

**To: Mayor and Members of Town of Ingersoll Council**

**From: Heather St. Clair, Senior Development Planner, Community Planning**

**Applications for Official Plan Amendment and Zone Change  
1000419812 Ontario Inc.  
OP25-09-6 and ZN6-25-04 – Supplementary Report**

**REPORT HIGHLIGHTS**

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- The revised application for Official Plan amendment has been submitted to redesignate the subject lands from 'Low Density Residential' to 'High Density Residential' to permit the development of two new apartment buildings, consisting of one six-storey apartment building containing 48 units and one five-storey apartment building containing 39 dwelling units, 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.
- The associated application for zone change has been requested to rezone the subject lands from 'Development Zone (D)' to 'Special Residential Type 4 Zone (R4-sp)' to facilitate the proposal. Relief has been sought from the 'R4' zone provisions to permit the proposed townhouses in the 'R4' zone, as well as reductions to parking.
- Planning staff are recommending in support of the amended applications, as they are generally consistent with the policy direction of the Provincial Planning Statement and the Official Plan with respect to residential intensification in a designated settlement area.

**DISCUSSION**

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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 19<sup>th</sup> Line and Shelton Drive and have no current municipal address.

COUNTY OF OXFORD OFFICIAL PLAN:

Existing Designation:	Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential and Open Space
Existing Designation:	Schedule "I-2"	Residential Density Plan	Low Density Residential and Open Space
Proposed Designation:	Schedule "I-1"	Town of Ingersoll Land Use Plan	Residential and Amended Open Space
Proposed Designation:	Schedule "I-2"	Residential Density Plan	Special High Density Residential and Amended Open Space

TOWN OF INGERSOLL ZONING BY-LAW 04-4160:

Existing Zoning:	'Development Zone (D)'
Proposed Zoning:	'Special Residential Type 4 Zone (R4-sp)'

PROPOSAL

The revised applications for Official Plan amendment and zone change have been submitted to facilitate the construction of two new apartment buildings and a row of townhouses on the subject lands. Specifically, the amended applications propose the construction 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, for a total of 92 new dwelling units on the subject lands.

Town Council previously considered a proposal at their public meeting on December 8, 2025 to facilitate the creation of two six-storey apartment buildings, with a total of 114 dwelling units. Subsequent to this public meeting of Ingersoll Town Council, the applicants revised the proposal to account for concerns expressed regarding privacy and negative impact to the low density residential uses to the east. To address these concerns, the applicants are now proposing a reduction to the overall number of dwelling units from 114 to 92 and are proposing the development of 5 townhouse dwellings on the east side of the property, to a maximum of two storeys, with the proposed apartment buildings relocated to the north, along North Town Line. The proposal continues to include a children's play area (now being fenced along the south side) and a parking lot for the apartment dwellings, while the parking for the proposed townhouses would be via individual driveways and private garages.

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

The amended 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. Special provisions requested to facilitate the development, as proposed include;

- Adding 5 townhouse dwelling units, including any ancillary uses thereto, to a maximum height of two storeys, to the list of permitted uses in the 'R4' zone;

- An amendment to Table 5.19.2.1 – Parking Standards, to reduce the minimum parking requirement from 1.5 spaces per unit to 1.3 spaces per unit for apartment dwellings (with parking for the proposed townhouses being considered separately);
- An amendment to Section 5.19.2.2.4, – Required Number of Accessible Parking Spaces, to include accessible parking spaces in the required number of parking spaces.

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.

## **APPLICATION REVIEW**

### 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.

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 waste water 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 waste water 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, a 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.

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 Zoning By-law, which is intended to act as a restrictive zone to prohibit development until such time as a detailed application for development is submitted for review. The ‘D’ zone allows for limited land uses such as a farm and seasonal fruit stand, a public use and a single detached dwelling existing at the date of passing of the Zoning By-law.

The 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 been requested to facilitate the proposed development, as follows;

- Townhouse dwellings, consisting of 5 townhouse dwelling units, as well as any ancillary use thereto, to a maximum height of two storeys;
- An amendment to Table 5.19.2.1 – Parking Standards, to reduce the minimum parking requirement from 1.5 spaces per unit to 1.3 spaces per unit for apartment dwellings;
- An amendment to Section 5.19.2.2.4, – Required Number of Accessible Parking Spaces, to include accessible parking spaces in the required number of parking spaces.

