

To: Mayor and Members of Town of Tillsonburg Council

From: Amy Hartley, Development Planner, Community Planning

Applications for Official Plan Amendment and Zone Change OP 25-14-7 and ZN 7-25-11 – Sycamore Holdings Inc.

REPORT HIGHLIGHTS

- The subject lands are proposed to be developed to accommodate a 16-unit stacked townhouse development. The application is requesting to amend the Official Plan designation to 'Medium Density Residential' to permit the proposed development.
- The zone change application proposes to rezone the subject lands from 'Low Density Residential Type 1A Holding Zone (R1A(H))' to 'Special Medium Density Residential (RM-sp)' to permit 16 stacked townhouse units with a number of site-specific provisions to facilitate the development.
- Planning staff support the applications as they are consistent with the PPS direction and Official Plan policies respecting residential intensification, infill within established neighbourhoods, increased supply and diversity of dwelling types and locational criteria respecting the designation of new medium density residential areas.

DISCUSSION

BACKGROUND

OWNERS: Sycamore Holdings Inc. (c/o Jacob Hiebert)
7 Sycamore Drive, Tillsonburg, ON N4G 5S3

AGENT/APPLICANT: Strik Baldinelli Moniz Ltd. (c/o Olya Alchits)
4-132 Queen Street S, Kitchener, ON N2G 1V9

LOCATION:

The subject lands are described as Lots 37, 38 and 39, Plan 41M-144, in the Town of Tillsonburg. The subject lands are located on the north side of Concession Street West, east side of Walnut Drive and the south side of Chestnut Drive and are municipally known as 1 Walnut Drive, and 1 and 3 Chestnut Drive.

COUNTY OF OXFORD OFFICIAL PLAN:

Existing:

Schedule "T-1"	Town of Tillsonburg Land Use Plan	'Residential'
Schedule "T-2"	Town of Tillsonburg Residential Density Plan	'Low Density Residential'

Proposed:

Schedule "T-1"	Town of Tillsonburg Land Use Plan	'Residential'
Schedule "T-2"	Town of Tillsonburg Residential Density Plan	'Medium Density Residential'

TOWN OF TILLSONBURG ZONING BY-LAW 3295:

Existing Zoning: 'Low Density Residential Type 1A Holding Zone (R1A-H)'

Proposed Zoning: 'Special Medium Density Residential Zone (RM-sp)'

PROPOSAL:

Applications have been received to amend the Official Plan and Town's Zoning By-law to permit the construction of a 1.5 storey building containing 16 stacked townhouse units. The Official Plan Amendment proposes to redesignate the lands from 'Low Density Residential' to 'Medium Density Residential'.

The zone change application proposes to rezone the subject lands from 'Low Density Residential Type 1A Holding Zone (R1A(H))' to 'Special Medium Density Residential (RM-sp)'. The proposed zoning will facilitate the development with the following special provisions:

- to permit 16 units per building where 8 is permitted;
- to reduce the front yard depth from 7.5 m (24.6 ft) to 5.3 m (17.3 ft);
- to reduce the exterior side yard width from 7.5 m (24.6 ft) to 5.3 m (17.3 ft);
- to reduce the rear yard depth from 10.5 m (34.4 ft) to 7.1 m (23.2 ft);
- recognize the front lot line a Walnut Drive; and
- to permit the parking areas to be located in the interior, rear, and exterior yards.

The proposed development consists of three residential lots within the Oak Park Estates subdivision development, approximately 0.23 ha (0.57 ac) in area. Surrounding land uses include existing low density residential development consisting primarily of single detached dwellings, some semi-detached dwelling located to the east, and a draft approved high density and medium density blocks across the street within the Victoria Wood subdivision. A church is located to the east and the boundary between the Town of Tillsonburg and Township of South-West Oxford located to the west of the subject lands.

Plate 1, Location Map with Existing Zoning, indicates the location of the subject property and the existing zoning in the immediate vicinity.

Plate 2, Aerial Map (2025) with Existing Zoning, provides an aerial view of the subject lands and surrounding uses as existing in the Spring of 2025.

Plate 3, Applicant's Sketch, identifies the conceptual site plan of the development as provided by the applicant.

APPLICATION REVIEW

2024 PROVINCIAL PLANNING STATEMENT

The 2024 Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. Under Section 3 of the *Planning Act*, where a municipality is exercising its authority affecting a planning matter, such decisions, "shall be consistent with" all policy statements issued under the Act. The following outlines the key PPS policies that have been considered but is not intended to be an exhaustive list.

Section 2.2 of the PPS provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the immediate area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Section 2.2.1- Housing provides that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options, including affordable housing needs;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (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.

Section 2.3.1 of the PPS indicates that settlement areas shall be the focus of growth and development and land use patterns within settlement areas shall 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;
- c) Support active transportation;
- d) Are transit-supportive as appropriate, and
- e) Are freight supportive.

Section 2.3.1.3 also directs that 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 prioritize planning and investment in infrastructure and public service facilities.

OFFICIAL PLAN

Section 2.1.1 of the Official Plan provides that growth and development will be focused in settlement areas and their vitality and regeneration will be promoted. Development will be directed to settlements with centralized wastewater and water supply facilities to minimize risks of contamination to air, land, surface water and groundwater, to preserve agricultural land and to reduce the cost of public service facilities and infrastructure. Settlements will be required to develop with land use patterns and a mix of uses and densities that efficiently use land and resources, are appropriate for, and efficiently use, existing or planned infrastructure and public service facilities, support active transportation and minimize negative impacts to air quality and climate change and promote energy efficiency.

Intensification will be promoted in appropriate locations within settlements, particularly those served by centralized wastewater and water supply facilities and all forms of housing required to meet the social, health and well-being needs of current and future residents will be permitted and facilitated in appropriate locations throughout the County.

Section 8.2.2.2 – Tenure and Mix, provides that it is an objective of the Official Plan to provide a range of tenure forms throughout the Town, consistent with the demand, and to maintain an appropriate supply of affordable rental and ownership housing in the Town, while recognizing that housing needs to be suitably maintained and adequate for habitation. Town Council shall encourage the creation of housing opportunities that may result in a mix of tenure forms, such as ownership, rental and cooperative, throughout the Town. Such encouragement will include the provisions of opportunities for the development of a variety of housing forms and by permitting sensitive infilling and accessory apartments in built-up areas.

The subject lands are designated 'Low Density Residential', according to the Town of Tillsonburg Land Use Plan. The subject application proposes to redesignate the lands to facilitate medium density residential development.

Areas designated for Low Density Residential use are generally intended to provide a variety of low-rise, low-density housing forms including executive and smaller single detached dwellings, semi-detached and duplex dwellings, additional residential units and converted dwellings, street fronting townhouses and low rise apartments. In these Districts, it is intended that there will be a mixing and integration of different forms of housing to achieve a low overall density of use.

The maximum net residential density for an individual development in the Low Density Residential District is 30 units per hectare (12 units per acre) and no building shall exceed three storeys in height at street elevation.

Areas designated for Medium Density Residential uses are primarily developed or planned for low profile municipal unit development that exceed densities established for Low Density Residential Districts. These districts are intended to include townhouses, converted dwellings and apartment buildings. In these Districts, it is intended that there will be a mixing and integration of different forms of housing to achieve an overall medium density of use.

The maximum net residential density in the Medium Density Residential Districts is 62 units per hectare (25 units per acre) and no building shall exceed four storeys in height at street elevation. The proposed development would have a net residential density of 62 units per hectare (25 units per acre).

Any further Medium Density Residential designations [beyond those currently in the Official Plan] will be consistent with the following location criteria:

- sites which abut arterial or collector roads or sites situated in a manner which prevents traffic movements from the site from flowing through any adjoining Low Density Residential Districts;
- sites which are close to community supportive facilities such as schools; shopping plazas, institutional, recreational and open space areas;
- sites which are adjacent to the Central Area, designated Shopping Centres and Service Commercial Areas, Community Facilities, High Density Residential Districts or developed Medium Density Residential Districts.

In addition to the requirement for compliance to the locational policies; when considering proposals to designate lands for medium density residential development, Town Council and County Council will be guided by the following:

- the size, configuration and topography of the site provides sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening;
- the location of vehicular access points and the likely effects of traffic generated by the proposal on the public road system and surrounding properties relative to pedestrian and vehicular safety is acceptable;
- adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is available or will be available to accommodate the proposed development;
- adequate off-street parking and outdoor amenity areas can be provided;
- the availability of, and proximity to, existing or proposed services and amenities such as day care, schools, leisure facilities, shopping and parks to serve the new development;
- the effect of the proposed development on environmental resources or the effect of environmental constraints on the proposed development will be addressed and mitigated as outlined in Section 3.2.

ZONING BY-LAW

The subject property is currently zoned 'Low Density Residential Type 1A Holding Zone (R1A(H))', according to the Town of Tillsonburg Zoning By-law. The R1A zone permits a single detached dwelling, ARU and accessory uses thereto, once the holding provision is removed. The intent of the holding provision is to ensure that all appropriate development agreements are in place, required easements have been provided, and payment for servicing has been provided in advance of building permit issuance. Staff are satisfied that the property owner has entered into the required agreements and payments are being made to the Town, as such the holding provision can be lifted from the subject lands.

The applicant is proposing to rezone the subject property to 'Special Medium Density Zone (RM-sp)' to facilitate the construction of a 1.5 storey stacked townhouse building, consisting of 16 units.

The proposal requires the relief detailed below:

- to permit 16 units per building where 8 is permitted;
- to reduce the front yard depth from 7.5 m (24.6 ft) to 5.3 m (17.3 ft);
- to reduce the exterior side yard width from 7.5 m (24.6 ft) to 5.3 m (17.3 ft);
- to reduce the rear yard depth from 10.5 m (34.4 ft) to 7.1 m (23.2 ft);
- recognize the front lot line a Walnut Drive; and
- to permit the parking areas to be located in the interior, rear, and exterior yards; and
- to reduce the required setback from parking areas to abutting property lines from 1.5 m (4.9 ft) to 1.0 m (3.9 ft).

Additionally, the applicant submitted an addendum to the application requesting the following relief:

- to reduce the required setback from parking areas from an interior lot line to 1 m (3.3 ft) where 1.5 m (4.9 ft); and
- to further permit parking within all yards.

