



\*Artists Concept

*Insight: (the ability to have) a clear, deep and sometimes sudden understanding of a complicated problem or situation.*

*Cambridge Dictionary.*

# PLANNING REPORT



**Re 399 North Town Line Rd.  
Official Plan and Zoning Bylaw Amendments**

**To: Town of Ingersoll**

**For: Building Prosperity Inc.**

**Date: June 12, 2025**

# DELIVERABLE REPORT

June 12, 2025



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On behalf of Building Prosperity Inc. Urban Insights Inc. is pleased to submit this planning justification report (PJR) in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for 399 North Townline Road West, Ingersoll. This prominent 2.72-hectare site is located at the northwest gateway to the Town of Ingersoll, adjacent to Zorra Township boundary. These applications offer a rare opportunity to accommodate a thoughtfully designed, higher-density residential development that supports the community's intensification and housing goals.

The proposed development consists of two 6-storey mid-rise apartment buildings with a total of 114 rental units, designed to address housing needs for empty nesters and seniors while enhancing the urban form along a key entrance into the Town.

The existing Official Plan designation of Low Density Residential and the Development Zone zoning do not permit the proposed form of development. Accordingly, an OPA is being requested to redesignate the lands to High Density Residential, and a ZBA is proposed to rezone the lands to the R4 Zone, to permit apartment buildings and establish site-specific development standards ("The Applications"). The proposed amendments are consistent with the 2024 Provincial Planning Statement (PPS), subject to the new Bill 17 legislation, and are aligned with the policies of the County of Oxford Official Plan including those related to housing choice, efficient land use, gateway design and environmental protection. This submission includes detailed planning analysis, a review of supporting studies, and conclusion which supports The Applications.



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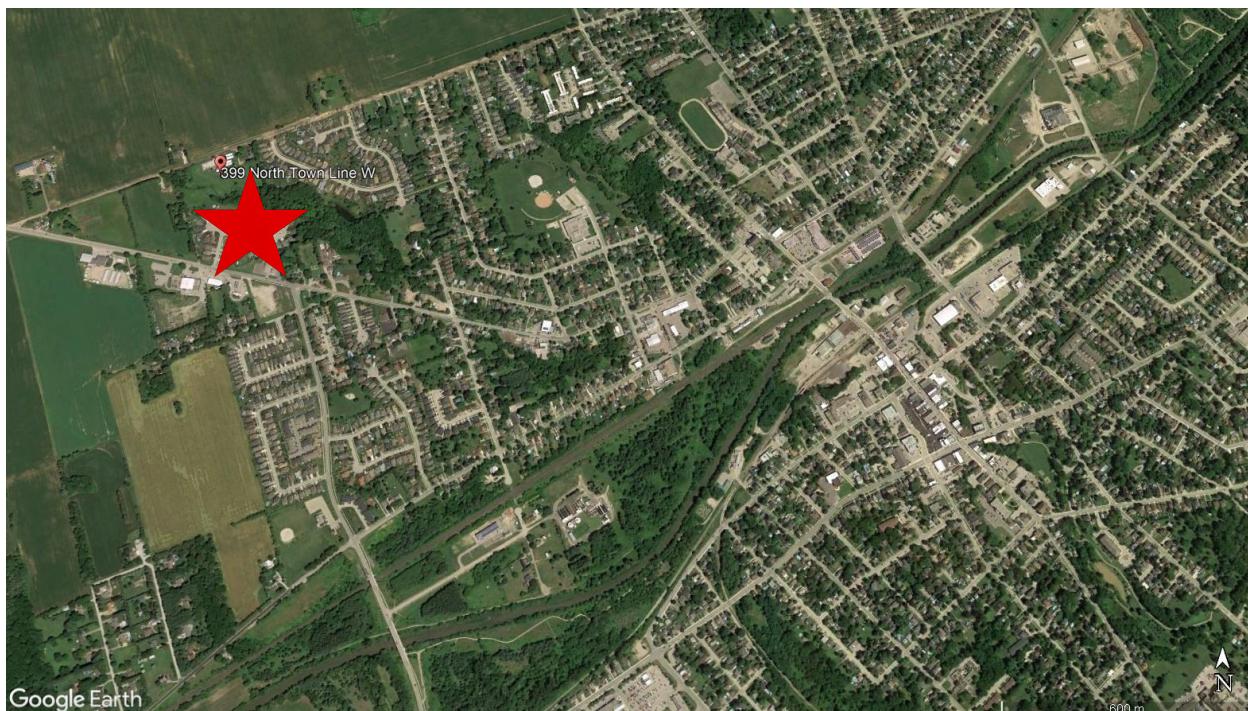
**Appendix 11: Proposed Zoning Bylaw Amendment**

## Planning Justification Report: 339 North Town Line W, Ingersoll

### 1. Introduction and Property Description

The subject property at **399 North Town Line Road West** is a prominent 2.72-hectare parcel located at the northwest gateway of the Town of Ingersoll, along the the Zora Township boundary shown below and in **Appendix 1**.

*Figure 1: Aerial Image from Google Earth Showing Subject Property & Surroundings*



The site is currently occupied by an active garden centre operation, including a gravel parking area, two greenhouse structures, a barn (storage shed), an ancillary office-retail building and outdoor storage.

The land slopes from north to south, terminating in a natural creek corridor associated with the Sutherland Drain, a regulated watercourse under the jurisdiction of the Upper Thames River Conservation Authority (UTRCA). This corridor features lush vegetation and forms a regulated environmental constraint.

*Figure 2: Photo Showing Existing Frontage*



In response to the surrounding natural features, the site has been designed to incorporate a six-metre buffer (as a flood hazard buffer), resulting in a triangular lot configuration which runs parallel along the Sutherland Drain corridor which diagonally bisects the site.

The surrounding context is characterized by low-density residential development to the east and south, agricultural lands to the north and west, and open space associated with the drain. The surrounding land uses are shown in **Appendix 2**.

*Figure 3: Photo Showing Site Frontage (rural cross section) Along North Town Line Rd*



Despite its rural edge setting, the site is located within the settlement boundary and is identified in the Oxford County Official Plan as part of the “Residential” land use designation. The property has approximately **166.6 metres of frontage** along North Town Line Road, a Municipal Road in the County of Oxford with a rural cross-section shown in *Figure 1*. Planned upgrades to urban standards are anticipated as part of future development.

The site’s triangular configuration and proximity to natural features present both challenges, and opportunities, that have shaped the proposed site plan and built form. Of note, the site includes a mature tree row along the eastern boundary shown in *Figure 2* below. This treeline provides a natural buffer opportunity to be reviewed in greater detail through the site plan process.

Figure 4: Photo Showing Easterly Treed Property Boundary

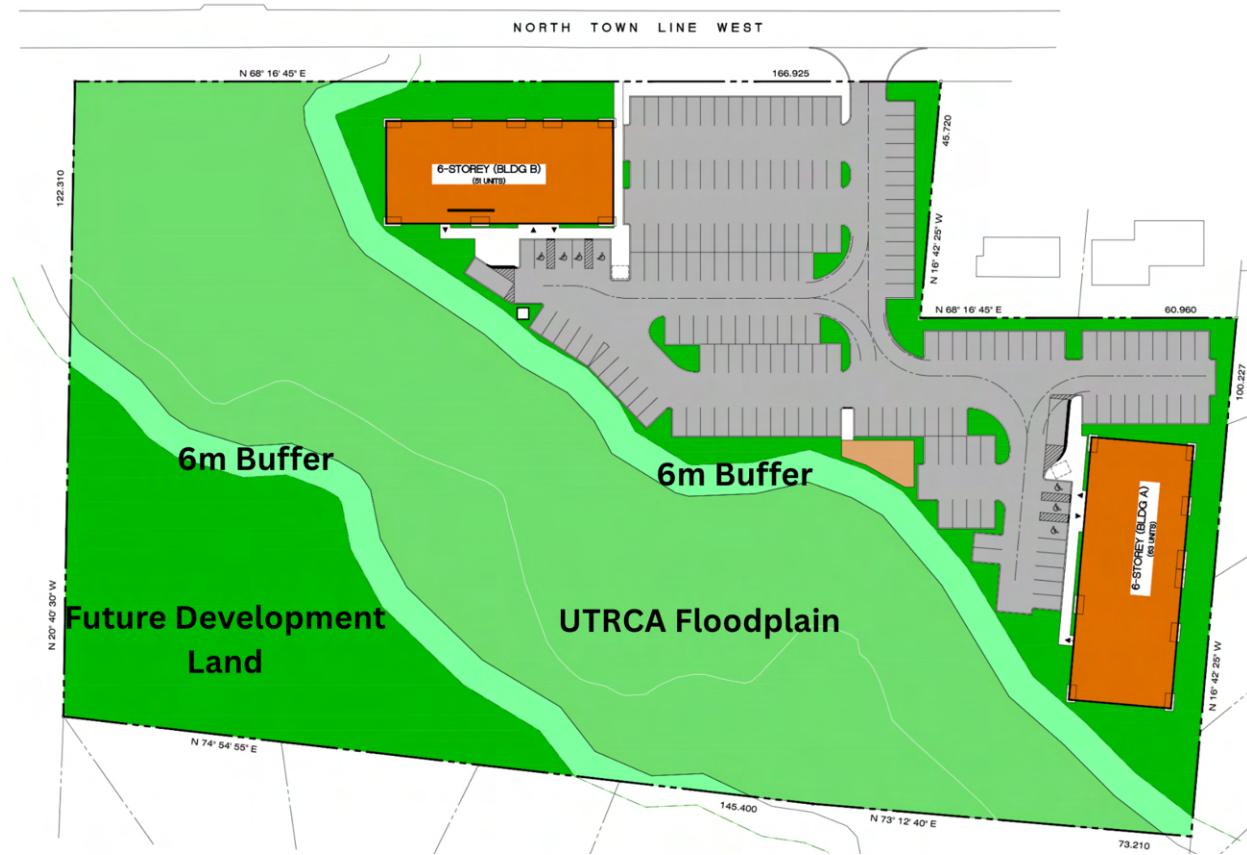


The total site area is approximately 2.72 Ha (approximately 27,250 square meters). Based on the existing site conditions and environmental constraints, the primary triangular developable area is approximately  $10,539.55 \text{ m}^2$  (1.054 Ha), approximately 38.75% of the property. The focus of the Official Plan and Zoning By-Law amendment applications are to add two new apartment buildings on the site shown as Building A and Building B.

The site includes a protected floodplain corridor which is approximately  $10,652.77 \text{ m}^2$  (1.06 Ha) in land area, approximately 39% of the property. Surrounding this protected corridor is a 6 metre (m) erosion hazard setback where no new development can occur without approval from the UTRCA. The primary goal for The Applications (and site development) is to have all development occur outside of the 6m erosion hazard setback.

The floodplain area is shown in the image below, which diagonally bisects the site. A smaller portion in the Southwestern corner of the site is designated as Low Rise Residential and zoned as D (Development Zone). This “D” zoned land is intended to remain in place with the existing land use designation and zoning through The Applications approval process as this land may be consolidated with other adjacent lands in the future.

Figure 5: Site Plan Showing Undeveloped Areas



Overall, this property and location provides a highly visible, well-positioned opportunity to deliver much-needed housing within the Town while enhancing the entrance experience into Ingersoll.

Additional photos of the property and aerial images are provided in **Appendix 3** for reference.

## **2. Proposed Development**

The proposed development at 399 North Town Line Road West envisions a purpose-built, high-density residential community that responds to Ingersoll's growing housing needs. This development is planned to align with the Town of Ingersoll intensification objectives with some highlights provided from the Official Plan below:

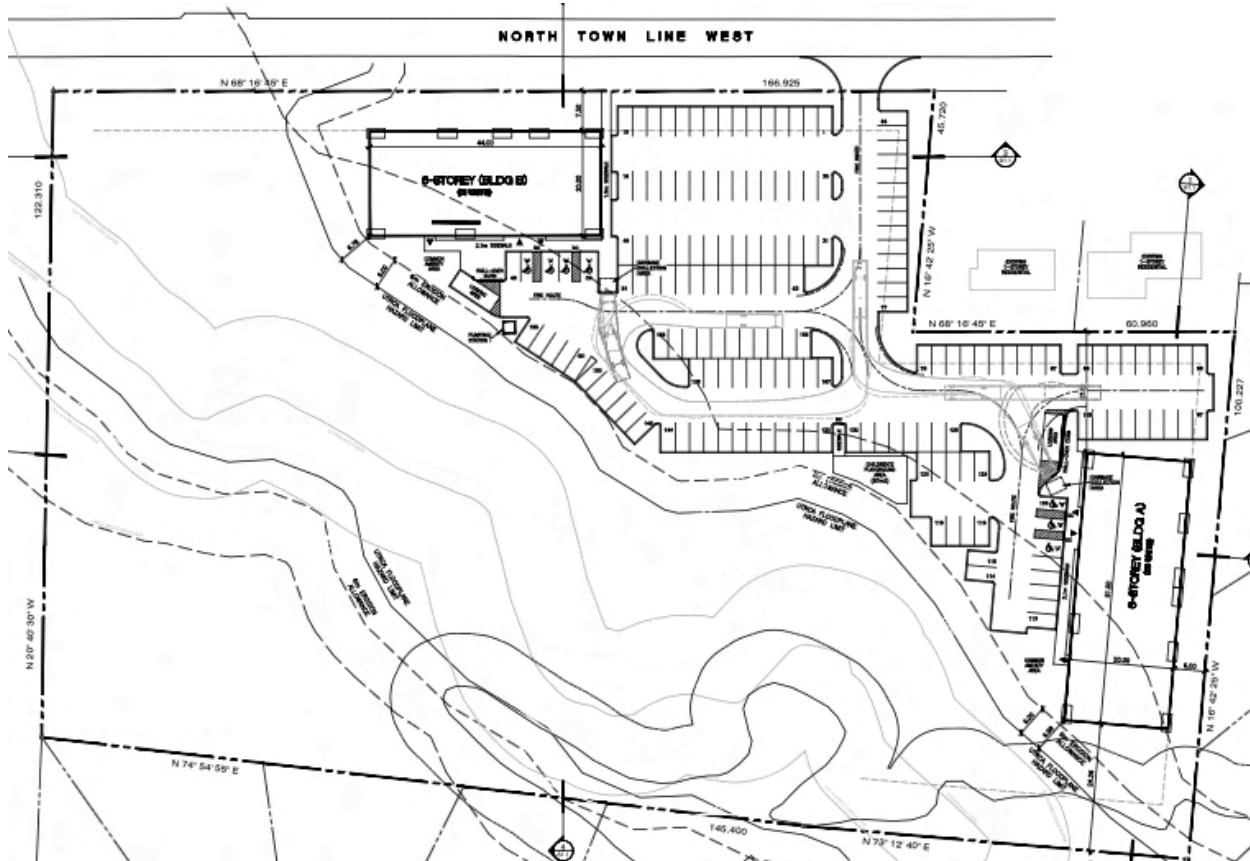
- Residential Intensification. Shall ensure that opportunities exist to increase the variety and affordability of dwelling types in the built-up portion of the Town by permitting appropriate forms of residential intensification (9.2.2.1).
- Tenure Mix. To promote a range of tenure forms throughout the Town consistent with the demand (9.2.2.2).
- Variety and Mix. Support the provision of a choice of dwelling types according to location, size, cost, tenure, design, and accessibility and designate lands for a range of densities and structural types throughout the Town to satisfy a broad range of housing requirements (9.2.3.1).
- Promote Residential Intensification. To promote residential intensification in appropriate locations to make more efficient use of existing land, infrastructure and public services (9.2.2.5).
- Intensification. Support residential intensification in appropriate locations taking into consideration public services, infrastructure and environmental features and development constraints and ensure the residential intensification target in accordance with Section 9.2.2.5, is achieved prior to, or concurrent with, the approval of new residential development in designated growth areas (9.2.3.1).
- Reduced Standards. Residential intensification and compact urban form shall be facilitated through appropriate zoning standards and Town Council may consider the use of reduced municipal infrastructure requirements and lot standards on a site or area specific basis, provided that such standards are still in keeping with the overall objectives of the Plan (9.2.2.5).

Located on a prominent 2.72-hectare site at the Town's northwest gateway, the project includes two mid-rise, 6-storey apartment buildings designed to optimize the site's triangular configuration.

The development will introduce 114 residential rental units, primarily targeting empty nesters and seniors. It will feature a mix of one and two-bedroom layouts, provide on-site surface parking, provide landscaped yards and preserve the open space corridor (Suther Drain and buffers).

The proposal reflects a commitment to complete community principles, high-quality urban design, and efficient use of existing infrastructure, while supporting the Town's broader objectives for compact growth and housing diversity.

*Figure 6: Proposed Site Plan Showing Environmental Setback*



The property has surplus developable land on the other side of the Sutherland Drain corridor (southwest lower corner). This land is designated as Low Rise Residential and has Development Zone zoning. This land use designation is proposed to remain recognizing that future development may occur on the adjacent land also designated as Low Rise Residential. This land should be considered as future development potential.

## 2.1 Development Context

The development is situated on a 2.72-hectare (27,250 m<sup>2</sup>) site at a gateway location, marking the entrance to Ingersoll from the upper west side with Zorra Township. This strategic position presents an opportunity to create a landmark development that reflects the town's growth aspirations.

## 2.2 Site Configuration and Layout

The proposed development at 399 North Town Line Road is situated on an irregularly shaped parcel located at the northwest gateway into the Town of Ingersoll.

The site is framed by a natural creek system to the south (Sutherland Drain) and lands regulated by the Upper Thames River Conservation Authority (UTRCA), providing a unique ecological backdrop.

The development consists of two purpose-built 6-storey apartment buildings designed to optimize the site's geometry while enhancing street presence and internal organization.

Building B is strategically positioned at the western edge of the site to frame the North Town Line Road frontage, establishing a landmark gateway presence. This building runs parallel to North Town Line Road and is setback seven (7) metres from the property line.

Building A is located deeper in the site, oriented inward to provide privacy, define a shared central open space, and respond to environmental constraints and setbacks associated with the creek corridor. This building is oriented perpendicular to North Town Road and is planned to maintain the existing treeline along the property boundary. The building is setback six (6) metres from the eastern property line recognizing that the existing treeline establishes a natural buffer with the adjacent homes.

Both buildings incorporate step-backs at upper levels to reduce massing impacts and introduce private terrace spaces. The layout reflects a pedestrian-friendly design with walkways connecting key entrances, a central amenity zone, and a landscaped fire route.

The buildings are separated by over 100 metres, ensuring light penetration, privacy, and generous spatial separation. Surface parking is organized along the perimeter and softened by landscaped islands and tree plantings, while active ground-floor uses such as lobbies, garbage collection, and mechanical areas are discreetly integrated.

Together, the siting and massing of the buildings create a coordinated and efficient development that balances visibility, compatibility, and natural integration within existing site features.

## 2.3 Proposed Units

Building A, located at the eastern corner of the site, will contain 63 units, while Building B, positioned at the lower western corner, will house 51 units, totaling 114 residential units conceptually shown below.

## 2.4 Proposed Bedrooms

The units will consist of a mix of one- and two-bedroom apartments. Building A includes 30 one-bedroom and 33 two-bedroom units. Building B includes 19 one-bedroom and 32 two-bedroom units.

