

## Woodstock City Council Public Planning Minutes

Date: September 16, 2024  
 Time: 7:00 PM  
 Location: Council Chambers

This meeting was held in person in accordance with section 238 (3.3) of the Municipal Act, 2001 as amended, and section 16.6.24 of the City of Woodstock Procedure by-law.

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### 1. Declaration of Conflict of Interest

### 2. Planning Reports

#### 2.a B24-42-8 - Application for Consent - Sukhjeet Chatha & Baljit Goraya - City of Woodstock

The subject lands are described as Lot 15 W/S Burtch Street, 16 W/S Burtch Street Plan 19; Part Block E Plan 19; Part Lot 13 W/S Burtch Street, 14 W/S Burtch Street Plan 19; Part Burtch Street Plan 19 Closed by 328096 & 328097; Part Lot 55C Plan 261; Part Lot 133C Plan 293 as in 432544 & 429053; S/T 336613, 355219, in the City of Woodstock. The lands are located on the south side of Main Street lying between Wilson Street and Young Street, and are identified by reference PIN 001050341, City of Woodstock.

The dimensions of the lots to be severed and retained are noted above. The applicant is proposing light industrial uses on the currently vacant severed and retained lots. Surrounding land uses include lands developed or planned for industrial development. Low density residential uses are situated to the north and south.

Mr. Eric Gilbert stated that the purpose of the application for consent is to create a new vacant industrial lot in the City of Woodstock. The proposal is consistent with the PPS, as the proposed consent will efficiently facilitate future industrial development on a parcel that will be served by full municipal services and is in close proximity to major transportation networks. The proposed development of the subject lands will provide an opportunity for new industrial development on lands that are presently designated and zoned for industrial purposes. The lands to be severed and retained will be of sufficient area to accommodate existing and future industrial uses and the proposed lots to be severed and retained will comply with the provisions of the M4 zone. Detailed matters such as lot grading, access, stormwater management, and servicing will be addressed through the site plan approval process, to the satisfaction of the City and County. Planning staff recommend support of the proposed consent application, subject to the conditions proposed by City and County staff included in this report.

**Discussion:**

Councillor C. Lauder, on behalf of Councillor M. Schadenberg, asked if there had been any soil testing done, noting the property's proximity to the railway tracks. E. Gilbert responded that there is no automatic trigger for the City to require a test.

Councillor C. Lauder inquired about plans for a noise barrier, considering this application is for industrial use. E. Gilbert stated that because the uses on the property will be light industrial, there are no plans for a noise barrier.

Councillor B. Martin noted that there is an above ground hydro cut through the property. She should to confirm that this severance does not follow along that line. E. Gilbert responded in the affirmative.

Mayor J. Acchione inquired about why there was a small triangular piece at the back end of the property. E. Gilbert explained that it was the result of the existing easement. Specifically, there is a hydro easement and sewer easement.

Representative of the applicant, Ali Zulfiqar, of 545897 Pattullo Ave., spoke to the history of the property. He explained that the goal was to have two to three units in one larger building with storefronts, facing the railway tracks.

Mayor J. Acchione inquired about tenants and timelines. A Zulfiqar responded that the plan would be to build and lease as a cash flow investment. He explained that such properties cannot be financed, so selling is not a good option.

2.b B24-38-8 and A24-12-8 - Application for Consent and Minor Variance - Jocelyn Roger Lapointe and J.R. Lapointe Inc- 566 Henry Street

The subject land is described as Part Lot 23, Plan 212 as in 425886, in the City of Woodstock. The subject land fronts on the south side of Henry Street, between Victoria Street South and Bay Street, and is known municipally as 566 Henry Street.

The purpose of the application for consent is to sever a parcel and retain a parcel for the construction of a duplex dwelling.

Mr. Eric Gilbert stated that the purpose of the severance application is to create a new lot for residential use and retain a lot containing an existing semi-detached dwelling unit. The proposed minor variance will allow for the construction of a duplex dwelling house.

With respect to the PPS, the proposal is consistent with the intensification, redevelopment and housing policies as the application provides for an opportunity for redevelopment and is an efficient use of land and municipal infrastructure. Further, since the proposal will facilitate the development of underutilized lands within a settlement area, staff are of the opinion that the subject application appropriately promotes intensification.

With respect to the relevant Official Plan policies for Low Density Residential areas, staff are of the opinion that the proposed severance is a form of street oriented infill and intensification. This area of the City is characterized by a variety of lot sizes and dwelling types. Surrounding land uses are highly varied, from single detached dwellings to significant apartment dwelling complexes in close proximity to the east and west. Accordingly, planning staff consider the proposal to be compatible with existing development in the vicinity.