The application is requesting that Walnut Drive be deemed to be the front lot line, this request is administrative in nature and will reduce the number of overall site-specific provisions required for the proposed development due to the subject lands having frontage on three streets.

AGENCY COMMENTS

Tillsonburg Hydro noted that a request for a new electrical service will be required.

Canda Post indicated that mail delivery will be via centralized mail delivery located within a common area installed by the owner.

Town of Tillsonburg Engineering advised that the subject property is located within the Oak Park Estates subdivision and the three properties are currently separate lots. Proof of consolidation will be required at time of site plan approval.

Oxford County Public Works advised that the applicant should be aware that water servicing capacity within the Town of Tillsonburg is limited. At the time of this Official Plan amendment application there is sufficient water servicing capacity available for the proposed development and, with the approval of this development, the capacity within the Tillsonburg drinking water system would be fully allocated. Further, the applicant should be aware that the approval of this Official Plan Amendment does not constitute or imply the reservation or allocation of water

servicing capacity. The commitment of water capacity for the proposed development will not be evaluated and confirmed until the time of Site Plan Application, in accordance with the County's Water and Wastewater Capacity Allocation Policy.

Town of Tillsonburg Chief Building Official noted the additional relief required for the parking area being located in the front yard and the setback from the property line to the parking area.

PUBLIC CONSULTATION

Notice of complete application regarding this proposal was provided to the public and surrounding neighbours on February 12, 2026, and notice of public meeting was issued on April 27, 2026, in accordance with the requirements of the Planning Act. As of the date of this report a letter of concern has been received from a neighbouring property owner citing concerns about development within the area and compatibility and direct impacts to their property.

Planning Analysis

Applications have been received to amend the Official Plan and the Town's Zoning By-law to facilitate the construction of a 1.5 storey stacked townhouse building containing 16 units. The applicant proposes to redesignate the subject lands from 'Low Density Residential' to 'Medium Density Residential'.

Supporting Studies

A Planning Justification Report, Traffic Impact Brief, and Functional Servicing Report have been submitted to support the subject applications.

Traffic Impact Brief

The Traffic Impact Brief prepared by Jonah Lester, P.Eng (Transportation Engineer) at Strik, Baldinelli, Moniz Ltd., referenced and utilized the Traffic Data for both the Victoria Woods subdivision and the Oak Park Estates subdivisions and considered the proposed stacked townhouse development with respect to the existing conditions.

The Brief noted that the proposed stacked townhouse development will add 8 and 9 total trips within the AM and PM peak hours respectively. No left turn lands were warranted during the previous studies in the area and with the additional trips will not require any external road network improvements and the intersection has significant reserve capacity until 2032. The study concluded that existing infrastructure and road capacity is available to serve the development.

Functional Servicing Report

The report advised that the existing infrastructure in the area and whether any of the existing services connections would need to be upgraded and provided the capacity requirements for the project.

Provincial Planning Statement (PPS) 2024

Planning staff are of the opinion that the subject proposal is consistent with the policies of the PPS as the development is considered to be an efficient use of land and municipal services within

a fully serviced settlement area. The proposal will increase the housing supply to help address the full range of housing needs and will assist the Town with providing and building homes that respond to changing market needs and local demand, to support a diverse and growing population and workforce in the Town and broader region. The development is also consistent with Sections 2.1.4, and 2.2.1 of the PPS as it will permit and facilitate housing options required to meet the social, health, economic and well-being requirements for current and future residents, facilitate residential intensification, represents the development and introduction of new housing options within previously developed areas and redevelopment, which results in a net increase in residential units.

Official Plan

With respect to the proposed Official Plan amendment to provide increased residential density on the site, it is the opinion of Planning staff that the Official Plan criteria respecting the designation of additional Medium Density Residential areas have been satisfactorily addressed and are assessed below.

The Official Plan recognizes the importance of increasing the supply of housing through residential intensification. As noted, the proposed development will have a net residential density of 62 units per hectare (25 units per acre) which is appropriate for the Medium Density Residential designation which permits 62 units per hectare (25 units per acre). Additionally, the Medium Density Residential designation does not allow building more than four stories in height at street elevation, the proposed building at 1.5 stories meets this criterion.

The size of the subject site is adequate and of a sufficient size to accommodate the proposed medium density development. The subject lands are a total of 0.23 ha (0.57 ac) in size, and are generally flat. The subject lands are in close proximity to existing residential development, consisting of primarily single detached dwellings, and a planned medium and high density block on the south side of Concession Street West. The subject property abuts Concession Street West, an arterial road which would provide access to commercial shopping, recreation, and community facilities, and parks.

The proposed location of the vehicular access points are setback from the intersection of Concession Street West and Walnut Drive a sufficient distance to allow proper turning and pedestrian and vehicular safety on the public road system. As noted, the Traffic Impact Brief submitted in support of the application did not identify any off-site road improvements being required to support the proposed development. Additionally, sight triangles have been incorporated into the proposed design of the property to ensure adequate visibility at intersections and access points.

The subject proposal contains one-way ingress and egress driveway to access the off-street parking. Twenty-two (22) parking spaces are proposed, at a rate of 1.25 spaces per dwelling unit, which includes one barrier-free parking space. The proposed parking is appropriate for the proposed development with landscaped buffering proposed along the property limits and pedestrian access from the parking area to the proposed building.

The proposed development contains a 45% landscaped open space, where 30% is required in the Town's Zoning By-law. The amenity area located at the northeast corner of the property is adequate for the residents and will accommodate the required children's play area and is positioned in a way to ensure safety.

The design of the subject proposal has taken into consideration the surrounding low density neighbourhood to mitigate impacts. The design of the site has positioned the building as far away from existing housing as possible, is buffered from surrounding low density uses by the parking area and proposed landscaped open space, and additional landscaping and tree plantings. Additionally, based on the architectural concepts, the proposed building at 1.5 storeys is designed in a way that is sympathetic to the surrounding single detached dwellings. As such, staff are satisfied that the proposed developable lands provide an adequate building envelope on the subject lands, transitioning to surrounding existing low-density development, and provide adequate access to amenities in the surrounding area.

The Victoria Wood subdivision (SB22-01-7) was approved April 2023, which includes a Medium Density Block and a High Density Block located on the south side of Concession Street West, across the street from the subject lands. The proposed stacked townhouse building will be complementary to the proposed blocks across the street and further provides transitioning between these uses and surrounding low density residential.

With respect to servicing capacity for the proposed development, it is noted by County Public Works that water capacity within the Town of Tillsonburg is limited, however, there is sufficient capacity available for the proposed development. Approval of the subject Official Plan Amendment does not imply the reservation or allocation of water servicing capacity, and the commitment of water capacity will be evaluated during the site plan review process. There are no concerns with the wastewater system and adequate sanitary servicing capacity exists to serve the subject development. As such, staff are satisfied that this development will be reviewed under the County's Water and Wastewater Capacity Allocation Policy at the time of site plan review to ensure it can be serviced.

Town of Tillsonburg Zoning By-law

With respect to the proposed zoning amendments, the request to recognize Walnut Drive as the front lot line is administrative in nature and seeks to reduce the number of site-specific provisions required if the front lot line remained as Concession Street West.

The 'Medium Density Residential Zone (RM)' only permit eight (8) dwellings unit for a multiple unit dwelling. The Chief Building Official has confirmed there are no Ontario Building Code concerns with the increased number of units per building. The proposed building will contain 16 units and requires relief to increase the number of permitted units for a stacked townhouse development. Staff are satisfied that the proposed relief is consistent with relief granted previously for other stacked townhouse developments in Town.

The applicant has requested a reduction to the front yard depth and the exterior side yard width from 7.5 m (24.6 ft) to 5.3 m (17.3 ft). The intent of front and exterior side yard provisions are to ensure there is adequate space for egress and ingress from the site, sufficient space for the parking of vehicles in front of the building, and sufficient sight lines and buffering between uses. The requested reduction maintains adequate space for access to the site and has included 9 m sight triangles at both corners abutting the roadway. Further, the typical front yard depth and exterior side yard width required to accommodate a parking space in a private dwelling is not required in this instance as a parking area is proposed.

A request has also been submitted to reduce the rear yard depth from 10.5 m (34.4 ft) to 7.1 m (23.2 ft). The intent of the rear yard depth is to ensure there is adequate space for maintenance and drainage in the rear yard and appropriate amenity space. Staff are satisfied that the proposed rear yard setback is adequate to accommodate any drainage infrastructure and will provide

sufficient amenity space for the residents of the proposed building. No relief of the minimum required amenity area per unit has been requested.

Additionally, the applicant is proposing to locate the parking area with access from Walnut Drive abutting Concession Street West. As such, the parking area will be located within the exterior and front yards. Parking areas for multiple unit dwelling are permitted to be located in the rear or interior side yard with a 1.5 m (4.9 ft) setback from property lines. The proposed parking area further requires relief to allow the parking area to be setback 1.0 m (3.9 ft) from the easterly property line. It is intended that buildings, rather than parking areas, define the public realm and enhance the streetscape. With respect to this development, the building has been setback from Concession Street West to create a buffer between an arterial road and the residential building. Based on the unique layout of the property and the proposed configuration staff are supportive of the requested provisions regarding the parking area.

Conclusion

This office is of the opinion that the proposed amendment to the Official Plan to accommodate the proposed development of the subject lands generally conforms with the relevant policies of the Official Plan, and the proposed zoning by-law amendment is appropriate and can be given favourable consideration.

RECOMMENDATIONS

That the Council of the Town of Tillsonburg advise County Council that the Town supports the application to amend the Official Plan (File No. OP 25-14-7), submitted by the Sycamore Holdings Inc., for lands legally described as Lots 37, 38 and 39, Plan 41M-144, in the Town of Tillsonburg to redesignate the lands to Medium Density Residential to facilitate the development of a 1.5 storey, 16 unit stacked townhouse building on the subject lands;

That the Council of the Town of Tillsonburg approve in principle the zone change application (File No. ZN 7-25-11) submitted by Sycamore Holdings Inc., for lands legally described as Lots 37, 38 and 39, Plan 41M-144, in the Town of Tillsonburg, to rezone the lands to 'Special Medium Density Residential Zone (RM-sp)' to facilitate a 1.5 storey 16 unit stacked townhouse building with site-specific provisions.