## 2.5 Target Market

The Town of Ingersoll has a tight rental market. As the community ages, the proposed development has a target market oriented towards the empty nester-seniors market.

## 2.6 Amenities

The proposed development incorporates a range of high-quality amenities that enhance livability, social interaction, and overall resident well-being.

Each unit is equipped with a private balcony providing outdoor space and natural light for residents and contributing towards a more animated building façade.

Centrally located between the two buildings is a landscaped common amenity area, which includes a children's play area—a key feature that supports a multigenerational experience within the development.

Additionally, both buildings include indoor amenity spaces at the ground floor level, envisioned for uses such as community lounges, fitness areas, or multi-purpose rooms. These amenities are strategically placed to activate shared spaces, promote social cohesion, and contribute to a complete, inclusive residential community. The final details will be worked through the more detailed site plan stage.

## 2.7 Density

On a gross land area basis, the property is relatively low-medium density calculated at 41.9 units per hectare. After the non-developable area, as well as, surface parking spaces and sidewalks are netted out, the density increases to 102.7 units per hectare.

## 2.8 Parking

The proposed development includes a total of 176 parking spaces, designed to support the needs of residents and visitors while balancing land use efficiency and urban design. This includes 151 spaces for residents, 18 dedicated visitor spaces, and 7 barrier free spaces distributed across the site.

While the Town's Zoning By-law requires 196 total spaces (171 tenant, 18 visitor and 7 barrier free spaces), the proposed supply represents a modest shortfall of 20 spaces, or

approximately 9% (8.98%), which is mitigated through efficient site planning and market demand oriented towards an older demographic with less need for two cars.

In total, there are 1.32 parking spaces provided for each unit (151 spaces) whereas the zoning bylaw requires 1.5 spaces per unit (171 spaces). This is a 20 parking space reduction representing 8.8% parking reduction recognizing that all other parking requirements related to visitor parking and barrier free parking spaces are being met. With respect to barrier free parking design, the layout incorporates 7 barrier-free parking spaces, 3 Type A and 4 Type B, fully meeting accessibility standards.

The parking design supports active transportation and future Transportation Demand Management (TDM) strategies, such as the potential integration of bicycle racks, carpool spaces, or unbundled parking options.

All parking areas are located at grade and are visually softened by landscaped islands and internal walkways. Overall, the parking program achieves a functional, accessible, and visually integrated solution that aligns with the scale and character of the proposed development.

## 2.9 Site Servicing

The proposed development will be fully serviced with municipal water and sanitary infrastructure. Sanitary servicing will be provided via a private on-site sanitary pumping station that connects to an existing forcemain along North Town Line Road, ultimately discharging into the municipal system on Sheldon Drive. Water servicing will connect to the existing 300mm watermain fronting the site, with sufficient pressure and flow confirmed through a fire flow test to meet Ontario Building Code and fire protection standards. Stormwater will be managed on-site through a combination of roof storage, a detention tank, and an oil-grit separator (OGS), with controlled discharge to Sutherland Creek. No municipal storm sewer exists along the frontage, making the proposed stormwater strategy essential for both quantity and quality control. All infrastructure is designed to meet or exceed the servicing requirements of the Town of Ingersoll, Oxford County, and the Upper Thames River Conservation Authority.

According to the Functional Servicing Report by Meritech Engineering, no off-site municipal servicing upgrades are required to accommodate the proposed development at 399 North Town Line Road West. The existing 300mm municipal watermain along North Town Line Road was tested and confirmed to have sufficient pressure and flow to meet both domestic and fire protection demands, including the maximum required fire flow of 113 L/s (FUS), which is well within the available flow of 152.5 L/s. Sanitary servicing will be

provided through a new private on-site pumping station discharging into an existing forcemain, with the downstream municipal sewer system on Sheldon Drive confirmed to have adequate capacity to accommodate projected flows from the development. Since there is no municipal storm sewer fronting the property, the development includes a self-contained stormwater management system that requires no connection to off-site infrastructure. As such, the proposed servicing strategy does not trigger any need for municipal capacity upgrades or capital works, and the development can proceed without impacting the Town's broader servicing network.

## 2.10 Road Design

The existing road cross-section along the frontage of 399 North Town Line Road West currently reflects a rural standard, with no curb, gutter, sidewalk, or formal drainage infrastructure. As part of the proposed development, the road frontage is intended to be upgraded to meet urban road design standards, consistent with other redeveloped segments of North Town Line Road within the built-up area of Ingersoll. These improvements will include the installation of curb and gutter, sidewalks, stormwater catch basins, and a paved boulevard, providing a safer and more accessible pedestrian environment and enhancing the overall streetscape. The intent is to align the roadway profile, dimensions, and functional elements with the Town's engineering design expectations, support active transportation, and improve connectivity for existing and future residents.

*Figure 7: Urban Street Standard A Block Away*



Coordination with Town engineering staff will be undertaken through the site plan approval process to ensure that road upgrades are designed and implemented in accordance with municipal specifications.

## 2.11 Elevations

The proposed apartment buildings feature a contemporary mid-rise design with thoughtfully articulated massing and facade treatments that respond to the site's irregular shape and surrounding context.

Both Building A and Building B employ a stepped architectural form, with portions of the buildings recessed at upper levels to reduce the perceived mass and create a more pedestrian-scaled environment.

The facades are visually broken up through the use of vertical and horizontal articulation, alternating material palettes, and generous glazing, which collectively contribute to a dynamic and human-scaled street interface.

*Figure 8: Artists Concept of Proposed Building Facade*



The elevations integrate durable cladding materials, including masonry elements at the ground level and lighter modern finishes above, enhancing both architectural interest and long-term resilience. The final design selections will be confirmed through the site plan process.

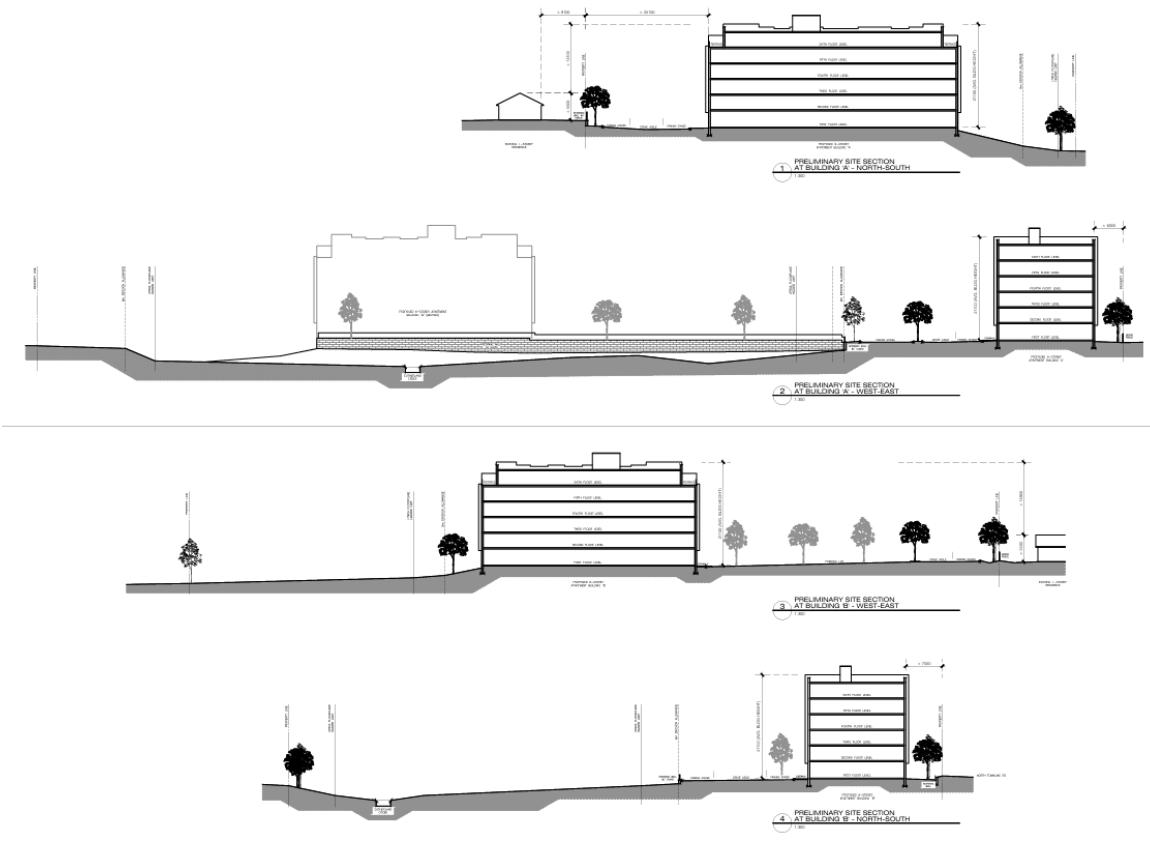
Key elevations such as the south-facing and west-facing façades are oriented toward green space and the UTRCA-regulated corridor, incorporating balconies and large windows that maximize natural views and passive light.

Overall, the architectural design balances form and function, promoting a cohesive residential identity while reinforcing urban design principles of rhythm, scale, and contextual sensitivity while providing a compatible interface with the surrounding low-rise neighbourhoods.

## 2.12 Topography

The site topography at 399 North Town Line Road West is characterized by a gentle but consistent slope that descends from the northeast corner of the property toward the southwest, where Sutherland Creek forms a natural boundary.

*Figure 9: Cross Sections Showing Preliminary Grading*



Based on the conceptual site sections (Appendix 6) and the Functional Servicing Report prepared by Meritech Engineering, the site experiences a total grade change of approximately 3 to 5 metres across the developable area.

From north to south, the North Town Line Road frontage sits at a higher elevation, sloping downward toward the southern extent of the site adjacent to the UTRCA floodplain hazard

limit. Similarly, along the east–west axis, the site drops from the eastern boundary, which abuts existing low-density residential homes, toward the central and western portions of the lot. This natural topography has informed the site design by guiding building orientation, internal roadway layout, and the use of stepped massing and retaining walls, particularly around Building B and the southern parking area, to manage grade transitions.

The slope plays an important functional role in supporting on-site stormwater management, enabling gravity-fed flow toward a controlled outlet into Sutherland Creek. Runoff is captured through roof storage, a subsurface detention tank, and water quality treatment systems before discharging to the creek in a regulated manner. In addition, the preserved treeline along the eastern property line, in combination with the gradual elevation drop, enhances visual screening and ensures compatibility with adjacent residential properties.

The proposed retaining wall system plays a key role in managing the site's sloped topography, particularly along the southern and western edges of the development area. It is designed to retain higher ground around the parking lot and Building B, where grade differentials of up to 3 metres occur due to the natural slope toward Sutherland Creek (drain). The wall ensures stable transitions between elevations, provides necessary cover for underground servicing, and helps maintain level surfaces for pedestrian and vehicular use. By integrating the retaining wall into the overall grading strategy, the development minimizes extensive site regrading, preserves natural drainage patterns, and maintains a clear separation from the adjacent environmental features, contributing to both structural stability and environmental protection.

The grading plan for the site will involve a cut and fill analysis to optimize the development area. Material is being removed from the north and east sides of the site, with cuts averaging approximately 0.5 meters, while filling is planned for the west and south sides, with fill depths reaching up to approximately 2.5 meters. These earthworks serve two primary purposes: first, they ensure that the parking lot grading remains within acceptable slope limits, facilitating safe and accessible vehicular and pedestrian movement; second, they provide sufficient cover over the sewer lines, which is essential for the proper functioning and protection of the site's servicing infrastructure.

## 2.13 Compatibility

The proposed development at 399 North Town Line Road represents a compatible and context-sensitive residential infill that contributes meaningfully to Ingersoll's housing supply.

The two six-storey apartment buildings introduce a gentle form of intensification that bridges the gap between single-detached dwellings and high-rise structures, offering a pedestrian-scaled alternative that supports housing diversity within the community. Designed with upper-level step-backs, articulated façades, and building massing that responds to the triangular site, the development fits into the surrounding neighbourhood.

Its location at a key gateway into the town allows the built form to establish a landmark presence without overwhelming nearby properties, particularly due to landscaped setbacks and landscaped buffers that mitigate visual and privacy impacts. By framing the public street and incorporating walkable connections, open space, and natural edge conditions, the development reinforces the character of the existing neighbourhood while introducing a modern housing option into the Town fabric.

A sun-shadow impact study was completed as part of the supporting materials for the proposed development and demonstrates that the two six-storey apartment buildings will not create adverse shadow impacts on surrounding residential properties.

In terms of built form relationships, the buildings have been carefully sited and designed with upper-storey step-backs and generous separation distances to ensure that shadowing is reduced in both duration and extent, particularly during critical times of day and year. The majority of shadows fall within the subject site or over the adjacent natural area to the south, ensuring a high degree of compatibility with neighbouring land uses.

*Figure 10: Artists Concept of Building A Showing Natural Buffers*



The proposed development preserves the mature treeline along the eastern property boundary, which serves as a valuable natural buffer between the site and the existing low-density residential dwellings to the east. This vegetated edge helps to screen views, maintain privacy, and reduce the visual massing of the proposed buildings from adjacent properties.

By integrating this existing green feature into the site design, the development respects the character of the surrounding neighbourhood while reinforcing a sensitive transition between built forms.

#### 2.14 Urban Design

The proposed development demonstrates a strong commitment to high-quality urban design principles, emphasizing human scale and thoughtful integration with the surrounding landscape. The site layout, building design, and integration of open space contribute to a thoughtfully designed residential environment that complements both its rural-edge context and future surrounding growth.

The development consists of two 6-storey mid-rise apartment buildings designed at a human scale, providing a comfortable pedestrian environment and appropriate transition from surrounding low-rise and rural contexts. The buildings are oriented to respond sensitively to their surroundings, with the south-facing façade of Building A and the west-facing façade of Building B overlooking a UTRCA regulated corridor and forested area. This orientation allows for passive enjoyment of natural views, reinforces biophilic design principles, and enhances quality of life for future residents.

Building entrances are clearly defined and connected via walkways, with landscaped setbacks and edges contributing to a cohesive and pedestrian-friendly experience. These features enhance the interface between built form and open space, reinforcing safety, accessibility, and aesthetic quality.

The architectural design incorporates clean vertical and horizontal elements, using a combination of modern cladding materials, large glazed sections, and durable masonry or brick at the ground level. While final colour selections and materials are still to be confirmed, the proposed materiality reflects a contemporary aesthetic.

The site layout is functional and accessible, with a central shared surface parking area that serves both buildings. Care has been taken to buffer this area through landscaped islands and tree planting, softening the visual impact and helping define safe pedestrian routes from parking areas to building entrances. A children's play area is thoughtfully located near

the central parking lot, allowing for convenient access while maintaining visibility and passive surveillance from surrounding units and walkways.

### **3. Supporting Studies**

The Planning Applications are supported by a series of technical studies identified at the pre-consultation stage including a transportation study, an environmental impact study (EIS), a Phase I Environmental Site Assessment (ESA), and a shadow study. A brief summary of each technical study is provided below and expanded in **Appendix 9**. In all cases, refer to the original report for complete study background and recommendations.

#### **3.1 Transportation Study - CGE Consulting, May 13 2025**

The Transportation Study by CGE Consulting for the proposed 114-unit residential development, consisting of two six-storey buildings at 399 North Town Line West, demonstrates that the project aligns well with the existing transportation framework. Traffic analysis reveals that the surrounding road network, including North Town Line West (a two-lane local road with low to moderate traffic) and 19th Line McLeod Drive (an arterial road), can handle the projected 42 AM peak and 44 PM peak vehicle trips with negligible disruption. The single full-movement driveway onto North Town Line West is forecasted to maintain a high level of service (LOS A) through 2030, with delays under 10 seconds and ample reserve capacity. The study concludes that a left-turn lane is not warranted based on MTO graphical thresholds, given the low traffic volumes and strong operational performance. Sightline evaluations further support safety, offering over 200 meters of visibility in both directions, exceeding the required 146 meters for left turns and 127 meters for right turns. On-site circulation is also sufficient, accommodating service vehicles like garbage and fire trucks effectively.

Despite a minor parking shortfall of 176 spaces proposed as opposed to the 183<sup>1</sup> required by the Zoning By-law (a 4%<sup>2</sup> deficit, not including barrier free spaces), the study proposes manageable solutions through Transportation Demand Management (TDM) strategies, including unbundled parking, two dedicated carpooling spaces, ride-sharing promotion, and bicycle racks to reduce vehicle dependency and parking demand. The analysis also indicates that a right-turn lane is not warranted, with volumes well below the threshold.

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<sup>1</sup> Note. The parking requirement is 196 parking spaces (the parking requirements are stacked on top of each other - 171 for residents, 18 visitor, 7 barrier free whereas 176 parking spaces provided with 151 parking spaces per residents, 18 visitor and 7 barrier free spaces).

<sup>2</sup> Increases to 9% when visitor and barrier free parking spaces are included).

With no local transit available, regional options and nearby pedestrian and cycling infrastructure provide additional travel alternatives. Implementing these TDM measures ensures the development integrates seamlessly into the transportation network, supporting safe and efficient access. A more detailed summary of the Transportation Report is provided in **Appendix 9**.

### **3.2 Site Servicing Studies by Meritech Engineering, May 2025**

The Functional Servicing Report prepared by Meritech Engineering provides a thorough assessment of the municipal servicing feasibility for the proposed high-density residential development at 399 North Town Line Road West. The report evaluates the availability and adequacy of sanitary sewage, water supply, stormwater management, drainage, grading, transportation access, and utilities, and concludes that the site can be fully serviced in accordance with the applicable standards of the Town of Ingersoll, Oxford County, and the Upper Thames River Conservation Authority (UTRCA).

#### 3.2.1. Site Overview and Existing Conditions

- The site comprises 2.72 hectares of land, currently occupied by a garden centre including greenhouses, a barn, a main building, and a gravel parking area. The topography slopes from north to south toward Sutherland Creek, which is a UTRCA-regulated watercourse. A portion of the site lies adjacent to the floodplain hazard limit but remains outside of regulated flood hazard areas for development purposes.

#### 3.2.2. Sanitary Servicing

- Sanitary flows from the two apartment buildings will be conveyed via 200mm private gravity sewers to an on-site sanitary pumping station (SPS). The SPS will pump flows through a proposed 50mm HDPE forcemain that connects to an existing municipal forcemain in the right-of-way along North Town Line Road.
- The existing forcemain serves adjacent developments and outlets into the gravity sewer system of the Sheldon Drive subdivision.
- The peak sanitary flow generated by the development is estimated at 3.52 L/s, which represents approximately 10.3% of the downstream sewer capacity—indicating the existing infrastructure is sufficient to accommodate the proposed development.
- Design assumptions follow Oxford County standards and include allowances for infiltration and peaking.

### 3.2.3. Water Servicing

- Water service will be provided from the existing 300mm diameter ductile iron watermain along North Town Line Road.
- A new 150mm watermain will be installed on-site to serve the buildings and connect to internal hydrants.
- Fire protection needs are met, as confirmed by a Fire Flow Test conducted by Classic Fire + Life Safety on May 20, 2025. The available flow at the hydrant fronting the site is 152.5 L/s.
- The required flow for the most demanding scenario (Building A) is 113 L/s (FUS) and 105 L/s (OBC), confirming adequate capacity is available.

