



**The Corporation of the
Town of Tecumseh**

Development Services

To: Mayor and Members of Council

From: Brian Hillman, Director Development Services

Date to Council: August 13, 2024

Report Number: DS-2024-24

Subject: Tecumseh Hamlet Secondary Plan
Presentation of Draft Document and
Scheduling of a Public Meeting
OUR FILE: D08 TEC

Recommendations

It is recommended:

That Report DS-2024-24, entitled “Tecumseh Hamlet Secondary Plan: Presentation of Draft Document and Scheduling of a Public Meeting” **be received;**

And that the scheduling of a public meeting, to be held on Tuesday, September 24, 2024 at 5:30 p.m., in accordance with the *Planning Act*, to offer the public the opportunity to comment on the draft Tecumseh Hamlet Secondary Plan, which is proposed to be introduced into the Tecumseh Official Plan by way of an amendment, **be authorized;**

And further that Administration **be directed** to prepare a further Administrative Report summarizing the comments received through the public consultation process and providing a final recommendation on the draft Tecumseh Hamlet Secondary Plan document and associated Official Plan Amendment for consideration at a future meeting of Council.

Executive Summary

This Report summarizes the purpose and content of the Draft Tecumseh Hamlet Secondary Plan (“THSP”), the planning and servicing process and public/agency consultation undertaken to date and the key engagement outcomes. It also requests authorization to schedule a statutory public meeting in accordance with the *Planning Act* in relation to the associated Official Plan Amendment that will incorporate the THSP into the Tecumseh Official Plan.

Background

Purpose of Secondary Plan

The purpose of the THSP is to establish a detailed planning framework for the future urban development of the lands that are currently designated Future Development in the Tecumseh North Settlement Area of the Official Plan (“Study Area”). The Study Area is generally delineated by County Road 22 to the north, County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west and is situated between the City of Windsor to the west and the Municipality of Lakeshore to the east (see Attachment 1, Slide 5).

The THSP is intended to ensure the orderly, efficient and appropriate development of the Study Area, strengthening it as a healthy, vibrant and liveable community, while protecting and enhancing desirable assets and characteristics.

The THSP will address the integration of existing and new development, land use distribution and related infrastructure requirements. It will seek to strengthen mobility and street network connectivity; build an interconnected network of public open space; identify the location and distribution of community facilities; and identify future land uses. One of its main goals will be to deliver a complete, walkable and diverse community, comprising sustainable neighbourhoods through the provision of a wide variety of land uses and a diversity of housing types, supported and enhanced by quality private development and public spaces and amenities.

Tecumseh Hamlet Secondary Plan

The THSP is organized into three parts (see THSP at Attachment 2), which are summarized as follows:

- 1) Part A, The Plan Context, includes the purpose and structure of the Plan as well as a description of the Study Area;

- 2) Part B, The Secondary Plan, contains a Vision Statement, Guiding Principles, an Area Structure Plan, Land Use Policies, Urban Design Guidelines and Municipal Services;
- 3) Part C, Implementation, contains a cross-reference to the Municipal Class Environmental Assessment Process that was completed concurrently with the preparation of the THSP. It also contains policy on Development Phasing, including the need for various agreements, and a subsection entitled Zoning By-laws identifying the need for future rezoning of the Study Area.

In addition, the THSP includes the following 15 Schedules. The Schedules have been numbered for ease of incorporation into the Official Plan:

- 1) Schedule "H-1" – Study Area;
- 2) Schedule "H-2" – Structure Plan;
- 3) Schedule "H-3" – Road Hierarchy;
- 4) Schedule "H-4" – Planned Right of Way Width;
- 5) Schedule "H-5" – Cross Section – 20M ROW – Typical;
- 6) Schedule "H-6" – Cross Section – 20M ROW – Special Design;
- 7) Schedule "H-7" – Cross Section – 23M ROW – Typical;
- 8) Schedule "H-8" – Cross Section – 23M ROW – Special Design #1;
- 9) Schedule "H-9" – Cross Section – 23M ROW – Special Design #2;
- 10) Schedule "H-10" – Cross Section – 23M ROW – Special Design #3;
- 11) Schedule "H-11" – Land Use Plan;
- 12) Schedule "H-12" – Open Space Framework;
- 13) Schedule "H-13" – Pedestrian Network;
- 14) Schedule "H-14" – Cycling Network;
- 15) Schedule "H-15" – Transit.

Ms. Dorsa Jalalian, Associate, Senior Urban Designer with Dialog, will be attending the August 13, 2024, Special Council meeting as a delegation and will provide an overview of the THSP using the Power Point at Attachment 1.

Municipal Class EA Process

The Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report (“ESR”) is being completed by the Town as a Schedule C Municipal Class Environmental Assessment. The ESR documents the planning and design process leading to the selection of the preferred municipal infrastructure servicing strategy to facilitate development in the THSPA. It builds on previously completed Master Plans that have identified regional municipal servicing projects and have completed Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process. The ESR and the THSP were completed concurrently to ensure that development proceeds in an orderly and timely manner, considering infrastructure capacity constraints and site-specific needs.

In general, the ESR establishes the location and capacity of collector roads, storm and sanitary sewers, watermains, how stormwater will be managed, and cross-section details for various roads in the THSPA. It also provides the basis for ensuring that these infrastructure facilities are planned and designed to avoid impacts on significant natural heritage, water and cultural resources and minimize other environmental impacts. Several studies and technical reports, including a Functional Servicing Report (“FSR”) and an updated Tecumseh Hamlet Secondary Plan Transportation Study Addendum are appended to the ESR.

Ms. Laura Herlehy, P.Eng., Associate with Dillon Consulting Limited, will be attending the August 13, 2024, Special Council meeting as a delegation and will provide a servicing overview in relation to the ESR and the FSR using the Power Point at Attachment 1.

Public Consultation to Date

As part of the planning process, the project team, consisting of Town Administration (Development Services, Public Works & Engineering Services, Community & Recreation Services), DIALOG (Town’s planning consultant) and Dillon Consulting Limited (Town’s engineering consultant) hosted a series of conversations (stakeholder interviews, workshops, public open houses/information centres, meetings, etc.) with a broad spectrum of stakeholders throughout the development of the THSP and the ESR. This consultation process involved ongoing engagement with local residents, property owners, sports group, developers, Indigenous communities, ERCA, the County of Essex, the City of Windsor, Ontario Hydro, local school boards, Council and municipal

staff. The goal of the consultation process was to keep stakeholders well informed and involved throughout and to ensure that their ideas and concerns were heard and appropriately addressed.

Comments

Engagement Outcome

There were several items that were raised and resolved through the public engagement process, including matters related to the: location/size of stormwater management facilities; distribution, density and mix of land uses; design and capacity of roads; protection and enhancement of recreational spaces and natural heritage areas; and capacity of water and wastewater infrastructure.

The major items addressed as part of the public consultation processes were in relation to the following matters:

- 1) Shields Street extension/McAuliffe Park expansion;
- 2) Transition to existing neighbourhoods;
- 3) Successful collaboration with THSPA landowners;
- 4) Traffic analysis for the THSPA;

A summary of these items, along with a project team response, is provided below:

Item 1: Shields Street Extension / McAuliffe Park Expansion

Comments Provided

- Extending Shields Street through McAuliffe Park will cause safety issues to pedestrians, children and users of the park.
- Re-design of McAuliffe Park will result in a loss of recreational features at the park.
- Range of sports-related facilities will be negatively impacted.

Project Team Response

The extension of Shields Street westerly from its current terminus easterly through to Banwell Road is considered a critical east-west connector for the Tecumseh Hamlet to

provide pedestrian and vehicular access to/from the existing built-up area to the Tecumseh Vista School and the future commercial node at Banwell Road. This corridor was evaluated and selected through the Municipal Class EA process as the preferred east-west connection between the new THSP neighbourhoods west of McAuliffe Park and the existing neighbourhood east of McAuliffe Park.

It was acknowledged, however, that the design of this extension through the park must be carefully considered to ensure pedestrian and vehicular traffic is sensitive to the surrounding park space. Accordingly, in 2023, several meetings and design sessions were held with McAuliffe Park Sports Group to co-develop a draft concept plan for a renewed McAuliffe Park. The resulting plan proposes that the renewed park would create two spaces each with distinct features and amenities. McAuliffe Park North would focus on passive recreation and integrate a new event plaza area amongst the existing amenities. McAuliffe Park South would focus on active recreation and incorporate new soccer fields, washrooms, and parking to the west of the existing baseball amenities (see Attachment 1, Slide 37). As the extension of Shields Avenue traverses the park, the street would narrow and have well-identified pedestrian crossings, bike paths, landscaping and surface treatments (see Attachment 1, Slides 35 and 36).

As a result of the preceding, policies have been included in the THSP to ensure an appropriate, context sensitive design for the Shields Street extension. In addition, lands have been identified as Recreational in the THSP that will support the westerly expansion of McAuliffe Park on the south side of Shields Street.

Item 2: Transition to Existing Neighbourhoods

Comments Provided

- The proposed medium density residential areas are too close to existing residential areas, particularly those located on Corbi Lane, and are not compatible with abutting lands.
- Potential four-storey height will reduce privacy of existing homeowners on Corbi Lane.

Project Team Response

As noted on the THSP Land Use Plan (see Attachment 1, Slide 14), only Low Density Residential development is permitted directly abutting the existing homes that are situated on the west side of the hamlet. Single detached dwellings and semi-detached dwellings are permitted in the Low Density Residential designation, which will be of a similar scale and size of the abutting existing residential uses.

The concern raised stems from the Medium Density Residential designation that is proposed west of this first tier of Low Density Residential development (see Attachment 1, Slide 14). The Medium Density Residential designation permits residential buildings up to 4 storeys in height.

With respect to the potential for loss of privacy and intrusive overlook for abutting residents along Corbi Lane, a review of the potential built form was assessed by way of renderings and a viewscape analysis (see Attachment 1, Slides 38 and 39). The renderings and viewscape analysis demonstrated the limited potential future views from the rear lot of a Corbi Lane property as well as from the perspective of a fourth storey dwelling unit toward the Corbi Lane properties. This analysis was repeated with several additional properties along Corbi Lane with the same result.

In addition to the preceding specific analysis, it is noted that as a general tenet of planning, residential uses are compatible with other residential uses. Multi-unit residential dwelling units adjacent to single-unit detached dwellings is a built form and land use mix that currently exists in numerous areas of the Town and is a common land use pattern in urban areas throughout the region, the province and beyond.

It is a commonly held planning principle that being “compatible with” does not equate to “being the same as” or even “being similar to.” Being “similar to” implies having a resemblance to another thing; they are like one another, but not completely identical. Being “compatible with” fundamentally implies being capable of existing together harmoniously. Appropriately integrated intensification is encouraged in all areas where it can be adequately serviced, projected traffic generation can be accommodated by the existing transportation network and compatibility between uses can be achieved. Servicing and transportation issues are addressed later in this Report.

The evaluation of residential land use compatibility involves consideration of noise, traffic, safety, privacy or intrusive overlook, shadowing and building scale, height and massing. Section 3.18, Land Use Compatibility, of the Official Plan lists these as matters to be assessed when introducing infill development into existing stable residential areas. The study team believes that the THSP Land Use Plan has adequately addressed these items.

In summary, it is believed that the THSP Land Use Plan and associated policies will result in development that is compatible with surrounding existing residential areas and provides adequate separation distances to abutting residential properties to address concerns related to intrusive overlook. In addition, it is noted that similar residential development scenarios (multi-storey apartment buildings situated adjacent to and in close proximity to low density/low profile residential development) exist in multiple other areas of Tecumseh and Essex County municipalities. This type of development scenario is relatively common in fully serviced urban areas.

Item 3: Successful Collaboration with THSPA Landowners

Comments Provided

- The eight major landowners in the THSPA (see Attachment 1, Slide 40) had a range of individual interests and objectives and generally sought to achieve a greater diversity of housing choices (including increased density).
- The landowners in the northwest quadrant of the THSPA (lands along Banwell Road, adjacent the future interchange) requested a consideration for incorporation of a large-retail format use.

Project Team Response

One of the unique challenges in the preparation of a secondary plan is considering the diverse ownership pattern and development interests of various landowners. This needs to be balanced against the broader goals and guiding principles of the planning process to arrive at a suitable plan for the development of an area. The ultimate plan must be implementable, serviceable and result in orderly, coordinated and appropriate development. It is believed that this has been achieved in the THSP through analysis and ongoing discussions between the study team and the eight landowners and their representatives.

Item 4: Traffic Analysis for the THSPA

Comments Provided

- The County of Essex (for the segment of Banwell Road/County Road 43 south of the CP Rail) and the City of Windsor (for the segment of Banwell Road north of the CP Rail) had ongoing interest in the THSP given the location of Banwell Road and its role as a major north/south transportation corridor.
- General questions and concerns were raised by stakeholders regarding potential traffic impacts to the surrounding transportation networks.

Project Team Response

An over-arching relationship exists in relation to the Town Boundary Adjustment Agreement (“Agreement”), effective January 1, 2003, and executed by the Town of Tecumseh, the County of Essex and the City of Windsor. This Agreement establishes various obligations and terms in relation to both the County and the City portion of Banwell Road. All parties have worked to see the appropriate fulfillment of this Agreement, through respective Municipal Class EA processes and road construction projects and the development of the THSP.

Over the past ten years, Town Administration has worked closely with both the County and the City throughout the preparation of their respective Banwell Road Municipal Class Environmental Assessment processes. The County completed its Municipal Class EA in July 2009, and the City completed its Municipal Class EA in September 2016. The Town retained Dillon Consulting Limited to complete a traffic analysis for the entire Tecumseh Hamlet, the findings of which were refined and used by the City in the finalization of its Banwell Road EA.

Dillon subsequently updated the traffic analysis with an addendum that considered the current land use plan proposed by the THSP. In general, the updated analysis found that, provided road improvements recommended by the various municipal class EAs were constructed, the surrounding road network was able to support the projected traffic generated from the THSPA. It is noted that the County's portion of Banwell Road (County Road 43) is currently under construction and anticipated to be completed by Q4 2024. The City's portion, including an interchange at E.C. Row, is proposed to commence construction in 2025, with completion anticipated by Q4 2026.

On August 7, 2024, the Town received written correspondence from the City Engineer regarding the traffic analysis for the THSPA. The items raised in the correspondence are under review by the project team. A detailed review of the matters raised, and the project team's response, will be provided to Council under a future report prior to Council making a decision on the THSP.

Statutory Public Consultation

Having regard to all the preceding, it is appropriate to proceed to the scheduling of a statutory public meeting in accordance with the requirements of the Planning Act, and to seek stakeholder and public comments on the THSP and the amendment required to incorporate it into the Official Plan. It is therefore recommended that a public meeting be scheduled for Tuesday, September 24, 2024 at 5:30 p.m. The public meeting will be attended by the study team.

Following the public meeting, an Administrative Report summarizing the comments received through the public meeting process and providing a final recommendation on the THSP and associated Official Plan Amendment will be provided for consideration at a future meeting of Council.

Consultations

Community & Recreation Services
Public Works & Engineering Services
DIALOG
Dillon Consulting Limited

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 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:

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

Reviewed by:

Beth Gignac, BA Hons
Director Community & Recreation Services

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
1.	Tecumseh Hamlet Secondary Plan Power Point
2.	Draft Tecumseh Hamlet Secondary Plan, August 13, 2024

**Attachment 1, DS-2024-24
Power Point Presentation**

Tecumseh Hamlet Secondary Plan

Agenda:

- | | |
|------------------|---|
| 4:00 p.m. | Introduction and Process Overview (Town) |
| 4:15 p.m. | Hamlet Secondary Plan: Plan Highlights (DIALOG) |
| 4:35 p.m. | Servicing + Transportation Update (Dillon) |
| 4:40 p.m. | Questions |
| 4:55 p.m. | Closing + Next Steps (Town) |

Project Team:



DIALOG[™]



Town of Tecumseh

Led by Development Services and Public Works & Engineering Services

DIALOG

Urban Planning, Urban Design and Engagement

Dillon

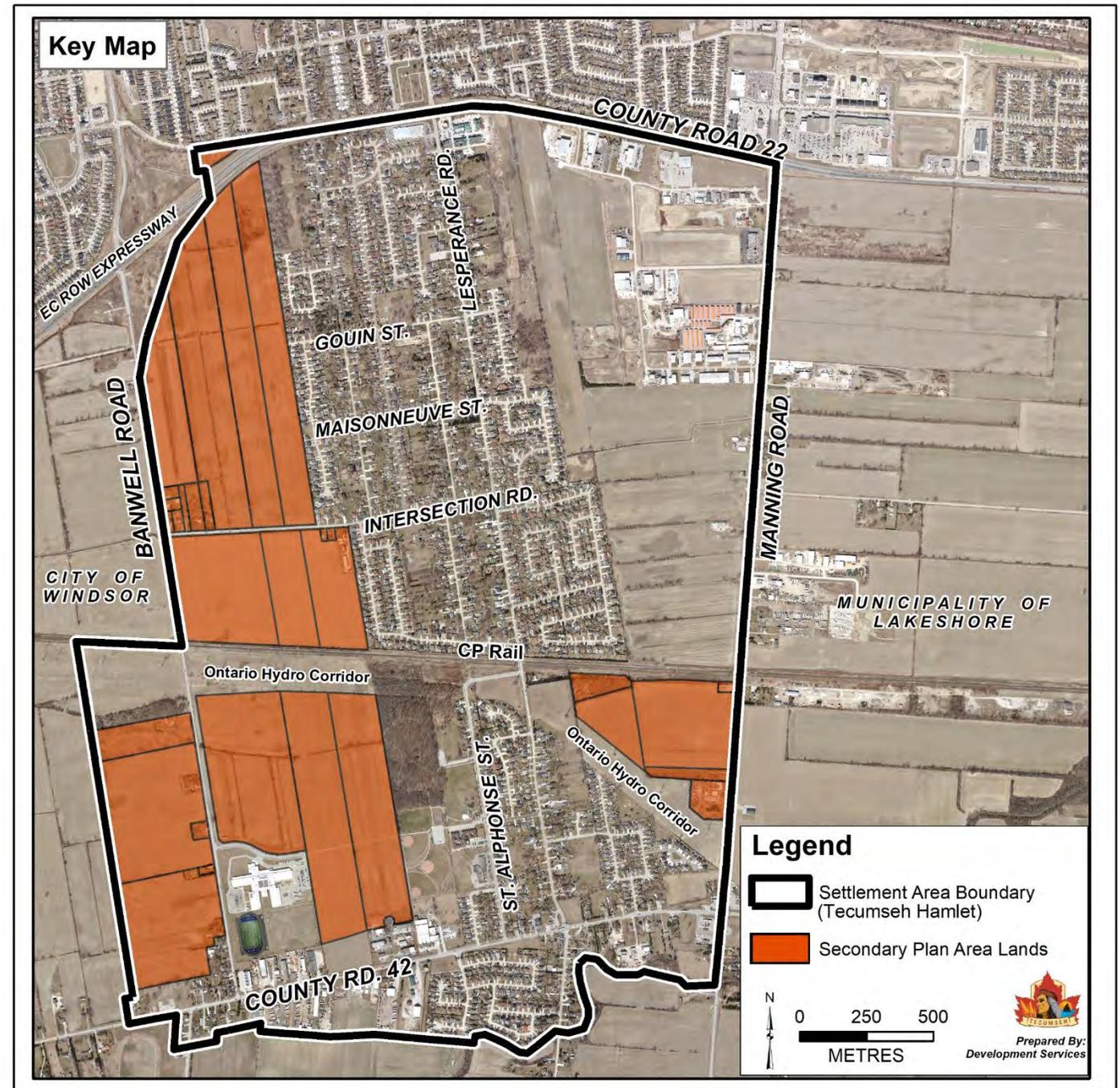
Servicing and Transportation

Process Overview

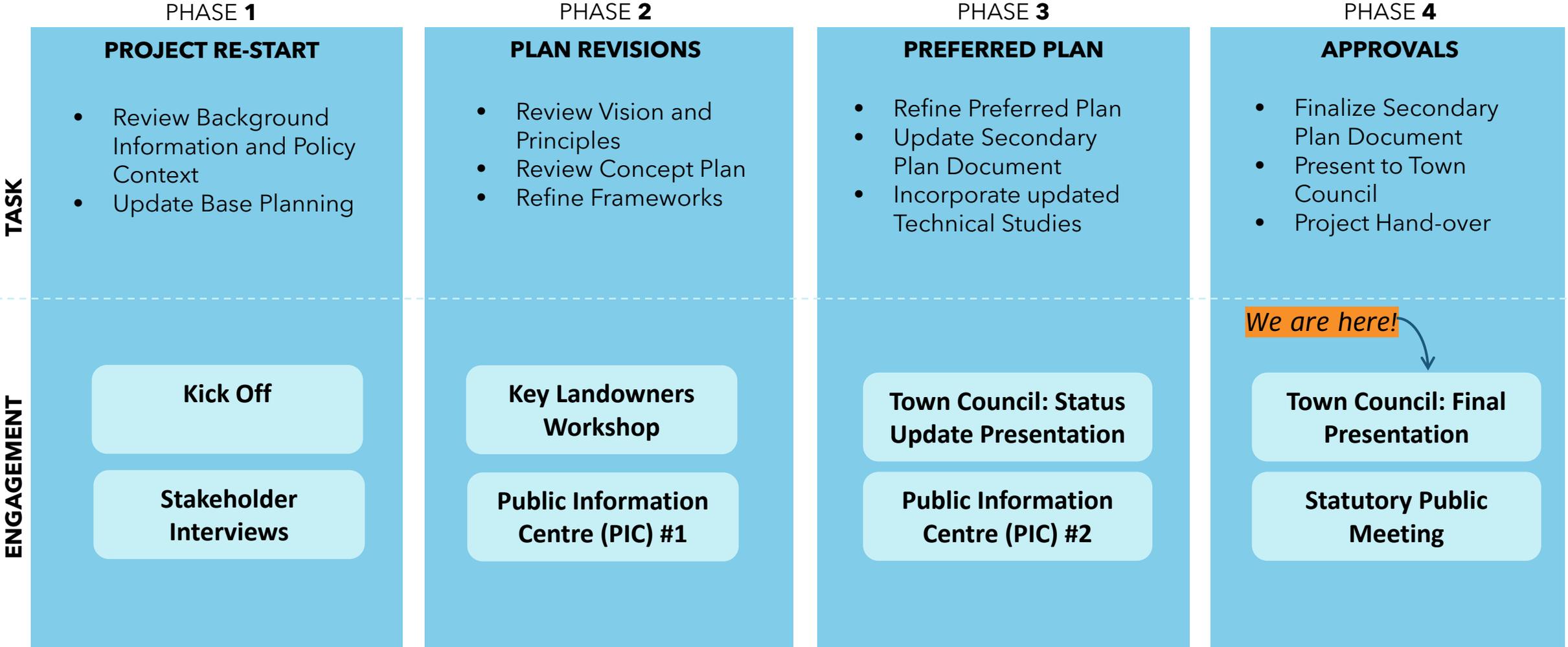


Study Area

The scope of work includes preparing a Secondary Plan for the Tecumseh Hamlet. The Secondary Plan Area is a composite of **primarily large undeveloped lands** (see Key Map) that are currently farmed. In addition, there are a number of natural heritage landscapes and existing homes. The scope of work will consider the **broader Settlement Area** (see Key Map) to carefully integrate key municipal infrastructure elements between the Secondary Plan Area Lands and existing built-up areas of the Hamlet.



Scope of Work: Where We Are in the Process



Engagement Summary

Oct 2022

- Stakeholder **Interviews** with Key Landowners

Oct 2022

- **Key Landowners** Workshop

Dec 2022

- Project Re-initiation **Open House**

Dec 2022

- Meeting with Greater Essex County **School Board**

Apr 2023

- Public Information Centre (**PIC #1**)

July 2023 & Sep 2023

- Workshop with **McAuliffe Park Sports Group**

Nov 2023

- Public information Centre (**PIC#2**)

Jan-July 2024

- Meetings with **COTTFN**, **City of Windsor**, Essex **County**, **ERCA**, Property Owners, Community Members



Plan Highlights

Design Vision:

a **complete community** characterized by interesting and **walkable** places to live, work, play, shop locally and enjoy **nature**. The Vision reflects an appropriate level of residential and commercial intensification, **mix of uses**, and connectivity to support a more **sustainable, vibrant, and self-sufficient community**.



Guiding Principles:

1



Create a vibrant, complete, mixed-use community

2



Create a unique identity and quality of place

3



Provide opportunities for all to live in the Hamlet

4



Create lively and viable commercial nodes

5



Create walkable neighbourhoods

6



Provide high quality open spaces

7



Protect and enhance heritage resources

8



Create a supportive transportation network

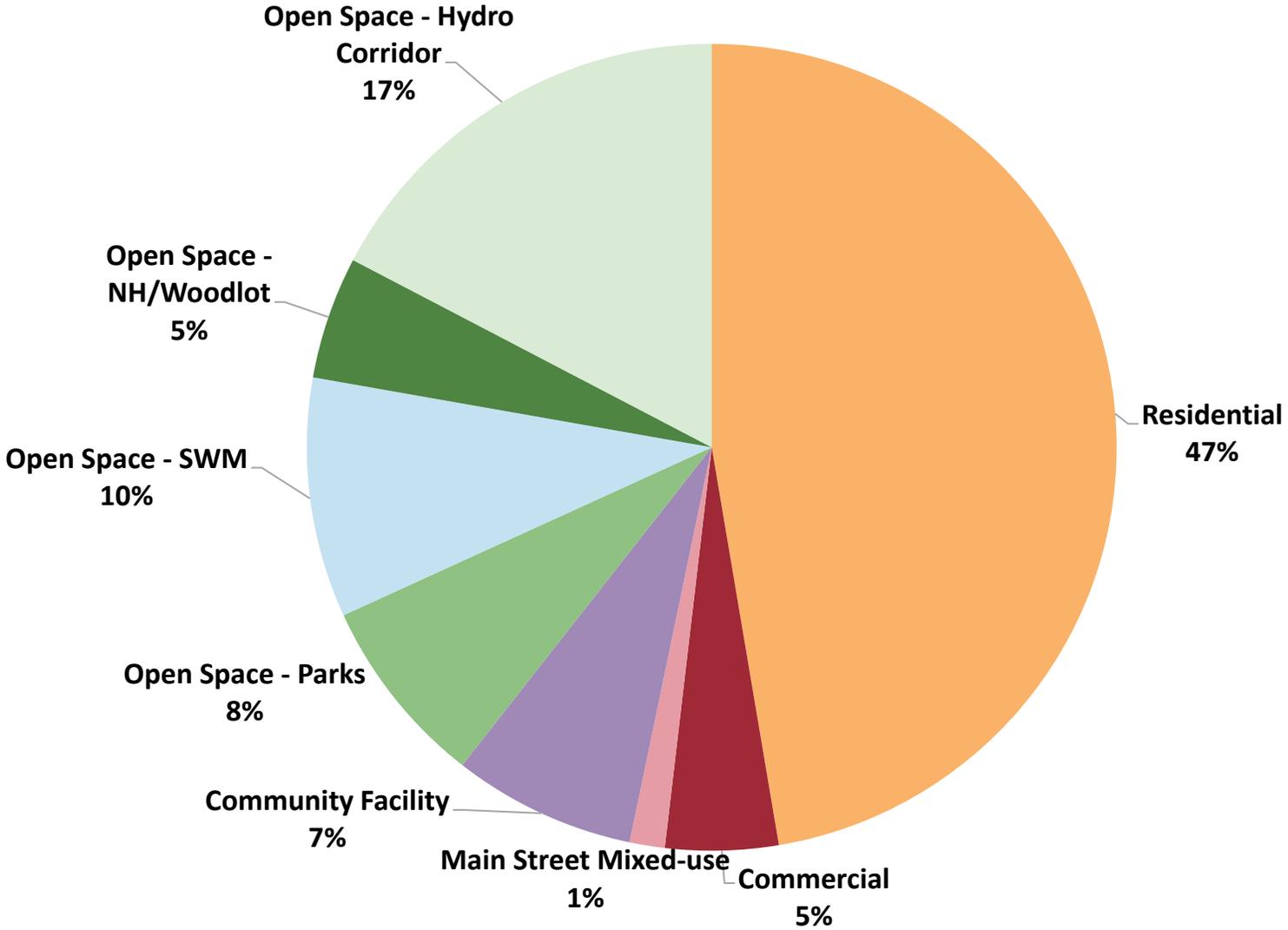
Structure Map (Big Moves)

-  Settlement Area Boundary (Tecumseh Hamlet)
-  Tecumseh Hamlet Secondary Plan Area (THSPA)
-  Manning Road Secondary Plan Area (MRSPA)
-  Distribution of Residential Density
-  Open Space Network
-  Road Network
-  Main Street
-  Commercial Nodes
-  Gateway Features



Statistics:

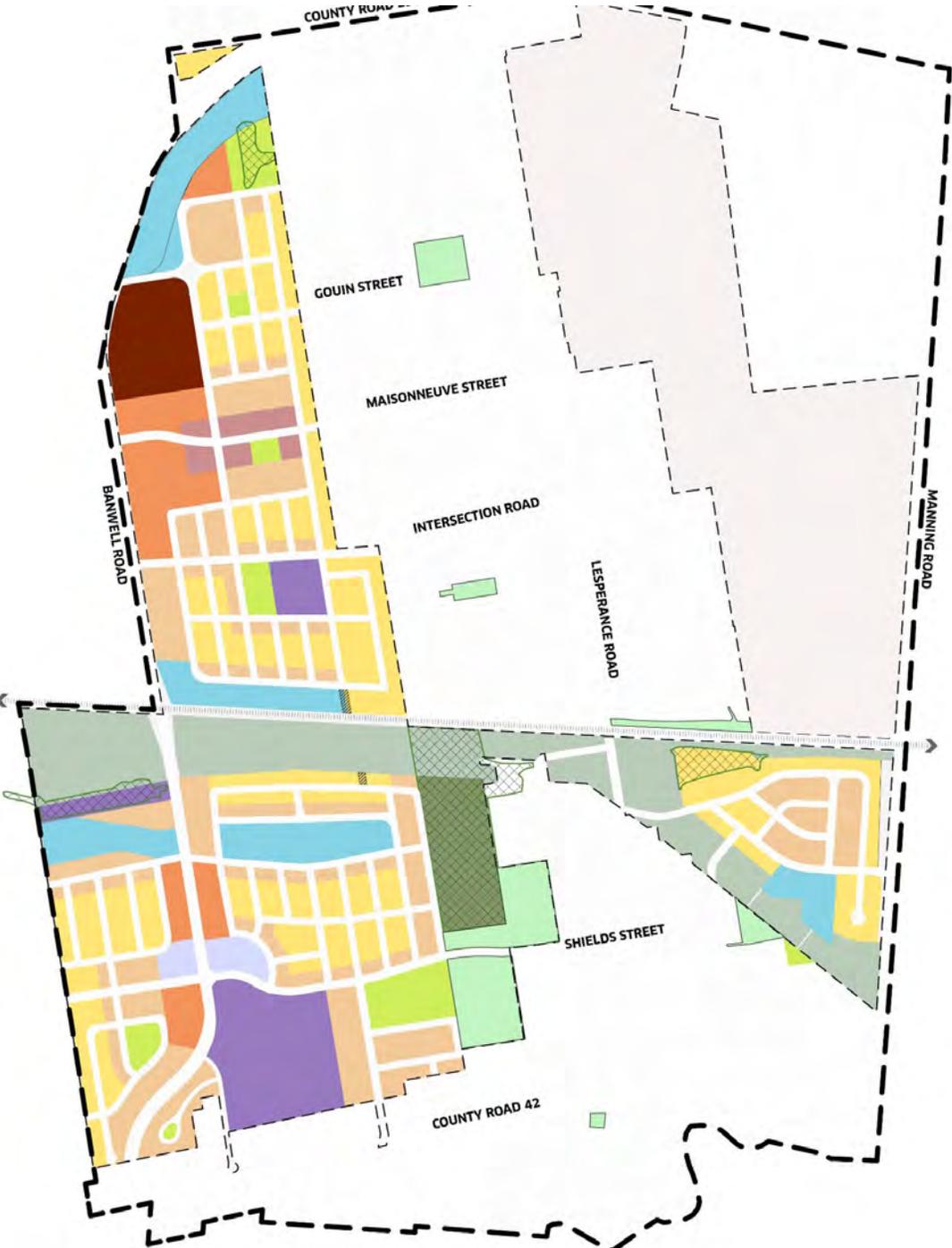
~4,300 units
~8,800 people
~40% open space



Land Use Plan

Land Use Plan

- Low Density Residential**
- Medium Density Residential**
- High Density Residential**
- Anchor Commercial**
- Main Street Commercial**
- Plaza Commercial**
- Community Facility**
- Hydro**
- Recreational**
- Stormwater Management Ponds**
- Natural Environment**
- Natural Environmental Overlay**
- Major Infrastructure Corridor**



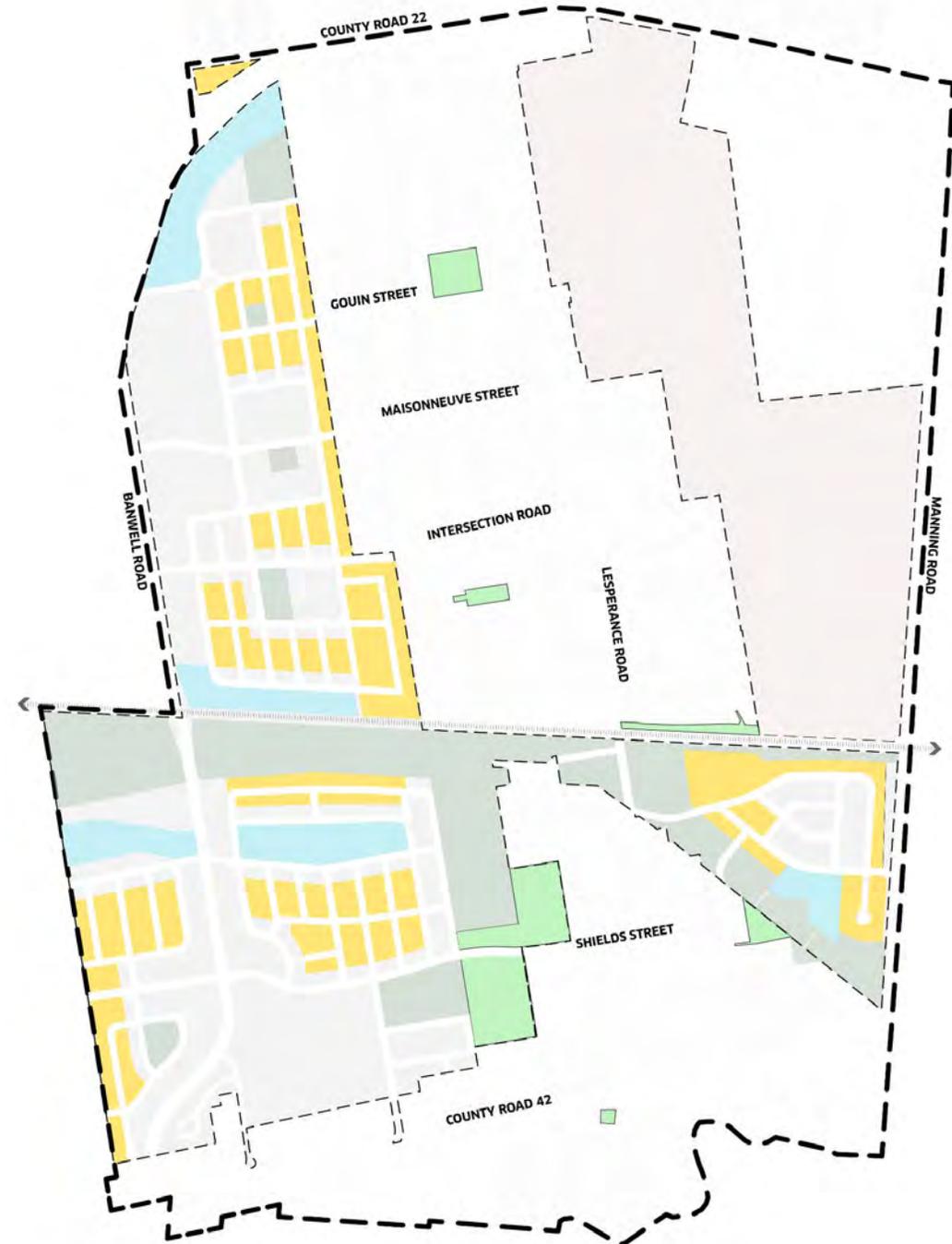


Low Density Residential

Low Density Residential

Permissions:

- Up to 2 - 2.5 storeys
- Singles and Semis, Duplex Buildings
- Permitted density up to 20 units/ha



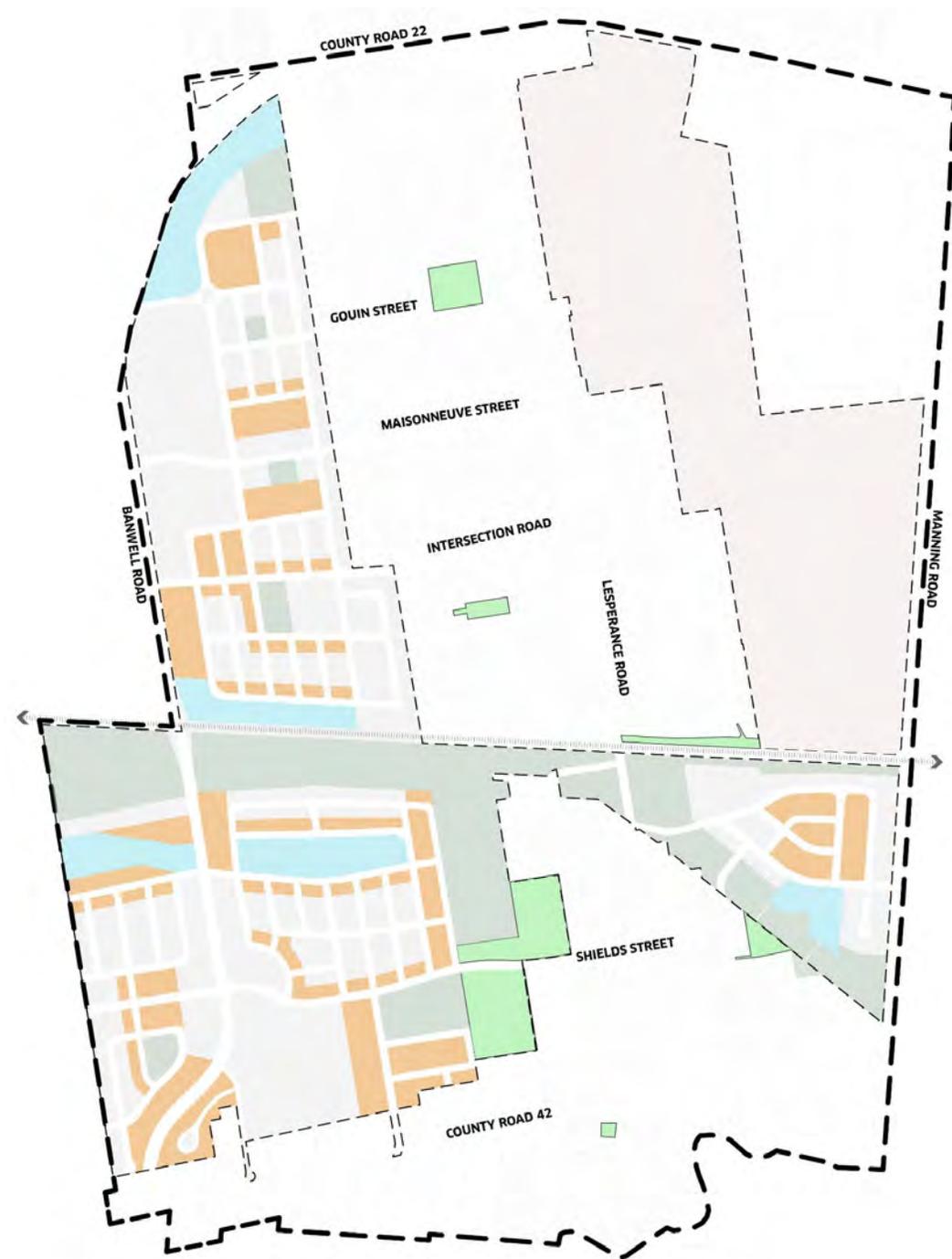


Medium Density Residential

Medium Density Residential

Permissions:

- Up to 4 storeys
- Towns, Stacked Towns, Row House, Walk Ups or Small-Scale Apartments
- Permitted density of 20-50 units/ha



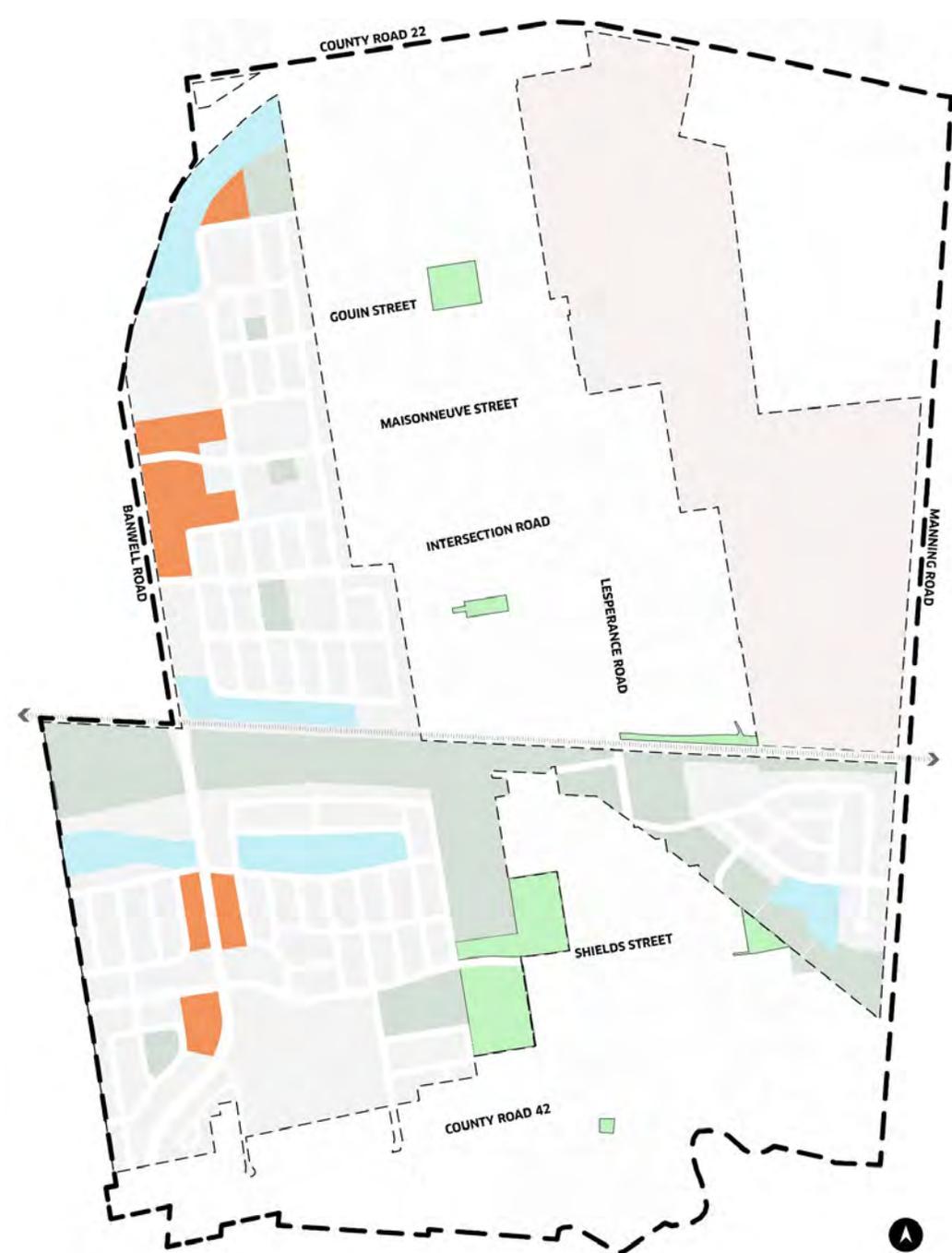


High Density Residential

High Density Residential

Permissions:

- Up to 6 storeys
- Apartments, Nursing Homes, Rest Homes and Retirement Home
- Permitted density of Over 50 units/ha



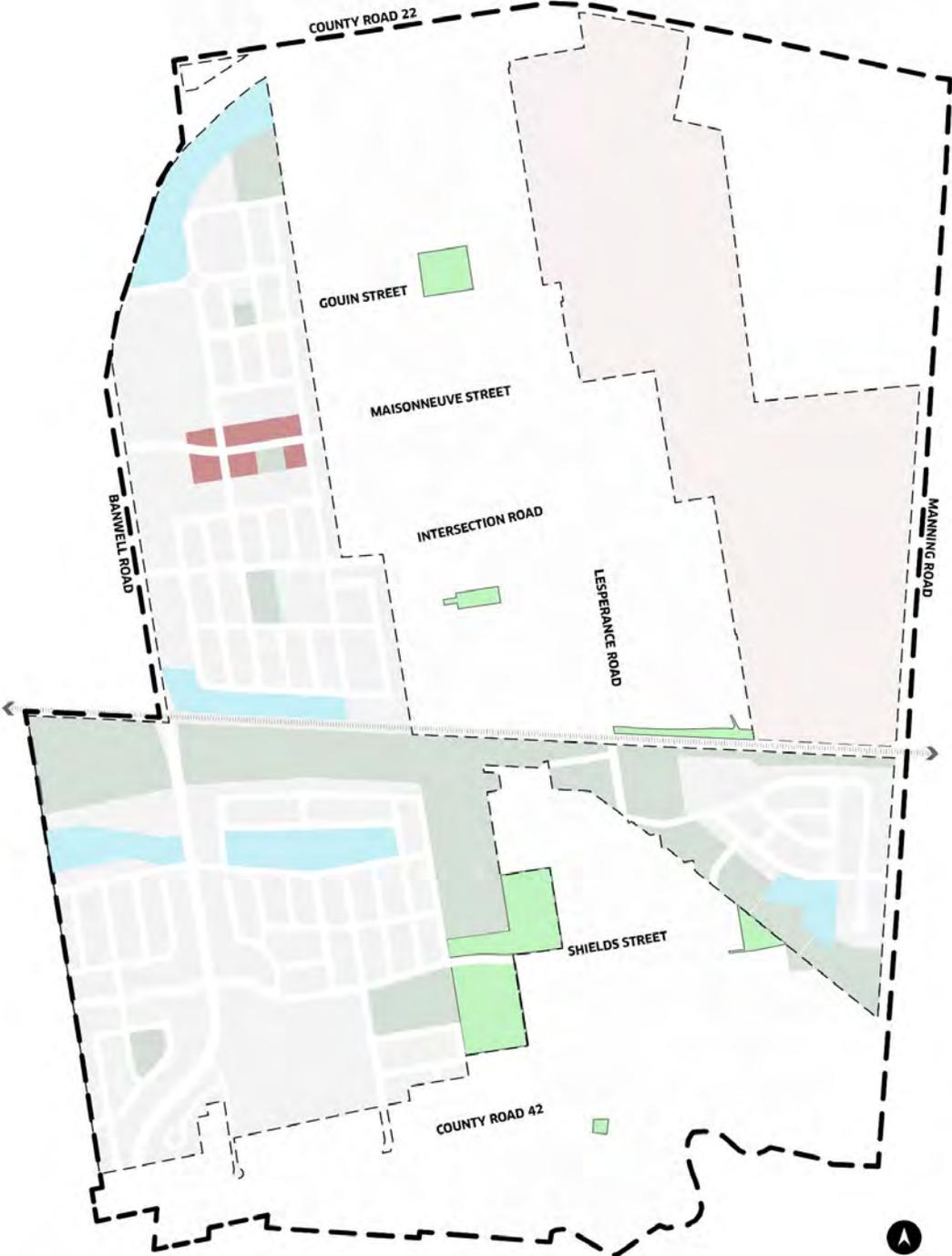


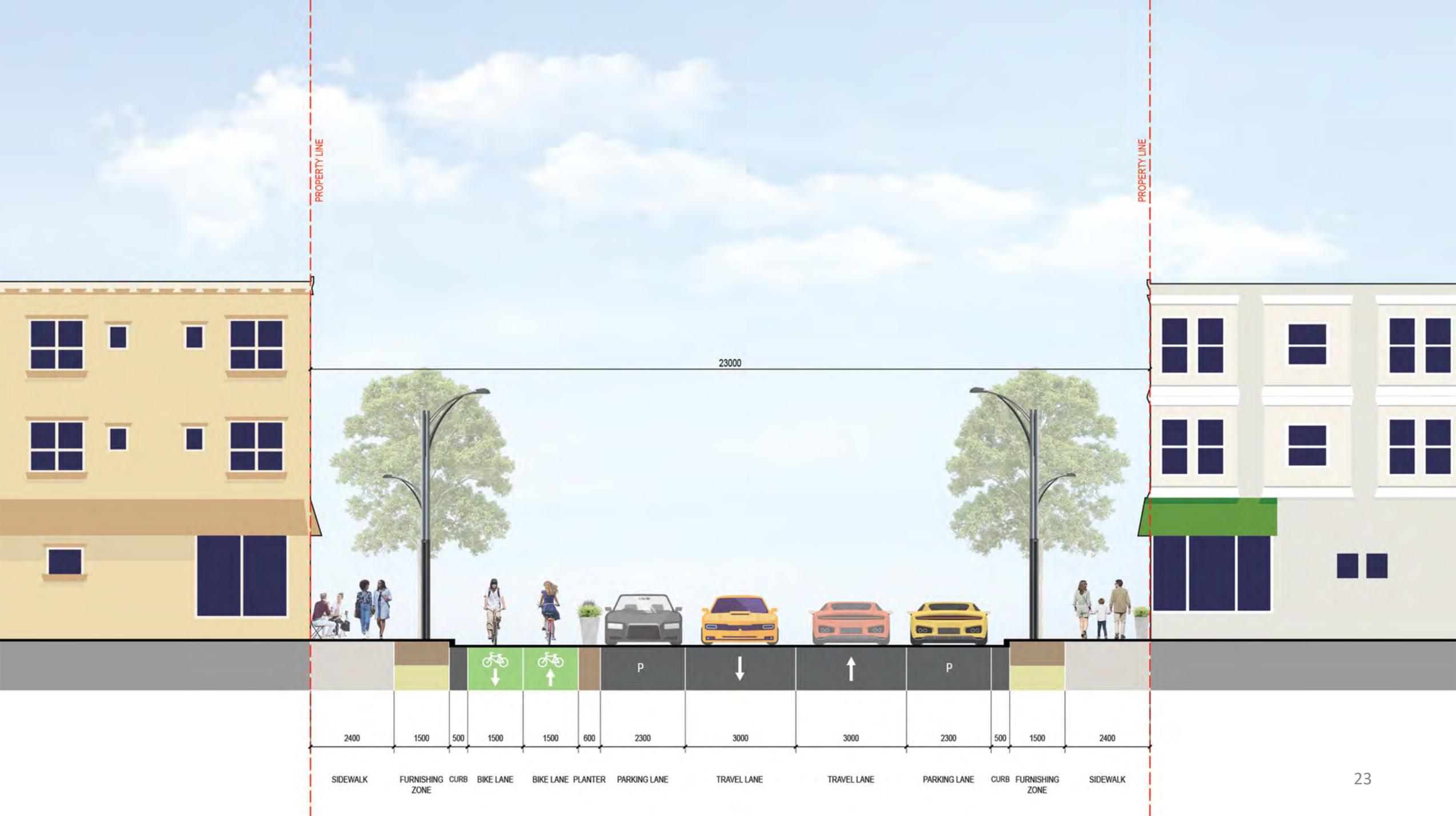
Main Street Commercial

Main Street Commercial

Permissions:

- 3 storey mixed-use (retail at grade /residential above)
- Permitted density of up to 100 units/ha





PROPERTY LINE

PROPERTY LINE

23000

2400

1500

500

1500

1500

600

2300

3000

3000

2300

500

1500

2400

SIDEWALK

FURNISHING ZONE

CURB

BIKE LANE

BIKE LANE

PLANTER

PARKING LANE

TRAVEL LANE

TRAVEL LANE

PARKING LANE

CURB

FURNISHING ZONE

SIDEWALK



Anchor/Neighbourhood Commercial

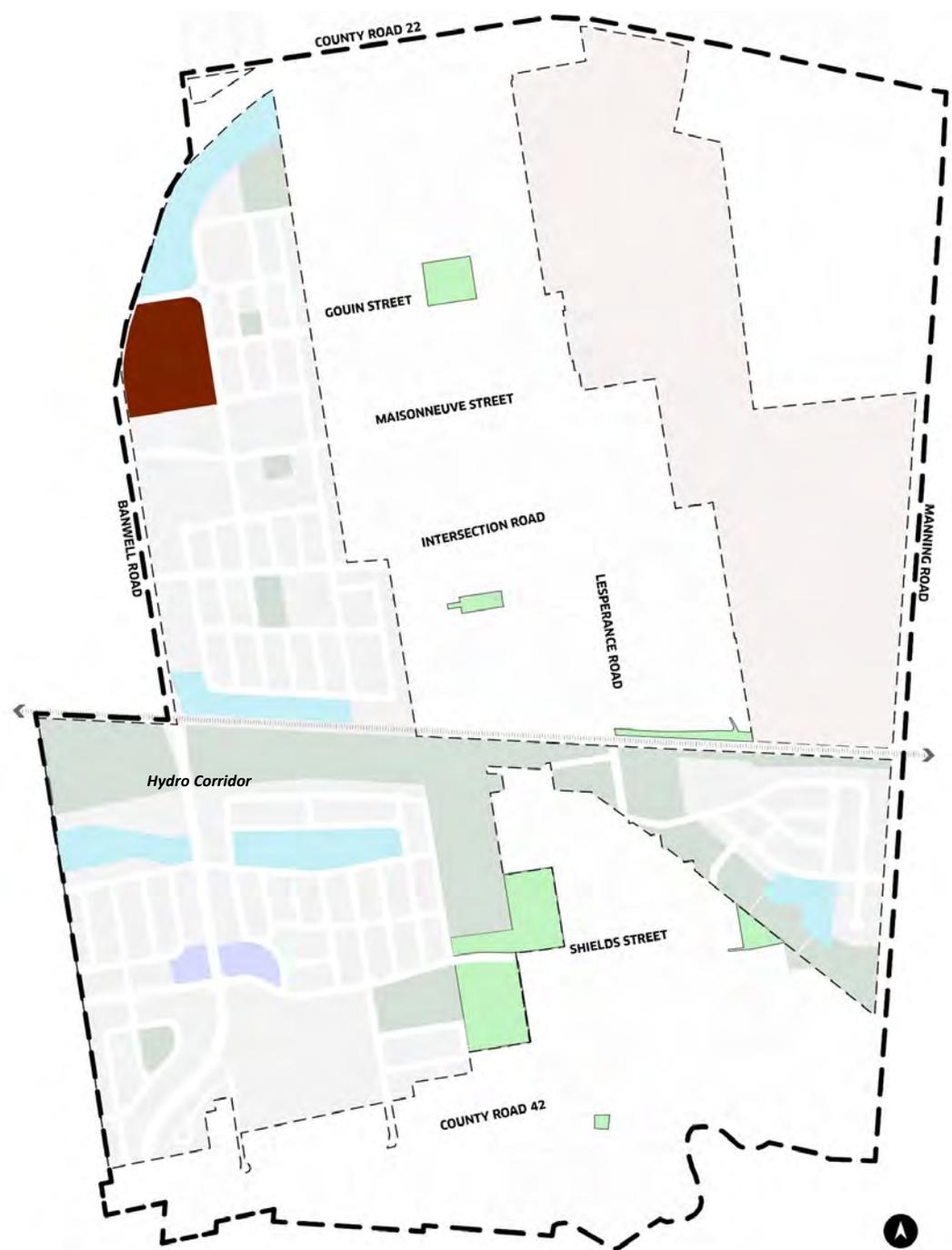
Anchor Commercial & Neighbourhood Commercial

Anchor Commercial:

- GFA: ~22,000 sq.m.
- 1 storey large format retail

Neighbourhood Commercial

- GFA: ~15,000 sq.m.
- 1-2 storey plaza commercial



Movement Framework

Connected Street Network

Intent: To Create an accessible block pattern with connected streets and shorter blocks with improved circulation to encourage walking and cycling



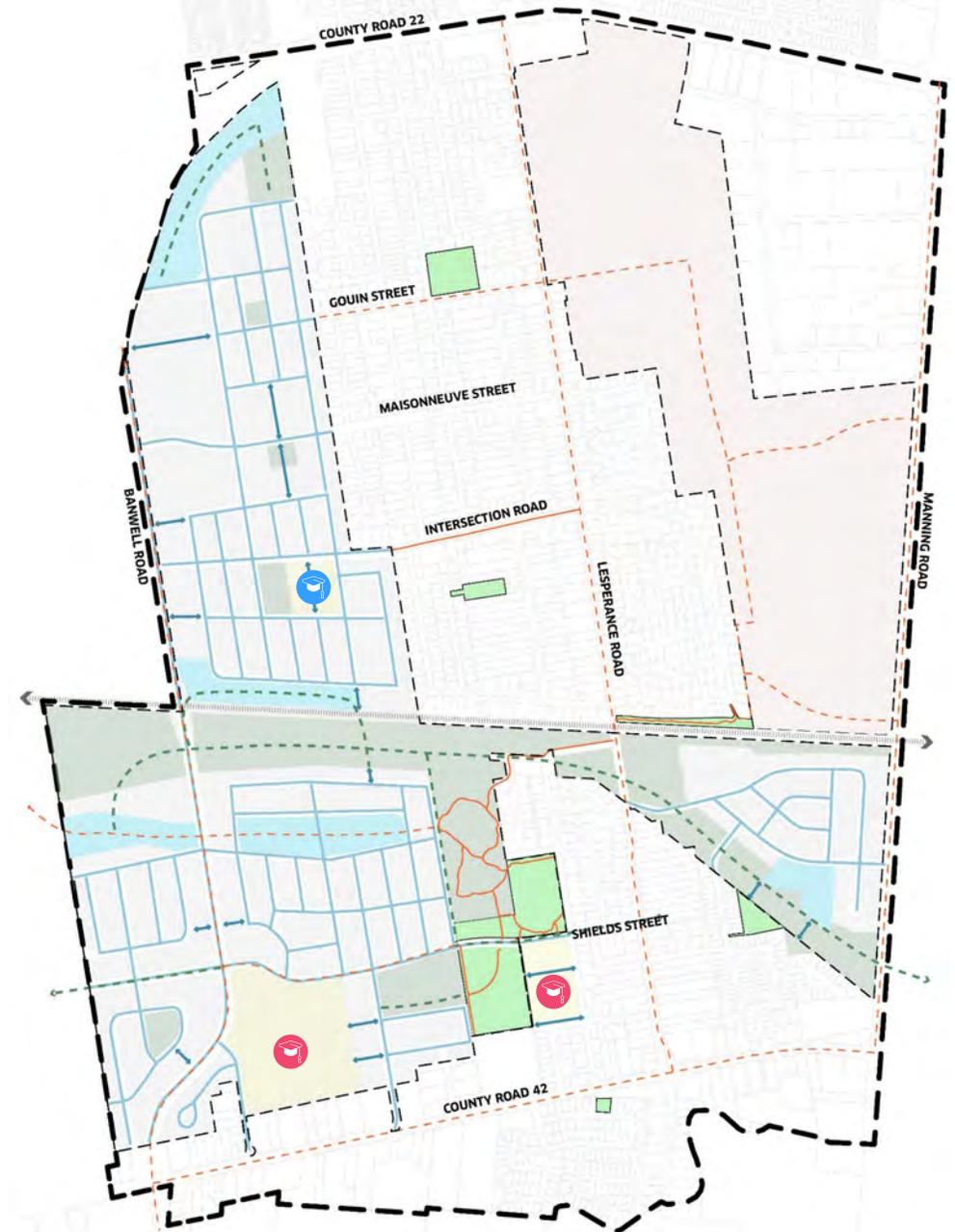
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Pedestrian Network

The Tecumseh Hamlet will be linked by an accessible, safe, convenient, and comfortable pedestrian network. Pedestrians will be able to safely travel to and from each neighbourhood and through the Hamlet, enjoying strong links to adjacent communities.