The minimum rear yard depth provision of the R2 Zone is intended to ensure that sufficient space is provided for drainage, amenities and normal enjoyment of the subject lands. The reduction in depth from 7.5 m (24.6 ft) to 7 m (23 ft) is considered a minor departure from the zone standard and is not anticipated to have a negative impact on drainage, amenities or normal enjoyment of the subject lands.

The minimum lot frontage provision of the R2 Zone is intended to ensure that sufficient space is provided for a building envelope and off-street parking. The minimum lot frontage for a duplex is 18 m (59 ft) and the applicant is requesting a minimum frontage of 13.7 m (44.9 ft). The minimum lot area provision of the R2 Zone is intended to ensure that sufficient space is provided for a building envelope, drainage and amenity space.

The minimum lot area for a duplex is 540 m<sup>2</sup> (5,812.7 ft<sup>2</sup>) and the applicant is requesting a minimum area of 340 m<sup>2</sup> (3,659.8 ft<sup>2</sup>). The minimum frontage and lot area provisions for a duplex are based on the same frontage requirement as a semi-detached dwelling which is split horizontally; in this case, the applicant proposes an “updown” duplex which is split vertically, requiring less frontage to accommodate the two units.

This type of duplex has more similar frontage and area requirements to a single-detached dwelling, which is also permitted in the R2 Zone, but requires a minimum lot frontage of 9 m (29.5 ft) and a minimum lot area of 340 m<sup>2</sup> (3,659.8 ft<sup>2</sup>) for corner lots. Similarly, this application could have been considered as a single-detached dwelling with a basement additional residential unit and would have complied with the R2 and ARU zone provisions.

The applicant has also requested a reduction in the Setback of Parking Area from Street Line to reduce the minimum street line setback for residential units with individual driveways from 1 m (3.3 ft) to nil. This setback is intended to ensure that sufficient space is provided for vehicles to be safely setback from public streets and to ensure that sufficient space is provided for off-street parking and that municipal sidewalks are not blocked by parked vehicles. The combination of a 5.5 m (18 ft) parking depth plus 1 m (3.3 ft) setback would be equal to 6.5 m (21.3 ft) in depth where the applicant intends to provide 5.5 m (18 ft). The proposed 5.5 m (18 ft) setback appears to significantly exceed the existing setbacks of adjacent properties to the south and is not anticipated to have a negative impact. Further, all required parking (four spaces) are provided on the subject lands, utilizing two garage spaces and two spaces in front of the garage (as shown on Plate 3).

In consideration of the requested minor variances, staff have reviewed the proposal in the context of the policies contained in the Official Plan and are of the opinion that the proposed variances are appropriate as they provide an adequately sized lot, and sufficient space for amenities, drainage and parking. The existing lot fabric, dwelling types and development in the vicinity is compatible with the proposed lots and will not be out of place with the characteristics of the surrounding area. The resulting proposed lot fabric will continue to provide an adequate building envelope for the retained dwelling unit and proposed duplex. Staff are satisfied that the proposed variances are minor and desirable for the development of the lands and maintains the intent and purpose of the Zoning By-law.

Further, in the application, the applicant has identified a reduced front yard setback of 3 m (9.8 ft); however, the City's Established Building Line Provisions permit reduced front yard setbacks where lots on either side have legal non-conforming depths to the average yard depth or 3 m (9.8 ft), whichever is greater. It is the opinion of Building and Planning staff that the requested 3 m (9.8 ft) front yard depth complies with the Established Building Line Provisions and no additional variance is required.

Planning staff are of the opinion that the proposed severance is a form of street oriented infill and intensification, and the requested minor variances meet the tests for minor variances under the Planning Act and can be supported.

**Discussion:**

Representative of the applicant, Mark Burke, 28 Wellington St., was here to answer any questions.

2.c ZN8-24-11 - Application for Zone Change - Sapson Holdings Woodstock Inc. - 1510 Dundas Street

The subject property is described as Lot 8 and Part Lot 9, Plan 1626, in the City of Woodstock. The property is located on the south side of Dundas Street, lying between Woodall Way and Oxford Road 4, and is municipally known as 1510 Dundas Street.

