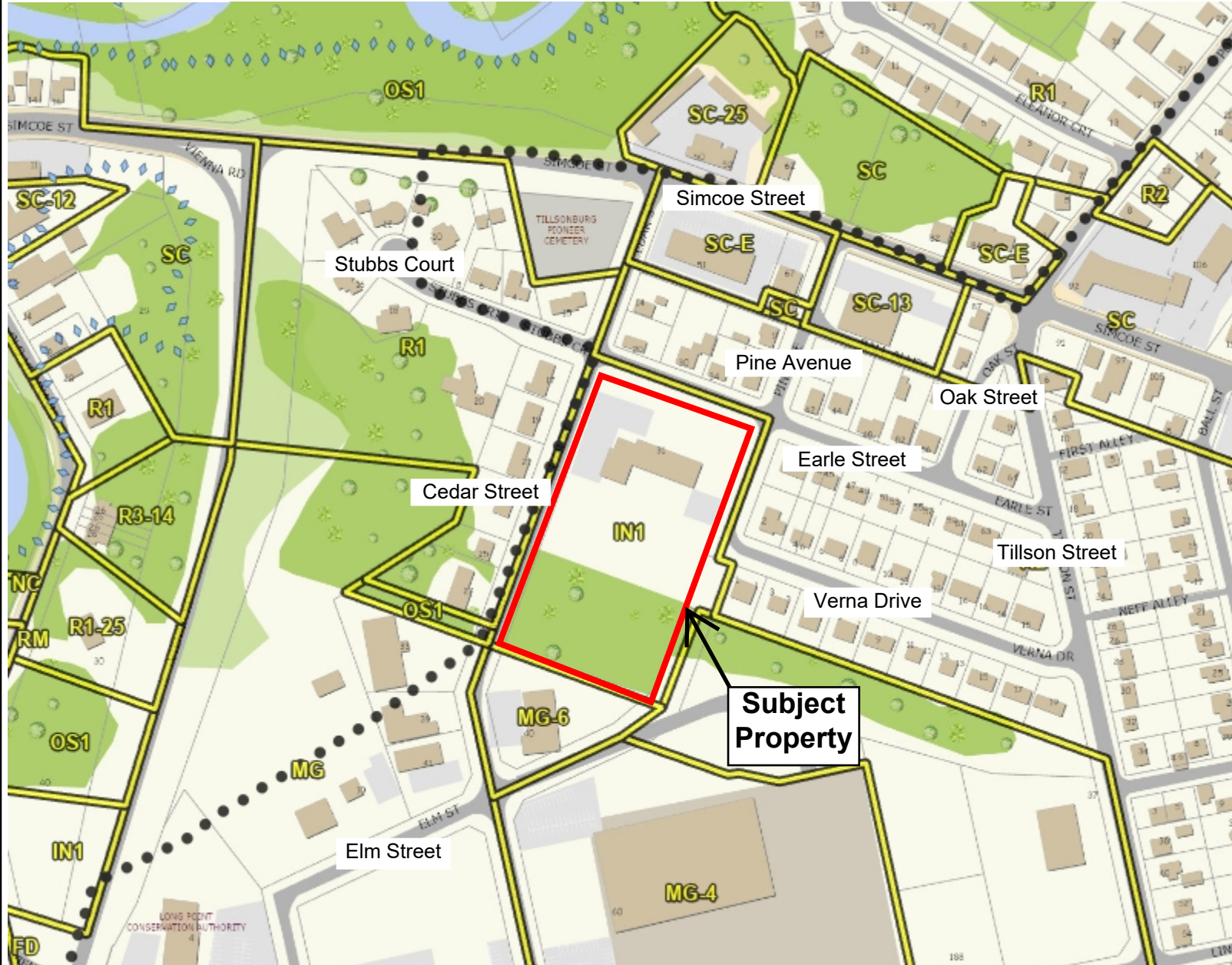




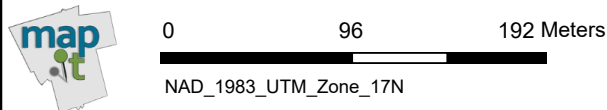
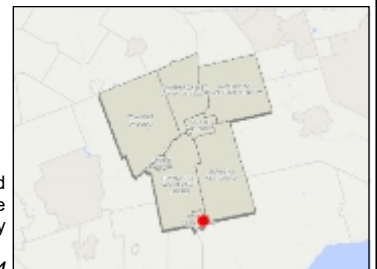
Plate 1: Location Map with Existing Zoning
 File Nos.: OP 24-02-7 and ZN 7-24-01 (Town of Tillsonburg)
 Lots 25-26, Plan 966; 31 Earle Street, Town of Tillsonburg