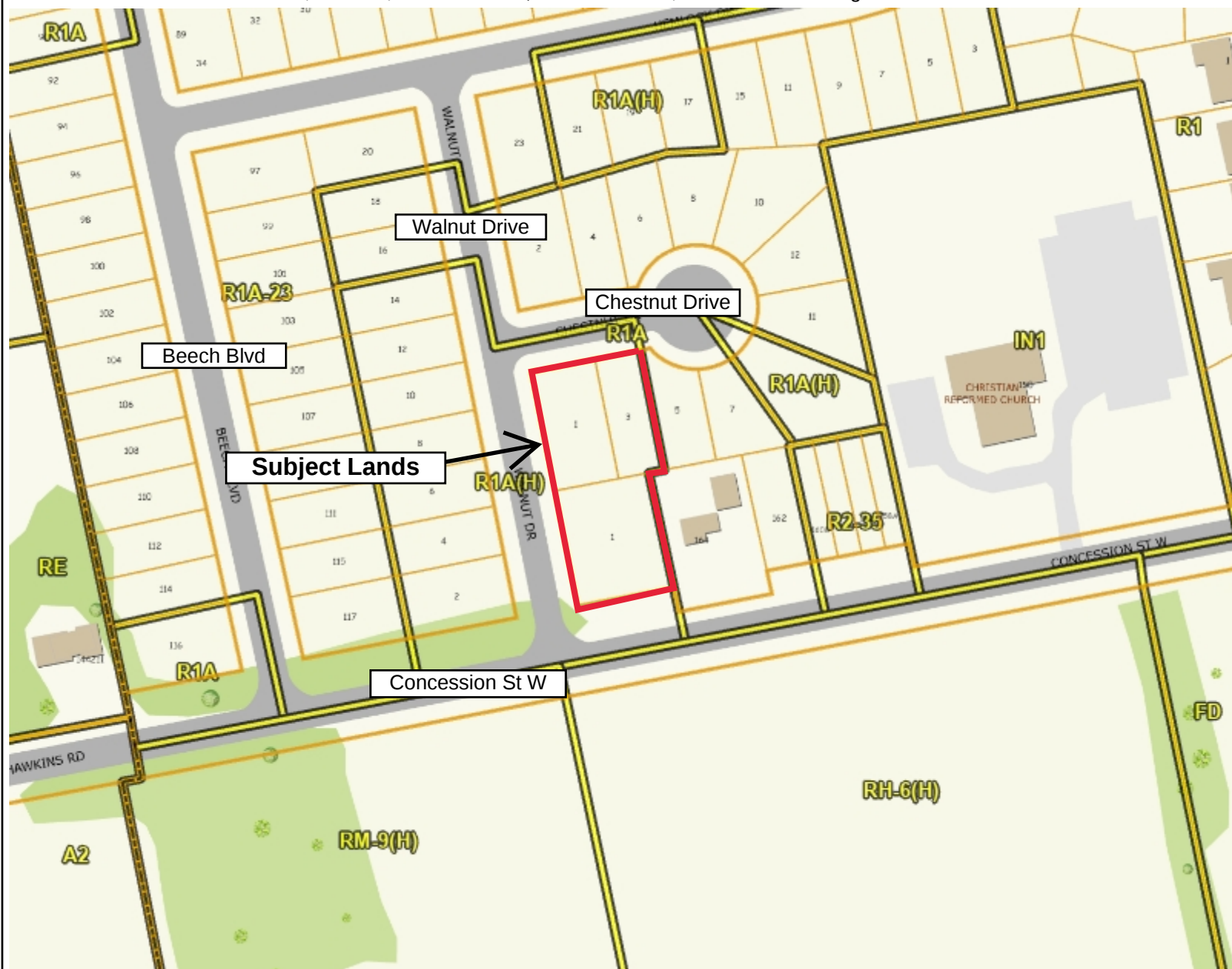
SIGNATURES

Authored by: *Original signed by*

Amy Hartley
Development Planner

Approved for submission: *Original signed by*

Eric Gilbert, MCIP, RPP
Manager of Development Planning



Legend

- Parcel Lines**
 - Municipal Boundary
 - Property Boundary
 - - - Assessment Boundary
 - Road
 - Unit
- Zoning Floodlines**
- Regulation Limit**
 - ♦♦ 100 Year Flood Line
 - ▲ 30 Metre Setback
 - Conservation Authority Regulation Limit
 - Regulatory Flood And Fill Lines
- Land Use Zoning (Displays 1:16000 to 1:500)

Notes



0 48 96 Meters

NAD_1983_UTM_Zone_17N



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

January 28, 2026



Plate 3: Applicant's Sketch
File Nos.: OP25-14-7 & ZN7-25-11 (Sycamore Holdings Inc.)
Lots 37, 38 & 39, Plan 41M-144; 1 Walnut Drive, Town of Tillsonburg

1. SUBDIVISION DRAWINGS PROVIDED BY CJD/L, PROJECT No. 22045, DATED 2022-12-01.
2. ARCHITECTURAL DRAWING PACKAGE PROVIDED BY SBM, PROJECT No. S250517, DATED XXXX-XX-XX.

PARCELS, BUILDINGS AND EXISTING INFORMATION ARE APPROXIMATE AND FOR REFERENCE ONLY.

CONCEPT IS PRELIMINARY AND HAS NOT BEEN REVIEWED BY THE CITY.

THE PLAN IS COMPILED AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.

WASTE REMOVAL

GARBAGE TO BE STORED EXTERNALLY IN DEEP WELL GARBAGE CONTAINERS AND OWNER TO ARRANGE SITE PICK-UP AND REMOVAL.

BUILDING CLASS.

RESIDENTIAL — GROUP C OCCUPANCY, PART 9 OF THE ONTARIO BUILDING CODE

CANADA POST

THIS DEVELOPMENT WILL RECEIVE MAIL TO A NEAR-BY SUPERBOX AS LOCATED BY CANADA POST.

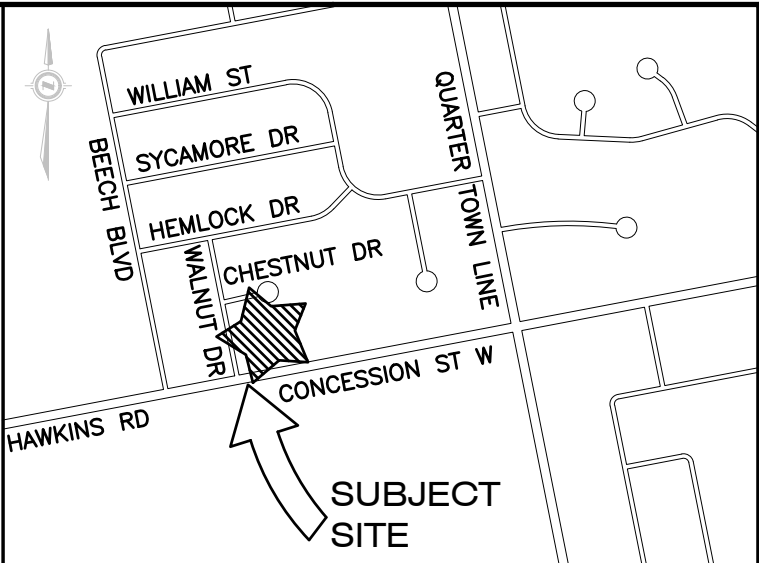
PARKING DATA CHART

OFF-STREET VEHICLE PARKING			
No.	ITEM	REQUIREMENT	PROPOSED
1	PARKING SPACES	1.25/DWELLING UNIT	20 SPACES
2	B.F. PARKING	4% OF TOTAL REQUIRED PARKING (24 SPACES)	1 SPACE (1 TYPE A)

ZONING DATA CHART

GROSS SITE AREA: 2,590.55m²		ASPHALT AREA: 889.91 m²	
BUILDING AREA: 586.22 m²		LANDSCAPED AREA: 1,184.09 m²	
PROPOSED UNIT COUNT: 16			
ITEM	RM	REQUIRED	PROVIDED
1	PERMITTED USES	SEE PERMITTED USE NOTE ON SHEET SP1	SEE PERMITTED USE NOTE ON SHEET SP1
1	NUMBER OF DWELLING UNITS	8 UNITS PER BUILDING	16**
2	LOT AREA (160m² MIN/DWELLING UNIT)	2,560	2,590.55
3	LOT FRONTAGE (m MIN)	20.0	76.79
4	LOT DEPTH (m MIN)	30.0	31.37
4	FRONT YARD AND EXTERIOR SIDE YARD SETBACK (m² MIN)	7.5	5.34** 5.32**, 37.63
5	REAR YARD AND INTERIOR SIDE YARD SETBACK (m MIN)	10.5 4.5	7.15** N/A
6	LANDSCAPED OPEN SPACE (%) MINIMUM	30	45.71
7	LOT COVERAGE (%) MAX	40	22.63
8	HEIGHT MAXIMUM (m)	11	<11
9	AMENITY AREA (40m² MIN/UNIT)	640	645.50
10	VEHICLE PARKING	SEE PARKING REQUIREMENTS NOTE	SEE PARKING REQUIREMENTS NOTE

*CURRENTLY ZONED R1. CHART FILLED OUT PER ZONE RM
**ZONING DEFICIENCY
***PROPOSED CONSTRUCTION DEEMED MULTIPLE UNIT DWELLING



KEY PLAN

N.T.S.

LEGAL INFORMATION

1 WALNUT DR
IN THE
TOWN OF TILLSONBURG
COUNTY OF OXFORD

PERMITTED USES

RM ZONE (TOWN OF TILLSONBURG ZONING BY-LAW No. 3295):

- AN APARTMENT DWELLING;
- A BOARDING OR LODGING HOUSE;
- A CONVERTED DWELLING, CONTAINING 2 OR MORE DWELLING UNITS;
- A HOME OCCUPATION, IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5.13 OF THIS BY-LAW;
- A GROUP HOME, IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5.12 OF THIS BY-LAW;
- A MULTIPLE UNIT DWELLING;
- A PUBLIC USE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5.27 OF THIS BY-LAW;
- A SINGLE DETACHED DWELLING, DUPLEX DWELLING OR SEMI-DETACHED DWELLING EXISTING ON THE DATE OF PASSING OF THIS BY-LAW, IN ACCORDANCE WITH THE PROVISIONS CONTAINED IN SECTION 7.2;
- A SPECIAL NEEDS HOME;
- A STREET FRONTING TOWNHOUSE.

