -

[Microsoft Word - Executive Summary Cover.doc](#) < There is a good map from 2007 that shows the SWM ponds in the area of the proposed development

7 or 8 years ago there was an interest I was involved in to bring a pump track to Ingersoll and the lands on the North side of the river was explored. In the meeting a bridge across the creek where it exits the Thames was pondered. It was estimated that the span was 14 feet and a deck of 20 feet would be ideal.

There are now two bridges leading to an encampment due to the erosion from the creek. I am not an engineer but my first 30 plus years here, this creek was rather stable in its banks and one could easily jump from one side to the other. I would surmise that the erosion is due to the hard surface development in this watershed and that approving the application without seeing a SWM plan is premature to good forward looking planning especially when this property does not seem to have available space for an SWM pond and the topography does not seem friendly to piping it to the Scourfield SWM pond. I think the downstream neighbours deserve to know there is a plan

I have attached some photos - Left is the bridge over the creek - likely 40 feet - The centre photo shows the width of the creek and the right photo is where this all exits to the Thames River. I did not take a photo of the other bridge but you must cross both to reach the encampment.

I suggest that the application be deferred until a SWM plan is presented to council and the UTRCA.

Tim Lobzun

[REDACTED]

Ingersoll, Ontario

[REDACTED]







From: [James Harris](#)
To: [Planning](#)
Subject: Applicant Name: Urban Insights Inc. C/O Ryan Mounsey - File Nos: OP 25-09-6 and ZN 6-25-04
Date: August 28, 2025 1:05:55 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

Good afternoon Heather,

I am emailing today with regards to File No. OP 25-09-6 and ZN 6-25-04. As per the notice that I received, there is a proposal for 2 six storey apartment buildings to be built on North Town Line. I am looking for information on other 6+ storey apartment buildings that have been built in Ingersoll after a neighbourhood was already established. I would like to drive to these areas, so I am able to see the impact that this type of intensification has had on the surrounding existing homes. Furthermore, can you please provide information with regards to new subdivisions that have been built, or will be built, in Ingersoll with 6+ storey apartments included in the plans. If there is consideration being given to including this type of intensification in established low density neighbourhoods where people bought homes for the existing character of the neighbourhood, surely this type of density must be required in all new subdivisions where people have built or bought homes knowing that this is part of the plan. I would like to have a look at these new neighbourhoods to get a feel for the density and to be assured that apartments such as this would not be considered in established neighbourhoods if it is not a requirement in all new neighbourhoods.

I bought a home in this area 2 years ago because it was an older, developed neighbourhood with all bungalows and a low volume of traffic. The proposed area for the 2 six storey apartments is a developed area that should be valued for its current presence.

I look forward to hearing from you with the requested information.

James Harris

From: [Jordan](#)
To: [Planning](#)
Cc: [Yana Trachsel](#); [bcoventry](#); [Jamie Elliott](#); [Jessica Elliott](#)
Subject: 399 North Town Line Development Plans File No OP 25-09-6, ZN 6-25-04
Date: November 27, 2025 10:59:12 AM
Attachments: [1764256973957blob.jpg](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello Heather,

We received the public notice letter dated November 18th regarding 399 North Town Line Development Plans File No OP 25-09-6, ZN 6-25-04.

Above cc'd are the residents of [REDACTED] located directly to the south of the proposed site.

We are providing a written request via this email that we would like to be notified of all activities about this project. As per the letter received we would also like to be notified of the result of the decision.

Last night (November the 26th) we all attended a information session hosted by 1000419812 Ontario Inc. located at Henderson Hall in Ingersoll.

Can we provide comments and questions to the "Ingersoll Town Council" through this email??

Specifically we were concerned that there was no plan or comments about the triangular area in the south west portion of the site area.

Inline image

Currently this area circled in red above is maintained by the current owner. They have a tractor and the necessary equipment to be able to control brush growth. This brush growth can be a fire hazard when unkept. This area is land locked and has no access except by driving a tractor or other large equipment over the river. The land along the river and river banks is always shifting and is unstable. Several times in the spring and fall the tractor equipment gets stuck trying to service this area and cut away the brush.

Currently we the residents of 9, 10, and 11 Scourfield maintain a buffer zone on the property to prevent overgrowth onto our properties. Once the development is complete this triangle area will be orphaned land even more so than right now. In the spring and fall when the river banks are water logged it is very unlikely that equipment will be able to access this area without ripping up grass banks along the proposed parking lot.

We feel that this detail must be addressed by the "Ingersoll Town Council" when considering this development. Ideally the residents of [REDACTED] would like to purchase this triangular area and have our properties extend to the river similar to 22,23, and 24 Scourfield circled in green above. We would then maintain this area ourselves. If this is not possible we would like to understand what the plan is for this area. We are open to some other arrangement however letting this area go fallow for years is

not an option.

Regards,

[REDACTED]

From: [Brad Barnim - BPH](#)
To: [Planning](#)
Subject: Purposed 6 storey High Apartment Buildings NorthTown Line Ingersoll
Date: December 1, 2025 2:56:10 PM
Attachments: [1000030540.mp4](#)
[1000030481.jpg](#)
[1000030475.jpg](#)
[1000030483.jpg](#)
[1000030485.jpg](#)
[1000030487.jpg](#)
[1000030479.jpg](#)
[1000030477.jpg](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Brad and Cynthia Barnim
[REDACTED]

(Property directly across from Proposed Buildings. That is Purposed to be built directly across from me on North NorthTown Line W., our property is in Zorra Township. The Ingersoll town line sign is at the edge of the road in our front yard)

Heather St. Clair, MCIP, RPP
Senior Development Planner Community Planning Office
County of Oxford
21 Dell Street Woodstock, ON N4S 3G1
Email: planning@oxfordcounty.ca

Subject: Formal Opposition to Official Plan Amendment (File OP25-09-6) and Zoning By-law Amendment (File ZN6-25-04) – 399 North Town Line West, Ingersoll (Two Six-Storey Apartment Buildings)

Dear Mrs. St. Clair,

I am writing to express my strong opposition to the proposed Official Plan Amendment (OP25-09-6) and Zoning By-law Amendment (ZN6-25-04) for the lands legally described as Part Lot 291, Block 99, Plan 279 (as in 421564) and Part 1 on 41R-3431, located on the south side of North Town Line West between Bell Street and Shelton Drive in Ingersoll. These amendments would redesignate the site from Low Density Residential to High Density Residential and rezone it to permit two six-storey apartment buildings with 114 units.