Legend

- Zoning Floodlines
- Regulation Limit
- ◆◆ 100 Year Flood Line
- ▲ 30 Metre Setback
- Conservation Authority Regulation Limit
- ◆◆ Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



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

March 22, 2024



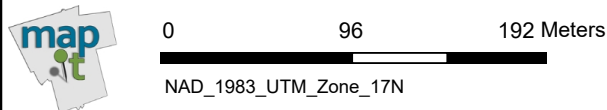
Plate 2: 2020 Aerial Map
 File Nos.: OP 24-02-7 and ZN 7-24-01 (Town of Tillsonburg)
 Lots 25-26, Plan 966; 31 Earle Street, Town of Tillsonburg



Legend

- Zoning Floodlines
- Regulation Limit
- ◆ 100 Year Flood Line
- ▲ 30 Metre Setback
- Conservation Authority Regulation Limit
- ◆ Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



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March 22, 2024

Amy Hartley

From: Leo Ferreira <lferreira@tillsonburg.ca>
Sent: Wednesday, October 29, 2025 12:51 PM
To: Amy Hartley; Carlos Reyes
Subject: Fw: Council Decision Letter - October 14, 2025 - Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 - 31 Earle Street (Town of Tillsonburg)

Hi Amy,

Please see below for your follow up to Council.

Leo Ferreira, P. Eng., PMP

Manager of Engineering
Town of Tillsonburg
10 Lisgar Ave,
Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4410

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Please consider the environment before printing this email.

From: Kevin Jones <kjones@ptsl.com>
Sent: Wednesday, October 29, 2025 12:46:38 PM
To: Leo Ferreira <lferreira@tillsonburg.ca>
Subject: RE: Council Decision Letter - October 14, 2025 - Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 - 31 Earle Street (Town of Tillsonburg)

Hi Leo

Based on a review of the TIS I don't think this is anything to be concerned about.

In the PM Peak the key intersection of Cedar / Simcoe St currently operates at LOS F for the left turn move today with a delay of 69 seconds per veh.
With the development plus background growth to 2032 the PM Peak is forecast to still operate at LOS F with a delay of 110 second per vehicle. An increase in delay of 40 seconds per vehicle.

The forecast volume making the left turn is 24 in the PM Peak at full build out in 2032 – compared to 18 today. An extra 6 vehicles will be generated in the future and there will be an extra 40 seconds delay on average to find a gap to make the left turn. This increase is not due to the development traffic and is primarily due to about 11% growth in traffic on Simcoe Street over the same period – based on back growth.

The most common improvement to avoid the additional side road delay would be traffic signals, however with only 24 vehicles per hour making the left and very few vehicles using the Commercial driveway on the opposite side this location would not meet the minimum volume requirement for traffic signals. Typically, you would need an average of 120 vehicles per hour on the side road averaged over 8 hours of the day plus an average of 50 vehicles per hour turning left from the sideroad intersection (each of the same 8 hours) to meet the minimum requirements for signals. I also checked our collision data and found only 1 collision at this intersection between 2019 and 2023.

There would be no need to widen Cedar Street in the future as there are only 93 vehicles per hour (two way) using Cedar Street at the intersection. Typical planning capacity for a local road like this would be in the neighbourhood of 1000 vehicles per hour (two way). There is already a northbound left turn lane in place. Even if you were to widen the road it would not improve the side road delay at the intersection. The report noted the volume to capacity ratio for the northbound left will be 0.43 after build out. Typically, you would only consider adding capacity if this was well over 0.85.

Hope this helps.