-  **Sidewalks**
-  **Existing Trails**
-  **Planned Trails**
-  **Proposed Trails**
-  **Mid-Block Connections**



Cycling Network

A cycling network that benefits from trail opportunities and a safe network of proposed cycling facilities and is aligned with the Town's Transportation Master Plan.

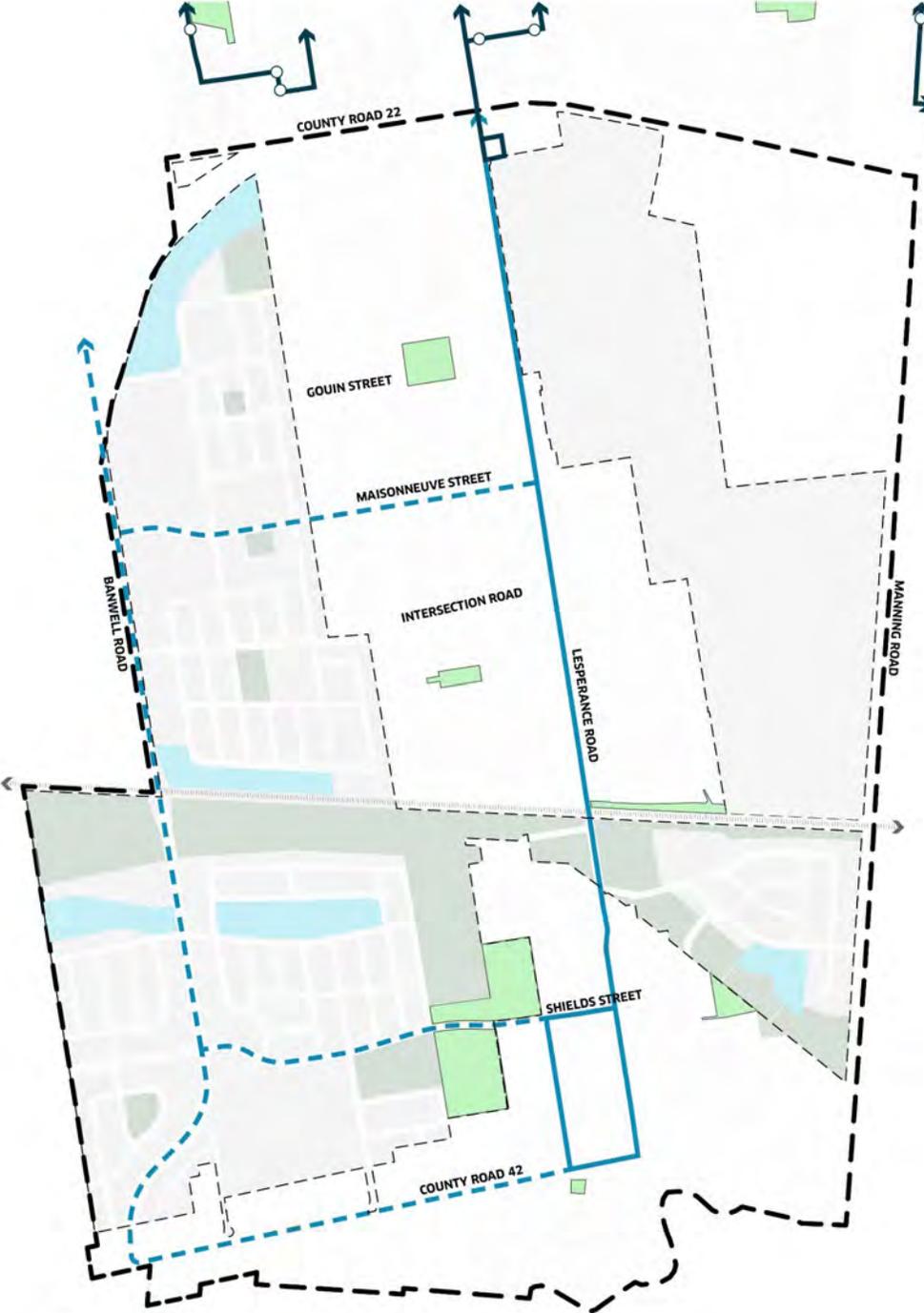
- Proposed Trails**
- Existing trails**
- Cycling Path (On or Off-Road)**
- CWATS On-Road Routes**
- CWATS Off-Road Routes**



Transit

Exploring opportunities to expand the planned transit network to serve the Hamlet.

- Long-term Routes
- - - Potential Future Expansion



Open Space Framework

Open Space Framework

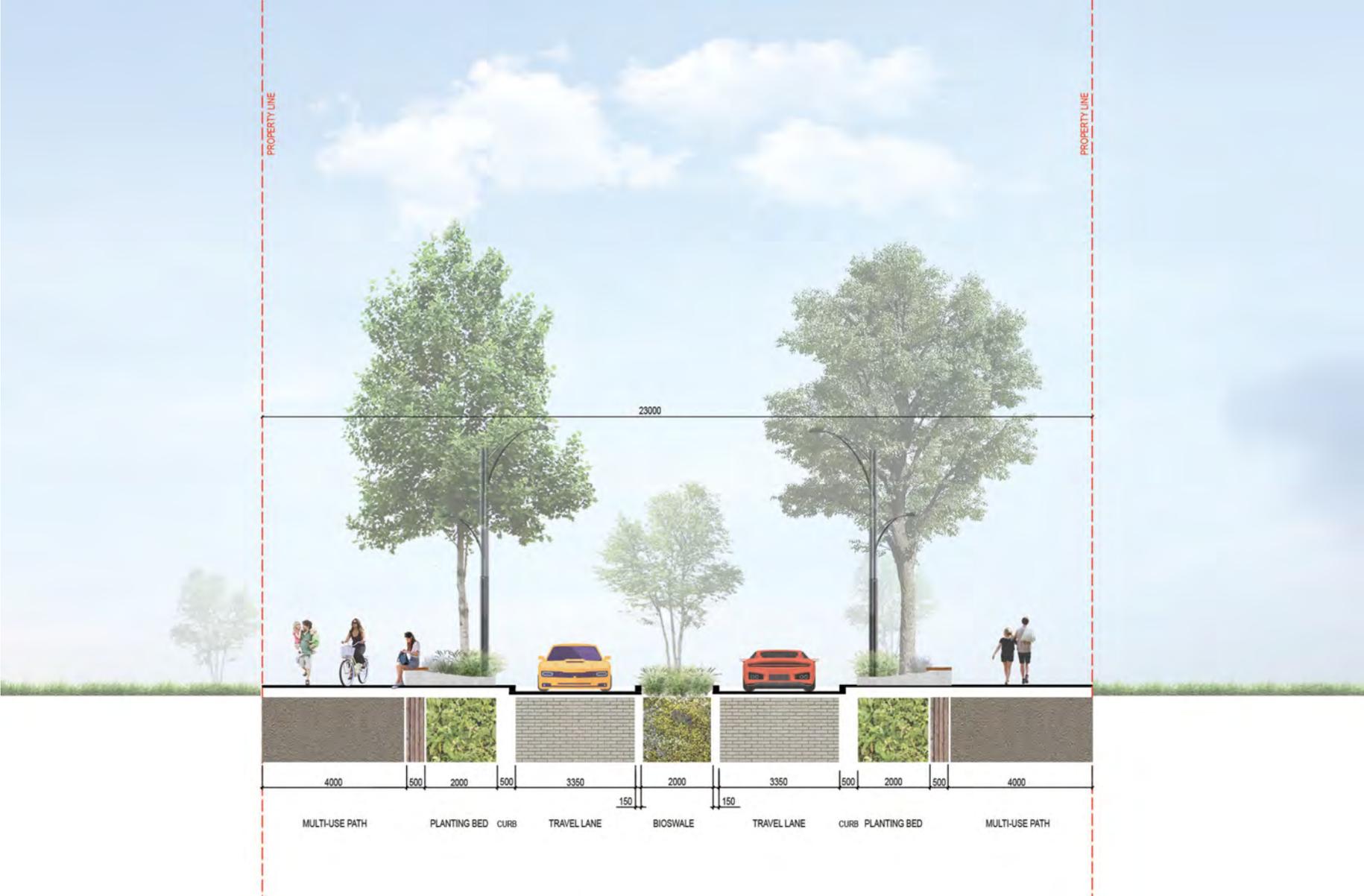
-  **Open Space:** Proposed Public Park
-  **Open Space:** Existing Public Park
-  **Open Space:** Stormwater Management Pond
-  **Open Space:** Natural Heritage
-  **Open Space:** Hydro Corridor
-  Proposed Trail
-  Existing and Planned Trail
-  Green Streets
-  Existing School
-  Potential Future School





Engagement Outcome (what we heard)

Shields Extension - Looking Southwest



Shields Extension - Looking Southwest



Existing

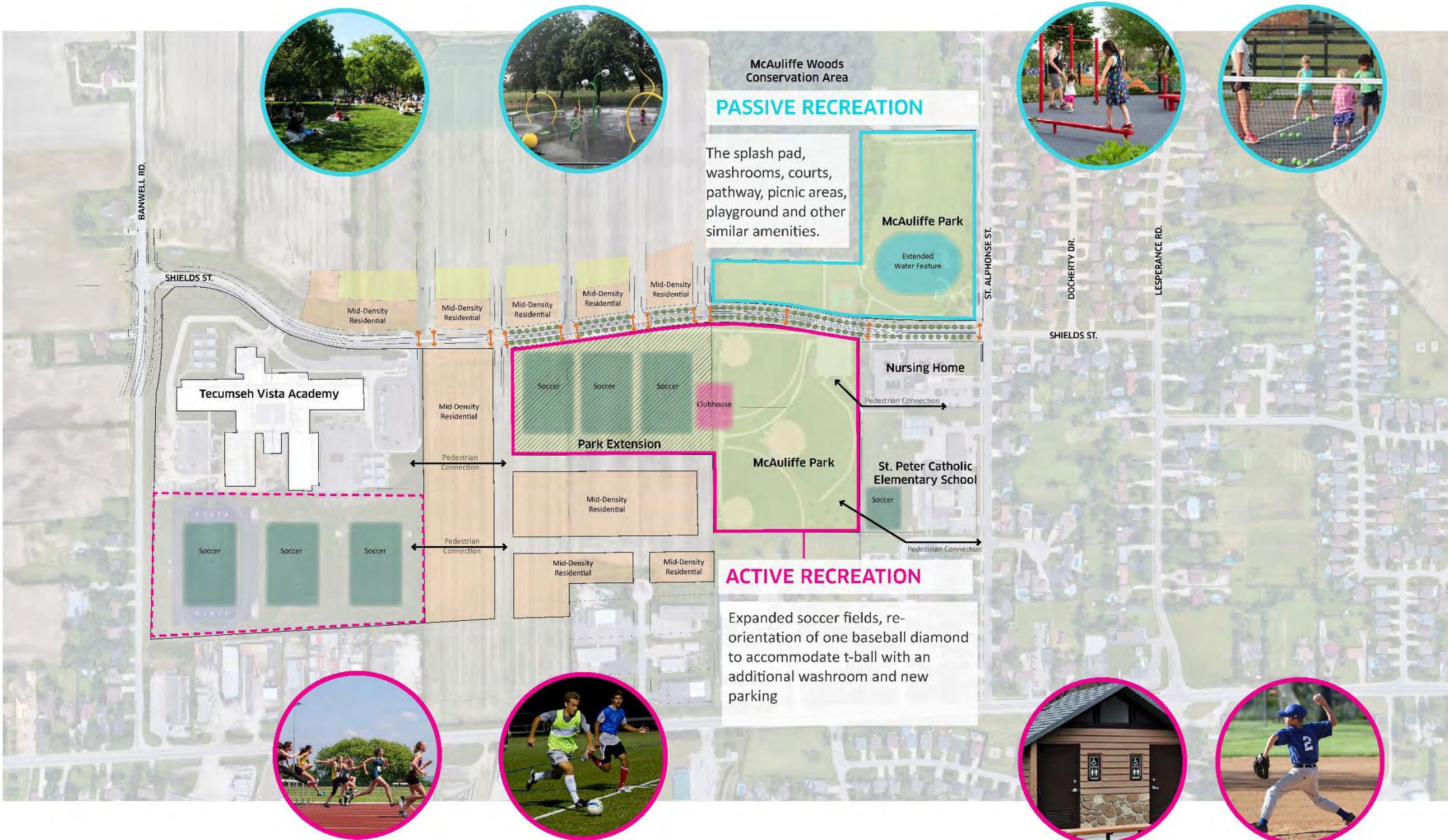


Conceptual Rendering - Potential Future of Shields.

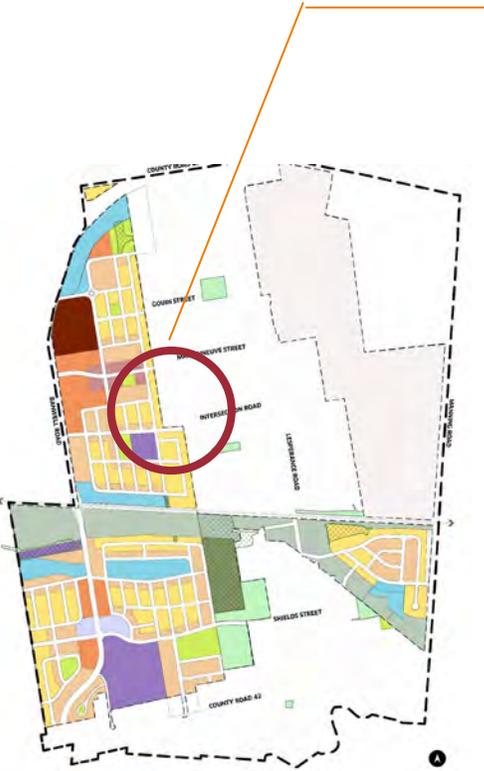


Conceptual Rendering - Potential Future of Shields.

Expand McAuliffe Park Westerly - What we heard



Transition to Existing Neighbourhoods



Transition to Existing Neighbourhoods

View from a 4-storey Mid-Density Residential Building



TWO STOREY LOW DENSITY BACKING ONTO EXISTING RESIDENTIAL

4-STOREY MID-DENSITY THAT IS LOCATED A BLOCK OVER, IS NOT VISIBLE.



SINGLE STOREY LOW DENSITY BACKING ONTO EXISTING RESIDENTIAL

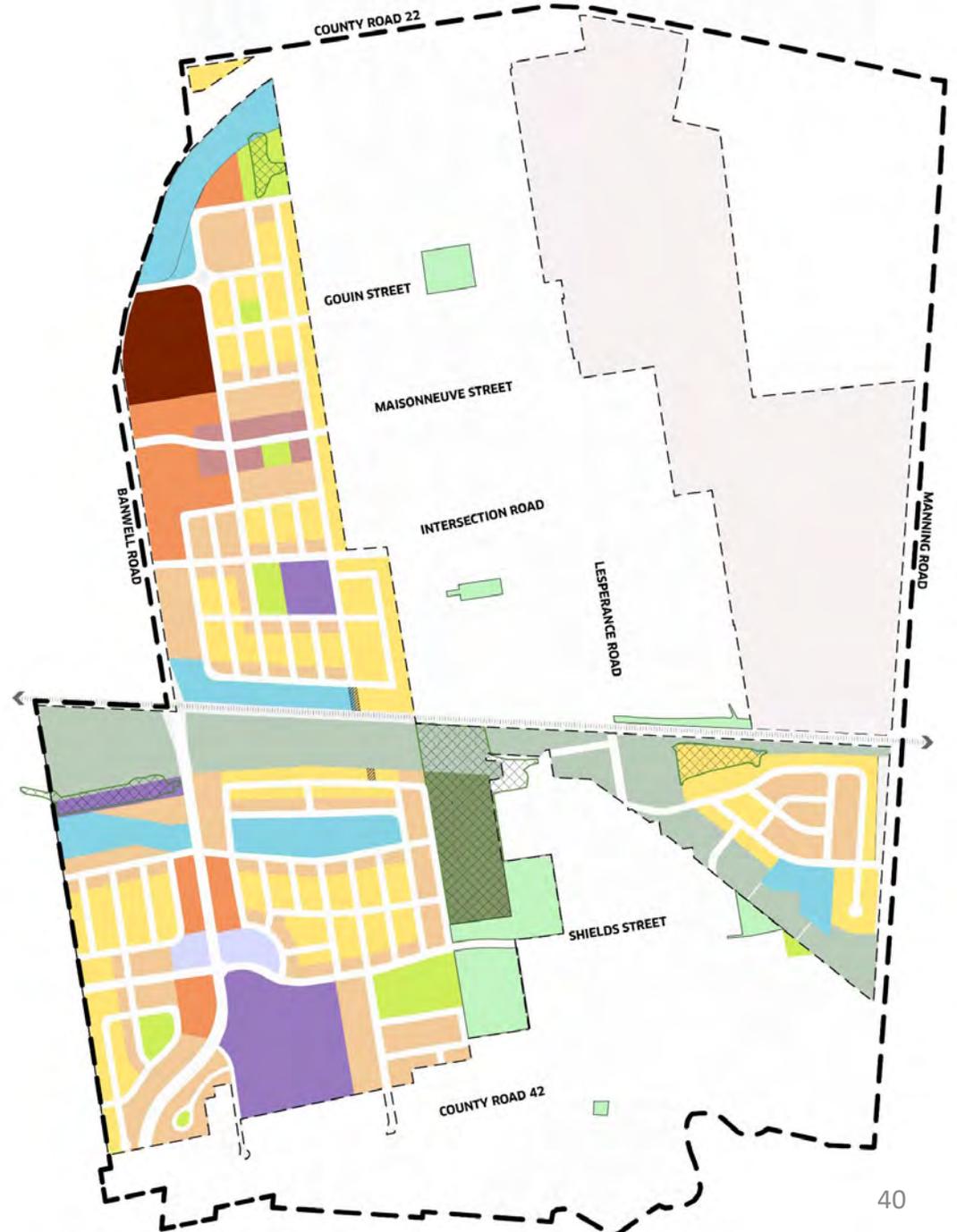
4-STOREY MID-DENSITY THAT IS LOCATED A BLOCK OVER, IS SLIGHTLY VISIBLE.



SINGLE STOREY LOW DENSITY BACKING ONTO EXISTING RESIDENTIAL

3-STOREY MID-DENSITY THAT IS LOCATED A BLOCK OVER, IS NOT VISIBLE.

Successful Collaboration



Servicing Considerations

TECUMSEH HAMLET SECONDARY PLAN AREA INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT AND FUNCTIONAL DESIGN

MUNICIPAL SERVICING OVERVIEW

AUGUST 13, 2024



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



Transportation

A Transportation Analysis was completed to confirm road network requirements.

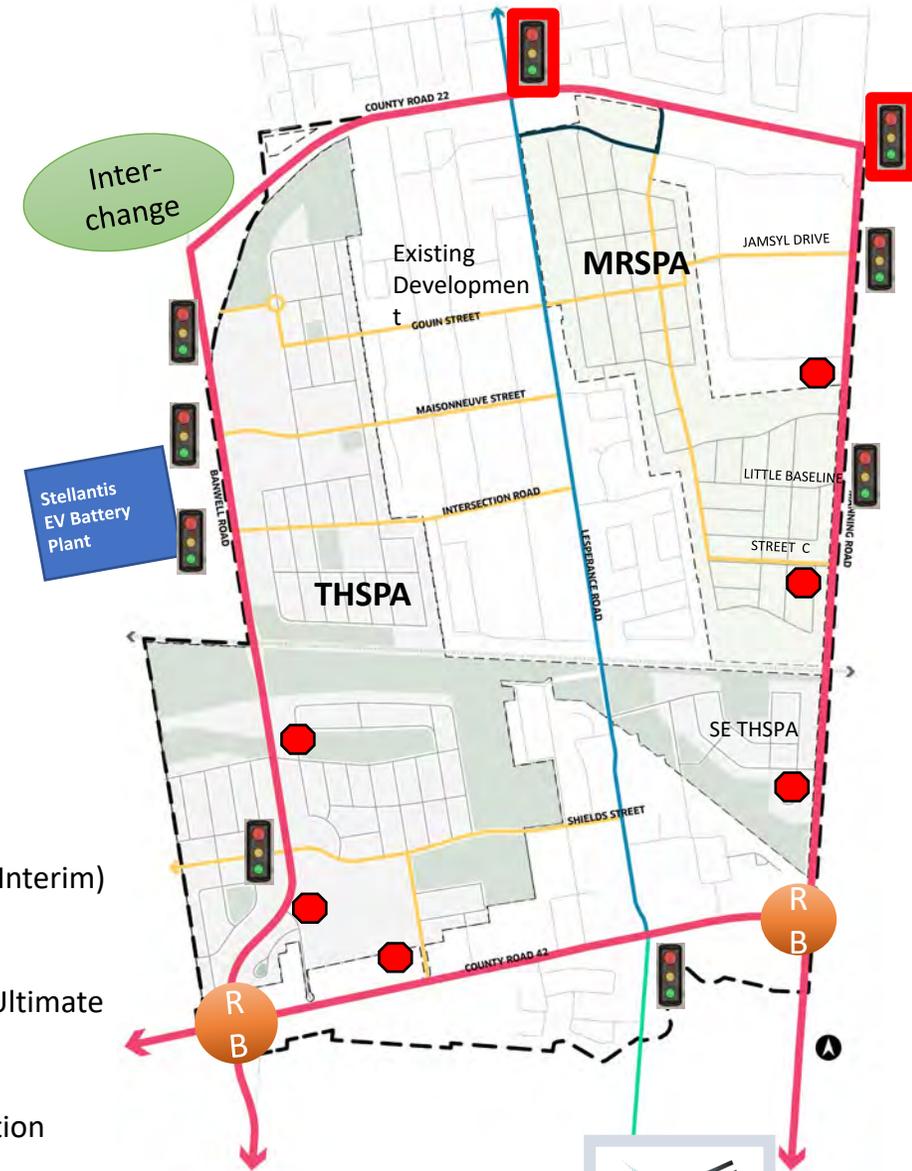
Considerations:

- Full Buildout of growth areas THSPA and MRSPA
- Full buildout of Stellantis EV Battery Plant
- Applied General Traffic Growth (Windsor, Tecumseh and Lakeshore)
- Arterial Road Network Improvements

Arterial networks will support development of the Tecumseh Hamlet (THSPA) and Manning Road (MRPSA) Secondary Plan Areas.

Transportation Network Integration

- Coordinating road design with arterial road network improvements.
- Interconnect to the Lesperance Multi-use Pathway, currently underway.
- Route to new AT facilities along the Arterial road network.



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

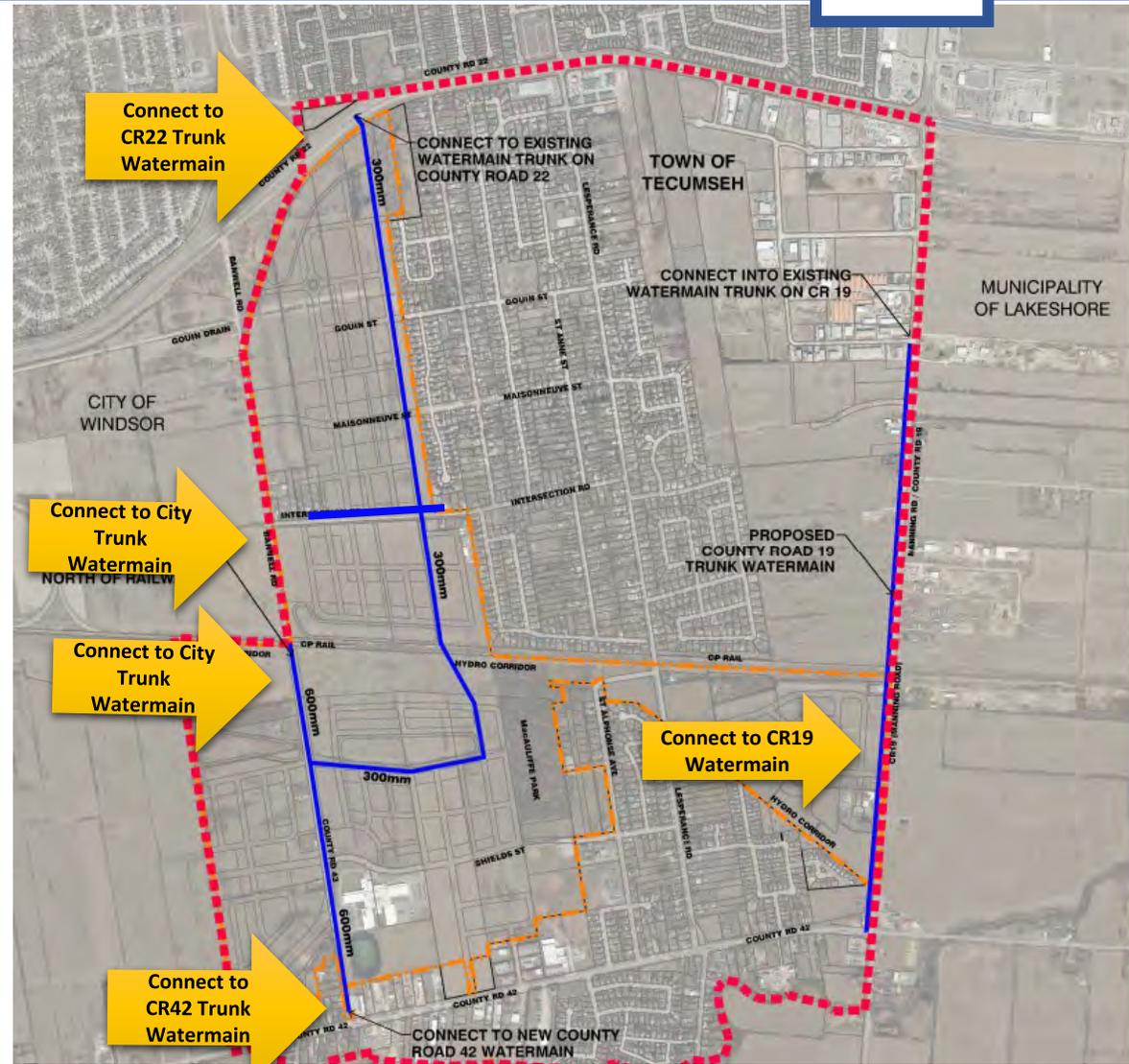


Water Servicing

- ✓ Provide water service for future development area.
- ✓ New interconnection with the City of Windsor's Trunk watermain on County Road 43 and at Intersection Road.
- ✓ Improved water circulation and servicing capabilities for existing and future areas to satisfy the Water and Wastewater Master Plan.

LEGEND

- URBAN AREA BOUNDARY
- TECUMSEH HAMLET STUDY AREA BOUNDARY
- PREFERRED DESIGN CONCEPT



TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN

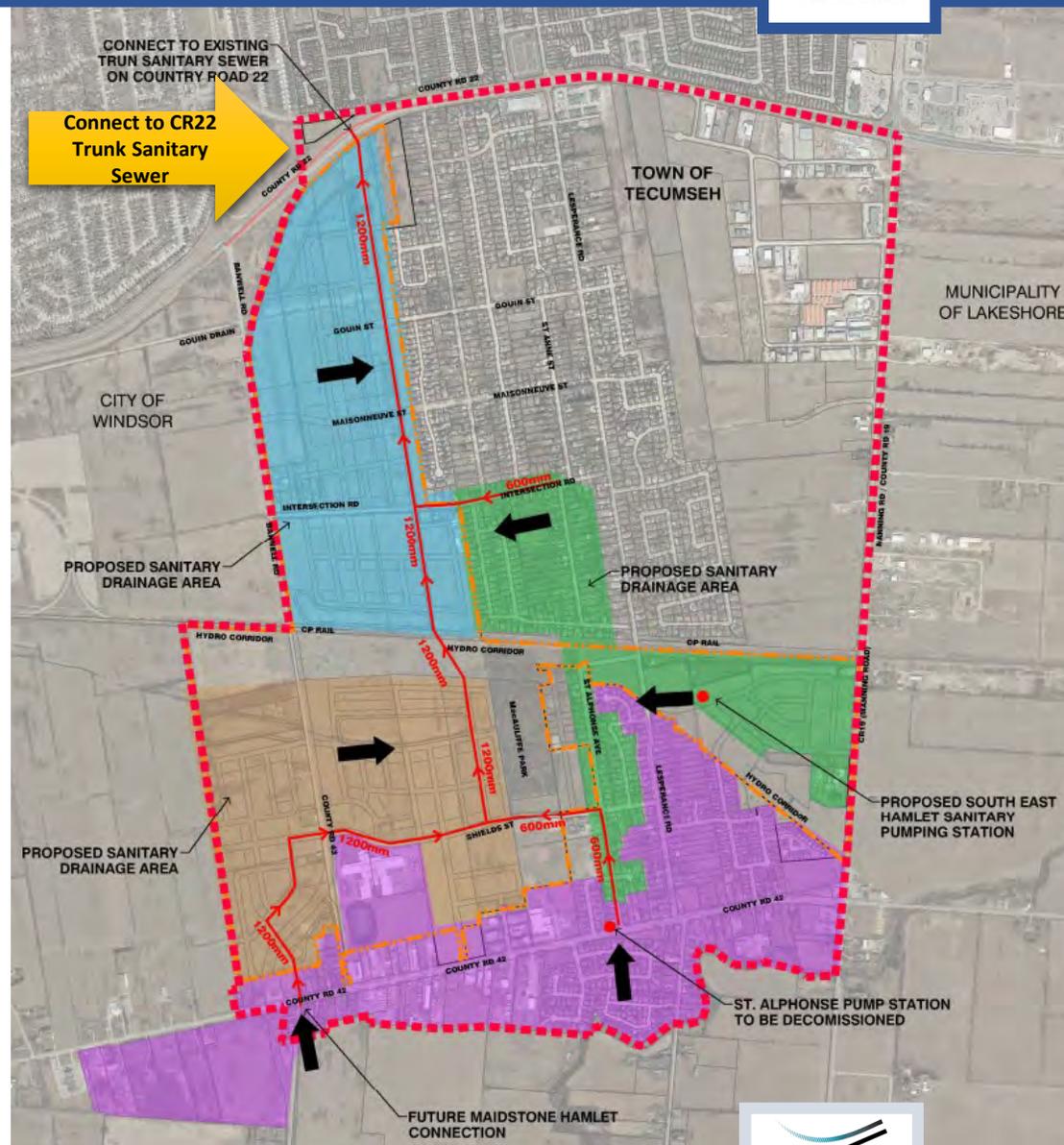


Wastewater Servicing

- ✓ Provide wastewater service for future development area.
- ✓ Redistribute wastewater flows to provide relief for the existing development areas.
- ✓ Part of the Town's strategy to mitigate basement flood risk.
- ✓ Utilize updated design criteria and population densities that considers impacts of wet weather on the system.

