



The Corporation of the Town of Tecumseh

Development Services

To: Mayor and Members of Council

From: Brian Hillman, Director Development Services

Date to Council: January 25, 2022

Report Number: DS-2022-02

Subject: Zoning By-law Amendment
1401-1429 Lesperance Road
Scheduling of a Public Meeting
OUR FILE: D19 1415LES

Recommendations

It is recommended:

That the scheduling of a public meeting, to be held on Tuesday, February 22, 2022 at 6:00 p.m., in accordance with the *Planning Act* for a zoning by-law amendment application submitted for a 0.29 hectare (0.71 acre) parcel of land situated at the southwest corner of the Lesperance Road/Arbour Street intersection (1401-1429 Lesperance Road), seeking to amend Zoning By-law 1746 by rezoning the subject property from “Residential Zone 2 (R2)” and “Residential Zone 2 (R2-25)” to a site-specific “Residential Zone 3” in order to facilitate the construction of a residential development consisting of three, 2.5 storey, six-unit dwellings and establish site-specific lot, building and yard provisions, **be authorized**.

Executive Summary

A zoning by-law amendment application has been filed in order to change the zoning pertaining to a 0.29 hectare (0.71 acre) parcel of land situated at the southwest corner of the Lesperance Road/Arbour Street intersection (1401-1429 Lesperance Road) in order to facilitate the construction of a residential development consisting of three, 2.5-storey, six-unit dwellings and establish site-specific lot, building and yard provisions.

This Report is requesting the scheduling of a public meeting related to the proposed zoning by-law amendment in accordance with the requirements of the *Planning Act*.

Background

Property Location and Description

Deerbrooke Andrew J. Smith Real Estate Inc. and 2312205 Ontario Limited (“the Owner”) own a 0.29-hectare (0.71 acre) parcel of land (“subject property”) situated at the southwest corner of the Lesperance Road/Arbour Street intersection. The parcel currently comprises three separate properties (1401, 1415 and 1429 Lesperance Road) (see Attachment 1). One-storey single-unit dwellings occupy the northern and southern portion of the subject property (1401 and 1429 Lesperance Road, respectively). The central portion (1415 Lesperance Road) is currently vacant and once was occupied by a commercial office building. The Owner is proposing an amendment to Zoning By-law 1746 to permit the redevelopment of the subject property with three, 2.5-storey, six-unit dwellings and associated parking and landscaped areas.

Surrounding Land Uses

The subject property is situated within a predominately residential neighbourhood in close proximity to the Town’s main street, Tecumseh Road, to the north. Saint-Antoine Elementary School is located directly to the north across Lanoue Street, beyond which is St. Anne’s Church. On the east side of Lesperance Road, northeast of the subject property, is a residential development comprising two, 2.5 storey, six-unit dwellings (St. Anne’s Arms) similar to what is being proposed on the subject property. Residential areas primarily consisting of single-unit dwellings but with some two- and three-unit dwellings are situated to the east and west of the subject property. A single-unit dwelling is abutting to the south, beyond which is Renaud Street and the St. Anne’s Cemetery (see Attachment 2).

Proposed Zoning By-law Amendment and Development

The Owner has submitted a Zoning By-law amendment application seeking to amend Zoning By-law 1746 by rezoning the subject property from “Residential Zone 2 (R2)” and “Residential Zone 2 (R2-25)” to a site-specific “Residential Zone 3” in order to facilitate the construction of a residential development consisting of three, 2.5-storey, six-unit dwellings and establish site-specific lot, building and yard provisions. The R2 zone applies to the two lots containing existing single-unit dwelling while the R2-25 zone applies to the vacant central property that once was occupied by a commercial office building and it continues to permit this use.

Along with the application, the Owner has provided a preliminary site plan (see Attachment 3) and architectural renderings (see Attachment 4) depicting:

- i. Three, 2.5-storey, six-unit dwellings that will occupy the eastern half of the property oriented toward Lesperance Road. The total of 18 dwelling units will result in a density of approximately 62 units per hectare (25 units per acre). In addition, each apartment unit will have a floor area of 107 square metres (1,155 square feet) and consist of two-bedrooms, one bath and a combined living/dining area;
- ii. Pedestrian sidewalk access from both Lesperance Road and Arbour Street; and
- iii. A 28-space parking area (including two barrier-free spaces and one loading space), occupying the western portion of the property, with access via Arbour Street. The parking lot is proposed to be separated from the abutting dwellings to the west and south by a 3.0-metre (10-foot) landscaped buffer strip with a continuous row of cedar trees.

For comparison purposes, this development proposal is very similar in both design and density as the aforementioned residential apartment development that is located to the north of the subject property, on the east side of Lesperance Road, across from St. Anne's Church (St. Anne's Arms). As with St. Anne's Arms, the subject development proposal has the first floor apartments constructed partially below grade in order to lower the overall height of the building. The resulting design will have the effect of a building that appears to be 2.5 storeys, rather than three storeys in height.

Additional Planning Approvals

In addition to the rezoning application, the approval and execution of a site plan control agreement with the Town will be required prior to the proposed development proceeding.

Supporting Documents

During early discussions regarding the potential redevelopment of the subject property, Town Administration identified that a Traffic Impact Study (TIS) and a Sanitary Assessment would be necessary to properly assess the proposal from a servicing perspective and to consider the applications complete.