SITE BENCHMARKS:

SITE BENCHMARK #1

MONUMENT TYPE: HIRE HYDRANT

LOCATION: ±59.5m NORTH OF BEECH BLVD & SYCAMORE DRIVE INTERSECTION.

GEODETIC ELEVATION: 242.352m

(CONTRACTOR TO CONFIRM BENCHMARK ELEVATIONS)

SITE BENCHMARK #2

MONUMENT TYPE: HIRE HYDRANT

LOCATION: ±30.2m WEST OF WILLIAM STREET & SYCAMORE DRIVE INTERSECTION.

GEODETIC ELEVATION: 240.950m

(CONTRACTOR TO CONFIRM BENCHMARK ELEVATIONS)

CHESTNUT DRIVE
(FORMERLY MAGNOLIA COURT)

CONCESSION W.
(HAWKINS ROAD)

WALNUT DRIVE

AS CONSTRUCTED SERVICES	COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT
	DESIGN	RJS	1	ISSUED FOR CLIENT REVIEW	09/09/25	BWG
	DRAWN	BWG				
	CHECKED	RJS				
	APPROVED	KEK/RSF				
	DATE	22/09/2025				
	CAD	S250517				

STRIK BALDINELLI MONIZ
sbm
PLANNING - CIVIL - STRUCTURAL - MECHANICAL - ELECTRICAL
1599 Adelaide St. N, Unit 301, London, Ontario, N5X 4E8
Tel: (519) 471-6667 Fax: (519) 471-0034
Email: sbm@sbmltd.ca

ENGINEER'S STAMP
**PRELIMINARY
NOT FOR
CONSTRUCTION**
SEAL FOR GENERAL
REFERENCE WITH
THE OBC AND
MUNICIPAL SITE PLAN
CONFORMANCE ZONING
BY-LAWS

CLIENT
SYCAMORE HOLDING INC.
7 SYCAMORE DRIVE
TILLSONBURG, ON
N4G 5S3
P: 519.550.1701
E: jacob7hiebert@gmail.com

SCALE
SCALE - 1:150
1.5 0 3.0m

SITE PLAN & ZONING CHART		PROJECT No.
STACKED BACK-TO-BACK TOWNHOUSE		S250517
1 WALNUT DRIVE TILLSONBURG, ON.		SHEET No. SP1
		PLAN FILE No. —



SOUTH ELEVATION
 SCALE: 1/4" = 1'-0"

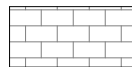
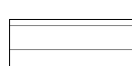
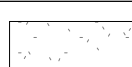
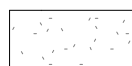
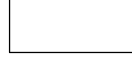
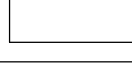


NORTH ELEVATION
 SCALE: 1/4" = 1'-0"

MATERIAL LEGEND			
TAG	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER (BRAMPTON MODULAR BRICK CROSSROADS SERIES OR APPROVED EQUAL)	RED [SULLIVAN OR EQUAL]	
SD1	HORIZONTAL FIBER CEMENT LAP SIDING (JAMES HARDIE BOARD OR APPROVED EQUAL)	CEDARMILL PLANK: AGED PWETER (OR EQUAL)	
SD2	EXTERIOR INSULATION FINISH SYSTEM (EIFS)	BLACK	
PB1	PRECAST SILL/BANDING (SHOULDICE 424 SLOPED SILL OR EQUAL)	PRECAST GREY	
PB2	PRECAST BANDING (90x390x590 SHOULDICE DIMENSIONAL STONE, SMOOTH TEXTURE)	BLACK (COLBY OR EQUAL)	
SP1	SPANDREL PANEL	GREY	
PP1	EXPOSED CONCRETE FOUNDATION (FINISH SMOOTH)	GREY	
M1	STANDING SEAM METAL ROOF	BLACK	
AS1	ASPHALT SHINGLES	BLACK	

Plate 3: Applicant's Sketch
File Nos.: OP25-14-7 & ZN7-25-11 (Sycamore Holdings Inc.)
Lots 37, 38 & 39, Plan 41M-144; 1 Walnut Drive, Town of Tillsonburg

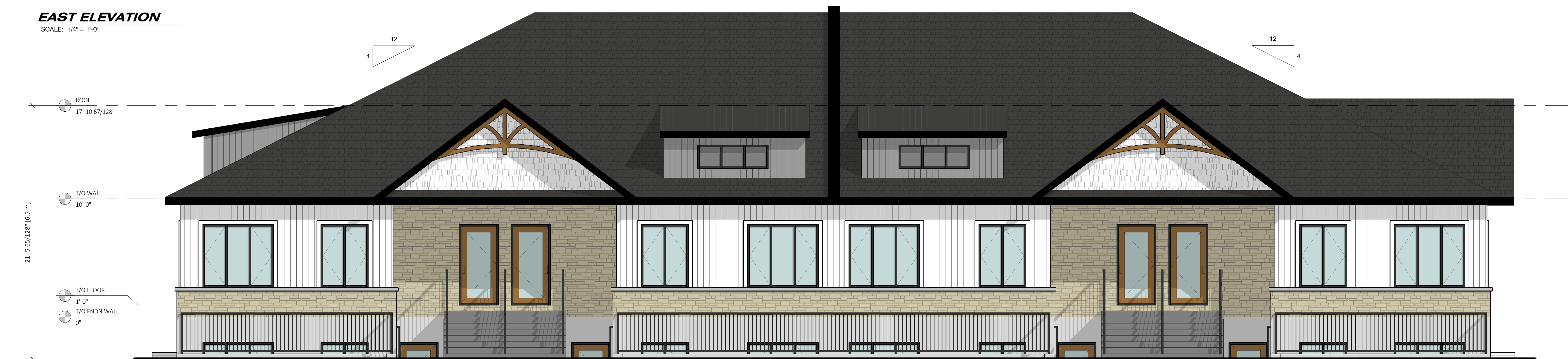
— **MATERIAL LEGEND** —

TAG	DESCRIPTION	COLOUR	HATCH
F1	PRE-FINISHED METAL CAP FLASHING	TO MATCH ADJACENT MATERIAL	
BR1	BRICK VENEER (BRAMPTON MODULAR BRICK CROSSROADS SERIES OR APPROVED EQUAL)	RED (SULLIVAN OR EQUAL)	
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M1	STANDING SEAM METAL ROOF	BLACK	
AS1	ASPHALT SHINGLES	BLACK	



EAST ELEVATION

SCALE: 1/4" = 1'-0"



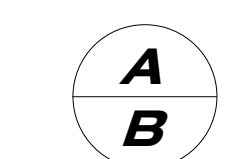
WEST ELEVATION

SCALE: 1/4" = 1'-0"

GENERAL NOTES

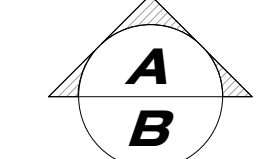
- IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL DISCREPANCIES IMMEDIATELY TO THE ENGINEER. ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT BUILDING CODES AND SPECIFICATIONS. THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNTIL IT HAS BEEN SIGNED BY STRIK BARDINELLI MONIZ LTD. AND A CONSTRUCTION PERMIT HAS BEEN OBTAINED. ALL CONSTRUCTION IS TO BE ACCORDING TO BEST COMMON PRACTICE. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE VERIFICATION OF DIMENSIONS WITH STRIK BARDINELLI MONIZ LTD.
6. ALL DRAWINGS & SPECIFICATIONS ARE THE PROPERTY OF STRIK BARDINELLI MONIZ LTD. & MUST BE RETURNED UPON COMPLETION OF THIS PROJECT
7. THIS DRAWING IS NOT TO BE USED FOR ANY OTHER WORK, AND ANY SUCH USE SHALL BE AT THE USER'S SOLE RISK, WITHOUT AFFECTING CONTRACT
8. ANY MATERIAL ALTERATIONS CARRIED OUT DURING CONSTRUCTION BY THE CONTRACTOR OR ASSOCIATED SUB-CONTRACTOR SHALL BE CONFIRMED WITH THE ENGINEER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTRACTOR RESPONSIBILITY FOR SYSTEMS EFFECTED.

DETAIL SYMBOL



A - DETAIL NUMBER
B - LOCATION/DETAIL SHEET

SECTION SYMBOL



A - SECTION/ELEVATION NUMBER
B - LOCATION/DETAIL SHEET



PRELIMINARY FOR
REVIEW ONLY

ENGINEER'S STAMP

PROJECT/CLIENT:

**SYCAMORE HOLDING
INC.
STACKED TOWNHOUSE
1 WALNUT DRIVE
TILLSONBURG, ON**

DRAWING TITLE:

ELEVATIONS

No.	Date	Issued/Revision	PROJ. NO.	S250517	DRAWING NO.	
1	2025.09.05	ISSUED FOR CLIENT REVIEW	SCALE	AS NOTED	A401	
2	2025.09.18	ISSUED FOR ZBA	DATE	11/16/23		
			DRAWN	Author		
			DESIGNED	Designer		
			CHECKED	Checker		
					REVISION NO.	2



PLANNING • CIVIL • STRUCTURAL • MECHANICAL • ELECTRICAL

PLANNING JUSTIFICATION REPORT 1 Walnut Drive, Town of Tillsonburg

Official Plan and Zoning By-law Amendments

Prepared by:
Strik, Baldinelli, Moniz Ltd.
4-132 Queen St. S
Kitchener, Ontario N2G 1V9

S250517

Prepared for:
Sycamore Holding Inc.
7 Sycamore Dr.
Tillsonburg, Ontario N4G 5S3

September 24, 2025



September 22, 2025

S250517

Attn: County of Oxford, Community Planning Office
21 Reeve St.
Woodstock, ON, N4S 7Y3

RE: Planning Justification Report – 1 Walnut Drive, Town of Tillsonburg
Official Plan and Zoning Bylaw Amendment Applications

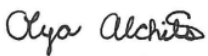
Strik, Baldinelli, Moniz Ltd. has been retained by Symacore Holding Inc. to coordinate the preparation and submission of an Official Plan and Zoning By-law Amendment applications for the site municipally addressed as 1 Walnut Drive within the Town of Tillsonburg.