Kevin Jones

Senior Consultant, Associate
Public Sector Practice Lead

Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 416.479.9684 x513
m: 705.760.5517
e: kjones@ptsl.com
w: www.ptsl.com

Office Hours: 07:30 – 17:30 M-T, closed Fridays



From: Leo Ferreira <lferreira@tillsonburg.ca>

Sent: October 27, 2025 11:40 AM

To: Kevin Jones <kjones@ptsl.com>

Subject: FW: Council Decision Letter - October 14, 2025 - Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 - 31 Earle Street (Town of Tillsonburg)

Hi Kevin,

Bringing to top in case got buried

Leo Ferreira, P. Eng., PMP

Manager of Engineering
Town of Tillsonburg
10 Lisgar Ave,
Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4410

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Please consider the environment before printing this email.

From: Leo Ferreira

Sent: October 16, 2025 2:47 PM

To: Kevin Jones <kjones@ptsl.com>

Cc: Carlos Reyes <CReyes@tillsonburg.ca>

Subject: FW: Council Decision Letter - October 14, 2025 - Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 - 31 Earle Street (Town of Tillsonburg)

Hi Kevin,

Please see below and attached referenced report.

Paradigm found that the left turn movement is operating at a Level of Service F during PM peak hour however they note that “the movement is well within the lane capacity, and the delay is typical” AND “the proposed development can be accommodated by the existing study area road system, and no off-site road improvements will be required”

May you comment on whether you’ve found concerns at Cedar/Simcoe that require attention? Public perception is that improvements are already needed; we will need to add a specific statement on “the need to widen Cedar Street” to the TMP

Leo Ferreira, P. Eng., PMP

Manager of Engineering
Town of Tillsonburg
10 Lisgar Ave,
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Please consider the environment before printing this email.

From: Laura Pickersgill <LPickersgill@tillsonburg.ca>

Sent: October 16, 2025 2:14 PM

To: Planning <planning@oxfordcounty.ca>; Carlos Reyes <CReyes@tillsonburg.ca>; Cephas Panschow <CPanschow@tillsonburg.ca>; Duncan Bryce <dbryce@tillsonburg.ca>; Amy Hartley <ahartley@oxfordcounty.ca>; Eric Gilbert <egilbert@oxfordcounty.ca>; Geno Vanhaelewyn <GVanhaelewyn@tillsonburg.ca>; Josh McFadden <jmcfadden@tillsonburg.ca>; Justin White <jwhite@tillsonburg.ca>; Trisha Voth <tvoth@tillsonburg.ca>; Leo Ferreira <lferreira@tillsonburg.ca>

Cc: Kyle Pratt <kpratt@tillsonburg.ca>; Amelia Jaggard <AJaggard@tillsonburg.ca>; Laura Pickersgill <LPickersgill@tillsonburg.ca>

Subject: Council Decision Letter - October 14, 2025 - Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 - 31 Earle Street (Town of Tillsonburg)

Hello,

At the October 14, 2025, meeting of Tillsonburg Town Council, the following resolution was passed:

Resolution # 2025-359

Moved By: Councillor Parsons

Seconded By: Councillor Luciani

THAT Council defer Official Plan Amendment Application and Zone Change Application - OP 24-02-7 and ZN 7-24-01 until such time as Council has an opportunity to evaluate the need to widen Cedar Street; and

THAT Council request Planning staff to report back with further comments in regard to the concerns raised; and

THAT the intersection of Simcoe and Cedar Streets be referred to the consultant leading the Transportation Master Plan review.

Thanks,

Laura Pickersgill, AMP, Dipl.M.A

Acting Deputy Clerk
Town of Tillsonburg
10 Lisgar Ave
Tillsonburg, ON N4G 5A5
Phone: 519-688-3009 Ext. 4042

Ranked one of "Canada's Top 25 Communities to Live and Work Remotely" (*Maclean's 2021 Best Communities*)

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Opposition to OP24-02-7 & ZN 7-24-01 – 31 Earle Street

Lori Van Opstal
Tillsonburg, ON N4G 4P5
October 9, 2025

Mayor and Members of Council
Town of Tillsonburg
200 Broadway, Suite 204
Tillsonburg, ON N4G 5A7

Dear Mayor and Members of Council,

I am writing to oppose OP24-02-7 and ZN 7-24-01 for a proposed 47-unit, four-storey apartment at 31 Earle Street, and to request that Council instead pursue a community-compatible plan that protects and enlarges the existing park and woodlot while ensuring long-term Town ownership and ecological stewardship.

