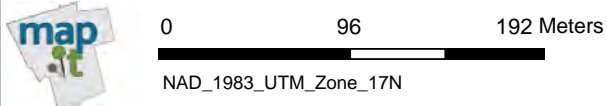




Legend

- 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



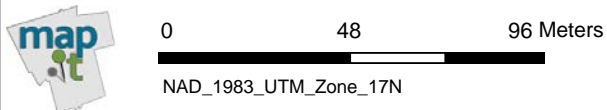
This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. This is not a plan of survey



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



Building A - Component 3
 proposed maximum height of 35 m (114.8 ft)

Building B
 proposed maximum height of 14 m (45.9 ft)

Building A - Component 1
 proposed maximum height of 35 m (114.8 ft)



SITE DATA

1. Areas

Lot Area	8892 m ² (95,713 ft ²)	Lot Coverage	Req.	Proposed
P2	3935 m ² (42,356 ft ²)	Res. (max.)	40%	34%
P1	7664 m ² (82,495 ft ²)	Non-Res. (max.)	35%	15%
L1	4327 m ² (46,575 ft ²)	Landscape(min.)	30%	42%
L2	3768 m ² (35,381 ft ²)			
L3	3287 m ² (35,381 ft ²)			
L4-L6	2596 m ² (27,943 ft ²)			
L7	2100 m ² (22,604 ft ²)			
L8	1742 m ² (18,751 ft ²)			
L9	154 m ² (1,658 ft ²)			
Total Area	34,765 m² (374,207 ft²)			

1.3 Amenity Areas:

Shared Indoor Amenities	
Party Room	76 m ²
Co-Working Space	63 m ²
Fitness Room	103 m ²
Bicycle Room	58 m ²
TOTAL =	300 m² (3,229 ft²)

Suite #4 (Other)	63 m ²
Suite #5 (Other)	477 m ²
TOTAL =	1,591 m² (17,125 ft²)

Shared Outdoor Amenities

Resident's Courtyard	700 m ²
Children's Play Area	45 m ² (Exclusive of Total)
TOTAL =	700 m² (7,535 ft²)

Private Outdoor Amenities

Balconies (Suites)	4.3 m ² /per unit x 163 = 704 m ²
Terrace (Town A)	16 m ² /per unit x 7 = 112 m ²
Terrace (Town B)	22 m ² /per unit x 7 = 154 m ²
Terrace (Town C)	8.6 m ² /per unit x 11 = 95 m ²
TOTAL AREA =	1065 m² (11,464 ft²)
TOTAL PER UNIT =	10 m² per Residential Unit

2. Residential Suites

Level 1 = 18 TH	Suite Mix: 46% One Bedrooms 47% Two Bedrooms 7% Three Bedrooms Towns: 25 Units (18 Two Bed, 7 Three Bed) Suites: 163 Units (86 One Bed, 71 Two Bed, 6 Three Bed)
Level 2 = 22 UNITS	
Level 3 = 28 units	
Level 4 = 28 units	
Level 5 = 28 units	
Level 6 = 28 units	
Level 7 = 22 units	
Level 8 = 14 units	
TOTAL = 188 UNITS	

