

County of Oxford Public Meeting

Proposed Residential Development

Victoria Wood (Tillsonburg-West) GP Inc.

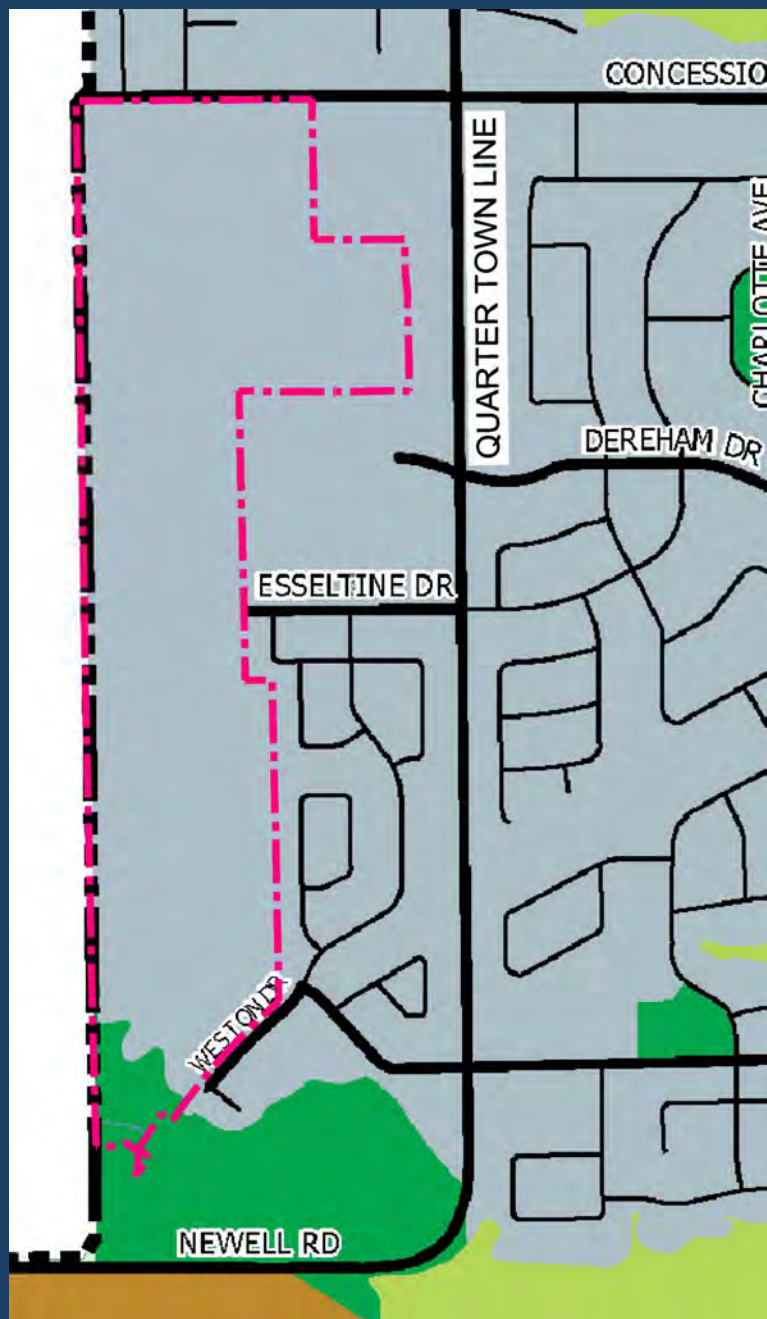
April 12, 2023

Existing Planning Framework

County of Oxford Official Plan

Land Use Schedule

Lands currently designated
'Residential' and '**Open
Space**'