While I support the need for diverse housing options in Ingersoll, this proposal fails the statutory tests under Section 2 of the *Planning Act*. It is inconsistent with the Provincial Policy Statement (PPS, 2020), does not conform with the Oxford County Official Plan (OCOP, 2024 consolidation), and does not represent good planning or serve the public interest. My rationale is outlined below:

1. **Incompatibility with Surrounding Land Use and Community Character** The site is embedded in a mature low-density residential neighbourhood of single-family homes. The proposed six-

storey buildings and 114 units represent an abrupt intensification that conflicts with the area's established built form. OCOP Section 4.2.2 (Residential Policies) directs high-density uses to "central areas with established services, transit, and pedestrian infrastructure," which this peripheral location lacks. **This redesignation also contravenes the South-West Ingersoll Secondary Plan (SWISP, approved April 2024), which designates high-density residential for the southeast annexation area (e.g., east of Oxford Road 119) to support phased, integrated growth—explicitly not for northwest edges like North Town Line West, where low-density transitions are prioritized to preserve neighbourhood stability (SWISP Section 3.2).**

2. **Traffic and Pedestrian Safety Concerns** The development would generate significant additional vehicle and pedestrian volumes on North Town Line West and Bell Street—roads designed for low-volume suburban traffic, with only single-sided sidewalks. This poses clear risks to children, seniors, and cyclists, particularly at unsignalized intersections. **A full Traffic Impact Study is required to quantify these impacts, as the preliminary assessment underestimates peak-hour trips from 114 units; Bell Street's 2019 reconstruction (Oxford County PW 2019-17) focused on active transportation connectivity for suburban flows, not high-density volumes, per the County's Road Needs Study.**
3. **Insufficient Parking Provision** The requested reduction from 171 to 151 spaces ignores the site's isolation from transit (no nearby routes) and amenities, likely causing spillover parking on residential streets like Shelton Drive and Bell Street. This exacerbates congestion and safety issues, contrary to OCOP Section 5.3 (Transportation Policies) requiring adequate on-site provisions for non-central locations.
4. **Environmental and Floodplain Risks** The site abuts Sutherland Creek and falls within the Upper Thames River Conservation Authority (UTRCA) floodplain hazard limits (per 2023 mapping). The intensified site plan eliminates natural buffers and on-site stormwater retention, despite North Town Line's history of spring overland flooding. **This risks increased erosion, downstream flooding, and habitat loss, violating PPS Section 2.4.1 (Natural Heritage) and OCOP Section 7.3 (Water Resources), which mandate no net increase in stormwater loads or hazard exposure; UTRCA's 1937 Flood Maps and recent bulletins (e.g., 2020 Thames system overflows affecting Ingersoll creeks) confirm recurrent risks in this corridor.**
5. **Infrastructure Strain and Financial Burden** Adding 114 units will overload existing water and sanitary services, necessitating a private sanitary pumping station that shifts long-term maintenance costs to taxpayers via County reserves. **Recent resident reports (and public works data) highlight chronic low water pressure on Shelton Drive; a desktop capacity analysis is inadequate—end-of-line hydrant flow testing is essential to confirm viability for sprinklers and domestic demand in two six-storey buildings, especially given the May 2025 town-wide boil-water advisory triggered by pressure drops (Southwestern Public Health Alert).** This contravenes OCOP Section 5.2.1, emphasizing sustainable, fiscally feasible infrastructure, and Planning Act s. 2.6 (adequate services without undue financial burden).

6. **Inconsistency with Provincial Policy Statement (PPS, 2020)** PPS Section 1.1.1 promotes intensification in "strategic growth areas" with supporting infrastructure, while Section 2.3 requires preventing additional stormwater loads and ensuring compatible transitions to adjacent uses. This site is not a designated growth front, lacks scale-appropriate setbacks (e.g., step-backs for six storeys adjacent to bungalows), and fails to protect natural features. Sections 2.4.1 and 3.1 further underscore the need for hazard avoidance and integrated community planning, which this proposal ignores.

In conclusion, this application does not align with balanced, sustainable growth principles and risks long-term community harm. I urge Oxford County Council to refuse both the Official Plan Amendment and Zoning By-law Amendment. Please record this opposition, add me to the distribution list for updates, and notify me of the public meeting date and any decisions

- Attached are pictures, of the flooding that happens in a downpour, that come from field to east and old garden center gravel parking area and once if there is pavement from parking areas and buildings, has no place to go but across road and creek, it's going to flood that creek so much more and the adjacent farmers' fields, i would think this would affect their crops because of the excessive run off, I've put in tile at my own expense out under front of my property to try to make it better. the farm owner to west has recently put in more field tile in, but still to much water these buildings and all the pavement will make it so much worse that I'm afraid, the over flowing of the creek and road are going to flood my house.