3. Underground Parking:

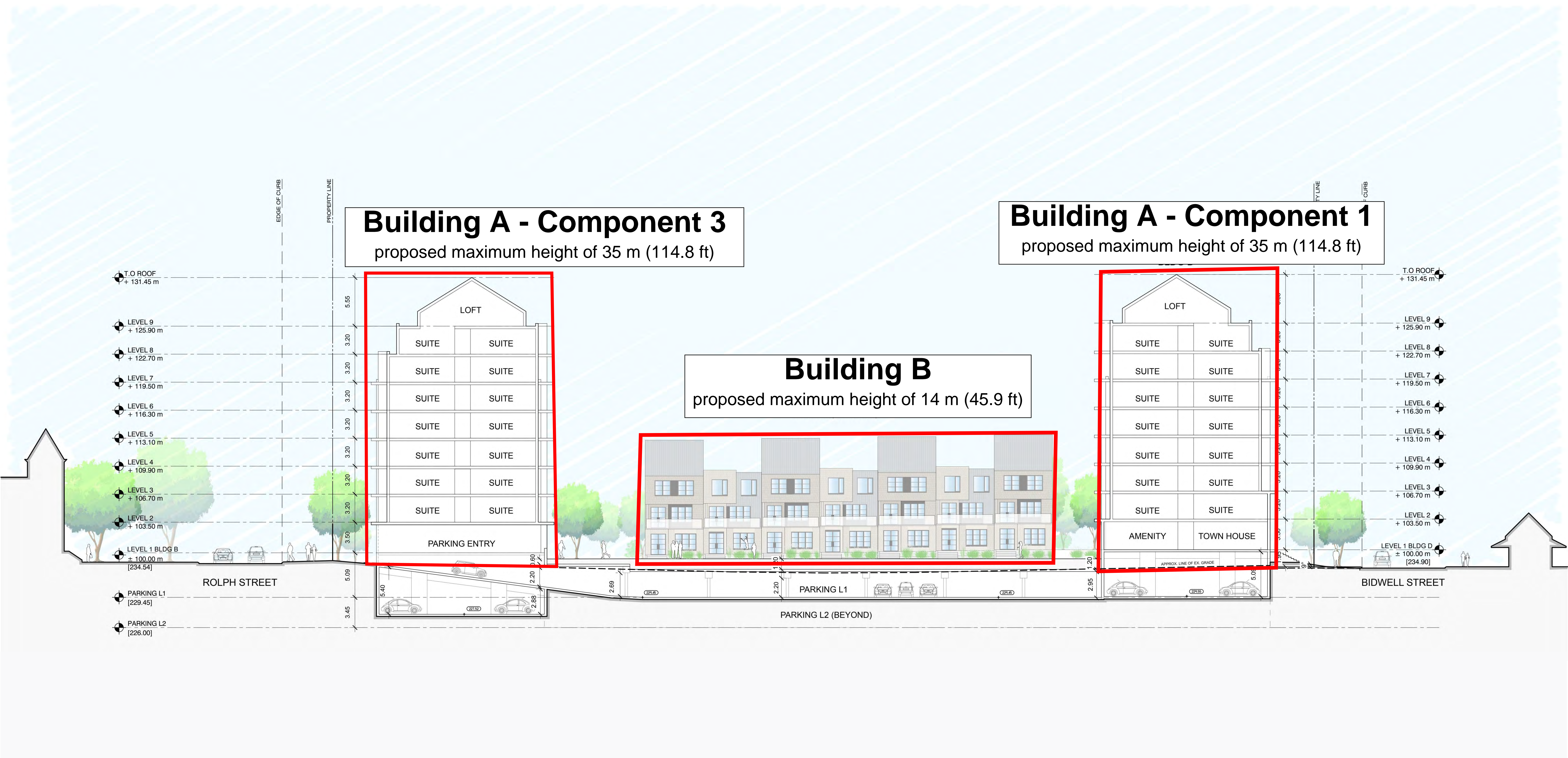
Parking Level 1 = 198	
Parking Level 2 = 104	
TOTAL = 302 PARKING SPACES	

Residential: 230 SPACES (1.20 Space / Unit)
 Commercial (Eatery): 54 SPACES (1 Space / 20m²)
 Commercial (Other): 16 SPACES (1 Space / 40m²)

4. Dimensions:

	Provided:	Current Zoning:
Building Height (Mid-Rise Buildings)	35 m	11 m
Building Height (Towns at Venison St)	13 m	11 m
Building Setbacks	Provided:	
Bridge Street W	0 m	
Venison Street W	2.5 m	
Rolph Street	3.0 m	
Bidwell Street	3.0 m	