LEGEND

- | | | | |
|--|-------------------------------------|--|---|
| | URBAN AREA BOUNDARY | | INTERSECTION ROAD DIVERSION SEWER SERVICING DRAINAGE AREA |
| | TECUMSEH HAMLET STUDY AREA BOUNDARY | | NORTH TECUMSEH HAMLET SANITARY SERVICING DRAINAGE AREA |
| | PREFERRED SANITARY TRUNK ALIGNMENT | | SOUTH TECUMSEH HAMLET SANITARY SERVICING DRAINAGE AREA |
| | EXISTING TRUNK SANITARY SEWER | | ST. ALPHONSE SANITARY SERVICING DRAINAGE AREA |
| | SANITARY PUMP STATION | | |
| | SEWAGE FLOW CONTRIBUTION | | |



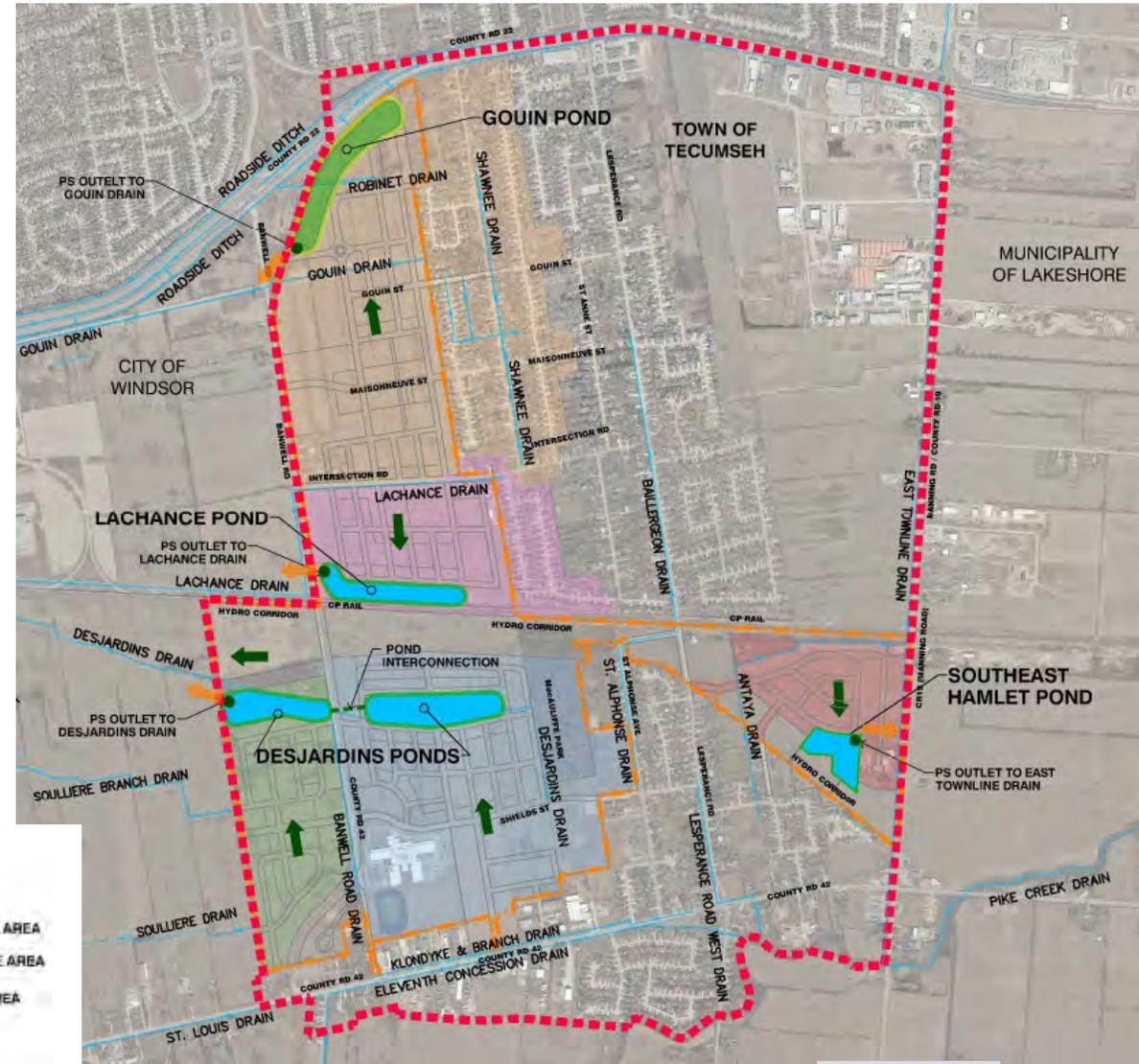
TECUMSEH HAMLET INFRASTRUCTURE IMPROVEMENTS

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT & FUNCTIONAL DESIGN



Stormwater Management

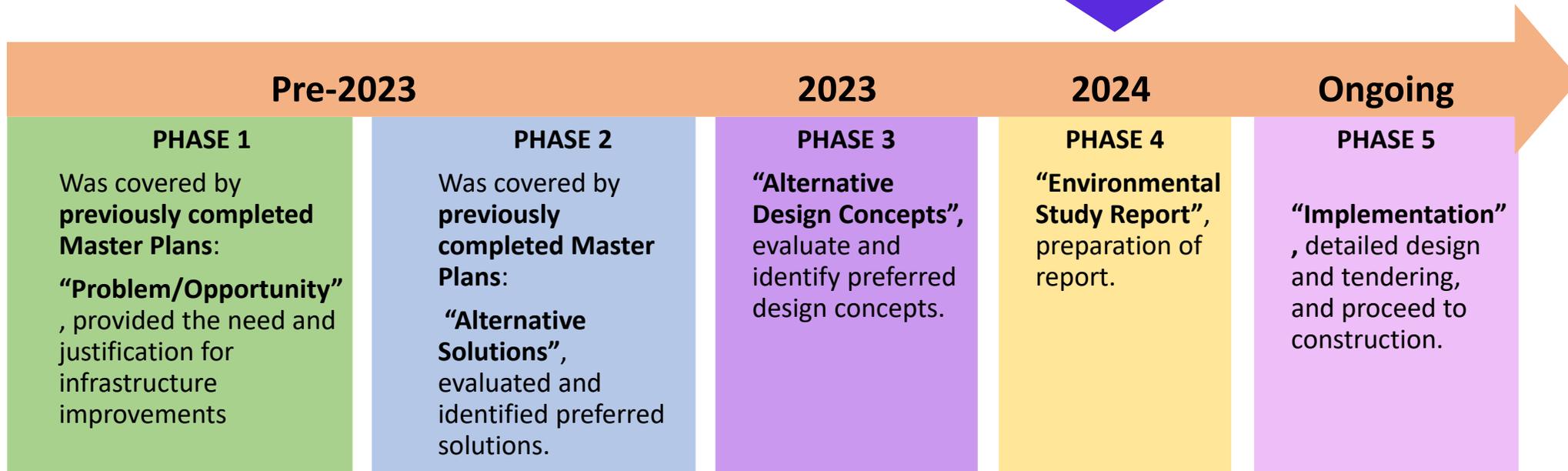
- ✓ Provide quality and quantity control of runoff to protect the upper reaches of the Little River drain and East Townline drain.
- ✓ Require four (4) controlled outlets to existing drains to mitigate downstream impacts.
- ✓ Incorporate flexibility to accommodate Climate Change.
- ✓ Accommodate capacity to improve storm sewer systems upstream along existing residential streets (i.e. Shawnee, Hebert).





Municipal Class EA Process and Next Steps

WE ARE HERE



- Preferred Design Concepts were presented at PIC # 2 in November 2023.
- Environmental Assessment Notice of Completion - Fall 2024

Questions?

Attachment 2, DS-2024-24
Draft Tecumseh Hamlet Secondary Plan

DRAFT

TECUMSEH HAMLET SECONDARY PLAN
TOWN OF TECUMSEH

PREPARED BY:
DEVELOPMENT SERVICES DEPARTMENT AND DIALOG
August 13, 2024

Table of Contents

Part A: The Plan Context	3
1. Purpose	3
2. Secondary Plan Structure	4
THSP list of schedules:.....	4
3. The Study Area	5
Part B: The Secondary Plan	6
4. A Vision for change in the Hamlet	6
4.1. Vision Statement	6
4.2. The Guiding Principles	6
4.3. Area Structure	9
5. Land Use Policies	10
5.1. Overarching Policies	10
5.2. Residential.....	11
5.3. Commercial Areas	14
5.4. Community Facility.....	18
5.5. Recreational.....	19
5.6. Stormwater Management Ponds.....	21
5.7. Major Infrastructure Corridor Overlay.....	22
5.8. Natural Environment.....	22
5.9. Natural Environment Overlay	23
6. Urban Design Guidelines	23
6.1. Objectives.....	23
6.2. Built Form Framework	24
6.3. Open Space Framework	29
6.4. Movement Framework.....	31
7. Municipal Services	35

7.1 Municipal Water and Wastewater Services 35

7.2 Municipal Stormwater Management Services 35

7.3 Transportation Services..... 36

Part C: Implementation 36

8. Making it happen 36

8.1 General Guidance..... 36

8.2. Municipal Class Environmental Assessment (EA) Process..... 36

8.3. Development Phasing 37

8.4 Zoning By-laws 39

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Part A: The Plan Context

1. Purpose

The purpose of the Tecumseh Hamlet Secondary Plan (“THSP”) is to establish a detailed planning framework for urban development of the lands which had been designated Future Development in the Tecumseh North Settlement Area of the Official Plan as shown on Schedule “B-2”.

The THSP is intended to ensure the efficient and appropriate development of the study area — known as the Tecumseh Hamlet Secondary Plan Area (“THSPA”) — to help realize a healthy, vibrant, and liveable community, while protecting and enhancing valuable existing assets and characteristics.

The THSP will guide the integration of existing and new development, distribution of land uses, and related infrastructure requirements. It will seek to strengthen mobility and street network; build an interconnected system of public open space; identify the location and distribution of community facilities; and identify future development intensity and scope. One of the main objectives of the THSP is to create a complete, walkable and diverse community. This will be achieved through sustainable neighbourhoods that deliver a mix of land uses and building types, including a range of housing options, supported and enhanced by quality private development projects, new public spaces, and communal amenities.

The key objectives during the preparation of the THSP were to:

1. Facilitate a community consultation process and engage a broad range of residents and stakeholders regarding relevant issues in the community;
2. Prepare a Secondary Plan that defines the overall vision, planning and design principles, and policy framework for the THSPA, including land use, development intensity, servicing, mobility, and growth within the THSPA and conforming to the Town’s Official Plan. Accordingly, the THSP establishes land use and urban design policies; natural heritage policies; streetscape design guidelines; a movement framework including a complete road network, sidewalks, multi-use bicycle and pedestrian paths, and future transit corridors; parks and open space, commercial and mixed uses, a range of housing types, community facilities and stormwater management areas; and servicing corridors; and,
3. Develop implementation tools and strategies to achieve the Town’s policy objectives.

The Town is committed to these key objectives toward guiding and encouraging new development, while establishing a unique character for the THSPA as a mixed-use, walkable, and transit-supportive community, one that will enhance the amenity, vitality, and quality of life in Tecumseh.

2. Secondary Plan Structure

This Plan includes three interrelated components - the Policies and Schedules, that must be considered together, along with the Implementation section of the Plan.

Part A — The Plan Context:

This section outlines the purpose and the lands affected by the Plan.

Part B — The Secondary Plan:

This section defines the land use policies and urban design guidelines of the THSP. It describes the vision and principles that structure the policies to guide how change and development is managed and should take place. The land use polices guide the physical framework for development related to use, location, and development density, and also provide direction for public infrastructure. It establishes criteria by which development in the THSPA is evaluated.

The Urban Design Guidelines, which form part of the THSP, establish specific criteria for the enhancement and improvement of built form, the public realm, and mobility to ensure a contextual fit, a safe and accessible environment, and an enhanced quality of place.

Part C — Implementation:

This section outlines a procedural implementation process that includes how development will be monitored and reviewed. It includes polices for development approvals and land acquisitions, and provides recommendations to guide infrastructure improvements, including linkage to the associated Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report.

THSP list of schedules:

Schedule H-1	Study Area
Schedule H-2	Structure Plan
Schedule H-3	Road Hierarchy

Schedule H-4	Planned Right of Way Width
Schedule H-5	Cross Section – 20m Typical
Schedule H-6	Cross Section – 20m Special Design
Schedule H-7	Cross Section – 23m Typical
Schedule H-8	Cross Section – 23m Special Design 1
Schedule H-9	Cross Section – 23m Special Design 2
Schedule H-10	Cross Section – 23m Special Design 3
Schedule H-11	Land Use Plan
Schedule H-12	Open Space Framework
Schedule H-13	Pedestrian Network
Schedule H-14	Cycling Network
Schedule H-15	Transit

3. The Study Area

The Tecumseh Hamlet is south of County Road 22 and is generally delineated by County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west. The Hamlet is situated between two municipalities: the City of Windsor to the west and the Town of Lakeshore to the east. The current population of the Hamlet is approximately 4,000. This population is housed within approximately 1,300 dwellings situated within neighbourhoods east and west of Lesperance Road - the central north-south transportation corridor in the existing Hamlet. A commercial node is on the south side of the County Road 22 and Lesperance Road intersection. In addition, commercial and light industrial uses are near the County Road 22 and County Road 19 intersection and along either side of County Road 42. A new large-scale battery electric plant is under construction in the City of Windsor, on the west side of Banwell Road, south of E.C. Row expressway.

The lands subject to the policies of the THSP are shown on Schedule “H-1”. The THSPA is a composite of primarily large undeveloped lands that are currently farmed and were designated as “*Future Development*” in the Official Plan prior to the THSP. In addition, there are several natural heritage features, a few homes and a kindergarten to grade 12 school in the THSPA. The Plan policies also address the extension of municipal infrastructure, including roads, trails and underground services, into existing neighbourhoods.

Part B: The Secondary Plan

4. A Vision for change in the Hamlet

4.1. Vision Statement

The THSPA is a complete community characterized by beautiful and walkable places to live, work, play, shop locally, and enjoy nature. The Vision reflects an appropriate level of residential and commercial intensification, mix of uses, and connectivity to support a more sustainable, vibrant, and self-sufficient community.

4.2. The Guiding Principles

The following principles support the Vision Statement towards the development of a complete community, reinforcing the development of an appropriate land use mix, housing diversity, and increased amenity space. These principles are intended to support and guide the development of enhanced mobility options, environmental improvements, design excellence, increased connectivity, and public realm investments. All public and private sector initiatives within the THSPA should adhere to these fundamental objectives, as they are set to guide future development in a direction best suited to achieving the Vision.

4.2.1 *Create a vibrant, complete, mixed-use community*

The THSPA should accommodate and encourage a mix of uses to support a vibrant and complete community.

- i. Establish a mix of land uses that support a diverse and inclusive community, including residential, commercial, and institutional uses that are compatible and strategically located to create a walkable and connected community.
- ii. Foster the creation of new gathering places, destinations, and amenities that cater to a range of age groups and are located within close proximity to residential areas. This includes parks, community centers, and commercial nodes that offer a variety of services and amenities to residents.

4.2.2 *Create a unique identity and quality of place*

The development should contribute to creating a unique identity and quality of place for the Hamlet, drawing upon existing natural heritage features, and creating inspiring and memorable places.

- i. Develop an approach to urban design that provides a high-quality public realm and built form environment.
- ii. Ensure development that is human-scaled and appropriate to its context, creating a comfortable pedestrian environment.

4.2.3 Provide opportunities for all to live in the Hamlet

The plan should provide for a diverse range of housing options, supporting a variety of incomes, family types, and age groups, allowing people to live in the THSPA through all stages of their lives.

- i. Develop high quality smaller lot single family, and multi-family house forms.
- ii. Provide a diversity of housing forms, tenure, and affordability options.

4.2.4 Create lively and viable commercial nodes

Create a unique and vibrant commercial environment that is accessible, active, visible, and viable in the local market, without negatively impacting other commercial areas in Tecumseh.

- i. Create a commercial environment that draws high visitor traffic and provides compelling reasons to visit.
- ii. Create a commercial base that appeals to all demographics and can respond to changing needs and preferences and is adaptable to new trends.
- iii. Create a commercial environment that is highly visible and accessible to all modes of transport, with sufficient parking for cars and bicycles, and an attractive public realm.

4.2.5 Create walkable neighbourhoods

The identity of the THSPA will be strengthened by its walkability and accessibility of neighbourhoods through the development of high quality, pedestrian- oriented streetscapes that are safe, welcoming, and accessible, creating a distinct public realm environment.

- i. Ensure streets are designed with appropriately scaled street lighting, tree canopy, landscaping, and generous sidewalks.
- ii. Provide centrally located amenities within walking distance to residential areas.

- iii. Provide well-linked and safe pedestrian connections and linkages to amenities throughout the THSPA.
- iv. Ensure that traffic along main streets and local residential streets move at safe speeds and are pedestrian and bicycle friendly.

4.2.6 Provide high quality open spaces

Development in the THSPA should reflect a balanced approach to built form and open space, providing an increased amount of high-quality open spaces for all to enjoy.

- i. Ensure residential areas are adequately served by community amenities such as public parks, civic spaces, recreational facilities, and other community amenities.
- ii. Create a connected network of parks, trails, and open spaces throughout the THSPA, connecting existing development and parks to new development areas.
- iii. Create centrally located parks, within residential areas.
- iv. Enhance existing green open space corridors (i.e. the Hydro Corridor and the McAuliffe Park) and ensure they are well connected.
- v. Design active and passive spaces providing activities for all ages, including sport fields and facilities, picnic areas, playgrounds, seating, lighting, and public art.
- vi. Use natural heritage features and stormwater management ponds as usable open space where possible.
- vii. Ensure equitable distribution of tree canopies and green spaces throughout the THSPA

4.2.7 Protect and enhance heritage resources

All new development will respect Tecumseh Hamlet's heritage assets and contribute to its heritage character.

- i. Conserve and protect natural heritage areas such as the McAuliffe Woods Conservation Area and other natural features in a natural state.
- ii. Ensure that new development will not adversely impact the conservation of natural and cultural heritage features.
- iii. Establish respectful physical and visual access to natural heritage features and integrate them into the open space network where possible.

4.2.8 Create a supportive transportation network

The design of the transportation network should support a range of users, including pedestrians, cyclists, public transit, and private vehicles.

- i. Develop a well-connected street network that provides safe, efficient movement for a diversity of users.
- ii. New development should support the potential for future investment in public transit through increased densities.
- iii. Design streets and the public realm to ensure pedestrian safety and comfort as a priority.
- iv. Provide a safe and well-connected pedestrian and cycling network that facilitates movement throughout the area and surrounding areas.
- v. Explore safe crossing opportunities over the railway tracks to bridge the gap between north of the THSPA and south of the THSPA .

4.3 Area Structure

Development in the THSPA will be organized by a Structure Plan. The Structure Plan identifies a series of including road network and block structure, parks and open spaces that will be improve the look, feel, function, and mobility of the THSPA, and serve as organizing elements for development around them. The Structure Plan also identifies opportunities for increased residential density and mix of uses, providing a framework to ensure a comprehensive approach to future development within the THSPA.

Schedule “H-2”: Structure Plan identifies the following elements which will define the structure of land use within the THSPA and serve as the foundation of the planning framework for the THSP:

- **Road Network** identifies existing streets, reconfigured and/or widened existing streets, and new streets, together forming a cohesive, multi-modal transportation network across the THSPA. The pattern, grid, and hierarchy of streets, as illustrated on Schedule “H-3”: Road Hierarchy and Schedule “H-4”: Planned Right-of-Way Widths, is intended to be implemented through the site-specific development process. The recommended cross sections are shown on Schedules “H-5” to “H-10”.

- **Distribution of Residential Density** conveys the locations and intensity of planned residential development, with the dark red areas corresponding to the highest densities, and the lighter areas corresponding to medium and low-density. Locations of high-density development are generally adjacent and easily accessible to arterial roads and commercial areas and will provide for a transition in scale toward lower density residential areas.
- **Community Amenity Nodes** consist of pedestrian scaled “main street” related commercial along Maisonneuve Street and Commercial nodes including anchor commercial development at the Banwel Road and Gouin Street gateway, as well as neighbourhood scale commercial and retail amenity and services at the intersection of Banwell Road and Shields Street.
- **Open Space Network** captures a variety of open spaces including parks, recreation and natural features, as well as SWMPs. These elements are distributed throughout the THSPA to create an interconnected network of accessible open spaces, all within walking distance
- **Gateway Locations** are identified as part of the Structure Plan. The gateway features accentuate entry points into the THSPA through distinctive architectural design, façade treatments, special landscaping, plazas, open spaces, and public art installations.

5. Land Use Policies

The policies in this section address the range of land uses in the THSP and are intended to guide all future planning and development, ensuring it supports the vision for the THSPA. The policies applying to the various land use designations provide a comprehensive development framework to integrate new and existing uses, and to ensure an appropriate and desirable build-out for the area over the long term. The Land Use Designations Goals and Policies are meant to be read in conjunction with the Urban Design Guidelines in the next section, which provide more detailed built form parameters for new development including guidance on building massing and orientation, open space, circulation, and the public realm.

5.1. Overarching Policies

- i. Within a land use designation, site-specific zoning may be implemented through the Town’s Zoning By-laws in order to identify specific permissions, regulations or

requirements, which may include standards such as: minimum setbacks, maximum building heights, building separation distances, minimum landscaping provisions, allocation of open space, buffering, on-site recreational or commercial uses, site access, minimum parking and loading requirements, and any other matters deemed appropriate by the Town Council.

- ii. All qualifying development within the land use designations of the THSP is subject to Site Plan Control pursuant to Section 41 of the Planning Act and Section 10.4 of the Tecumseh Official Plan 2021. The Town will ensure that development and redevelopment in the THSPA is consistent with an appropriate type, scale, and character of built form.
- iii. Schedule “H-11”, Land Use Map, identifies and delineates all land use designations within the THSPA. The policies pertaining to these designations are generally consistent with the Town’s Official Plan. In the case of a conflict, the policies in the THSP will prevail.

5.2. Residential

5.2.1 Goals

The Residential policies are intended to provide guidance and structure for residential development, including the introduction of varied housing forms and densities which can offer a broader range of options for living in the Hamlet. The various Residential land use designations are intended to accommodate a range of low, medium and high-density residential development. This direction supports the THSP’s Vision and Guiding Principles, and the Town’s Official Plan, by encouraging a diversity of housing forms, tenure, and levels of affordability towards a more inclusive and complete community.

- i. Ensure that new residential development occurs in a manner that is within the servicing and financial capacity of the municipality.
- ii. Encourage an efficient development pattern where a full range of municipal infrastructure, community facilities, and goods and services can be provided in a cost-effective and environmentally sustainable manner.
- iii. The intensification of residential lands shall be encouraged, and development standards that will help achieve this goal shall be a priority for the Town.

- iv. Ensure that existing and new residential areas are walkable and, to the greatest extent possible, supportive of all modes of transportation.

The THSP identifies three distinct residential designations: Low-Density Residential, Medium-Density Residential, and High-Density Residential. These designations, as described below, are generally aligned with the Town's Official Plan directions regarding building height, massing, and density.

5.2.2 General Policies

The General Policies are applicable across the three Residential designations and aim to ensure that new development is compatible with the planned character of the Hamlet and supports the overall vision of the Tecumseth Official Plan. In general, the Residential policies contained in section 4.2.2 of the Official Plan will apply to the Residential designations of the THSP, with the exception of the following which will supersede those pertaining to Additional Residential Units (ARU).

- i. Garden suites shall be permitted on single-detached or semi-detached dwelling lots as a temporary use and in accordance with Section 4.2.2 ix) of the Official Plan.
- ii. A maximum of three dwelling units shall be permitted on a single lot where a single-detached, semi-detached or townhouse use is permitted, subject to the following criteria:
 - a. One stand-alone ARU shall be permitted ancillary to a single-detached or semi-detached dwelling unit on the same lot, subject to the provisions of section 4.2.2 viii) of the Official Plan.
 - b. Two ARUs shall be permitted within the principal structure for a single-detached, semi-detached or townhouse dwelling, subject to the provisions in section 4.2.2 vii) of the Official Plan, where no stand-alone ARU is existing or proposed on the same lot.
 - c. One ARU shall be permitted within the principal structure of a single-detached, semi-detached or townhouse dwelling, subject to the provisions in section 4.2.2 vii) of the Official Plan, where a stand-alone ARU is existing or proposed on the same lot.
- iii. All new residential development of greater than 10 units shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.

- iv. Development will be subject to the Urban Design Guidelines of the THSP, including but not limited to standards for building massing, setbacks, lot coverage, open space, and other built form criteria.

5.2.3 Low-Density Residential

The intent of the Low-Density Residential designation is to guide new development which respectfully integrates with existing residential areas, while also allowing for diversity of low-density residential typology, including a mix of lot sizes. Per General Policy 2 of subsection 5.2.2 above, ARUs are permitted and may contribute to the diversification of housing forms and options in the area.

5.2.3.4 Policies

- i. Permitted uses include single-detached dwellings, semi-detached dwellings, ARUs and home occupations.
- ii. The maximum building height is 2.5 storeys.
- iii. The maximum building density is 20 dwelling units per gross hectare.

5.2.4 Medium-Density Residential

The Medium-Density Residential designation corresponds to multi-unit residential developments of a medium density located adjacent or in close proximity to Banwell Road, commercial nodes, open spaces, parks, and schools. This designation allows for housing options and forms of a higher density than Low-Density Residential areas, but which are also compatible with a low-rise character with regard to the height and mass of buildings.

5.2.4.1 Policies

- ii. Permitted uses include townhouses, stacked townhouses, row houses, multiple-unit dwellings, and walk-up and low-scale apartments. The following uses may also be permitted:
 - a. Nursing homes, rest homes, and retirement homes.
 - b. Live-work uses such as a home office or studio space, provided that:
 - The work component is ancillary to the principal residential use; and
 - The work component does not substantially alter the character and function of the area, including but not limited to traffic patterns and land use compatibility.
- iii. The maximum building height is 4 storeys.

- iv. The range of permitted densities is 20-50 dwelling units per gross hectare.

5.2.5 High-Density Residential

The High-Density Residential designation is located adjacent or in close proximity to the commercial nodes on the northern and southern sides of the THSPA as well as adjacent the northerly stormwater management pond. It permits a variety of denser housing types and aims to help achieve a critical mass of population to support the commercial uses and amenities offered in these areas.

5.2.5.1 Policies

- i. Permitted uses include apartment buildings, stacked townhouses, nursing homes, rest homes, and retirement homes.
- ii. Live-work uses such as a home office or studio space may be permitted, provided that:
 - a. The work component is ancillary to the principal residential use; and
 - b. They do not substantially alter the character and function of the area, including but not limited to traffic patterns and land use compatibility.
- iii. The maximum building height is 6 storeys.
- iv. The minimum density is 50 dwelling units per gross hectare.

5.3. Commercial Areas

The THSP identifies three categories of commercial designation: Anchor Commercial, Neighbourhood Commercial, and Main Street – Mixed Use. The following Goals apply generally across all commercial areas. Each of the three designations and their respective policies are described further below.

5.3.1 Goals

- i. To strengthen the Town's economic base by recognizing established commercial districts and by fostering the development of viable new commercial locations within the Hamlet;
- ii. To ensure that suitable sites are available to accommodate a full range of commercial goods and services to meet the needs of the surrounding neighbourhoods and broader community;
- iii. To recognize that commercial areas are dynamic in nature and must be able to evolve, adapt and redevelop as market conditions, consumer needs and preferences, and retail trends change over time.

5.3.2. Anchor Commercial

The Anchor Commercial designation applies to the retail block on the east side of Banwell Road at Gouin Street, which serves as a commercial destination at the north end of the THSPA. Appropriate uses for this location will include a large-format retail store, such as a supermarket, located along Banwell Road, ensuring maximum exposure to passing vehicles. It is intended that the permitted use within this designation will complement and not detract from the smaller-scale commercial uses of the Main Street – Mixed Use designation to the south along Maisonneuve Street.