The Official Plan and Zoning Bylaw Amendment application would permit the development of a 1.5 storey stacked townhouse development containing 16 units. The proposed townhouse development is considered appropriate as it is consistent with Provincial Planning Statement, County and Municipal planning objectives for intensification which support housing diversity through thoughtful growth and compact urban form, utilizes existing municipal infrastructure, and is a suitable and appropriate use of land.

This report provides a policy review of the proposed development and the relevant provincial, county, and municipal policies. It is our opinion that this proposal represents good planning and advances the Town of Tillsonburg Official Plan Land Use Goals.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.
Planning • Civil • Structural • Mechanical • Electrical



Olya Alchits, HBA, BURP
Planner II, Project Lead

P: 519-725-8093 x 424
E: oalchits@sbmltd.ca

cc. Symacore Holding Inc.
Nick Dyjach, SBM Ltd.

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1. INTRODUCTION

This Planning Justification Report has been prepared by Strik, Baldinelli, Moniz Ltd. in support of a Zoning By-law Amendment (ZBA) application being brought forward on behalf of Symacore Holdings Inc. c/o Jacob Hiebert (the applicant and owner) to permit the development of a 16-unit stacked townhouse development on the site municipally addressed 1 Walnut Drive, hereafter referred to as the “subject site” (see **Figure 1**).

The purpose of this report is to evaluate the proposed development within the context of the existing land use policies and regulations, including the Provincial Planning Statement, Oxford County Official Plan, Municipality of North Middlesex Official Plan and North Middlesex Zoning By-law.

The intent of the OPA and ZBA is to permit additional housing options for the residents of the Town of Tillsonburg that accommodate the present and future demand for varying housing types within the town. The subject site fulfils policy criteria that is supportive of residential development and intensification in an appropriate area and is reflective of sound planning principles.



Figure 1. Aerial View of Subject Site
Source: Oxford County Mapping

2. SITE DESCRIPTION

The subject site is comprised of three lots which have merged to form one large lot located northeast of the Concession Street West and Walnut Drive intersection. The site is currently vacant and is approximately 0.23 hectares in size with lot frontages along Walnut Drive, Chestnut Drive and Concession Street West (**Figure 2**).



Figure 2. View of Subject Site (vacant lot); facing north on Concession Road West
Source: Google Maps

3. SURROUNDING LAND USES

The surrounding area is comprised of a mix of existing low density residential to the east, planned low density residential to the north and west, and future medium and high density residential to the south of Concession Street West (**Figure 3**):

- North: Low Density Residential (R1) Zone; currently vacant land planned for future low-density development
- West: Low Density Residential (R1) Zone; newly constructed single detached residential dwellings.
- East: Residential (R1) Zone; single detached residential dwelling & Minor Institutional Zone (IN1); community church.
- South: Medium Density Residential (RM) Zone & High Density Residential (RH) Zone; currently vacant agricultural land planned for development.



Figure 3. View of Subject Site within Surrounding Area Context

Source: Good Earth

4. DEVELOPMENT CONCEPT

The intent and purpose of this official plan and zoning amendment application is to construct a 1.5 storey stacked back-to-back townhouse development containing 16 units, as shown in the site plan, (**Figure 4**). Below is additional detailed information regarding the features of the proposed development:

Townhouse Building:

- One building, 1.5 storeys (6.4 m) in height
- 16 Townhouse Units, each with individual entrances on the west and east sides of the building.

Preliminary building elevations:

- Illustrate a contemporary building design that is symmetrical and balanced.
- A combination of high-quality building materials and use of contrasting colour would be used to emphasize articulation/texture, entrances and accents.

Setbacks & Amenity Space:

- The site exceeds the required amount of landscaped open space with 45%, whereas 30% is required.
- Substantial buildings setbacks have been provided and taken into special consideration in relation to the site layout and design and abutting uses.
- Common amenity area is provided in the northeast corner of the site in the amount of 645 m².
- Landscaped buffers are provided along the property limits and parking area, softening the transition of existing and future adjacent lots.

Access, Parking & Circulation:

- Vehicular access is provided via one-way ingress and egress driveway from Walnut Drive with an internal drive aisle leading to the surface parking lot.
- 22 surface parking spaces at a rate of 1.25 parking spaces per dwelling unit, with 1 barrier-free parking space, meeting all the parking requirements set out in the zoning bylaw.
- Pedestrian walkways conveniently located to provide access from each unit to the parking lot and public sidewalk.

The proposed townhouse development would be 1.5-storeys in height, which is consistent with existing built and planned low density residential form in the community north on Chestnut Drive and Walnut Drive. The front, rear and exterior side yard setbacks ensure adequate spacing for privacy and landscaping, as well as sufficient spacing for municipal servicing infrastructure is provided. The proposed development would maintain appropriate setbacks, landscaping, and parking requirements. All zoning regulations, such as setbacks have been taken into account with the conceptual site design and how it corresponds to the adjacent properties and neighbourhood.

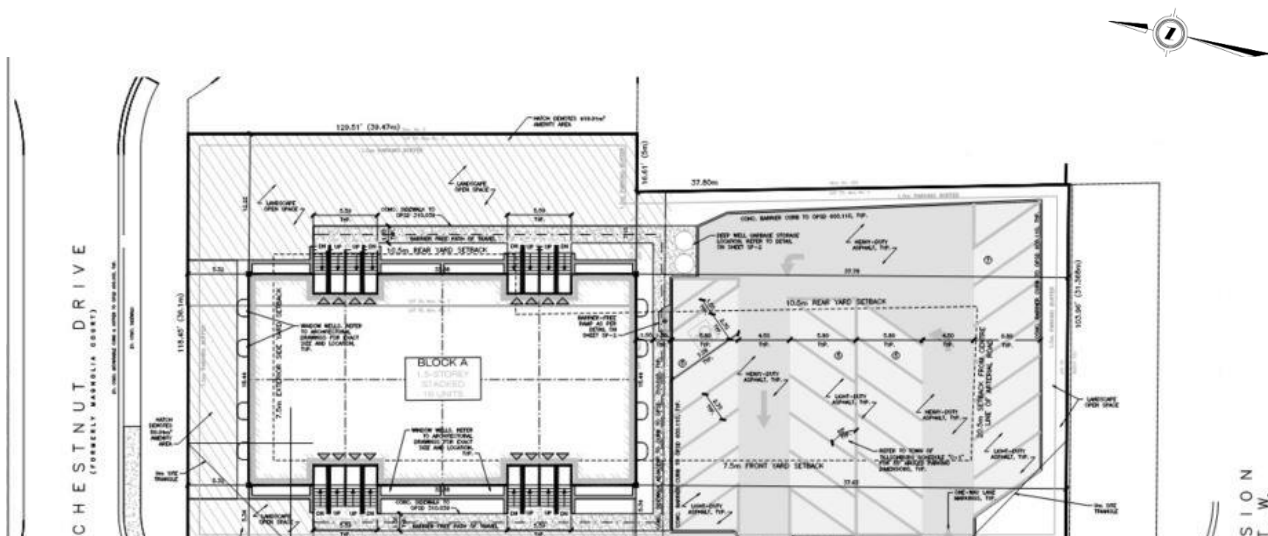


Figure 4. Preliminary Site Plan



Figure 5. Preliminary Building Elevations (Top: West and Bottom: East)

5. SERVICING FEASIBILITY STUDY

A Servicing Feasibility Study was completed by Strik, Baldinelli, Monz Ltd. (SBM) and dated September 3, 2025. Below is a summary of the findings:

Water Servicing:

- There is an existing 150 mm diameter municipal watermain within the Walnut Drive and Chestnut Court ROW.
- There are 25 mm water services connections capped at the property line for lots 37A, 37B, 38 and 39. The existing water services will be decommissioned to the County's satisfaction.
- A new 100 mm diameter water connection is proposed to service the townhouse development from the Chestnut Court ROW.

- The proposed 100 mm diameter water service will extend along the east and west sides of the proposed stacked townhouse with 25 mm water services provided to each individual unit for individual metering.
- Based on an occupancy load of 39 persons (16 units @2.4 persons/unit) using a water demand of 250 L/capita/day results in a maximum day and maximum hour demand of 0.99L/s and 1.5 L/s.
- The existing water system is adequate to supply water for the proposed development.

Sanitary Servicing:

- There is an existing 200 mm diameter PVC municipal sanitary sewer within the Walnut Drive ROW.
- The existing PDC's do not have sufficient capacity to service the proposed townhouse development and will be decommissioned in accordance with municipal requirements.
- A new 150mm diameter sanitary service is proposed from the Chestnut Court ROW.
- The proposed development is anticipated to use 3.4% of the existing municipal sanitary sewer pipe's available capacity.

Storm Servicing and Stormwater Management:

- There is an existing 300 mm diameter municipal storm sewer within the Walnut Drive ROW and a 375 mm diameter storm sewer within the Chestnut Court ROW.
- The existing storm private drain connections (PDC's) provided to the property do not have capacity to service the development and will be decommissioned in accordance with municipal requirements.
- A new 300 mm diameter storm service will be provided from the Site to the Chestnut Court ROW.

Based on the Servicing Feasibility Study, the existing and proposed County of Oxford and Town of Tillsonburg have sufficient capacity to accommodate the proposed 16-unit townhouse development. Additional design and details would be reviewed and confirmed through the Site Plan Approval application review.