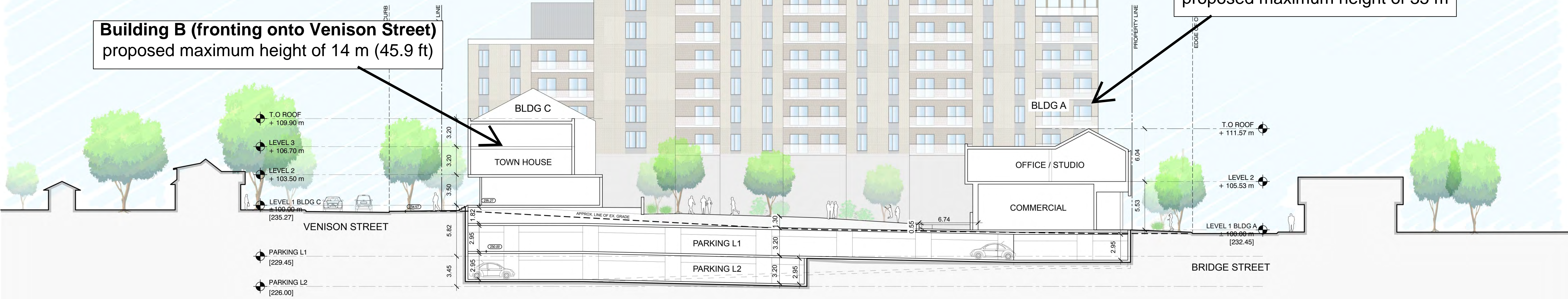
0 m setback to canopies, balconies, terraces, steps and other protrusions either mechanical, functional or decorative.



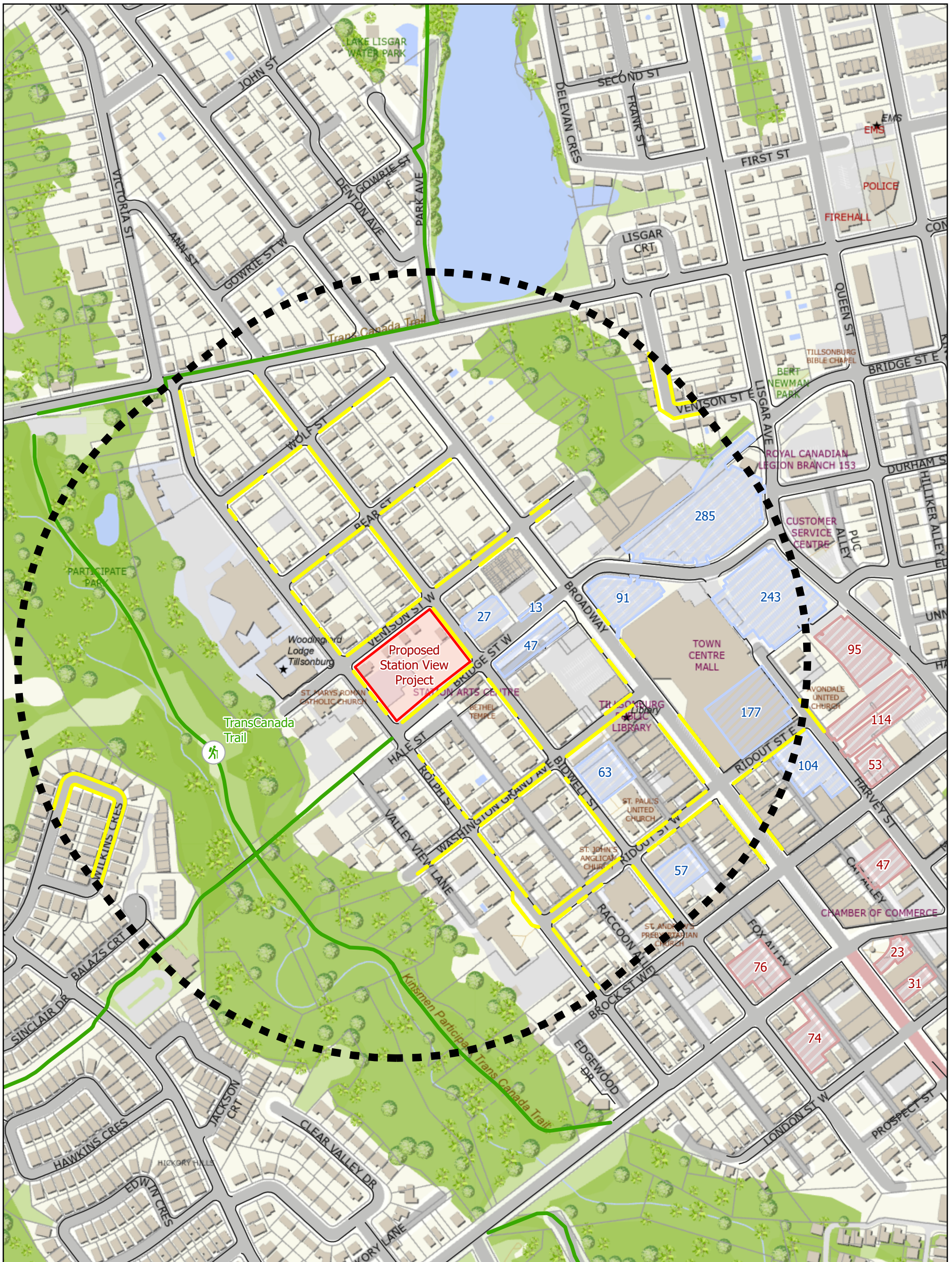
Building B (fronting onto Venison Street)
proposed maximum height of 14 m (45.9 ft)

