



## The Corporation of the Town of Tecumseh

Planning & Building Services

**To:** Mayor and Members of Council

**From:** Chad Jeffery, Manager Planning Services

**Date to Council:** May 28, 2019

**Report Number:** PBS-2019-11

**Subject:** Scheduling of a Public Meeting  
Proposed Official Plan and Zoning By-Law Amendments  
Gateway Tower Inc. (Valente Development Corp.)  
11870 Tecumseh Road  
Proposed Six-Storey, 97-Unit Apartment Building  
OUR FILE: D19 VALTEC

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### Recommendations

It is recommended:

1. **That** the scheduling of a public meeting, to be held on Tuesday, June 25, 2019 at 6:00 p.m., in accordance with the *Planning Act* for applications submitted by Gateway Tower Inc. (Valente Development Corp.) for a 1.08 hectare (2.68 acre) parcel of land situated at the northeast corner of the Tecumseh Road/Southfield Drive intersection (11870 Tecumseh Road), to amend the Tecumseh Official Plan and Tecumseh Zoning By-law 1746 by:
  - i. Establishing a new site-specific policy in the “General Commercial” designation; and
  - ii. Rezoning the subject property from “General Commercial Zone (C3)” to a site-specific “General Commercial Zone (C3-15)”;

to facilitate the development of the lands for a six-storey apartment building consisting of 97 residential dwelling units, **be authorized**.

## **Background**

### **Property Location**

Gateway Tower Inc. (Valente Development Corp.) (“the Owner”) owns a 1.08 hectare (2.68 acre) vacant parcel of land located at the northeast corner of the Tecumseh Road/Southfield Drive intersection (11870 Tecumseh Road) (see Attachment 1A). The subject property is also located within the Tecumseh Road Main Street Community Improvement Plan (“CIP”) Area.

### **Surrounding Land Uses**

- North: Abutting the property to the north is the Via Rail railway, beyond which is a residential subdivision located in the City of Windsor consisting of single unit dwellings (see Attachment 1B).
- East: Abutting the subject property to the east is a six-storey apartment building containing 53 units with commercial uses occupying the ground floor. These commercial uses have no relationship to the street; rather they are facing the on-site parking lot along the side of the building. Farther to the east, along the north side of Tecumseh Road is the Canada Post distribution facility and various commercial establishments.
- South: On the south side of Tecumseh Road are two high density apartment buildings – a seven storey building containing 99 units and a six storey building containing 149 units, along with commercial uses at the southern corners of the Tecumseh Road/Southfield Drive intersection.
- West: Abutting the property to the west is the TD Bank, which shares a mutual access driveway with the subject property. The subject property was once part of the TD Bank property, but was recently severed as a separate lot, with mutual easements granted to both properties with respect to the aforementioned shared access driveway. Additional commercial establishments are located farther to the west, on the north side of Tecumseh Road.

### **Proposed Use and Proposed Amendments**

Over the past several months, Town Administration has participated in various meetings with the Owner and consulting architect regarding the potential development of the subject property for an apartment-style condominium building.

Several iterations of the design concept were developed by the Owner’s architect with input and direction from Town Administration. This review process culminated in a draft site plan (see Attachment 2) and architectural renderings (see Attachment 3) of the proposed development depicting the following:

1. An L-shaped apartment building, having a footprint of 2,256 square metre (24,283 square feet) fronting onto Tecumseh Road. The southern portion fronting/overlooking Tecumseh Road will be three storeys in height with floors 4-6 being tiered back from Tecumseh Road to reduce building massing along the street and to minimize the impact of the height on the associated pedestrian realm. A total of 97 dwelling units are proposed, ranging in size from 68 square metres (735 square feet) to 93 square metres (1,000 square feet). The 97 units will result in a density of approximately 90 units per hectare (36 units per acre);
2. Of the 97 units, 82 are proposed to be two-bedroom units, with the balance being one-bedroom units. A lobby/commons area and a fitness room will occupy a portion of the first floor of the building;
3. A 152-space parking area (including four barrier-free spaces) will occupy the northern (rear) and eastern portion of the property with direct access onto Tecumseh Road via the previously mutual access driveway that forms part of the controlled (signalized) intersection at Tecumseh/Southfield. Of the 152 parking spaces, 30 are proposed to be enclosed within a parking structure/garage located at the rear of the property;
4. Multiple pedestrian sidewalk connections to Tecumseh Road; and
5. A public parkette/passive area at the southwestern corner of the development, where it abuts the northeast corner of the Tecumseh/Southfield intersection. This parkette area will be conveyed to the Town as a public park in accordance with the policies and design guidelines established in the Tecumseh Road Main Street CIP. Final size and design details of the parkette will be resolved during the site plan approval process.