### 3.2.4. Stormwater Management

- There are no existing municipal storm sewers along North Town Line Road.
- Stormwater will be managed entirely on-site through a combination of:
  - Roof storage
  - A detention tank to attenuate runoff up to the 250-year storm event
  - An Oil Grit Separator (OGS) for water quality control
- Controlled discharge will flow to Sutherland Creek at pre-development peak flow rates to satisfy UTRCA and Town requirements.
- The use of a half-barrel control structure and orifice-controlled manhole is proposed to regulate peak flows from the site.
- Stormwater modeling was completed using MIDUSS software, incorporating Town of Ingersoll design parameters and Chicago-type storms.

### 3.2.5. Grading and Drainage

- A retaining wall is proposed along the southern boundary of the development area to accommodate parking grades and provide cover for underground storm infrastructure.
- The site design aims to reduce earthworks and optimize drainage through modest elevation changes.
- Coordination with UTRCA is recommended to potentially reduce wall height by grading within the permitted erosion hazard allowances.

### 3.2.6. Utilities

Utility servicing was preliminarily confirmed as follows:

- Hydro One: Overhead conductors available and suitable.
- Bell Canada: Sufficient capacity available; potential future fiber optic expansion.
- Enbridge Gas: Infrastructure may not front the site; coordination will be needed during detailed design.
- Rogers Communications: Cable service may require extension; to be confirmed during site plan approval.

### 3.2.7. Key Recommendations

- Proceed to Detailed Design stage with incorporation of all functional servicing assumptions.
- Complete a Geotechnical Investigation prior to final engineering to confirm subsurface conditions and stormwater infiltration assumptions.
- Coordinate with UTRCA for grading encroachments and storm outlet configuration within regulated lands.
- Confirm final utility servicing agreements (gas, telecom, hydro) during site plan stage.
- Ensure that all storm and sanitary infrastructure designs align with MOECP, Town, and County standards.

3.2.8. Conclusion. The Meritech Functional Servicing Report confirms that the site is fully serviceable using standard municipal servicing practices, and that the proposed development is feasible without triggering significant off-site infrastructure upgrades. The findings provide a solid technical foundation to support the Official Plan and Zoning By-law Amendments and ensure that the development will proceed in accordance with applicable environmental and engineering standards.

### **3.3 Environmental Impact Study (EIS)**

*Figure 11: Photo of the Sutherland Drain*



In terms of existing site conditions, the property is predominantly comprised of cultural meadow with wetland, woodland, and thicket communities associated with the Sutherland Drain. The woodlands located in the northeastern and southern portion of the property are identified as significant (according to the Oxford Natural Heritage Study Update, UTRCA 2023). There is an unevaluated wetland along the watercourse in the property and is subject to a 15 metre buffer approved by the UTRCA. There is another 6 metre buffer added to the watercourse buffer to accommodate a flood hazard limit.

Natural Resource Solutions Inc. (NRSI) conducted a Scoped Environmental Impact Study (EIS) for the proposed residential development at 399 North Town Line West, Ingersoll, Ontario, on behalf of Building Prosperity Inc., to support an Official Plan Amendment and Zoning By-law Amendment. The 2.7-hectare site, currently a commercial garden center with meadow and floodplain areas associated with the Sutherland Drain, was assessed through a desktop review, site visits in fall 2024 and spring 2025, and field surveys, including vegetation, wetland, and bat habitat assessments.

The study identified significant woodlands, an unevaluated wetland, significant valleylands, and candidate Significant Wildlife Habitat (SWH) for bat maternity colonies, all associated with the Sutherland Drain. No Species at Risk (SAR) were observed, though potential habitat for SAR bats and butterflies exists. The proposed development, comprising two 6-story residential buildings with 114 units, avoids direct impacts on these features by respecting recommended buffers (10 m for woodlands, 15 m for wetland and

watercourse), except for a minor overlap with the woodland buffer, as detailed in the site plan.

The EIS outlines mitigation measures to ensure no negative impacts on natural features or their ecological functions, in compliance with the Provincial Policy Statement (2024), Endangered Species Act (2007), and Upper Thames Region Conservation Authority (UTRCA) regulations. These include scheduling vegetation removal outside the bird breeding season (April 1–August 31), conducting additional surveys in 2025 for breeding birds, aquatic habitat, and Butternut hybridity, and implementing best management practices like minimizing salt use and controlling invasive plantings. The updated EIS includes a stormwater management approach to protect the Sutherland Drain, grading plans to preserve natural features, and a new recommendation for an erosion and sediment control plan to ensure protection during construction.

The detailed findings are included in **Appendix 9** and confirm that the proposed development at 399 North Town Line West has been designed to avoid significant environmental impacts, meeting and exceeding natural heritage protection requirements, ensuring compatibility with the surrounding environment.

### **3.4. Phase I ESA by Englobe Corp.**

Englobe Corp. conducted a Phase One Environmental Site Assessment (ESA) for the property at 399 North Town Line West, Ingersoll, Ontario, on behalf of Building Prosperity Inc., in support of municipal planning approvals. The non-intrusive assessment, completed in accordance with O. Reg. 153/04, involved a records review, site reconnaissance on April 10, 2025, and an interview with the property owner, Mr. Bill Thorpe. The site, currently used as a garden centre (Backyard by Design) with three buildings and four temporary greenhouses, has a history of agricultural use dating back to the 1880s, including a horse farm until 1998. No potentially contaminating activities (PCAs) or areas of potential environmental concern (APECs) were identified on the site, and historical records, including aerial photographs, city directories, and environmental databases, showed no evidence of contamination from past or present uses.

The surrounding properties within a 250-meter radius, primarily residential and agricultural, also presented no significant environmental concerns that could impact the site. The ESA confirmed that the site's environmental condition is suitable for the proposed development, with no indications of spills, hazardous materials, or underground storage tanks.

In terms of findings, there are no Potentially Contaminating Activities (PCAs) or Areas of Potential Environmental Concern (APECs) that were identified on-site or within the 250m study area. As such, a Phase Two ESA is not required at this time. This is a positive outcome for development, as it indicates there are no known environmental constraints or contamination concerns that would hinder the advancement of the project or delay planning approvals. The findings support a streamlined planning process and may reduce risk in securing future approvals for site plan control and building permits.

### **3.5 Shadow Study by Urban Insights Inc.**

*Figure 12: Shadow Study for June 21st 16:00-17:00*



A shadow study was prepared by Urban Insights Inc. to assess the impact of the proposed six-story Buildings A and B at 339 North Town Line W, Ingersoll, Ontario, on adjacent residential properties.

The analysis, performed for March 21st (spring equinox), June 21st (summer solstice), September 21st (autumn equinox), and December 21st (winter solstice), evaluated continuous sunlight windows for eastern, northern, and southern properties. The key findings are summarized below and shown in greater detail in **Appendix 9**.

- Eastern properties receive 3 to 7 hours of continuous sunlight, with the shortest window on December 21st (9:00–12:00) and the longest on June 21st and September 21st (8:00–15:00).
- Northern properties experience 3 to 12 hours, ranging from 13:00–16:00 on December 21st to all day (8:00–20:00) on June 21st.
- Southern properties remain unimpacted by the proposed development year-round.

The study confirms that all surrounding properties meet or exceed the minimum requirement of 3 hours of continuous sunlight on each analyzed date. The study results

confirm that the proposed development will not have an adverse impact on surrounding properties, meeting and often exceeding continuous daylight requirements.

The detailed findings demonstrate that shadow impacts are minimal, with southern properties consistently unaffected and eastern and northern properties receiving ample sunlight, even during the winter solstice when shadows are longest. The proposed development (height) is compatible with the existing residential context.

#### **4. Planning Framework**

This section outlines the planning policy and regulatory framework that governs development within the Town of Ingersoll, including applicable provincial, county, and municipal planning documents. The proposed Official Plan and Zoning By-law Amendments for 399 North Town Line Road are evaluated in the context of their conformity with the 2024 Provincial Planning Statement, the County of Oxford Official Plan, and the Town of Ingersoll Zoning By-law. These policies collectively guide land use, growth management, and urban design throughout the municipality. The analysis demonstrates that the proposed high-density residential development represents a context-sensitive form of intensification that is consistent with overarching policy directions related to housing supply, efficient land use, and compatible community design. The sections below provide a detailed policy review and justification for the proposed amendments.

##### **4.1 Provincial Planning Statement (The 2024 PPS)**

The 2024 Provincial Planning Statement (PPS) is Ontario's overarching land use policy framework guiding municipal decision-making on development, infrastructure, and environmental protection. It promotes housing supply, intensification, complete communities, and efficient use of land and services—particularly within settlement areas. Key sections of the 2024 PPS are highlighted below which set the context for the proposed development and outlined in greater detail in **Appendix 8**, Planning Framework.

##### **Provincial Policy Statement (PPS)**

- **Section 2.1 Planning for People and Homes:**
  - The proposal contributes to complete communities by offering a range of housing options (1- and 2-bedroom units) to meet long-term needs.

- **Section 2.2 Housing:**

- It facilitates residential intensification and the redevelopment of underutilized sites, increasing the residential unit supply in accordance with Policy 2.2.1.b.2.

- **Section 2.3 Settlement Areas:**

- The development supports general intensification (Policy 2.3.1.3) and aligns with minimum intensification targets (Policy 2.3.1.4) by enhancing housing diversity within the built-up area.

The proposed development at 399 North Town Line Road West aligns with the PPS's strategic priorities by introducing higher-density rental housing within Ingersoll's built-up area, optimizing underutilized land at a gateway location.

The project supports compact urban form, diversifies the housing mix for seniors and smaller households, and leverages existing infrastructure, fulfilling key PPS objectives for intensification, housing choice, and sustainable growth management.

#### **4.2 Bill 17 - Protecting Ontario's Competitiveness by Building Faster and Smarter Act, 2025**

On June 5, 2025, the Government of Ontario passed Bill 17, the Protecting Ontario's Competitiveness by Building Faster and Smarter Act, 2025. This legislation introduces targeted reforms to the Planning Act and Development Charges Act, aimed at accelerating housing delivery, increasing clarity in development approvals, and reducing financial barriers to construction.

Of relevance to this application, Bill 17 now mandates that planning applications—such as Official Plan Amendments and Zoning By-law Amendments—must be deemed complete if they include prescribed provincial materials and any supporting studies already required under a municipality's Official Plan in effect prior to May 12, 2025. This limits municipalities from imposing new submission requirements unless approved by the Minister. In the context of this application, the submission materials align with the County of Oxford and Town of Ingersoll Official Plan policies in effect before this date, thereby meeting the completeness requirements.

In addition, Bill 17 confirms that development charges for purpose-built rental housing, such as the 114-unit project proposed here, are to be paid in deferred installments at occupancy without interest, improving financial certainty and supporting the timely delivery of needed rental housing in Ingersoll.

#### 4.3 Existing Official Plan Designation

*Table 1: Existing Property Land Use Designation, Schedule I-2*

	<p>LOW DENSITY RESIDENTIAL MEDIUM DENSITY RESIDENTIAL HIGH DENSITY RESIDENTIAL OPEN SPACE ENVIRONMENTAL PROTECTION</p>
<p>Low Density Residential Property Designation</p>	<p>Legend</p>

The property is currently designated as **Low Density Residential** under the County of Oxford Official Plan (Section 9.2.4). This designation supports a variety of low-rise housing forms, including single detached, semi-detached, duplex, and townhouse dwellings, with a maximum density of **30 units per hectare**. The focus is on maintaining a low-density, low-rise development.

#### 4.4 Proposed Official Plan Designation

*Table 2: Proposed Property Land Use Designation, Schedule I-2*

	<p>LOW DENSITY RESIDENTIAL MEDIUM DENSITY RESIDENTIAL HIGH DENSITY RESIDENTIAL OPEN SPACE ENVIRONMENTAL PROTECTION</p>
<p>Low Density Residential Property Designation</p>	<p>Legend</p>

The proposed **High Density Residential** designation supports intensive, large-scale, multiple unit residential developments. This designation is strategically applied in specific locations to achieve several objectives: preserving natural features that might be compromised by low-rise sprawl, efficiently utilizing land with environmental constraints, creating community landmarks, or enhancing the vitality of the Central Area. Developments under this designation are subject to height and density limitations, generally ranging from 63 to 111 units per hectare, tailored to adjacent land uses and detailed in the Zoning By-law. These areas are encouraged to be located near arterial or collector roads, adjacent to existing medium or high-density developments, and close to amenities, with potential density bonuses offered for providing community benefits or superior design features.

#### 4.5 Supporting Policies

Relevant policies impacting and supporting the proposed development applications are highlighted below and referenced in **Appendix 8** (Planning Framework).

- **Section 9.2.1 Strategic Approach:**

- **Accommodate Housing Demands:** The development utilizes an irregular residentially designated parcel efficiently, addressing housing needs while reducing pressure on natural areas and optimizing underutilized municipal services.
- **Facilitate Choice:** The mix of 49 one-bedroom and 65 two-bedroom units provides diverse housing options to meet varying household needs.
- **Compatible Development:** The project is designed to integrate with the existing physical character through appropriate setbacks, landscaping, and buffering.
- **Efficient Land Use Patterns:** The proposal promotes compact urban form and intensification, maximizing the use of existing infrastructure.

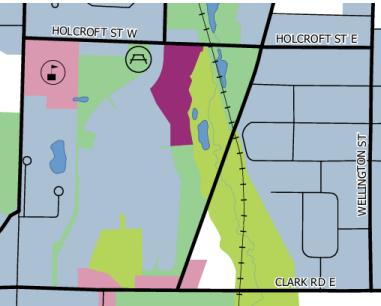
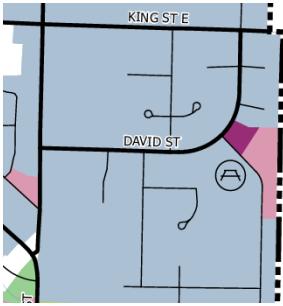
- **Section 9.2.2.5 Residential Intensification:**

- The development supports residential intensification in an appropriate location, leveraging existing land and infrastructure to enhance efficiency and service utilization.

- **Section 9.2.3.1 Objectives for All Residential Designations:**
  - It facilitates intensification while considering public services, infrastructure capacity, and environmental constraints, aligning with the town's intensification targets.
- **Section 9.2.6 High Density Residential Areas**
  - Supports large-scale, multiple-unit developments that:
    - Preserve natural features.
    - Efficiently use land with environmental constraints
    - Serve as community landmarks.
  - Must have a net residential density greater than 63 units per hectare, and generally less than 111 units per hectare.

The purpose of the Official Plan designation is to redesignate the subject property from Low Rise Residential to High Density Residential. As a land use, the Town of Ingersoll has several High-Density Residential land use designations distributed across the municipality often located near an environmental feature(s) and /or low density residential areas illustrated below.

*Table 3: Residential Density Plan, Schedule I-2*

Holcroft Street E	David Street	Legend
 <p>Map showing residential and open space areas along Holcroft Street E. Streets labeled include HOLCROFT ST W, HOLCROFT ST E, WELLINGTON ST, and CLARK RD E. Residential areas are shaded in blue, pink, and purple. Open space is shaded in green.</p>	 <p>Map showing residential and open space areas along David Street. Streets labeled include KING ST E and DAVID ST. Residential areas are shaded in blue and pink. Open space is shaded in green.</p>	 <p>Legend for Residential Density Plan:</p> <ul style="list-style-type: none"> <li>LOW DENSITY RESIDENTIAL (Light Blue)</li> <li>MEDIUM DENSITY RESIDENTIAL (Pink)</li> <li>HIGH DENSITY RESIDENTIAL (Purple)</li> <li>OPEN SPACE (Light Green)</li> <li>ENVIRONMENTAL PROTECTION (Darker Green)</li> </ul>

Given the location of the site and the nature of the High-Density Residential land use policies, a site specific (or special) policy area is not required.

## 4.6 Existing Zoning

The site is currently zoned **Development Zone** under the Town of Ingersoll Zoning Bylaw Number 04-4160, which does not permit the proposed form of development. The Development Zone is primarily intended for interim uses such as agricultural activities, public uses, and limited residential development.

Given these existing conditions, the proposed development will require a new zone category which implements the appropriate land use (High Density Residential) designation.

## 4.7 Proposed Zoning

The Town of Ingersoll R-4 Zone is the high-density zoning category within the Town's Zoning Bylaw. This zone is best suited to support the proposed development recognizing some site-specific relief will be recommended. A zoning compliance with the R4 zone with the proposed development is provided below and forms the basis for the zoning bylaw amendment.

- **Lot Area:** Minimum  $110 \text{ m}^2 \text{ per unit} \times 114 \text{ units} = 12,540 \text{ m}^2$  required; site area is  $27,250 \text{ m}^2$  (compliant).
- **Lot Frontage:** Minimum 20 m; proposed 166.6 m (compliant).
- **Height:** Maximum 6 storeys; proposed 6 storeys (compliant).
- **Setbacks:**
  - Front Yard: Minimum 7.5 m; proposed 7.5 m (compliant).
  - Interior Side Yard: Minimum 6.0 m; proposed 6.0 m (compliant).
  - Rear Yard: Minimum 10 m; proposed 16.7 m (compliant).
  - Distance Between Buildings: Minimum 18 m; proposed 55.7 m (compliant).
- **Parking:**
  - Required:  $1.5 \text{ spaces/unit (tenants)} + 0.15 \text{ spaces/unit (visitors)} + 3\% + 1 \text{ accessible spaces (barrier free parking)} = 171 + 18 + 7 = 196 \text{ spaces.}$
  - Proposed: 178 spaces (shortfall of 18 spaces, approximately 9% reduction).
    - The proposed residential parking is 151 parking spaces provided whereas 171 residential parking spaces are required.

- **Mitigation:** A site specific Zoning By-Law Regulation can accommodate this reduction.
- **Barrier-Free Parking:** 7 spaces required; 7 provided (compliant).
- **Children's Play Area:** Minimum  $65 \text{ m}^2$  ( $1 \text{ m}^2$  per two-bedroom unit  $\times$  65 units, with a minimum of  $50 \text{ m}^2$ ); an  $87 \text{ m}^2$  play area is proposed. There are no minimum requirements for bachelor and one-bedroom units.
- **Amenity Space:**  $40 \text{ m}^2/\text{unit} \times 114 \text{ units} = 4,560 \text{ m}^2$  required. The proposed development has an approximate total amenity area of  $4,035 \text{ m}^2$ , a shortfall of approximately  $525 \text{ m}^2$  as shown in the breakdown below (Approximate 11.5% reduction). A site-specific Zoning By-Law Regulation can accommodate this reduction.
  - $87 \text{ m}^2$  children's play area
  - $3,097 \text{ m}^2$  outdoor landscaped area
  - $650 \text{ m}^2$  balconies ( $5.7 \text{ m}^2 \times 114 \text{ units}$ )
  - Lounge amenity up to  $200 \text{ m}^2$  ( $100 \text{ m}^2/\text{building}$ )
  - Total:  $4,035 \text{ m}^2$
  - Shortfall:  $4,560 \text{ m}^2 - 4,035 \text{ m}^2 = 525 \text{ m}^2$  (11.5% reduction)
  - $35.4 \text{ m}^2/\text{unit}$

## **5. Proposed Amendments**

To facilitate the proposed development, the following amendments are required:

### **5.1 Official Plan Amendment (OPA):**

- **Redesignation:** Change the designation from **Low Density Residential** to **High Density Residential**.
- **Rationale:** The High-Density Residential designation (Section 9.2.6) supports intensive, large-scale multiple-unit developments in locations that can serve as community landmarks, preserve natural features, or efficiently use land. The proposed two 6-storey buildings align with the height and form typical of High-Density areas.