County of Oxford Official Plan

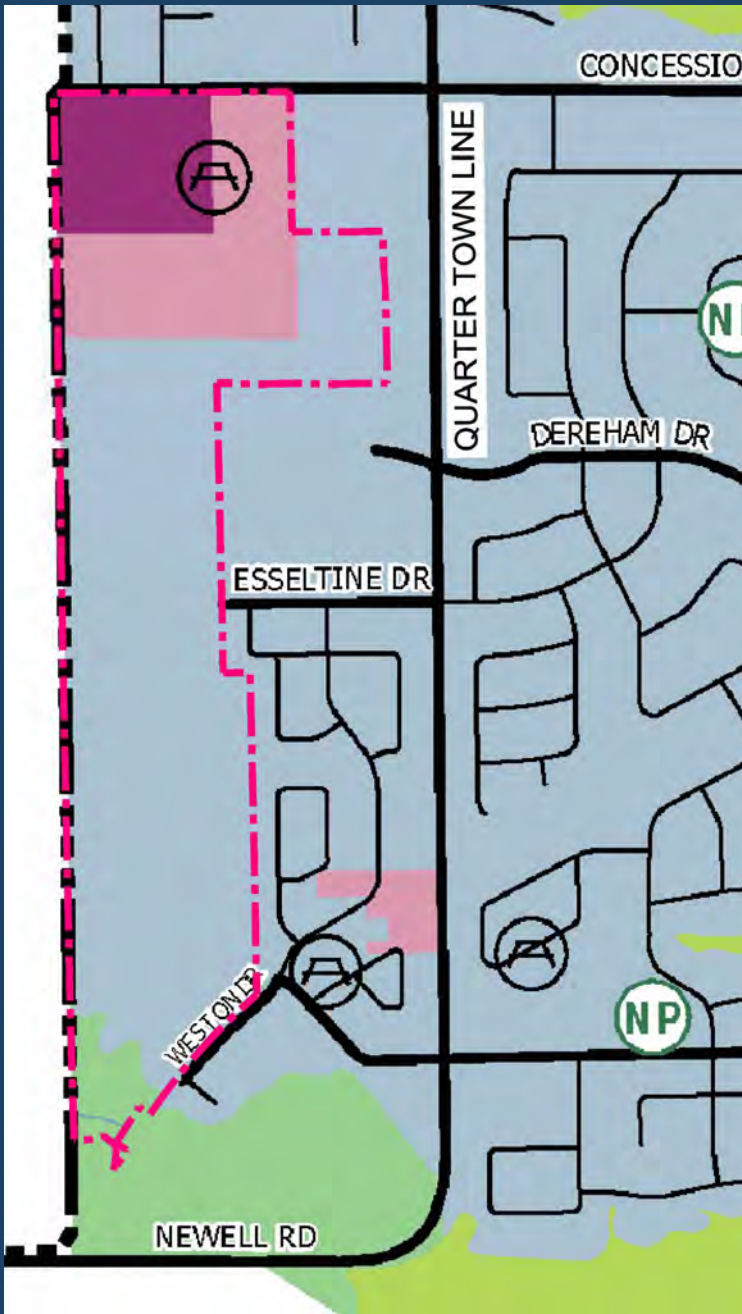
Residential Densities Schedule

Lands further designated '**Low Density**', '**Medium Density**' and '**High Density**' Residential. A park is also contemplated.

Low Density Permits: single detached, semi-detached, duplex, converted dwellings, quadraplexes, townhouses, and low density cluster development

Medium Density Permits: townhouses, medium density cluster development, converted dwellings and low-rise apartments.

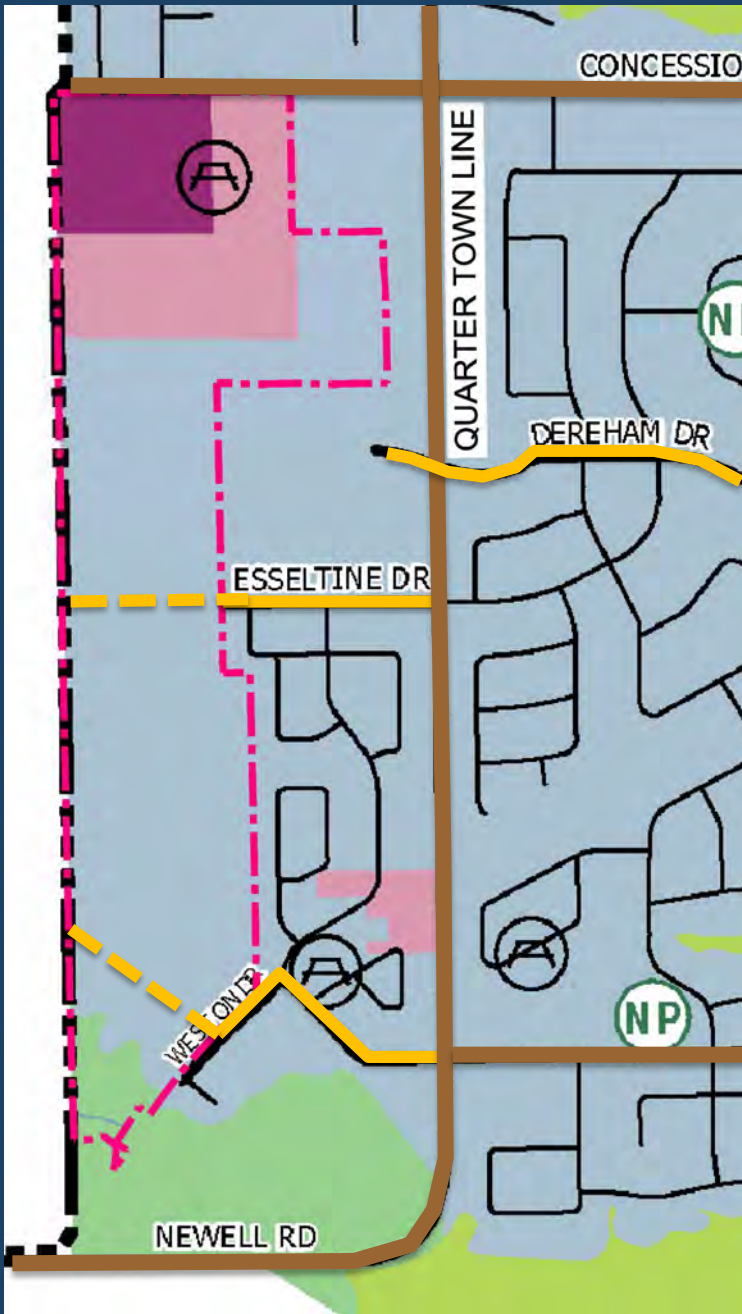
High Density: intensive large-scale, multiple unit forms of residential development