6. PLANNING POLICY FRAMEWORK

6.1. Provincial Planning Statement, 2024 (PPS, 2024)

The Provincial Planning Statement (PPS) issued under the authority of Section 3 of the Planning Act “*provides policy direction on matters of provincial interest related to land use planning*” in order to ensure efficient, cost-efficient development and the protection of resources. The proposed development is consistent with the PPS and more specifically supports the following policies:

PPS 2024 Policy	Response
2.1 Planning for People and Homes 4. To provide for an appropriate arrange and mix of housing options and densities required to meet projected requirements of current and future residents. 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 land suitably zoned, including units in draft approved or registered plans.	The proposed development would appropriate locate medium density residential development along an arterial road, offering townhouse units within the community that is predominantly planned for single detached dwelling housing. The subject site is located within the “Large Urban Centres” in Schedule C-3, <i>Settlement Strategy Plan</i>, of the County of Oxford Official Place, which is planned for growth. As the findings within the Servicing Feasibility Study indicate, the site has sufficient existing and proposed servicing capacity to accommodate the townhouse development.
2.1. 6. Planning authorities should support the achievement of complete communities by: a) accommodating an appropriate range and mix of land uses, housing options.	The proposed development supports the Town of Tillsonburg Official Plan Land Use goals by providing a mixture of housing types and density within an area that is appropriate for growth and has service and infrastructure capacity. Overall, the development proposal represents an intensification of land use and built form that is compact, efficient, and maximizes land and the services nearby creating urban development this is characterized as complete communities.
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 region market area by: b) permitted and facilitating: 1) all housing options require 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.	The proposed townhouse development provides a range and mix of housing options, provides housing for a range of demographics such as aging populations and young persons wishing to settle in Tillsonburg where the dominant type of housing is single-detached dwellings. By providing additional housing choice other than the prevalent detaching dwellings help achieve social and economic well being of current and future Tillsonburg residents.

PPS 2024 Policy	Response
2.3 Settlement Areas and Settlement Area Boundary Expansions 2.3.1 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: 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. 6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.	The proposed townhouse development is within the Large Urban Centres designation, set to accommodate growth. The development will use existing municipal infrastructure and build connections to account for additional capacity. This project would support the goal of achieving complete communities by providing additional housing options in the form of townhouse units which would economically be more attainable for many Tillsonburg residents. Through the Servicing Feasibility Study provided as part of this application, the proposed development within this growth area is serviced by adequate existing and proposed municipal infrastructure.
3.6 Sewage, Water and Stormwater 2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.	The proposed development would utilize existing and proposed municipal services.

The proposed development represents an opportunity for intensification within an area set for growth in the *Large Urban Centres*, designation of the Town of Tillsonburg Official Plan. The proposed development will efficiently use existing municipal infrastructure and proposed new servicing infrastructure for the anticipated growth set to occur within this area, while providing for increased density and housing options for current and future residents of Tillsonburg. Based on the above, it is the opinion of the writer that the proposed development is consistent with the policies of the 2024 Provincial Planning Statement.

6.2 Oxford County Official Plan 2021-2046

The Town of Tillsonburg Land Use Policies in the Oxford County Official Plan designate the site as “Residential” as per “Schedule T-1 Land Use Plan” and “Low Density Residential” in “Schedule T-2 Residential Density Plan”. Section 8.2.3 of the

Tillsonburg Land Use Policies speaks to the “Residential Areas” as being land that is primarily designated for housing purposes and permits a wide array of housing forms.

The “Low Density Residential” designated areas are intended to accommodate for a variety of low-rise, low-density housing forms with a maximum density of 30 units per hectare (UPH), including: single/semi-detached, duplex, converted dwellings, quadraplexes, townhouses and low density cluster development. The proposed stacked townhouse use not permitted within the Low Density Residential designation and exceeds the maximum 30 UPH density within the Town of Tillsonburg Land Use Policies; therefore, an Official Plan Amendment is required to permit the proposed development (see **Figure 5**).

To facilitate the proposed development, the applicant has proposed to amend “Schedule T-2” Town of Tillsonburg Residential Density Plan to re-designate the subject site from “Low Density Residential” to “Medium Density Residential”. The Oxford County Official Plan and Town of Tillsonburg Land Use Policies set out strategies and objectives to encourage the provision of housing choice that meet the housing needs of residents: in appropriate areas; subject to availability of municipal services; and where housing forms are compatible with the existing community. The proposed development would provide additional choice and diversity in housing, with available municipal infrastructure to service the development, and would provide a compatible form and scale of development within the existing / planned community.

Below is an analysis of the Town of Tillsonburg Land Use Policies set out within the Oxford County Official Plan.

Oxford County Official Plan, Town of Tillsonburg Land Use Policies	Response
8.2 Housing Development and Residential Areas 8.2.1 Strategic Approach Accommodate Housing Demands Accommodate the present and future demand for housing in Tillsonburg 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 of 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 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 concepts of compact form and intensification as means of maximizing the use of existing services, promoting energy efficiency.	The proposed townhouse development provides 16 additional housing units on vacant lots, which are designated for residential uses with sufficient municipal servicing (water, sanitary, stormwater, and waste collection will be utilized on this site). The development proposal provides the existing and future residents of Tillsonburg additional housing choice who may be priced out of affording the prevalent single detached residential lots/dwellings. The proposed stacked townhouse development is a form of efficient and compact intensification which is sensitive and compatible to the exiting and planned community.

Oxford County Official Plan, Town of Tillsonburg Land Use Policies	Response
8.2.5 Medium Density Residential Districts Description Residential uses within Medium Density Residential areas include townhouses, medium density cluster development, converted dwellings and low-rise apartments. Density The maximum net residential density in the Medium Density Residential area is 62 units per hectare, and no building shall exceed four stories in height at street elevation. The minimum net residential density shall be 31 units per hectare. Location Criteria for Further Designation • Sites which abut arterial or collector roads or which are situated such that movements from the site do not flow through any adjoining Low Density Residential area; • Sites which are close to shopping, recreation, cultural and community facilities. • Sites which are adjacent to commercial areas, Community Facilities or High or Medium Density Residential Areas. Site Specific Evaluation Criteria • The size, configuration and topography of the site is such that there is sufficient flexibility in site design to mitigate adverse effects on the amenities and character of any adjacent Low Density Residential area through adequate buffering and screening. • The location of vehicular access points and likely effects of traffic generated by the proposal on Town streets has been assessed and is acceptable. • Adequate hard service capacity including water distribution, sanitary and storm sewers, power and gas distribution facilities is or will be available to accommodate the proposed development. • Off-street parking and outdoor amenity areas can be provided.	The proposed townhouse development is a permitted use within the “Medium Density Residential” designation. The proposal will contain 16 units on 0.26 ha of land, totalling a density of 62 units per hectares. • The subject site is located adjacent to Concession Street, which designated “Arterial”, per Schedule “T-4” • The subject site is within 2km of grocery, retail, variety of commercial shops restaurants, parks, community centre and schools. • Abutting to the south of the Concession Street are lands zoned for Medium and High Density Residential. • The subject site is provided street frontage along Walnut Dr, Chestnut Drive and Concession Street West; thereby limiting adverse impacts to abutting properties. A 7.1 metre building setback and landscape buffer would provide ample separation and privacy to the abutting single detached dwelling(s). • The addition of 16 units in an area planned for growth are not anticipated to cause adverse traffic impacts. • The Servicing Feasibility Study that was completed as part of this application found that the proposed development has adequate service capacity. • Sufficient off-street parking and outdoor amenity space is provided as part of the site plan design.
8.2.5.2 Specific Development Policies Access Access to Medium Density Residential uses will be provided by local streets with direct access to either Concession Street or Tillson Avenue. For apartments and townhouse dwellings, driveways and parking areas shall be required to be designed to provide for manoeuvrability of emergency vehicles between residential	The proposed development is serviced by a local street that provides direct access to Concession Street West.

Oxford County Official Plan, Town of Tillsonburg Land Use Policies	Response
development and adjacent commercial development, as well as for pedestrian circulation and direct pedestrian access to adjacent commercial uses. Site planning: • site plans will provide for pedestrian access, where appropriate, to adjacent commercial uses and to local streets. Site plans will also provide for the integration of driveways and/or parking areas such that emergency vehicles can manoeuvre between adjacent residential and commercial sites; • substantial landscaping will be required adjacent to local roads and the interface between residential and commercial land uses and between low density and medium density development. Landscaping will also be integrated within parking areas.	The preliminary site plan provides for adequate maneuverability of vehicles and pedestrian connectivity and would be designed to meet municipal standards. Adequate landscaping will be incorporated in the design and reviewed with the Site Plan Application stage.
8.2.7 Site Design Policies for Multiple Unit Residential Development Buildings 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. Multiple unit dwellings and amenity areas will be sufficiently separated from each other and from parking areas to ensure privacy and to avoid prolonged periods of shadowing especially during winter months. The building will be sited to minimize visual intrusion on to neighbouring properties. Driveways and Parking Areas Surface parking lots may be screened from the public street through a combination of location, berming and landscaping. Pedestrian Activity A separate and distinct pedestrian system will be provided to allow for pedestrian movement into, within and out of the development and links with communal open space, play areas, parking lots, adjacent public open space and adjacent pedestrian systems in multiple residential development Landscaping A substantial percentage of the landscaped open space required on a property will be planted with a variety of suitable trees, shrubs and ground covers. Particular emphasis will be given: • to soften or screen buildings from a public road; • to screen adjacent buildings;	The proposal incorporates a stacked townhouse design that avoids long linear orientations and has been designed with variation in materials and articulation. The provided amenity area is separated from the surface parking areas ensuring privacy and safe buffering between the uses. The townhouse building is setback appropriately providing for sufficient space to minimize visual intrusion to neighbouring properties. The surface parking lot is located adjacent to the arterial road and would have a landscaped buffer, per the preliminary Site Plan design. The site is provided with pedestrian walkways that connect the surfacing parking area, amenity area, unit entrances as well as the public sidewalks adjacent to Concession Street West/and Walnut Drive. The site plan layout would exceed the minimum landscape open space requirements of the Zoning Bylaw. All detailed landscaping features will be finalized at the Site Plan Application Stage.