The net density of 102.7 units per hectare (based on 114 units and site-specific calculations) complies with the designation's range of 63 to 111

units per hectare, ensuring alignment with policy requirements. The site's gateway location further supports its role as a landmark.

### **5.2 Zoning Bylaw Amendment (ZBA):**

- **Rezoning:** Rezone the property from **Development Zone** to **Residential Type 4 Zone (R4)**.
- **Rationale:** The R4 zone (Section 9.0 of the Zoning Bylaw) permits apartment dwellings and provides development standards suitable for multi-storey residential buildings, including provisions for lot area, frontage, setbacks, height, parking, and amenity space. Site specific zoning will be required to support the proposed parking and amenity space reductions.

### **5.3 Density and Height Alignment**

The net density of 102.7 units per hectare meets the High-Density Residential minimum of 63 units per hectare and is within the typical maximum of 111 units per hectare. The 6-storey height is consistent with both the R4 zoning maximum and the High-Density designation's allowance for high-rise development, particularly for landmark sites. The proposed development complies with the R4 building setback standards which include a 7.5 metre setback from North Town Line Road, and a 6 metre setback for interior lot lines.

## **6. Planning Opinion**

It is our opinion that the proposed Official Plan and Zoning By-law Amendments to permit a high-density residential development at 399 North Town Line Road are both appropriate and justified within the current planning framework based on the rationale below.

1. 2024 PPS. The development aligns with the 2024 Provincial Planning Statement, which encourages intensification and a broader mix of housing options within settlement areas. By proposing 114 rental apartment units, the project will help address the acute demand for purpose-built rental housing in Ingersoll, particularly for empty nesters and seniors, while also increasing housing diversity.
2. Urban Edge Efficiency and Land Optimization. The proposed development efficiently utilizes an underutilized urban-edge parcel within the Town's settlement boundary, maximizing the use of existing infrastructure and land supply in line with Section 9.2.3.1 of the County of Oxford Official Plan, which encourages intensification of underutilized sites to reduce energy consumption and relieve pressure on natural areas and agricultural lands.

3. **Gateway.** The site's strategic location at a town gateway supports its identification as a landmark intensification opportunity, offering strong visibility and integration with the broader transportation network.
4. **Distribution.** The proposed development fits well within the Town of Ingersoll's Zoning Bylaw and Official Plan, as High Density and R4 uses are distributed throughout the town, not concentrated in any particular area, as shown in Table 2 and Schedule I-2 of the Town of Ingersoll Official Plan Schedule. This dispersed pattern supports the integration of higher-density developments like the proposed project into various parts of Ingersoll, ensuring balanced growth and preventing overloading specific neighborhoods.
5. **Infrastructure.** The site is serviced by existing municipal infrastructure (water, sewer, stormwater). The capacity at the Wastewater Treatment Plant and in the sanitary sewer system in the municipal right of way shall be confirmed by Oxford County.
6. **Density.** The proposed density of 102.7 units per hectare is well within the High-Density Residential designation's policy range, representing a compact urban form that leverages existing municipal infrastructure without overburdening it. The net density of 102.7 units per hectare complies with the High-Density Residential designation's range of 63 to 111 units per hectare, ensuring alignment with policy requirements. This density supports efficient land use while remaining within the designation's upper limit, balancing growth with compatibility.
7. **Height.** The 6-storey height is consistent with the R4 zoning's maximum and aligns with the High-Density designation's allowance for high-rise development. The height is justified by the site's potential to serve as a community landmark, enhancing Ingersoll's identity at a key entry point.
8. **Alignment with Housing Affordability and Rental Market Needs.** The development supports the Town of Ingersoll's policy objectives related to housing affordability and tenure mix as outlined in Sections 9.2.2.1 and 9.2.2.2 of the Oxford County Official Plan. With 114 purpose-built rental units (targeted primarily at seniors, empty nesters, and modest-income households) the proposal contributes to the critical need for affordable market rental supply and addresses local demographic shifts. The project enhances housing stability, supports aging in place, and provides tenure diversity in a market where rental options are increasingly limited.
9. **Parking reduction.** The proposed development takes a balanced approach to parking by providing parking at 1.32 spaces per unit plus visitor parking resulting in a 9% decrease from the existing parking requirement. This reduction is requested to

accommodate the building floor plans (unit yield), as well as demographics which are anticipated to have slightly lower parking demand.

10. Amenity reduction. The development has been planned to optimize amenity spaces within the existing constrained lot dimensions.
11. Compatibility. The development has been carefully designed to minimize impacts on adjacent low-density areas through articulated massing, building orientation, and landscape buffering—supporting a sensitive transition in built form without any negative sun-shadow impacts.
12. Urban Design. The project reflects a high standard of urban design, integrating modern architectural materials, a pedestrian-oriented layout, and natural view corridors that respect the surrounding environment and UTRCA-regulated creek.

## **7. Conclusion**

The proposed Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) for 399 North Town Line Road West represent a well-conceived and thoroughly supported planning application that responds to both local housing needs and broader provincial policy objectives.

The development proposes two mid-rise, six-storey apartment buildings with a total of 114 residential units, designed to accommodate seniors, empty nesters, and moderate-income households in a purpose-built rental format. This typology contributes meaningfully to the "missing middle" housing market, offering an alternative to low-density housing while avoiding the scale and servicing demands of high-rise development.

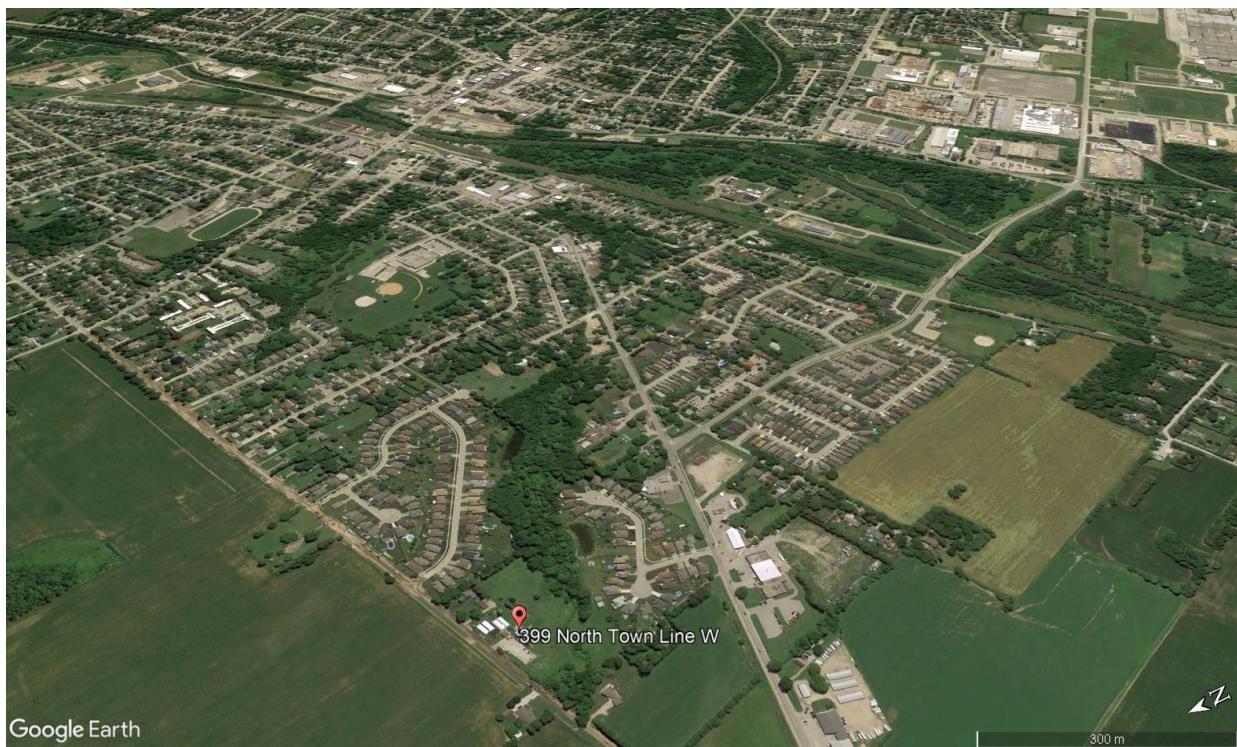
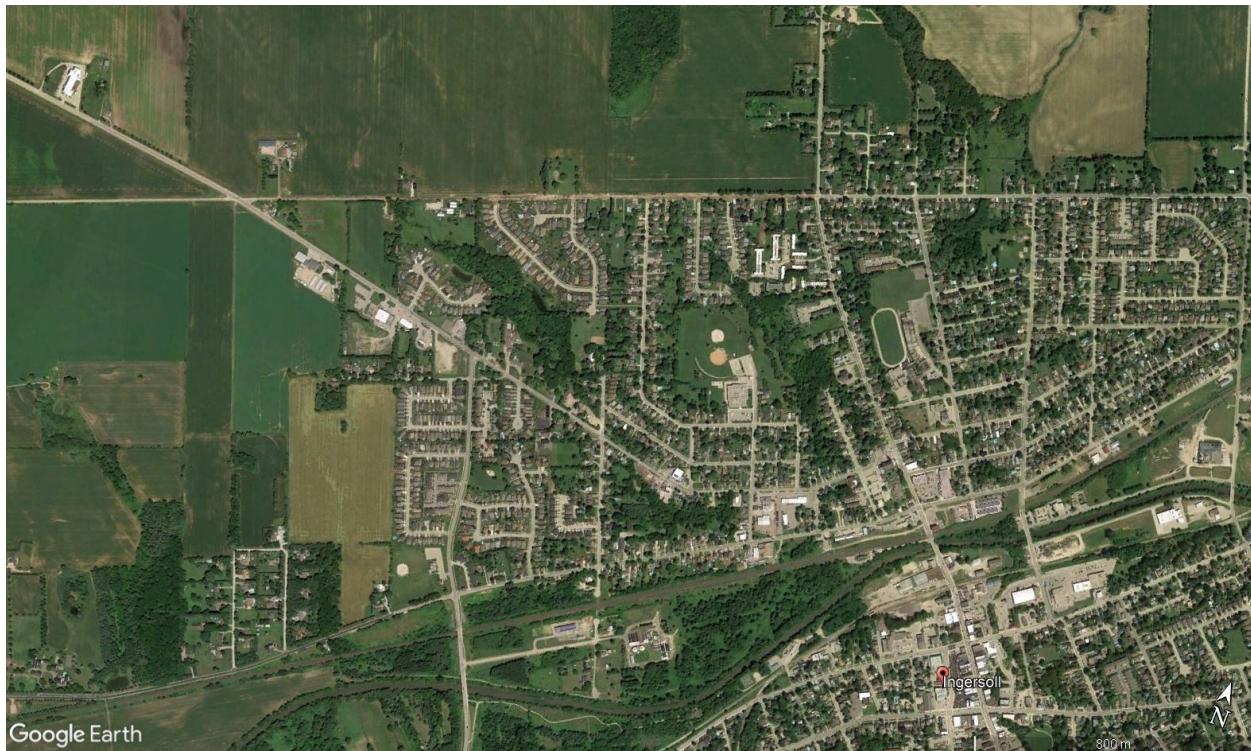
The planning rationale for the proposal is underpinned by supporting technical studies. A Functional Servicing Report prepared by Meritech Engineering confirms that full municipal servicing (sanitary, water, and stormwater) can be provided without the need for off-site infrastructure upgrades, and that the proposed systems meet or exceed Town and County engineering standards. A Scoped Environmental Impact Study (EIS) conducted by NRSI confirms that all development will occur outside of regulated natural features, with appropriate buffers and mitigation measures to protect ecological integrity. The Phase One Environmental Site Assessment (ESA) completed by Englobe Corp. identifies no potential contamination concerns on the site and does not recommend further investigation, confirming the site is suitable for residential use. Additionally, the site layout and built form have been carefully designed to respect the site's triangular geometry and adjacency to

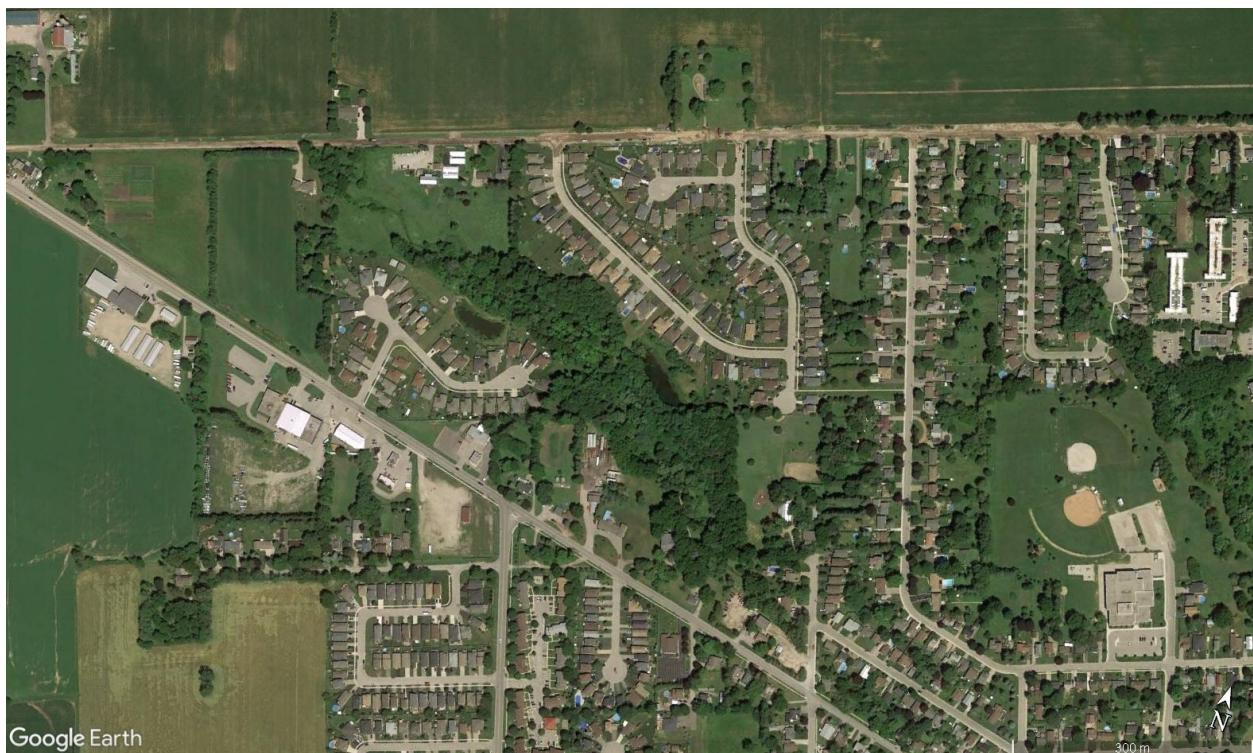
natural features, while reinforcing a strong gateway character along North Town Line Road through pedestrian-scaled massing and urban design.

From a planning policy perspective, the development is consistent with the 2024 Provincial Planning Statement, which emphasizes intensification, housing supply, efficient land use, and complete communities. The proposal also conforms to the Oxford County Official Plan objectives related to compact growth, infrastructure efficiency, and housing diversity. It introduces a density level appropriate for its location, just over 102 units per hectare, while maintaining compatibility with surrounding uses through step-backs, landscape buffers, and the preservation of visual corridors. The project is well-sited at the municipal boundary and offers an ideal transition from rural to urban context, framed by natural features that enhance privacy and mitigate impact.

Overall, the proposed development reflects good planning. It maximizes an underutilized site, enhances the Town of Ingersoll's rental housing supply, supports age-friendly and inclusive design, and does so in a way that integrates harmoniously with the surrounding neighbourhood. It is respectfully recommended that the OPA and ZBA applications be approved to enable this important and timely contribution to the local housing market.