Thank You

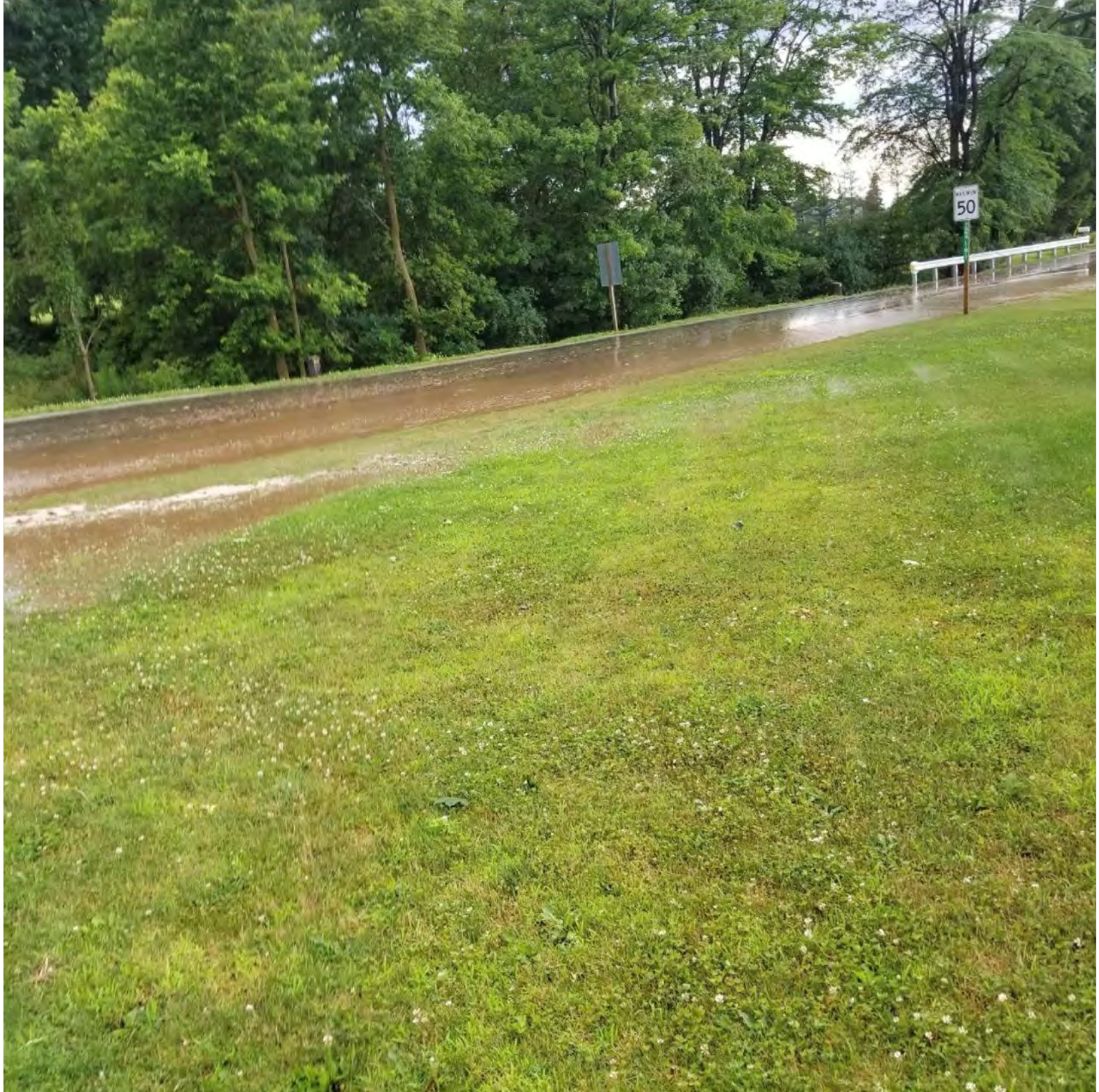
Brad Barnim

[Redacted contact information]













From: [Paul Bartram](#)
To: [Planning](#)
Subject: Part Lot291 block99 plan279 Northtown Line
Date: August 5, 2025 2:23:21 PM

[You don't often get email from [REDACTED] Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

#OP 25-09-06 and ZN 6-25-04,Ryan Mounsey

Dear Planning Board,I'm next door to this change,Zorra [REDACTED],few questions on this,following Ingersoll news on getting a building like this in the downtown area would be a great benefit to the core area.I do recall that the town had properties set aside for this,King street,Mill Street,Thames north and maybe where the arena is or the old pool was,so maybe planning board get the town to offer this developer some incentives for this building in a area where it's needed,myself I go to east London to the super stores these residents will to,just my thoughts,hope to here back on yours Thanks Paul Bartram

Heather St. Clair, MCIP, RPP
Senior Development Planner
Community Planning Office
County of Oxford
21 Reeve Street
Woodstock, ON N4S 3G1
Email: planning@oxfordcounty.ca

**Subject: Opposition to Official Plan Amendment OP 25-09-6 and Zone Change ZN 6-25-04
– 399 North Town Line, Ingersoll**

Dear Mrs. St. Clair,

I am submitting this letter to express my objection to the proposed Official Plan Amendment and Zone Change for 399 North Town Line in Ingersoll. After reviewing the information available, I have several concerns related to planning policy, neighbourhood compatibility, safety, and infrastructure readiness.

1. Proposed Density and Height Are Not Suitable for This Location

The application seeks to redesignate the lands from Low Density Residential to High Density Residential to permit two six-storey apartment buildings. This level of intensity is entirely out of character with the surrounding neighbourhood, which is made up of single detached homes and low-rise forms of housing.

The Official Plan identifies specific areas where high density is intended to be concentrated—typically near the downtown core, major transportation routes, or areas with established services and pedestrian connections. The subject property does not meet these criteria and should not be treated as a high-density growth node.

2. Traffic and Pedestrian Safety Issues

An increase of 114 new units will significantly raise traffic and pedestrian activity along North Town Line and Bell Street. These roads do not have the infrastructure to support this increase, particularly with only single-sided sidewalks. The additional foot and vehicle traffic may create safety hazards for families, school-aged children, senior residents, and regular users of the corridor.

3. Reduced Parking Will Cause Overflow Into Residential Streets

The request to reduce parking requirements is troubling given the scale of the project and its distance from transit and services. A 20-space reduction will likely result in overflow parking onto adjacent streets, adding congestion and potentially blocking driveways, sightlines, and sidewalks. This will negatively affect the everyday life and safety of long-standing residents.

4. Concerns About Flooding, Stormwater, and Environmental Impacts

The proposed buildings lie close to Sutherland Creek and areas regulated by the UTRCA. North Town Line has a known history of overland flooding during spring thaws, and I am concerned that large buildings with limited stormwater retention space will make this problem worse. The natural features and wooded areas along the creek act as an important buffer. Intensifying development in this location without adequate on-site stormwater management could lead to erosion, increased runoff toward neighbouring properties, and long-term environmental impacts.

5. Infrastructure Capacity and Long-Term Costs

The inclusion of a sanitary pumping station suggests that the site cannot be serviced using standard gravity-fed systems. This raises questions about long-term reliability and maintenance. Ultimately, the responsibility for replacement and associated costs will fall back onto Oxford County and its taxpayers.

Residents in the area—including those near Shelton Drive—have also reported concerns regarding water pressure. Before any approval is considered, comprehensive testing (not only desktop modelling) should confirm that hydrant and domestic water flows can support two six-storey buildings with full sprinkler systems.

6. Misalignment with the Official Plan and Provincial Policy Statement

The proposal does not align with how high-density areas have been planned throughout Ingersoll. Established nodes that accommodate taller buildings are purposely located in areas with services, transit, and existing density. This site is not identified as a strategic growth area under the Provincial Policy Statement, and the height and scale do not create a compatible transition to the neighbouring low-density homes.

The PPS also emphasizes minimizing stormwater impacts and protecting natural systems—issues that have not been adequately addressed in this application.

Conclusion

While new housing is important, it must be developed in appropriate locations and in a manner that respects local planning policies and the needs of existing residents. The proposal for 399 North Town Line is too large, too intense, and too inconsistent with the character and capacity of this area.

For these reasons, I respectfully request that Council **deny** the proposed Official Plan Amendment and Zone Change. Please add my opposition to the public record and notify me of any future decisions regarding this application.

Thank you for your time and consideration.

Sincerely,

Silas and Bea Marshall



Ingersoll, ON

From: [Bea de Jong](#)
To: [Planning](#)
Subject: Fwd: OBJECTION LETTER RE: OP-25-09-6-and-ZN-6-25-04-1000419812-Ontario-Inc
Date: December 3, 2025 8:54:07 AM
Attachments: [Opposition to Official Plan Amendment OP 25-09-6 and Zone Change ZN 6-25-04 – 399 North Town Line, Ingersoll .pdf](#)

You don't often get email from [REDACTED] [Learn why this is important](#)

Good morning Heather,

This was sent yesterday but bounced back. Please confirm receipt.