Oxford County Official Plan, Town of Tillsonburg Land Use Policies	Response
Utilities and Operational Facilities Garbage storage facilities will be provided within the building, within a maintenance building or within a screened enclosure. Such facilities will be conveniently situated for users and will minimize heavy truck movements within the site. Where feasible, communal composting and recycling facilities will be provided. Adequate on-site drainage will be provided Safety/Comfort Sufficient lighting to Illuminating Engineering Society (I.E.S.) Standards of parking areas, driveways, pedestrian areas and building entranceways will be provided to facilitate vehicular and pedestrian movement, and for safety and security. Adequate signage will be provided within the development to indicate areas of no parking and emergency vehicle routes. When required, emergency access routes will be identified on site plans	The site design details deep well garbage storage facilities with adequate loading area/maneuverability for truck movements. The Servicing Feasibility Study ensures adequate on-site stormwater drainage will be provided and finalized at the Site Plan Approval stage with detailed grading plans. Sufficient lighting and signage will be incorporated into the off-street parking area and pedestrian walkways, to be finalized at the Design Stage.

It is the opinion of the writer that the proposed townhouse development supports the goals and policies of the Oxford County and Town of Tillsonburg Official Plan by contributing to the housing needs of the community in an appropriate area that is planned for growth and has sufficient servicing capacity. The proposed amendment and development proposal would conform to the overall intent of the Medium Density Residential designation and the Oxford County Official Plan and Town of Tillsonburg Land Use Policies.

6.3 Town of Tillsonburg Zoning Bylaw No. 3295

The subject site is currently zoned Low Density Residential Type 1, R1A(H) Zone with a Holding Provision.

The Holding (H) Provision is in place to ensure the orderly development of lands and the adequate provision of municipal services, the “H” symbol shall not be removed until the County of Oxford has approved written confirmation of water and wastewater allocation. An application to remove the “H” Provision would be requested prior to submitting a building permit.

The permitted uses within the R1A Zone include an additional residential dwelling unit, a group home, a home occupation, a public use and a single detached residential dwelling. The purpose and intent of the Zoning Bylaw:

- the proposed Stacked Townhouse use is defined as a “Multiple-Unit Dwelling”.
- the subject site is considered a corner lot; however Walnut Drive is requested to be the Front Lot Line. Site specific regulation would be required to deem Walnut Drive to be the Front Lot Line.

The proposed “Multiple-Unit Dwelling” use is not a permitted use within the existing Residential R1A Zone; therefore, a Zoning Bylaw Amendment Application is required to permit the proposed development. The applicant is requesting to rezone to the Medium Density Residential (RM) Zone with site specific provisions.

Table 1 provides a comparative summary of the relevant regulations of the proposed RM Zone under Section 9.0 of the Town of Tillsonburg Zoning Bylaw No. 3295.

Regulations – RM Zone	Required	Proposed	Complies (Y/N)
Maximum Number of Dwelling Units	8	16	N
Minimum Lot Area (m ²)	2,560	2,590.5	Y
Minimum Lot Frontage (m)	20	76.7	Y
Minimum Lot Depth (m)	30	31.3	Y
Minimum Front Yard Setback (m)	7.5	5.3	N
Minimum Exterior Side Yard Setback (m)	7.5	5.3 (north)	N
		37.6 (south)	Y
Minimum Rear Yard Setback (m)	10.5	7.1	N
Minimum Landscape Open Space (%)	30	45.71	Y
Maximum Lot Coverage (%)	40	22.63	Y
Maximum Height (m)	11	<11	Y
Minimum Amenity Area (m ²)	640	645.5	Y
Minimum Parking	20	22	Y

Table 1. Zoning Table Analysis for Proposed Townhouse Development

Based on the above zoning data comparison, the regulations of the RM Zone would require additional site specific provisions to permit the proposed development, as follows:

- Maximum of 16 units per building; whereas 8 units is permitted.
- Minimum front yard setback of 5.3 metres; whereas 7.5 metres is required.
- Minimum exterior side yard setback of 5.3 metres; whereas 7.5 metres is required.
- Minimum Rear Yard Setback of 7.1 metres; whereas 10.5m is required.

7. REQUESTED AMENDMENTS

7.1 Oxford County Official Plan (2021-2046), Tillsonburg Land Use Policies

The applicant is requesting to Amend Schedule “T-2” Town of Tillsonburg Residential Density Plan to re-designate the subject site from “Low Density Residential” to “Medium Density Residential” to permit the 16-unit stacked townhouse development (**Figure 5**).

The Provincial Planning Statement (PPS) 2024, The County of Oxford Official Plan and Tillsonburg Land Use Policies support development which efficiently uses land, resources with sufficient municipal services available. The PPS encourages and sets out policy to achieve complete communities by providing a range and mix of housing options and to accommodate population growth by achieving compact built form developments. The proposed 16-unit stacked townhouse development would efficiently utilize vacant land, utilize existing and proposed municipal services and infrastructure, create a mix of housing options, provide residential intensification in a compact built form helping meet the needs of current and future Tillsonburg residents without causing adverse effects to the neighbouring properties and planned communities. Based on the foregoing, the requested Amendment to the Official Plan is consistent with the policies of the Provincial Planning Statement, County of Oxford Official Plan and Tillsonburg Land Use Policies.

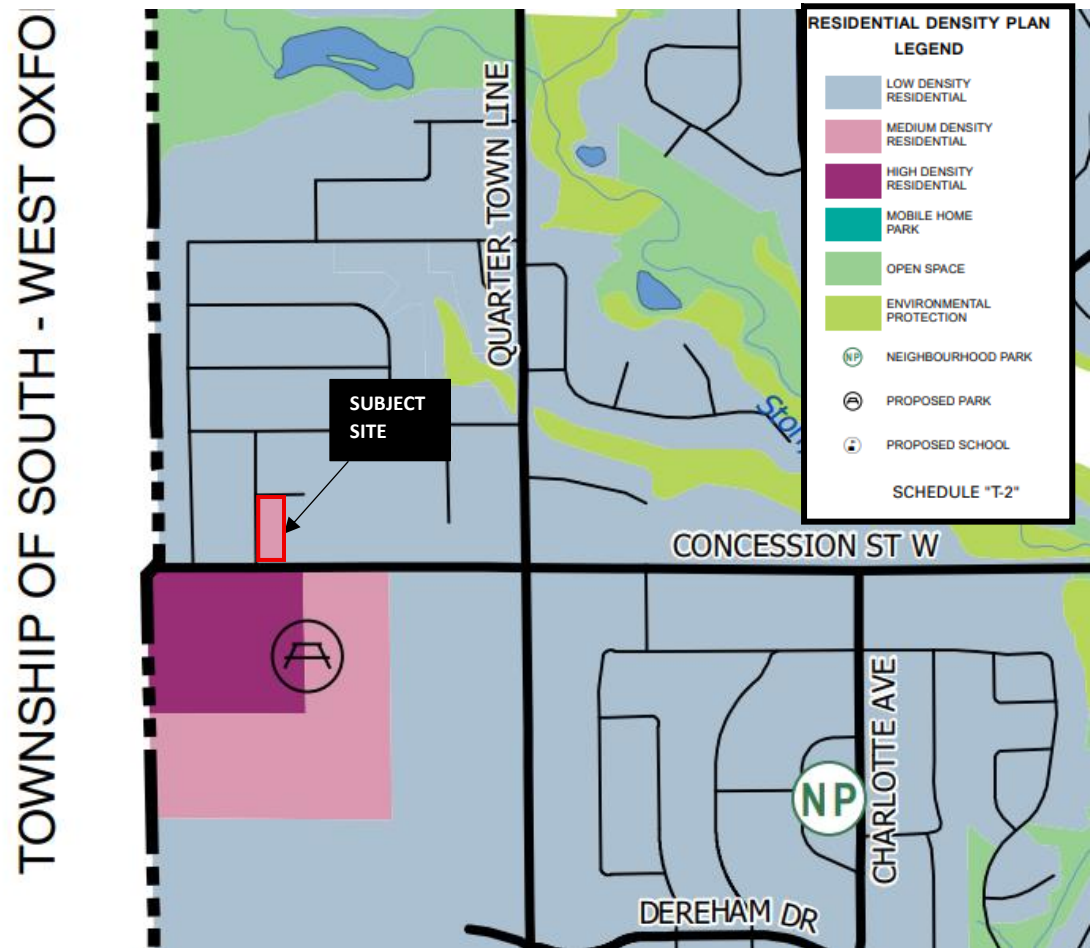


Figure 5. Proposed Amendment to Schedule T-2 of the County of Oxford Official Plan, Tillsonburg Residential Density Plan

7.2 Requested Amendment to the Town of Tillsonburg Zoning Bylaw No. 3295

The proposed Zoning Bylaw Amendment is to rezone the subject site from Residential (R1A) Zone to Residential (RM-**) Zone with site specific provisions (Figure 6), as follows:

9.5.1.xx	LOCATION: 1 WALNUT DRIVE, CLUSTER HOUSING, RM-1
9.5.1.XX	For the purposes of Zoning, the Front Lot Line is deemed to be Walnut Drive.
9.5.1.XX	NUMBER OF CLUSTER HOUSING DWELLINGS
	Maximum16
9.5.1.XX	FRONT YARD SETBACK
	Minimum5.3 m (17.3 ft)
9.5.1.XX	EXTERIOR SIDE YARD SETBACK
	Minimum5.3 m (17.3 ft)

9.5.1.XX REAR YARD SETBACK

Minimum 7.1 m (23.2 ft)

