

**Attachment 4, DS-2024-20  
Owner's Planning Consultant's Response to Comments Raised**

**RESPONSE SUMMARY**

APPLICATION FOR  
ZONING BY-LAW AMENDMENT  
FOR A PROPOSED RESIDENTIAL DEVELOPMENT

12207 County Road 42, Tecumseh, Ontario

**May 17, 2024**

**Prepared by:**



Tracey Pillon-Abbs, RPP  
Principal Planner  
Chatham, ON  
226-340-1232  
tracey@pillonabbs.ca  
[www.pillonabbs.ca](http://www.pillonabbs.ca)

The following is a summary of the comments and responses from the public meeting (written and verbal submission) held on November 14, 2023.

Topic	Comment	Response
Safety / Crosswalk	<p>Pedestrian safety is a concern.</p> <p>Crossing County Rd 42 is a concern.</p> <p>There needs to be a crosswalk.</p> <p>The decrease in property frontage along County Rd 42 due to the road widening poses a safety risk.</p>	<p>The County considered bike lanes and sidewalks along the new roadway.</p> <p>Crosswalks can be considered by the County when they build the new road.</p> <p>The road widening has been taken into consideration in the establishment of the required setbacks.</p> <p>The County of Essex has confirmed that the minimum front yard setback is 7.6 m from the new lot line. Please refer to the concept site plan for details.</p>
Traffic	<p>Concerns with the increase in cars.</p> <p>Did the TIS take into consideration the road widening to 5 lanes?</p> <p>The new battery plant will generate more traffic along County Rd 42.</p> <p>Traffic flow out of the subdivision is difficult.</p> <p>The proposed development will create traffic congestion.</p> <p>Vehicles turning left on County Rd 42 are concerning and will include traffic volume.</p>	<p>A Traffic Impact Study (TIS) was completed.</p> <p>The TIS did take into consideration the five lanes (2 eastbound, 2 westbound, and a centre turn lane), and the new road will include bike lanes and sidewalks. Refer to the Appendix of the TIS.</p> <p>County Road 42 has been designed by the County of Essex in consultation with the Town to accommodate the projected traffic volumes.</p> <p>There are no sightline concerns from the subject property.</p> <p>The County of Essex has also been consulted, as a future entrance permit will be required prior to the construction of the entrance.</p>

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Business Impacts	<p>There is a commercial use across the street.</p> <p>The sign is bright.</p>	<p>It is not anticipated that the proposed development will impact the existing commercial use to the north.</p> <p>The Town has the ability to control signage through a Municipal Act By-law. Please refer to the Town's Sign By-law and consider following up with Town By-law Enforcement Staff to lodge a complaint for investigation.</p>
Privacy / View / Quality of Life	Concerns with people looking into backyards.	<p>The Site provides for buffering (homes and the road).</p> <p>There is buffering proposed, including landscaping and fencing (subject to Site Plan Control approval when detailed design occurs).</p> <p>The proposed development is only 3 storeys, and balconies are only proposed to be located on the rear and front faces (none on the east and west sides).</p> <p>Elevations have been provided; please refer to the concept elevation plans.</p> <p>Additional viewshed analysis has now been prepared, illustrating the views from the proposed building (3rd floor) toward the properties located to the south.</p>
Location / Need	<p>People move to the suburbs to have a comfortable neighbourhood/place for their family, friends and schools.</p> <p>People who want to live in a condo have a different mentality and expect amenities that are not there, such as supermarkets and convenience stores.</p>	<p>The Provincial Policy Statement supports the need to provide for new housing choices in existing built-up areas.</p> <p>A mix of densities is encouraged.</p> <p>There is a housing crisis in the province.</p>

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	<p>If someone wants this time of development, they should move to the City of Lakeshore.</p> <p>There is no need for this development.</p> <p>There is no housing crisis.</p>	
Parking	<p>Number of parking spaces is a concern (including visitor parking).</p> <p>Overflow parking will end up on Cranbrook Cres.</p> <p>What calculation was used?</p>	<p>The proposed parking spaces are standard.</p> <p>1.5 parking spaces per dwelling unit is used for multiple dwellings</p> <p>A total of 35 parking spaces are provided, inclusive of 2 accessible parking spaces.</p> <p>A revised concept plan has been prepared, depicting the revised parking layout and areas for landscaping, as expressed in the concept landscaping plan.</p>
Building Type	<p>The property is more conducive to a single detached dwelling.</p>	<p>The proposal represents good planning as it addresses the need for the Town to provide new 'missing middle' housing in an existing settlement area.</p> <p>Residential uses on the Site represent an efficient development pattern that optimizes the use of land on full municipal services.</p> <p>It is good planning to build up and not out.</p>
Property value/home sales/taxes	<p>The development will increase property value, decrease home sales and increase taxes.</p>	<p>Not a planning issue.</p>
Density	<p>There is concern over the number of people.</p>	<p>Based on the size of the entire Site (4,780 m<sup>2</sup>) after County Road 42</p>

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		<p>road allowance widening (gratuitously conveying 598 m<sup>2</sup> to the County of Essex), the proposed development will result in a gross density of 48.12 units per hectare.</p> <p>A mix of housing choices is good planning.</p> <p>The subject property is the right place for development, and it is near community facilities, local amenities and transportation corridors.</p>
Property Size	The property is not very big.	<p>The Site is an irregularly shaped parcel of land consisting of a total area of 4,780 m<sup>2</sup> after County Road 42 road allowance widening (gratuitously conveying 598 m<sup>2</sup> to the County of Essex).</p> <p>The proposed development has been designed based on the size of the property and provides over 50% landscape open space (green space)</p> <p>A concept landscaping plan has been provided.</p> <p>Parking can be provided on-site, as expressed in the concept site plan.</p>
Infrastructure	<p>Concern that the existing infrastructure can not support the sewer system and water runoff from the proposed development.</p> <p>What are the costs of infrastructure?</p>	<p>An FSR was completed.</p> <p>No negative impact is anticipated.</p> <p>The cost of the proposed infrastructure will be provided by the development for the Site when future detailed design is completed and approved by the Town.</p>
Compatibility / Fit	The proposed development is not compatible with the area.	The Site provides for transition between uses and buffering (between existing homes and the arterial roadway of County Road 42).