## Appendix 1: Aerial Location and Site Maps





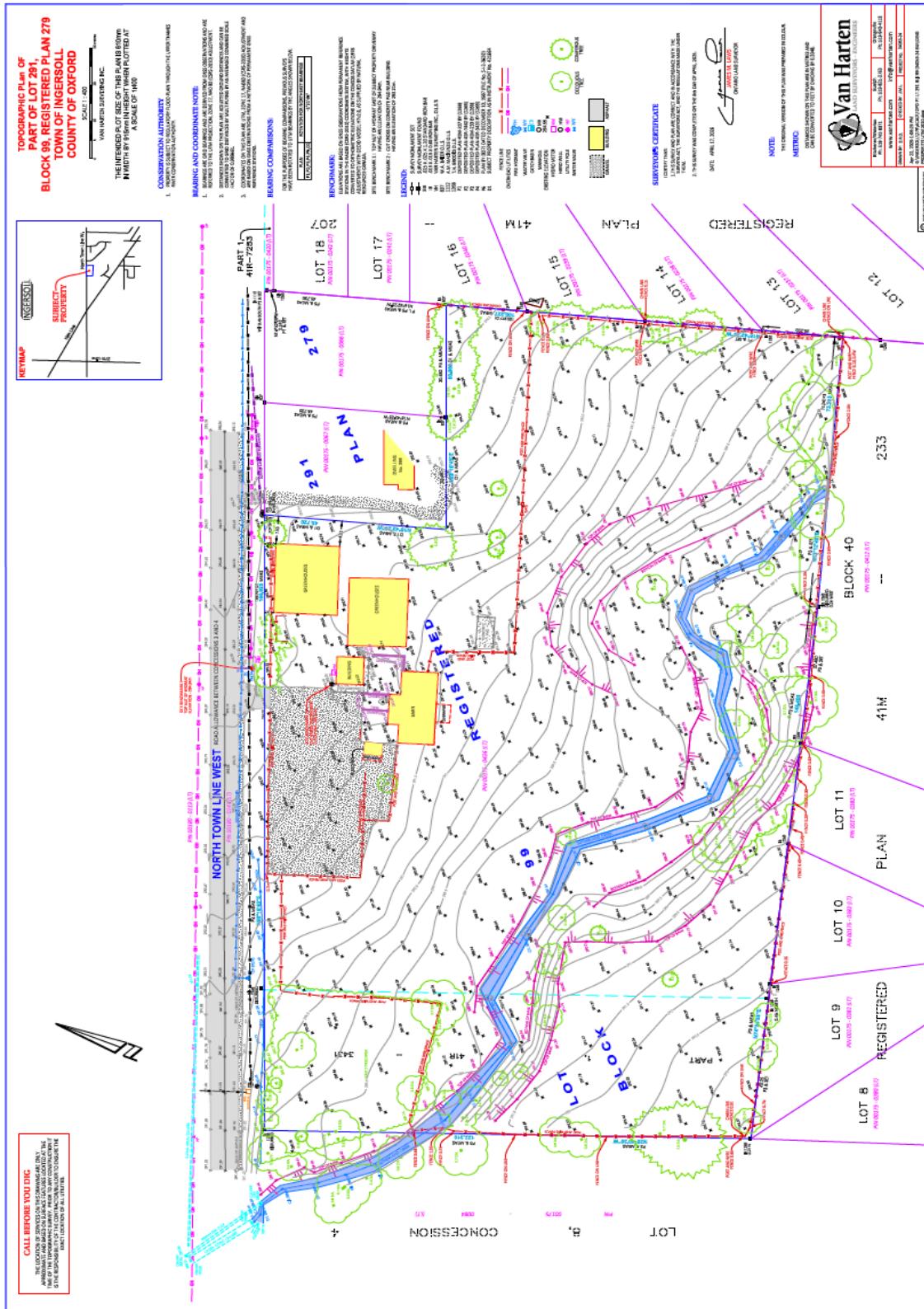
## Appendix 2: Surrounding Land Uses



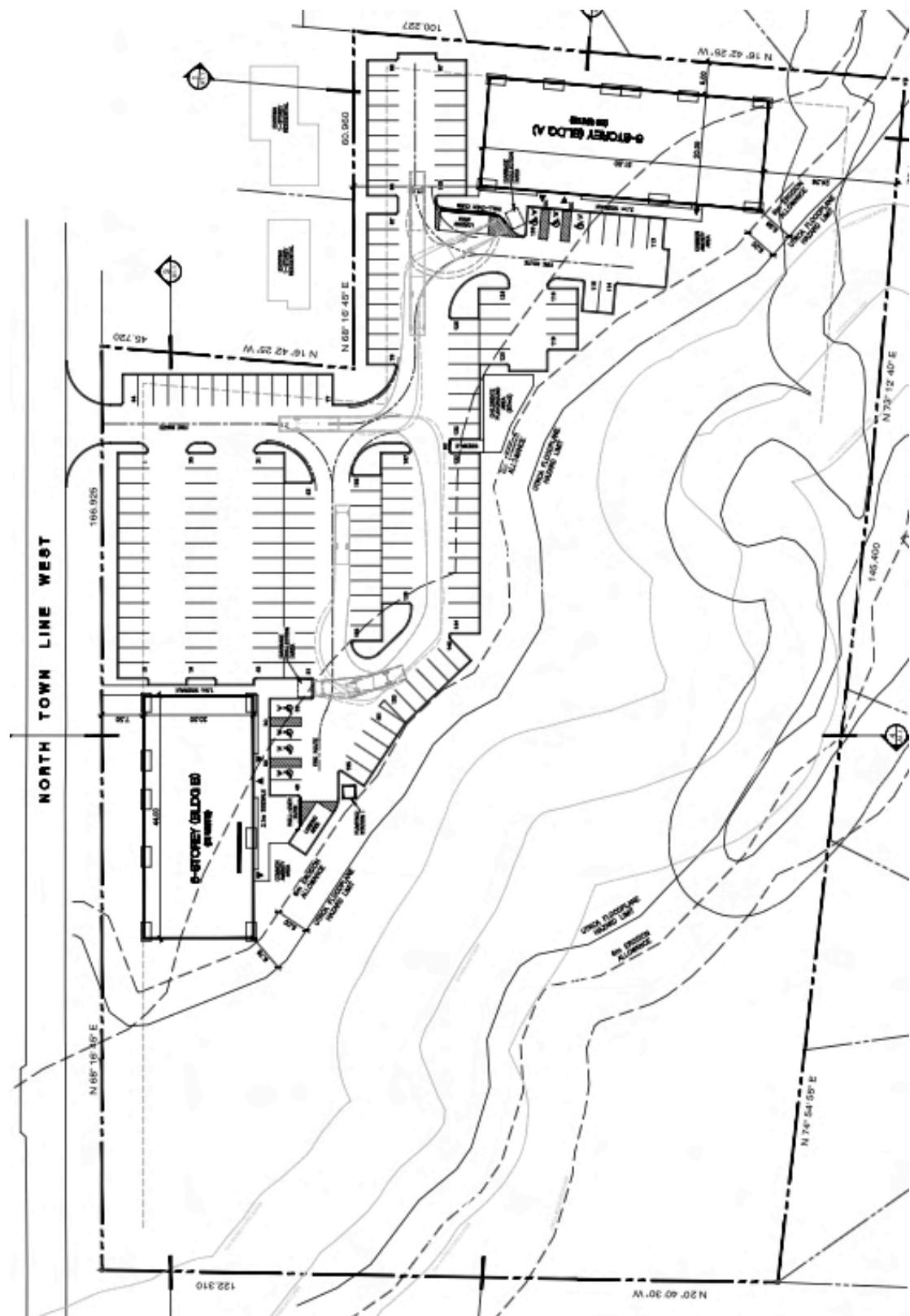
### Appendix 3: Site Photos



## Appendix 4: Existing Conditions Survey



**Appendix 5: Proposed Site Plan**



## Appendix 6: Proposed Massing, Elevations & Cross Sections

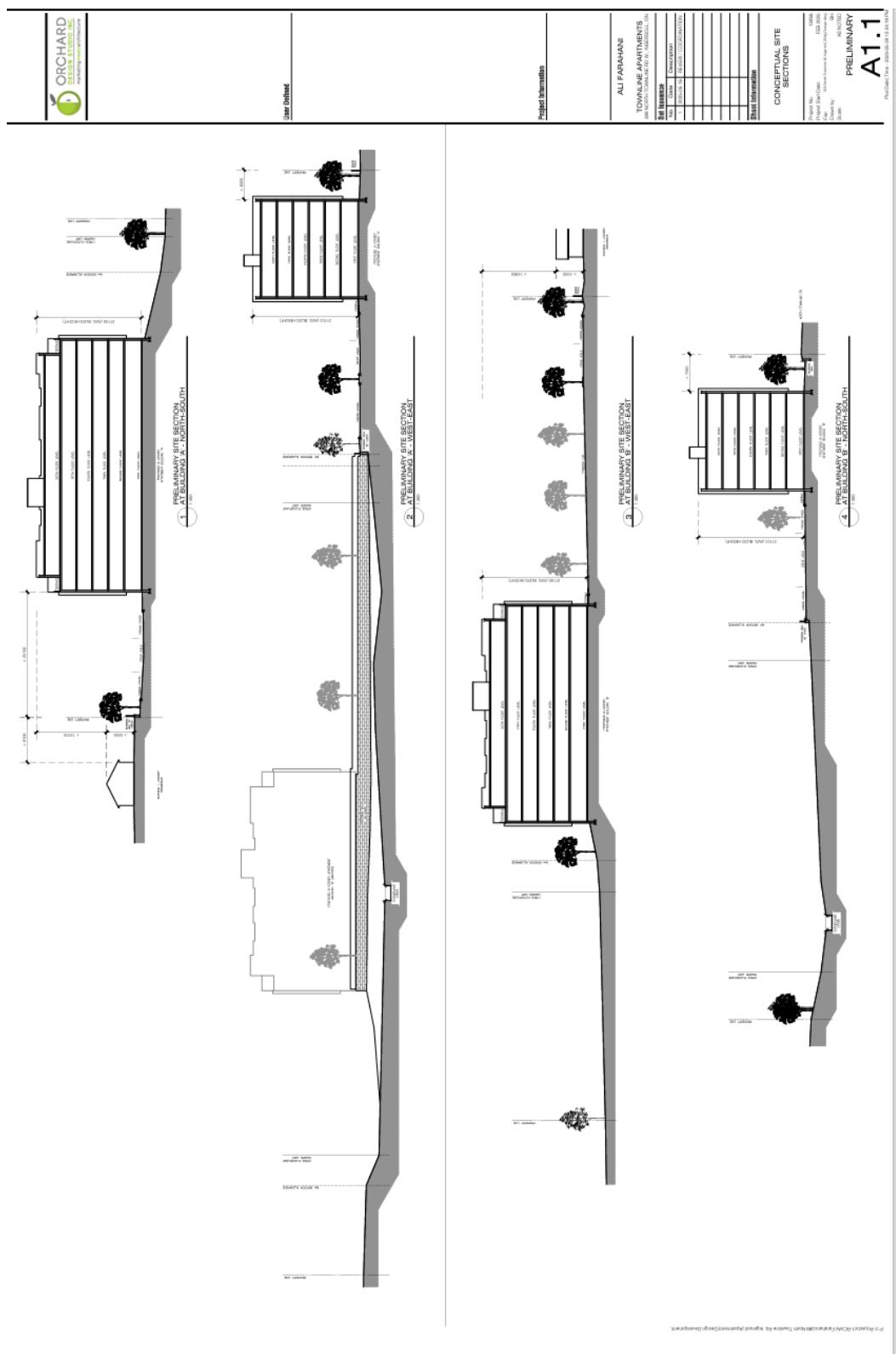


### Building B Proposed Elevations (Orchard Design)

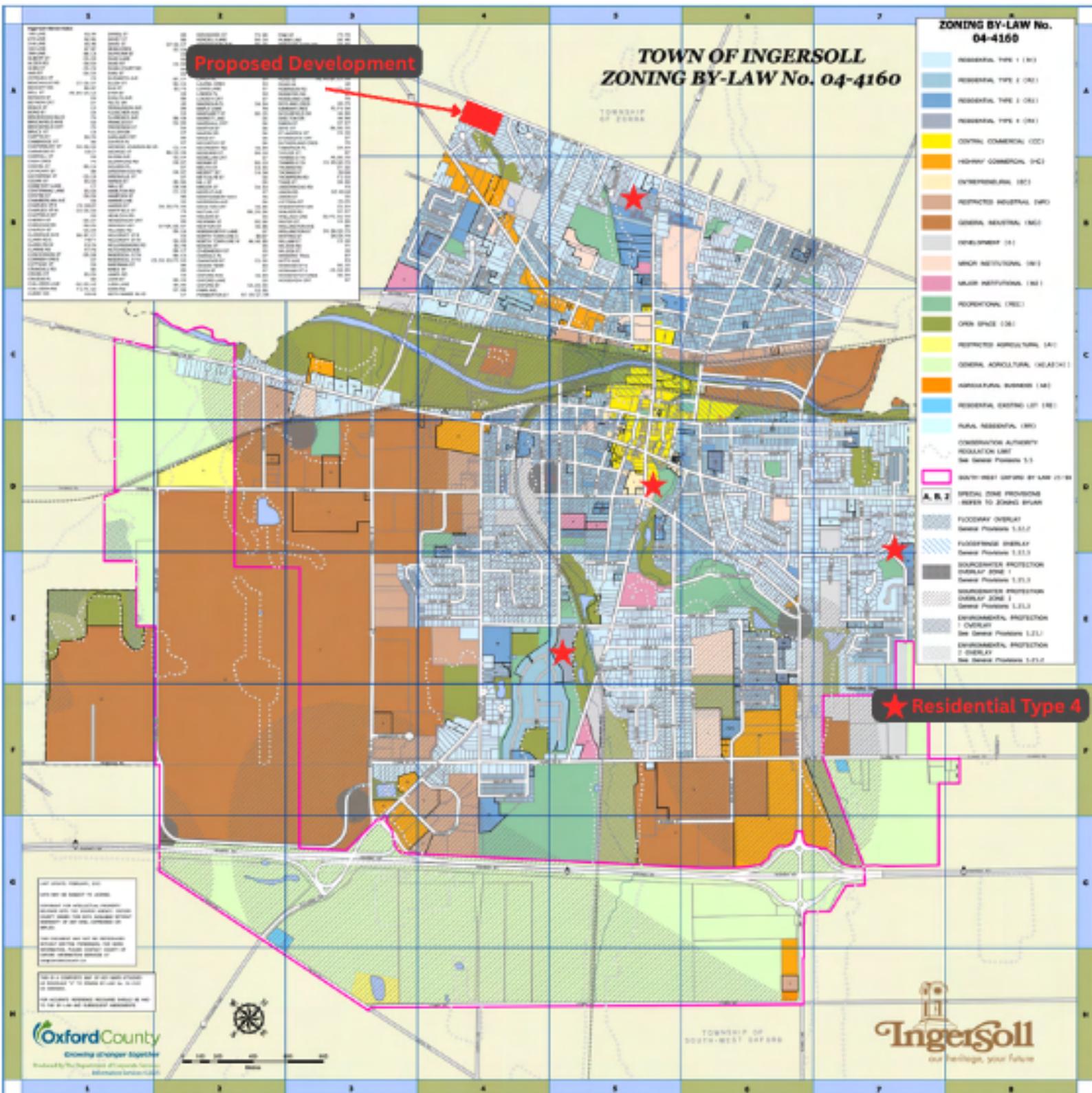


### Building A Proposed Elevations (Orchard Design)





## Appendix 7: Zoning Map (R4 Zoning Locations)



## Appendix 8: Planning Framework

### **Provincial Planning Statement 2024 (PPS) Excerpts:**

#### **2.1 Planning for People and Homes**

4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

6. Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

#### **2.2 Housing**

1. 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 regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being 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 (e.g., shopping malls and plazas) 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

### **2.3.1 General Policies for Settlement Areas**

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) optimize existing and planned infrastructure and public service facilities;
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

## **Official Plan Excerpts:**

### **9.2.1 Strategic Approach**

**ACCOMMODATE HOUSING DEMANDS:** Accommodate the present and future demand for housing in Ingersoll through the efficient use of vacant residentially-designated lands, 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 and open spaces.

**FACILITATE CHOICE:** Facilitate a choice of housing type, tenure, cost and location that meets the changing needs of all types of households by providing for a variety and mix of housing throughout the Town.

**COMPATIBLE DEVELOPMENT:** Ensure 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.

**EFFICIENT LAND USE PATTERNS:** Promote the concept of compact urban form and intensification as means of maximizing the use of existing services, promoting energy efficiency and protecting agricultural lands and natural areas. This Plan sets out minimum density requirements for residential development and establishes minimum residential intensification targets which are to be considered prior to approving new residential development within designated growth areas.

### **9.2.2.2 Tenure Mix**

**OBJECTIVES. TENURE.** To promote a range of tenure forms throughout the Town consistent with the demand.

**POLICIES. NEIGHBOURHOOD MIX.** Town Council shall encourage the creation of housing opportunities that may result in a mix of tenure forms, such as ownership, rental and cooperative, throughout the Town. 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.

### **9.2.2.5 Residential Intensification**

**PROMOTE RESIDENTIAL INTENSIFICATION:** To promote residential intensification in appropriate locations to make more efficient use of existing land, infrastructure and public services.

**SIZE AND LOCATION:** 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, such as individual infill lots, in areas designated as Low Residential and directing larger scale projects to areas designated as Medium and High Density Residential and the Central Area.

**INTENSIFICATION TARGET:** A minimum target of 15 percent shall be established as the proportion of all new residential dwelling units to be developed through residential intensification within built-up areas of the Town.

#### 9.2.3.1 Objectives for All Residential Designations

**LAND SUPPLY:** 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.

**VARIETY AND MIX:** Support the provision of a choice of dwelling types according to location, size, cost, tenure, design, and accessibility and designate lands for a range of densities and structural types throughout the Town to satisfy a broad range of housing requirements.

**EFFICIENT USE:** Facilitate the efficient use of the existing housing stock, underutilized residential parcels and vacant land designated residential to accommodate the future demand for housing and to reduce energy consumption, efficiently utilize municipal services and maximize public open space opportunities.

**COMPATIBILITY:** Ensure 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 and between residential and non-residential land uses is achieved.

**INTENSIFICATION:** Support residential intensification in appropriate locations taking into consideration public services, infrastructure and environmental features and development constraints and ensure the residential intensification target in accordance with Section 9.2.2.5, is achieved prior to, or concurrent with, the approval of new residential development in designated growth areas.

#### 9.2.6 High Density Residential Areas

High Density Residential areas are those lands primarily developed or planned for a limited range of intensive, large-scale, multiple unit residential development as shown on

Schedule I-2. 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 costs of mitigating such constraints, or
- constitute community landmarks or reference points

#### 9.2.7.1 Buildings

**VARIATIONS IN BUILDING AND ROOF LINE:** New multiple unit buildings, especially townhouse dwellings, should avoid long linear orientations, where feasible, by staggering sections of the building and by providing periodic breaks in the building line at appropriate intervals. Periodic variations in roof line for individual units will also be encouraged for townhouse dwellings.

## Appendix 9: Supporting Studies

- Phase 1 ESA
- Transportation Study
- NRSI Report
- Shadow Study

## 9.1 Phase I ESA - prepared by Englobe

A Phase One Environmental Site Assessment (ESA) was completed by Englobe Corp. for the property located at 399 North Town Line Road West, in accordance with Ontario Regulation 153/04 under the Environmental Protection Act.

The purpose of the assessment was to identify any actual or potential environmental concerns on the property related to past or present land uses, and to determine if further investigation (i.e., a Phase Two ESA) would be warranted in support of future residential redevelopment (it is not).

The site, approximately 2.8 hectares in size, is currently occupied by three buildings and four temporary greenhouses, previously used for a commercial garden centre operation. Historically, the site functioned as agricultural land and a horse farm up until approximately 1998, after which the garden centre ("Backyard by Design") was established. The property also contains a gravel parking area, landscaped open space, and is partially bordered by Sutherland Creek to the south, a regulated watercourse under the jurisdiction of the Upper Thames River Conservation Authority (UTRCA).

The records review included historical aerial imagery, fire insurance plans, and regulatory database searches (e.g., MECP and ERIS). While the site was registered as a pesticide vendor, this activity was limited to typical garden centre retail operations and did not involve bulk storage or significant chemical handling.

No underground storage tanks, spills, hazardous waste storage, or PCBs were identified on the property. The site reconnaissance, conducted on April 10, 2025, found no stained soils, stressed vegetation, or other visual signs of contamination. A single empty corroded drum was observed in a barn, but no contents or environmental concern were associated with it.

Adjacent and surrounding land uses were also reviewed and found to pose no environmental risk to the subject site. Surrounding properties are primarily residential or agricultural in nature, with no records of potentially contaminating activities (PCAs) identified within the required 250-metre study area. Furthermore, there are no water wells, septic systems, or underground infrastructure on site that would raise concerns about subsurface contamination.

### Conclusion and Recommendation

The Phase One ESA concluded that there are no Areas of Potential Environmental Concern (APECs) and no Potentially Contaminating Activities (PCAs) present on or adjacent to the site. Based on this comprehensive review, a Phase Two ESA is not required.

The site is considered suitable for residential redevelopment from an environmental due diligence standpoint. The report supports the conclusion that there are no known environmental constraints that would limit or delay the proposed development. Englobe does note that results from a pending Freedom of Information (FOI) request to the Ministry of the Environment, Conservation and Parks (MECP) were not available at the time of report finalization, but no concerns are anticipated.

This Phase One ESA confirms that the property is environmentally suitable for the proposed high-density residential use and meets the necessary regulatory and planning requirements, providing a sound basis for land use approvals and further development.

## **9.2 Transportation Study Findings - Prepared by CGE Corporation**

Note: The Transportation Study was based on the applicable information (zoning bylaw) at the time of submission. Of note, the Planning Justification Report (PJR) has updated the technical details to separate out the parking requirements for: residential units, visitor parking and barrier free parking. This adjustment is reflected in the Planning Report. The information provided in this summary reflects the findings from CGE Transportation Corporation.

### **Development Overview**

- **Proposal:** Two six-storey buildings with 114 residential units (63 in Building A, 51 in Building B).
- **Access:** One full-movement driveway onto North Town Line West.
- **Parking:** 176 spaces proposed (vs. 183 required), with a shortfall of 7 spaces (4%<sup>3</sup>).