Below is a summary of the findings of the aforementioned reports/studies:

- 1) Traffic Impact Study, 1401, 1415 and 1429 Lesperance Road, – Dillon Consulting, June 2021.

The TIS provided an analysis of both existing and future traffic volumes at the Lesperance Road and Arbour Street intersection during the AM and PM peak hours. The study also considered the proposed development with the conditions that take place during the morning arrival and afternoon dismissal periods at the adjacent Saint-Antoine Catholic Elementary School. The objective of the TIS was to determine the traffic impact of the development and whether any operational issues would arise as a result of the development.

The TIS concluded that:

“The proposed development is forecast to generate nine (9) vehicle trips in the AM peak hour and 13 vehicle trips in the PM peak hour. The vast majority (85%) of these vehicle trips are forecast to travel via Arbour Street to Lesperance Avenue.

No operational issues are expected at the signalized intersection of Lesperance Road and Arbour Street based on the existing (2021) traffic volumes and total (2027) traffic volumes. During the PM peak hour, the v/c ratio for the northbound through movement is forecast to reach 0.86 in 2027, while the eastbound 95th percentile queue on Arbour Street is forecast to extend up to or slightly beyond the proposed site driveway. In the PM peak hour, given the location of the school bus loading area, it would be possible for a vehicle travelling through in the westbound direction to by-pass a stopped westbound left-turning vehicle that’s waiting for the adjacent eastbound queue to clear.

Due to the presence of the adjacent school, an on-site review of Arbour Street fronting the development site took place. During both the morning (drop-off) and afternoon (dismissal) school period, there appear to be no operational or safety concerns along Arbour Street in front of the Saint-Antoine Catholic Elementary School. Essentially all activity related to the school remains on the north side of Arbour Street. No vehicles (other than school buses) use Arbour Street in the afternoon for pick-up purposes, and as there are separate dismissal times for the buses (2:25 PM) compared to the remaining school body at 2:30 PM, this allows for a smooth departure of bus traffic from the area.

Since this school captures students throughout the Town of Tecumseh and/or the surrounding regions, only a few (less than 10) students were noted to walk along the north side of Arbour Street as the vast majority are transported by bus or driven to the school.

Given the relatively early dismissal period (2:30 PM) of the elementary school, the PM peak hour on the adjacent road network occurs two to three hours after school students are dismissed for the day.”

Town Administration has reviewed the TIS and concurs with its findings. Town Administration has no concerns with the traffic generation resulting from the proposed development.

2) Sanitary Assessment Memo Dillon Consulting, November 2021.

The Town of Tecumseh requested that Dillon Consulting assess the impact of the changes to the sanitary sewage flow requirements on the existing sanitary sewer collection system as a result of the proposed development. As part of this analysis, the latest update to the Town’s Infoworks-ICM sanitary sewer model was used for this assessment based on calibrated wet weather flow conditions.

The Sanitary Assessment concluded that:

“Accordingly, we are of the opinion that the increased sanitary sewer flows from the proposed development can be accommodated with negligible impacts to the existing sanitary sewer system and risk of basement flooding.”

Town Administration has reviewed the Sanitary Assessment and concurs with its findings. The proposed development will be serviced with full municipal services. It is further noted that stormwater management will be required for quality and quantity control, the details of which will be addressed through the site plan control process.

Comments

Provincial Policy Statement

The *Planning Act* establishes that Council, when making decisions that affect a planning matter, “shall be consistent with” the 2020 Provincial Policy Statement (“PPS”) issued under the *Planning Act*.

There are a number of policies within the PPS that support the applications for the proposed residential development. The following are the relevant excerpts from the PPS:

“1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)...uses to meet long-term needs;

...

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years...

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 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) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

- d) prepare for the impacts of a changing climate;
- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4 Housing

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

...

- b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
 - e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7 Transportation Systems

- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.8 Energy Conservation, Air Quality and Climate Change

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- ...
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

6.0 Definitions

Residential intensification: means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) development and introduction of new housing options within previously developed areas.”

In summary, the PPS encourages and supports development on lands that are identified for urban growth in approved settlement areas. It also establishes that the Town should be supporting and promoting residential infill development that results in compact built form and makes more efficient use of existing services while offering a range of housing forms/types to meet expected needs. The PPS also supports the development of a broad range of housing types and tenures and encourages residential intensification within identified urban areas where such areas have appropriate levels of servicing.

The subject proposal is in a location and of a form of residential development that achieves all of the foregoing policy objectives. It provides an alternative form of housing type at a density that provides for a more compact built form and promotes walkability and transit usage. The proposed development is also considered to be intensification in accordance with the definition contained in the PPS. In addition, the proposed development is serviced by the Tecumseh Transit System and is in close proximity to two bus stops. Based on the foregoing, it is the opinion of the writer that the applications for the proposed residential development are consistent with the PPS.

County of Essex Official Plan

The subject lands are within an identified Primary Settlement Area of the County Official Plan. The goals and policies of the County of Essex Official Plan encourage a range of residential development within identified settlement areas such as the fully serviced urban areas of the Town of Tecumseh. The following goals and policies of the County Official Plan are most relevant in the assessment of the subject proposal:

“3.2 SETTLEMENT AREAS

3.2.2 Goals

The following goals are established for those lands designated as settlement areas on Schedule “A1”:

- a) Support and promote public and private re-investment in the Primary Settlement Areas

...