Building A - Component 3 (fronting onto Rolph Street)
proposed maximum height of 35 m (114.8 ft)

Building A - Component 2 (fronting onto Bridge Street)
proposed maximum height of 35 m



Municipally-owned parking within proximity to the proposed Station View Project



	TOWN OF TILLSONBURG ENGINEERING DEPARTMENT		Proposed Station View Project Public Parking on Public Roads within proximity to the proposed Station View Project	Municipally-owned Parking Lots inside 400m radius (1107 parking spaces) Municipally-owned Parking Lots outside 400m radius (513 parking spaces)	TransCanada Trail Existing Trail Network Existing Municipal Sidewalks 400m radius (5 - 10min walkability)
	55 BROCK ST, TILLSONBURG, ON, N4G 1Z7				
Date: 2024-08-20					

To Whom It May Concern,

This note is in regards to the Station View development proposed for the Town of Tillsonburg. The reasons this development is completely inappropriate for this location are as follows:

Resources and Infrastructure

This development will bring 200+ people into an already under-resourced area. Where will this new horde of people access groceries, doctors, schools, or daycares?

Beyond the obvious lack of resources for the newly minted citizens, this proposal is a clear burden to our already aged and crumbling infrastructure. If this development goes through, the enormous cost given for the integration and ongoing maintenance of this building will be a recurring issue for residents. In other words, to add insult to injury, the neighbours of the proposed site will have their taxes increased year over year to pay for the very thing that will reduce their quality of life.

Quality of Life

For current residents, the increase in Tillsonburg's population over the past 5 years has already been a change for quality of life. With an urban development this large the traffic, noise, pollution, and inevitable congestion caused by several hundred more daily vehicle engagements will degrade the quality of life for current citizens of the town far beyond what should be reasonably expected of them to have to bear.

Speaking with countless neighbours, none of us intended to buy our houses or build our lives next time such a busy urban development. Who would have thought something like this possible in the quiet **Town** of Tillsonburg? In fact, the proposed rezoning of this location, allowing for 10-storey developments to go through, will quite literally overshadow many parts of this residential neighbourhood. This will obviously restrict and reduce neighbours access to goods and services – and even sunlight– for many properties nearby. The Clock Tower, once a quant monument to the success and achievement of our town, will now be ironically dwarfed by something many magnitudes larger.

Why should the neighbours and residents of these long-standing districts have to lower their quality of life so that city developers can make a profit?

Location

The site in question is surrounded by a number of vulnerable populations, both young and old. Daycares, our town's EarlyOn centre, retirement homes, assisted living, outpatient clinics, and emergency hospital routes will be impacted by the enormous surge in traffic. Imagine the change to their lives and routines of current residents if 250+ cars are dropped in the middle of their neighbourhood. This is without even considering how the affected neighbourhoods are among the most historic districts in town, consisting of some of the town's oldest homes.

Does this sound like the right place to inject with a highrise?

This would completely change the character of historic, long-established neighbourhoods with dozens of century homes. The young and aged populations would have to tolerate the brunt of this as the increase in risk

and the nuisance of noise and congestion from traffic. *None of this is even considering the effect that Traffic Related Air Pollution has on these vulnerable citizens or their health.* In the place of our quiet neighbourhood will be an overcrowded, under-supported high density area centred around the tallest structure in town, Station View.