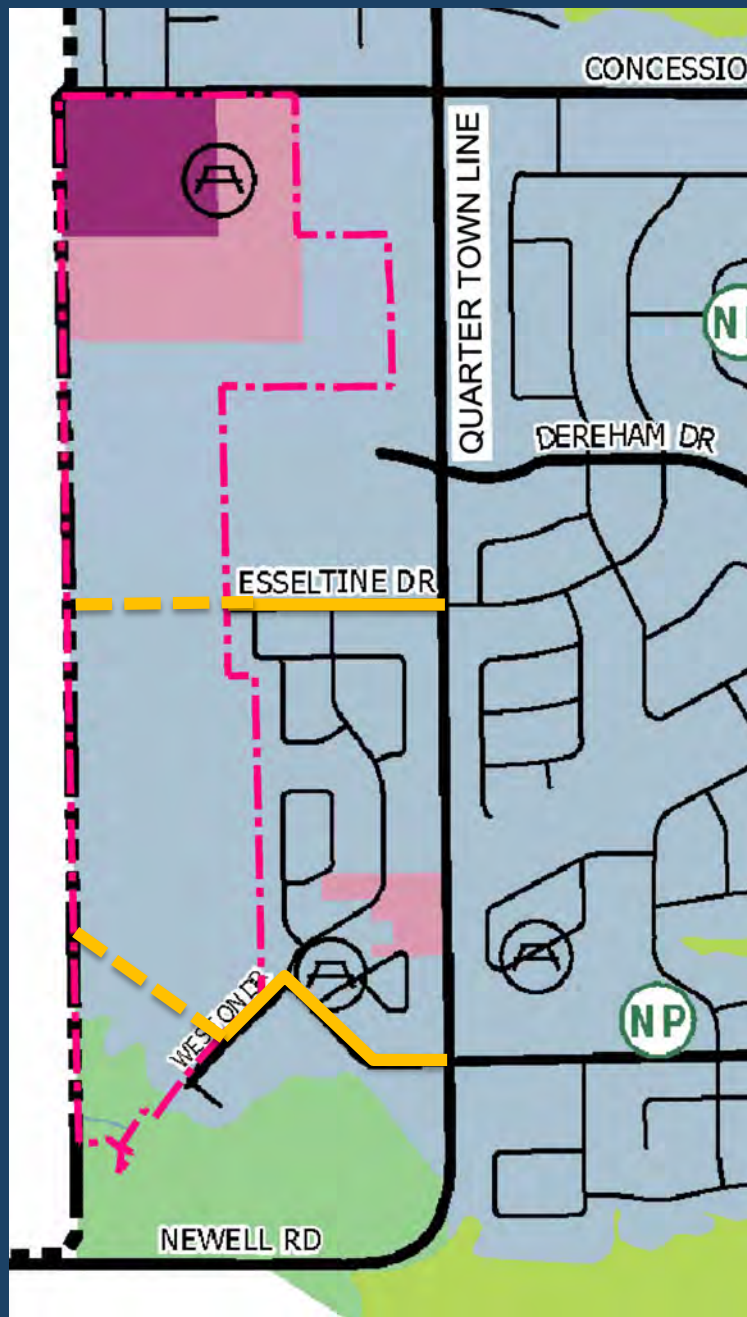


County of Oxford Official Plan

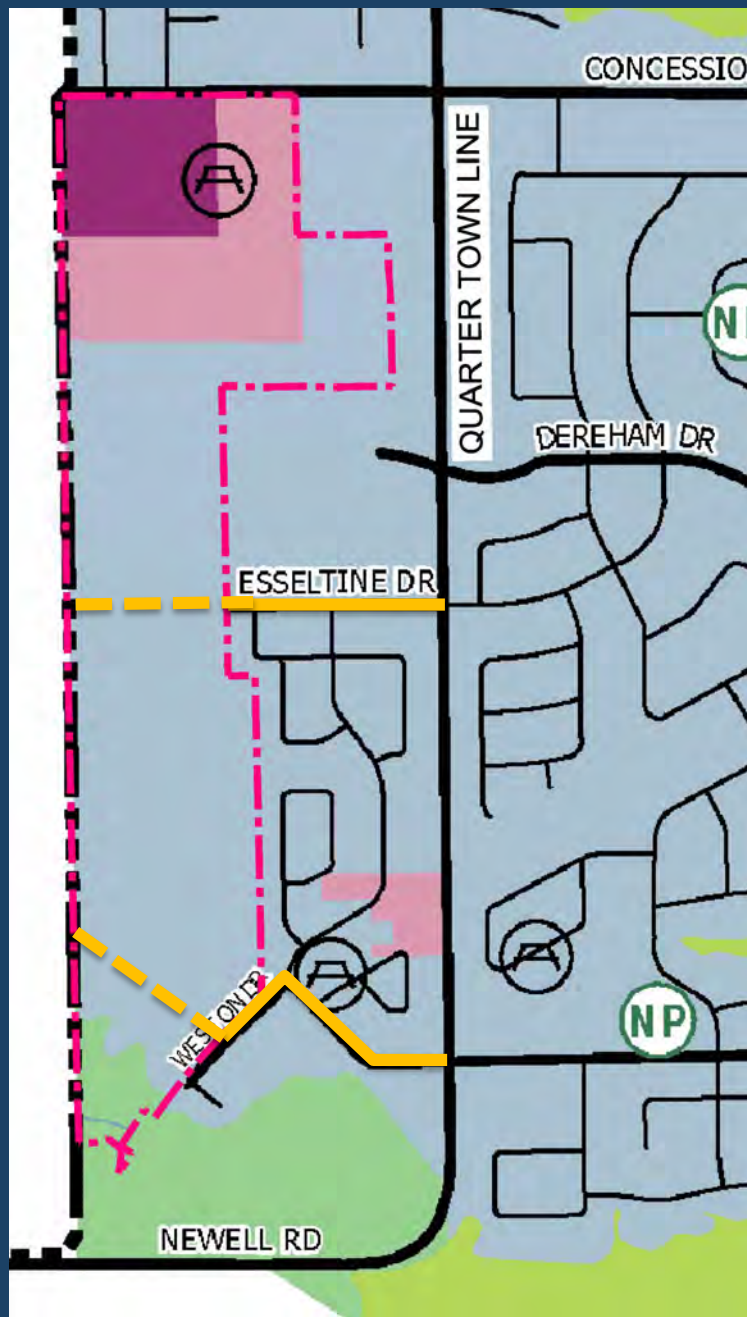
Transportation Network Schedule

Esseltine Drive, Weston Drive and Dereham Drive are designated **Collector Roads**. The **extension of these roads and any related services has been planned for**. Surrounding roads (Concession Street, Quarter Town Line, Newell Street and Baldwin Street) are designated **Arterial Roads**.