- c) To promote development within Primary Settlement Areas that is compact, mixed-use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds.

...

- i) Promote residential intensification within Primary Settlement Areas, and to a lesser extent, within full serviced secondary settlement areas.

3.2.4 Primary Settlement Areas

Primary Settlement Areas are the largest and traditional centres of settlement and commerce in the County. Protection of these communities by focusing growth and investment is a priority of the County.

3.2.6 General Settlement Area Policies

The following policies apply to all “Settlement Areas” identified on Schedule “A1” of this Plan:

...

- b) The County supports residential intensification within Primary Settlement Areas.
- ...
- e) Local Official Plans are encouraged to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area as outlined below:
 - i) Maintaining at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification, redevelopment and if necessary, lands which are designated and available as defined by Provincial Policy.
 - ii) Maintaining at all times, where new development is to occur, at least a 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
 - iii) Permitting and facilitating all forms of housing, including special needs housing, required to meet the social, health and well-being requirements of current and future residents.
- f) Local Official Plans are encouraged to provide opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.

3.2.7 Intensification and Redevelopment

The County encourages well-planned intensification development projects in the Settlement Areas to encourage more efficient use of land and municipal infrastructure, renew urban areas and to facilitate economic and social benefits for the community.

The County also specifically encourages residential intensification and redevelopment within Primary Settlement Areas in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of infrastructure and public service facilities.”

In accordance with the aforementioned goals and policies, it is the opinion of the writer that the proposed development conforms to the County of Essex Official Plan.

Tecumseh Official Plan

The subject property is currently designated “Residential” in the Tecumseh Official Plan (see Attachment 5). The type of dwellings proposed are contemplated by this designation provided they can be appropriately integrated with the existing and proposed development pattern by meeting the applicable policies of the Plan.

The Official Plan provides broad support for the type of residential development proposed. With respect to the proposed land use, the Official Plan establishes the following:

“4.2.1 Goals

The following goals are established for the Residential area:

...

- ii) to encourage the development of a greater variety of housing types in the Town to meet the future housing needs of all households, and to meet the provincial housing objectives as set out in the Provincial Policy Statement and County of Essex Official Plan;
- iii) to ensure that new residential development occurs in a manner in keeping with the capacity of the services available and the financial capability of the municipality;
- iv) to encourage the infilling and rounding out of the existing development pattern in urban areas of the Town where a full range of municipal infrastructure (including a piped sanitary sewer system), community facilities, and goods and services can be provided in a cost-effective and environmentally sound manner;
- v) to ensure that existing and new residential areas are walkable and, to the greatest extent possible, are supported by all modes of transportation;
- vi) to promote and encourage residential intensification activities in areas of the Town where a full range of municipal infrastructure, community facilities, and goods and services are readily available. Residential intensification includes infilling, ARUs, conversions and redevelopment;

4.2.2 Policies

The following policies shall apply to those lands designated Residential on the Land Use Schedules of this Plan:

- i) the use of lands designated Residential shall be for all forms of housing, including special needs housing, in accordance with subsections 4.2.2.1, 4.2.2.2 and 4.2.2.3;
- ...
- v) the intensification of residential lands shall be encouraged and standards of development that will assist in achieving this objective shall be a priority for the Town. A minimum of 15 percent of all new housing within the Town should be provided through residential infill and/or intensification, as identified as a target in the County of Essex Official Plan. Residential intensification shall be defined as a net increase in residential units or accommodation within a given property, site or area and includes:
 - a. redevelopment, including the redevelopment of brownfield sites;
 - b. the development of vacant or underutilized lots within previously developed areas;
 - c. infill development
- vi) within existing stable residential areas, applications for infill or redevelopment must be located and organized to fit with neighbouring properties and must satisfactorily address the criteria contained in Section 3.18 of this Plan. In fully serviced areas, intensification through moderate increases in building height or density, and gradual transition to more intense forms of housing may be approved in neighbourhoods that are adjacent or in close proximity to such items as transit routes, commercial areas, community facilities and/or significant areas of open space.”

The Official Plan contemplates the type of residential development being proposed and encourages the redevelopment and intensification of residential areas where appropriate.

With respect to the evaluating the proposed development’s density against relevant criteria, the Official Plan states the following:

“4.2.2.3 High Density Residential Policies

High density residential land uses shall be subject to a Zoning By-law amendment and shall include apartments, nursing homes, rest homes and retirement homes. The maximum height for high density residential buildings shall be six storeys.

The residential goals and policies contained subsection 4.2 of this Plan shall apply to high density residential development. In addition, the following policies shall apply to all high density residential development:

- i) the density range for high density is above 50 units per gross hectare;
- ii) when considering any new high density residential land uses by way of a Zoning By-law amendment, the following criteria shall apply:
 - a. availability of adequate municipal services;
 - b. availability of adequate outdoor amenity areas, which may include public recreation areas, common areas and/or private areas to the satisfaction of the Town;
 - c. adequate on-site parking for each residential unit and for visitors, either in surface parking areas, individual driveways and garages, or in above or below grade parking structures, as the Town deems appropriate;
 - d. protection of adjacent low density residential areas from adverse effects;
 - e. adjacent to, or in close proximity to, commercial areas;
 - f. on or within close proximity to an Arterial Road or Commercial Main Street;
 - g. in close proximity to public transit; and
 - h. in close proximity to parkland or open space;

- iii) new high density residential developments must address the criteria of Section 3.18 Land Use Compatibility and the Urban Design policies of Section 7 of this Plan, which refer to such matters as siting and designing the building to be compatible with adjacent land uses in terms of function and design, and avoidance of undue adverse effects on adjacent land uses; and
- iv) all new high density residential development shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.”