The application for zone change proposes to amend the Special Regional Commercial Zone (C4- 35) zoning present on the property to reduce the parking required for a five-storey hotel and two restaurants and to eliminate the requirement for two parking spaces after a pick-up window for a drive-thru window at a restaurant to facilitate the development of a hotel and two restaurants. The applicant is requesting a parking rate that is the equivalent of 1 space per guest room for the hotel where the zoning by-law requires 1.2 spaces and 1 space per 10.7 m<sup>2</sup> (115.2 ft<sup>2</sup>) where the zoning by-law requires 1 space per 10 m<sup>2</sup> (107.6 ft<sup>2</sup>). As part of the application submission, the applicant has provided justification for the requested reduction in parking which has been further supported by the City's Building Department.

The subject lands are approximately 10,079.1 m<sup>2</sup> (2.5 ac) in area and are currently under construction for the proposed uses. The applicant is proposing to establish two restaurants (one with a drive-thru) and a five-storey hotel with 90 guestrooms.

Surrounding land uses consist primarily of Highway Commercial uses with the Bysham Business Park in close proximity to the west.

In support of the application, the applicant provided a Parking Justification Study prepared by Trans-plan Transportation Engineering Inc.

Mr. Eric Gilbert stated that the application for zone change proposes to amend the current zoning provisions on the subject lands to permit a five-storey hotel with a minimum parking standard of 1 space per guestroom, and to permit two restaurants with a parking rate of 1 space per 10.7 m<sup>2</sup> (115.2 ft<sup>2</sup>) and a drivethru without the required two parking spaces after the pick-up window for the proposed eating establishment to facilitate the development of the subject lands.

As the proposal will promote an efficient use of existing infrastructure, a mix and range of employment uses and diverse economic base, Planning staff are satisfied that the proposed development is consistent with the policies of Section 1.3.1 of the PPS with respect to employment uses within a designated Settlement Area.

As part of the application submission, the applicant has provided a parking justification prepared by Trans-Plan Transportation Consultants for the requested reduction in parking. The study did a comparative analysis of similar uses in Ontario in communities with similar sized hotels with similar transit opportunities as Woodstock. The study found that the site plan submitted with the application provides adequate parking spaces based on the observed parking rate of these similar sites. It is noted that there are no on street parking opportunities on Dundas Street or Oxford Road 4, and as such, there is limited impacts expected external to the site if the parking demand is greater than the supply provided onsite.

Regarding the reduction from 2 to 0 spaces after the pick-up window for the restaurant, it is noted that the drive through queue will provide the 11 required spaces to the pick-up window and due to the location of the drive through, minimal impacts to the Dundas Street public right of way are expected. Additional stacking of vehicles could occur in front of the proposed garbage enclosure without negatively impacting the parking and driveway aisles. City Building staff have not objected to the reduction, and the reduction appears to have been applied in other locations within the City where pick-up windows are present.

The Service Commercial Designation permits a wide variety of commercial uses, including a hotel and restaurant. These uses, including the proposed drive-thru are not uses that are expected to be located within the downtown or other shopping areas.

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

**Discussion:**

Councillor C. Lauder noted that when leaving the hotel plaza, you cannot turn left due to the concrete median. She asked if they can expect an ask in the future to be able to turn left. E. Gilbert stated that such an ask will not be made.

Mayor J. Acchione inquired if a Taco Bell was coming. E. Gilbert responded that it would not be a Taco Bell.

Councillor B. Martin inquired about parking in the original application. E. Gilbert stated that it was 1.2 for hotel. Councillor B. Martin inquired about what had changed since. E. Gilbert confirmed that it was the second restaurant.

Applicant, Francesco Fiorani, of 113 Miranda Ave, Toronto Ontario, made a presentation in support of the application.

Councillor B. Martin inquired about access and space for service and delivery vehicles, noting the busyness of the location. F. Fiorani explained that a loading space was provided between the dining restaurant and hotel, adding that it was strategically located with a wide sidewalk. He also explained that waste management services would be private on this property, so it would not occur during the day.

Mayor J. Acchione inquired about staff parking, noting that there would be one car per room already. F. Fiorani explained that a parking study considered staff parking and found this number acceptable overall.

Councillor L. Wismer-Van Meer inquired about a road behind the Tim Hortons and whether it would allow access into this property. F. Fiorani confirmed that both sides would be connected. Councillor L. Wismer-Van Meer commented that this would help trucks access the property without being on the main roads.

Councillor K. Leatherbarrow inquired about charging stations. E. Gilbert stated that the proposed site plans show four charging stations, although the zoning by-law currently does not require them.

**3. No action is taken on these items at this meeting**

**4. Adjournment**

Moved by Councillor L. Wismer-Van Meer

Seconded by Councillor B. Martin

That the meeting adjourn at 7:39 p.m..

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Chair-Councillor K. Leatherbarrow



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Secretary-Treasurer – Sunayana Katikapalli