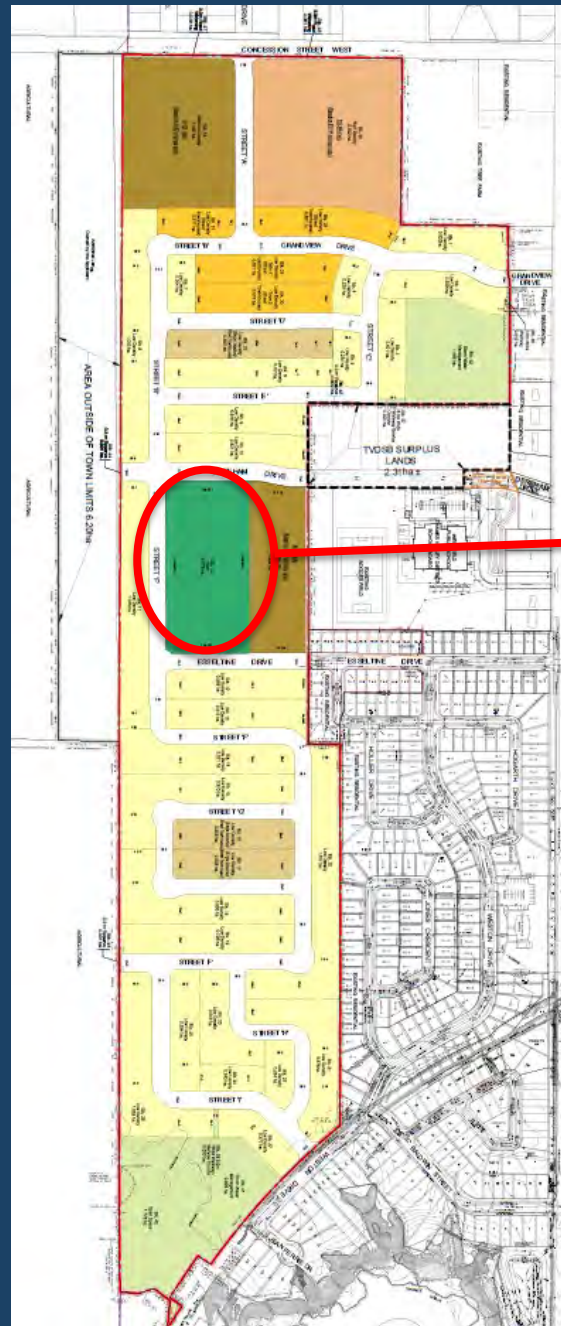
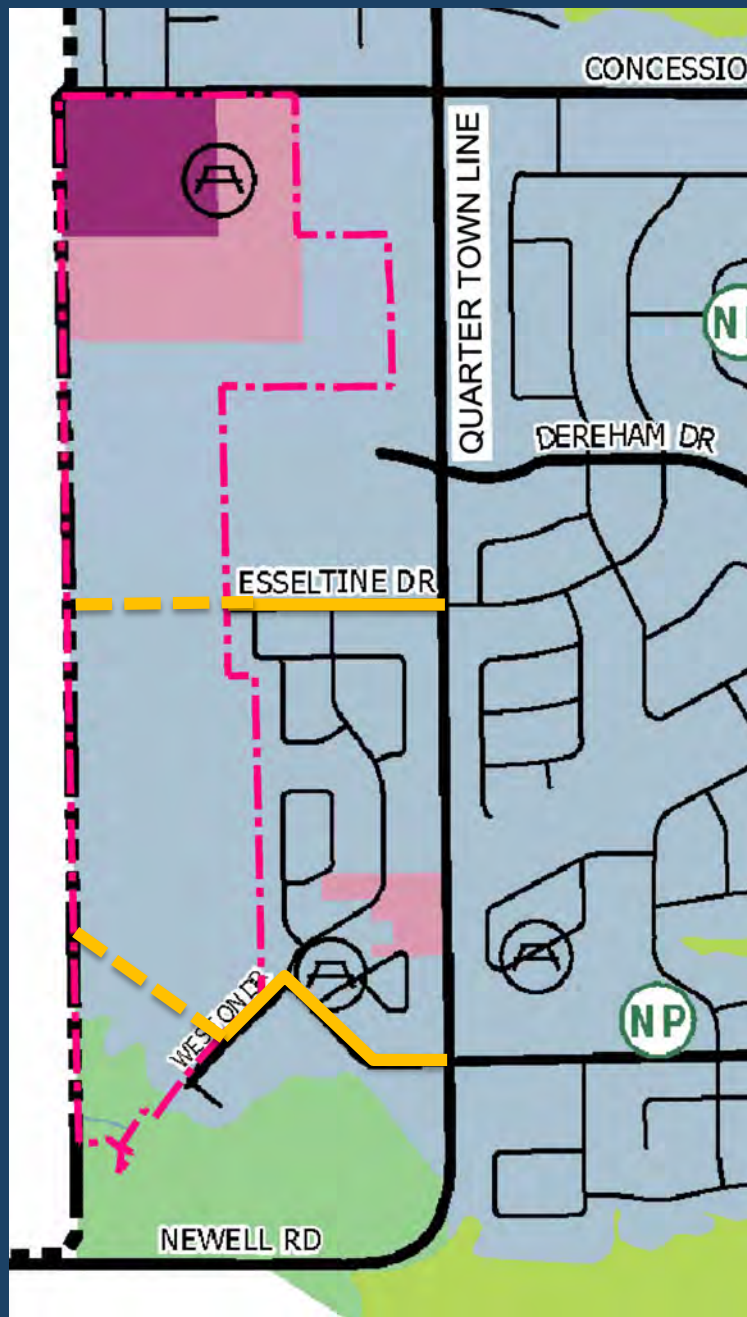