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	<p>Developers should make sure these types of buildings fit and try to address the concerns of the neighbours.</p>	<p>Compatibility does not mean it has to be the same.</p> <p>The proposed use can exist in harmony with the surrounding land uses.</p> <p>A concept landscape plan has been prepared showing enhanced plantings along the front of the proposed building and parking area while providing plantings throughout the Site. Careful placement of trees has been utilized with the proposed development, with over 50% of the Site having green space (landscape open space)</p>
Building Height	<p>What is the height of a Single Detached Dwelling (SDD)?</p> <p>Put the 1<sup>st</sup> floor in the basement.</p>	<p>An SDD can be 32.8 ft (3 storeys).</p> <p>The applicant has considered burying the first floor. However, it would not be appealing to a condo owner to have the first floor as basement units.</p>
Crime	<p>It will increase due to the proposed development.</p> <p>There will be an increase in automotive theft in the area.</p>	<p>Subject to Crime Prevention Through Environmental Design (CPTED) assessment by the Town as part of Site Plan Control (SPC).</p> <p>The building will provide for natural surveillance (more eyes on the street).</p> <p>The proposed development offers a new housing choice in an existing built-up area, which is good land use planning.</p>
Flooding	<p>Houses will be flooded because of the development.</p>	<p>A Functional Servicing Report has been prepared.</p> <p>The proposed development will require stormwater management to ensure there are no adverse impacts on the Site and the surrounding area, including the stormwater outlet.</p>

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		<p>There is a new public sewer truck and storm water pipe installed within County Road 42 road allowance, on behalf of the Town.</p> <p>During Site Plan Control, detailed design and stormwater management report will occur for approval.</p>
Setbacks	<p>What is the proposed rear yard setback?</p> <p>The setback from the rear lot line is too close.</p>	<p>The proposed rear yard setback will comply with the Zoning By-law.</p> <p>The location and size of the proposed building have been revised. It has been shifted toward the roadway. This will increase the building setback from the rear lot lot.</p> <p>The concept site plan has a rear yard setback of 11.6m to the proposed building in order to provide enhanced green space and driveway/fire route access.</p>
Wall	The building will separate the existing subdivision from the rest of the Town.	<p>The proposed building provides a buffer from County Road 42 to the existing residential subdivision to the south on the eastern portion of the Site.</p> <p>The proposed concept landscaping plan will aid in providing enhanced green space between County Road 42 and the residential subdivision to the south, with the proposed landscape open space being 50.5%, compared to the minimum 30% zoning by-law requirement.</p>
Recreation Space	<p>Where will children play?</p> <p>How will the existing park impact the proposed development?</p>	<p>There is a proposed open space for children to play in, which could connect to the abutting public park, known as Cranbrook Park.</p> <p>It is anticipated that the park will complement the open space, with the</p>

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		western portion of the Site being green space.
School capacity	There is not enough space in our current schools.	There is a need for housing, and there is a decrease in enrollment. The School Board's monitors their pupil accommodations accordingly to ensure there are planned spaces, when warranted.
Noise	The proposed development will cause noise, such as slamming doors.	Noise requirements pertain to protecting the new development from surrounding noise. Please note that the Town has a Municipal Act By-law that regulates noise through the Noise By-law.
Pollution	The proposed development will cause pollution from cars in the parking area.	This pertains to protecting the new development from industrial uses.  The proposed development has high-quality green space as well to buffer the proposed parking area. Please refer to the concept landscaping plan.
Security Camera	They will be directed onto private property.	Cameras are not allowed to be directed onto other properties, as there are reasonable expectations of privacy.
Surplus Lands	Have residents in the area take over the land.	The subject lands are privately owned.
Site Plan Control (SPC)	Does it apply?	Yes, and will address items such as fencing, lighting, signage, landscaping, and other construction details that require approval.
Cost of Units/Affordability	How much will the units cost?	No price has yet to be established.  The units will be designed to be affordable and include 1 to 2-bedroom units. Please refer to the concept floor plans.  This will allow someone to start out or downsize.
Tenure/Ownership	Rental vs Condo?	The units will be created by a draft plan of condominium approval and individually owned (freehold).



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		<p>A condominium corporation will be created, and common elements will be identified.</p> <p>Owners would have the option to rent out the unit (suites).</p>
Next Steps	What is the next steps?	<p>A Town Staff Report will come back to Council for final consideration.</p> <p>There is an opportunity for appeals to the Ontario Land Tribunal.</p>

The following additional and/or revised support studies and plans have been provided:

1. Concept Site Plan
2. Concept Landscaping Plan
3. Concept Floor Plans
4. Concept Building Elevation Plans
5. Concept Renderings
6. Viewshed Analysis
7. Functional Servicing Report
8. Traffic Impact Study