1) Density and location remain non-conforming

The proposal seeks a density of roughly 87 units per hectare, well above the Official Plan's Medium Density range (31–62 u/ha). It also relies entirely on local roads (Earle, Cedar, Pine) instead of the collector or arterial roads required for medium or high-density development (Official Plan Section 8.2.5). Approving this project would represent an exception that undermines the intent and consistency of the Official Plan.

2) Opportunity to enlarge the active park area

The Town's Official Plan (Leisure Resources policies, Schedule T-3) calls for the provision and equitable distribution of open space and the linkage of parks through trails and natural features. This site offers a unique opportunity to expand the active park area, connecting the existing play area to the adjacent woodlot and trail network. Approving a mid-rise apartment here would permanently remove the last viable chance to create a cohesive park system in this part of Tillsonburg.

3) Keep the play area and woodlot in Town ownership and rezone for protection

To ensure these green spaces remain accessible, maintained, and protected:

- Retain full Town ownership of both the existing play area and the wooded area.
- Rezone the play area to OS2 (Active Open Space) and the woodlot to OS1 (Passive Open Space) to formally recognize their recreation and environmental protection functions.
- These changes will ensure long-term municipal care, consistent maintenance standards, and protection against private redevelopment or institutional conversion.

4) Implement the EIS and peer-review recommendations for the woodland

The peer reviewer (North-South Environmental) noted that the EIS found limited understory and woody regeneration caused by mowing by Town staff, and that the woodland would meet density requirements if mowing stopped. It is concerning that mowing has occurred in an area designated Environmental Protection (Official Plan Section 3.2). Council should ensure that the EIS and peer review recommendations are fully implemented:

- Cease mowing and allow natural regeneration;
- Protect the woodland as a designated OS1 area under Town ownership;
- Manage the feature as part of the Town's ecological network, ensuring compliance with the Official Plan's Environmental Protection policies.

5) Traffic and safety deficiencies

The Traffic Impact Study underestimates traffic volumes and fails to consider cumulative development growth, contrary to Official Plan Section 8.2.5. It assumes unrealistically low trip rates for 47 units and overlooks the fact that the Cedar Street and Simcoe Street intersection already operates at LOS F (failing). The report also provides no pedestrian or school-route safety analysis, despite this being a family-oriented area adjacent to playgrounds. The site also connects only to local roads, inconsistent with the Plan's requirement that medium and high-density uses access collector or arterial streets (Section 8.2.5). Council should defer approval until the traffic study is revised to comply with these requirements.

6) Avoid over-concentration of community housing

Oxford County already operates Rent-Geared-to-Income family housing on Earle Street (47-61) and Verna Drive (1A-16A, 1B-16B), as well as other RGI sites at Maple Lane and Queen Street. Adding another large apartment in this same neighbourhood would concentrate community housing in one node instead of distributing affordable options evenly across Tillsonburg, contrary to the Official Plan's objective of balanced, inclusive neighbourhoods.

7) Affordability claims lack guarantees

The Planning Justification Report cites "affordable housing," yet there are no binding affordability agreements (e.g., with Oxford County or CMHC). Without secured affordability, the proposal cannot justify policy overrides.

Constructive alternative requested

Please reject the current amendments and invite a revised concept that:

- Delivers affordable, ground-oriented townhomes within 31-35 u/ha;
- Expands the park and integrates it into the existing wooded area/trail;
- Uses one consolidated access on Earle with a pedestrian-first layout; and
- Partners with County/non-profit providers to secure a share of units as affordable without over-concentrating RGI at one node.

This path meets intensification goals and the Official Plan's density, location, and compatibility policies while improving parkland and neighbourhood fit.

Respectfully submitted,

Lori Van Opstal Resident - [REDACTED] Tillsonburg, ON N4G 4P5

[REDACTED]

31 Earle Street – Balanced Growth, Park Expansion & Community Protection

Key Points

- Proposed 47-unit apartment exceeds Medium Density (87 u/ha vs. 31–62) and uses only local roads.
- Traffic Impact Study underestimated trips, ignored area growth, and found LOS F at Cedar/Simcoe without proposing mitigation.
- Site offers only chance to expand the park and link it to the woodlot/trail network.
- Rezone play area OS2 (Active Open Space) and woodlot OS1 (Passive Open Space) under Town ownership.
- Implement EIS and peer review recommendations: stop mowing and allow woodland regeneration.
- Oxford County already provides RGI housing nearby; this proposal over-concentrates community housing.
- PJR's 'affordable' claim lacks binding agreements with Oxford County or CMHC.