An urban highrise is a new development for the **Town** of Tillsonburg. If it must be built, much more effort should be made to locate a suitable area for such gargantuan construction. The massive influx of traffic, both of consumers and vehicles, needs to be delicately considered and not forced down the throats of a community already feeling the big city push. Maximum effort needs to be exerted to find solutions with the least amount of disruption for the current shareholders of the town, many of which will be directly impacted by this development.

Legacy

The legacy of this project will not only be felt with the ongoing maintenance costs, rising taxes, and cheapening of our quality of life. The developers are eager to redefine our town and way of life, indeed they boast on their website of how this will be, "The new standard for urban living."

We, the citizens of Tillsonburg, do not wish to be part of 'urban living'. This is exactly why many of us decided to build our lives here, in the *Town* of Tillsonburg.

To those who are in a position to resist: Do whatever is necessary for the current shareholders of Tillsonburg, who put you in care of their interests with their precious votes, to safeguard our way and quality of life. Future developments should not impact the quality of life for those who have chosen rural life, built among these quiet streets.

Thank you for your time,

Isaac Card

PETITION

To the Council of the Town of Tillsonburg:

We, the undersigned residents of the _____
petition Council and ask that you STOP the **Station View Development Inc. Proposal**

File No. OP 24-06-7, ZN 7-24-06

Name: _____ Address: _____ Contact No.: _____

No.	Name	Address	Email	Signature
1	Annie Bowie			
2				
3	John H. Hurd			
4	Caleb Johns			
5	Arlene Ali			
6	Corrie W. H.			
7	SHIRLEY COOK			
8	Tony Machado			
9	BETTY DAVIES			
10	JULIE DAVIES			
11	Straine Souther			
12	Lew Macdonald			
13	Alana Smith			
14	Frank Snow			
15	Paula Snow			
16	JEFF Holman			
17	Deb Marshall			
18	Sandra J. C. Mlyn			
19	Carrie Bento			
20	Kim Pettit			

PETITION

To the Council of the Town of Tillsonburg:

We, the undersigned residents of the _____
 petition Council and ask that you STOP the **Station View Development Inc. Proposal**

File No. OP 24-06-7, ZN 7-24-06

Name: _____ Address: _____ Contact No.: _____

No.	Name	Address	Email	Signature
1	Mary Carr			
2	GERARD CHALEYSSIN			
3	JOHN DUNCAN			
4	Perry Wood			
5	Shawn Podlesky			
6	RODGARON			
7	Nagga Class			
8	Margaret Bacon			
9	Yvonne Hill			
10	Heather Card			
11	ISAAC CARD			
12	Stephanie Harry			
13	Melissa Bailey			
14	Kyla Driedger			
15	DAN BOUARIÉ			
16				
17				
18				
19				
20				

PETITION

To the Council of the Town of Tillsonburg:

We, the undersigned residents of the _____
petition Council and ask that you STOP the **Station View Development Inc. Proposal**

File No. OP 24-06-7, ZN 7-24-06

Name: _____ Address: _____ Contact No.: _____

No.	Name	Address	Email	Signature
1	Connie Davies	[REDACTED]	[REDACTED]	[REDACTED]
2	LORI DAVIES			
3				
4				
5				
6				
7				
8				
9				
10				
11				
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PETITION

To the Council of the Town of Tillsonburg:

We, the undersigned residents of the _____
petition Council and ask that you STOP the **Station View Development Inc. Proposal**

File No. OP 24-06-7, ZN 7-24-06

Name: _____ Address: _____ Contact No.: _____

No.	Name	Address	Email	Signature
1	ROXANNE CARD	[REDACTED]	[REDACTED]	[REDACTED]
2	Larry Ostrowerch			
3	CHRIS PIER			
4	JOHN WELMAN			
5	Annanda Williams			
6	ISRAEL MCINTYRE			
7	Beverly Payne			
8	ISRAEL CARD			
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THE CORPORATION OF THE TOWN OF TILLSONBURG

By-Law Number 2649

A by-law to fix requirements incidental to the approval by the Corporation of cash payments in lieu of providing required off-street parking accommodation.