The applicants are proposing to rezone the subject lands to permit the development of 87 apartment dwelling units and 5 townhouse dwelling units. The Zoning By-law requires townhouse dwellings to provide 2 parking spaces per unit, while 1.5 spaces per unit are to be provided for apartment dwellings. Visitor parking is to be provided at a rate of 10% of the required parking where more than 10 dwelling units are proposed and accessible parking is to be provided in addition to the minimum parking requirements. Based on the site plan submitted by the applicant, the proposed townhouses, which each provide one driveway parking space and one garage

parking space, would be compliant with the parking requirements. The apartment parking would be as follows:

<u>Required</u>		
Regular Parking Spaces	87 units x 1.5 spaces/unit	131 spaces
Visitor Parking Spaces	131 x 10%	14 spaces
Accessible Parking Spaces	131 x 3% + 1	5
Total Number of Required Spaces		150

<u>Proposed</u>		
Regular Parking Spaces	87 units x 1.3 spaces/unit	114 spaces
Visitor Parking Spaces	114 x 10%	12 spaces
Accessible Parking Spaces	114 x 3% + 1	5 spaces (to be included in the regular parking calculation)
Total Number of Proposed Spaces		126 spaces (5 of which would be accessible)

Staff are recommending that the lands adjacent to Sutherland Creek be rezoned from 'Development Zone (D)' to 'Open Space Zone (OS)' to restrict development within the Regulatory Floodplain Area. The 'OS' zone limits uses to a conservation project, flood control works, picnic areas and passive park uses. Staff are recommending that the remainder of the subject lands, to the southwest of the Regulatory Floodplain Area remain in the 'D' zone.

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, and 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;
- Location of children's play area adjacent to the floodplain;

AGENCY COMMENTS:

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.

**PLANNING ANALYSIS**

As previously discussed, the proposal has been amended from the initial submission consisting of two six-storey apartment buildings (totaling 114 dwelling units) to 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, 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 then peer reviewed by Paradigm Transportation Consultants which concluded they 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 did review the proposal and 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. Based on 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, which states that adequate services are available to support the proposal and provided 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, which 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 the County. 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 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 does not have specific guidelines for shadowing, the City of Waterloo's guidelines 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 below the City of Waterloo's guidelines, which we 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 these 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 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 a Environmental Impact Statement, as detailed above to review the impact the proposed development may have on the environmental features on the property and to ascertain that all development will be located outside of these hazard areas, which has been reviewed by both the Upper Thames River Conservation Authority and the County's consulting ecologist who have indicated they are satisfied 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 towards this goal and will 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. Staff are of the opinion that the proposal will efficiently utilize an existing underutilized parcel within the settlement boundary that will assist in providing local 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 of Section 9.2.6, discussed above.

To this end, the subject lands are located on a collector road, however it is recognized that there are limited public service facilities in close proximity. While this 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 for the Town is of a substantial benefit to justify the proposed development at this location and as discussed above, sufficient parking will be available on-site to provide residents the ability to access these public service facilities by 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.

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 have revised their initial proposal and are now proposing the development of five two-storey townhouses 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 the revised proposal will result in a sufficient 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 these changes, Planning staff are of the opinion that the development will appropriately mitigate adverse impact on the adjacent residential uses by way of the proposed low-rise development on the east

side of the subject lands, which will be compliant with the required setbacks, lessening any impacts on the rear yards of the residents along Shelton Drive and the revised site design results in a better 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 scale of impact on neighbouring low density uses from the previous design.

Further, as noted through the analysis of the Transportation Study, the vehicle access points and the anticipated effects of traffic have been assessed and will 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 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 successfully completed the necessary environmental 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 area designated 'Open Space' be amended 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 identified and confirmed in the EIS.

### Zoning By-Law

The subject lands are currently zoned 'Development Zone (D)' in the Town of Ingersoll Zoning By-law. The revised application for zone change has been requested to rezone the northeast portion of the subject lands from 'Development Zone (D)' to 'Special Residential Type 4 Zone (R4-sp)' to facilitate the development of 92 new dwelling units, consisting of one six-storey apartment building, one five-storey apartment building and five two-storey townhouses. Special provisions to the 'R4' zone have been requested to permit the proposed townhouses and reductions to parking, as noted above.