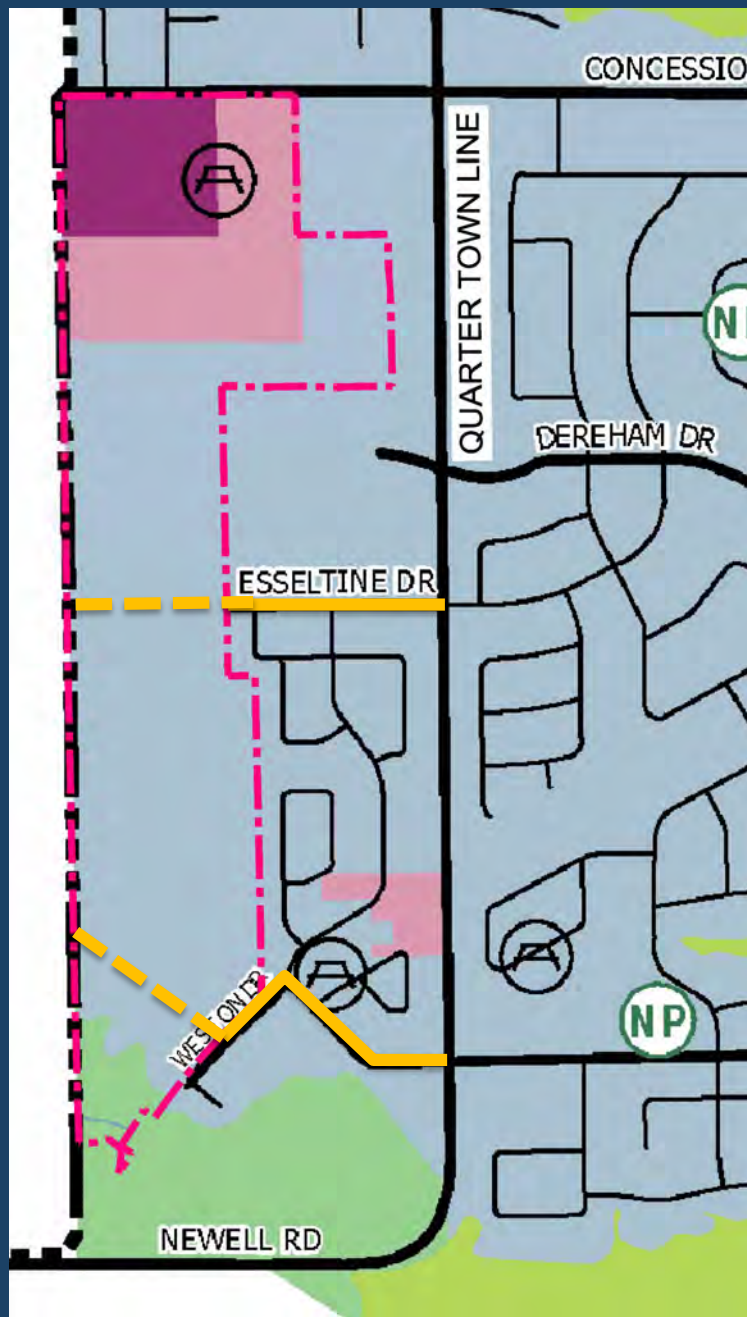
The existing Official Plan informed several key design elements of the proposed draft plan.