WHEREAS it is deemed desirable to enact a by-law which provides for the terms and conditions upon which Council will authorize the formation of agreements to provide relief from off-street parking requirements and the provision of cash payments in lieu thereof;

AND WHEREAS Section 40 of the Planning Act, R.S.O. 1990, permits The Corporation of the Town of Tillsonburg to authorize agreements with owners of buildings or structures to be erected or used providing for relief, from any provision of any by-law of the Corporation requiring the provision or maintenance of parking facilities on land that is not part of a highway in exchange for one or more payment of money as consideration for the granting of such exemption;

NOW THEREFORE, the Municipal Corporation of the Town of Tillsonburg enacts as follows:

1. DEFINITIONS:

In this By-Law:

- (a) "Agreement" means an agreement between the Corporation and an owner.
- (b) "Corporation" means The Corporation of the Town of Tillsonburg.
- (c) "Council" means the Municipal Council of the Corporation of the Town of Tillsonburg.
- (d) "Owner" means an owner or authorized agent applying for relief from the requirement to provide off-street parking.
- (e) "Parking Facility" means an off-street parking area or accommodation, lot or garage where motor vehicles may be parked or stored temporarily.

2. AGREEMENTS AUTHORIZED:

The Council of the Corporation may authorize agreements with Owners and Occupants of buildings or structures to be erected in the Town of Tillsonburg providing for relief, to the extent set out in the agreements, from any provision in any other by-law of the Corporation requiring the provision or maintenance of parking facilities on land that is not part of a highway, and exempting such Owners to the extent specified in the agreements from the necessity of providing or maintaining such parking facilities.

3. AGREEMENT:

- (1) Each agreement authorized under Section 2 shall provide for the payment to the Corporation of a sum of money as calculated by the formulae in Schedule "A" at the time the agreement is executed, or at such times as is provided.
- (2) In the event of an Owner or Occupant being able to satisfy the Corporation that he is unable to make payment in a lump sum in accordance with subsection (1), the agreement mentioned in subsection (1) may provide that the Town, in accordance with Section 40(4) of the Planning Act, R.S.O. 1990, may collect such payment in the same manner as municipal taxes.
- (3) The formulae set forth in Schedule "A" for determining the payment shall be subject to annual review by the Corporation.

4. DEFAULT IN DEVELOPMENT - PENALTY:

- (1) In the event that an Owner or Occupant who has entered into such an agreement does not commence construction of the building for which a building permit was issued within two years of issue, the agreement shall be null and void and all rights, exemptions and privileges derived by the Owner or Occupant under the agreement shall cease. Twenty (20) per cent of the sum calculated in accordance with Section 3(1) shall be retained by the Corporation and any balance paid in excess thereof shall be refunded to the Owner or Occupant.
- (2) The sums retained by the Corporation under subsection (1) shall remain in the Fund mentioned in Section 8(1).

5. APPLICATION AND PROCEDURE:

- (1) Every Owner or Occupant shall make written application upon a form in accordance with Schedule "B" and shall pay a fee set by the Corporation at the time of filing the application form, which fee shall not be refunded. Such form may be altered or replaced from time to time by the Corporation.
- (2) The procedure as established in Schedule "C" shall apply to the processing of all applications and agreements.

6. LIEN:

Each agreement authorized under Section 2 shall contain a description of the lands affected sufficient for registration purposes and shall be registered in the proper Registry Office or Land Titles Office, and when so registered, the amount payable under such agreement, until paid, shall be a lien upon the lands described therein and shall be collected by the Town Treasurer in the same manner and with the same remedies as provided for the collection of real property taxes.

7. COLLECTION AND SECURITY:

- (1) The Town Treasurer shall be responsible for the collection and management of all moneys payable under agreements made in accordance with the provisions of this By-Law and where such moneys are to be paid other than by a lump sum, the Town Treasurer shall specify, for inclusion in the agreement prior to final approval by Council, the number, frequency and amount of installments together with interest thereon.
- (2) Upon payment in full of the money to be paid under any registered agreement, the Town Treasurer shall inform Council of the fact and shall recommend to Council that the Owner or Occupant be released from the provisions of the agreement.
- (3) A certificate of the Town Treasurer of the Corporation stating that the money to be paid under the agreement has been fully paid shall be registered in the appropriate Registry Office.