The current “General Commercial” designation of the Official Plan that applies to the subject property contemplates apartment buildings of this nature, however, the policies require that they only proceed after a site-specific amendment to the Official Plan is approved. The current “General Commercial Zone (C3)” which applies to the subject property also permits this type of development, however it establishes minimum yard requirements that are different from those being proposed. For example, the C3 Zone establishes a minimum front yard depth of 12 metres whereas the proposed development is proposing a 4.6m front yard setback – in keeping with a main street built form and the objectives of the CIP.

Based on the foregoing, the Owner has now filed applications with the Town to amend the Tecumseh Official Plan and the Tecumseh Zoning By-law 1746 in order to establish site-specific land use policies and to place the subject property into a specific-zone that will establish specific lot, building and yard provisions.

The subject applications are summarized as follows:

1. Proposed Official Plan Amendment

The purpose of the application is to establish a new site-specific policy in the “General Commercial” designation to facilitate the development of the lands for a six-storey apartment building consisting of 97 residential dwelling units with a total lot density of 90 units per hectare and establish a maximum height of three storeys for that portion of the building fronting/overlooking Tecumseh Road.

2. Proposed Zoning By-law Amendment

The purpose of the application is to rezone the subject property from “General Commercial (C3)” to a site-specific “General Commercial Zone (C3-15)” to permit the proposed six-storey apartment building (with a maximum height of three storeys for that portion fronting/overlooking Tecumseh Road) consisting of 97 residential dwelling units and to establish site-specific lot, building and yard provisions.

## **Additional Planning Approvals**

In addition to the aforementioned planning applications, it should also be noted that approval of and the execution of a site plan control agreement with the Town will be required prior to the proposed development proceeding. In addition, approval of a Plan of Condominium by the County of Essex will be required in order for the Owner to proceed with a condominium form of ownership. These applications will only proceed if the subject property is successfully redesignated and rezoned to permit the proposed apartment building.

## **Comments**

### **Provincial Policy Statement**

The Planning Act establishes that Council, when making decisions that affect a planning matter, “shall be consistent with” the 2014 Provincial Policy Statement (“PPS”) issued under The Planning Act.

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

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

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential ... and other uses to meet long-term needs;  
...
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing cost.

- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years...

Within settlement areas, sufficient land shall be made available through intensification and redevelopment ...

1.1.3 Settlement Areas

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

- 1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
  - 1. efficiently use land and resources;
  - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - 4. support active transportation; and
  - 5. are transit-supportive, where transit is planned, exists or may be developed
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

#### 1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

...

b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and

e) establishing development standards for residential intensification, redevelopment and new residential

development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

...

- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.6.7 Transportation Systems

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

1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

...

- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- d) encouraging a sense of place, by promoting well-designed built form...

1.8 Energy Conservation, Air Quality and Climate Change

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

## 6.0 Definitions

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

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;”

In summary, 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 infill development that results in compact built form and makes more efficient use of existing services while offering a range of housing forms/types to meet expected needs. The PPS also supports the development of a broad range of housing types and tenures and encourages residential intensification within identified urban areas where such areas have appropriate levels of servicing.

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

## County of Essex Official Plan

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

## “3.2 SETTLEMENT AREAS

### 3.2.2 Goals

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

- a) Support and promote public and private re-investment in the Primary Settlement Areas
- b) To support and promote healthy, diverse and vibrant settlement areas within each of the seven Essex County municipalities where all county residents, including special interest and needs groups can live, work and enjoy recreational opportunities.
- c) To promote development within Primary Settlement Areas that is compact, mixed-use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds.
- ...
- i) Promote residential intensification within Primary Settlement Areas, and to a lesser extent, within full serviced secondary settlement areas.

### 3.2.4 Primary Settlement Areas

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

#### 3.2.4.1 Policies

The following policies apply to Primary Settlement Areas:

...

- f) Downtown/Uptown areas should maintain and/or enhance the existing character of these areas. Mixed-use development and an accessible pedestrian oriented streetscape are encouraged. The preparation of Community Improvement Plans are also encouraged.

### 3.2.6 General Settlement Area Policies

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

...

- b) The County supports residential intensification within Primary Settlement Areas.

...

- e) Local Official Plans are encouraged to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area as outlined below:

- i) Maintaining at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification, redevelopment and if necessary, lands which are designated and available as defined by Provincial Policy.

- ii) Maintaining at all times, where new development is to occur, at least a 3 year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

- iii) Permitting and facilitating all forms of housing, including special needs housing, required to meet the social, health and well-being requirements of current and future residents.