The proposed development conforms to the criteria established by the Official Plan in subsection 4.2.2.3 i) and ii) with respect to high-density development.

The land use compatibility criteria that is referenced in the preceding policy at subsection 4.2.2.3 iii), against which the proposed development is to be evaluated, are contained in Section 3.18 of the Official Plan, which reads as follows:

“3.18 Land Use Compatibility

In order to foster a sustainable development pattern, some land uses need to inter-relate while others are best separated. Further development and redevelopment in the Town will be guided by principles of land use compatibility that respect the quality and stability of existing areas and provide for suitable transition between areas of differing use, sensitivity, urban design treatment and intensity in order to avoid or mitigate adverse effects. Land use compatibility does not mean “the same as” but to coexist harmoniously with one another.

3.18.1 Matters to be Assessed

Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses. The demonstration of compatible development and land use change must consider the potential for impacts related to the character, planned function and/or ecological integrity of an area as well as the health and safety of humans. Where there exists a potential for negative impacts, the following land use compatibility matters shall be assessed:

- i) shadowing;

- ii) loss of privacy due to intrusive overlook;
- iii) increased levels of light pollution, noise, odour, dust or vibration;
- iv) increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;
- v) reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas or setting;
- vi) visual intrusion that disrupts the streetscape or buildings;
- vii) built form in terms of scale and massing; and
- viii) the loss or impairment of significant views of natural features and areas to residents.

3.18.2 Mitigation Measures

Mitigation Measures Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:

- i) ensuring adequate setbacks and minimum yard requirements;
- ii) establishing appropriate transition in building heights, coverage and massing;
- iii) requiring fencing, walls, landscaping or berming to create a visual screen;
- iv) designing the building in a way that minimizes adverse effects;
- v) maintaining mature vegetation and/or adding new landscaping features;
- vi) controlling access locations, driveways, service areas and activity areas; and

- vii) regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage.

Planning Act tools including Zoning By-law standards, site plan control, development agreements and other measures will be used to implement mitigative measures that achieve compatible land use change and development.”

Based on an initial review of the preliminary site plan, the proposed development meets the intent of the compatibility criteria. Further analysis by way of a future report will be provided in the event specific compatibility concerns are identified through the public consultation process

The Urban Design policies against which the proposed development is to be evaluated are contained in Section 7.3 of the Official Plan, with the relevant policies being as follows:

7.0 Urban Design

7.3 Policies

...

- iv) Through the review of development proposals, construction of public works, or the preparation and approval of area plans, the Town shall maintain or enhance the character of valued streetscapes, community areas, and landscapes by:
 - a. preserving human scale in locations that are pedestrian-oriented and establishing an appropriate street wall height by controlling building heights through the implementing Zoning By-law, requiring building step-backs, having entrances at street level, providing street furniture, and other means as appropriate;
 - c. siting new buildings and structures in a manner that repeats and complements the siting and spacing of existing buildings, structures or landscaped areas in order to continue a pattern that is characteristic of surrounding neighbourhoods and heritage areas;

- v) The Town encourages the design of new development to be visually compatible with surrounding neighbourhoods through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:
 - a. siting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood or the significant cultural heritage resources including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;

- vi) Several roads provide principal entrances to the Town for vehicular traffic including: ... Lesperance Road, ... Each provides an important entry or “gateway” to the Town. Treatment of these roadways is therefore a high priority. Development is intended to be characterized by a high standard of site design that satisfies the following objectives:
 - a. buildings are oriented to enhance the relationship of the buildings to the road;
 - b. vehicular parking, except for visitor parking and parking for people with a disability, are provided on the sides and rear of the buildings;
 - c. joint access or shared driveways are required, in conjunction with parking to the side and rear of buildings, in order to make the area available at the front of buildings for landscaping;
 - d. service areas, including loading, garbage and storage areas, are not exposed to the roads. Where this is not practical, such areas should be screened from public view by appropriate landscaping and/or fencing;
 - e. screening for outdoor storage areas is integrated with the building; and
 - f. landscaping on the site is planned to ensure a continuous landscaped area between the buildings and the road.”

On a preliminary basis, Administration believes the proposed development conforms to the aforementioned urban design standards.

Town Administration will also have regard to the foregoing guidelines in its review and evaluation of the future planning approvals such as Site Plan Control to ensure appropriate design details are incorporated as part of the subject development.

Based on all of the foregoing, the Tecumseh Official Plan contemplates the type of residential development being proposed in residentially-designated areas of the Town, subject to the review, evaluation and public/stakeholder consultation process being undertaken as part of the required Zoning By-law Amendment process.

Zoning By-law 1746

As noted earlier in this Report, the subject property is currently zoned “Residential Zone 2 (R2) and Residential Zone 2 (R2-25)”. The R2 zone applies to the two properties containing the existing two single-unit dwellings while the R2-25 zone applies to the vacant central property that once was occupied by a commercial office building and continues to permit this use. The proposed zoning by-law amendment changes the zoning on the subject property from “R2” and “R2-25” to a site-specific “Residential Zone 3” in order to facilitate the construction of the proposed residential development consisting of three, 2.5 storey, six-unit dwellings and establish site-specific lot, building and yard provisions.