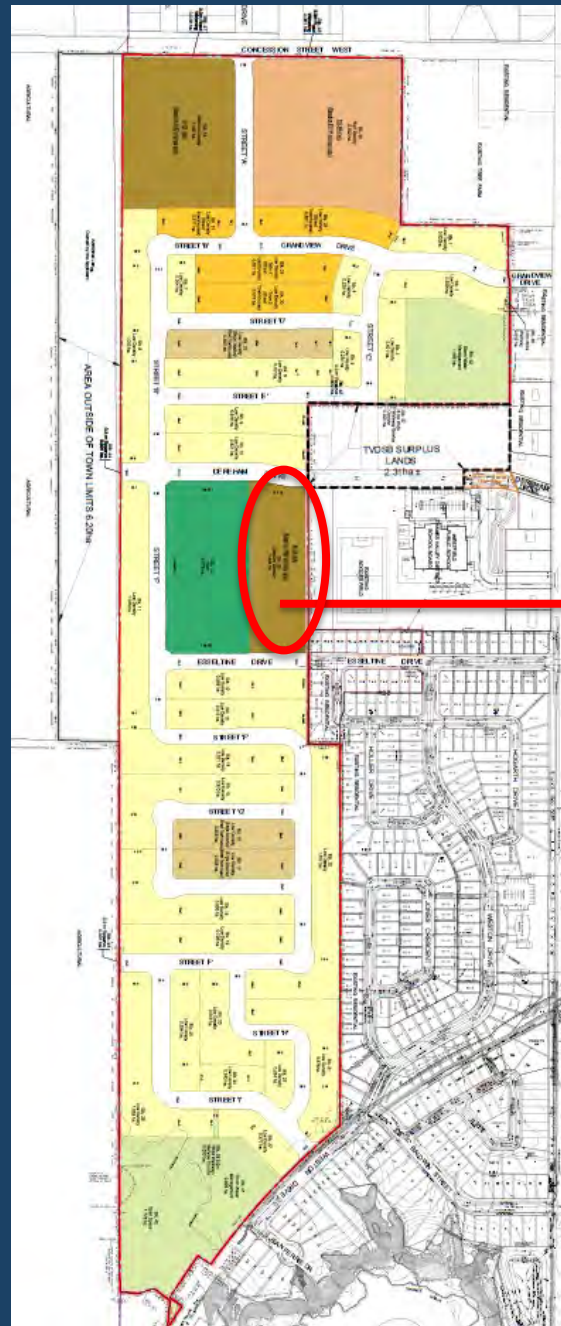
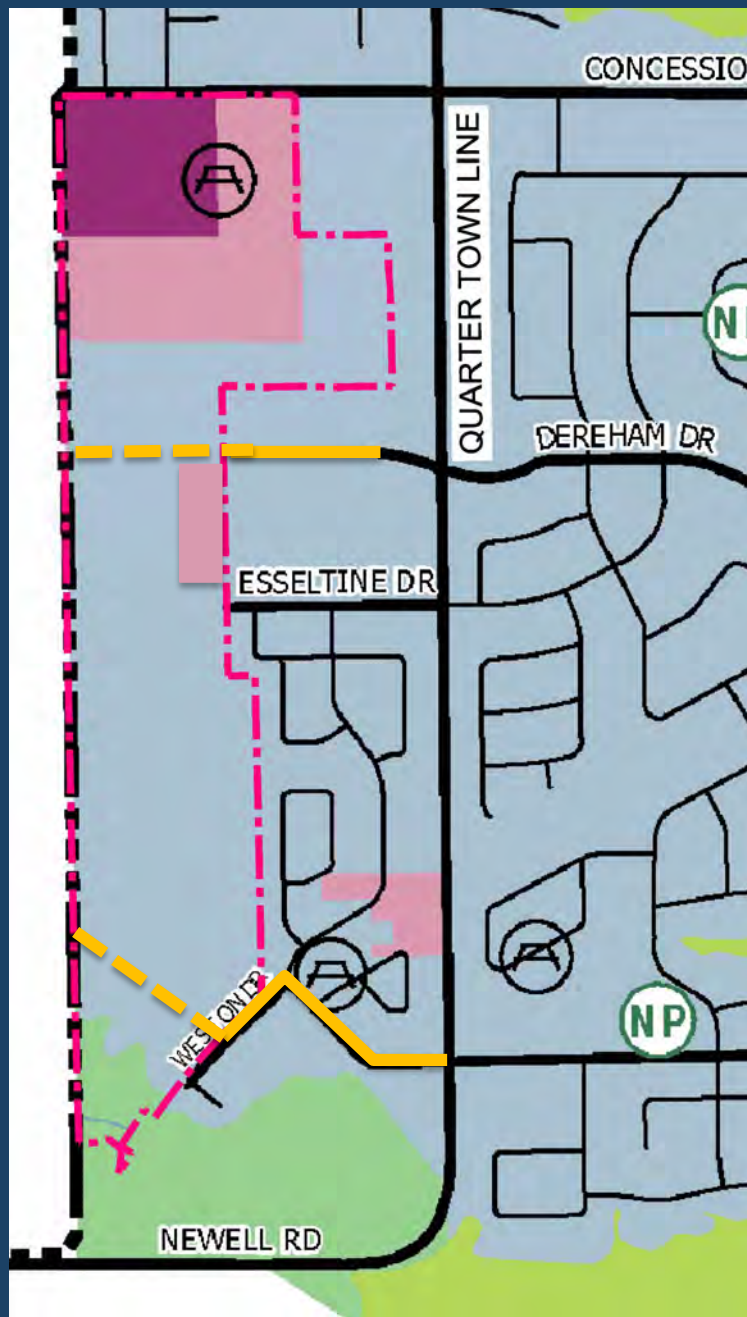
Medium and High Density Residential Concentrated to the north.



Provision of a park
(central location of
park determined by
the Town's Director
of Recreation,
Culture and Parks).



Extension of
Esseltine Drive to the
west.



The Official Plan Amendment seeks to add an additional medium density block in accordance with Official Plan criteria.

Planning Merits of Proposed Applications

County of Oxford Official Plan

Planning Merits

- Inclusion of a full range of housing types and a mix of housing sizes.
- Subdivision designed to encourage walkability.
- Subdivision designed as a complete community.
- Natural features protected and retained where possible.
- Design of road network disperses and slows down traffic.
- Subdivision designed with consideration to existing surrounding development.
- Design of subdivision evolved in response to circulation comments.

Inclusion of a full range of housing types and a mix of housing sizes.

- Proposal includes low rise residential uses including single detached and street townhomes.
- Medium and high density blocks allow for a full range of multiple dwellings including townhomes, bungalow townhomes, stacked townhomes and apartments.
- Having a full range of housing types helps to address housing affordability and allows people to age in place.

[illegible]

Subdivision designed as a complete community

- Neighbourhood to contain a mix of residential unit types, a park, open space, and trail connections.
- Permissions for limited non-residential uses within medium and high density residential blocks along Concession Street which would allow for commercial uses that serve residents of the subdivision and surrounding area.
- Subdivision adjacent to existing elementary school.