- f) Local Official Plans are encouraged to provide opportunities for redevelopment, intensification and revitalization in areas that have sufficient existing or planned infrastructure.

- g) It is the policy of this County Official Plan to ensure long term economic prosperity by encouraging local Official Plans to:

...

- v) Maintain the well-being of downtowns and mainstreets.

### 3.2.7 Intensification & Redevelopment

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

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

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

## **Tecumseh Official Plan**

The subject property is currently designated “General Commercial” in the Tecumseh Official Plan (see Attachment 4). This designation contemplates apartment buildings of this nature that can be appropriately integrated with the existing and proposed development pattern by meeting the applicable policies of the Plan. However, the policies require that these types of proposals only proceed after a site specific amendment to the Official Plan is approved.

The following sections of the Official Plan provide broad support for the type of residential development proposed:

### “1.4 BASIS OF THE PLAN

...

#### (b) Housing Demand Forecasts

...A more balanced mix of housing types and tenures will be required in the Town of Tecumseh over the next two decades in order to meet the existing and anticipated future needs of an aging population with smaller average household sizes, and varying housing needs.

### 2.11 RESIDENTIAL OBJECTIVES

...

- b) To encourage new residential development to occur in such a manner which makes the most efficient use of municipal infrastructure and services, in keeping with the capacity of the

existing services available and the financial ability of the municipality to provide the required additional infrastructure and services.

...

- d) To broaden the range of housing options available to existing and future residents of the Town, by encouraging the continued production of a diverse and affordable mix of housing that is capable of meeting the needs of all households – including low and moderate income households and households with special needs. The provision of a mixture of housing forms, sizes, tenures and affordable housing types, including both public and private sector sponsored housing are to be encouraged.”

When considering the relevant Official Plan land use policies, it is noted that the current designation contemplates “Multiple Storey Apartment Residential”, subject to an Official Plan amendment. Accordingly, it is appropriate that the land owner has filed an application to amend the Official Plan to clearly permit the proposed 6-storey, 97-unit apartment building. Consequently, particular regard shall be given to Section 3.5 (a) General Commercial, which states the following with respect to Multiple Storey Apartment Residential uses:

### “3.5 COMMERCIAL

#### (a) GENERAL COMMERCIAL

##### Multiple Storey Apartment Residential

- a) Multiple Storey Apartment Residential uses may be permitted in areas designated General Commercial subject to an official plan amendment;
- b) Multiple storey apartments may be permitted up to a level of six storeys and the first floor or any portion thereof may be used for commercial purposes...;
- c) Site standards for apartment uses shall be implemented through the Restricted Area By-law and a site plan agreement;
- d) Council, in reviewing apartment proposals in General Commercial areas, shall have regard to the following:
  - 1) the adequacy of municipal services;

- 2) the adequacy of parking facilities;
- 3) the adequacy of the landscape plan accompanying the proposal;
- 4) the general siting and height of the proposal in relation to adjacent existing developments;
- e) Council, in reviewing apartment proposals in General Commercial areas near major roadways and/or railroad tracks, shall consult with the Ministry of the Environment about noise affecting the site and the provisions of noise attenuation measures.”

Based on the foregoing, it is clear that the Official Plan contemplates multiple storey apartment residential uses in the General Commercial area subject to the review, evaluation and public/stakeholder consultation process that would be undertaken as part of the required Official Plan Amendment process.

## **Evaluation of the Proposal in Context of Official Plan Policies**

The following is a preliminary assessment of the proposed apartment building in the context of the range of matters to have regard to as established by a number of Official Plan policies:

1. Subsection 3.5 e) establishes the matters that Council shall have regard to in reviewing apartment proposals in General Commercial areas:
  - i) The adequacy of municipal services

The proposed development will be serviced with full municipal services. Public Works and Environmental Services indicates that it has no concerns with the development of the property for the proposed use. An engineering analysis was undertaken at the time of the development of the CIP to identify necessary improvements to accommodate full build-out of this area. Its findings confirmed the adequacy of services for the proposed development along with the development of a limited number of other lands currently being considered for residential intensification. However, the study also confirmed that the Tecumseh Road sanitary sewer will need to be upgraded in the CIP area to support full build-out.