Planning staff have reviewed the applicants' request to permit five townhouse dwellings in the 'R4' zone, which generally only permits apartment dwellings. Staff are of the opinion that the request can be considered appropriate in this instance as it will ultimately facilitate the intended high density residential dwelling type permitted in the 'R4' zone 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, staff are recommending an additional special provision in the amending By-law to ensure development on the east side of the property is restricted to the proposed townhouse dwellings only.

The applicants have also requested an amendment to the parking requirements of the Zoning By-law, requesting a reduction to the required number of regular spaces from 1.5 spaces per unit to 1.3 spaces per unit and requesting that accessible parking be considered as part of the regular parking space requirement.

Planning staff have reviewed this request as part of the parking study provided by the applicant and peer reviewed by the Town’s consulting traffic engineer and are generally satisfied that sufficient parking will be provided to serve the proposed residential development. Planning staff note that the Town’s current parking requirement of 1.5 spaces per dwelling unit for apartment dwellings is higher than other comparable municipal parking rates, which typically range from 1 space per unit – 1.25 spaces per unit and in most cases include accessible parking in their overall regular parking requirement rate. For Council’s information, comparable parking rates for apartment dwellings include:

City of St. Thomas*	1.25 spaces/dwelling unit
Town of Aylmer*	1 space/dwelling unit
Haldimand County*	1.25 spaces/dwelling unit
Town of Strathroy*	1.25 spaces/dwelling unit
Brant County	1 space/dwelling unit
Town of Tillsonburg*	1.25 spaces/dwelling unit

\* municipalities that count accessible parking within their overall regular parking requirements

The applicants’ proposed parking rate will provide 109 regular parking spaces for the proposed 87 apartment units, with 5 spaces reserved as accessible spaces and 12 additional spaces reserved for visitors. No amendments to the proposed townhouse parking (which requires 2 spaces per unit) has been proposed. Planning staff are of the opinion that the proposed 1.3 spaces per unit (inclusive of accessible parking) will be sufficient to serve the needs of the proposed development, particularly where “unbundled” parking is proposed, which will ensure that residents who require a parking space will be able to “rent” the spaces they need, while residents who do not require a space (or multiple spaces) will not be charged for a space.

Planning staff are also recommending that 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 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 additional requirements of the ‘R4’ zone, including the required area for an outdoor children’s playground, which will be fenced on the south side based on the site sketch provided by the applicants, which will address a concern that was brought forward at the public meeting.

**Conclusion**

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 in support of the amended proposal.

## RECOMMENDATIONS

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1. That the Council of the Town of Ingersoll receive Report No. 2026-66;
2. And further that the Council of the Town of Ingersoll advise Oxford County Council that the Town supports the Official Plan amendment application (File OP25-09-6), as submitted by 1000419812 Ontario Inc., to redesignate the subject lands, being described as Part Lot 291, Block 99, Plan 279, in the Town of Ingersoll, 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;
3. And further that the Council of the Town of Ingersoll approve in principle the Zone Change application (File ZN6-25-04), as submitted by 1000419812 Ontario Inc., to rezone the subject lands from 'Development Zone (D)' to 'Special Residential Type 4 Zone (R4-sp)' and 'Open Space Zone (OS)' to facilitate the development of 87 apartment dwelling units and 5 townhouse dwelling units on the northeast portion of the property, with a reduction to parking as outlined in Report CP 2026-66.