[illegible]

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

WILSON AVENUE

ARNOLD STREET

COLIN AVENUE

QUARTER TOWN LINE

GRANDVIEW DRIVE

DEREHAM DRIVE

ESSELTINE DRIVE

HOGARTH DRIVE

WESTON DRIVE

PARS CRESCENT

BALDWIN STREET

JEAN FERRIE DR

WESTON DRIVE

STREET A

STREET B

STREET C

STREET D

STREET E

STREET F

STREET G

STREET H

STREET I

STREET J

LOT 1: 0.520 ha, Low Density

LOT 2: 0.520 ha, Low Density

LOT 3: 0.470 ha, Low Density

LOT 4: 0.299 ha, Low Density

LOT 5: 0.299 ha, Low Density

LOT 6: 0.700 ha, Low Density

LOT 7: 0.344 ha, Low Density

LOT 8: 1.020 ha, Low Density

LOT 9: 0.610 ha, Low Density

LOT 10: 0.621 ha, Low Density

LOT 11: 1.048 ha, Low Density

LOT 12: 0.586 ha, Low Density

LOT 13: 0.610 ha, Low Density

LOT 14: 0.621 ha, Low Density

LOT 15: 0.670 ha, Low Density

LOT 16: 0.508 ha, Low Density

LOT 17: 0.508 ha, Low Density

LOT 18: 0.960 ha, Low Density

LOT 19: 0.766 ha, Low Density

LOT 20: 1.337 ha, Low Density

LOT 21: 0.870 ha, Low Density

LOT 22: 0.254 ha, Low Density

LOT 23: 0.543 ha, Low Density

LOT 24: 0.240 ha, Low Density

LOT 25: 0.504 ha, Low Density

LOT 26: 1.063 ha, Low Density

LOT 27: 0.377 ha, Low Density

LOT 28: 0.901 ha, Low Density

LOT 29: 0.801 ha, Low Density

LOT 30: 0.576 ha, Low Density

LOT 31: 0.317 ha, Low Density

LOT 32: 0.695 ha, Low Density

LOT 33: 1.434 ha, Medium Density

LOT 34: 2.490 ha, Medium Density

LOT 35: 3.202 ha, High Density

LOT 36: 0.261 ha, 1.0 m Road Widening

LOT 37: 0.022 ha, 0.3 m Wide Highway Service Corridor

LOT 38: 0.001 ha, 0.3 m Reserve

LOT 39: 0.001 ha, 0.3 m Reserve

LOT 40: 0.001 ha, 0.3 m Reserve

LOT 41: 0.001 ha, 0.3 m Reserve

LOT 42: 0.001 ha, 0.3 m Reserve

LOT 43: 0.001 ha, 0.3 m Reserve

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LOT 120: 0.001 ha, 0.3 m Reserve

LOT 121: 0.001 ha, 0.3 m Reserve

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LOT 142: 0.001 ha, 0.3 m Reserve

LOT 143: 0.001 ha, 0.3 m Reserve

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LOT 145: 0.001 ha, 0.3 m Reserve

LOT 146: 0.001 ha, 0.3 m Reserve

LOT 147: 0.001 ha, 0.3 m Reserve

LOT 148: 0.001 ha, 0.3 m Reserve

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LOT 150: 0.001 ha, 0.3 m Reserve

LOT 151: 0.001 ha, 0.3 m Reserve

LOT 152: 0.001 ha, 0.3 m Reserve

LOT 153: 0.001 ha

WILSON AVENUE

QUARTER TOWN LINE

MYRTLE ST

MAGNOLIA CRT

WALNUT DRIVE

BEECH BLVD

GRANDVIEW DRIVE

STREET C

STREET D

STREET E

STREET F

STREET G

STREET H

STREET I

STREET J

STREET K

STREET L

STREET M

STREET N

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Subdivision designed with consideration to existing surrounding development.



[illegible]

REVISED DRAFT PLAN SUBMISSION

THANK YOU

County of Oxford Public Meeting

Proposed Residential Development

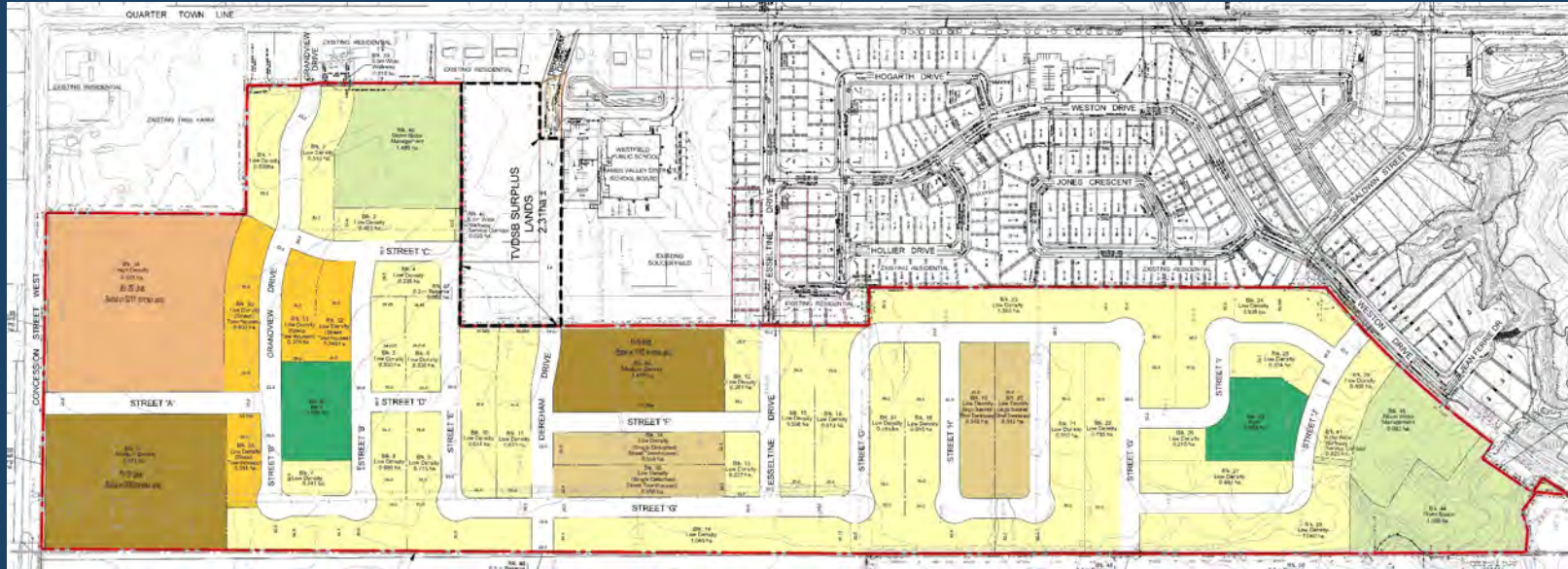
Victoria Wood (Tillsonburg-West) GP Inc.