Bea Marshall

Sent from my iPhone

Begin forwarded message:

From: Bea de Jong [REDACTED] >
Date: December 2, 2025 at 9:41:19 PM EST
To: planning@oxfordcountry.ca
Subject: **OBJECTION LETTER RE: OP-25-09-6-and-ZN-6-25-04-1000419812-Ontario-Inc**

Good evening Heather St.Clair,

We share the concerns of our neighbours on Shelton Drive and surrounding community regarding the proposed official plan amendment and zone change that the applicant 1000419812 Ontario Inc has submitted. Attached is a letter outlining our concerns.

In addition to this letter, we add that classroom size for our kids at Laurie Hawkins Public School (the designated elementary public school for this area) is already at its capacity. Adding another 114 units to this area would not be supported with our current infrastructure. We ask that council consider this as well as the concerns stated in the letter attached and **deny** this proposal to County Council.

Please keep us notified on the decision.

Kind regards,

Bea Marshall

Michael Hurley
[REDACTED]
[REDACTED]
[REDACTED]

November 27, 2025

To:

Heather St. Clair, MCIP, RPP
Senior Development Planner
Community Planning Office
County of Oxford
21 Reeve Street
Woodstock, ON N4S 3G1
Email: planning@oxfordcounty.ca

Subject: Opposition to Official Plan Amendment (File OP25-09-6) and Zone Change (File ZN6-25-04) – 399 North Town Line, Ingersoll

Dear Mrs. St. Clair,

I am writing to express my opposition to the proposed Official Plan Amendment and Zone Change for the property located on the south side of North Town Line between Bell Street and Shelton Drive, legally described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll.

Rationale for Opposition:

1. 1. Incompatibility with Surrounding Land Use

The subject lands are currently designated as Low Density Residential in the Official Plan and are situated within a mature neighborhood of single-family homes. The proposed six-storey buildings with 114 units represent an abrupt and significant intensification that conflicts with the established built form. This scale and density are incompatible with existing residential uses and will negatively impact the character of the community. According to Section 3.2 of the Oxford County Official Plan, high-density residential uses are intended for central areas with established services and pedestrian access—conditions this location does not meet. Permitting this level of intensification on the periphery of the community contradicts established Official Plan policies. Additionally, the South-West Ingersoll Secondary Plan (SWISP, approved April 2024) designates high-density residential development exclusively for the southeast annexation area east of Oxford Road 119 to enable phased, infrastructure-supported growth (SWISP Sections 3.2 and 4.1.2). North Town Line West is mapped for low-density buffers to protect existing neighborhoods from

abrupt transitions. The SWISP already includes high-density sites with capacity for over 4,000 units, fulfilling Ingersoll's housing needs while preserving neighborhood stability.

2. 2. Traffic and Safety Concerns

The proposed development will substantially increase traffic volumes along North Town Line and Bell Street. These roads were not designed to accommodate the traffic generated by a high-density development and currently have only single-sided sidewalks, raising concerns about congestion and pedestrian safety—particularly for children and seniors. Moreover, the site is disconnected from Ingersoll's 2025 Transit Plan routes, which are limited to downtown cores. This would force reliance on private vehicles, conflicting with the PPS's emphasis on transit-oriented intensification.

3. 3. Insufficient Parking Provision

The application seeks a reduction in parking requirements from 171 spaces to 151 spaces. Given the number of units, anticipated visitors, and the site's lack of pedestrian or transit connectivity, this reduction will likely lead to overflow parking on adjacent streets, creating further congestion and safety hazards. Additionally, some proposed parking spaces are located in front yards, which will cause headlight glare impacting neighboring properties. This should be mitigated through measures such as earth berms, increased setbacks, or reorienting parking internally within the development.

4. 4. Environmental and Floodplain Risks

The site plan shows development in close proximity to Sutherland Creek and areas within the UTRCA floodplain hazard limit. Intensifying development here could increase environmental risks, including erosion and flooding, and compromise natural buffers and wooded areas without substantial stormwater retention and management on-site. The submitted plan lacks on-site stormwater retention areas, despite North Town Line being known for overland flooding during spring (e.g., December 28, 2024 – January 2, 2025 snowmelt overtopping event). This omission raises serious concerns about the ability to manage stormwater effectively and protect adjacent properties and floodplain areas from increased flood impacts.

5. 5. Infrastructure Strain and Financial Burden

The introduction of 114 units will place additional strain on municipal services, including water and sanitary sewer. The proposal includes a sanitary pumping station, indicating potential challenges in servicing the site adequately. Furthermore, reliance on private sanitary pumping infrastructure will impose an additional burden on Oxford County's asset management plan and require allocations to reserves funded by taxpayer levies to ensure future replacement—creating a public cost for a private benefit. Additionally, concerns have been raised about water pressure in the Shelton Drive area. While current capacity has been assessed through desktop analysis, it is critical to conduct flow-rate testing at end-of-line hydrants on North Town Line to confirm sufficient capacity for two six-storey buildings

with sprinkler systems and domestic water for 114 units—especially given the May 2025 town-wide boil-water advisory triggered by pressure loss during heavy rain (Southwestern Public Health Alert, lifted May 2, 2025).

6. 6. Incompatibility with Official Plan and Provincial Policy Statement

The current Ingersoll Official Plan applies high-density residential designations sparingly, typically within areas that have established density, proximity to the core, and access to major community services. Examples include nodes near the downtown core and along Thames Street, where infrastructure capacity and community integration have been carefully evaluated. This proposal, located on the periphery of the community, lacks these characteristics and represents a significant departure from established planning principles. This contravenes Official Plan Section 5.2.1, which emphasizes sustainable infrastructure planning and financial feasibility for long-term asset management. Furthermore, the proposed amendment is inconsistent with the objectives of the Provincial Policy Statement (PPS) 2024, which promotes efficient land use patterns, compatibility with existing communities, and the protection of natural heritage features. The scale and intensity of this development conflict with these principles. Specifically, the proposal is contrary to PPS Sections 1.1.1 and 1.1.3, which require avoidance of development in hazardous lands and compatibility with surrounding land uses. The absence of these considerations demonstrates that the application does not align with the PPS's overarching aim of fostering safe, sustainable, and integrated growth.

Conclusion:

While I recognize the need for housing, this proposal is excessive for the location and does not align with the principles of balanced growth and community compatibility outlined in the Official Plan and Provincial Policy Statement. I respectfully request that Council refuse the proposed Official Plan Amendment and Zone Change.

Please ensure that my opposition is recorded and that I am notified of any decisions regarding these applications.

Thank you for your consideration.

