



## The Corporation of the Town of Tecumseh

Development Services

**To:** Mayor and Members of Council

**From:** Brian Hillman, Director Development Services

**Date to Council:** October 24, 2023

**Report Number:** DS-2023-21

**Subject:** Zoning By-law Amendment  
12207 County Road 42  
Scheduling of a Public Meeting  
Our File: D19 12207CR24

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### Recommendations

It is recommended:

**That** Report DS-2023-21 entitled “Zoning By-law Amendment 12207 County Road 42 Scheduling of a Public Meeting” **be received**;

**And that** the scheduling of a public meeting, to be held on Tuesday, November 14, 2023 at 5:30 p.m., in accordance with the *Planning Act* for a zoning by-law amendment application submitted for an approximate 0.50 hectare (1.23 acre) parcel of land located on the south side of County Road 42, approximately 60 metres (196 feet) west of its intersection with Lesperance Road (12207 County Road 42), seeking to amend Zoning By-law 85-18 by rezoning the subject land from “Residential Zone 1 (R1)” to a site-specific “Residential Zone 2 (R2-6)” to permit the construction of a 3-storey, 23-unit, residential development, **be authorized**.

### Executive Summary

A zoning by-law amendment application has been filed to change the zoning pertaining to an approximate 0.50 hectare (1.23 acre) parcel of land located on the south side of County Road 42, approximately 60 metres (196 feet) west of its intersection with

Lesperance Road (12207 County Road 42), in order to facilitate the construction of a 3-storey, 23-unit residential development, with associated indoor/outdoor parking and amenity areas. The proposed rezoning also establishes site-specific lot, building, yard and parking 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**

### **Subject Property**

Pillon Abbs Inc., on behalf of the Owner, has submitted a Zoning By-law amendment application for an approximate 0.50 hectare (1.23 acre) parcel of land located on the south side of County Road 42, approximately 60 metres (196 feet) west of its intersection with Lesperance Road (12207 County Road 42) (“subject land”) (see Attachment 1).

### **Proposed Zoning By-law Amendment**

The Owner is proposing to amend Zoning By-law 85-18 by rezoning the subject property from “Residential Zone 1 (R1)” to a site-specific “Residential Zone 2 (R2-6)” to permit the following:

- i. A 3-storey, 23-unit, apartment occupying the northeastern portion of the property (see preliminary Site Plan on Attachment 2 and Architectural Rendering on Attachment 3), having a building footprint of 772 square metres (8,310 square feet) that includes:
  - Eight 1-bedroom units with floor areas of 49 to 55 square metres (529 to 599 square feet) and 15 2-bedroom units with floor areas of 74 to 82 square metres (802 to 892 square feet);
  - a common area, a lounge and a fitness room on the first floor.
- ii. A building oriented towards and having direct sidewalk access to/from County Road 42, along with a secondary entrance at the rear of the building;
- iii. On-site surface parking area to the rear and west of the proposed building totalling 35 parking spaces (two of which are barrier free) and one loading space. The parking area will have direct access to County Road 42 by way of a private driveway;

- iv. An outdoor seating/amenity space located at the western end of the property, abutting the proposed on-site parking area.

The total of 23 dwelling units will result in a density of approximately 46 units per hectare (19 units per acre). The Tecumseh Official Plan (“Tecumseh OP”) establishes this to be medium density, which includes any development having a density between 20 and 50 units per hectare.

The current R1 zone that applies to the subject property permits single unit dwellings.

The existing single-unit dwelling and associated accessory structures that are currently located on the property will be demolished as part of the proposed redevelopment.

### **Surrounding Land Uses**

The land uses surrounding the subject property can be summarized as follows (see Attachment 4):

- North: Abutting the property to the north is County Road 42, beyond which is a tier of commercial properties that front the north side of County Road 42. Lands beyond these commercial properties are primarily residential in nature, consisting of single-unit dwellings. Institutional (St. Peter Elementary School and Extendicare Tecumseh nursing home) and recreational uses (McAuliffe Park/Conservation Area) are located farther to the northwest. The Tecumseh Vista School is situated approximately 350 metres to the west of McAuliffe Park and is connected through a pathway.
- East: Two residential properties, each containing a single-unit dwelling, abut to the east, beyond which is a mix of residential and commercial properties that front the north and south side of County Road 42. A 0.66 hectare (1.63 acre) vacant parcel of land is situated on the northeast corner of Lesperance/County Road 42 intersection was recently rezoned to permit four, six-unit, three-storey dwellings. Additional single-unit residential lots are situated farther to the east along both sides of County Road 42 and at the intersection of County Road 42 and Manning Road is a commercial node consisting of gas stations, convenience stores, a restaurant and a Tim Horton’s restaurant.
- South: To the south of the subject property is the “Checker Flag” residential subdivision. This subdivision comprises single-unit residential dwellings on individual lots. This neighbourhood is served by Cranbrook Park which abuts the subject property at its southwesterly boundary and is adjacent to the aforementioned outdoor amenity area proposed as part of the development.