Site Plan Control

As noted earlier in this Report, the subject property is subject to Site Plan Control. Council approval of a site plan control agreement will be required prior to any development occurring on-site. The applicant has been advised of this requirement.

Conclusion

Having regard to the range, scale, location and nature of surrounding uses, the location of the proposed development along with current policy initiatives encouraging standards that support more compact and efficient development, it is believed that there is merit in considering the requested application to permit the proposed residential intensification on the subject property.

Accordingly, it is recommended that a public meeting be scheduled in accordance with the provisions of the *Planning Act* as a means to seek public input. A public meeting to consider the proposed amendments will provide an opportunity to hear concerns and comments, if any, of neighbouring owners and other interested stakeholders/agencies.

It is important that the concerns and comments of these stakeholders be taken into consideration as part of the full evaluation of the applications.

Consultations

Community Safety
Public Works & Engineering Services

Financial Implications

None

Link to Strategic Priorities

Applicable	2019-22 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input checked="" type="checkbox"/>	Integrate the principles of health and wellness into all of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

Communications

Not applicable

Website Social Media News Release Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Enrico DeCecco, BA (Hons), MCIP, RPP
Planner

Reviewed by:

Chad Jeffery, MA, MCIP, RPP
Manager Planning Services & Local Economic Development

Reviewed by:

Wade Bondy
Director Community Safety & Fire Chief

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services

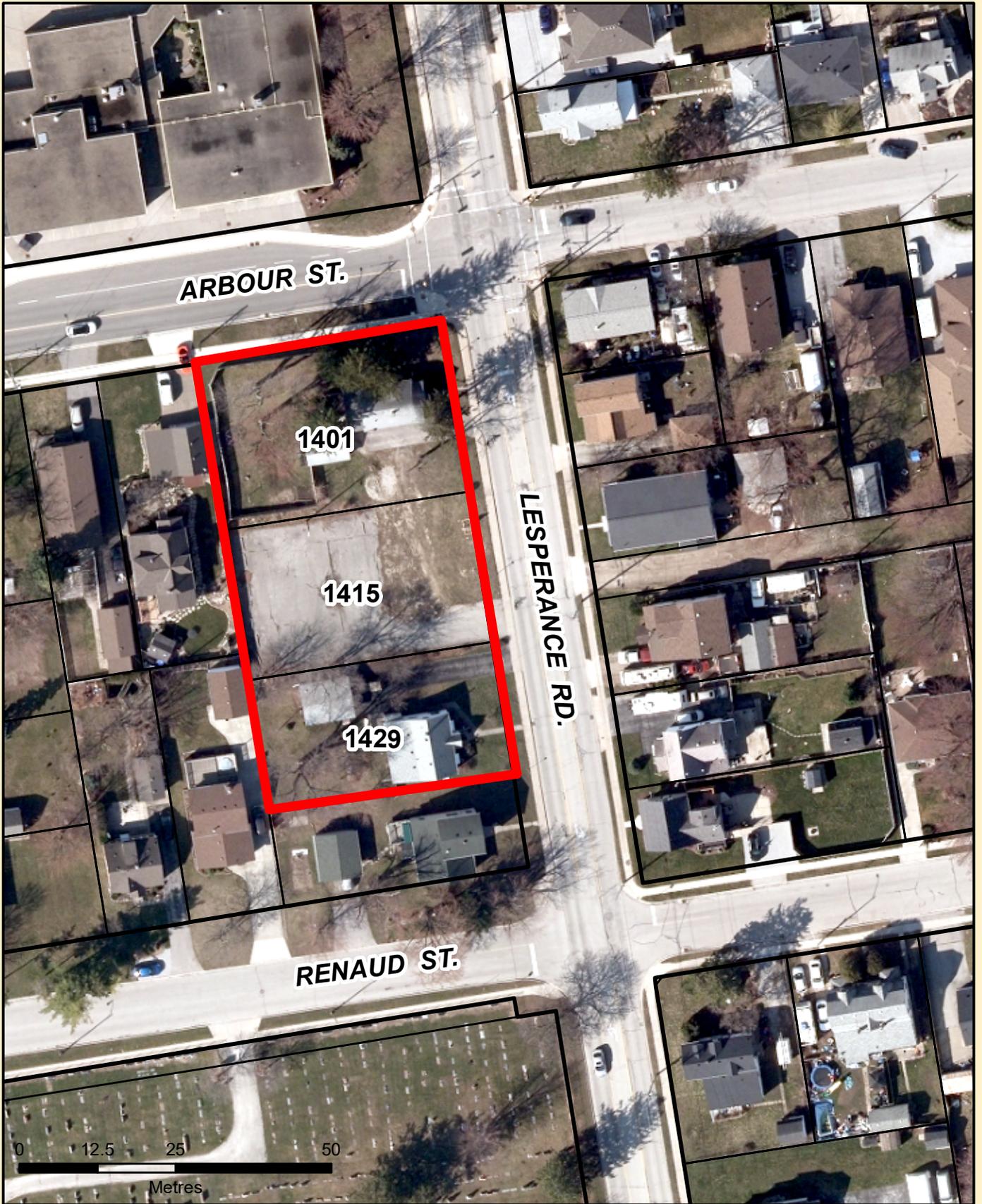
Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1A.	Property Location Map
1B.	Property Location and Surrounding Land Uses Map
2.	Preliminary Site Plan
3.	Preliminary Architectural Renderings
4.	Official Plan Map
5.	Zoning Map