April 12, 2023



Additional Slide

ORIGINAL DRAFT PLAN
SUBMISSION



REVISED DRAFT PLAN
SUBMISSION





Employee-owned.
Client-centric.
Solution-focused.



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Cambridge ON N1R 8J8
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905.381.2229
416.479.9684

www.ptsl.com

2023-04-05
Project: 210768

Andrea Sinclair
MHBC Planning
540 Bingemans Centre Drive
Kitchener ON N2B 3X9

**RE: VICTORIA WOOD (TILLSONBURG WEST) RESIDENTIAL SUBDIVISION,
TILLSONBURG – ESSELTINE DRIVE AND BALDWIN STREET ACCESS IMPACTS**

In April 2022, **Paradigm Transportation Solutions Limited** (Paradigm) completed the Transportation Impact Study (TIS) for the proposed Victoria Wood (Tillsonburg West) residential subdivision located in the Town of Tillsonburg, Oxford County. A TIS Addendum was completed in February 2023 to address unit count changes in the proposed subdivision.

The Draft Plan for the proposed subdivision will accommodate a maximum of approximately 1,318 units including 366 single-family units, 179 street townhouses, 428 medium density units and 345 high density units. The access arrangement remains the same with vehicle access to be provided at five access points involving a new connection to Concession Street to the north; the westerly extensions of three existing subdivision roads (Grandview Drive, Dereham Drive and Esseltine Drive) and a connection to Baldwin Street through a short section of Weston Drive.

The internal subdivision road system and the proposed five access points have been reviewed by Town and County staff and are consistent with the policies and requirements for the development of the subject lands, including connections to the existing subdivision roads to the east (Grandview Drive, Dereham Drive, Esseltine Drive and Weston Drive/Baldwin Street). These four connections and the northerly connection to Concession Street will facilitate the distribution of development traffic to five access points, and removing one or more of them will result in traffic being concentrated at the remaining access points and potentially impacting other local roads and intersections.

Specific to Esseltine Drive and Weston Drive/Baldwin Street, the two roadways are projected to carry 10% and 20%, respectively, of the new development traffic directly to Quarter Town Line over a distance of less than 300 metres, including a short section on Weston Drive. At Quarter Town Line, the new and existing traffic, will disperse either north/south to Concession Street/Newell Road, or east on Baldwin Street to the intersection at Broadway. The dispersed traffic will have no impact on existing residential streets.

On the other hand, removing the proposed connections to Esseltine Drive and Weston Drive/Baldwin Street will result in the new development traffic converging at the remaining three access points, on Concession Street, Grandview Drive, and Dereham Drive, with the following potentially negative effects:

- ▶ Increased left-turn movements of inbound traffic to the subdivision at the above three access points – westbound on Concession Street and northbound on Quarter Town Line, which may potentially require auxiliary left-turn lanes.
- ▶ Increased southbound left-turn movement of outbound traffic at the intersection of Baldwin Street and Quarter Town Line, which may potentially require an auxiliary southbound left-turn lane on Quarter Town Line.
- ▶ Potential infiltration of development traffic on Dereham Drive east of Quarter Town Line and Wilson Avenue between Dereham Drive and Baldwin Street.

The attached **Figure 1** illustrates the above roadways and locations of potential negative impacts as outlined above.

In addition, the removal of the proposed connections to Esseltine Drive and Weston Drive/Baldwin Street could also potentially impact the flexibility of emergency vehicles accessing the new subdivision.

In summary, the five access points for the proposed subdivision are consistent with the applicable policies and requirements for the subject development and will have the benefit of dispersing traffic to multiple access points with minimal impacts to existing residential streets. On the other hand, reducing the number of access points will have the opposite effects of concentrating traffic, increasing intersection left-turn movements potentially requiring auxiliary left-turn lanes, traffic infiltration on otherwise unimpacted local roads, and limiting the access flexibility for emergency vehicles.

We trust the above narrative provides a reasonable assessment of the potential implications of reducing the access points for the proposed development. Please let us know if you need further input from us in this matter.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Rajan Philips

M.Sc, P.Eng.

Senior Transportation Consultant



Attachments





Location of Potential Negative Traffic Impacts