## SIGNATURES

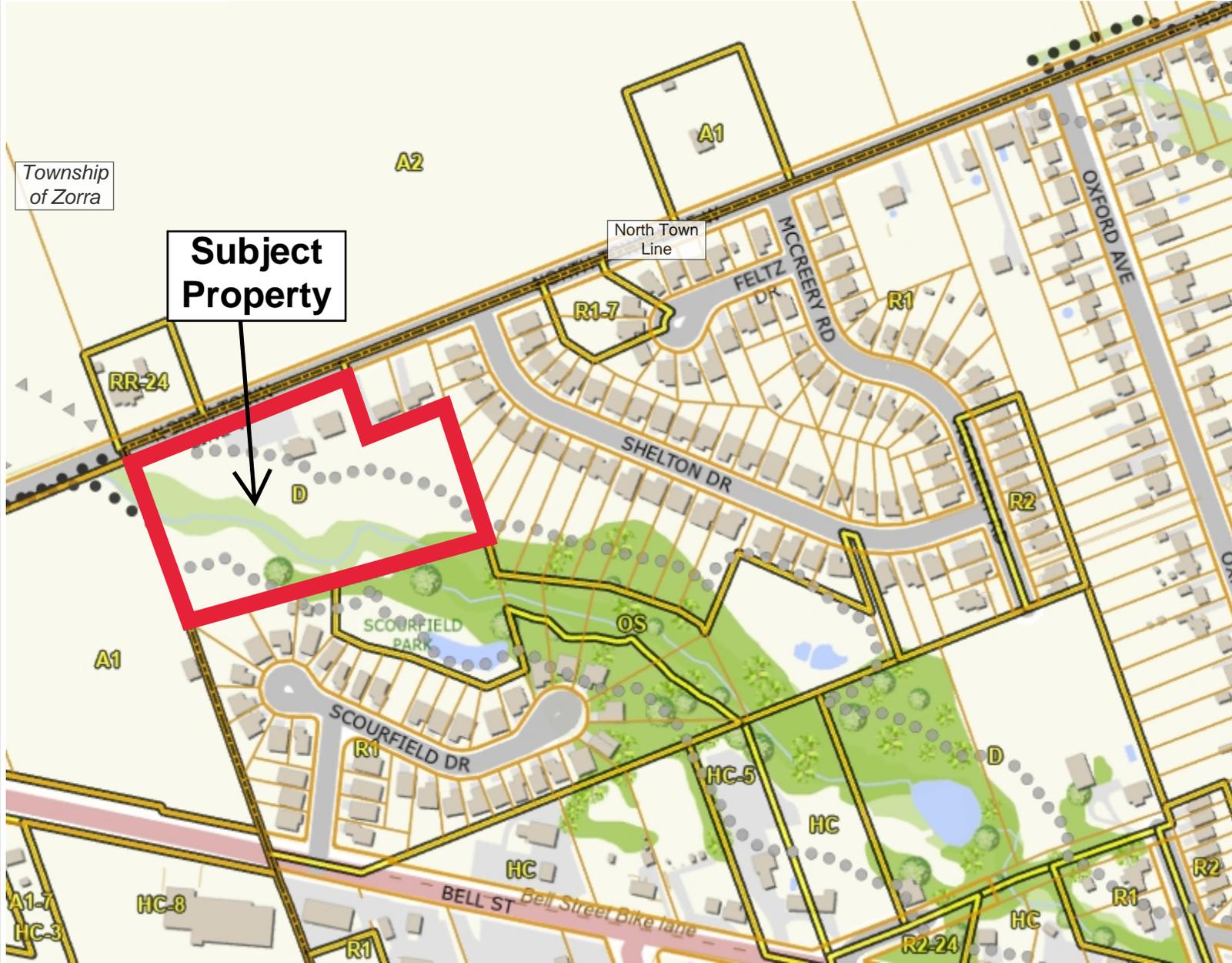
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Authored by: *'original signed by'*