5.3.2.1 Policies

- i. Permitted uses include a range of large format retail-commercial uses which typically require a larger building footprint and ground floor area as compared to uses within the Main Street – Mixed Use or Neighbourhood Commercial designations. Uses such as office or support spaces for employees are permitted, provided that they are ancillary to the principal use and contained within the same building. In addition, outdoor garden centres and retail fuel sales are permitted as ancillary uses.
- ii. Additional retail uses which are complementary in nature to the larger, primary commercial use may be permitted, where it is demonstrated, to the satisfaction of the Town, that the planned function of the Main Street Mixed Use area is not undermined.
- iii. The maximum building height is 1-storey, with allowance for floor-to-ceiling height as appropriate for a grocery store or other large-scale retail use.
- iv. The minimum gross floor area is 5,000 m² for a stand-alone large-format retail use such as a supermarket or any large-scale commercial use.
- v. Landscape features will be used both within and along the edges of surface parking lots to visually buffer them from abutting streets. Development will support a comfortable pedestrian-scale and walkable environment through quality design.
- vi. Publicly accessible amenities or rest areas, including outdoor seating/dining areas or landscaped spaces will be permitted subject to the provisions in the Urban Design Guidelines of the THSP.
- vii. All new Anchor Commercial development shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.

5.3.3. Neighbourhood Commercial

The Neighbourhood Commercial designation applies to the commercial node on the north side of the Banwell Road and Shields Street intersection. The primary function of this commercial node is to serve local residents and high school students. It also plays an important role as a key commercial node and gateway for the southerly portion of the THSPA

5.3.3.1 Policies

- i. The Neighbourhood Commercial node is intended to be secondary and complementary to the function of the Main Street and Anchor Commercial land uses, and therefore shall be limited to a compact cluster around the Banwell Road and Shields Street intersection.
- ii. A mix of local commercial uses are permitted including:
 - a. All types of retail, office and service commercial uses, excluding automobile related uses;
 - b. Professional services, including financial service establishments and medical/health clinics;
 - c. Eating establishments;
 - d. Places of entertainment;
 - e. Laundry and dry-cleaning services; and
 - f. Other commercial businesses serving the needs of the local community.
- iii. Uses permitted above the ground floor may include residential, office, and personal services. Residential uses are not permitted at ground level.
- iv. The maximum building height is 2 storeys.
- v. Primary building frontages and access will be oriented facing the public street to enhance pedestrian access and visibility.
- vi. Large surface parking lots will not be located between a building and the public street frontages of Banwell Road and Shields Street and will avoid impacting the site's interface with the public realm.
- vii. All new Plaza Commercial development shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.

5.3.4. Main Street – Mixed Use

The Main Street – Mixed-Use designation represents the primary commercial district for the THSPA, extending along both sides of Maisonneuve Street from east of Banwell Road. Nestled

strategically between the surrounding High- and Medium-Density Residential neighbourhoods, this designation will provide a concentration of shops, services, jobs, and amenities to fulfill the day-to-day needs of the community, while also functioning as a convenient destination for residents outside the immediate area. The Main Street will have an important role as a community gathering space, fostering social interaction and commercial activity.

5.3.4.1 Goals

- i. To develop as a “town centre” for the THSPA, promoting an inter-mingling of different uses and building types in a street-oriented, walkable, and fine-grain character.
- ii. To enable a compact mix of uses including retail, commercial services, institutional, and a range of housing options including multi-unit buildings.
- iii. To take advantage of opportunities for “cross-pollination” with the Anchor Commercial area located to the northwest on Banwell Road, as people coming to do their grocery shopping can easily walk over to the commercial Main Street.

5.3.4.2 Policies

- i. Permitted commercial uses include retail, eating establishments, hotels, service and office uses that are suitable for a main street pedestrian format and are intended to serve the surrounding neighbourhoods and broader community. For properties within the Main Street Mixed Use designation, the land use fronting the street on the ground floor shall be commercial.
- ii. Complementary uses such as cultural, recreational, entertainment, institutional, community or municipal services, open space facilities, and parking lots and structures shall be permitted.
- iii. Residential uses shall be required in upper-storey locations of commercial buildings.
- iv. The maximum building height is 3 storeys for all uses. New automotive uses and other uses such as large format retail that interrupt pedestrian flow and are visually incompatible with the main street commercial setting are prohibited.
- v. New drive-through facilities will not be permitted in the Main Street Mixed Use designation in order to protect and enhance the pedestrian environment.
- vi. All new development within the Main Street – Mixed Use designation shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.

5.4. Community Facility

The Community Facility designation applies to a range of civic and public or private sector community uses such as schools, places of worship, retirement homes and community centres.

5.4.1 Goals

- i. To facilitate and support public and private sector projects and programs that will expand the range of facilities and community services that are available for use by Town residents;
- ii. To encourage and support initiatives that will ensure that adequate educational facilities are available to meet the needs of existing and future Town ratepayers;
- iii. To ensure that community facility uses are situated in areas of the Town which are suitable for their intended use, and minimize land use conflicts with other uses;
- iv. To encourage community facilities to be co-located in community hubs to promote cost effectiveness and facilitate service integration, access to transit and active transportation; and
- v. To ensure that community facilities are strategically located to support the effective and efficient delivery of emergency management services and to ensure the protection of public health and safety.

5.4.2 Policies

- i. Permitted uses include schools, places of worship, nursing homes, rest homes, retirement homes, community centres, cemeteries, places of assembly, libraries, and other buildings and facilities used by the Town, the County and other levels of government;
- ii. Wherever possible, schools should be considered and used as multipurpose facilities, and should be available for use by the surrounding neighbourhood and broader community for leisure, recreational, educational, and other community sponsored events and activities;
- iii. Joint use agreements may be used by the Town to maximize the benefits associated with shared facilities and services owned by other public agencies, boards, non-profit organizations or clubs, and operated and maintained for the enjoyment and well-being of the community at large;

- iv. Wherever possible, new school sites should be located adjacent to park sites to enable a sharing or joint-use of facilities and programs;
- v. Wherever possible, new school sites should be located centrally within neighbourhoods or groups of neighbourhoods to promote walking and cycling;
- vi. Adequate precautions shall be taken to ensure that institutional uses do not have adverse impacts on adjacent land uses;
- vii. All new Institutional development shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990;

5.5. Recreational

The Recreational designation represents a variety of publicly accessible parks and open spaces that will form the Hamlet's public space network and may range from greenways and neighbourhood parks to urban plazas and civic spaces. The policies of this section identify land uses and locations which should be prioritized for recreational/parks and open space use to achieve quality of life benefits for the Hamlet. Schedule "H-12" – Open Space Framework provides a breakdown of the open space network for lands designated Recreational.

The Recreational land use policies are to be read in conjunction with Town of Tecumseh's Strategic Master Plan for Parks and Recreation Services, which provides more detailed direction regarding park typologies and use to ensure a coherent open space framework. The Master Plan provides the community with a long-range planning document that helps guide investment in the Town's parks, recreation, trails and sports system.

5.5.1 Goals

- i. To ensure an adequate supply of parks, open space and recreational facilities to meet the needs of residents;
- ii. To ensure that recreational uses are suitably located to maximize their accessibility to area residents and minimize their conflicts with other uses;
- iii. To create a continuous open space system, connecting various parks, residential neighbourhoods, commercial areas, employment areas and natural heritage with each other;

- iv. To cooperate with local school boards, ratepayer groups, and local school councils to maximize the use of school and Town properties for recreational and educational purposes; and
- v. To work with local service clubs, interested groups and agencies to acquire, develop and maintain the park and open space areas in keeping with evolving community needs.

5.5.2 Policies

- i. The permitted uses shall generally include outdoor public recreational uses such as parks, playgrounds and sports fields or facilities. Wherever possible, recreational uses serving the community at large should be part of a multi-use, larger, more visible and adaptable facility and/or site.
- ii. The acquisition of new parkland shall be in accordance with the location and distribution of Recreational uses on Schedule “H-11”.
- iii. McAuliffe Park will be expanded to the west, along the south side of Shields Street, by primarily adding active recreational space. The expanded park will provide a range of uses and elements including soft and hard landscaping, a children’s playground, youth play facilities, public art, and other features such as water that can be enjoyed by all. The park should also be linked to the existing school farther west via an enhanced streetscape along Shields Street.
- iv. A new park will be located on the south side of Maisonneuve Street within the Main Street – Mixed-Use area. This park will be designed to function as the main civic recreational space for the community, enhancing the adjacent commercial activities. The design will also incorporate direct access and high visibility from the street, fostering a seamless integration with the surrounding urban fabric, including restaurants, cafes, and market venues.
- v. The Hydro Right-of-Way utility corridor, shown on Schedule “B-1” of the Town’s Official Plan, should be considered as a location for recreational uses such as walking, cycling and other activities. The permitted uses within these areas shall include public and private recreational uses.
- vi. All development in the Recreational designation shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.

5.6. Stormwater Management Ponds

There are five Stormwater Management Ponds (“SWMP”) designated in locations across the THSPA, as identified on Schedule “H-11”. SWMPs are essential infrastructure for newly developed or intensifying areas, as they manage the quantity and quality of stormwater runoff in urban areas with higher proportions of non-permeable surface. The locations of the SWMPs have been determined through various Municipal Class Environmental Assessment processes and generally align with replacement of existing municipal drains and aim to provide connections to natural heritage features or open spaces. In addition to the stormwater management function, these ponds can enhance the quality and interest of the public realm, creating opportunities to weave in elements of landscape and infrastructure.

5.6.1 Goals

- i. Maximize connectivity and public use of SWMPs by co-locating near parks and natural areas to create a network of open spaces that offer multiple community benefits, including recreation, wildlife movement, and educational opportunities.
- ii. Integrate SWMPs into the urban fabric, ensuring they complement new developments and streetscapes.
- iii. Design SWMPs to be accessible for all ages and abilities, and to provide amenities such as seating and shade.
- iv. Enhance the aesthetic and recreational value of SWMP areas through native vegetation, public art, and water features.

5.6.2 Policies

- i. SWMPs will be designed to improve natural heritage and wildlife habitat and does not degrade existing conditions. A buffer is recommended between areas designated Natural Environment and proposed SWMPs.
- ii. Grading of SWMPs will be designed to direct wildlife into natural areas and corridors, away from roads and high-traffic areas.
- iii. Grading of SWMPs will be designed to prevent natural corridors, wildlife crossings and eco-passages from becoming “prey funnels” for predators.

- iv. SWMP's will be constructed via a phased approach which follows construction of development areas per the Land Use Plan.
- v. SWMPs will require regular maintenance to ensure that they function effectively and remain visually appealing. Maintenance activities should minimize impacts on the surrounding environment and should be coordinated with other open space management activities.

5.7. Major Infrastructure Corridor Overlay

The Major Infrastructure Corridor Overlay applies to locations which will require a corridor for major underground municipal infrastructure, including a water main and a sanitary trunk sewer. The locations of the two Major Infrastructure Corridor Overlays identified on Schedule "H-11" are otherwise designated for Low Density Residential and Stormwater Management Pond uses.

5.7.1 Policies

- i. The corridors shall have a minimum width of 20-metres to accommodate a sanitary trunk sewer and water main construction and their future maintenance.
- ii. Any portion of the Major Infrastructure Corridor Overlay located on privately-owned lands shall be conveyed to the municipality.
- iii. The corridors will also accommodate future at-grade pedestrian, cycling and/or multi-use path connections to improve circulation and access to open space, including to the hydro corridor lands south of the CP rail line.
- iv. The width required for public easements under and across the Hydro Corridor and CP Rail lands is subject to confirmation by both Hydro One and CP Rail.
- v. Exact location of the Major Infrastructure Corridor will be determined through detailed design.

5.8. Natural Environment

The Natural Environment designation comprises the most significant natural heritage features within the THSPA. Such features are referred to as 'high priority', subject to Section 4.9.3 of the Town's Official Plan. The following policies shall apply to the lands designated Natural Environment on the Land Use Plan, Schedule "H-11".

5.8.1 Policies

- i. Development and site alteration is not permitted on lands designated Natural Environment.
- ii. Permitted uses shall be limited to passive recreational uses and activities that create or maintain infrastructure authorized under an environmental assessment process or work subject to the Drainage Act.

5.9. Natural Environment Overlay

The Natural Environment Overlay captures the features designated as Natural Environment, as well as secondary priority natural heritage features subject to Section 4.9.4 of the own's Official Plan. The following policies shall apply to the lands designated Natural Environment Overlay on the Land Use Plan, Schedule "H-11".

5.9.1 Policies

- i. Development and site alteration is not permitted on lands within the Natural Environment Overlay unless it has been demonstrated to the satisfaction of the approval authority and/or the Town, in consultation with the Essex Region Conservation Authority, that there will be no negative impacts on the natural features or their ecological functions.
- ii. Prior to the consideration of any Planning Act application, an environmental impact assessment shall be completed in accordance with the Environmental Impact Assessment Guidelines published by ERCA and endorsed by the County and Town as updated from time to time.
- iii. Permitted uses on lands within the Natural Environment Overlay shall be in accordance with the underlying land use designation.
- iv. Activities that preserve and enhance the features contained with the Natural Environment Overlay, such as tree preservation, tree planting, and establishing and improving linkages, are encouraged.

6. Urban Design Guidelines

6.1. Objectives

The Urban Design Guidelines aim to achieve a high-quality built form and public realm environment for the THSPA. However, they also provide flexibility to achieve a healthy range of design expression and variation, which will contribute to creating a unique sense of place. They

provide the framework to guide built form, open space, and movement towards achieving the THSP Vision and Objectives.

6.2. Built Form Framework

Objectives

1. The Built Form Guidelines of this plan define the desired future character and function of the built environment, including height and massing, building orientation and placement, frontages, entrances, and transitions as well as private amenity spaces. The intent is to reinforce a coherent, harmonious and appealing urban environment that enhances the public realm.

Building Orientation and Placement

2. Locate and orient buildings to establish and enhance view corridors and maximize views over natural features such as McAuliffe Woodlot, SWMPs, and parks.
3. Orient buildings to front onto and frame street edges, open spaces, and pedestrian pathways, with generous entrances and glazing to provide transparency from interior to exterior.
4. Avoid back-lotting along Banwell Road and orient the primary facades and entrances toward Banwell Road.
5. Orient buildings to maximize sunlight in public spaces, including streets, parks, open spaces, and recreational areas, especially during spring and fall seasons.
6. Ensure a minimum 3-meter front yard setback for *High-Density Residential* buildings to ensure transition from public to private spaces.
7. The side yard setback for a *High-Density Residential* building should be a minimum of 3 metres to encourage a porous connection between the front and rear yards of new development.
8. The rear yard setback for a *High-Density Residential* building should be a minimum of 7.5 metres to protect for appropriate rear yard transition when directly abutting *Medium-Density* or *Low-Density* residential designation.
9. Provide transition from *High-Density and Medium-Density Residential* and to *Low-Density Residential* Areas through setbacks, stepbacks, and landscaped buffers.

Frontages, entrances, and facades

10. Provide a continuous street wall within the Main-Street Mixed-Use designation. A continuous street wall, with animated uses along the full length of the property and street, is essential to create a well-defined and welcoming pedestrian environment.
11. Avoid creating "blank" walls (without any entrances or windows) facing any adjacent street, trail, or open space when constructing buildings. Ensure that building facades are well articulated at ground level and incorporate high-quality materials. In cases where large blank walls cannot be avoided (e.g., back-of-house, loading, and servicing areas), consider screening or using them as canvases for public art.
12. Enhance the ground floor frontage of mixed-use commercial buildings with a generous amount of glazing, typically comprising a minimum of 70% of the facade surface. This promotes a transparent visual connection between indoor commercial spaces and the street. For upper levels (second and above), aim for approximately 50% glazing.
13. For corner buildings, create a double frontage addressing both adjacent streets. Encourage the incorporation of architectural features and articulation in all corner building locations, including residential structures, to enhance visual prominence, define the area's identity, and establish gateway moments.

Height, Scale, Massing

14. Ground floor heights for commercial units should be a minimum of 4 metres, floor to floor.
15. Encourage architectural diversity while maintaining a cohesive aesthetic.
16. Design the massing of new development to be harmonious with the character of the existing block. The scale of buildings adjacent to existing residential neighbourhoods should respect the adjacent building's scale by providing a proper transition in heights.
17. Encourage a fine grain within the Main Street Mixed-Use designation. Design commercial units and storefronts to enhance the active public realm, maintaining a generally consistent width of 10 – 20 meters with regular entrances. Additional limits on the width and size of commercial units may be defined in the Zoning By-law.
18. For buildings taller than 3 storeys, provide a 3 to 5-metre stepback above the base building façade for the portion of the building above the third storey.

19. Limit the length of apartment buildings and townhouses to facilitate mid-block connections and prevent monotonous building frontages. Apartment buildings should not exceed a length of 60 meters, while townhouses should be no longer than 40 meters.
20. Organize the built form to create neighbourhoods that have unique but complementary character.

Ground Level Uses

21. Establish clearly defined primary entry points that open onto the street for all buildings, and for mixed-use commercial buildings, ensure direct access to a public sidewalk. Within the Main Street Mixed Use designation, provide identifiable entrances for each ground-floor retail unit along the main street, accessible directly from the public sidewalk.
22. Place commercial uses on the ground floor of Main Street Mixed-Use buildings and position identifiable entrances facing the street.
23. Align entrances to commercial buildings flush with the public sidewalk.
24. Emphasize a prominent street-level presence for all ground-level uses, including residential.
25. Incorporate weather protection features to create a comfortable public realm. Weather protection features should be integrated into the design in a form consistent with the architectural style.

Priority Lots

26. Priority lots include Gateway Lots (as shown on Schedule "H-2"), corner lots and highly visible lots that provide a visual terminus to the street. Their visual significance within the streetscape requires that the siting and architectural design of the dwelling be of an exemplary quality, requiring special design consideration to ensure that an attractive built form is achieved, appropriate to its location
27. Incorporate special building features and massing designs, including taller architectural treatments, to emphasize the visual prominence of the site, enhancing the uniqueness and landmark status of buildings on corner or visual terminus sites.
28. Orient developments on corner sites to both street frontages and design them with two facades of equal architectural significance.

Parking and Servicing

29. Where feasible, consider below-grade parking for high-density development.
30. Where below-grade parking is not possible, prioritize opportunities for structured parking facilities. Front any existing and new structured parking facility with animated uses, public art, and planting.
31. Where below-grade parking is not possible and surface parking is proposed, design with the full build-out scenario of the property in mind for when below-grade parking becomes feasible and treat surface parking as an interim solution.
32. Screen surface parking area from the public realm and away from the street frontage. Place surface parking and servicing for new developments at the rear of buildings and accessed by a rear or side yard lane.
33. Where surface parking or service areas are exposed, they should be a generous separation from the public realm and designed to include enhanced landscaping above and beyond the streetscape such as an additional row of trees or buffered with landscaping such as hedges or shrub planting and/or other mitigating design measures. Clearly mark pedestrian access and paths and provide adequate lighting in surface parking areas.
34. Any structured parking facility, the structure should be integrated into the built form such that it is integrated within the design articulation and façade treatment of the building.
35. For single unit dwellings, semi-detached dwellings and ground-oriented townhomes, if access to parking is in the front, the parking garage should not be the most predominant feature of the dwelling. It should be set back from the front wall and be incorporated into the architectural features of the dwelling.

Landscaping and Common Outdoor Amenity Space

36. In High-Density Residential developments, common outdoor amenity areas are encouraged. Consider clustering complementary elements like a common mailbox or bicycle parking near common outdoor amenity areas. This will help create a sense of community and make it easy for people to access the amenities they need.
37. Consider thermal comfort through the orientation, location and landscaping of outdoor amenity areas; provide a balance of sun, shade and protection from wind.

38. Locate outdoor amenity areas away from building servicing, parking and loading functions. If this is not possible, servicing areas should be heavily screened with a landscaped buffer and a fence.
39. For commercial areas, all portions of a lot not occupied by a building or structure or used for off-street parking or off-street loading must be landscaped and maintained.

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6.3. Open Space Framework

Objectives

1. The THSPA's open space network includes parks, multi- use trail corridors, stormwater ponds, and green streets as identified on Schedule "H-12" – Open Space Framework.
2. Provide a range of park types, recreation facilities, and open spaces in the THSPA and their equitable distribution across the community to ensure access to a diversity of recreation opportunities within a walking distance to surrounding neighbourhoods.
3. Identify and secure active transportation connections between new and existing parkland and open space areas and new and existing neighbourhoods via a complete trails network, including pedestrian and bike trails and enhanced streetscapes, to be implemented during the development approval process.

Parks

4. The Open Space Framework is shown on Schedule "H-12". The objective of the Framework is to ensure that persons living and working in the THSPA have access to public parks and a range of passive and active recreational opportunities and experiences. The Proposed parks have been located in a manner to:
 - a. form a connected network of parks and open spaces in association with the Public Realm Moves; and
 - b. balance demand within different parts of the THSPA.
5. Provide active and passive elements within all parks, as appropriate, to meet the recreation needs of all ages and interests and create opportunities for year-round activities.
6. Ensure parks are designed and programmed in accordance with the Town of Tecumseh Parks Master Plan 2010 and Town of Tecumseh Parks Masterplan Review (2021)
7. Prioritize native tree and plant species, as well as low-water and biodiverse landscapes.
8. Design the parks with enough flexibility to accommodate special or additional programming, such as community gatherings, and special events.
9. Provide high visibility all around with clear views in and throughout the parks.
10. Provide adequate lighting and signage for ease of use, wayfinding, and access.

11. Provide new pathways and trails through the parks to encourage walkability, and to connect to new development areas and trails proposed in the THSPA.
12. Create a pedestrian priority zone for the extent of Shields Street that runs through McAuliffe Park. Provide enhanced paving, streetscape and gateway elements within this zone to integrate the roadway within a park context, reducing the amount of asphalt, and mitigate the speed of vehicular traffic through the park.
13. Create a gateway feature at the east entrance of Shields Street where the park begins.
14. Promote consultation, partnerships, and collaboration with Indigenous communities will be encouraged in the planning, design and development of new, expanded or improved parks. This may include the celebration and recognition of Indigenous culture and history, along with cultural and natural heritage, through placemaking, naming, wayfinding, monuments, interpretive features, public art, partnerships and programming.

Green Streets

15. Green Streets are identified on Schedule “H-12” and have enhanced streetscape and landscape treatments and function as key connectors to parks and open spaces. These streets are an important wayfinding component of the open space network and contribute to defining a unique and distinct character of place. The urban design guidelines outlined in in Section 6.4 - Movement Framework provide further detail regarding the roadway design, space allocation for elements within the public right-of-way such as lanes, boulevard width, landscaping and planting zones, street furniture zones, and other elements.
16. Provide enhanced landscape treatments along Green Streets such as a double row of trees and attractive landscaping with directional and lane markings, signage and wayfinding, and pedestrian scaled lighting.

Stormwater Management Ponds (SWMPs)

17. Design SWMPs to be connected to existing parks, trails, and greenways, creating a network of open spaces that provide multiple benefits to the community.
18. Integrate SWMPs into the surrounding urban fabric, ensuring that they fit into the context of the area and complement nearby buildings and streetscapes.

19. Design SWMPs to provide multiple functions beyond stormwater management, such as recreational opportunities, public art, wildlife habitat, and educational opportunities.
20. Stormwater management ponds should be designed with safe and convenient access for pedestrians and cyclists, and should include seating, shade, and other amenities to encourage public use.
21. Design SWMPs to be visually appealing and to enhance the surrounding environment. This may include the use of native vegetation, water features, public art, and other design elements.
22. Consider safety in SWMP design and incorporate landscape features, signage, and other measures to protect the public from hazards such as steep slopes and deep water.

Hydro Corridor

23. Maximize the potential of the Hydro Corridor as a valuable trail resource and a means to establish a vital east-west connection across the THSPA, linking development along Manning Road in the east to Windsor in the west, and facilitating connectivity between the most easterly neighborhood and the central portion of the THSPA.
24. Create an uninterrupted, paved pathway within the hydro corridor, complete with clear directional markings, signage, and wayfinding elements. Incorporate pedestrian-scaled lighting to ensure safety and usability.

6.4. Movement Framework

Objectives

1. The Movement Framework establishes a transportation system that accommodates vehicular traffic, cyclists, and pedestrians while also laying the foundation for future public transit options. The Movement Framework creates a clear street hierarchy and network, along with design standards for different street types. The framework aims to provide a coherent, safe, and balanced pedestrian-oriented movement system that supports various modes of transportation in the THSPA.
2. The purpose of the THSP is to:

- a. Integrate transportation and land use decisions to promote the growth of the THSPA as a compact and self-sufficient community.
 - b. Improve the connectivity of the transportation network within the THSPA for both motorized and non-motorized modes of transportation.
 - c. Implement transportation demand management strategies to shape travel behaviors and reduce reliance on automobiles.
 - d. Foster active transportation by ensuring safe and accessible pathways, human-scale urban environments, pedestrian-friendly streetscapes, amenities, and a network of interconnected destinations.
 - e. Acknowledge the connection between active transportation and a healthy community
3. As the THSPA builds out, a shift from vehicular dependency to other modes of transportation will also incrementally change the THSPA parking profile from surface lots to structured or below-grade facilities.

Road Network

4. The THSP defines a block pattern and street network that encourages integration and accessibility of all land uses through various modes of transportation.
5. The block pattern provides a system of connected streets and linkages, with short blocks to maximize circulation throughout the THSPA. Long blocks are broken by mid pedestrian passageways that typically connect to adjacent open spaces.
6. Provide continuous street tree planting to provide an attractive, pedestrian friendly street environment and to contribute to the overall Hamlet tree canopy.

Vehicular Circulation

7. Provide an integrated and connected street network with high-quality streetscapes, generous sidewalks, and quality landscaping and furnishings along all vehicular routes.
8. Design new streets to reduce conflict between the various modes of movement.
9. Pursue traffic-calming measures and other right-of-way design approaches that prioritize pedestrian and cyclist safety. Measures may include enhanced pedestrian crosswalks, reduced intersections, on-street parking, and landscaping.

10. Include electric vehicle charging infrastructure in new parking areas, while expanding the number of charging stations in existing lots.
11. Provide service access through secondary streets, where feasible.

Pedestrian Circulation

12. The pedestrian circulation is identified on Schedule “H-13” and includes sidewalks, trails, midblock connections, and other pedestrian infrastructure that will connect seamlessly to the rest of the Town’s pedestrian network, as well as to adjacent communities’ pedestrian networks.
13. Provide an intuitive, universally accessible network of paths connecting internal and external streets, gateways, building entrances, and open spaces across the THSPA.
14. Provide pedestrian facilities, comprising sidewalks or pathways, on both sides of all public streets within the THSPA as recommended in street cross sections shown on Schedules “H-5” to “H-10.”
15. Design sidewalks as safe, attractive, and interesting public spaces, wide enough to accommodate a large number of users, and supplemented with seating and hardscaped areas.
16. Ensure sidewalks provide direct, convenient, and universally accessible connections to all building entrances, public open spaces, transit stops, parking and pick-up/drop-off areas, and other important destinations.
17. Design pedestrian areas to minimize vehicular-pedestrian conflicts, including minimizing the need for curb cuts.
18. Include pedestrian and bicycle access plans in design submissions for all new development projects.
19. Provide clear wayfinding and signage for pedestrians and cyclists.
20. Use special paving treatments, signage, and signalization for safe crossing at key intersections.
21. Provide mid-block pedestrian connections that are wide enough to accommodate cyclists and pedestrians, well-lit and naturally surveilled from adjacent buildings, as shown on Schedule “H-13”.

Cycling Circulation

22. The cycling network is identified on Schedule “H-14” and includes on- and off-road routes as well as routes identified as part of the County Wide Active Transportation plan.
23. Cycling is encouraged to stimulate a shift from vehicular use to alternate modes of transportation. The Movement Framework recommends connecting the existing and proposed bike circulation systems to the THSPA. The Cycling network is identified on Schedule “H-14”.
24. Design for safe bike circulation by providing clear signage and sightlines throughout the cycling network.
25. Provide sufficient bike parking and secure storage areas along cycling routes, and in designated areas.
26. Provide bike storage areas that are safe, accessible, and secure for all users. Locate bike storage and parking in areas that are sheltered, well lit, and visible to passersby.

Transit Circulation

27. In addition to the planned routes as identified in the Transportation Master Plan, the THSP identifies potential future expansion of public transit to support the increased density, as illustrated on Schedule “H-15”.

Shields Street Special Design

28. Shields Street is planned to provide a key linkage between Lesperance Road, Banwell Road, and westerly to Windsor, and provides direct access to McAuliffe Park.
29. A segment of Shields Streets shown on Schedule H-4 is identified for a 23-metre ROW Special Design and is envisioned as a green scenic drive with a two lane traffic lane to allow for an enhanced streetscape, a central landscaped boulevard, a double row of trees on either side of the street, generous sidewalks, pedestrian scaled lighting, and enhanced paving treatments at key intersections. The recommended cross section is illustrated on Schedule “H-10”.
30. Implement traffic calming and pedestrian safety measures throughout the Shields Street Special Design and as shown on Schedule “H-10” including:
 - a. Provide enhanced pavement material for the vehicular lanes throughout the character road. Pavement materials with contrasting colors or textures can provide visual cues to drivers that they are entering a different type of road or

area. This change in the road surface can signal to drivers that they need to reduce their speed and exercise caution.

- b. Provide a landscaped traffic island to physically restrict the path of vehicles and providing a refuge for pedestrians that are crossing.
- c. Limit pedestrian crossing to designated crossings by incorporating a continuous raised seating wall along the pedestrian sidewalk that physically separates pedestrians from vehicles except for crossing points.
- d. Provide raised crosswalks to slow down traffic as vehicles approach pedestrian crossings.
- e. Ensure the street is well-lit, especially during the evenings. Proper lighting enhances visibility and reduces the risk of accidents, while also promoting a sense of security for park users.
- f. Tree planting within the median boulevard should take into account the need to maintain clear sightlines to pedestrian crossing areas. As such, tree rows in the median should be terminated before reaching the pedestrian crossing to ensure unobstructed visibility.

7. Municipal Services

7.1 Municipal Water and Wastewater Services

- i. All new development in the THSPA shall be connected to the municipal wastewater and water systems. These services shall be designed in accordance with the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and the Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report.