Accordingly, Public Works and Environmental Services will be preparing a Report to Council in the near future seeking authorization to commence detailed design of the sanitary sewer improvements in order to ensure the sanitary sewer system is able to support on-going redevelopment and intensification projects in the CIP area. It is further noted that stormwater management will be required for quality and quantity control, the details of which will be addressed through the site plan control process.

ii) The adequacy of parking facilities

Parking at a ratio of 1.5 spaces per dwelling unit is proposed. This ratio is the minimum established in the Zoning By-law and is deemed appropriate for this type of residential development.

iii) The adequacy of the landscape plan accompanying the proposal

The proposed development will provide appropriate landscaped areas throughout the site. In addition, as noted above, a public parkette will be part of the development. The development will be required to provide high design standards in terms of exterior finishing details and materials, both with respect to the building and the associated on-site features (pedestrian corridors, parking areas, laneway). Further details will be provided through the requisite landscape plan at the site plan approval stage.

iv) The general siting and height of the proposal in relation to adjacent existing developments

The proposed location and height of the apartment dwelling will not result in any design conflicts with the abutting properties. As previously noted, the property to the immediate east has been developed as a multi-storey residential development that will have adequate separation from the proposed apartment. In terms of building height, the southern portion fronting/overlooking Tecumseh Road will be three storeys in height with floors 4-6 being tiered back from Tecumseh Road to reduce building massing along the street and to minimize the impact of the building height on the public pedestrian realm.

In addition, the proposed apartment will comply with the minimum setback requirement established in the Zoning By-law for residential developments that abut a railway.

2) Other Matters for Council to Consider

i) Density

The General Commercial designation permits multi-storey apartment buildings subject to an amendment to the Official Plan. Although it establishes a maximum height of six stories, it does not establish a maximum density. It simply states that site standards for apartment uses shall be implemented through the Zoning By-law and a site plan agreement and establishes matters for Council to have regard to (adequacy of services, parking, landscaping, and siting and height relative to adjacent lands). Accordingly, the scale/density of the development is regulated more as a function of limitations due to a maximum number of stories combined with the adequacy of municipal services, on-site parking and landscaping while having regard to adjacent lands. These were discussed in the previous section.

Nevertheless, there is merit in considering how the proposed density compares to the maximum density of a number of the existing apartment developments in the immediate vicinity of the subject property.

The proposed six storey apartment building contains 97 total units and results in a density of 90 units per hectare. As noted earlier in this Report, residential development of a form and density similar to that which is being proposed exists to the east and south of the subject property, summarized as follows:

11886 Tecumseh Road – 53 dwelling units, 8 commercial units, 57 units/ha;

11873 Tecumseh Road – 149 dwelling units, 62 units/ha;

11917 Tecumseh Road – 99 dwelling units, 51 units/ha; and

11957 Tecumseh Road (Ryegate, to be built) – 44 dwelling units, 119 units/ha.

Although these densities are lower than the proposed development, the lots on which they are situated contain a significant amount of land that is not actively used in conjunction with the buildings. In fact, these lands were identified in the CIP as being opportunities for residential intensification. When these land areas are factored out of the density calculation, the corresponding density figures are more similar to the proposed development, as follows:

11886 Tecumseh Road – 71 units/ha

11873 Tecumseh Road – 83 units/ha; and

11917 Tecumseh Road – 113 units/ha.

As a final consideration, the recently approved Ryegate apartment building at 11957 Tecumseh Road, that has yet to be constructed, will include 44 dwelling units at a density of 119 units/ha.

It should also be noted that the dwelling units within the proposed apartment building are anticipated to have a lower persons-per-household (pph) yield than that which the Official Plan density limits were based on. This smaller yield is due to the changing demographics (trending to smaller household sizes due to aging population, smaller family sizes) and the fact that they will be only two-bedroom units. Accordingly, the increase in the number of total residents will not have a significant impact on servicing demands and will result in lower traffic generation than it would if it consisted of units designed to accommodate a higher pph.

In summary, it is our opinion that the density is reasonable and appropriate given the proposed development's ability to satisfy the criteria for apartment buildings in the General Commercial area.

ii) Traffic

The subject property fronts Tecumseh Road - an arterial road as defined in the Official Plan. The road was given a unique status in the Town's recently approved Transportation Master Plan (TMP) as a Commercial Main Street, which is an acknowledgement of the unique purpose of this important road which is intended to move large volumes of traffic while having regard to a more pedestrian-friendly and mixed-used environment. This is a unique designation in the TMP, applicable only to Tecumseh Road through the CIP area.

A traffic study conducted by Dillon Consulting on behalf of the Town during the preparation of the CIP concluded that the study area could be intensified as projected and that the road would be able to accommodate the increase in traffic flow.

However, during early discussions regarding potential development of the subject property, Town Administration identified that the preparation of a Traffic Impact Study (TIS) would be required in order to more clearly assess the impacts of traffic generated from the site on adjacent roads, particularly given that its shared private driveway will intersect with a signalized intersection, with the three other legs comprising municipal streets (Tecumseh Road and Southfield Drive). Accordingly, the Owner retained the services of BT Engineering to conduct a TIS. In addition, this TIS would provide an opportunity to update the findings of a TIS undertaken by the developer of the adjacent Canada Trust development approximately 15 years ago, which study resulted in the location of the current shared access driveway and the configuration of the road intersection.