Sincerely,

Michael & Ronda Hurley

Subject: Formal Objection to Official Plan Amendment OP25-09-6 and Zoning By-law Amendment ZN6-25-04 – 399 North Town Line West (Two 6-Storey, 114-Unit Apartment Buildings)

Mrs St. Clair
Planner, Community & Strategic Planning Oxford County
21 Reeve Street,
P.O. Box 1614 Woodstock,
ON N4S 7Y3

Dear Mrs. St. Clair,

I am the owner of 29 Shelton Drive, located 170 metres from the subject lands at 399 North Town Line West, and I formally object to Official Plan Amendment Application OP25-09-6 and Zoning By-law Amendment Application ZN6-25-04.

The proposed two 6-storey, 114-unit apartment buildings would inject high-density development into a stable low-density residential area without adequate infrastructure, pedestrian safety measures, or policy conformity. This is premature, unsafe, and contrary to the Provincial Planning Statement, 2024's growth management principles, which direct intensification to appropriate locations within serviced settlements and require comprehensive reviews for boundary or land use changes.

My objections are grounded in adopted policy and documented evidence:

1. Contravention of Provincial Planning Statement, 2024 Growth Management Principles – Low-Density Residential Designation Schedule A (Land Use) of the Oxford County Official Plan designates the subject lands and surrounding area as “Low-Density Residential”.

- Section 2.1.1 (Growth Management) emphasizes focusing growth in settlements to promote vitality, with intensification promoted "in appropriate locations within settlements, particularly those serviced by centralized wastewater and water supply facilities" (p. 2.1-3). A minimum target of 15% residential intensification applies to Large Urban Centres, but only in conformity with applicable policies.
- The subject site is not within any designated intensification area, serviced growth node, or annexation lands, and relies on strained partial services.
- Approval would require a policy reversal without a comprehensive review of growth forecasts, land needs, or settlement boundary modifications—contrary to the requirement that such changes occur only through comprehensive reviews (p. 2.1-2). This undermines the Statement's objective to protect stable residential zones from incompatible development and maintain a continuous 20-year land supply.

2. Unacceptable Risk to Child and Pedestrian Safety – Non-Compliance with Section 5.1.3 (Pedestrians) Chapter 5 of the Official Plan (Implementation) includes Section 5.1.3 – Pedestrians (p. 5.1-3):

“In established areas, the protection and enhancement of existing pedestrian corridors shall be prioritized to maintain neighbourhood character and safety. New development adjacent to low-density residential zones shall incorporate traffic calming and crosswalks to minimize vehicle-pedestrian conflicts.”

- North Town Line West and Bell Street form an existing pedestrian corridor used by young families and children walking to school and parks.
- The proposal adds 200–250 daily vehicle trips on local roads with <3,000 vehicle/day capacity (Transportation Master Plan, 2022).
- The Traffic Impact Study fails to model pedestrian–vehicle conflicts and proposes no funded mitigation (sidewalks, crosswalks, traffic calming).

This constitutes clear non-conformity with Section 5.1.3 and Provincial Planning Statement, 2024 s. 2.4.1.1 (planning for complete communities with safe, accessible transportation systems).

3. Proven Water and Sanitary Infrastructure Inadequacy

- The May 1–2, 2025 town-wide boil-water advisory was triggered by pressure loss during heavy rain.
- Shelton Drive and North Town Line West consistently register the lowest water pressure in Ingersoll.
- Adding 300–400 residents and fire sprinklers in two 6-storey buildings without hydrant flow testing or system upgrades is reckless. No engineering confirmation of capacity has been provided, contravening Section 2.1.5's emphasis on directing growth to centralized services to minimize risks (p. 2.1-9).

4. Premature Intensification in the wrong location

The South-West Ingersoll Secondary Plan (adopted April 2024) directs all mid- and high-rise development to annexed greenfield lands east of Highway 119, where new roads, schools, and water/sewer infrastructure are being phased. The subject lands are outside this growth area and cannot pre-empt planned, orderly development, as per the Provincial Planning Statement, 2024's requirement for phased, serviced growth (Section 2.1.1, p. 2.1-2).

5. Permanent Loss of Neighbourhood Character

- The area is composed of young families in bungalows and two-storey homes.
- 6-storey buildings will cause shadowing, overlook, and visual intrusion, permanently eroding the quiet, walkable, family-oriented character residents relied upon, contrary to protections for neighbourhood stability in established areas (Section 2.1.1, p. 2.1-3).

Conclusion The proposal fails to conform to:

- Oxford County Official Plan (Section 2.1.1 on growth management; Section 5.1.3 on pedestrians)
- Provincial Planning Statement, 2024 (s. 2.1.1, 2.4.1.1)
- South-West Ingersoll Secondary Plan (2024)

I respectfully request that Oxford County and the Town of Ingersoll:

1. Refuse both OP25-09-6 and ZN6-25-04; or
2. Defer any decision until a comprehensive review of growth forecasts, land needs, and infrastructure capacity (water, sanitary, roads) is completed and made public.

Please include this letter and Attachments A & B, noted below in the official public record and notify me of all future reports, meetings, and decisions.

Thank you for protecting the safety and character of our neighbourhood.

Yours sincerely,

Steve and Stephanie McCabe



A: OXFORD COUNTY OFFICIAL PLAN – CHAPTER 2: COUNTY DEVELOPMENT STRATEGY Section 2.1.1 – Growth Management (Pages 2.1-1 to 2.1-3)

Growth will be focused in settlements to promote vitality and regeneration of communities. Sufficient lands will be made available through intensification and designated growth areas to accommodate projected needs for a time horizon of not less than 20 years... Intensification will be promoted in appropriate locations within settlements, particularly those serviced by centralized wastewater and water supply facilities, in accordance with the applicable policies of this Plan. A minimum target of 15 percent of all new residential dwelling units created within the Large Urban Centres shall occur by way of residential intensification over the planning period. Modifications or expansions to the boundaries of a settlement will only be considered and evaluated by the County as part of a comprehensive review, except where otherwise provided for in this Plan.

B: OXFORD COUNTY OFFICIAL PLAN – CHAPTER 5: IMPLEMENTATION Section 5.1.3 – Pedestrians (Page 5.1-3)

In established areas, the protection and enhancement of existing pedestrian corridors shall be prioritized to maintain neighbourhood character and safety. New development adjacent to low-density residential zones shall incorporate traffic calming and crosswalks to minimize vehicle-pedestrian conflicts. Generally requiring the provision of sidewalks on both sides of County Roads within designated urban areas.

From: [Heather St. Clair](#)
To: [Planning](#)
Subject: OP25-09-6
Date: November 28, 2025 8:17:12 AM
Attachments: ~WRD0001.jpg

From: Clerks Ingersoll <clerks@ingersoll.ca>
Sent: November 27, 2025 7:43 PM
To: Heather St. Clair <hstclair@oxfordcounty.ca>
Subject: Fwd: Feedback Form

For the planning report

----- Forwarded message -----

From: Jotform <notifications@ingersoll.ca>
Date: Thu, Nov 27, 2025 at 12:39 PM
Subject: Re: Feedback Form
To: <clerks@ingersoll.ca>



Feedback Form

Compliment or Complaint?