### **Existing Road Network**

- **North Town Line West:** Two-lane local road, 50 km/h, low to moderate traffic.
- **19th Line McLeod Drive:** Arterial road, 60-80 km/h, regional traffic.
- **Shelton Drive:** Local road, 50 km/h, with sidewalks.

### **Transit and Active Transportation**

- **Transit:** No local transit; regional options (e.g., Middlesex County Connect) available.

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<sup>3</sup> Note. This value increases to 9% when visitor parking and barrier free parking spaces are not included in the parking requirement.

- **Pedestrian Access:** Sidewalks on nearby roads; no direct infrastructure on North Town Line West.
- **Cycling:** Trails and on-road routes nearby but not directly adjacent.

## Traffic Analysis

- **Existing Traffic (2025):**
  - AM Peak: 51 eastbound, 78 westbound vehicles.
  - PM Peak: 64 eastbound, 66 westbound vehicles.
- **Projected Site Traffic:**
  - AM Peak: 42 trips (10 inbound, 32 outbound).
  - PM Peak: 44 trips (27 inbound, 17 outbound).
- **Capacity Analysis:**
  - Site access operates at LOS A in all scenarios (Existing 2025, Background 2030, Total 2030).
  - Delays remain under 10 seconds, with reserve capacity available.

## Parking Assessment

- **Required:** 183 spaces<sup>4</sup> (171 resident, 12 visitor)<sup>5</sup>.
- **Proposed:** 176 spaces, a shortfall of 7 spaces (4%)<sup>6</sup>.
- **Mitigation:** Shortfall addressed via Transportation Demand Management (TDM) measures.

## Site Access Analysis

- **Right-Turn Lane:** Not warranted (volumes below threshold: AM: 6, PM: 14 vs. 60 vehicles/hour).
- **Left-Turn Lane:** Not warranted based on MTO graphical thresholds.
- **Sightlines:**
  - Provided: >200 m east, >250 m west.
  - Required: 146 m (left), 127 m (right)—exceeds standards.

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<sup>4</sup> The parking requirement is 196 parking spaces (the parking requirements are stacked on top of each other - 171 for residents, 18 visitor, 7 barrier free whereas 176 parking spaces provided with 151 parking spaces per residents, 18 visitor and 7 barrier free spaces).

<sup>5</sup> Town Zoning By-Law requires 18 visitor parking spaces.

<sup>6</sup> Increases to 9% when visitor and barrier free parking spaces are included).

## Transportation Demand Management (TDM)

- **Strategies:**
  - Unbundled Parking: Optional parking to reduce demand.
  - Carpooling: 2 dedicated spaces.
  - Ride-Sharing: Promote services like Uber.
  - Cycling: Bicycle racks recommended.
- **Goals:** Reduce vehicle trips, lower parking demand, and encourage sustainable travel.

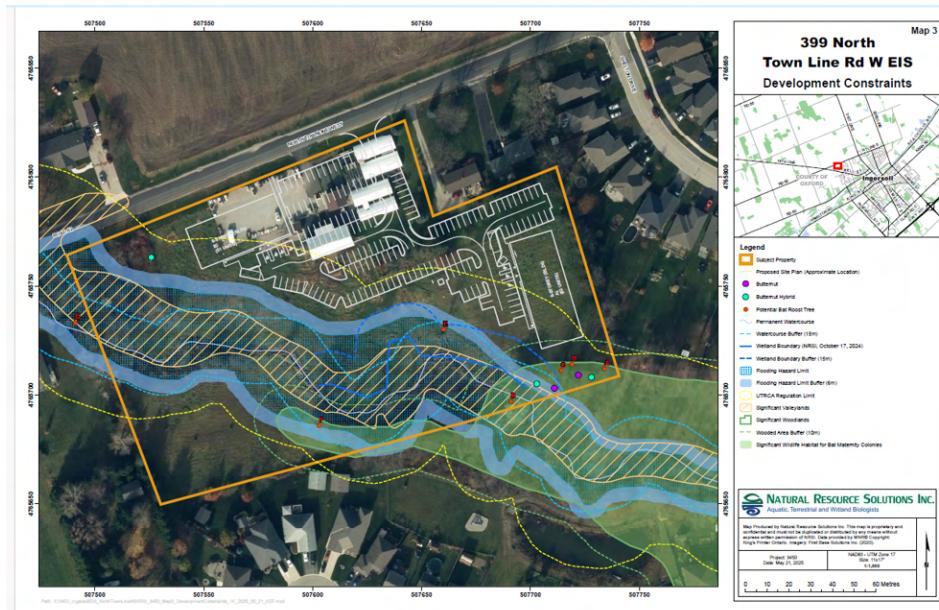
## On-Site Circulation

- **Finding:** Garbage and fire trucks can maneuver effectively within the site.

## Conclusion

The Transportation Study concludes that the proposed 114-unit residential development at 399 North Town Line West is feasible from a transportation perspective. Traffic projections indicate that the surrounding road network can accommodate the development's vehicle trips with minimal impact, and the site access is expected to operate at a high level of service (LOS A) under future conditions. Although the proposed parking supply is slightly below the Zoning By-law requirement, the shortfall is manageable through recommended Transportation Demand Management strategies, including unbundled parking and bicycle parking facilities. Sightline assessments confirm that the site access meets safety standards, and on-site circulation for service vehicles is adequate. Based on the warrant analysis, neither a right-turn lane nor a left-turn lane is warranted. With these findings and the implementation of the suggested measures, the development can be successfully integrated into the existing transportation infrastructure.

### 9.3 NRSI Environment Impact Study (EIS)



#### Development Overview

- **Proposal:** Construction of two six-storey residential buildings containing 114 units (63 in Building A, 51 in Building B).
- **Environmental Context:** The 2.7-hectare site consists of cultural meadow, wetland, woodland, and thicket communities linked to the Sutherland Drain, with a minor overlap into the woodland buffer.

#### Existing Environmental Conditions

- **Natural Features:**
  - **Woodlands:** Significant woodlands located in the northeastern and southern portions, as identified in the Oxford Natural Heritage Study Update (UTRCA 2023).
  - **Wetland:** Unevaluated wetland along the Sutherland Drain.
  - **Watercourse:** Sutherland Drain with associated floodplain and significant valleylands.
- **Buffers:**
  - 15-metre buffer from the wetland boundary (approved by UTRCA).
  - 10-metre buffer from the significant woodland dripline.
  - 6-metre additional buffer for the watercourse flood hazard limit.

- **Wildlife Habitat:** Candidate Significant Wildlife Habitat (SWH) for bat maternity colonies identified in the southern woodland.

## Environmental Impact Analysis

- **Key Findings:**
  - Significant woodlands, unevaluated wetland, and significant valleylands present on-site.
  - No Species at Risk (SAR) observed; potential habitat exists for SAR bats (e.g., Little Brown Myotis) and butterflies (e.g., Monarch).
  - Hybrid Butternut trees identified (not protected under the Endangered Species Act).
- **Development Impacts:**
  - Minor overlap with the woodland buffer for Building A.
  - Potential stormwater runoff and grading impacts on the Sutherland Drain without mitigation.

## Development Interaction with Environmental Features

- **Buffer Compliance:** The development adheres to the 10-metre woodland and 15-metre wetland/watercourse buffers, with the minor woodland buffer overlap addressed through site planning.
- **Stormwater Management:** Includes an underground detention tank, roof storage, and an oil/grit separator (OGS) unit to safeguard the Sutherland Drain from runoff impacts.
- **Grading:** Retaining walls are incorporated to maintain buffer distances and minimize effects on natural features.

## Mitigation Measures

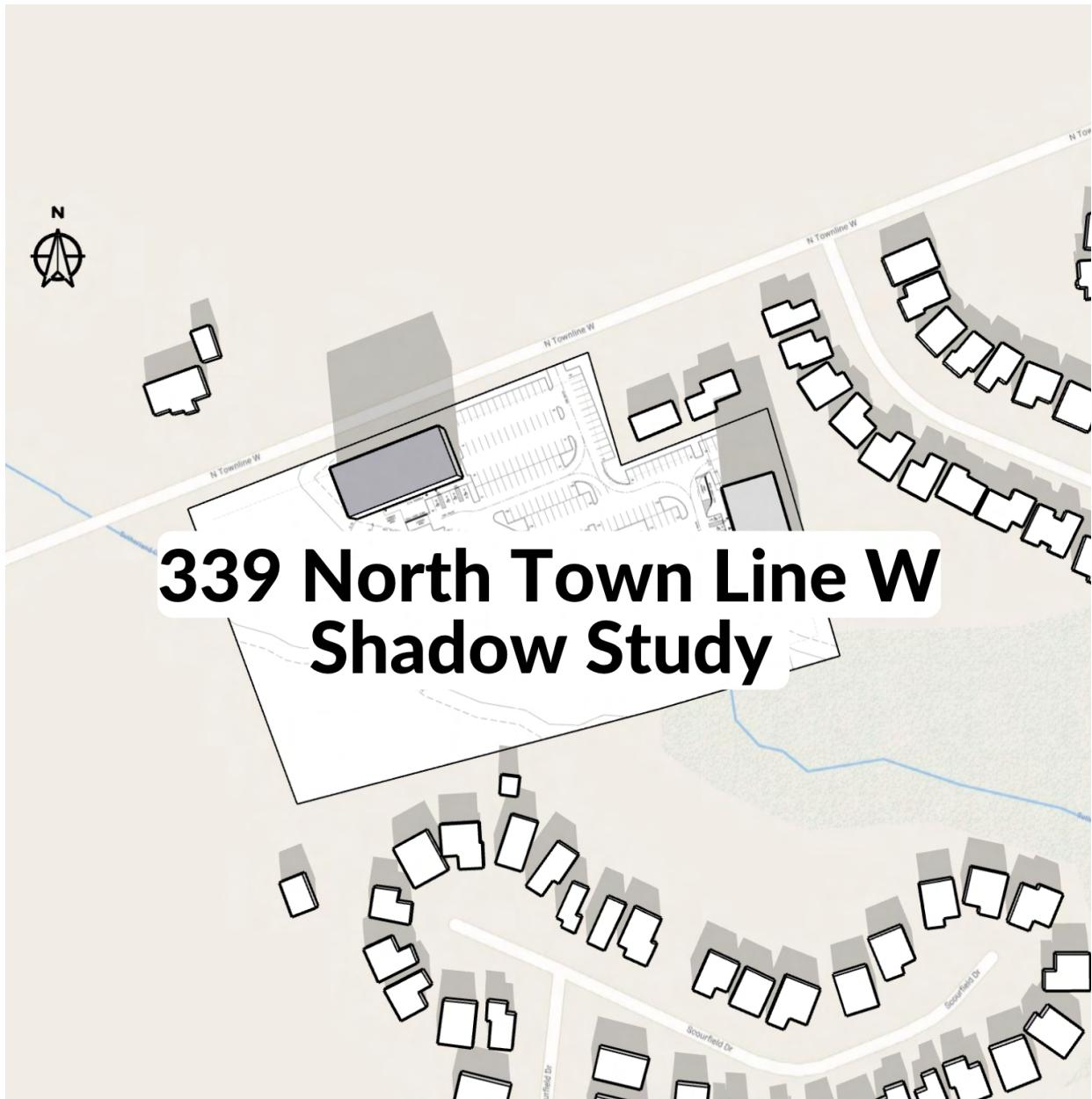
- **Vegetation Removal:** Scheduled outside the bird breeding season (April 1–August 31) to comply with the Migratory Birds Convention Act.
- **Additional Surveys (2025):**
  - Two breeding bird surveys.
  - Aquatic habitat assessment of the Sutherland Drain.
  - Butternut hybridity assessment.
- **Best Management Practices:**
  - Minimize salt use during winter maintenance.

- Control invasive plantings.
- Demolish barn outside bat roosting season (October 1–March 31).
- **Tree Protection:** Implementation of a tree inventory and protection plan to preserve native species.
- **Erosion and Sediment Control (ESC):** Heavy-duty fencing and monitoring during construction to protect natural features.

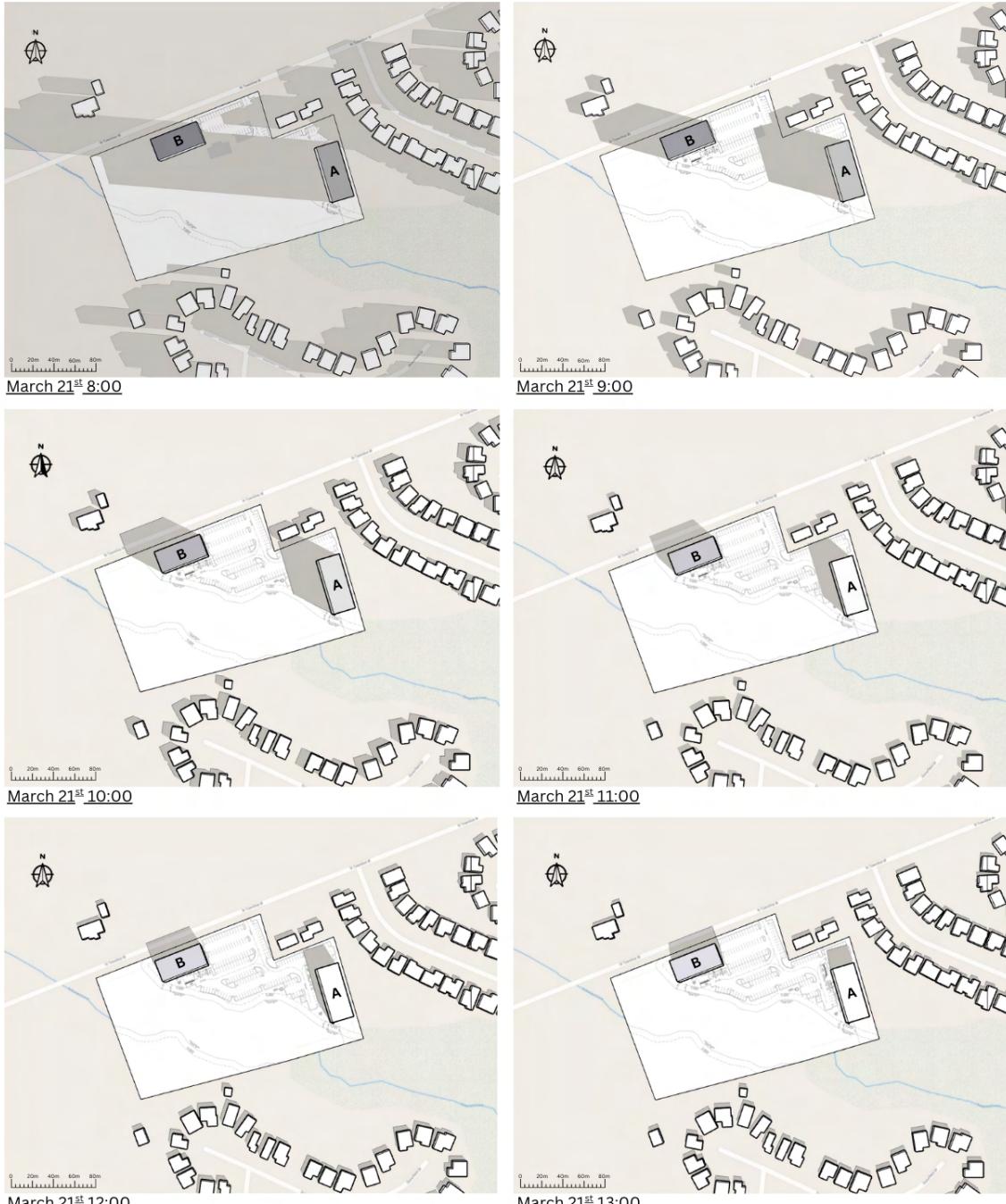
## Conclusion

The EIS Report determines that the proposed 114-unit residential development at 399 North Town Line West is environmentally feasible. The development respects recommended buffers, with the minor woodland buffer overlap managed through careful site planning. Stormwater management, grading, and erosion and sediment control measures protect the Sutherland Drain and adjacent natural features. Robust mitigation strategies—including vegetation removal timing, additional surveys, and best management practices—ensure compliance with the Provincial Policy Statement (2024), Endangered Species Act (2007), and UTRCA regulations, allowing sustainable integration with the surrounding environment.