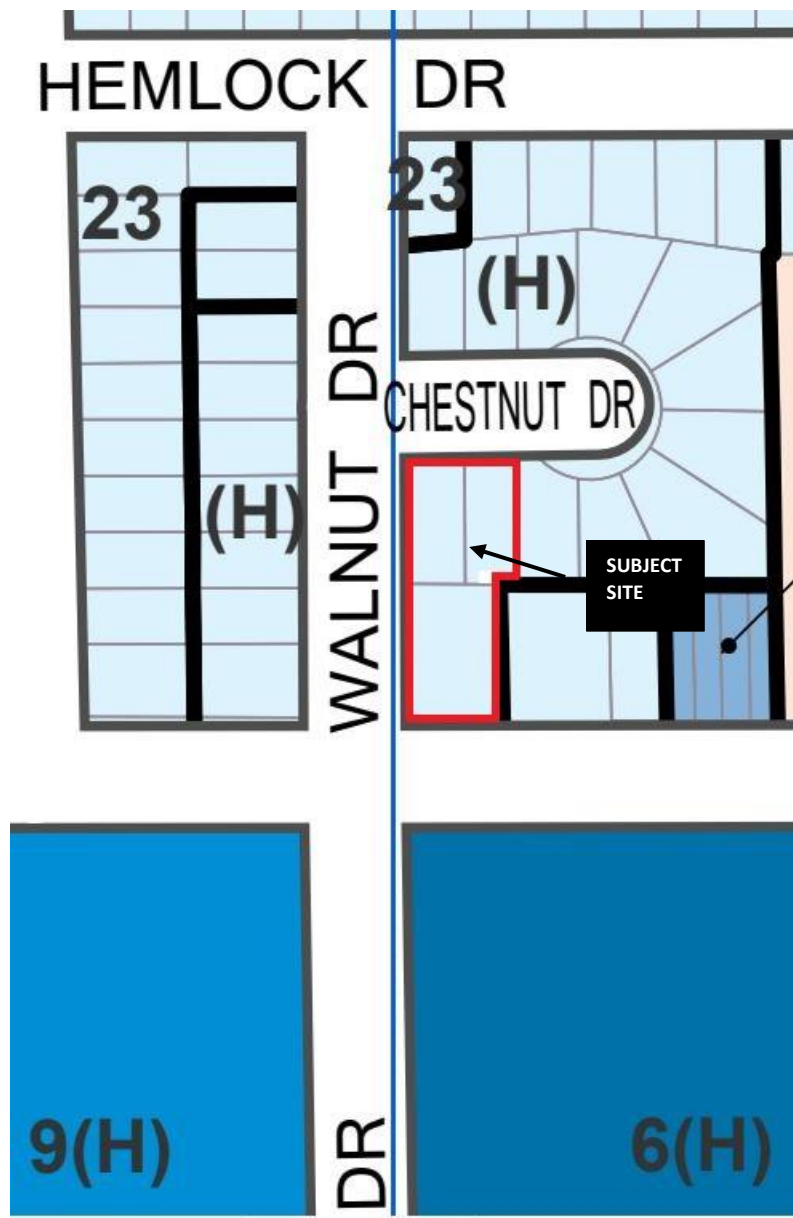


Figure 6. Proposed Amendment to Tillsonburg Zoning Bylaw No. 3295

7.3 Rationale for Site Specific Provisions

Maximum Units per Building

Multiple unit dwellings are a permitted use within the Medium Density Residential (RM) Zone, however; a maximum of 8 dwelling units per building is required. The intent of this regulation is to avoid long linear buildings orientations which seeks to promote human-scale, allow for efficient stormwater management, create visually interesting and context-sensitive development as set out in the Town of Ingersoll Official Plan Land Use Policies. In this case, the applicant is requesting relief from the Zoning By-law to permit 16 dwellings units within the proposed stacked townhouse building. The

project features a 1.5 storey building with 16 units that are attached both vertically and horizontally. The vertical and horizontal stacked configuration creates a condensed building footprint, that is human-scale, allows for efficient servicing and grading, and allows for private access to each unit. These features vertically and horizontally “break-up” the building creating visual interest and reducing the perceived massing that fits within the neighbourhood context.

Exterior, Front and Rear Yard Setbacks

The applicant is requesting the reduction in exterior, front and rear yard setbacks. The intent of these setback regulations is to ensure sufficient space is provided between structures and abutting properties for the purposes of maintenance, privacy and landscaping, fire protection, minimizing potential conflicts between adjacent uses, provision of amenity space, and to preserve existing neighbourhood character. In this case, the subject site is bound by 3 public streets, providing a 5.32 metre setback from Chestnut Drive to the north, a 5.34 setback from Walnut Drive to the west, and a 37.63 metre setback from Concession Street West to the south. To the rear of the site (east property limits), a setback of 7.1 metres is provided from the abutting property. Please note, that the separation between the building and the property line is 12.2m; however the southeast corner of the building is 7.1m from the property limit, representing a very small portion of the site.

The site plan provides a compact, fully functional site with considerable amount of space is provided between abutting land uses to not pose any adverse impacts on safety, privacy, maintenance and servicing concerns. The proposed 1.5 storey building with reduced setbacks maintains a low-profile massing which respects the existing and future neighbourhood while establishing a design that is pedestrian friendly and street oriented toward the local residential community.

8. CONCLUSION

In conclusion, it is the opinion of the writer that the requested Amendments to the Official Plan and Zoning By-law are appropriate for the subject site and represents good planning for the following reasons:

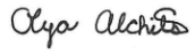
- The proposal is consistent with the policies of the Provincial Planning Statement, 2024, which promote healthy, livable and safe communities by accommodating an appropriate infill development within an urban Settlement Area on full municipal services.
- The proposal conforms to the intent of The County of the Oxford County Official Plan which includes housing intensification policies that recognize the need for more residential density and housing options in appropriate areas.
- The proposed Official Plan and Zoning By-Law Amendment application would permit development of 16-unit townhouse units that would contribute to the need for new types of housing and tenures in the Town of Tillsonburg and provide lands within the existing and future built-up area to meet the long-term residential needs.
- The proposed development is well suited for intensification given the availability of municipal infrastructure and compatibility of abutting land uses.
- The proposed development has been designed to be sensitive to the adjacent existing and future residential neighbourhood.

For the reasons noted above and throughout this report, it is recommended that the County of Oxford and Town of Tillsonburg approve the proposed Official Plan Amendment and Zoning By-Law Amendment Applications.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical

A handwritten signature in black ink, appearing to read "Olya Alchits".

Olya Alchits, HBA, BURP

Planner II, Project Lead

December 23, 2025

S250517

Amy Hartley, Community Planning
County of Oxford
21 Reeve Street
Woodstock, ON, N4S 7Y3

Re: Official Plan and Zoning By-law Amendment – 1 Walnut Drive, Town of Tillsonburg – Addendum to Planning Justification Report

This addendum to the Planning Justification Report has been prepared by Strik, Baldinelli, Moniz Ltd. (SBM) to address the following Special Provisions that are being requested, in addition to those mentioned in the Planning Justification Report, as part of the Zoning By-law Amendment Application for the site at 1 Walnut Drive in the Town of Tillsonburg.

9.5.1. XX For the purposes of Zoning, The Front Lot Line is deemed to be Walnut Drive.

The prescribed front lot line within the Zoning By-law is created with the intention of establishing orientation, yard requirements, setbacks, building placement and street interaction that is consistent with the surrounding neighbourhood character. The subject site is identified as being a “corner lot” within the Tillsonburg Zoning By-law, with frontage on 3-sides of the site. In the case of a “corner lot”, the front lot line shall be the shorter lot line abutting a street, which is Concession Street West. In this case, the applicant is requesting a Special Provision, that is technical in nature, to identify Walnut Drive as the front lot line. This will ensure that the zoning provisions related to frontage and setbacks are satisfied in the development as the primary frontage is onto Walnut Drive, as is the building orientation and activation. By locating the front lot line along Walnut Drive accomplishes the following:

- Reflects the proposed building location and lot orientation with the primary access aligning with functional, visual and planning considerations including access, streetscape continuity and urban design considerations. Reduces the number of zoning deficiencies needed on the corner lot, that has frontage on 3 sides.
- Better alignment with the general intent of the Zoning Bylaw regulations, with regards to the relationship of the building, parking location, and required yard setbacks.
- The building facades and unit entrances facing Walnut Drive will be designed as the primary elevation or the “front” of the building.

The requested special provision maintained the intent of the Zoning By-law, represents good planning and is appropriate for the site’s layout and context.

9.5.1. XX Yards Where Parking is Permitted

Notwithstanding *Table 5.24.3 – Location and Setback Requirements for Parking Areas*, parking shall be permitted in the interior, rear and exterior yard.

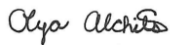
The intent of deterring parking in exterior lots is to ensure that buildings, rather than parking areas define the public realm, maintain an appropriate streetscape and minimize visual impacts along public streets. In this case, the lot is bound by 3 streets thereby creating a unique configuration where the parking in the exterior lot is appropriate. Visual impacts of the parking area, which is not avoidable on this lot, would be mitigated using an appropriate buffer/setback and landscaping.

We trust this response letter meets your satisfaction. Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



Olya Alchits, HBA, BURP
Planner II, Project Lead

cc: Sycamore Holding

March 6, 2026

S250517

Amy Hartley, Community Planning
County of Oxford
21 Reeve Street
Woodstock, ON, N4S 7Y3

Re: Official Plan and Zoning By-law Amendment – 1 Walnut Drive, Town of Tillsonburg – Addendum to Planning Justification Report

This addendum to the Planning Justification Report has been prepared by Strik, Baldinelli, Moniz Ltd. (SBM) to address the comments received following the Official Plan and Zoning By-Law Amendment Applications for the site at 1 Walnut Drive in the Town of Tillsonburg. The following Special Provisions are being requested, in addition to those mentioned in the Planning Justification Report.

9.5.1. XX Parking Setback from Interior Lot Line

Notwithstanding Table 5.24.3 – *Location and Setback Requirements for Parking Areas*, parking shall be permitted within 1.0 metre of the rear lot line.

The intent of parking setbacks is to provide separation between parking areas and adjacent properties, allowing for adequate buffering and privacy. In this instance, the proposed 1.0 metre setback continues to achieve these objectives. Landscaping and additional screening measure along the rear property line (finalized at Site Plan Stage) can ensure impacts are mitigated on abutting properties. This minor reduction in setback maintains the purpose of the zoning by-law.

9.5.1. XX Yards Where Parking is Permitted

Notwithstanding Table 5.24.3 – *Location and Setback Requirements for Parking Areas*, parking shall be permitted in all yards.

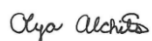
The intent of deterring parking in exterior and front lots is to ensure that buildings, rather than parking areas define the public realm, maintain an appropriate streetscape and minimize visual impacts along public streets. In this case, the lot is bound by 3 streets thereby creating a unique configuration where the parking in the exterior lot is appropriate. Visual impacts of the parking area, which is not avoidable on this lot, would be mitigated using an appropriate buffer/setback and landscaping.

We trust this response letter meets your satisfaction. Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Respectfully submitted,

Strik, Baldinelli, Moniz Ltd.

Planning • Civil • Structural • Mechanical • Electrical



Olya Alchits, HBA, BURP
Planner II, Project Lead