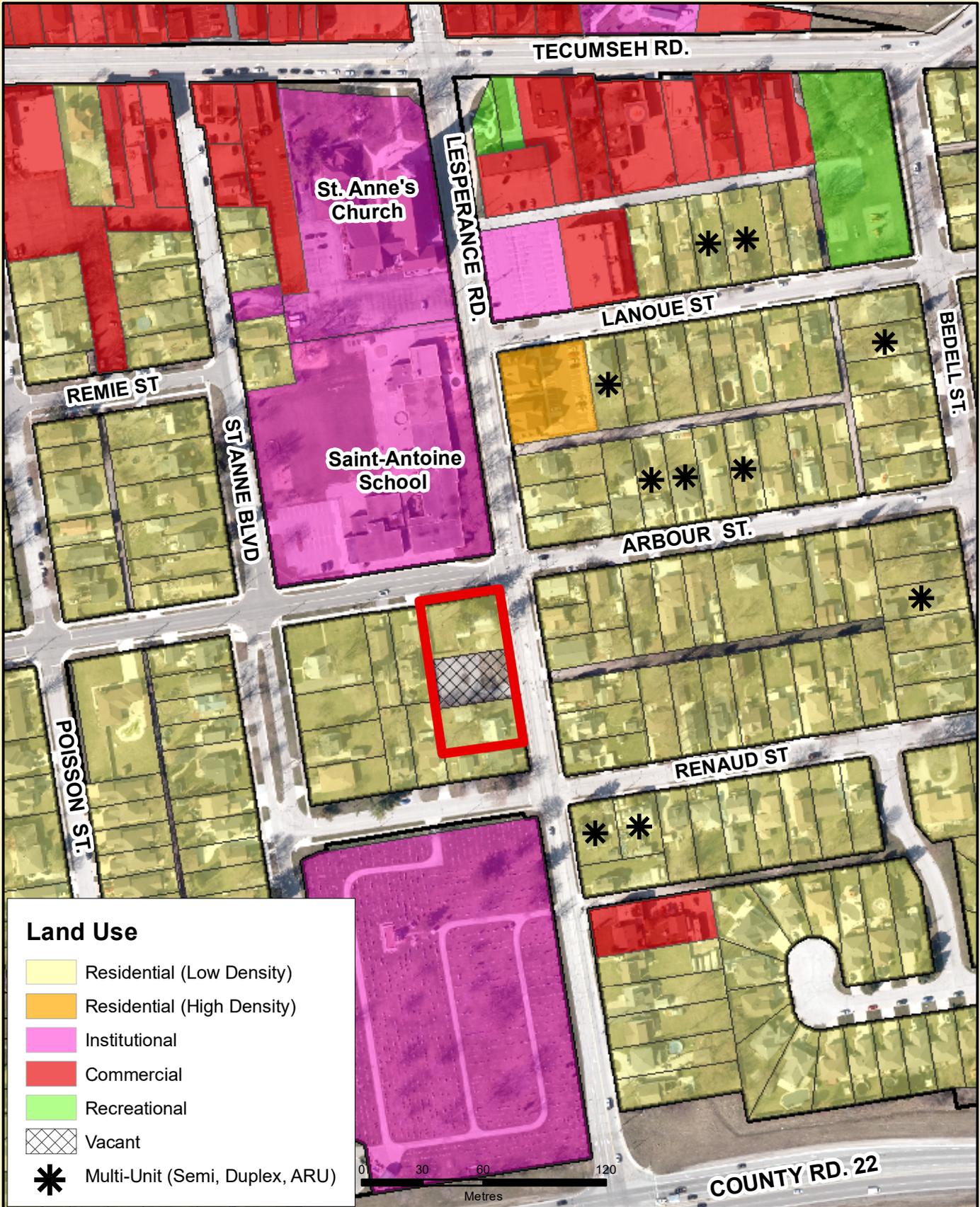


Prepared By:

Legend:

 Subject Property

Attachment 1, DS-2022-02
Zoning By-law Amendment
1401-1429 Lesperance Road



Land Use

- Residential (Low Density)
- Residential (High Density)
- Institutional
- Commercial
- Recreational
- Vacant
- Multi-Unit (Semi, Duplex, ARU)

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Legend:

- Subject Property

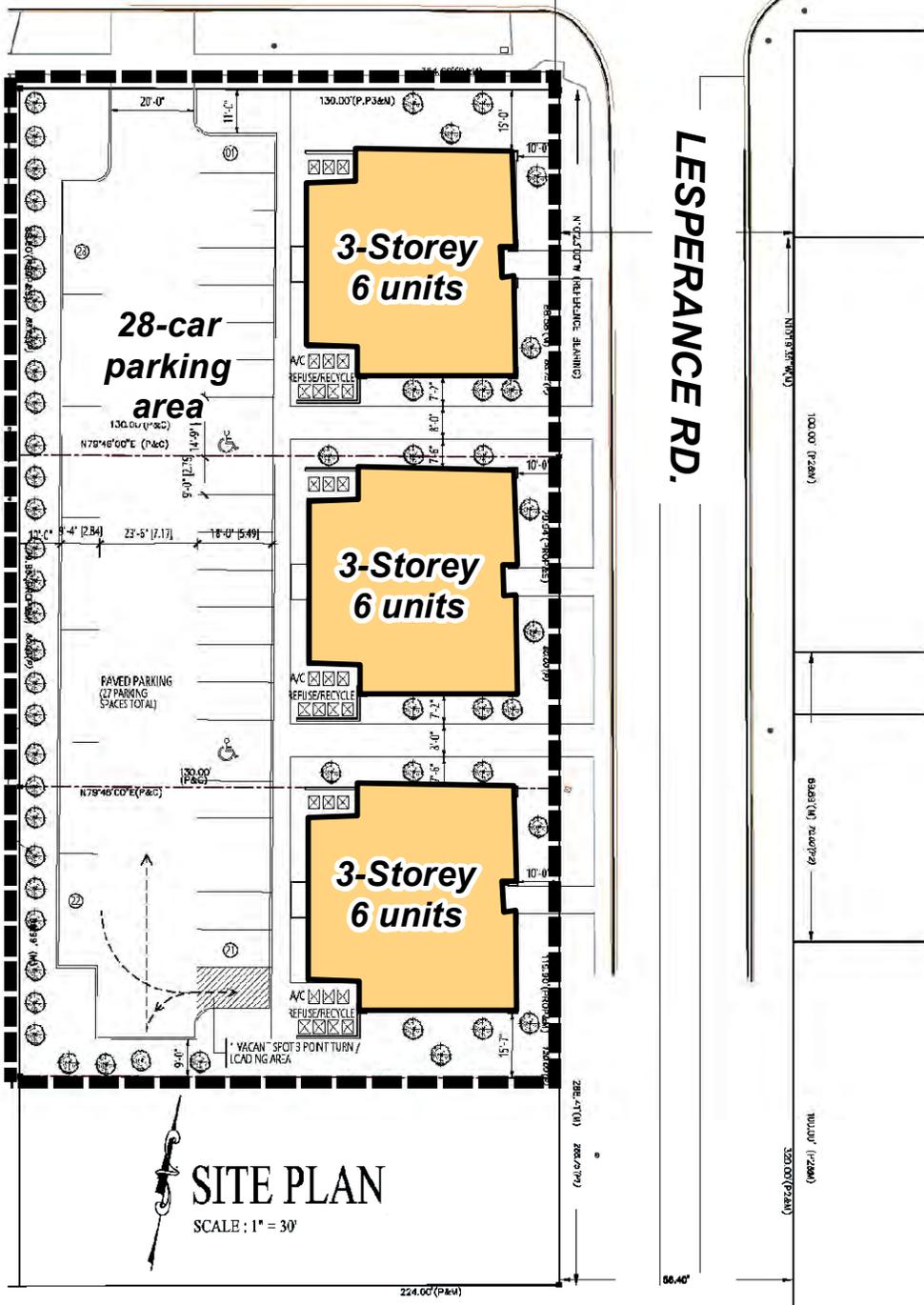
Attachment 2, DS-2022-02
 Zoning By-law Amendment
 1401-1429 Lesperance Road
Property Location and Surrounding Land Uses

DED:	28
	2



ARBOUR ST.

LESPERANCE RD.



SITE PLAN

SCALE : 1" = 30'

RENAUD ST.



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Attachment 3, DS-2022-02
Zoning By-law Amendment
1401-1429 Lesperance Road
Preliminary Site Plan



View from Lesperance Road, looking west.