The TIS titled "Traffic Impact Study, 11870 Tecumseh Road, April 1, 2019 - BT Engineering" examined the traffic implications of the proposed development on traffic operations in the area, focussing on the nearby municipal roadways and Tecumseh/Southfield intersection, and concluded that:

"The proposed condominium development is located on a part of Tecumseh Road East that is planned for a reconfiguration from an existing 4-lane to a 2-lane cross section. This planned lane reduction was reflected in the traffic capacity analysis. The analysis also assumed that eastbound and westbound turning lanes would be provided as recommended in the CIP Traffic Analysis Report.

The analysis has confirmed that the proposed 97-unit condominium development should not impact the planned Community Improvement Plan lane reductions on Tecumseh Road East. With the proposed development, the reconfigured Tecumseh Road East / Southfield Drive intersection is expected to continue operating at a very high level of service, with overall average delays no longer than 12 seconds (level of service B) during the peak hours."

The Town engaged the services of Dillon Consulting to undertake a peer review of the TIS. Dillon Consulting confirmed that the methodology and conclusions are sound and further identified items that can be addressed through the site plan control process. Accordingly, Administration is satisfied that sufficient analysis has been undertaken regarding traffic impact and that the analysis and recommendations of the TIS are sufficient to support consideration of the proposed redesignation and rezoning of the subject property from a transportation perspective.

iii) Transit

The subject property is ideally located in relation to transit services. Tecumseh Road is the main east-west spine of the Tecumseh Transit Service (TTS). There are two TTS bus stops in close proximity to the subject property. One of these stops is for outbound trips westerly to the Tecumseh Mall where riders can access the City of Windsor transit system through a major transit hub location at this mall. The other stop, takes riders eastbound through residential areas and further east to the Manning Road commercial areas and other Town destinations.

iv) Compatibility with Adjacent Uses

Much of the preceding discussion relates to various elements that collectively assist in determining an acceptable level of compatibility of the proposed apartment building with surrounding lands. The proposed apartment building comprises a similar form of housing that currently exists on abutting properties and is a use that has a similar function and intensity in relation to the surrounding land uses. Administration believes that the building is of a size, scale and location that it will be compatible with the surrounding land uses.

v) Market Need

There has been growing interest from the development community for the construction of this type of development along Tecumseh Road in the CIP. One additional development of a similar scale and size along Tecumseh Road is currently in the site plan control process with the Town. Further, the Town is continually being approached by residents inquiring about alternative forms of housing that would involve smaller units with less maintenance. It is this type of housing that is necessary to allow seniors/retirees/empty nesters to comfortably remain in this community, while also being desirable by millennials.

This trend is further validated in the Housing and Residential Intensification Discussion Paper prepared to support the development of policy in the Town's new Official Plan. It concluded that in order to address current and future housing needs, a wider range of housing options will be needed, both in terms of house form and tenure. It also noted that over the 20-year planning horizon, there will be a growing demand for housing options for older adults as the baby boomer generation reaches retirement age. Many

will want to downsize into smaller dwelling units including semis, townhouses and apartments.

vi) Adequacy of Schools/Parks/Community Facilities

A municipal park, Southfield Park, on the east side of Southfield Road, is within walking distance of the subject property (see Attachment 1B). In addition, as noted above, as part of the development, a parkette area will be conveyed to the Town as a public park in accordance with the policies and design guidelines established in the Tecumseh Road Main Street CIP. Final size and design details of the parkette will be resolved during the site plan approval process.

In addition, there are a number of elementary schools within the Town serving this area, some of which are within walking distance of the subject property. Many of the Town's major community facilities are also within walking distance of the subject property. Again, it should be noted that the site is serviced by the Tecumseh Transit Service. Town Administration has no concerns with the adequacy of these facilities.

vii) Adequacy of Buffering/Landscaping Abutting Residential Uses

Low-profile residential uses do not abut the subject property. Site plan control will be used to ensure adequate design details are implemented to properly integrate the proposed development with adjacent land uses and the Tecumseh Road CIP corridor.

Based on all of the foregoing, the proposed development is generally in keeping with the aforementioned objectives and policies of the Tecumseh Official Plan in terms of broadening the range of housing types and encouraging intensification. It is also in keeping with the objectives of the CIP, which is more specifically discussed in the following section of this Report. As has been previously stated, the proposed development is contemplated on lands designated General Commercial, subject to an Official Plan amendment. We believe that the criteria to which Council is to have regard for such an amendment have been addressed and that input from the public would assist in fully evaluating the proposal.