9.4 Shadow Study prepared by Urban Insights Inc.

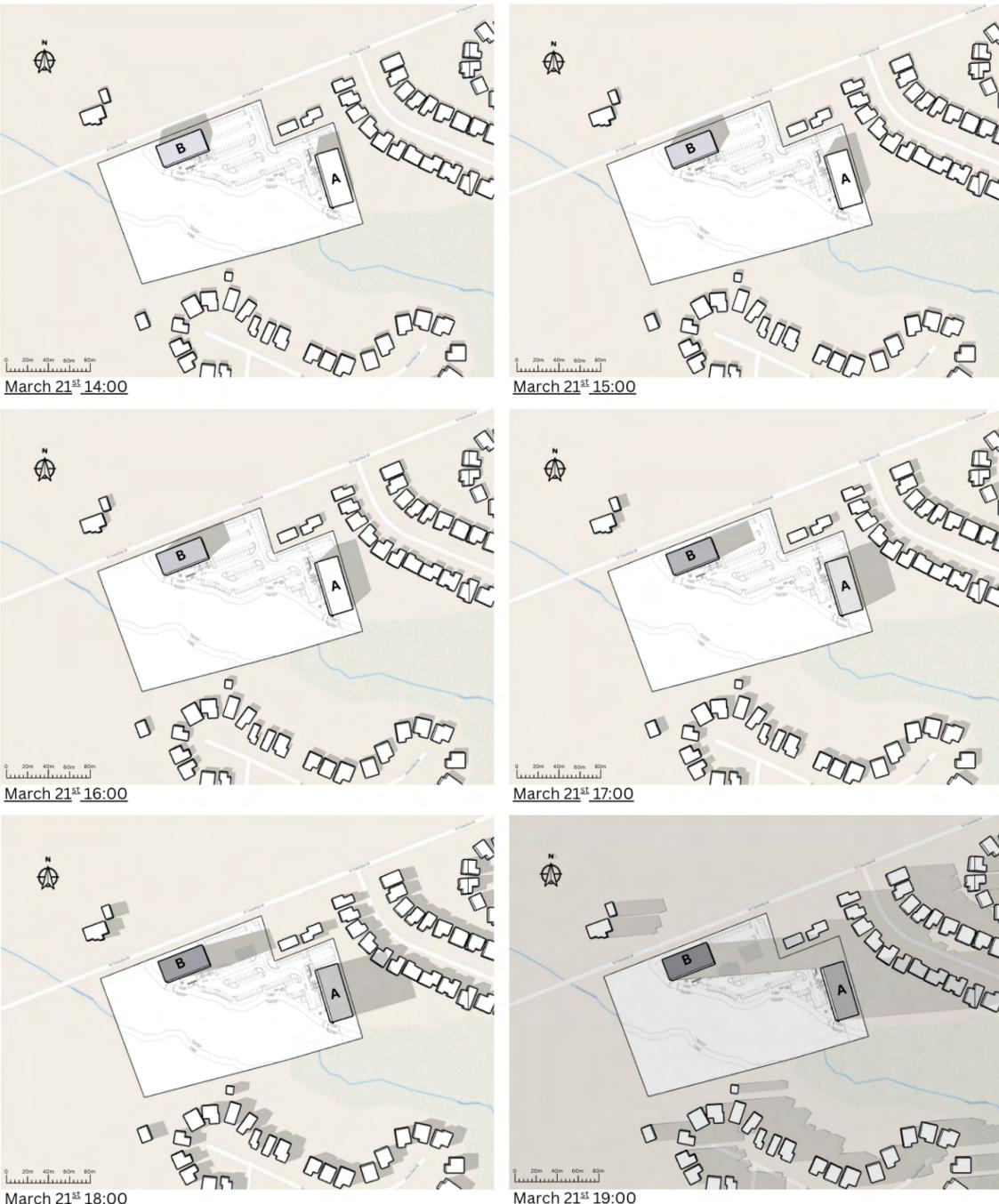






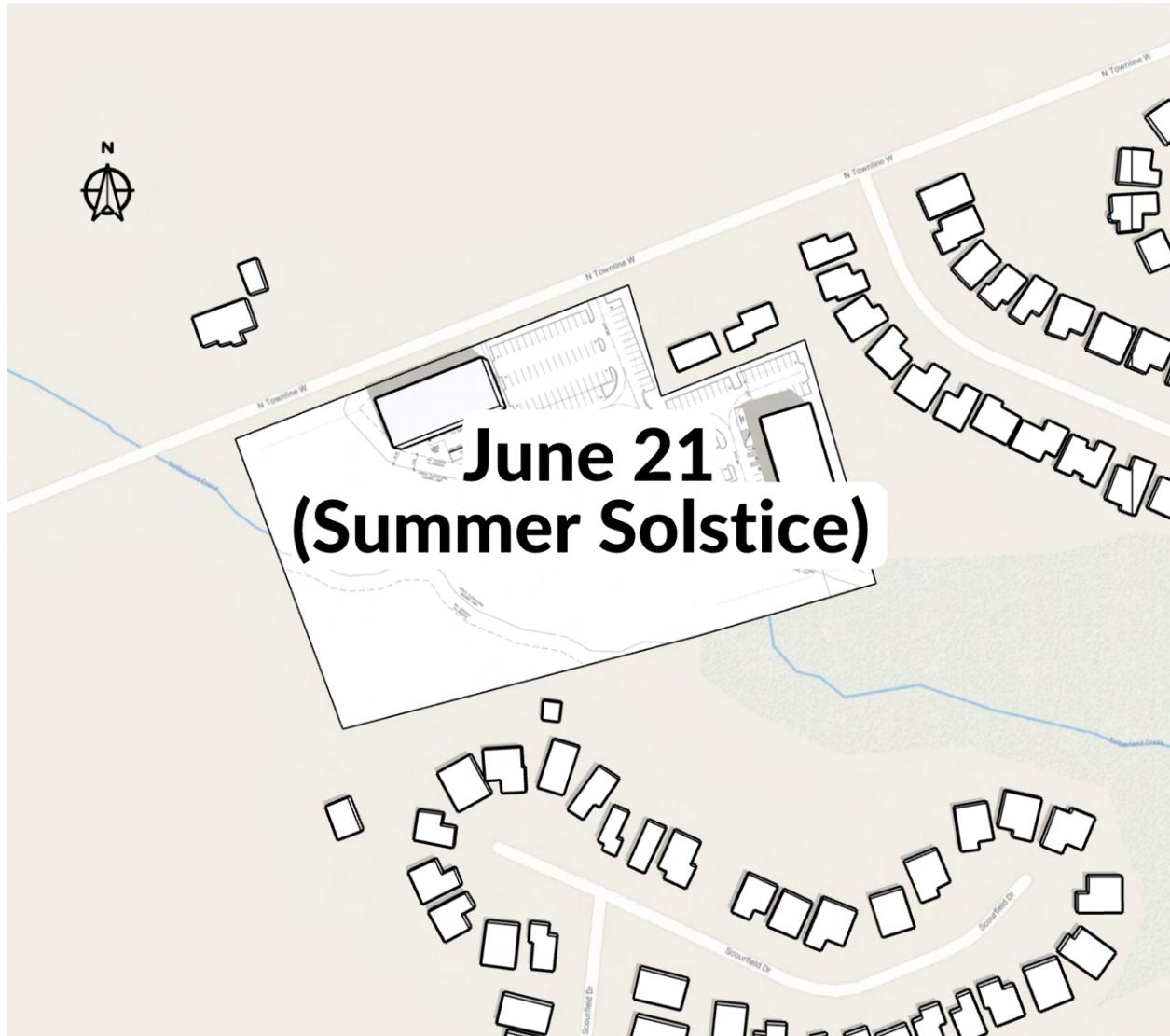
Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from March 21 <sup>st</sup> 8:00 to 13:00.	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryan O. Mounsey, CEO. BES.MUDS.MCIP,RPP Ryanolivermounsey@outlook.com
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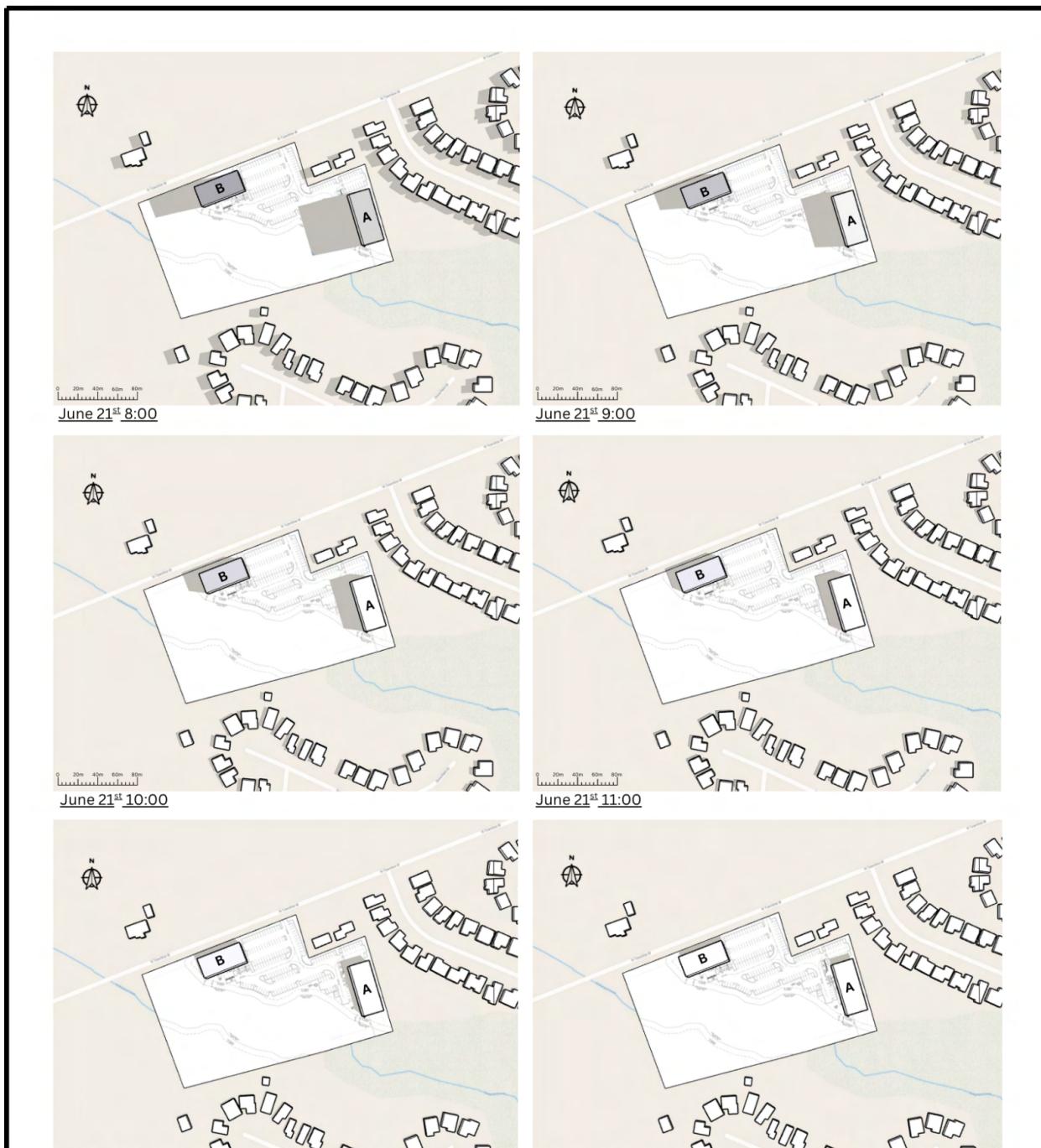




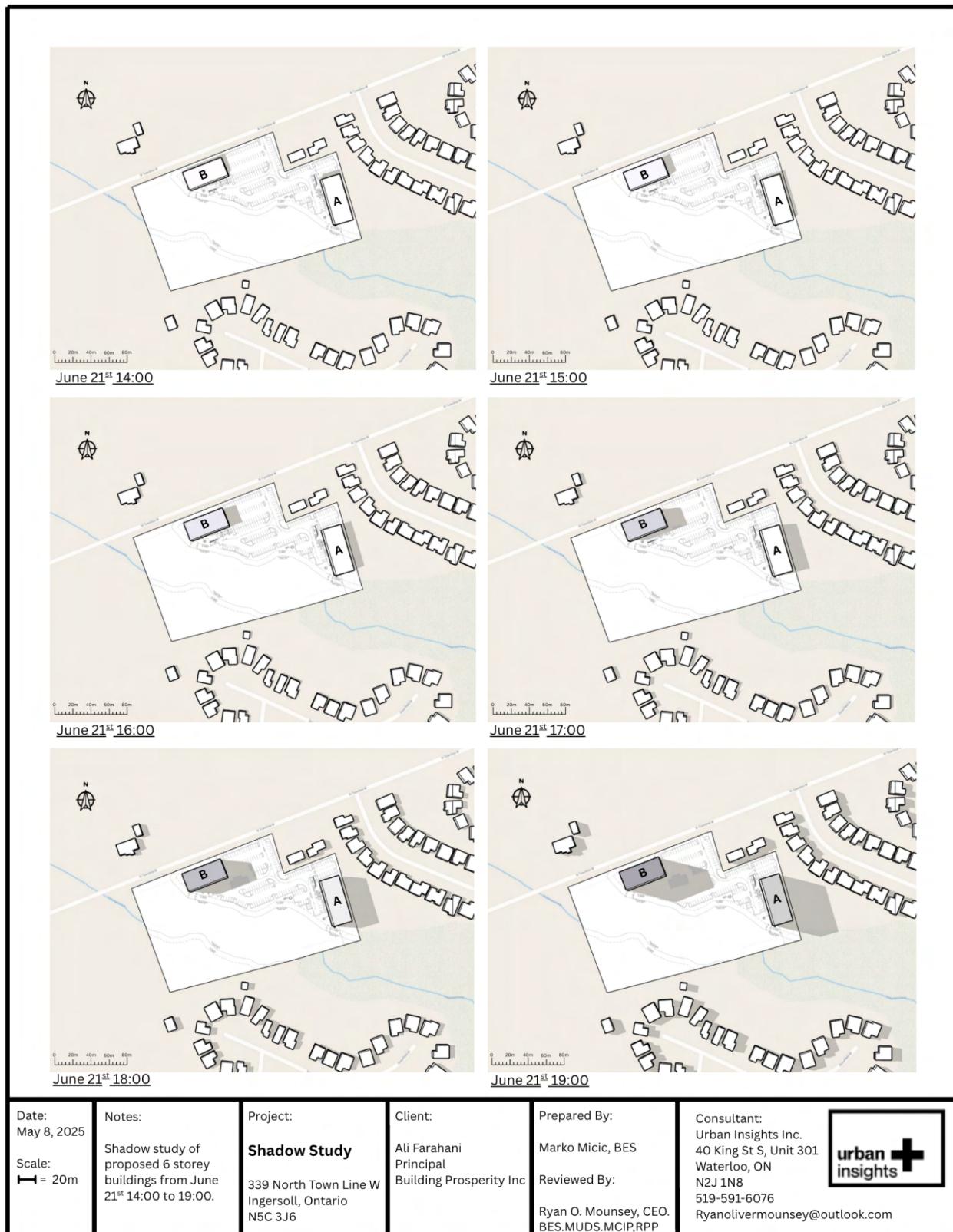
Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from March 21 <sup>st</sup> 14:00 to 19:00.	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario NSC 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES  Reviewed By: Ryan O. Mounsey, CEO. BES.MUDS.MCIP.RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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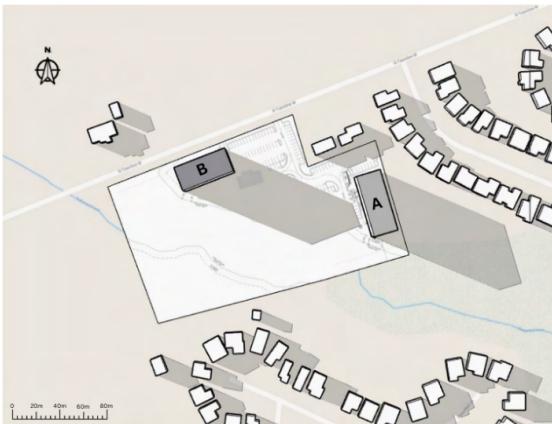






Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from June 21 <sup>st</sup> 8:00 to 13:00. Scale: 1m = 20m	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES Reviewed By: Ryan O. Mounsey, CEO. BES.MUDS.MCIP,RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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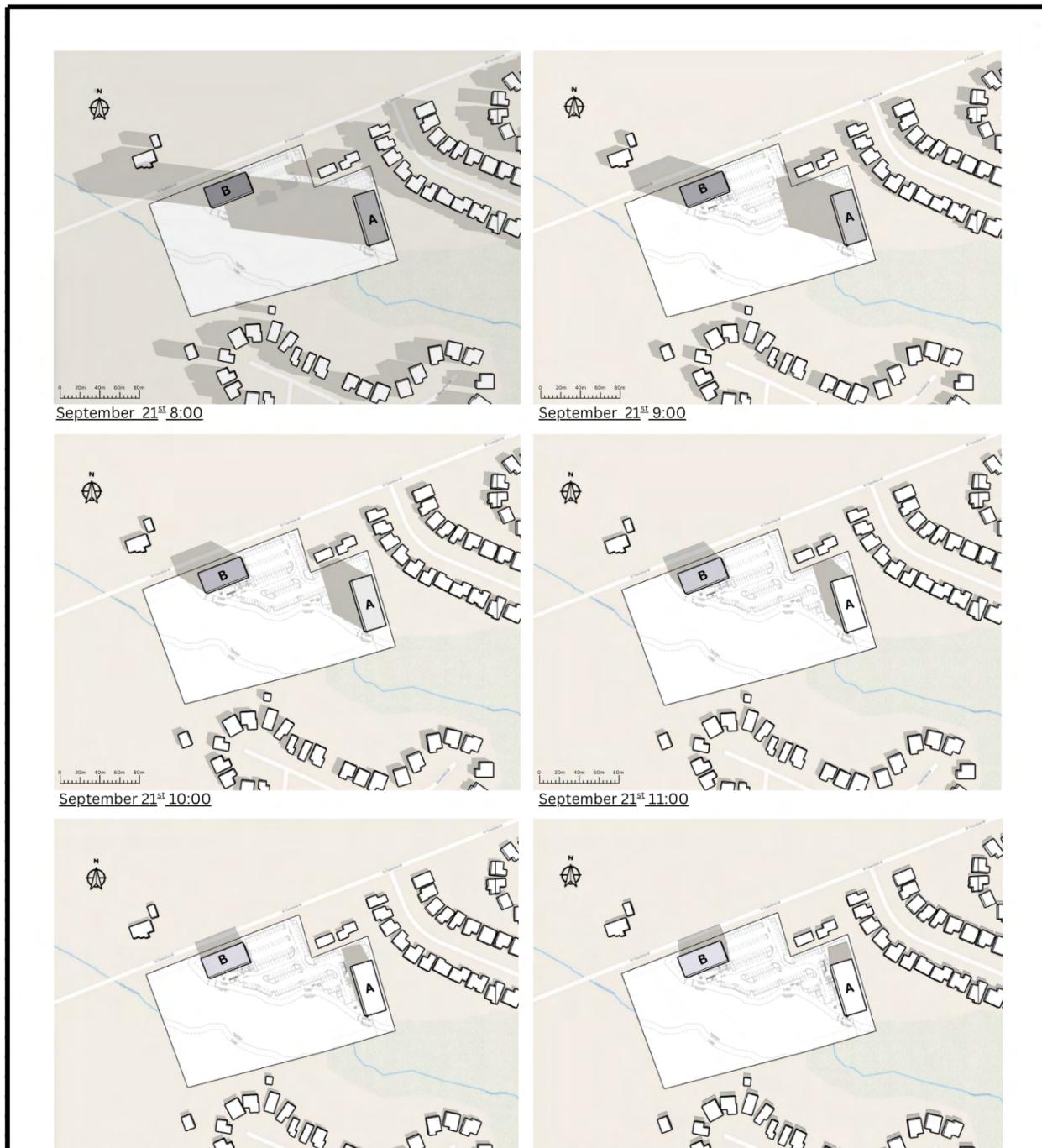