West: Residential lots backing onto County Road 42 (part of the Checker Flag subdivision) abut to the west, beyond which is a mix of commercial and light-industrial properties that front the north and south side of County Road 42.

## **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 pre-consultation discussions regarding the potential redevelopment of the subject land for multi unit residential purposes, Town Administration identified that a Traffic Impact Study (TIS), Functional Servicing Report and a Sanitary Assessment would be necessary to properly assess the proposal from a traffic and servicing perspective and to consider the applications complete. In addition, the Owner also has provided a Planning Justification Report (“PJR”) in support of the development.

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

- 1) Planning Justification Report – 12207 County Road 42, Pillon Abbs Inc., August 2023

The PJR evaluated the proposed development and land use against the Provincial Policy Statement (“PPS”) the County of Essex Official Plan (“County OP”), the Tecumseh OP and Zoning By-law 85-18. In addition, it provided an introductory evaluation of the development with respect to site suitability, compatibility of design and site context summary.

The PJR concluded that:

“The proposed development on the Site for residential is appropriate and should be approved by the Town of Tecumseh.

This PJR has shown that the proposed development is suitable for residential use, provides for infilling, is consistent with the PPS, conforms with the intent and purpose of the County and Town OPs, complies with the intent of the ZBL and represents good planning.”

Town Administration has reviewed this study and is satisfied that its analysis and recommendations are sufficient to support consideration of the proposed application and to proceed with the statutory public meeting.

2) Traffic Impact Study – County Road 42 Apartments, BAIRD AE, August 2023

A transportation analysis was completed to determine the existing and future operating conditions and individual turning movements. The operational analyses were primarily based on procedures set out in the Highway Capacity Manual (2010). In addition, several performance measures were used in the analysis. The objective of the TIS was to determine whether any operational issues would arise as a result of the development.

With respect to the subject property's development and access to County Road 42, the TIS concluded the following:

“The operating conditions were evaluated for 2027 and 2037 traffic conditions using the morning and evening traffic data. The findings from these evaluations are summarized below.

...

- The development access is expected to operate at an acceptable level of service in both 2027 and 2037 future conditions.

...

- An adequate sight line distance is provided for a safe departure from the development.

Based on the evaluation and findings in this report, the proposed development is expected to have a minimal impact on the conditions at the intersection of County Road 42 with Lesperance Road and Banwell Road. It should be noted that the existing intersection of County Road 42 and Banwell Road is not performing well under background traffic volumes. This condition is not the result of, nor is it made any worse by the proposed development.”

Town Administration has reviewed the TIS and concurs with its findings but has advised the Owner that County of Essex review and comments on the TIS will be required as part of the evaluation of the application as access to the proposed development is via County Road 42. Town Administration has no concerns with the traffic generation resulting from the proposed development, subject to hearing comments from the County.

3) Sanitary Assessment Memo - 12207 County Road 42, Dillon Consulting, November 2021

The Town of Tecumseh requested that Dillon Consulting assess the impact of the proposed development on the existing sanitary sewer collection system. As part of this analysis, the latest update to the Town's Infoworks-ICM sanitary sewer model was used 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. The sanitary flows from the site are recommended to be monitored so as to not exceed design flows during wet-weather events.

Additionally, the proposed improvements to the CR42 sanitary system are expected to ultimately improve future sanitary flow conditions in this area. The improvements include added capacity, decommissioning of the St. Alphonse Sanitary Pump Station, and a new trunk sanitary sewer along Shields Street that will allow the CR42 sanitary sewer to drain to the proposed West Hamlet Sanitary Trunk sewer. The sanitary system analysis evaluating existing, interim and ultimate conditions is expanded on in the County Road 42 Sanitary Sewer Improvement Assessment Memo (Dillon, 2021). The proposed improvements are expected to further reduce sanitary sewer HGLs during wet-weather conditions, thereby reducing the risk of basement flooding in areas along CR42.”

Town Administration has reviewed the Sanitary Assessment and concurs with its findings. The proposed development will be serviced with full municipal services.

4) Functional Servicing Report – 12207 County Road 42, BAIRD AE, October 2023.