## **Tecumseh Road/Main Street Community Improvement Plan**

The subject property is within the Tecumseh Road/Main Street Community Improvement Plan (CIP) (see Attachment 5). The CIP identifies the importance of additional residential development in order to facilitate the rejuvenation of the entire CIP area. The CIP encourages the development of higher density residential uses within the CIP area, including duplexes, townhomes and apartment dwellings.

One of the objectives of the CIP is to:

“Encourage a diverse mix of housing in order to provide options for seniors and young people in more urban housing forms, and allow for housing in mixed use

developments, to ensure the street is active and alive all days of the week, and all times of the day.”

Furthermore, the CIP has identified ten “Big Moves” that will form the basis for the proposed Urban Design Guidelines and Implementation Strategies. These “Big Moves” are the key design elements that will support the Vision and Guiding Principles, and define the CIP Concept. One of these “Big Moves” includes the creation of:

“higher density residential neighbourhoods north and south of main street with integrated public and private open spaces, road access, and pedestrian linkages.”

The CIP also contains land use recommendations that are intended to guide redevelopment and establish the basis of the policy framework needed to achieve the CIP vision. The land use categories recommended by the CIP establish a split designation of Main Street Commercial (which applies to the majority of the property including where the building is proposed to be located) and Public Park/Plaza (which applies to that portion of the development that will be conveyed to the Town for a parkette as noted above)

The Main Street Commercial designation establishes a maximum Floor Space Index (FSI - gross floor area of building divided by lot area) of 3.0 and a maximum height of 13.5 metres (four storeys). The proposed multi-unit dwelling results in an FSI of approximately 1.1 but its height of six storeys for a portion of the development is above the CIP’s recommended height. However, it is important to note that the portion of the development greater than four storeys is proposed to be “stepped-back from the front of the building, resulting in an appearance from the street of a four-storey building.

Despite these recommended restrictions, the CIP establishes that consideration may be provided to permit additional height or density subject to the Official Plan and Urban Design Policies of the CIP area. Given its location within close proximity to the three existing higher density apartment buildings which are six to seven storeys in height, it is believed that the proposed development represents an appropriate built form for this area of Tecumseh Road. The proposal is consistent with the land use and urban design policy standards of the CIP. It is believed that it will be a critical development towards achieving some of the important overarching, broad-based objectives for the area pertaining to encouraging higher density residential uses and increasing the residential population. Moreover, the subject proposal will assist in the strengthening of the CIP area by introducing additional residents to the area who will work/live/play/shop.

In terms of the architecture of the proposed multi-unit dwelling, the renderings provided to date (see attachments 3A and 3B) appear to meet the CIP guidelines for architectural building materials and features. It should be noted that, ultimately, these guidelines would have to be met in order to qualify for any available financial incentives offered through the CIP.

## **Tecumseh Zoning By-law 1746**

The subject property is currently zoned “General Commercial Zone (C3)” in Tecumseh Zoning By-law 1746 (see Attachment 6). As noted above, the current zoning contemplates multi-unit residential uses in the C3 zone however the provisions are written in a manner that seemingly only apply to existing buildings and accessory residential dwelling units above commercial uses. The proposed zoning by-law amendment would place the subject property into a site specific “General Commercial Zone (C3-15)” that would facilitate the proposed development and establish appropriate lot and yard provisions such as maximum lot density, building height and setbacks. The proposed zoning would also establish restrictions to ensure that the fourth, fifth and sixth floors of the building are to be setback from the front main wall of the first three storeys that abut Tecumseh Road.

## **Site Plan Control/Plan of Condominium**

As noted above, the subject property is subject to Site Plan Control. Council approval of a site plan control agreement will be required prior to any development occurring on-site. In addition, approval of a Plan of Condominium by the County of Essex will be required in the event the Owner wishes to develop the property as a condominium ownership development. The applicant has been advised of these requirements. Further public and Council involvement will be required during the Plan of Condominium process in accordance with the provisions of the Planning Act.

## **Conclusion**

Having regard to the range, scale, location and nature of surrounding uses, the geographic location of the proposed development along with current policy initiatives encouraging standards that support more compact and efficient development, it is believed that there is merit in considering the requested applications to permit residential intensification vis-à-vis a six-storey, 97-unit apartment building on the subject property.