Complaint Type

Subject Property Address / Location

Details

how/where will the runoff from this parking lot occur? Into the stream that eventually runs into the Thames River? Will this area be prone to flooding once grass and field is replaced with asphalt?

The next concern that was brought up is the increased traffic to the intersection at 119 and North Town Line, now that the 119 has been repaved and new bicycle lanes added there will be safety issues with both vehicular and bicycle traffic from a 50kph road onto the 119 which is 80kph in that area, the speed limits on both these roads is rarely obeyed at the best of times. How will this development impact existing infrastructure in that area? sewer, water, sidewalks, environmental, traffic, not to mention taxes for residents that have lived on these surrounding streets for years, we do understand that there is a need for housing in this wonderful town but is this the right development for this specific location?

Thanks for listening

Name	Dave Saunders
Email	[REDACTED]
Mailing Address	[REDACTED]
Phone Number	[REDACTED]
Preferred Method of Contact	<input type="radio"/> Email

You can [edit this submission](#) and [view all your submissions](#) easily.

From: [Tim Lobzun](#)
To: [Planning](#)
Subject: File Nos.: OP 25-09-6 and ZN 6-25-04 Owner: 1000419812 Ontario Inc. Applicant: Urban Insights Inc. c/o Ryan Mounsey
Date: August 5, 2025 8:44:36 PM
Attachments: [image.png](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

Heather - WOW - For a consultant that praises the gentle density to address the missing middle of housing planners in INGersoll have missed for decades he sure is making a splash with two 6 storey buildings in flood plain with less parking than prescribed AND as far away from our downtown core you can get without crossing the 401.

Please be advised that the Community Planning Office has received applications applying to the following lands: File Nos.: OP 25-09-6 and ZN 6-25-04 Owner: 1000419812 Ontario Inc. Applicant: Urban Insights Inc. c/o Ryan Mounsey Location of Property: The subject lands are legally described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll. The subject lands are located on the south side of North Town Line, lying between Bell Street and Shelton Drive and are municipally known as 399 North Town Line in the Town of Ingersoll. The application for Official Plan amendment has been requested to redesignate the subject lands from 'Low Density Residential' to 'High Density Residential' to Description of Application: facilitate the development of two six-storey apartment buildings. The proposed development would replace the existing landscape business on the subject lands. The purpose of the application for zone change is to rezone the subject lands from 'Development Zone (D)' to 'Special Residential Type 4 Zone (R4-sp)'. The effect of the application for zone change would be to facilitate the development of two six storey apartment buildings, with a total of 114 dwelling units. Special provisions from the 'R4' zone have been requested as follows: • A reduction from the general parking requirements from 171 spaces to 151 spaces (minimum visitor and accessible space requirements will be maintained), and; • A reduction from the amenity space requirement from 40 m² (430.6 ft²) per unit to 35.3 m² (380.9 ft²) per unit. (see attached map) Please note this is not a notice of Public Meeting. Prior to the Public Meeting, you will receive a "Public Notice" informing you of the date, time and location of the public meeting, together with a description of the proposal. If you have any questions regarding the applications, please contact this office to arrange an appointment with Heather St. Clair, Senior Development Planner. Written inquiries may also be forwarded to the regular mail or email addresses provided below. Please include the applicant's name and file number on all correspondence. Heather St. Clair Senior Development Planner Community Planning County of Oxford P. O. Box 1614, 21 Reeve Street Woodstock ON N4S 7Y3 phone: 519-539-9800 x 3206 email: planning@oxfordcounty.ca

From Mr Mounsey Linked In page

From: [REDACTED]
Sent: Thursday, March 19, 2026 9:07 AM
To: Planning
Cc: [REDACTED]
Subject: Comments/Objections on OP 25-09-6 and ZN 6-25-04 – 1000419812 Ontario Inc. (North Town Line, Ingersoll)

You don't often get email from [REDACTED] [Learn why this is important](#)

Subject: Comments/Objections on OP 25-09-6 and ZN 6-25-04 – 1000419812 Ontario Inc. (North Town Line, Ingersoll) – Request for Consideration and Potential Refusal/Revision

Dear Heather St. Clair (Senior Development Planner) and/or Town of Ingersoll Clerk,

I am writing to provide comments on the revised applications for Official Plan Amendment (OP 25-09-6) and Zone Change (ZN 6-25-04) for the proposed multi-unit residential development on lands south of North Town Line, between Bell Street and Shelton Drive, Town of Ingersoll.

While I appreciate the reduction in scale from the prior proposal (two 6-storey buildings to one 6-storey, one 5-storey apartment, and townhouses, totaling 92 units), several aspects of the revised design raise significant concerns regarding manipulation of the existing zoning by-law provisions and remains void of good planning principles. I request these be fully addressed in staff reports and Council deliberations, potentially warranting refusal, modifications, or additional conditions.

Key concerns include:

- 1. Fire Lane/Fire Hydrant/Turnaround Requirements** The site plan appears to show an extended, winding, dead-end fire access route (fire lane) serving the interior buildings and parking areas. Under the Ontario Building Code, access routes must include turnaround facilities for any dead-end portion exceeding 90 metres in length (e.g., a suitable hammerhead, cul-de-sac, or equivalent). If the fire lane length exceeds these thresholds without a full hammerhead turnaround, given the complexity of the weaving design of the fire lane, this poses a safety risk for emergency vehicle maneuverability. In addition, the site should include the requirement at site plan approval stage that a internal hydrant be provided on site given the excessive length of the fire lane from the singular hydrant available on North Town line.
- 2. Parking Setbacks for Front Yards** The proposal includes parking areas with a setback of only 2.61 m behind existing dwellings (likely interior side or rear relative to adjacent properties). The setback from North Town Line (a public street, treated as a front yard in zoning terms) is not clearly labelled on available drawings and does not provide screening to the existing neighbours opposite the proposed development. The proposed site layout including the front yard parking setbacks only serve to exacerbate the incompatibility of the development with the existing neighbourhood.

3. **Fence Discontinuity Along Southern Boundary** The fencing provided does not serve to maintain safety from the erosion limit nor increase privacy or security for the playground area. An alternative and more compatible form of delineation would be to provide a row of cedar hedges along the erosion limit which will limit the potential safety hazard of children wandering into the for the floodplain hazard from the adjacent playground. This could add privacy, screening from adjacent uses/agricultural lands, erosion control, and visual buffering. Official Plan policies emphasize appropriate screening and protection of natural features—continuous cedar hedge (or equivalent landscaping) along the full southern edge, aligned with any erosion/setback lines, should be required.