The Functional Servicing Report addresses the stormwater management quantity and quality control, with storm, sanitary and water connection requirements to accommodate for the construction of a new apartment, greenspaces, and asphalt areas. Moreover, it outlines the sediment, and erosion control measures.

The Functional Servicing Report concluded that:

“This report demonstrates that stormwater attenuation using chambers and surface storm will be provided for 5-year and 100-year storm events. Also, the site will control peak flows to the

proposed rates provided by Dillon consulting attached in appendix A.

The review of the adjacent services has been found to be sufficient for the proposed development. The design of the proposed internal services will be finalized during detailed design.”

Town Administration has received the Functional Servicing Report and is reviewing it for any necessary revisions. The proposed development will be serviced with full municipal services. It is further noted that all final servicing requirements for the proposed development will be addressed through the site plan control process, including stormwater management addressing quality and quantity control.

## 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*. The following excerpts are relevant to and supportive of the application for the proposed residential development:

“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 the foregoing policy objectives. 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 land is within an identified Primary Settlement Area of the County of Essex Official Plan (County OP). The goals and policies of the County OP 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 OP 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

...

### 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 these goals and policies, it is the opinion of the writer that the proposed development conforms to the County OP.

## **Tecumseh Official Plan**

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

The Tecumseh OP provides broad support for the type of residential development proposed. With respect to the proposed land use, the Tecumseh OP 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 Tecumseh OP 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 medium density against relevant criteria, the Tecumseh OP states the following:

“4.2.2.2 Medium Density Residential Policies

Medium density residential land uses shall be subject to a Zoning By-law amendment and shall include townhouses, stacked townhouses, row houses, multiple dwelling conversions, walk-up or small-scale apartments, and mixed use buildings with commercial on the ground floor. Nursing homes, rest homes and retirement homes may also be permitted. The maximum height for medium density residential buildings shall be four storeys.

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

- i) the density range for medium density extends from 20 to 50 units per gross hectare;
- ii) when considering any new medium 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; and
  - d. protection of adjacent low density residential areas from adverse effects;
- iii) new medium 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 medium 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 Tecumseh OP in subsection 4.2.2.2 i) and ii) with respect to medium-density development.

The land use compatibility criteria referenced in the preceding policy at subsection 4.2.2.2 iii), against which the proposed development is to be evaluated, are contained in Section 3.18 of the Tecumseh OP, 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 that are unable to be addressed directly at the public meeting.

The Urban Design policies against which the proposed development is to be evaluated are contained in Section 7.3 of the Tecumseh OP, with the relevant policies 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 Town’s 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 the foregoing, the Tecumseh OP contemplates the type of residential development being proposed for the subject property, 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 85-18**

As noted earlier in this Report, the subject land is currently zoned “Residential Zone 1 (R1)” (see Attachment 6), which permits single-unit residential dwellings. The proposed zoning by-law amendment changes the zoning on the subject property from “R1” to a site-specific “Residential Zone 2 (R2-6)” to facilitate the construction of the proposed residential development 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. Accordingly, approval of a site plan control agreement will be required prior to any development occurring on-site. The site plan control agreement will address matters such as site servicing, hard-surfacing and curbing of parking areas, landscaping details, outdoor lighting and fencing. The Owner has been advised of this requirement.

## **Conclusion**

Having regard to the range, scale, location and nature of surrounding uses, frontage on a County Road that is being widened and changed to an urban cross-section, the location of the proposed development along with the current policy environment 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 land.

Accordingly, it is recommended that a public meeting be scheduled in accordance with the provisions of the *Planning Act* 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 application. If issues arise at the Public Meeting that are not immediately resolved, a summary of the issues, along with a final recommendation on the application will follow by way of a future Planning Report. If, however, all issues are resolved, a Zoning By-law amendment by-law will be brought forward for Council's consideration at a subsequent Council Meeting.

## **Consultations**

Community & Recreation Services  
Community Safety  
Public Works & Environmental Services

## **Financial Implications**

None

## Link to Strategic Priorities

Applicable	2023-2026 Strategic Priorities
<input checked="" type="checkbox"/>	Sustainable Growth: Achieve prosperity and a livable community through sustainable growth.
<input checked="" type="checkbox"/>	Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do.
<input type="checkbox"/>	Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service.

## 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  
Senior Planner

Reviewed by:

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<b>Attachment Number</b>	<b>Attachment Name</b>
1.	Property Location Map
2.	Preliminary Site Plan

<b>Attachment Number</b>	<b>Attachment Name</b>
3.	Preliminary Architectural Rendering
4.	Property Location and Surrounding Land Uses Map
5.	Official Plan Map
6.	Zoning Map