8. THE PARKING REQUIREMENTS RESERVE FUND:

- (1) All money paid, or to be paid pursuant to any such agreement shall be paid into a special account known as The Parking Requirements Reserve Fund and the moneys in such special fund shall be expended only for the provisions of new public off-street parking facilities within the area described in Schedule "D" attached hereto.
- (2) The Town auditor in his annual report shall report on the activities and position of such special account.

9. UTILIZATION OF PROCEEDS:

Nothing in this By-Law shall be interpreted to provide or vest any Owner with a special right, privilege or interest of any kind in any parking facility which may result from this By-Law.

10. AREA OF AVAILABILITY OF RELIEF:

Application for cash-in-lieu of parking requirements shall only be considered within the area described in Schedule "D" attached hereto.

11. SCHEDULES:

Schedules "A", "B", "C", and "D" hereto annexed form a part of this By-Law.

READ a first and second time this 8th day of November 1993.

READ a third time and finally passed this 8th day of November 1993.



MAYOR



CLERK

PARKING SPACE CALCULATION FORMULA

The Owner or Occupant provides capital towards public parking based on one of the two formulae outlined below. The formulae take into consideration the variation in land costs throughout the Town and current estimated construction costs of one parking space in either a parking structure or in a surface parking facility. It is assumed that an average parking space requires 28 square metres (301 square feet) in a surface facility and 30 square metres (323 square feet) in a parking structure.

The applicant will enjoy no right of ownership in such a parking space regardless of any cost which the applicant has contributed. There is no guarantee that the Corporation will build a parking space at any particular time or that it will built it in a location that will be of advantage to the owner. Further, if the parking space is build near the applicant's use it will be utilized for public parking and will not be allocated to the individual use of the applicant in any way. Accordingly, the formulae reduce the land acquisition and parking space construction costs as a matter of policy to give effect to these considerations.

The Town of Tillsonburg will have sole discretion as to which formula will e used in the calculation of the cash-in-lieu payment based on the type of municipal parking facility the Town would propose to develop.

i) Surface Parking Facility

ii) Parking Structure

$(C + (L \times A)) \times N \times 0.25 = \text{CILP}$

$(C + (L \times A/S)) \times N \times 0.25 = \text{CILP}$

WHERE C = current estimated structural costs of one parking space for surface parking or in a garage facility, wherever it is proposed.

WHERE A = land area in square metres required for one parking space, including entrance and aisle space (standard 28 square metres for surface parking and 30.2 square metres for garage facility)

WHERE L = land value per square metre based on current market value as determined by recent sales within the program area

WHERE S = the number of storeys in the parking structure or "1" in the case of surface parking

WHERE N = the number of deficient parking spaces

WHERE .25 = discount factor

CILP = Cash-In-Lieu Payment

SCHEDULE "B"

forming part of By-Law Number

2640

APPLICATION FOR CASH PAYMENTS
IN LIEU OF THE PROVISION OF PARKING
TOWN OF TILLSONBURG

Please read carefully before completing the attached application form.

Section 40 of the Planning Act, R.S.O. 1990 permits a municipality to accept cash payments from applicant's in lieu of the provision of parking to meet the requirements of the Town's Zoning By-Law within specified areas of the municipality. Monies generated in this fashion are placed into a special fund known as the Parking Requirements Reserve Fund and can only be used for the provision of new off-street parking facilities.

It should be noted that the Corporation provides no guarantee that it will build parking facilities at a particular time or that it will build it in a location that will be of advantage to a particular applicant. Any parking facilities constructed will be utilized for public parking and will not be allocated to the individual use of the applicant in any way.

Council of the Town of Tillsonburg by by-law has established that application for cash payment in lieu of the provision of all or part of required off-street parking requirements will only be considered for the Central Commercial and Office Commercial Area designations of the Official Plan of the Oxford Planning Area.

Completing the Application Form - cont'd

1. This application must be accompanied by twelve (12) copies of a site plan (folded if larger than 8 1/2 X 11) showing the following information:

Completing the Application Form - cont'd

- a) The dimensions of the site.
- b) The existing and/or proposed building to be erected on the site and its dimensions.
- c) Easements on the property.
- d) Location of existing and/or proposed parking spaces and driveway entrances and exits.
- e) Other information as considered applicable.