4. **Substantial Design Change Warranting New Public Meeting** The shift from two 6-storey apartments (114 units) to a mix including a 5-storey building, townhouses, adjusted heights, and parking relief represents a material change in built form, density distribution, and impacts (e.g., on traffic, views, shadowing). Under the Planning Act, significant amendments often trigger re-notification or additional public consultation. A new public meeting at the Town of Ingersoll level (beyond the non-public March 9 consideration) would ensure fair process and allow fresh input on the revised proposal.

5. **Sanitary Pumping Station** The on site pumping station should be adequately sized to ensure that the capacity is capable of supporting all development on the site and provide a buffer to ensure that any assumed capital assets do not require revision or capacity upgrades within the life of the development. All asset management costs associated with the operation and replacement of the assumed capital assets by Oxford County should be fully offset with securities pledged until an adequate capital and maintenance reserve fund is established by the proponent.

6. **Waste Collection Area for Bungalow Townhouses** No clear waste collection area is designated for the 5 townhouse (bungalow-style) units. If private on-site collection is assumed, details are needed on location, screening, access for collection vehicles, and compliance with municipal standards (e.g., no adverse impacts on neighbours or fire access). Dedicated, screened communal waste/recycling facilities (with curb-side or private haul provisions) should be explicitly shown and justified including truck movements.

7. **Building Orientation and Interior Side Yard Setback for Building 2** The orientation of Building 2 appears manipulated to minimize interior side yard setbacks where windows/doors face adjacent established developed areas. Site plan guidelines and zoning typically require greater separations for privacy, daylight, ventilation, and fire separation. However, this development manipulates those required setbacks by proposed a building height which significantly incompatible with the existing neighborhood and is not fully contemplated in the drafting of the zoning by law. A more suitable site specific by-law provision when the building is oriented to face a side yard is to scale the setback requirement by the height of the building (e.g., 1 m setback per metre of height when openings face interior side yards). This configuration risks inadequate privacy, shadowing, and compatibility with adjacent existing low-density uses and the layout compounds the issues with parking setbacks in the front yard. If both buildings A and B were to face the front yard with parking behind the building in the rear yards, the impact on the existing neighbours opposite the

development would be greatly reduced. Proportional setbacks for interior side yards of existing dwellings or reorientation of building A and the front yard parking should be required at the detailed design or site plan approval stage.

These issues collectively suggest the proposal may not fully conform to policies for compatible infill, infrastructure capacity, safety, and neighbourhood character. I request staff require site specific zoning conditions to address these items or conditions of site plan approval to address them in full.

Please confirm receipt and add me to the notification list for the decision and any further notices.

Thank you for your consideration.

Mike Hurley

COUNTY OF OXFORD

BY-LAW **6810-2026**

BEING a By-Law to adopt Amendment Number 353 to the County of Oxford Official Plan.

WHEREAS, Amendment Number 353 to the County of Oxford Official Plan has been recommended by resolution of the Council of the Town of Ingersoll and the County of Oxford has held a public meeting and has recommended the Amendment for adoption.

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

1. That Amendment Number 353 to the County of Oxford Official Plan, being the attached explanatory text, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 25th day of March, 2026.

READ a third time and finally passed this 25th day of March, 2026.

MARCUS RYAN, WARDEN

LINDSEY MANSBRIDGE, CLERK

AMENDMENT NUMBER 353
TO THE COUNTY OF OXFORD OFFICIAL PLAN

the following text and schedules attached hereto constitute
Amendment Number 353 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of this amendment is to redesignate the subject lands from Low Density Residential to High Density Residential on Schedule I-2, Town of Ingersoll Residential Density Plan, to allow for the development of two apartment buildings and establish a site-specific policy to allow for the development of five townhouses in the proposed high density residential designation, for a total of 92 new dwelling units on the subject lands.

Official Plan Amendment 353 will also amend Schedule I-1, Town of Ingersoll Land Use Plan and Schedule I-3, Town of Ingersoll Leisure Resources and School Facilities Plan, to amend the area designated Open Space to reflect the updated information received as part of the associated Environmental Impact Study, which has been reviewed by the County's Ecological Consultant and the Upper Thames River Conservation Authority.

2.0 LOCATION OF LANDS AFFECTED

This amendment applies to the lands described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll. The subject lands are located on the south side of North Town Line, lying between the 19th Line and Shelton Drive.

3.0 BASIS FOR THE AMENDMENT

This amendment has been initiated to designate the subject lands High Density Residential to facilitate the development of one six-storey apartment building, containing 48 dwelling units and one five-storey apartment building, containing 39 dwelling units. The amendment also includes a site-specific special policy to permit the development of 5 townhouses on the easterly portion of the subject lands to provide a transition between the proposed apartment buildings and the neighbouring low density residential development to the east. An amendment to the Open Space designation is also included to reflect the location of the 6 m (19.6 ft) buffer from the Upper Thames River Conservation Authority's Regulated Floodplain Hazard Limit and the 15 m (49.25 ft) buffer from the wetland features.

It is the opinion of Council that the amendment is consistent with the relevant policies of the Provincial Planning Statement, as the proposal is a form of development that promotes intensification and assists in facilitating a mix of housing types to accommodate current and future residents of the Town of Ingersoll and the broader regional market area. The development is also considered to be an efficient use of lands, available municipal services and infrastructure.

Council is also of the opinion that the subject lands are generally suitable for high density residential development, as the lands are located on a collector road, will be suitably integrated with surrounding residential uses, and will not adversely impact any environmental features on the site. Further, the proposed increase in residential density is considered to be appropriate for the development of the lands and supports the strategic initiatives and objectives of the Official Plan, as they pertain to high density residential development.

In total, the subject lands comprise approximately 2.72 ha (6.72 ac), with approximately 1 ha (2.47 ac) of unconstrained land available for development. The applicants are proposing the development of 92 new dwelling units, which constitutes a net residential density of 92 units per ha (38 units per ac) and is within the permitted density range of 63 units per ha (26 units per ac) to 111 units per ha (45 units per ac) for development in the High Density Residential designation. The density policies contained in the Official

Plan are intended to encourage the efficient use of residentially designated lands within the settlement area, while ensuring that lands provide adequate parking and amenity space to serve the needs of the development and limit off site impacts that may have adverse effects on the surrounding neighbourhood.

In light of the foregoing, it is the opinion of Council that the proposed Official Plan Amendment is consistent with the policies of the Provincial Planning Statement and supports the objectives and strategic initiatives of the Official Plan.