Constructive Alternative

Reject OP24-02-7 / ZN 7-24-01 and invite a plan that:

- Provides affordable townhomes (31–35 u/ha)
- Expands and integrates the park and woodlot
- Improves traffic safety with one consolidated access
- Partners with County/non-profit to secure true affordability

Requested Actions

1. Deny the current OPA and ZBA applications.
2. Require an updated traffic study that complies with Official Plan Section 8.2.5.
3. Zone play area OS2 and woodlot OS1 under Town ownership.
4. Implement EIS woodland restoration recommendations.
5. Invite a revised, park-led townhouse proposal with secured affordability.

Prepared by: Lori Van Opstal, Tillsonburg Resident

COUNTY OF OXFORD

BY-LAW NO. **6798-2026**

BEING a By-Law to adopt Amendment Number 347 to the County of Oxford Official Plan.

WHEREAS, Amendment Number 347 to the County of Oxford Official Plan has been recommended by resolution of the Council of the Town of Tillsonburg and the County of Oxford has held a public meeting and has recommended the Amendment for adoption.

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

1. That Amendment Number 347 to the County of Oxford Official Plan, being the attached explanatory text, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof.

READ a first and second time this 28th day of January, 2026.

READ a third time and finally passed this 28th day of January, 2026.

MARCUS RYAN, WARDEN

LINDSEY MANSBRIDGE, CLERK

AMENDMENT NUMBER 347
TO THE COUNTY OF OXFORD OFFICIAL PLAN

the following text and Plan designated Schedule "A", attached hereto, constitute
Amendment Number 347 to the County of Oxford Official Plan.

1.0 PURPOSE OF THE AMENDMENT

The purpose of the Amendment is to re-designate certain lands in the Town of Tillsonburg from ‘Low Density Residential’ and ‘Environmental Protection’ to ‘Medium Density Residential’ with special development policies, to facilitate the development of a four storey, 47 unit apartment development.

2.0 LOCATION OF LANDS AFFECTED

This Amendment applies to lands located at Lots 25 & 26, and Part of Willow Street, Plan 966 in the Town of Tillsonburg. The lands front on the south side of Earle Street, east side of Cedar Street, and west side of Pine Avenue, and are municipally known as 31 Earle Street, Town of Tillsonburg.

3.0 BASIS FOR THE AMENDMENT

The amendment has been initiated to redesignate a portion approximately 0.54 ha (1.33 ac), of the subject lands from ‘Low Density Residential’ and ‘Environmental Protection’ to ‘Medium Density Residential’ with special development policies to facilitate the development of the lands as indicated in the ‘Purpose of Amendment’ section above.

Additionally, the amendment will remove the underlying designation of ‘Public Elementary School’ from Schedule T-3 of the Official Plan to recognize the use of the lands for residential purposes.

It is the opinion of Council that the amendment is consistent with the policies of the PPS as the development is an efficient use of land and municipal services within a fully serviced settlement area. The development also contributes to housing types and densities required to meet the projected requirements of current and future residents of the Town and the broader regional market area. Further, the proposed development supports the strategic initiatives and objectives of the Official Plan with respect to ensuring that adequate affordable housing for low and moderate income households is available in the Town of Tillsonburg.

Council is further satisfied that the Official Plan criteria respecting the designation of the lands for Medium Density Residential purposes have been satisfactorily addressed.

The Official Plan recognizes the importance of increasing the supply of affordable housing within Tillsonburg and directs that the Town Council may consider the use of reduced municipal infrastructure requirements and lot standards on a site-specific basis to facilitate the delivery of affordable housing provided that the use of such measure continues to meet the overall objectives of the Plan.

While the subject lands do not provide direct access to an arterial road, Simcoe Street, an arterial road on the Transportation Network Plan (Schedule T-4), is

within 200 m of the subject lands. The subject lands are in close proximity to Elliot Fairbairn Park, Coronation Park, Annadale Public School, and are less than 300 m from designated shopping areas on Simcoe Street. Adequate servicing capacity exists to serve the proposed development, and the development will be subject to the site plan approval process, where matters related to servicing, landscaping, fencing, grading, access and parking will be addressed to the satisfaction of the Town and County.