7.2 Municipal Stormwater Management Services

- i. All new development in the THSPA shall be connected to the municipal storm drainage system, which shall include connections to regional stormwater management facilities. The storm drainage system and regional stormwater management facilities shall be designed in accordance with the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and the Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report.

7.3 Transportation Services

- i. All new development in the THSPA shall provide transportation infrastructure in accordance with Schedules “H-3” to “H-10”, inclusive, and “H-13” and “H-14”.
The transportation infrastructure shall be designed in accordance with the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and the Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report.
- ii. The THSP identifies potential future expansion of public transit to support the increased density, as illustrated on Schedule “H-15”, which is in addition to the planned routes as identified in the Transportation Master Plan,
- iii. The Town's cost of providing services to facilitate the development of lands shall be borne by such development in accordance with all applicable legislation.

Part C: Implementation

8. Making it happen

8.1 General Guidance

Further to Section 10 of the Official Plan, the following additional policies are applicable to all development in the THSPA.

8.2. Municipal Class Environmental Assessment (EA) Process

The Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report was completed by the Town as a Schedule C Municipal Class Environmental Assessment. This Report documents the planning and design process leading to the selection of the preferred municipal infrastructure servicing strategy to facilitate development in the THSPA. This Report builds on previously completed Master Plans that have identified regional municipal servicing projects and have completed Phase 1 and Phase 2 of the Municipal Class Environmental Assessment process. This Report and the THSP were completed concurrently to ensure that development proceeds in an orderly manner, considering infrastructure capacity constraints and site-specific needs.

The purpose of the Report is to provide a coordinated and sustainable approach to providing municipal infrastructure in support of development growth. In summary, the Report establishes

the location and capacity of collector roads, storm and sanitary sewers, watermains, how stormwater will be managed within the THSPA, and cross-section details for various roads. This Report provides the basis for ensuring that these infrastructure facilities are planned and designed to avoid impacts on significant natural heritage, water and cultural resources and minimize other environmental impacts.

8.3. Development Phasing

- i. Development in the THSPA shall proceed in multiple phases that will be consistent with the estimated delivery of water and wastewater servicing infrastructure, which is proposed to generally proceed from north to south. As development occurs within the THSPA, recommended municipal infrastructure will need to be implemented in stages in accordance with the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report, Section 9.2, Construction Phasing.
- ii. It is the intent of the THSP that the sequencing of growth is controlled to ensure that within each phase:
 - a. The staging of development occurs in a manner that supports timing and availability of planned, water, wastewater and storm drainage infrastructure in accordance with the Tecumseh Water and Wastewater Master Plan, the Development Charges Background Study, the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and the Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report;
 - b. Services and required infrastructure are provided in a fiscally responsible manner consistent with the objective of the THSP, in accordance with all applicable legislation and which does not impose a financial burden on the Town beyond that planned for and approved by Council;
 - c. The progression of development will follow a logical sequence generally north to south and shall be staged to ensure the creation of complete neighbourhoods, minimizing the extent to which future residents are exposed to construction;
 - d. There is an appropriate range and mix of housing types; and
 - e. Development proceeds in a manner that is supportive of transit services.
- iii. Prior to the approval of any development applications, the Town must be satisfied that municipal water, wastewater and stormwater services, including connection to a regional stormwater management facility, are extended to the lands in the subject phase and

adequate local water and wastewater servicing capacity has been confirmed by the Town.

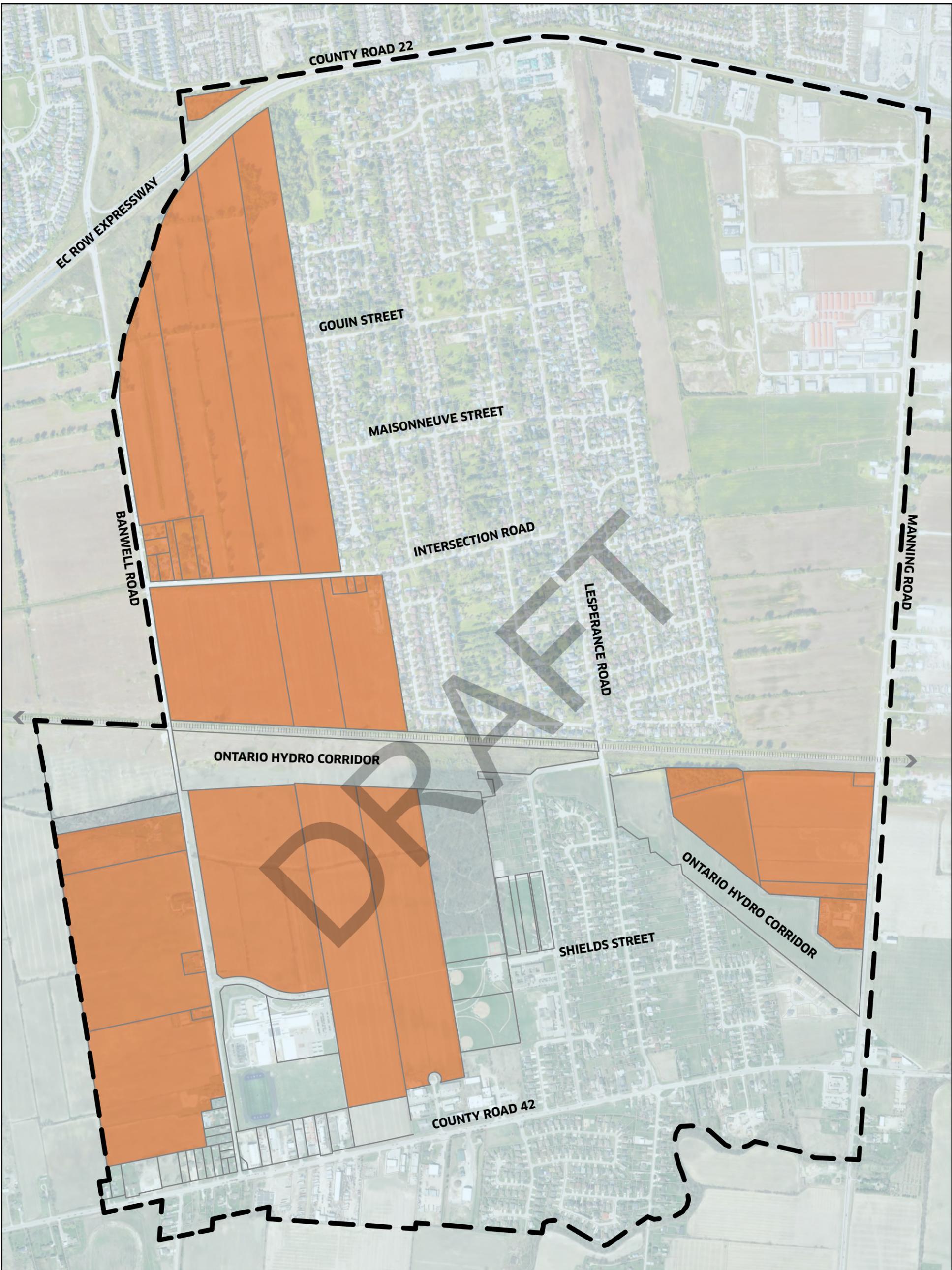
- iv. Notwithstanding the foregoing, public infrastructure, such as roads, parks, schools, and servicing facilities, undertaken by a public authority, may proceed at any time, subject to the availability of servicing infrastructure and other municipal requirements as determined by the Town.
- v. Prior to draft approval of each plan of subdivision, all requirements of the Town shall be satisfied, and confirmation shall be received from utility providers and school boards that appropriate services and facilities can be accommodated.
- vi. All new urban development in the THSPA shall be connected to the municipal water, wastewater and stormwater systems. Further, applications for development in the THSPA shall only be approved by Council, and development shall only proceed when:
 - a. Council is satisfied that the landowners within each of the stormwater catchment areas, as identified in the Tecumseh Hamlet Infrastructure Improvements Class Environmental Assessment: Environmental Study Report and the Tecumseh Hamlet Secondary Plan Area: Functional Servicing Report, have entered into any agreement(s), as the Town may be permitted to require, for the provision of funds or the provision of service or both, and that as part of any agreement, provisions have been made to the satisfaction of Council for any funds or services which may be required of any future landowners in the future in order for the development of the THSP to proceed as planned. Such agreements shall be registered on the title of the lands affected. The Town may facilitate cost recovery from other benefitting developments through various means available by way of legislation;
 - b. Landowners within the THSP have, where necessary, entered into a private cost-sharing agreement(s) amongst themselves to address the distribution of costs of development for the provision of matters such as infrastructure facilities;
 - c. Landowners within the THSP have, where necessary, entered into a parks agreement with the Town to facilitate dedication to the Town of parkland, as identified on Schedule "H-11" and any required cost sharing between landowners;
 - d. A detailed servicing plan for the individual plans of subdivision has been completed to the satisfaction of the Town;

- e. To facilitate the development of an effective local road network the Town may require multiple landowners in the THSPA to enter into an agreement or agreements amongst themselves or with the Town to address matters including, but not limited to, the provision of key roads to access the arterial road network and to allow development to proceed in an orderly manner; and,
- f. Any additional requirements of the Town are satisfied.

8.4 Zoning By-laws

The THSP shall be implemented by an appropriate amendment(s) to the Town's Comprehensive Zoning By-law in accordance with the policies of the THSP and the Official Plan.

DRAFT



Legend

-  Settlement Area Boundary (Tecumseh Hamlet)
-  Tecumseh Hamlet Secondary Plan Area (THSPA)

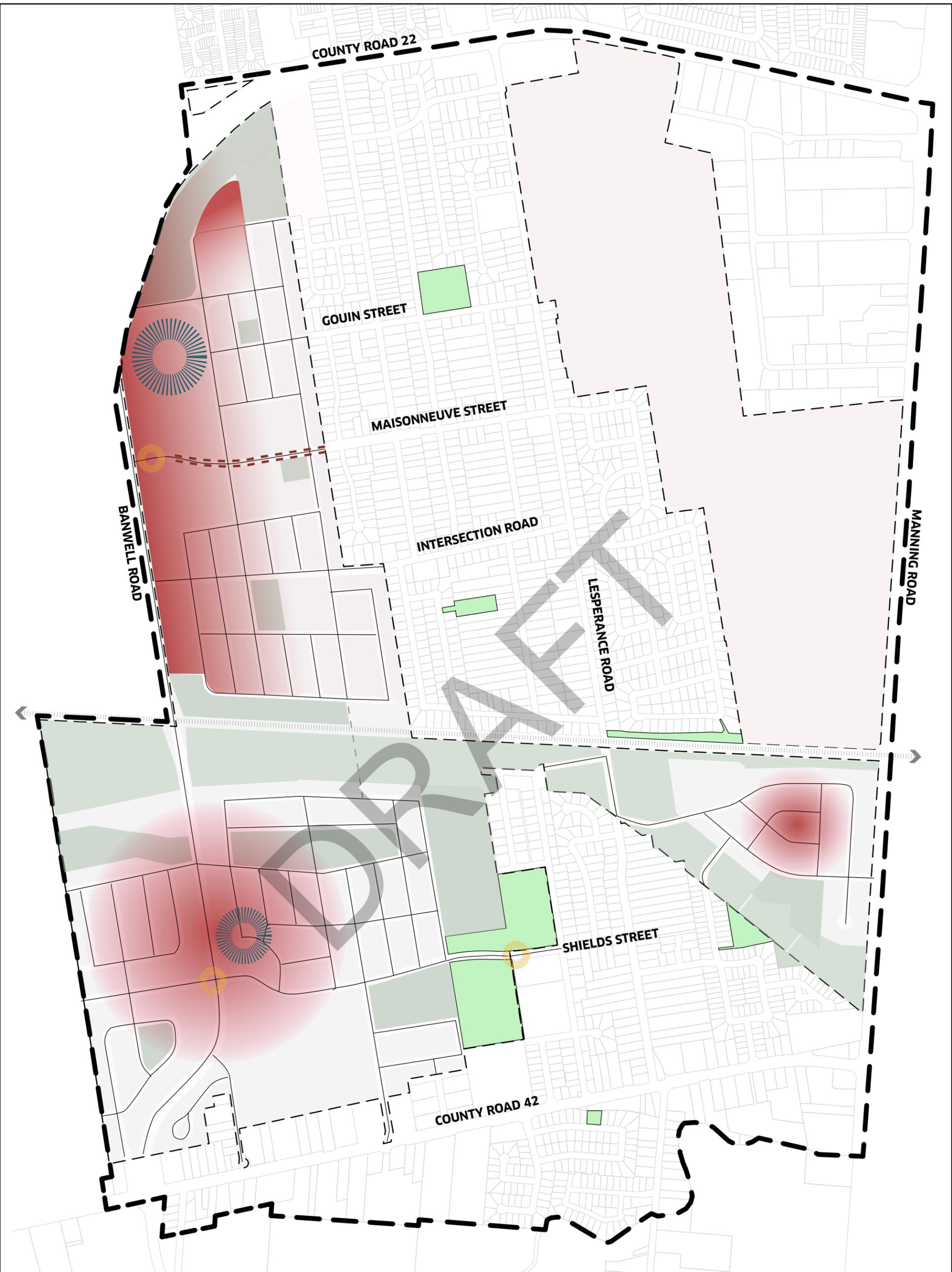
**SCHEDULE "H-1"
THSPA**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



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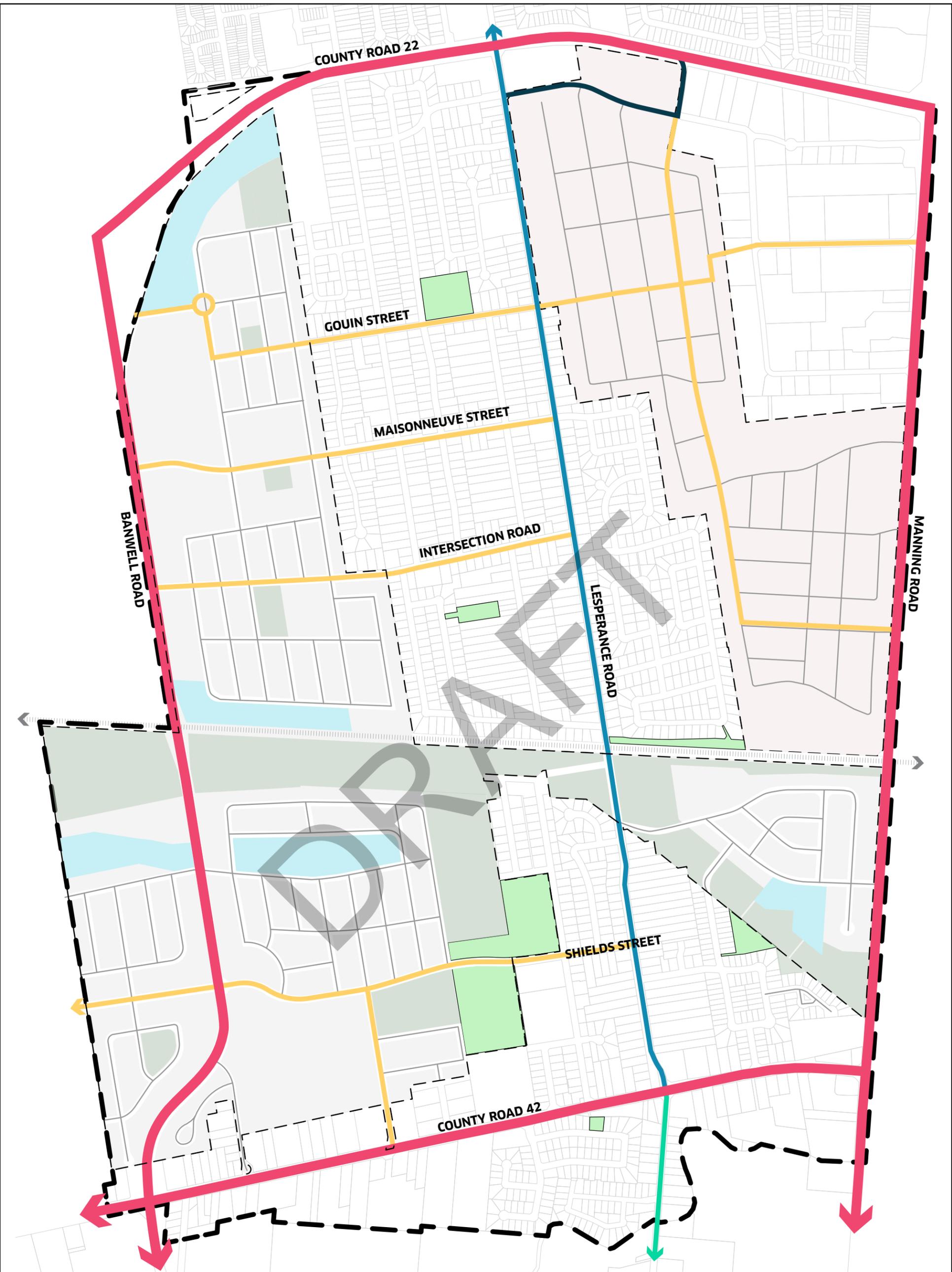
Legend

-  Settlement Area Boundary (Tecumseh Hamlet)
-  Tecumseh Hamlet Secondary Plan Area (THSPA)
-  Manning Road Secondary Plan Area (MRSPA)
-  Distribution of Residential Density
-  Open Space Network
-  Road Network
-  Main Street
-  Commercial Nodes
-  Gateway Features

**SCHEDULE "H-2"
STRUCTURE PLAN**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



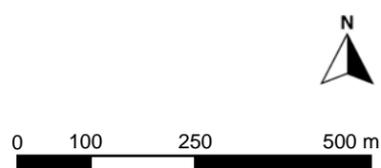


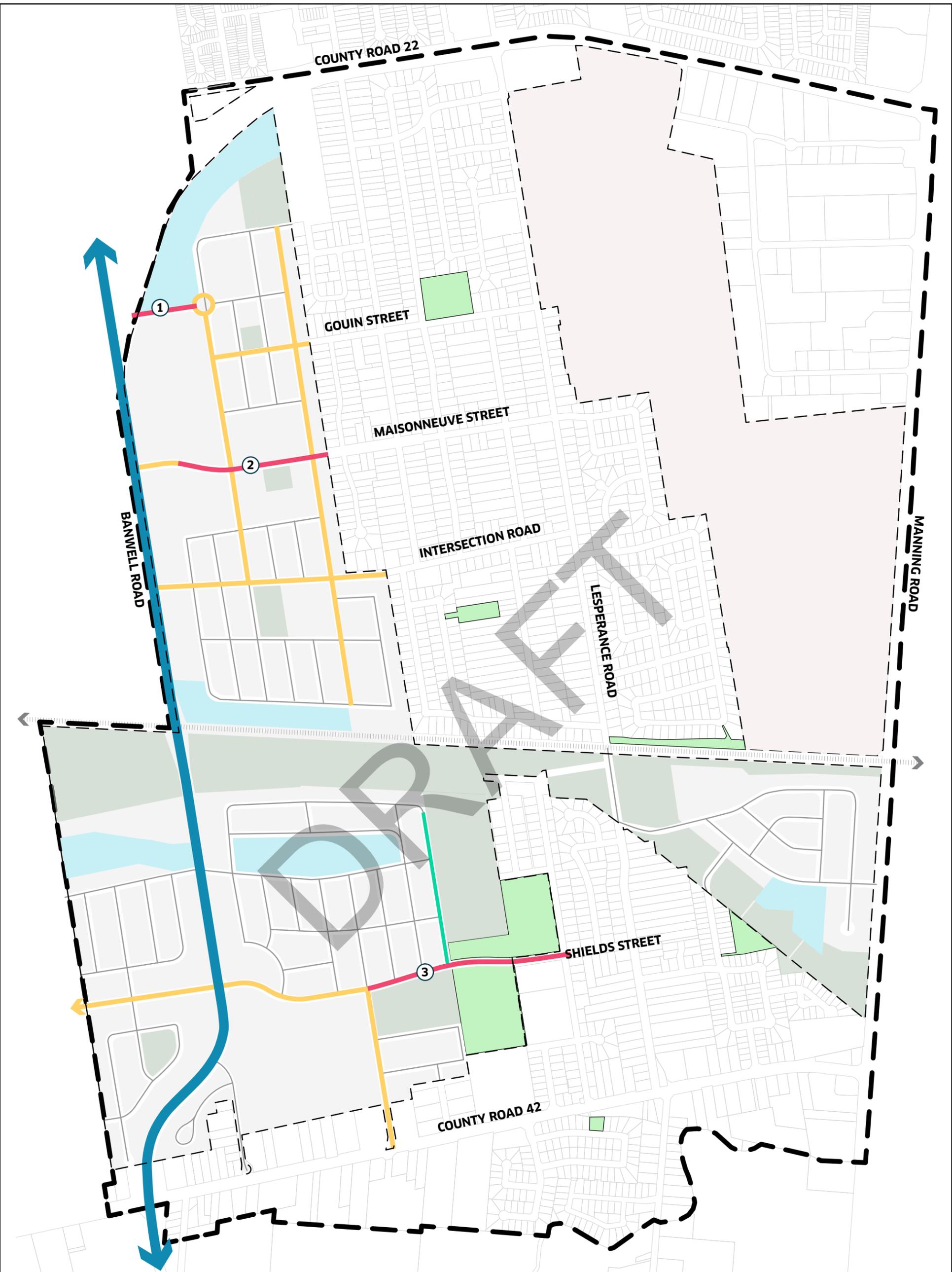
Legend

- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- County/Windsor Regional Road
- Minor Arterial Road
- Collector - Urban
- Collector - Rural
- Local Road

**SCHEDULE "H-3"
ROAD HIERARCHY**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan

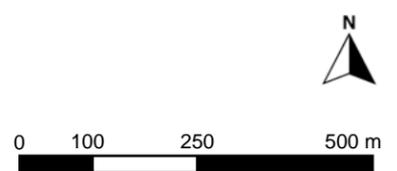


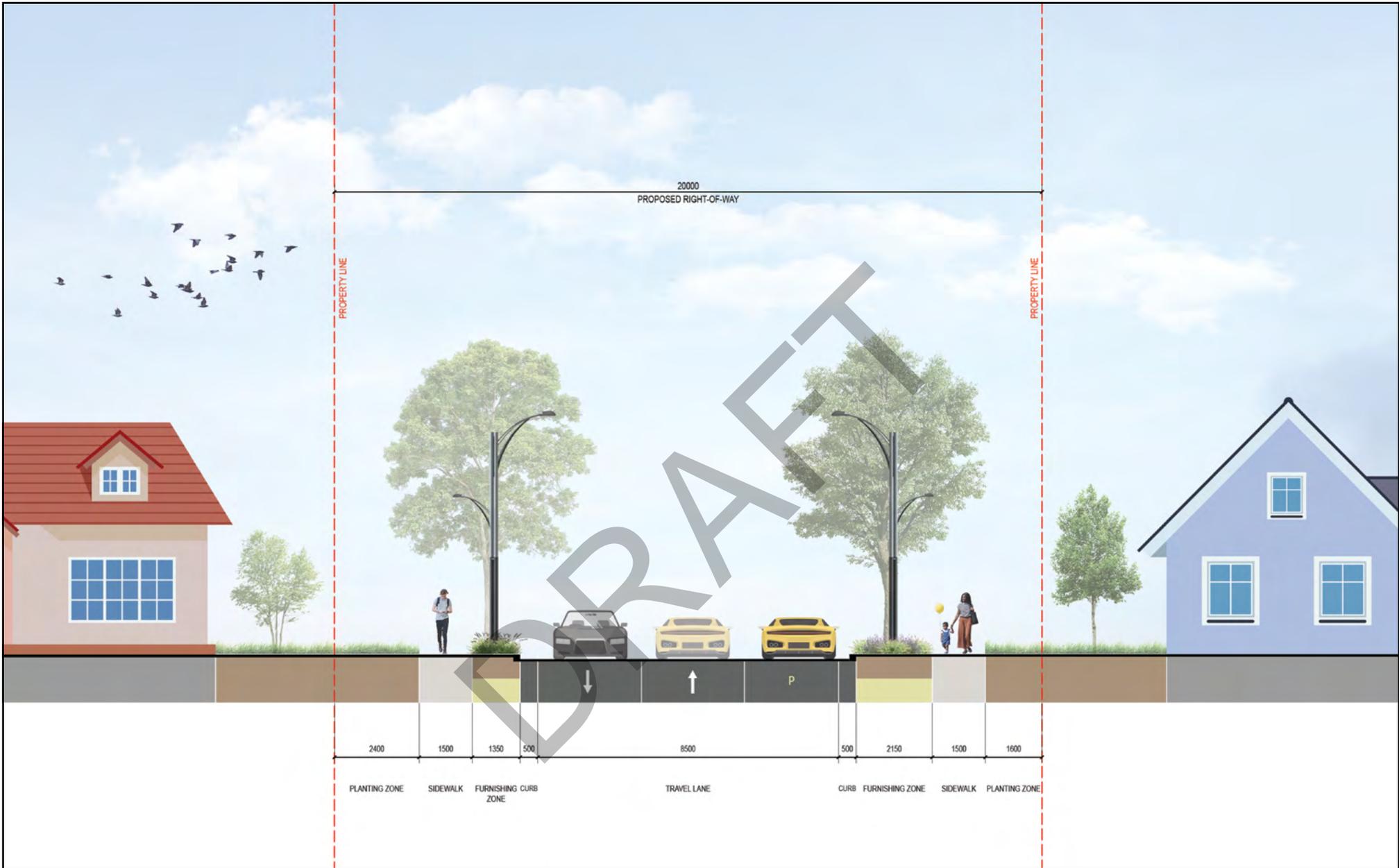


Legend

- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- County/Windsor Regional Road
- 23m ROW - Typical
- 23m ROW - Special Design
- 20m ROW - Typical
- 20m ROW - Special Design

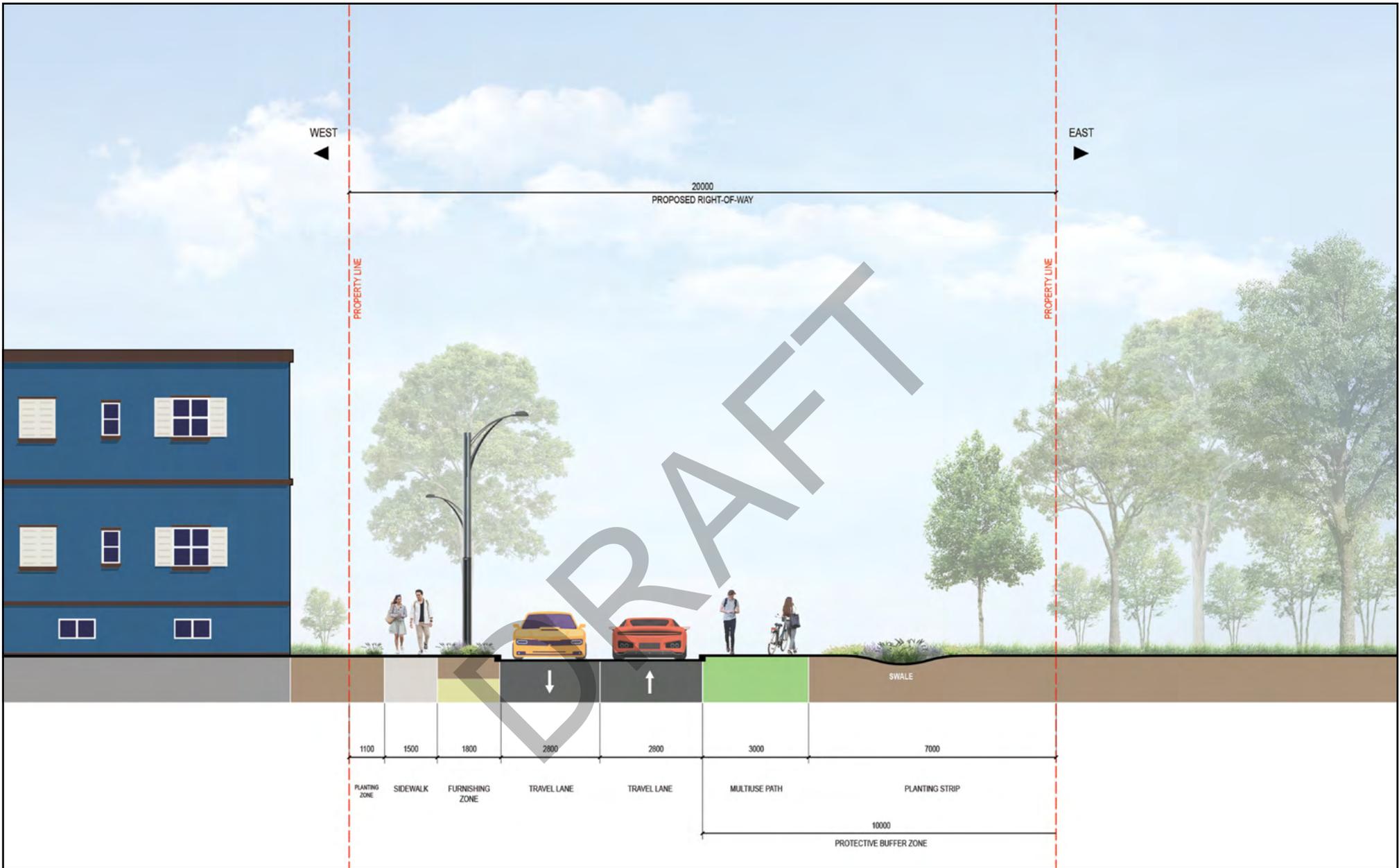
SCHEDULE "H-4"
PLANNED RIGHT OF WAY WIDTH
 Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan





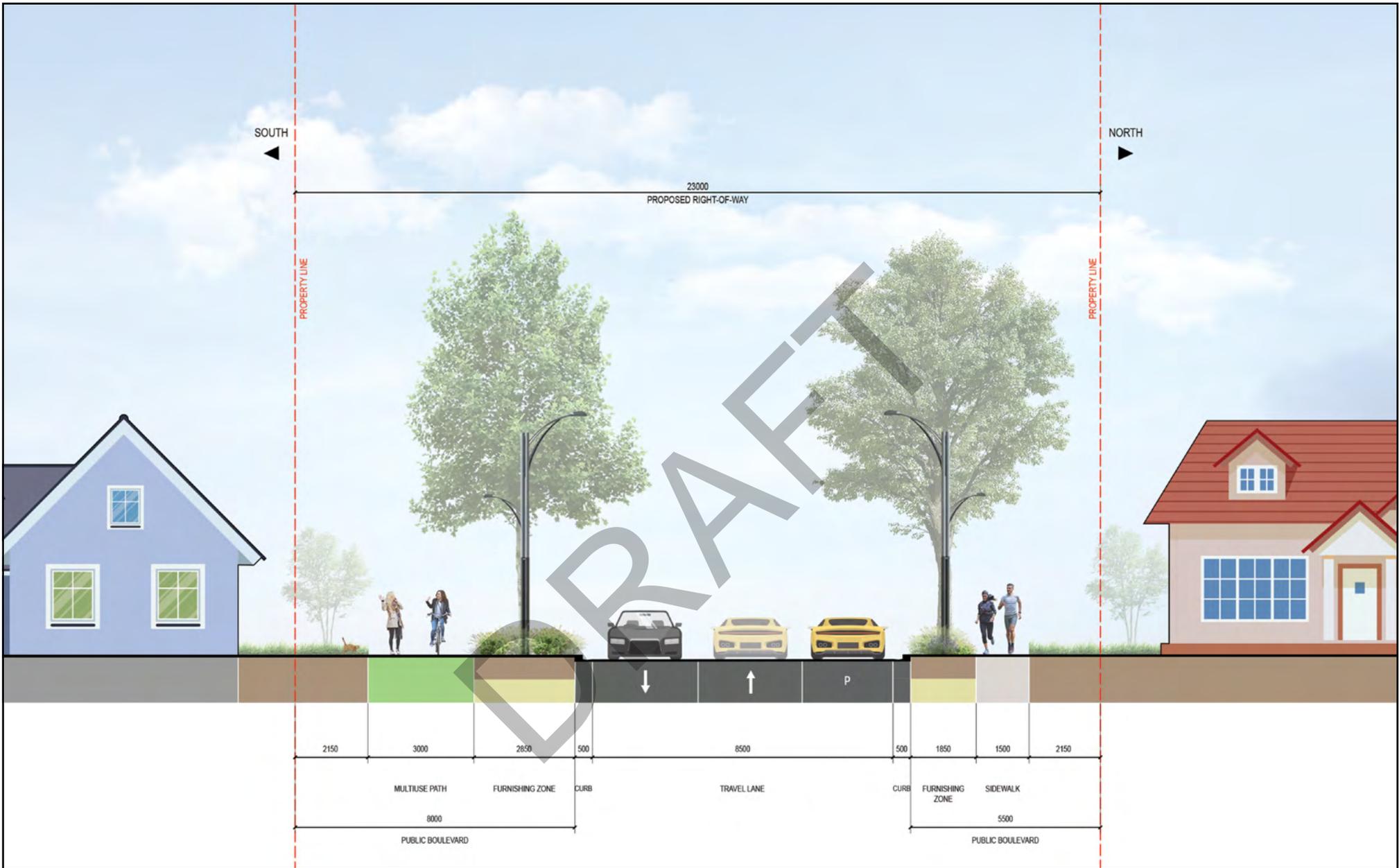
SCHEDULE "H-5"
CROSS SECTION - 20M ROW - TYPICAL

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



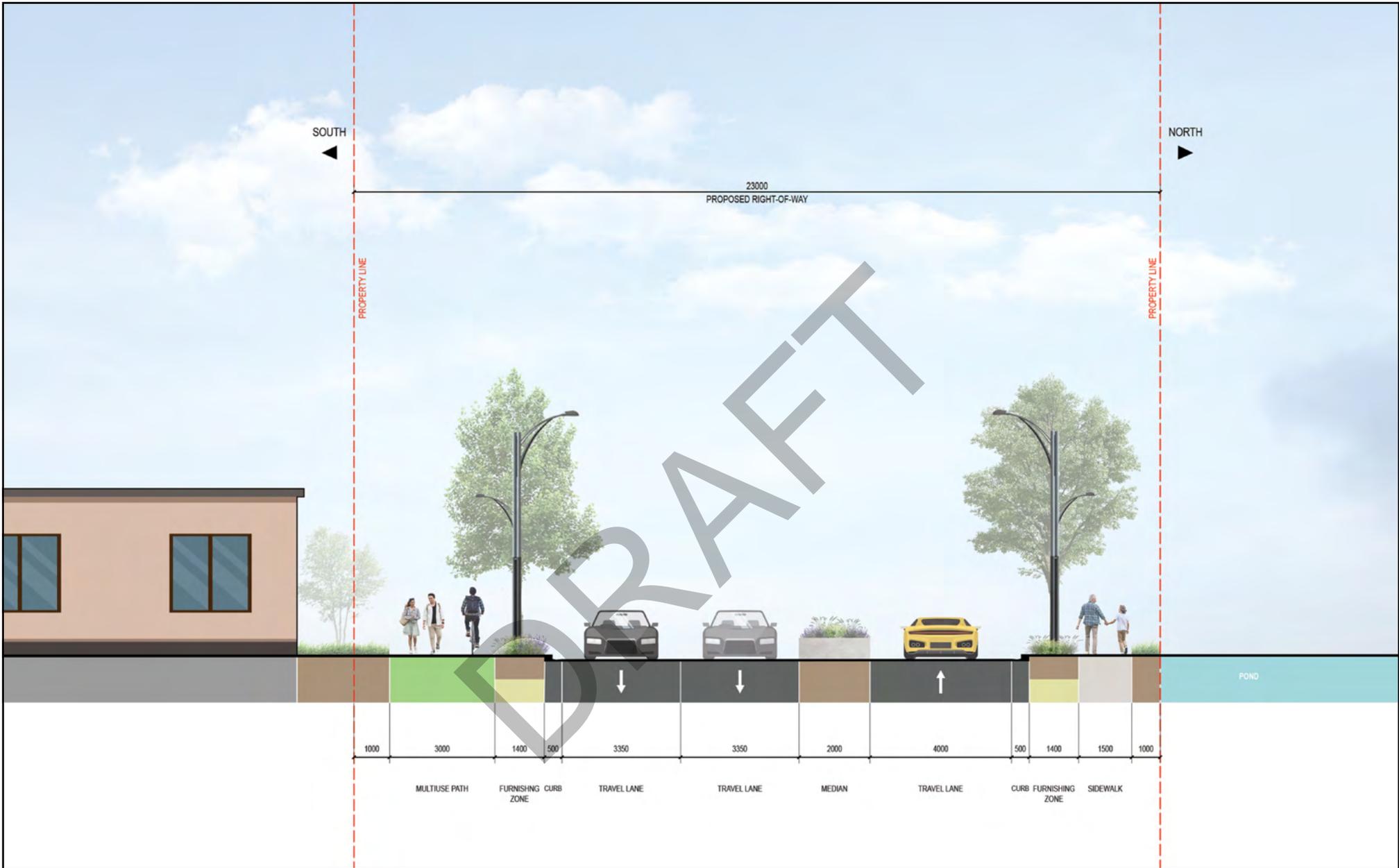
SCHEDULE "H-6"
CROSS SECTION - 20M ROW - SPECIAL DESIGN

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



SCHEDULE "H-7"
CROSS SECTION - 23M ROW - TYPICAL

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



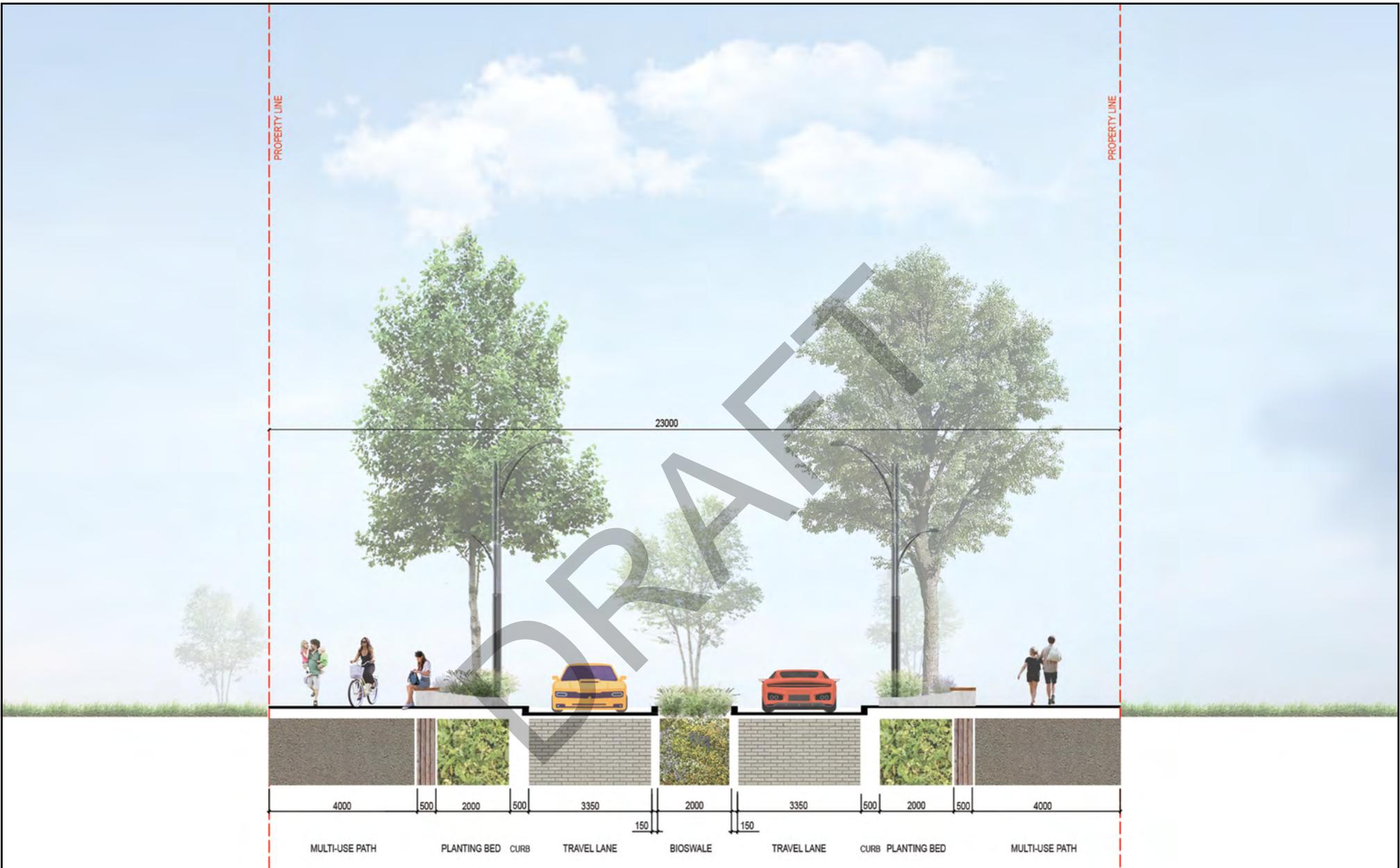
SCHEDULE "H-8"
CROSS SECTION - 23M ROW - SPECIAL DESIGN #1

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



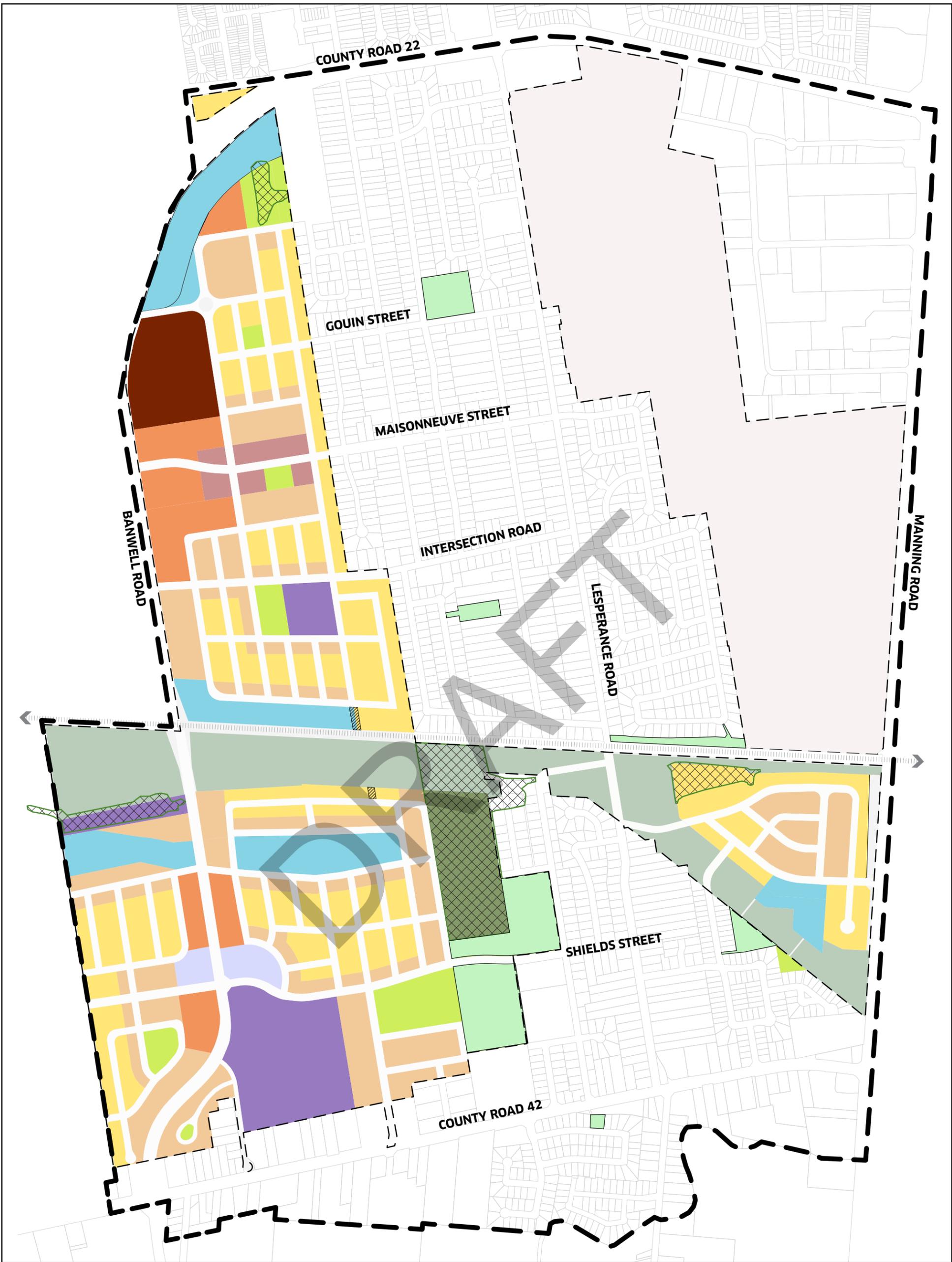
SCHEDULE "H-9"
CROSS SECTION - 23M ROW - SPECIAL DESIGN #2

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



SCHEDULE "H-10"
CROSS SECTION - 23M ROW - SPECIAL DESIGN #3

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



Legend

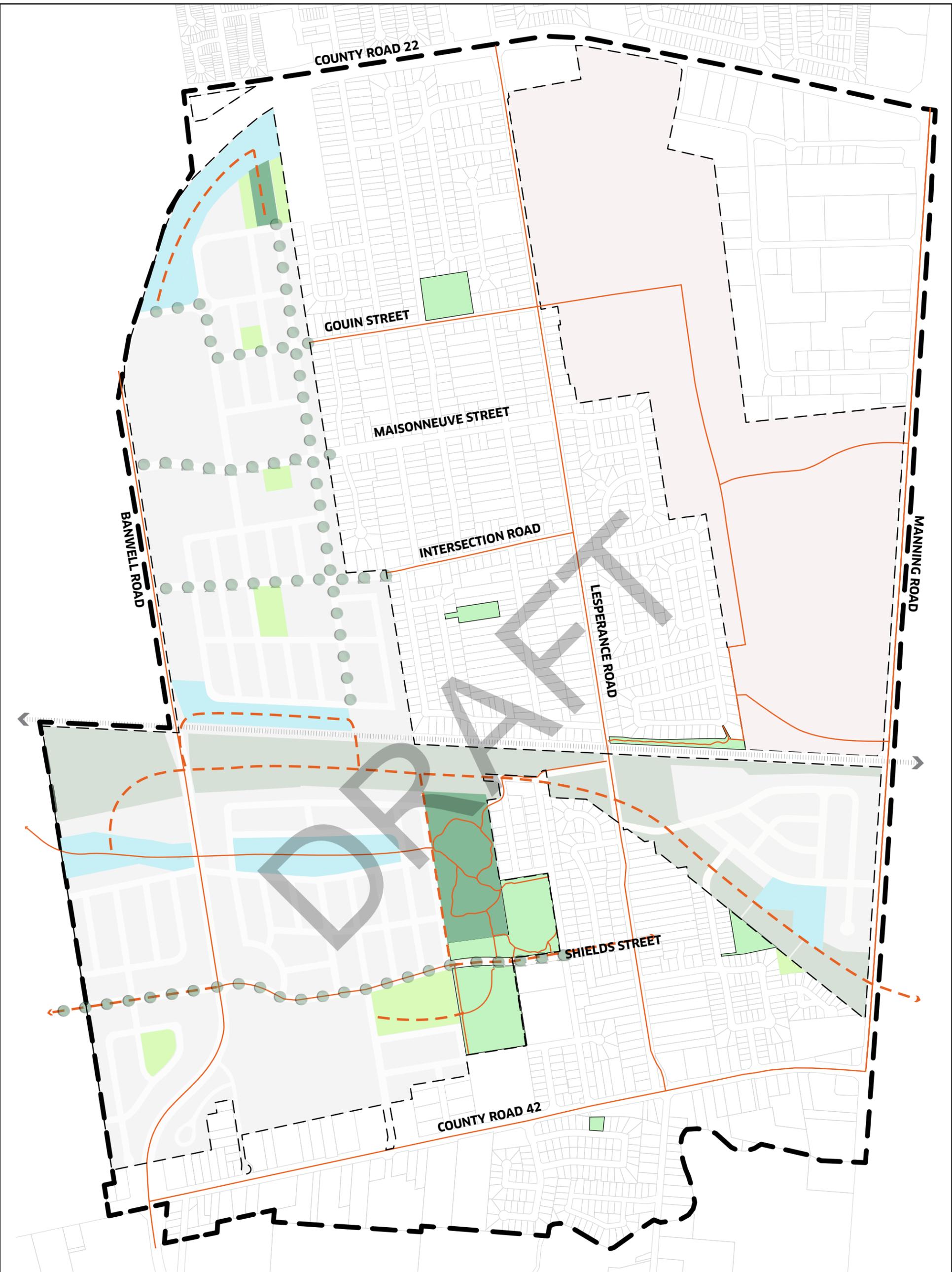
- | | | |
|----------------------------|----------------------------|-------------------------------|
| Tecumseh Hamlet Boundary | Anchor Commercial | Existing Parks |
| THSPA | Community Facility | Natural Environmental Overlay |
| MRSPA | Main Street Mixed-Use | Major Infrastructure Corridor |
| Low Density Residential | Hydro Corridor | |
| Medium Density Residential | Natural Environment | |
| High Density Residential | Recreational | |
| Neighbourhood Commercial | Stormwater Management Pond | |

**SCHEDULE "H-11"
LAND USE PLAN**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



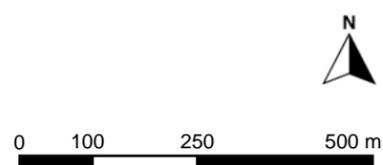
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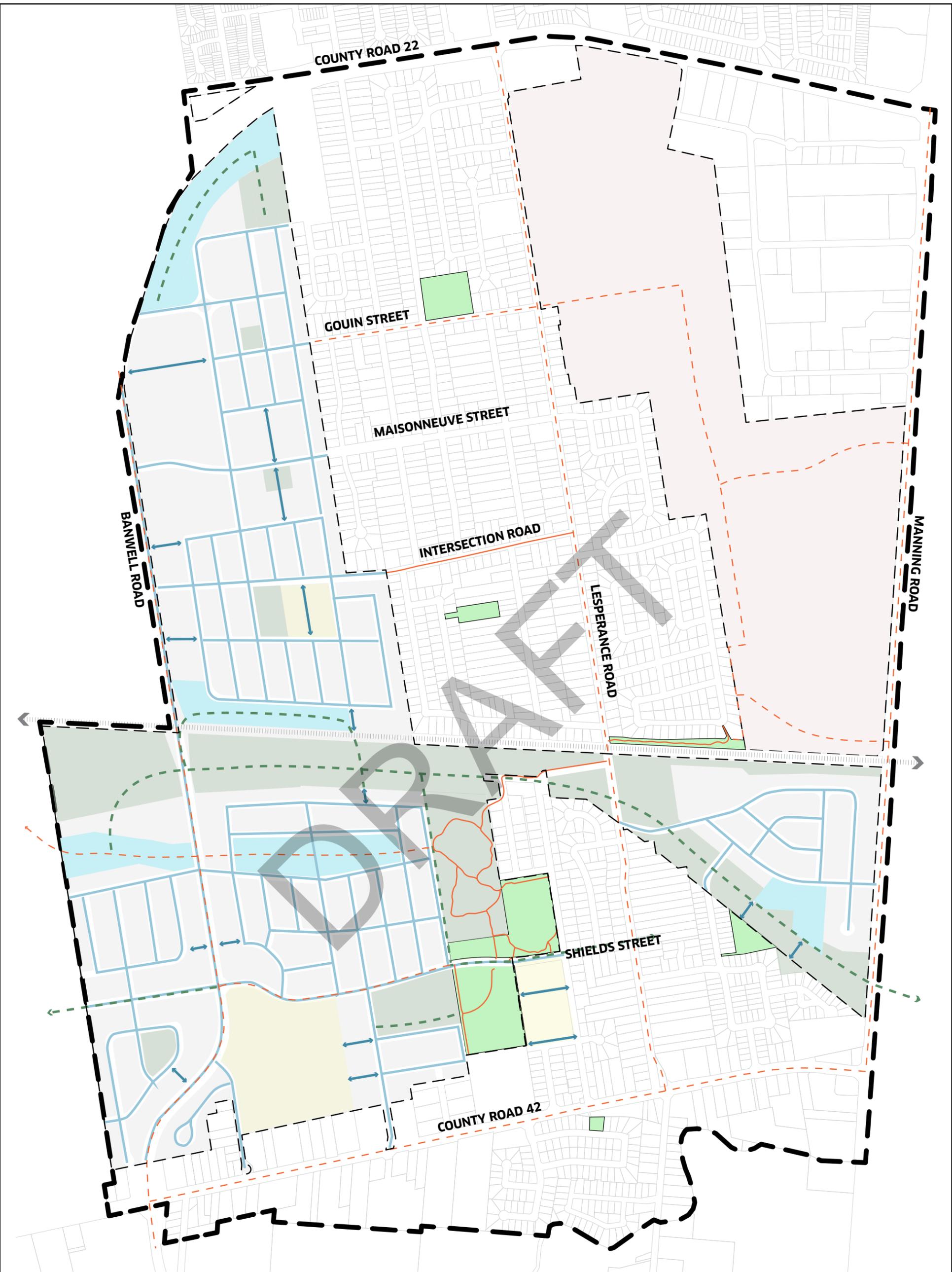


Legend

- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- Existing Parks
- Stormwater Management Pond
- Woodlot/Natural Features
- Hydro Corridor
- Parks
- Green Streets
- Existing and Planned Trails
- Proposed Trails

SCHEDULE "H-12"
OPEN SPACE FRAMEWORK
 Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan



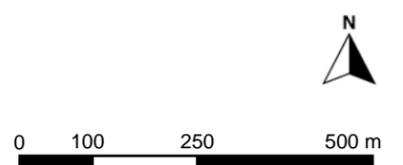


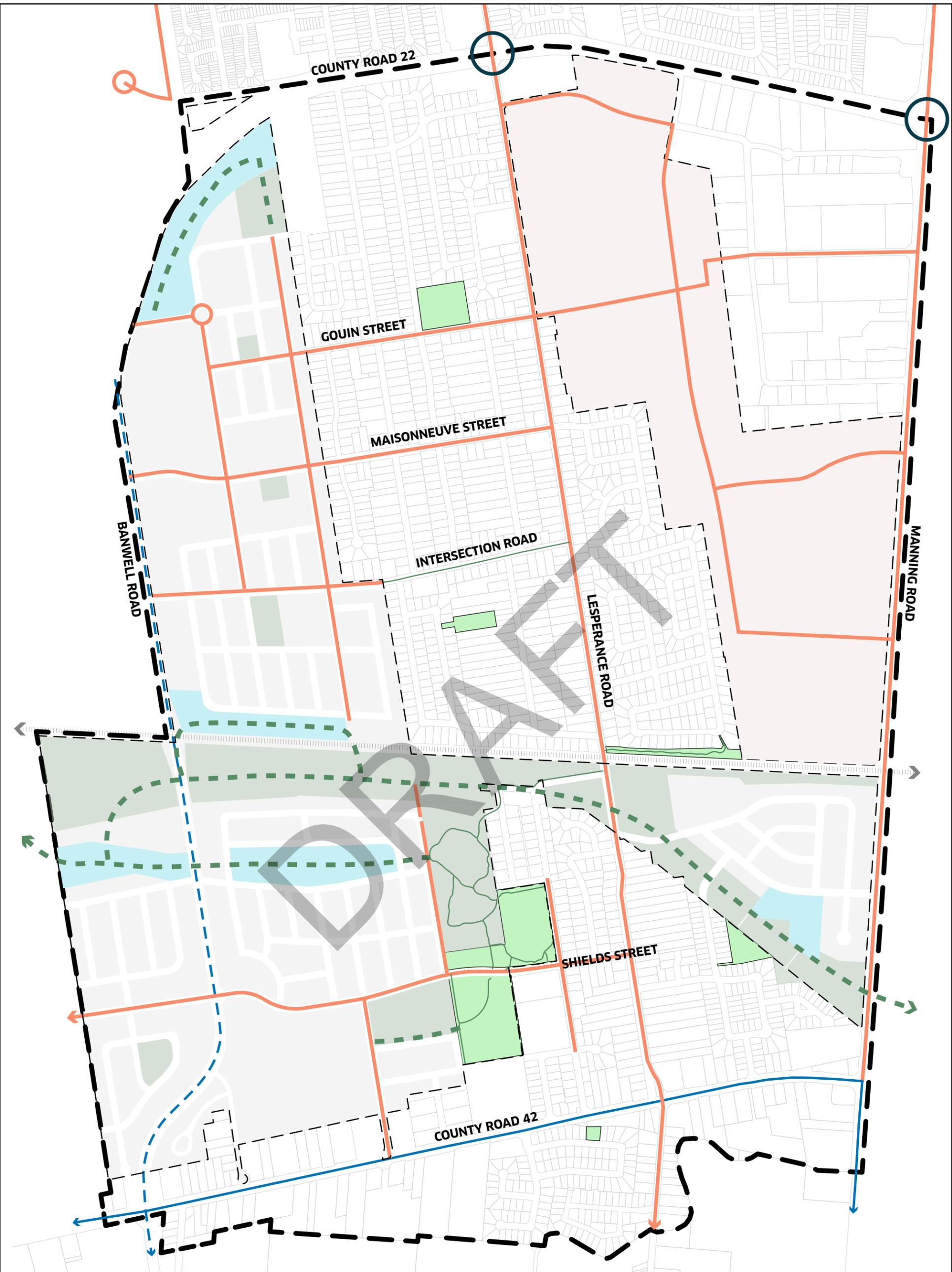
Legend

- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- Existing Parks
- Stormwater Management Pond
- Open Space Network
- School Site
- Sidewalks
- Existing Trails
- Planned Trails
- Proposed Trails
- Midblock Connection

**SCHEDULE "H-13"
PEDESTRIAN NETWORK**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan





Legend

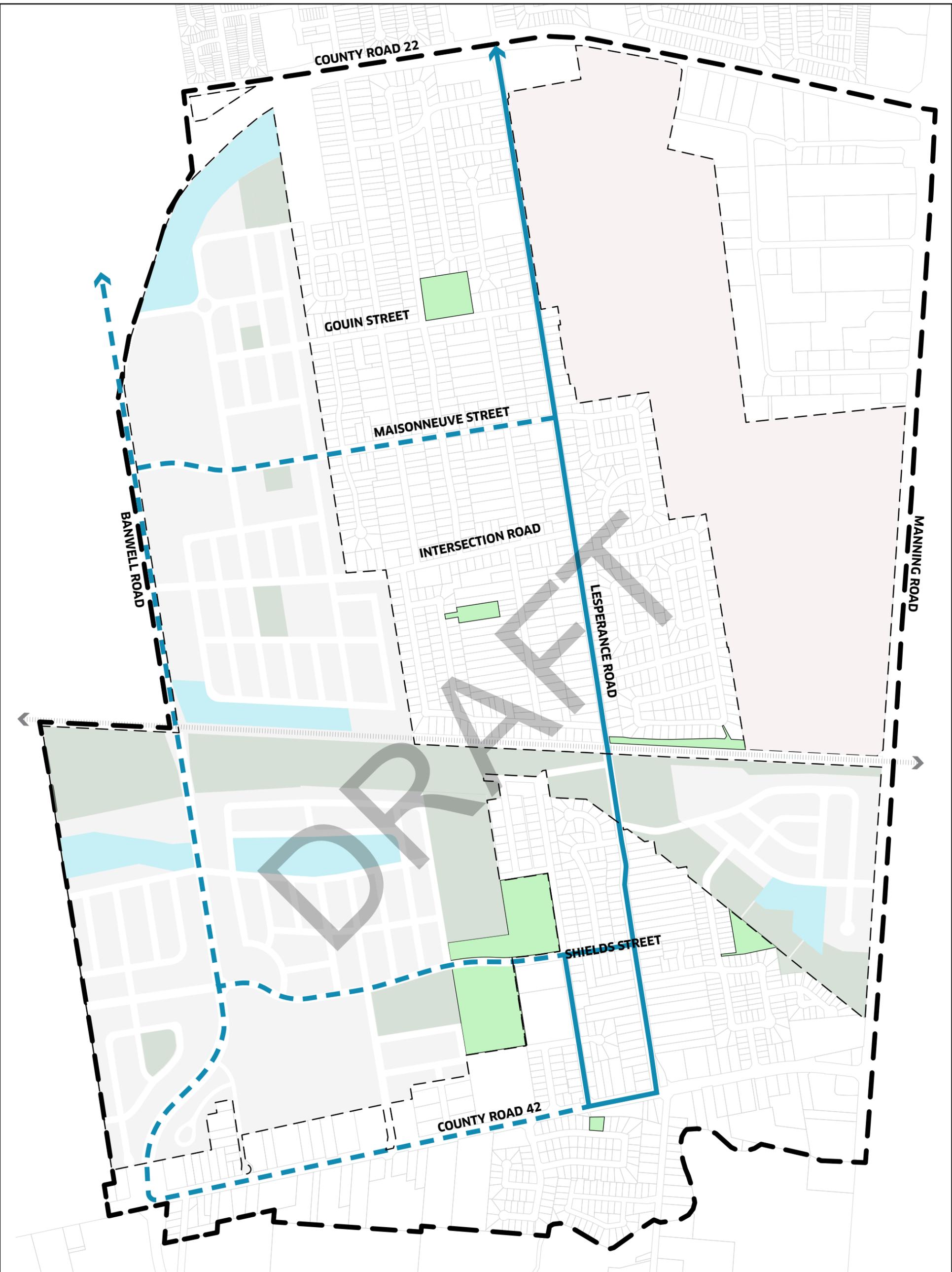
- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- Existing Parks
- Stormwater Management Pond
- Open Space Network

- Cycling Path (On or Off Road)
- Existing Trails
- Proposed Trails
- CWATS On-Road Routes
- CWATS Off-Road Routes
- Key Crossings

**SCHEDULE "H-14"
CYCLING NETWORK**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan





Legend

- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- Planned Transit Routes
- Potential Future Transit Expansion

**SCHEDULE "H-15"
TRANSIT**

Town of Tecumseh Official Plan
Tecumseh Hamlet Secondary Plan





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 28, 2025

Report Number: DS-2025-03

Subject: Official Plan Amendment No. 5
Tecumseh Hamlet Secondary Plan
Results of Public Meeting and Final Recommendation
OUR FILE: D08 TEC

Recommendations

It is recommended:

That Report DS-2025-03, entitled “Official Plan Amendment No. 5, Tecumseh Hamlet Secondary Plan, Results of Public Meeting and Final Recommendation” **be received**;

And that a by-law having the effect of adopting Official Plan Amendment No. 5 incorporating the Tecumseh Hamlet Secondary Plan document and associated Schedules into the Official Plan and updating existing policies and mapping Schedules where necessary, **be adopted**;

And further that Official Plan Amendment No. 5 **be forwarded** to the County of Essex for its review and approval in accordance with the Planning Act.