Submitting the Application

1. The attached application form should be submitted in duplicate to either:

Planning Commissioner
Dept of Planning and Development
County of Oxford
P.O. Box 397
WOODSTOCK, Ontario
N4S 7Y3 539-1271

Clerk
Town of Tillsonburg
Town Centre Mall
200 Broadway, 2nd Floor
TILLSONBURG, Ontario
N4G 5A7 842-6428

2. The application must be accompanied by a fee in cash or cheque payable to the 'Treasurer of the Town of Tillsonburg'.

APPLICATION FOR CASH PAYMENTS
IN LIEU OF THE PROVISION OF PARKING
TOWN OF TILLSONBURG

The undersigned hereby requests the Town of Tillsonburg to consider an application for the making of cash payments in lieu of providing off-street parking facilities to meet the requirements of the Town of Tillsonburg Zoning By-Law Number 1994 pursuant to Section 40 of the Planning Act, R.S.O. 1990 on the lands hereinafter described.

1. APPLICANT'S NAME _____
APPLICANT'S ADDRESS _____

TELEPHONE NUMBER _____

2. Registered Owner (if other than applicant)
Name _____
Address _____

3. List any mortgage, charge or encumbrance on the property.
Name _____
Address _____

4. LOCATION OF SUBJECT LAND:
Lot No.(s) _____ Plan No. _____
Year Plan Registered _____
Part No.(s) _____ Reference Plan _____
Street Address (if any) _____

4. LOCATION OF SUBJECT LAND: - cont'd

The subject land is located on the _____ side of the street lying between _____ Street and _____ Street.

5. SPECIFIC INDICATION OF USES OF LAND AND BUILDINGS:

6. OFFICIAL PLAN DESIGNATION:

7. ZONING:

8. SITE INFORMATION:

Lot Frontage	_____	Lot Coverage	_____
Lot Depth	_____	Lot Area	_____
Front Yard	_____	Rear Yard	_____
Interior Side Yard	_____		
Exterior Side Yard	_____		
Landscaped Open Space (%)	_____		
Width of Planting Strip	_____		
Driveway Width	_____		
No. of Buildings Proposed	_____		

Conversion or Addition to Existing Building?

If yes, describe. _____

8. SITE INFORMATION: - cont'd

Gross Floor Area (breakdown by type of use, eg. - office area, retail, storage, etc.)

Seating Capacity (for restaurant or assembly hall, etc.)

Describe Type of Business Proposed

No. of Staff Proposed _____ (Initially)
_____ (In Future - 5 years)

9. OFF-STREET PARKING FACILITIES:

Number of off-street parking spaces -

Existing _____ Proposed _____

(include "existing" in proposed figure)

Number of off-street parking spaces for which cash payment is proposed.

Dated this _____ day of

_____ 19 ____

SIGNATURE OF APPLICANT

I, _____ of the _____ of _____ in the
_____ of _____,

DO SOLEMNLY DECLARE THAT:

All of the statements contained in this application are true and I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of the Canada Evidence Act.

DECLARED before me at the _____

of _____ in the _____ of

_____ this _____ day of _____ 19 ____

A Commissioner, Etc.

SCHEDULE "C"

forming part of By-Law Number 2649

Procedure for the Processing of Applications
and the Preparation of Agreements

1. The application is filed with either the Clerk of the Town of Tillsonburg or the County of Oxford Department of Planning and Development.
2. The application shall include:
 - a) The completed application form;
 - b) The required number of site plans; and
 - c) The application fee.
3. The application will be circulated for comments to appropriate Municipal Staff and a report will be prepared by the County Planning Department with input from Town Staff recommending whether or not a cash payment shall be accepted by the Town.
4. The report is submitted to the Tillsonburg Planning Advisory Committee which will prepare a recommendation to Council.
5. If Council approves acceptance of a cash payment in lieu of parking, Council will direct Town staff to make the appropriate legal and fiscal arrangements with the applicant.

SCHEDULE "D"

forming part of By-Law Number

26491