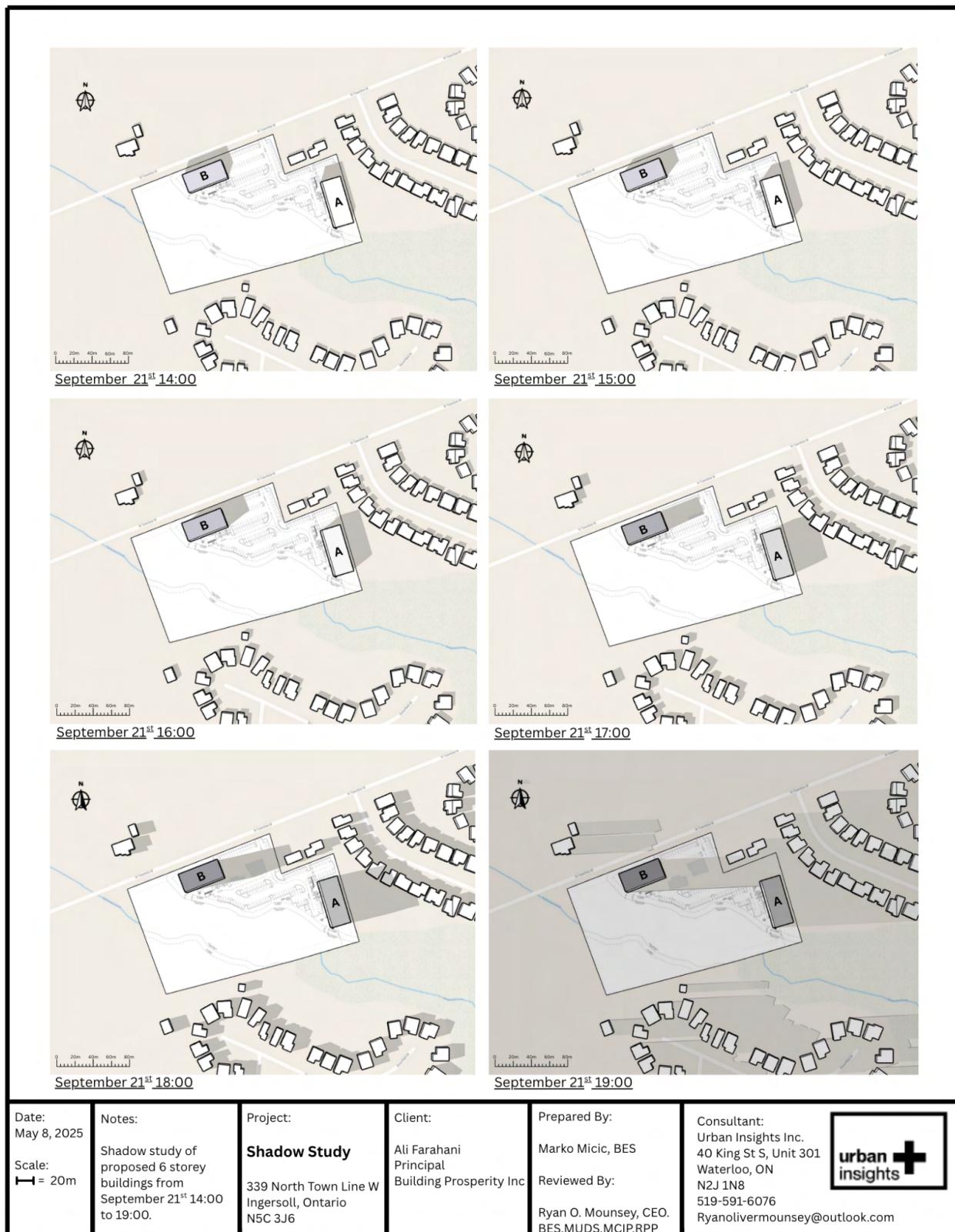
June 21<sup>st</sup> 20:00

Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from June 21 <sup>st</sup> 20:00. Scale: 1:20m	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES Reviewed By: Ryan O. Mounsey, CEO. BES.MUDS.MCIP,RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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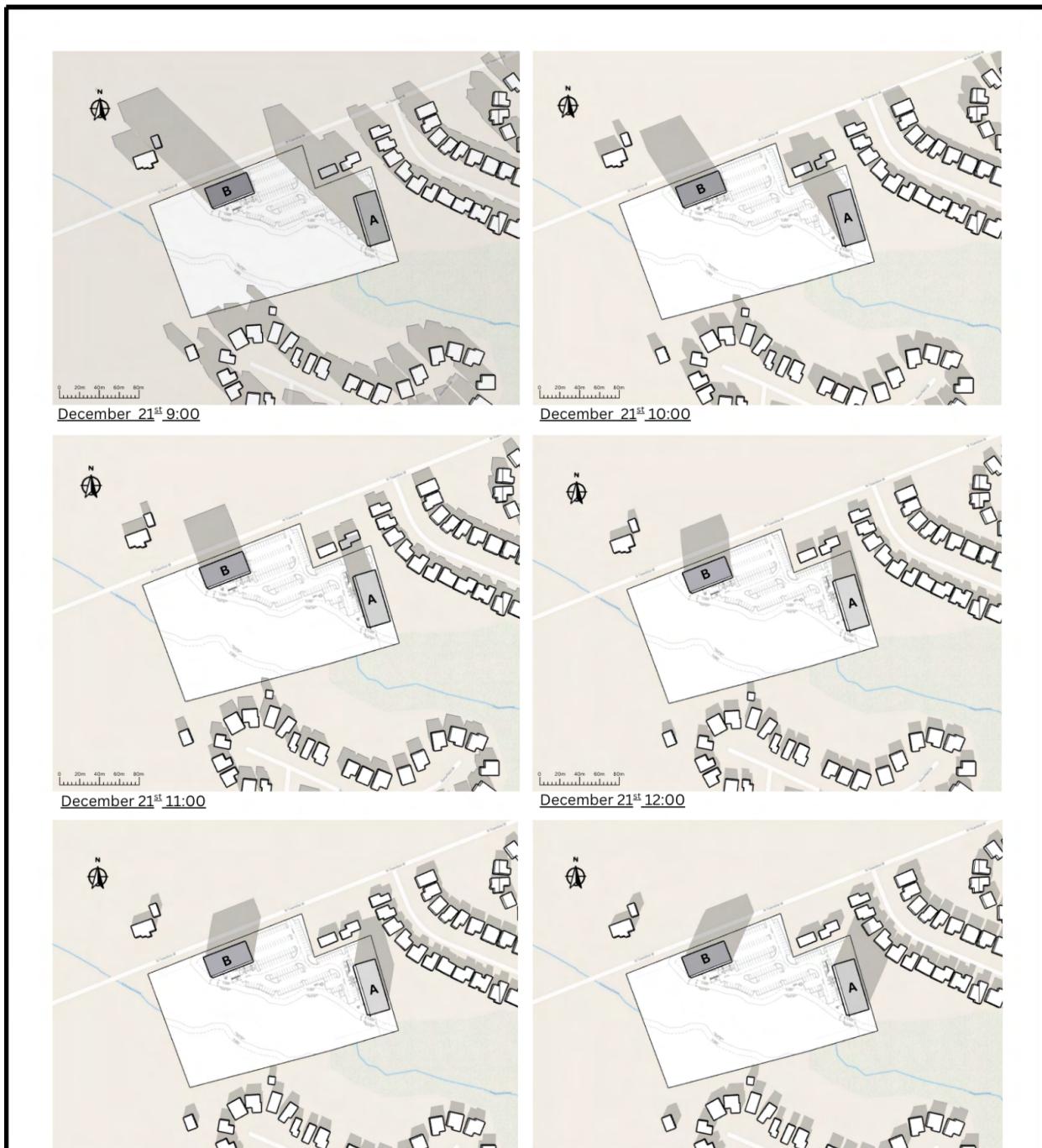




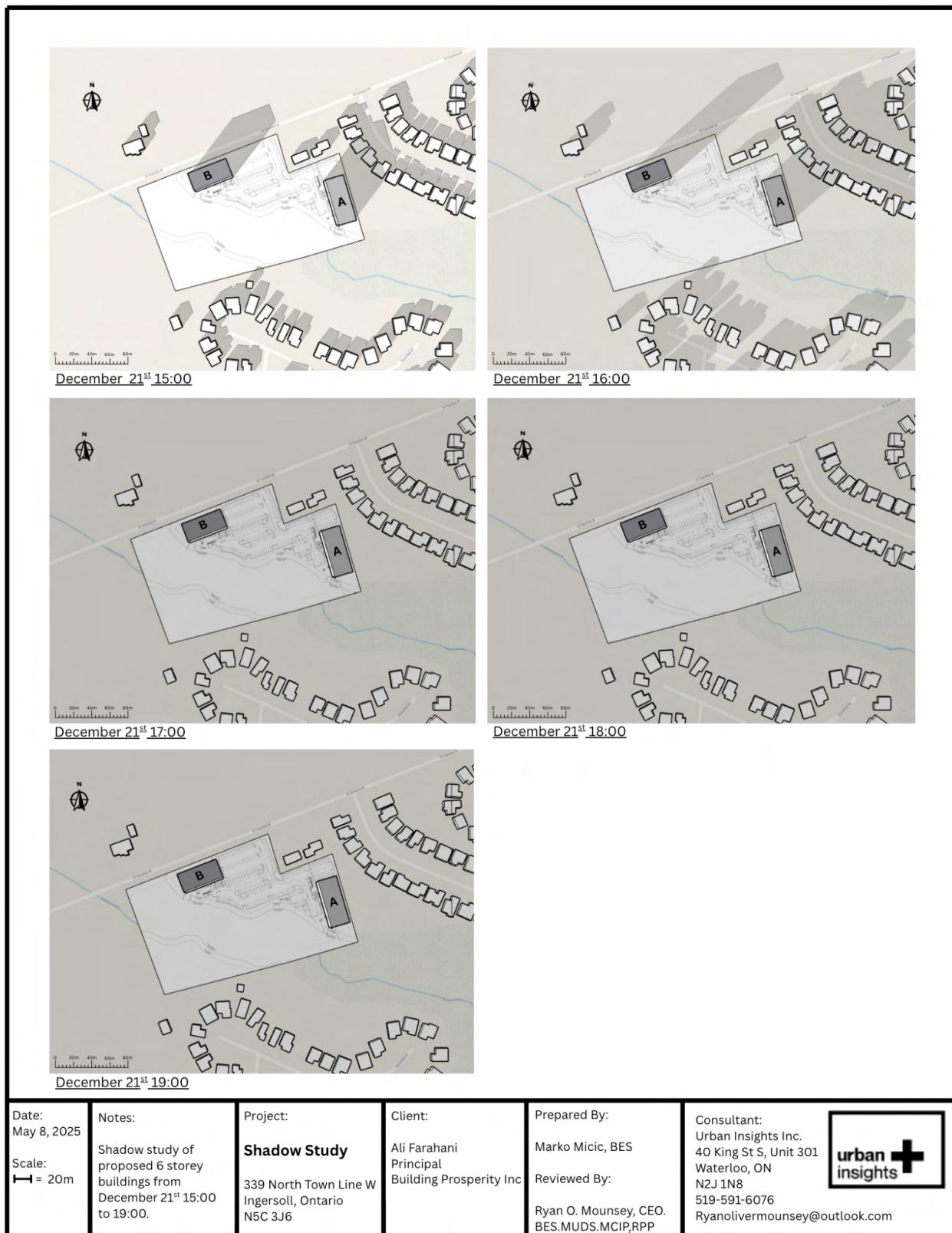
Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from September 21 <sup>st</sup> 8:00 to 13:00. Scale: 1:20m	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES Reviewed By: Ryan O. Mounsey, CEO, BES.MUDS.MCIP, RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from December 21 <sup>st</sup> 9:00 to 14:00. Scale: 1m = 20m	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES Reviewed By: Ryan O. Mounsey, CEO, BES.MUDS.MCIP,RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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Date: May 8, 2025	Notes: Shadow study of proposed 6 storey buildings from December 21 <sup>st</sup> 15:00 to 19:00. Scale: 1:20m	Project: <b>Shadow Study</b> 339 North Town Line W Ingersoll, Ontario N5C 3J6	Client: Ali Farahani Principal Building Prosperity Inc	Prepared By: Marko Micic, BES Reviewed By: Ryan O. Mounsey, CEO BES.MUDS.MCIP,RPP	Consultant: Urban Insights Inc. 40 King St S, Unit 301 Waterloo, ON N2J 1N8 519-591-6076 Ryanolivermounsey@outlook.com
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## Shadow Study Analysis:

### **Introduction**

This shadow study evaluates the impact of two proposed six-story buildings, Building A and Building B, on the surrounding residential properties at 339 North Town Line W, Ingersoll, Ontario.

The analysis covers four key dates representing seasonal variations: March 21st (spring equinox), June 21st (summer solstice), September 21st (autumn equinox), and December 21st (winter solstice). The study is North-oriented, with the property boundaries of Buildings A and B clearly outlined. The primary objective is to ensure that the eastern, northern, and southern properties adjacent to the development receive at least 3 hours of continuous sunlight on each of these dates.

### **Results**

The following table summarizes the continuous sunlight windows for the eastern, northern, and southern properties on each of the four dates:

Date	Eastern Properties	Northern Properties	Southern Properties
March 21st	5 hours (9:00–14:00)	7 hours (11:00–18:00)	All day (unimpacted)
June 21st	7 hours (8:00–15:00)	All day (unimpacted)	All day (unimpacted)
September 21st	7 hours (8:00–15:00)	6 hours (12:00–18:00)	All day (unimpacted)
December 21st	3 hours (9:00–12:00)	3 hours (13:00–16:00)	All day (unimpacted)

### **Eastern Properties**

- **March 21st:** Continuous sunlight from 9:00 to 14:00 (5 hours). Shadows are cast northwest to north in the morning, leaving eastern properties sunlit. After 14:00, shadows shift northeast and eastward, gradually affecting the east.

- **June 21st:** Continuous sunlight from 8:00 to 15:00 (7 hours). With the sun rising in the northeast and setting in the northwest, shadows are cast west to northwest in the morning, keeping the east sunlit. After 15:00, shadows move northeast and east.
- **September 21st:** Continuous sunlight from 8:00 to 15:00 (7 hours). Similar to June, morning shadows are westward, and afternoon shadows shift northeast after 15:00.
- **December 21st:** Continuous sunlight from 9:00 to 12:00 (3 hours). Due to the low sun angle, shadows are longer and shift from westward to northward quickly, with afternoon shadows extending eastward by 13:00.

### **Northern Properties**

- **March 21st:** Continuous sunlight from 11:00 to 18:00 (7 hours). Shadows are minimal and shift from north to northeast, with short midday shadows ensuring little shading.
- **June 21st:** Continuous sunlight all day (8:00–20:00, 12 hours). Shadows move from west to northwest to northeast to east, never extending directly north.
- **September 21st:** Continuous sunlight from 12:00 to 18:00 (6 hours). Morning shadows extend westward to northwest, partially shading the north, but midday and afternoon shadows are short or directed away.
- **December 21st:** Continuous sunlight from 13:00 to 16:00 (3 hours). Longer morning shadows extend westward to northwest, shading the north until midday. Afternoon shadows shift eastward with minimal impact.

### **Southern Properties**

- **March 21st:** Continuous sunlight all day (unimpacted).
- **June 21st:** Continuous sunlight all day (unimpacted).
- **September 21st:** Continuous sunlight all day (unimpacted).
- **December 21st:** Continuous sunlight all day (unimpacted).

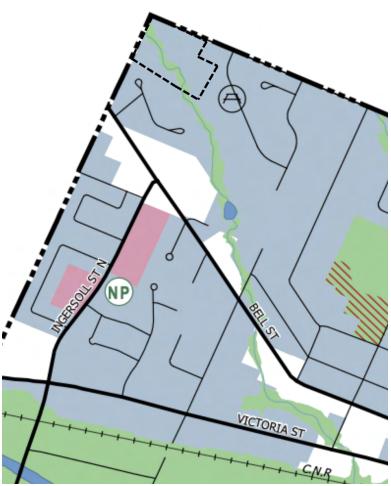
### **Conclusion**

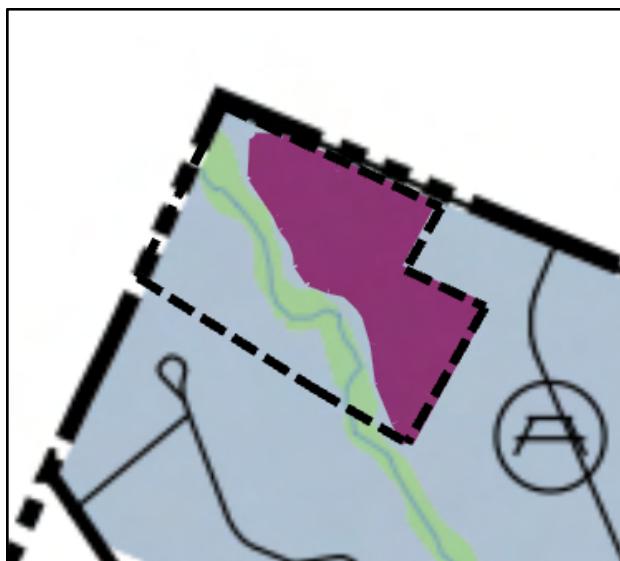
The shadow study confirms that the proposed development of Buildings A and B at 339 North Town Line W, Ingersoll, Ontario, ensures that all surrounding residential properties, eastern, northern, and southern, receive at least 3 hours of continuous sunlight on March 21st, June 21st, September 21st, and December 21st. In most cases, sunlight access exceeds this minimum, particularly for southern properties, which are unaffected

throughout the year. This analysis demonstrates that the development is well-suited to its residential context, posing no significant adverse impact on sunlight access for adjacent properties.

## Appendix 10: Official Plan Amendment

The purpose of this amendment is to redesignate a portion of the subject lands from **Low Density Residential** to **High Density Residential** on **Schedule I-2: Town of Ingersoll Residential Density Plan Oxford County Official Plan**. This redesignation will permit the construction of a high-density residential project.

		Legend
Existing Official Plan Designation	Proposed Official Plan Designation	Legend
		<ul style="list-style-type: none"> <li>— Lot Area</li> <li>Light Blue: LOW DENSITY RESIDENTIAL</li> <li>Red: MEDIUM DENSITY RESIDENTIAL</li> <li>Purple: HIGH DENSITY RESIDENTIAL</li> <li>Light Green: OPEN SPACE</li> <li>Yellow-Green: ENVIRONMENTAL PROTECTION</li> </ul>



## Appendix 11: Zoning Bylaw Amendment

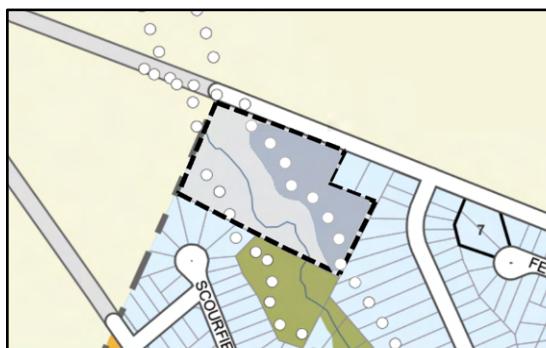
The purpose of this amendment is to rezone a portion of the subject lands from **Development Zone (D)** to **Residential Type 4 Zone (R4)** of the Town of Ingersoll Zoning By-Law No. 04-4160 to bring the zoning into conformity with the amended Official Plan designation of **High Density Residential** and to permit the development of a high-density residential project. The effect of the amendment includes:

- Enabling the development of high-density residential uses as permitted under the Residential Type 4 Zone (R4).
- Ensuring consistency between the Official Plan and the Zoning By-Law for the subject lands.
- Supporting the Town of Ingersoll's goals for residential intensification and efficient land use within serviced areas.

### Current and Proposed Zoning

- **Current Zoning:** Section 15.0 Development Zone (D)
- **Proposed Zoning:** Section 9.0 Residential Type 4 Zone (R4)

Existing Zoning	Proposed Zoning	Legend
		 <ul style="list-style-type: none"> <li>RESIDENTIAL TYPE 1 (R1)</li> <li>RESIDENTIAL TYPE 2 (R2)</li> <li>RESIDENTIAL TYPE 3 (R3)</li> <li>RESIDENTIAL TYPE 4 (R4)</li> </ul>



## Site Specific Zoning Amendment

To facilitate the proposed development under the R4 Zoning Classification, two site-specific amendments to the Town of Ingersoll Zoning By-law No. 04-4160 are required. These amendments adjust specific zoning provisions to align with the project's design and operational needs, ensuring compatibility with the surrounding area while supporting efficient land use. The proposed amendments are as follows:

- Reduction in Residential Parking Requirements: Amend Section 5.19.2.1 to reduce the required residential parking spaces from 1.5 spaces per unit to 1.3 spaces per unit.
- Reduction in Amenity Space Requirements: Amend TABLE 9.2: ZONE PROVISIONS to reduce the amenity space requirement for bachelor to two-bedroom units from approximately  $40 \text{ m}^2$  (approximately  $430.6 \text{ ft}^2$ ) per unit to approximately  $35 \text{ m}^2$  per unit.

These amendments are recommended to enable the proposed development while maintaining compliance with the overall intent of the R4 Zoning Classification.