Executive Summary

This Report summarizes the comments received at the September 24, 2024 Public Meeting for the Tecumseh Hamlet Secondary Plan, provides an Administrative response to those comments and recommends adoption of Official Plan Amendment

No. 5, which incorporates the Tecumseh Hamlet Secondary Plan into the Tecumseh Official Plan.

Background

Purpose of Secondary Plan

The purpose of the Tecumseh Hamlet Secondary Plan (THSP) is to establish a detailed planning framework for the urban development of the lands that are currently designated Future Development in the Tecumseh North Settlement Area of the Official Plan (Study Area). The Study Area is generally delineated by County Road 22 to the north, County Road 19/Manning Road to the east, County Road 42 to the south and Banwell Road to the west and is situated between the City of Windsor to the west and the Municipality of Lakeshore to the east (see Attachment 1).

The THSP is intended to ensure the orderly, efficient and appropriate development of the Study Area, strengthening it as a healthy, vibrant and liveable community, while protecting and enhancing desirable assets and characteristics.

The THSP will address the integration of existing and new development, land use distribution and related infrastructure requirements. It will seek to strengthen mobility and street network connectivity; build an interconnected network of public open space; identify the location and distribution of community facilities; and identify future land uses. One of its main goals will be to deliver a complete, walkable and diverse community, comprising sustainable neighbourhoods through the provision of a wide variety of land uses and a diversity of housing types, supported and enhanced by quality private development and public spaces and amenities.

Official Plan Amendment No. 5, which incorporates the THSP into the Town's Official Plan, will be included in the By-law section of the January 28, 2025 Regular Council Meeting agenda.

Public Consultation to Date

Public Information Sessions/Stakeholder Engagement Sessions

Throughout the development of the THSP, the project team, consisting of Town Administration (Development Services, Public Works & Engineering Services, Community & Recreation Services), DIALOG (Town's planning and urban design consultant) and Dillon Consulting Limited (Town's engineering consultant) hosted a series of conversations (stakeholder interviews, workshops, public open houses/information centres, meetings, etc.) with a broad spectrum of stakeholders.

This consultation process involved ongoing engagement with local residents, property owners, the McAuliffe Park Sports group, developers, Indigenous communities, ERCA, the County of Essex, the City of Windsor, Ontario Hydro, local school boards, Council and municipal staff. The goal of the consultation process was to keep stakeholders well informed and involved throughout and to ensure that their ideas and concerns were heard and appropriately addressed.

A detailed review of the items that were raised through the multiple public engagement events, an Administrative response to them, and an update on the Municipal Class Environmental Assessment that is associated with the THSP were provided to Council by way of Report [DS-2024-24](#) at a Special Council Meeting on August 13, 2024 and the subsequent Public Meeting held on September 24, 2024. The major items addressed were in relation to the following matters:

- 1) Shields Street extension/McAuliffe Park expansion;
- 2) Transition to existing neighbourhoods;
- 3) Successful collaboration with THSPA landowners;
- 4) Traffic analysis for the THSPA

Public Meeting – September 24, 2024

Council held a formal public meeting on September 24, 2024, in accordance with the provisions of the *Planning Act* to hear comments on the proposed THSP document and associated Official Plan amendment. The public meeting was attended by affected property owners and their representatives, along with property owners of lands adjacent to the THSP. In addition, written correspondence was received from various agencies. The purpose of this Report is to:

- i) summarize the nature of the concerns raised at the public meeting, along with providing an Administrative response to them; and
- ii) recommend a final course of action with respect to the proposed Official Plan amendment related to the THSP, and its incorporation into the Tecumseh Official Plan.

Comments

Comments Received at the Public Meeting

A representative of the landowners who own a large portion of the lands subject to the THSP provided comments in support of the secondary plan and the process that was undertaken in its development. Agency comments from the Greater Essex Catholic District School Board, Windsor-Essex Catholic District School Board and Infrastructure Canada/Hydro One Networks were also received. These comments expressed support of the THSP while requesting minor terminology changes to the THSP document. Those minor revisions have been incorporated into the THSP.

In addition to the foregoing, some stakeholders raised concerns in relation to the following matters:

- 1) Proximity and allowable height of medium density residential uses to existing Corbi Lane subdivision;
- 2) Proposed high density residential land uses identified for existing properties containing single unit detached dwellings on the northeast corner of the Banwell Road/Intersection Road intersection;
- 3) Consideration for increased residential densities and removal of single-loaded roads for the property situated northeast of the Banwell Road/Shields Street intersection;
- 4) Consideration for minor revisions to southern portion of THSP area abutting the McAuliffe woodlot and Odessa Drive cul-de-sac;
- 5) Traffic analysis for the THSPA; and
- 6) Confirmation of a trail along the existing portion of Maisonneuve Street.

The lands within the THSP area subject to the foregoing concerns are identified in Attachment 2. A summary of these concerns, along with the project team's response, is provided below:

Item 1: Proximity and allowable height of medium density residential uses to existing Corbi Lane subdivision

Comments Provided

- The proposed medium density residential areas are too close to existing Corbi Lane subdivision.

- Potential four-storey height will reduce privacy of existing homeowners on Corbi Lane.

Project Team Response

The THSP permits only low density residential development directly abutting the existing homes that are situated on the west side of the existing built-up area of the hamlet. Single detached dwellings and semi-detached dwellings are permitted in the Low Density Residential designation, which will be of a similar scale and size of the abutting existing residential uses on Corbi Lane. This low density residential development will front on the east side of a new north-south municipal road. On the west side of this new road, pockets of medium density residential development are proposed.

The Medium Density Residential designation contemplates residential buildings up to four storeys in height. This allowable height has created concerns with respect to intrusive overlook and potential loss of privacy.

As noted above, Report DS-2024-24 provided comments with respect to a viewscape analysis, compatibility, intrusive overlook and how different residential uses/types can exist together harmoniously when appropriately designed and integrated.

However, to provide additional safeguards with respect to the integration of new development, the THSP is proposed to be revised to introduce a site-specific land use policy that will affect only the first easterly tier of lands designated as Medium Density Residential (north of Intersection Road). This special policy will establish a maximum building height of three storeys. The balance of lands designated Medium Density Residential in other areas of the TSHP will permit up to four storeys. It is believed that this site-specific policy will assist in ensuring a transition of building height/built form that will address the concerns raised.

Item 2: Proposed high density residential land uses for existing properties containing single unit detached dwellings on the northeast corner of the Banwell Road/Intersection Road intersection

Comments Provided

- The seven landowners of existing single unit detached residential properties located on the northeast corner of the Banwell Road/Intersection Road intersection expressed concerns that the proposed High Density Residential land use designation proposed for their properties would force them to move out of the community and result in a forced redevelopment of their lands as contemplated by the THSP.

- The THSP should recognize the existing single-unit dwellings that are located at this specific intersection and provide safeguards to their continued use.
- High density residential land uses proposed to the north of their properties would be too close and would create obtrusive overlook onto their properties.

Project Team Response

As noted in Report DS-2024-24, one of the unique challenges in the preparation of a secondary plan is considering the diverse ownership pattern and development interests of various landowners. This needs to be balanced against the broader goals and guiding principles of the planning process to arrive at a suitable plan for the development of an area. The ultimate plan must be implementable, serviceable and result in orderly, coordinated and appropriate development.

In light of the concerns raised, the project team held two in-person meetings with the seven landowners in November and December of 2024. The intent of the first meeting was to listen to and get a better understanding of their concerns and to identify what potential changes could be made to alleviate those concerns. The project team clarified that the current owners would not be forced to move or to redevelop their properties. The second meeting was held to present the project team's proposed changes to the THSP.

To address the issues, the THSP has been modified by introducing a site-specific land use policy for these seven existing residential properties. The policy will only permit the redevelopment of these seven properties for high density residential land uses if the lots are consolidated into a single ownership allowing for a cohesive development proposal. To further facilitate this consolidation and cohesive development, a proposed road has been removed from the land use plan that had previously dissected the easterly portion of these properties. Fragmented or individual lot redevelopment will not be permitted. This "all-or-nothing" policy will provide the existing residents the ability to collectively determine any future redevelopment of their properties. However, it also creates the ability for the lands to ultimately redevelop at a higher density, which we continue to believe is the preferred long-term use for this area of the THSP. This approach will alleviate the concerns noted and allow the landowners to continue using their properties as they currently exist (i.e. single unit dwellings on large residential properties).

In order to address the concerns regarding potential obtrusive overlook of future high density residential developments abutting their properties to the north, a policy establishing the following requirements has been added:

- Building heights will be restricted on the basis of a 45-degree angular plane measured from the dividing property line between the high density property and the existing single unit detached dwelling properties. This provision will result in

the height of new multi-storey apartment buildings abutting to the north not being able to breach this angular plane, resulting in a stepped back building design;

- Windows and balconies will be prohibited from facing the single unit detached dwellings that abut to the south; and
- A landscape buffer will be a required along the shared property line to further mitigate any impact and maintain visual harmony between the developments.

It should be noted that the proposed policy establishes that the preceding requirements will not apply if the seven residential properties are redeveloped for high density residential uses before the lands to the north.

These proposed changes were presented to the seven owners and were received positively with no further concerns being raised since the meetings were held.

Item 3: Consideration for increased residential densities and removal of single-loaded roads for the property situated on the northeast of the Banwell Road/Sheilds Street intersection

Comments Provided

- The property owner of lands in the southern portion of the THSPA requested consideration be given to increasing the allowable density of residential development on the lands located northeast of the intersection of Banwell Road and Sheilds Street.
- Requested consideration be given to eliminating the single-loaded roadways proposed along the perimeter of the Desjardins storm water management ("swm") pond.

Project Team Response

As noted in Report DS-2024-24, the Town has strived to balance the varying range of uses/densities being requested by all landowners within the THSPA (and their respective development interests) against the broader goals and guiding principles of the planning process and the servicing capacities of the municipal services for the area. The ultimate plan must be implementable, serviceable and result in orderly, coordinated and appropriate development. Having regard to this balancing act, increasing the residential density in the southern portion of the THSPA is not recommended. The land uses proposed for this area will provide an adequate mix of low, medium and high density residential uses/dwelling types to meet the need of the future residents of the Town within the capacity of the servicing and transportation infrastructure.

With respect to the concern regarding the single-loaded roadways, a tier of residential development has been added to the north side of the Desjardins swm pond, thus removing one of the single loaded roads. The balance of the single-loaded roads are proposed to remain because they provide access to the pond for servicing and proper integration into the neighbourhood as an amenity feature.

Item 4: Consideration for minor revisions to southern portion of THSP area abutting the McAuliffe woodlot and Odessa Drive cul-de-sac

Comments Provided

- The property owner of lands in the southern portion of the THSP area which abut the west side of the McAuliffe woodlot and the Odessa Street cul-de-sac requested consideration be given to eliminating the single-loaded roadway proposed along the west side of the McAuliffe woodlot, allow for additional high density residential areas and add a small non-residential node immediately north of the existing Odessa Drive cul-de-sac.

Project Team Response

For reasons noted earlier in this report, increasing the residential density for the southern portion of the THSP area is not recommended.

With respect to the concern regarding the single-loaded roadway (and the associated increased servicing costs) proposed along the west side of the McAuliffe woodlot, it is noted that this roadway is also serving as a required buffer between future residential development and the limits of the woodlot as established by the Natural Heritage Assessment undertaken by Dillon Consulting on behalf of the Town. Upon review and reconsideration by the Project Team, it was identified that this buffer/separation from the woodlot could be maintained with a design revision that will consist of an environmental buffer (rather than a municipal roadway). This buffer will be designed as a municipal multi-use trail which will facilitate pedestrian access to the woodlot. Special land use policies have been added to the THSP which will protect and enhance the ecological integrity of the McAuliffe woodlot. The environmental buffer shall comprise tree plantings, a multi-use pathway that will be integrated and designed to complement the surrounding natural environment, and a drainage feature/swale for stormwater management.

In addition, the changes to the road layout surrounding the Desjardins swm pond noted in Item 3 above also apply to the subject lands.

With respect to the request to add a small non-residential node immediately north of the existing Odessa Drive cul-de-sac, the Project Team reviewed the existing built-form and land uses on Odessa Drive and confirmed that adding a small Business Park

designation was appropriate. This change will facilitate the potential of two or three new business park lots that will have direct access to/from Odessa Drive.

Item 5: Traffic Analysis for the THSPA

Comments Provided

- The City of Windsor (which owns Banwell Road north of the CP Rail) had an ongoing interest in the THSP given its adjacency to and impact on Banwell Road. General questions and concerns were raised regarding potential traffic impacts to the surrounding transportation network.

Project Team Response

Report DS-2024-24 provided a summary of the traffic responsibilities enshrined in the Town Boundary Adjustment Agreement (“Agreement”), effective January 1, 2003, and executed by the Town of Tecumseh, the County of Essex and the City of Windsor. This Agreement establishes various obligations and terms in relation to both the County and the City portion of Banwell Road. Over the past ten years, Town Administration has worked closely with both the County and the City throughout their respective Banwell Road Municipal Class Environmental Assessment processes. An updated traffic analysis has subsequently been completed in support of the THSP.

In general, the updated analysis found that, provided road improvements recommended by the various municipal class EAs are constructed, the surrounding road network will be able to support the projected traffic generated from the THSPA. It is noted that the County’s portion of Banwell Road (County Road 43) has been completed. The City’s portion, including an interchange at E.C. Row, is proposed to commence construction in 2025, with completion anticipated by Q4 2026.

In August and September of 2024, the Town received written correspondence from the City of Windsor raising the following questions regarding the traffic analysis for the THSPA:

- was traffic generation from surrounding existing development accounted for in the analysis for Banwell Road?
- were traffic calming and/or diversion methods within the THSPA reviewed? and
- was the roadway design of Banwell Road and any potential direct access to it for the proposed Anchor Commercial land uses identified in the THSPA?

Dillon Consulting Limited reviewed and responded to the questions raised in the City’s correspondence and upon a refined analysis reaffirmed that the Banwell Road corridor

will be able to support the projected traffic generated from the THSP. The City, being in receipt of this information from the Town and Dillon Consulting, advised that a future analysis at the time of site plan approval will be required to support a right-in/right-out driveway on Banwell Road to service the Anchor Commercial site.

Item 6: Confirmation of a trail along the existing portion of Maisonneuve Street

Comments Provided

- A member of Council wanted assurances that a multi-use trail is proposed along the existing section of Maisonneuve.

Project Team Response

A multi-use trail is planned for both the future Maisonneuve Street that will extend into the THSP area and for the existing Maisonneuve Street that serves the existing residential areas of Tecumseh Hamlet. Changes to the THSP mapping/schedules have been made to identify this planned trail infrastructure for the entirety of Maisonneuve Street.

Summary of Administrative Comments on Stakeholder Concerns

The THSP has been revised to adequately address requests and concerns that have been identified by various property owners, abutting residents, stakeholders/agencies and Town Council. This was achieved by way of extensive public/stakeholder consultation, additional analysis and multiple in-person meetings the project team had with various landowners and agencies.

Planning Policy Analysis

The following is a summary of how the THSP meets the goals and policies of the Provincial Planning Statement 2024 (PPS), County of Essex Official Plan (County OP) and Tecumseh Official Plan (Tecumseh OP).

Provincial Policy Statement

The Provincial Planning Statement 2024 (PPS), which came into effect on October 20, 2024, is a policy document issued under the authority of Section 3 of the *Planning Act*. The *Planning Act* requires that Council decisions affecting planning matters “**shall be consistent**” with the policies of the PPS.

The PPS encourages and supports development on lands identified for urban growth in settlement areas. It also establishes that the Town should be supporting and promoting residential development that results in compact built form and makes more efficient use

of existing services while offering a range of housing forms/types/tenures to meet expected and varied demands of a diverse population such as those of the growing senior cohort within the Town.

The THSP is consistent with the goals and policies of the PPS as it will increase the supply and mix of housing options, address the full range of housing affordability needs and provide new employment areas that will be within an identified settlement area of the Town. Based on the foregoing, and the policies that are identified within the THSP document, it is the opinion of the writer that the Official Plan amendment that will incorporate the THSP document into the Tecumseh OP is consistent with the PPS.

County of Essex Official Plan

The Study Area is within an identified Primary Settlement Area of the County OP. The goals and policies of the County OP encourage a range of land uses, including a diversity of housing types, within identified settlement areas such as the northern settlement area of Tecumseh.

The THSP will facilitate developments within a Primary Settlement Area that are 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. The County OP encourages well-planned development projects in 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.

Accordingly, the THSP conforms to the goals and policies of the County OP.

Tecumseh Official Plan

The completion of the THSP and its incorporation into the Tecumseh OP is contemplated by Section 4.10, Future Development. This is the designation that currently applies to the Study Area. The adoption of the THSP will fulfill the planning requirements of the current Future Development designation and will redesignate the affected lands into appropriate urban land use designations that will permit their future development on full municipal services, in accordance with the policies and goals of the THSP.

In addition, the adoption of the THSP will comply with Section 10.18, Amendment Procedures, of the Tecumseh OP, which establishes that due regard shall be given to the following matters when contemplating an Official Plan amendment:

- i) the degree of conformity of the proposed amendment to the general intent and philosophy of this Plan, particularly the planning principles as set out in Section 2.3, and consistency with provincial policy;
- ii) the availability and suitability of land already designated for the proposed use, and the need for (or market feasibility of) the proposed use;

- iii) the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and planned uses;
- iv) the ability of the Town's infrastructure to accommodate the proposal;
- v) the adequacy of the transportation system to accommodate the proposal.

The policies that will be implemented by the THSP meet all of the above-noted criteria. Based on the foregoing, the adoption of the THSP by way of Official Plan Amendment No. 5 will comply with the existing Tecumseh OP goals and policies.

Conclusion and Final Recommendation

In summary, it is the opinion of the writer that the proposed THSP is consistent with the PPS, conforms to the County OP and Tecumseh OP and will result in future fully serviced and walkable, mixed-use neighbourhoods in the Town that will be based on sound land use planning principles.

Accordingly, Town Administration recommends that Council:

- i) pass a by-law having the effect of adopting Official Plan Amendment No. 5 which will incorporate the Tecumseh Hamlet Secondary Plan document and associated Schedules into the Official Plan and update existing policies and mapping Schedules where necessary; and
- ii) that Official Plan Amendment No. 5 be forwarded to the County of Essex for its review and approval in accordance with the Planning Act.

Consultations

Community & Recreation Services
Public Works & Engineering Services
DIALOG
Dillon Consulting Limited
County of Essex

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 checked="" 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:

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

Reviewed by:

Beth Gignac, BA Hons
Director Community & Recreation Services

Reviewed by:

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

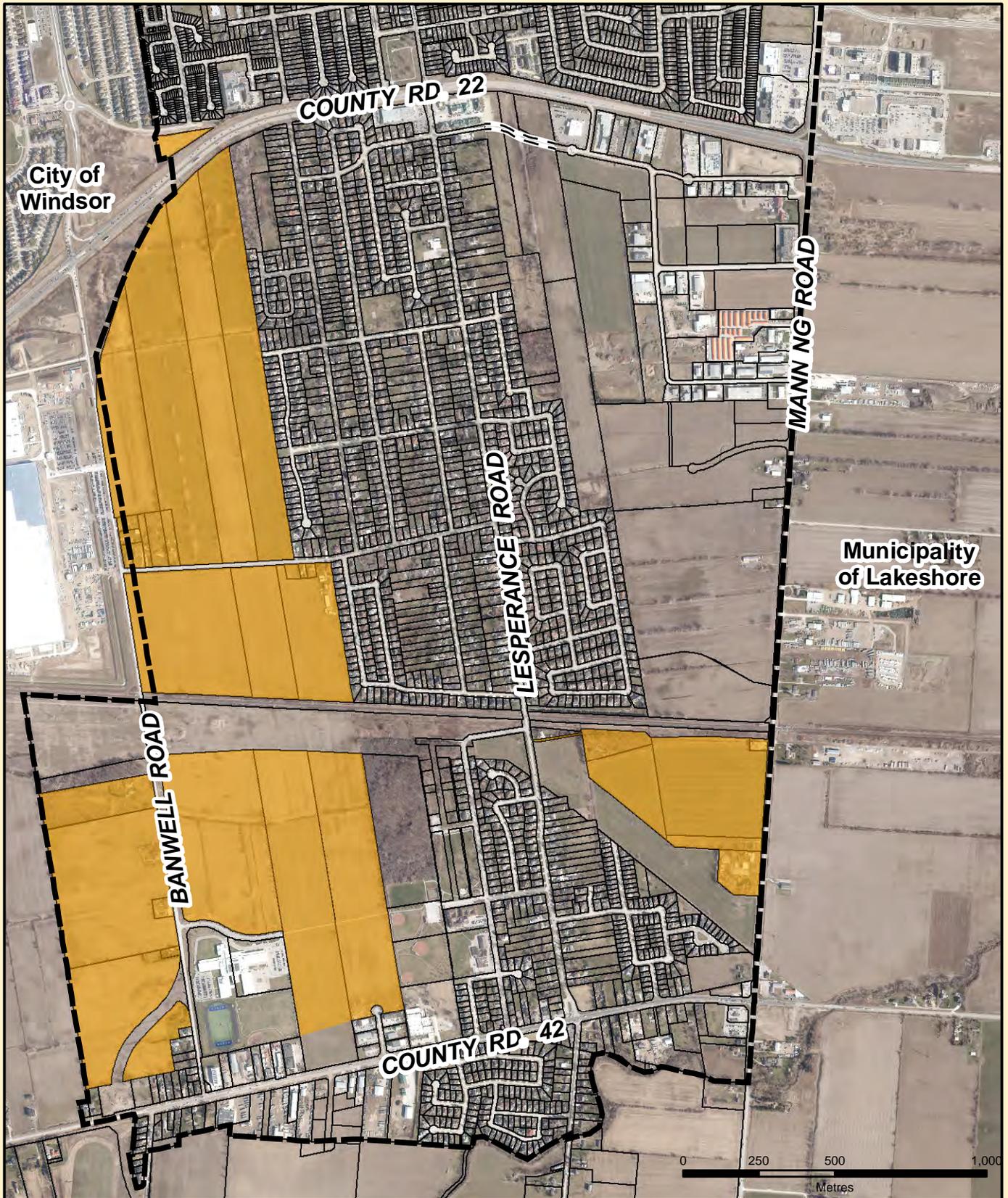
Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1.	Study Area Location Map
2.	Areas Subject to Stakeholder Concerns Map



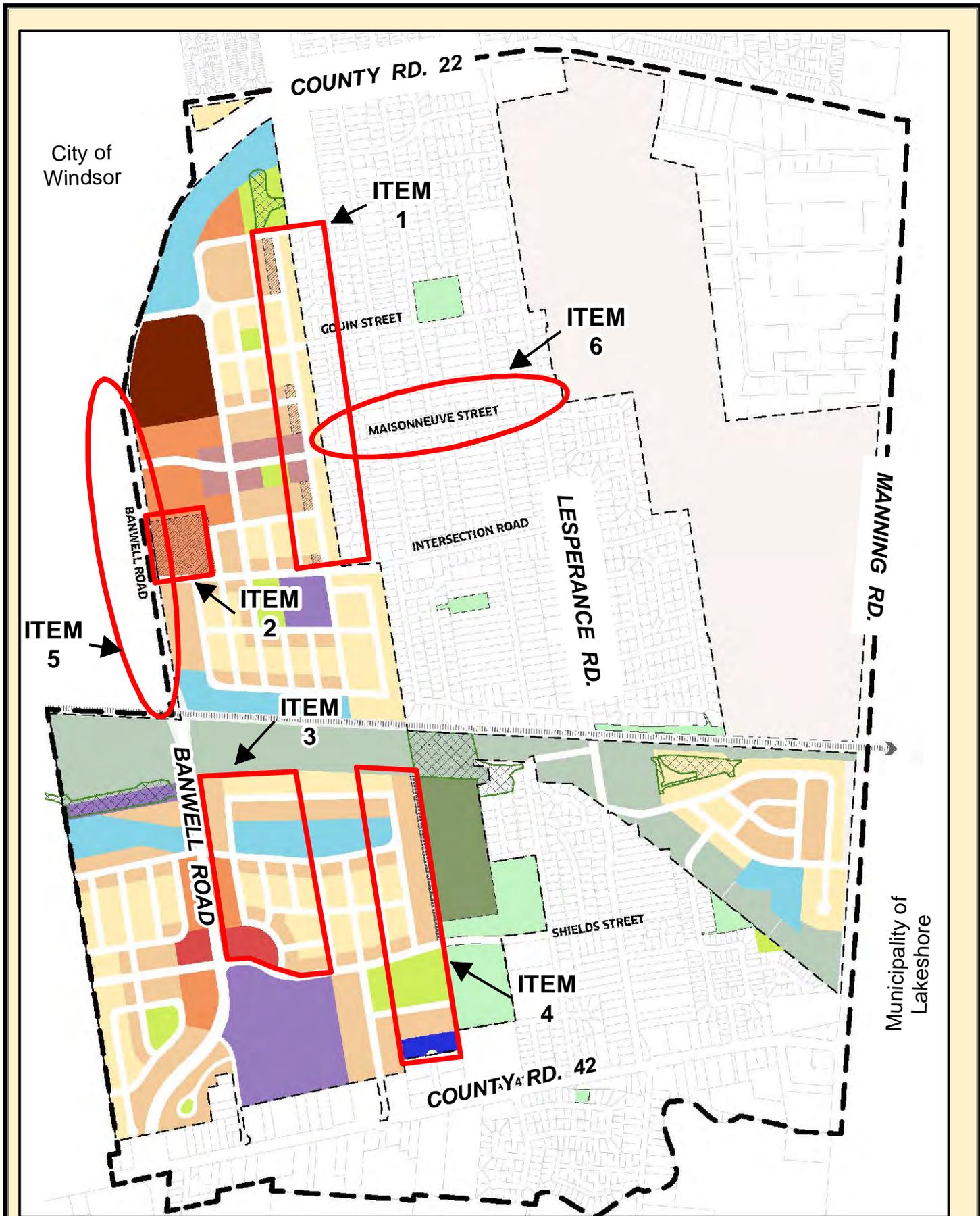
Prepared By:
Development Services



Legend:

-  Settlement Area Boundary
-  Lands Subject to Tecumseh Hamlet Secondary Plan

Attachment 1, DS-2025-03
Official Plan Amendment No. 5
Tecumseh Hamlet Secondary Plan
Study Area Map



Prepared By:
Development Services



Attachment 2, DS-2025-03
Official Plan Amendment No. 5
Tecumseh Hamlet Secondary Plan
Areas Subject to Stakeholder Concerns