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

## **Consultations**

Planning & Building Services  
Public Works & Environmental Services  
Fire & Emergency Services

## Financial Implications

None

## Link to Strategic Priorities

Applicable	2017-18 Strategic Priorities
<input checked="" type="checkbox"/>	Make the Town of Tecumseh an even better place to live, work and invest through a shared vision for our residents and newcomers.
<input checked="" type="checkbox"/>	Ensure that the Town of Tecumseh's current and future growth is built upon the principles of sustainability and strategic decision-making.
<input type="checkbox"/>	Integrate the principles of health and wellness into all of the Town of Tecumseh's plans and priorities.
<input type="checkbox"/>	Steward the Town's "continuous improvement" approach to municipal service delivery to residents and businesses.
<input type="checkbox"/>	Demonstrate the Town's leadership role in the community by promoting good governance and community engagement, by bringing together organizations serving the Town and the region to pursue common goals.

## Communications

Not applicable ☐

Website ☒ Social Media ☐ News Release ☐ Local Newspaper ☐

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

Prepared by:

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

Reviewed by:

Chad Jeffery, MA, MCIP, RPP  
Manager Planning Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP  
Director Planning & Building Services

Reviewed by:

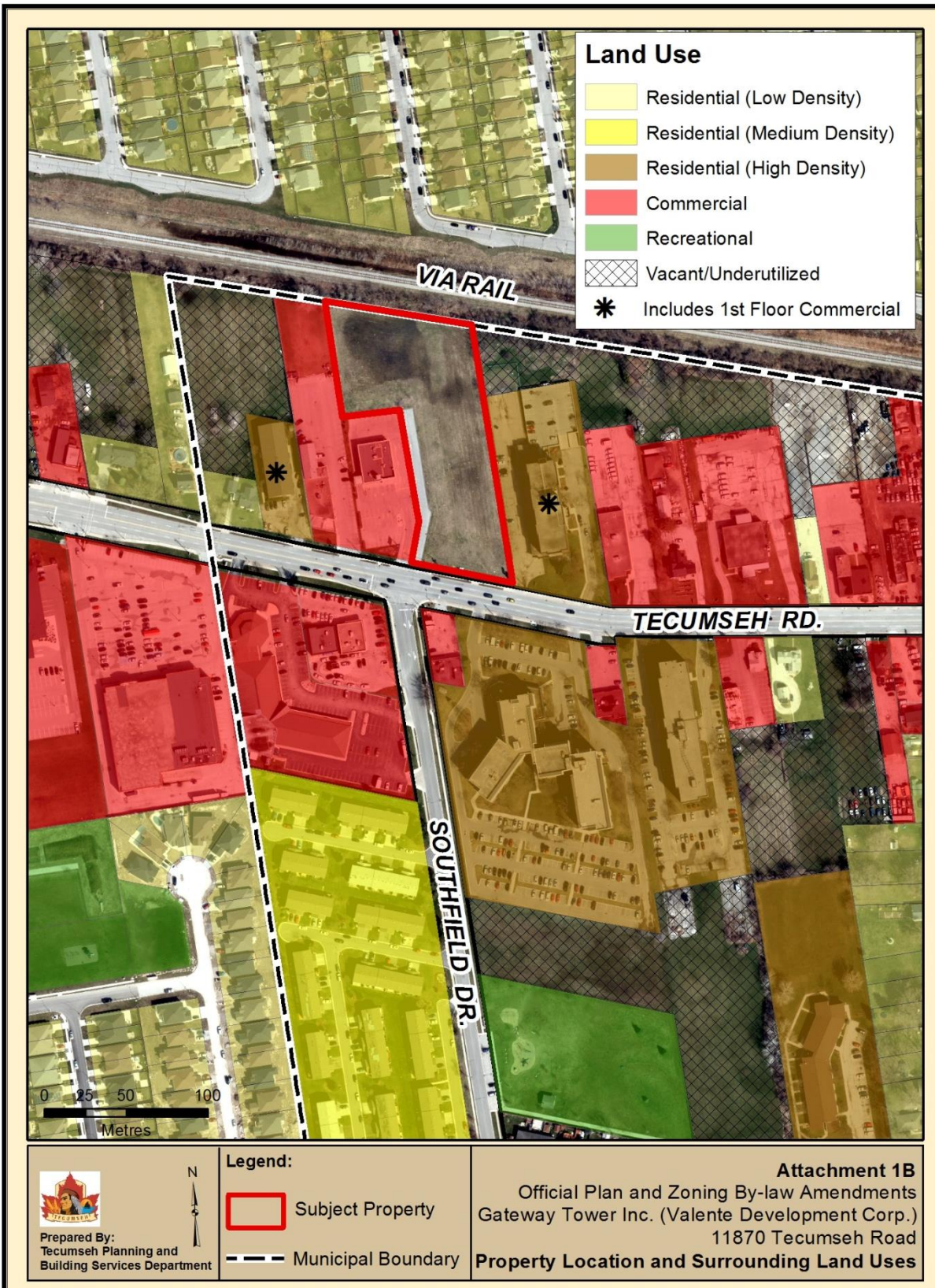
Phil Bartnik, P.Eng.  
Director Public Works & Environmental Services