The proposed net residential density of the site is higher than what is contemplated by the Medium Density Residential designation, however, the proposed building height is within the range permitted, further the typology of a low-rise apartment is an appropriate type of development within this designation and that the presence for affordable housing units contributes to the County's target goal for affordable housing.

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

4.0 DETAILS OF THE AMENDMENT

4.1 That Section 8.2.5 – *Medium Density Residential Areas*, as amended, is hereby further amended by adding the following specific development policy at the end of Section 8.2.5.2 – *Special Development Policies*:

“8.2.5.2.3 South side of Earle Street, between Cedar Street and Pine Avenue, Town of Tillsonburg (31 Earle Street).

Location Lots 25 & 26, and Part of Willow Street, Plan 966 in the Town of Tillsonburg, south side of Earle Street, east side of Cedar Street and west side of Pine Avenue, Town of Tillsonburg.

Policies Notwithstanding Section 8.2.5, *Medium Density Residential*, or any other relevant policies of the Official Plan to the contrary, the net residential density in the Medium Density Residential area shall not exceed 87 units per hectare (36 units per acre) and the minimum net residential density shall be 31 units per hectare (13 units per acre).”

4.2 That Schedule “T-2” – Town of Tillsonburg Residential Density Plan, is hereby amended by changing the land use designation of those lands identified as “ITEM 1” on Schedule “A” attached hereto from “Low Density Residential” to “Medium Density Residential”.

4.3 That Schedule “T-2” – Town of Tillsonburg Residential Density Plan, is hereby amended by changing the land use designation of those lands identified as “ITEM 2” on Schedule “A” attached hereto from “Environmental Protection” to “Medium Density Residential”.

4.4 That Schedule “T-3” – Town of Tillsonburg Leisure Resources and School Facilities Plan, is hereby amended by removing the designation of ‘Public Elementary School’ of those lands identified as “ITEM 1” on Schedule “A”.

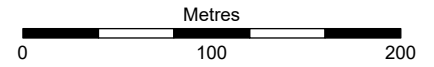
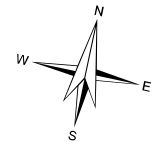
5.0 IMPLEMENTATION

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

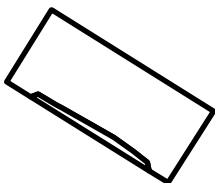
6.0 INTERPRETATION

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

SCHEDULE "A"
 AMENDMENT No. 347
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "T-2"
TOWN OF TILLSONBURG
RESIDENTIAL DENSITY PLAN







- AREA OF THIS AMENDMENT

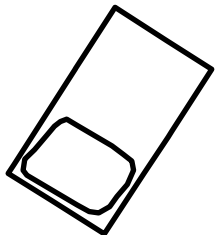
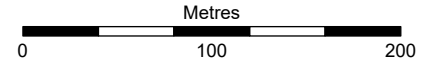


- ITEM 1 - CHANGE FROM LOW DENSITY RESIDENTIAL TO MEDIUM DENSITY RESIDENTIAL
- ITEM 2 - CHANGE FROM ENVIRONMENTAL PROTECTION TO MEDIUM DENSITY RESIDENTIAL

RESIDENTIAL DENSITY PLAN LEGEND

-  LOW DENSITY RESIDENTIAL
-  OPEN SPACE
-  ENVIRONMENTAL PROTECTION
-  PROPOSED PARK

SCHEDULE "A"
 AMENDMENT No. 347
 TO THE
COUNTY OF OXFORD
OFFICIAL PLAN
 SCHEDULE "T-3"
TOWN OF TILLSONBURG
LEISURE RESOURCES AND SCHOOL FACILITIES PLAN



- AREA OF THIS AMENDMENT

ITEM 1 - REMOVE FROM PUBLIC ELEMENTARY SCHOOL

**LEISURE RESOURCES AND SCHOOL FACILITIES PLAN
 LEGEND**

- OPEN SPACE
- ENVIRONMENTAL PROTECTION
- PUBLIC ELEMENTARY SCHOOL
- FLOODLINE