4.0 DETAILS OF THE AMENDMENT

- 4.1 That Schedule "I-1" – Town of Ingersoll Land Use Plan, is hereby amended by changing the designation of those lands identified as "ITEM 1" on Schedule "A" attached hereto from "Residential" to "Open Space".
- 4.2 That Schedule "I-2" – Town of Ingersoll Residential Density Plan, is hereby amended by changing the designation of those lands identified as "ITEM 1" on Schedule "A" attached hereto from "Low Density Residential" to "High Density Residential".
- 4.3 That Schedule "I-2" – Town of Ingersoll Residential Density Plan, is hereby further amended by changing the designation of those lands identified as "ITEM 2" on Schedule "A" attached hereto from "Low Density Residential" to "Open Space".
- 4.4 That Schedule "I-3" – Town of Ingersoll Leisure Resources and School Facilities Plan, is amended by designating those lands identified as "ITEM 1" on Schedule "A" attached hereto as "Open Space".
- 4.5 That Section 9.2.6.2 – Specific Development Policies, as amended, is hereby further amended by adding the following specific development policy at the end of Section 9.2.6.2.

"9.2.6.2.3 Part Lot 291, Block 99, Plan 279, North Town Line, Town of Ingersoll

Location The lands to which this Section applies are described as Part Lot 291, Block 99, Plan 279 in the Town of Ingersoll. The lands are located on the south side of North Town Line, lying between the 19th Line and Shelton Drive and comprise an area of approximately 2.72 ha (6.7 ac).

Policies Notwithstanding any policies of Section 9.2.6 to the contrary, the development of five townhouse dwellings may be permitted in addition to large-scale, multiple unit residential *development*."

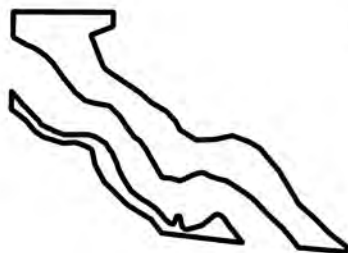
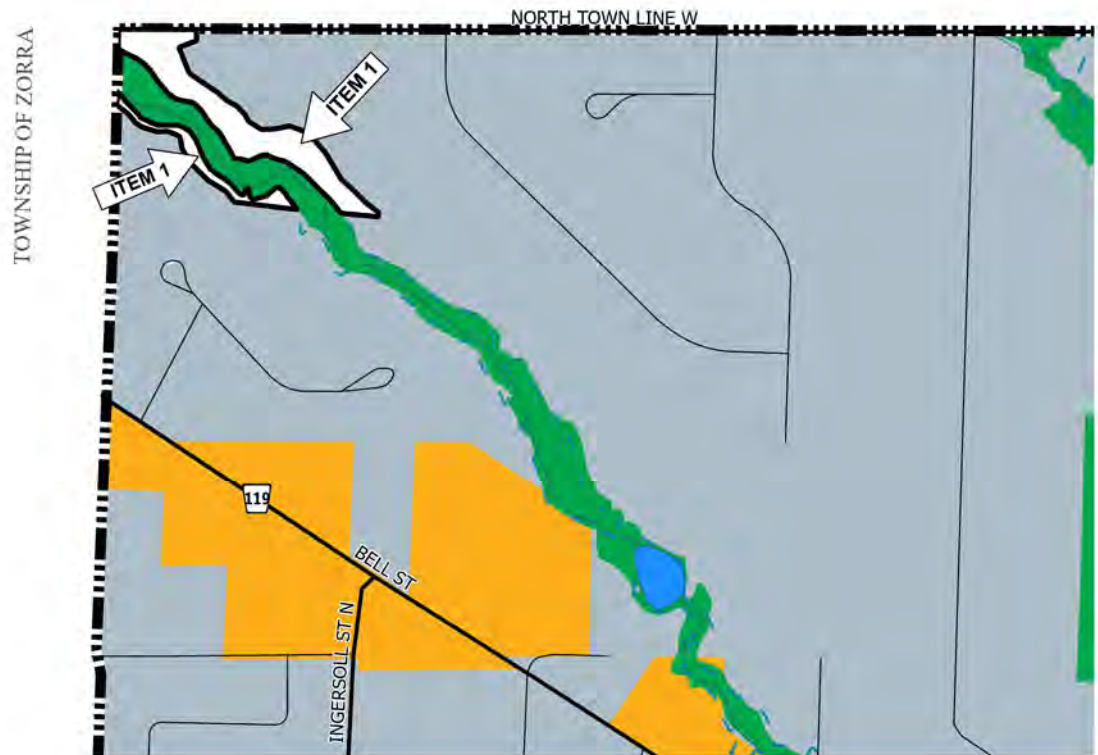
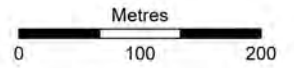
5.0 IMPLEMENTATION

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

6.0 INTERPRETATION

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

SCHEDULE "A"
 AMENDMENT No. 353
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "I-1"
TOWN OF INGERSOLL
LAND USE PLAN



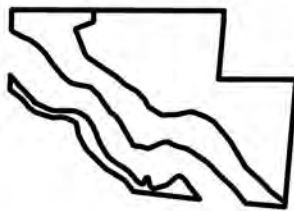
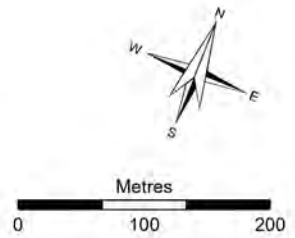
- AREA OF THIS AMENDMENT

ITEM 1 - CHANGE FROM RESIDENTIAL
 TO OPEN SPACE

**LAND USE PLAN
 LEGEND**

-  RESIDENTIAL
-  SERVICE COMMERCIAL
-  OPEN SPACE
-  FUTURE URBAN GROWTH
-  FLOODLINE

SCHEDULE "A"
 AMENDMENT No. 353
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "I-2"
TOWN OF INGERSOLL
RESIDENTIAL DENSITY PLAN



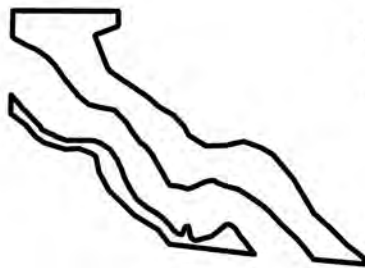
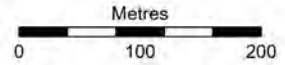
- AREA OF THIS AMENDMENT

- ITEM 1 - CHANGE FROM LOW DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL
- ITEM 2 - CHANGE FROM LOW DENSITY RESIDENTIAL TO OPEN SPACE

RESIDENTIAL DENSITY PLAN LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OPEN SPACE
- PROPOSED PARK





SCHEDULE "A"
 AMENDMENT No. 353
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "I-3"
TOWN OF INGERSOLL
LEISURE RESOURCES AND SCHOOL FACILITIES
PLAN



- AREA OF THIS AMENDMENT

ITEM 1 - ADD TO OPEN SPACE

**LEISURE RESOURCES AND SCHOOL FACILITIES PLAN
 LEGEND**

-  OPEN SPACE
-  ELEMENTARY SCHOOL
-  FLOODLINE
-  PROPOSED PARK