Heather St. Clair, MCIP, RPP  
Senior Development Planner

Approved for submission: *'original signed by'*

Eric Gilbert, MCIP, RPP  
Manager of Development Planning



Township of Zorra

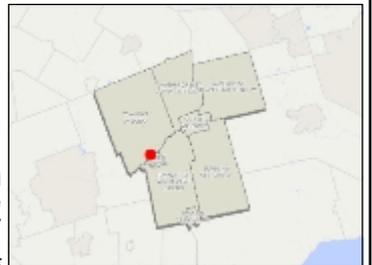
**Subject Property**

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**



0 104 209 Meters

NAD\_1983\_UTM\_Zone\_17N



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

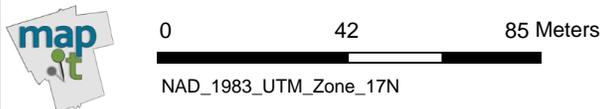
July 7, 2025



**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**



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

November 24, 2025

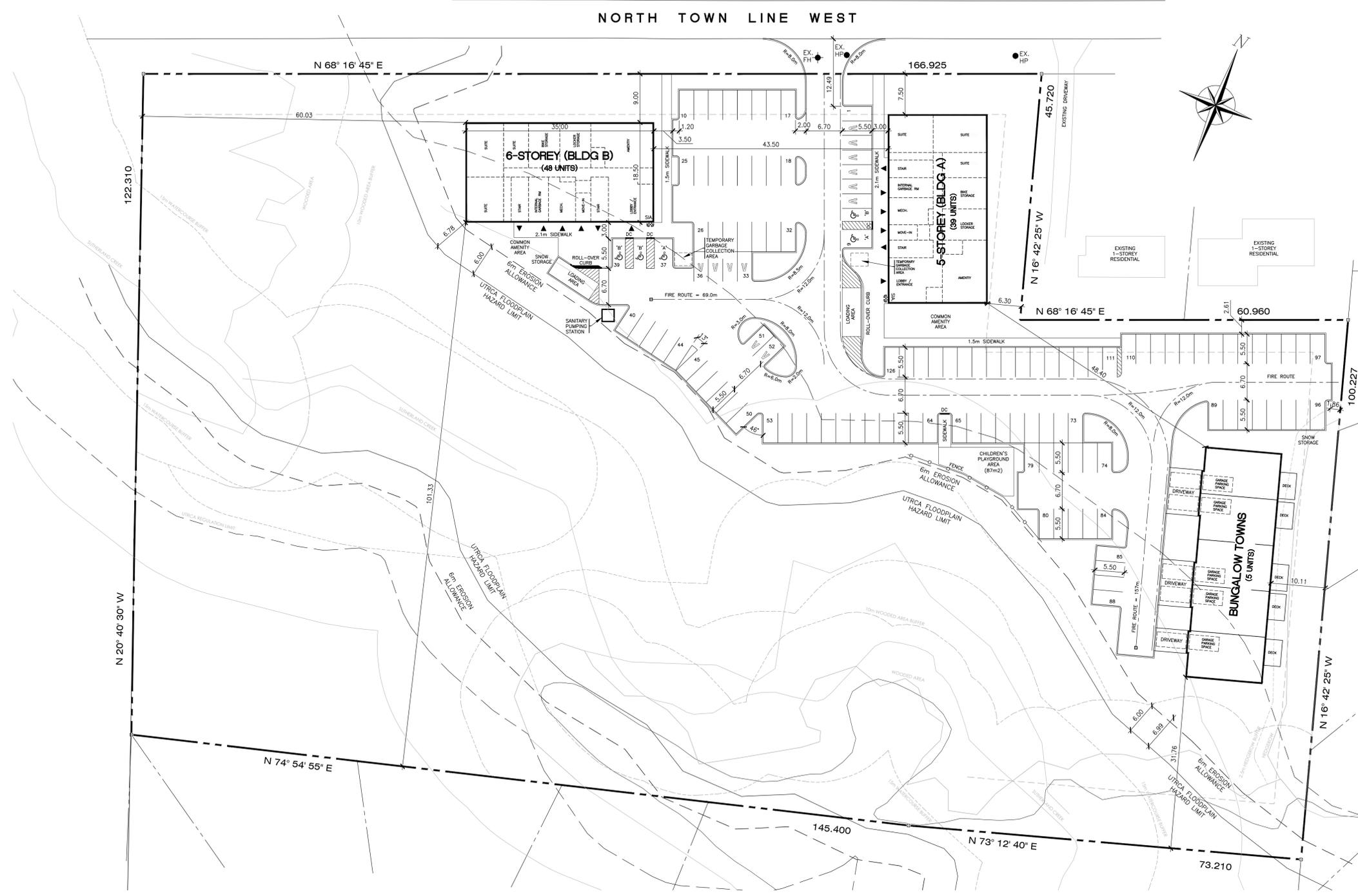
EXISTING ZONING D		
PROPOSED ZONING R4		
(2) APARTMENT BUILDINGS - 87 UNITS TOTAL		
(1) 1-STORY TOWNHOUSE BLOCK - 5 UNITS TOTAL		
	REQUIRED	PROPOSED
LOT AREA (MINIMUM)	110 sq.m. / UNIT 87x110 = 9,570 sq.m.	27,269 sq.m./2.72 ha
LOT FRONTAGE (MINIMUM)	20 m	166.60 m
BUILDING HEIGHT (MAXIMUM)	6 STOREYS	5 & 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. ONCE 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**  
 Plot Date | Time - 2026-02-13 3:14:38 PM