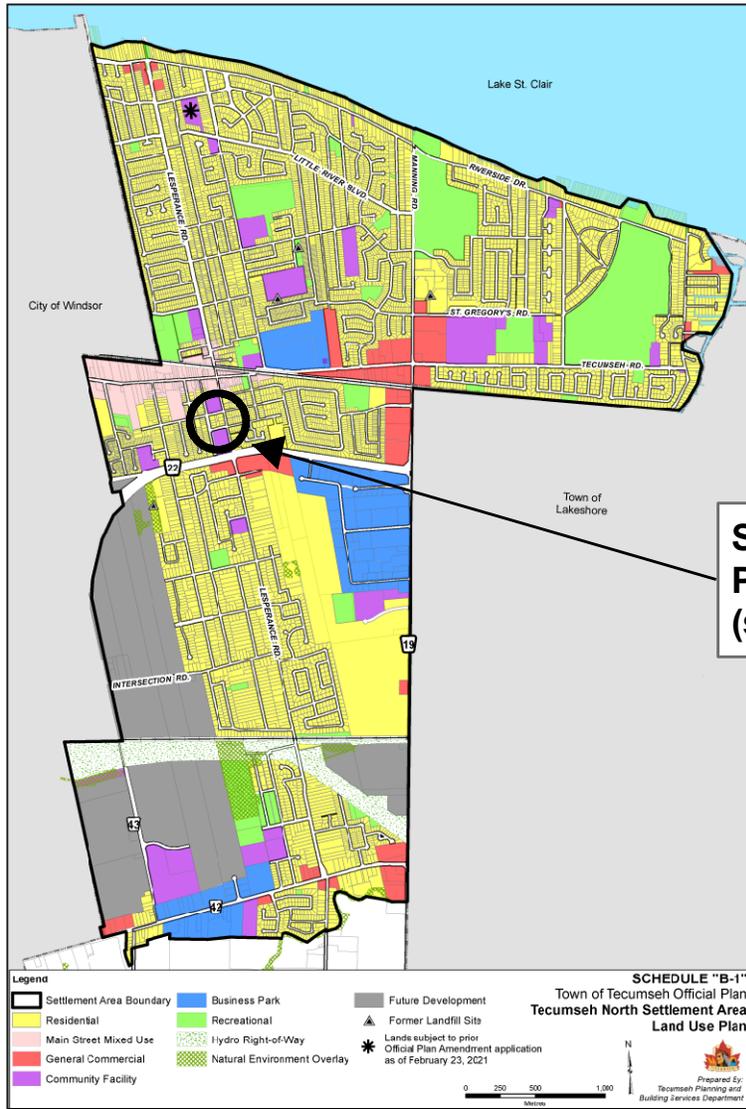


View from Lesperance/Arbour intersection, looking southwest.



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Attachment 4, DS-2022-02
Zoning By-law Amendment
1401-1429 Lesperance Road
Preliminary Architectural Renderings



**Subject Property
(see zoom below)**

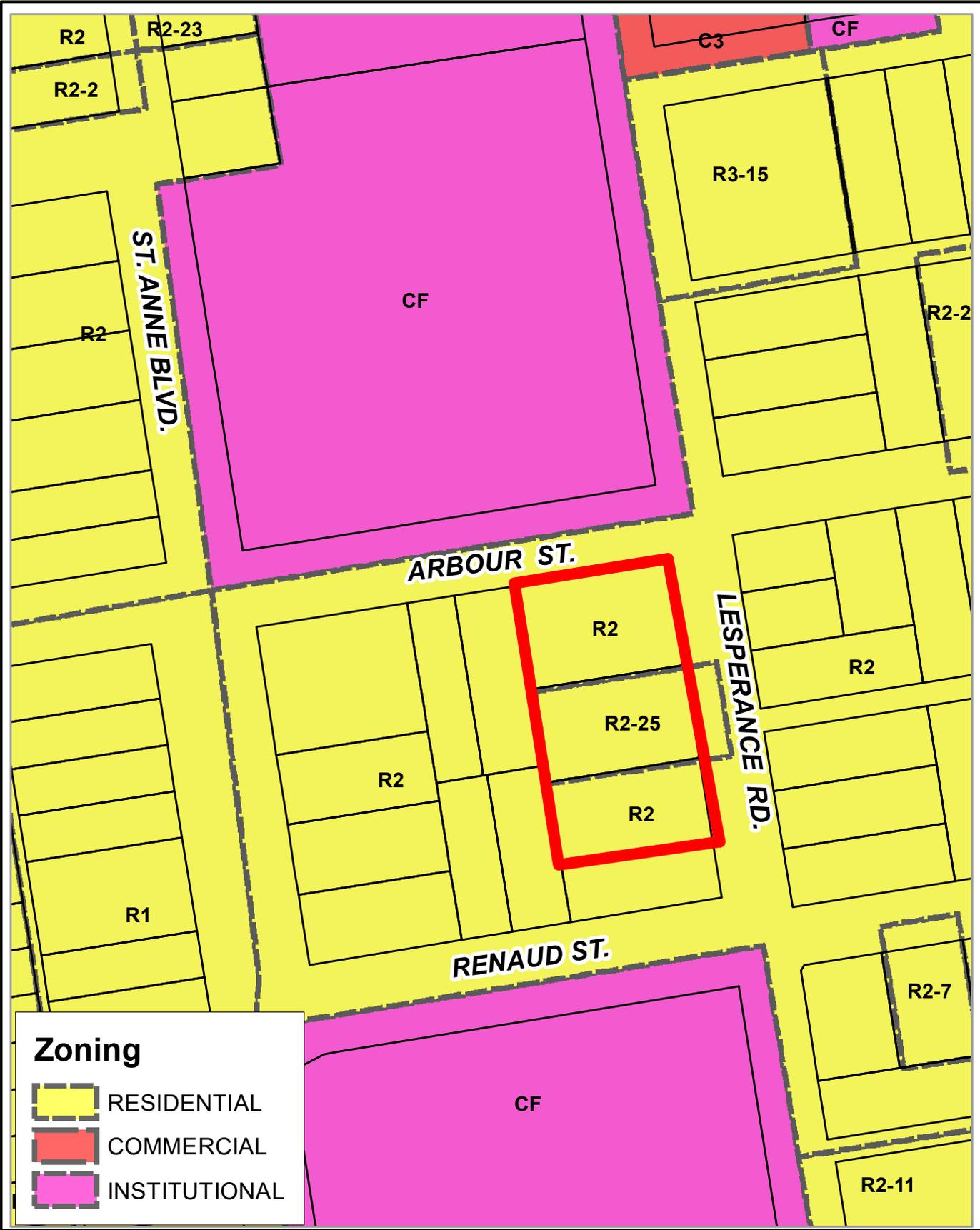


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Subject Property

Attachment 5, DS-2022-02
Zoning By-law Amendment
1401-1429 Lesperance Road
Official Plan



Zoning

-  RESIDENTIAL
-  COMMERCIAL
-  INSTITUTIONAL



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LEGEND:

-  Subject Property

Attachment 6, DS-2022-02
Zoning By-law Amendment
1401-1429 Lesperance Road
Zoning