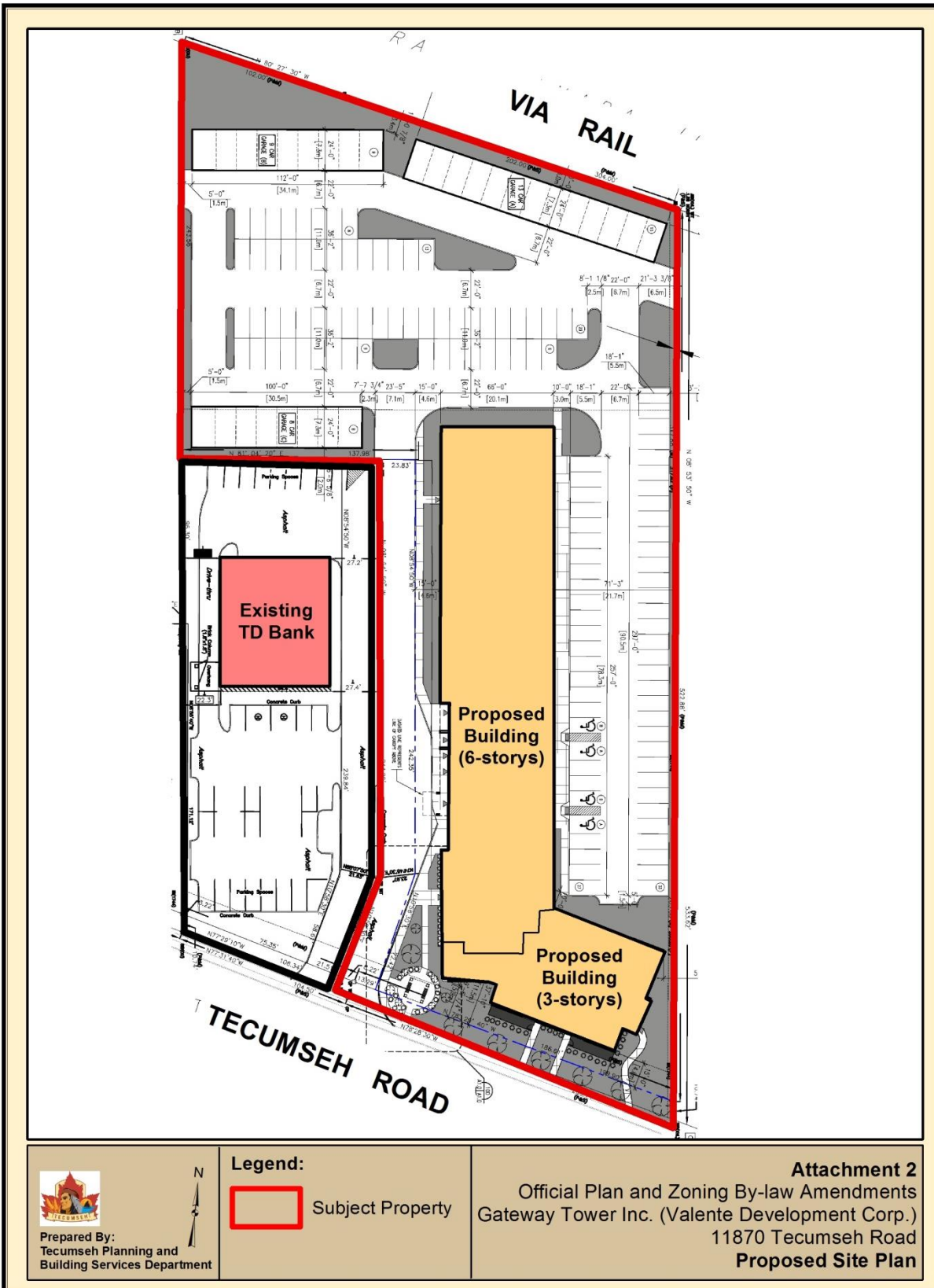
Recommended by:

Margaret Misek-Evans, MCIP, RPP  
Chief Administrative Officer

<b>Attachment Number</b>	<b>Attachment Name</b>
1A	Subject Property Map
1B	Subject Property and Surrounding Land Uses Map
2	Proposed Site Plan
3	Architectural Renderings
4	Official Plan Map
5	Property Location in Relation to CIP Map
6	Zoning Map









**View from Tecumseh Road Facing Northeast**



**View from Tecumseh Road Facing Northwest**



Prepared By:  
Tecumseh Planning and  
Building Services Department



**Attachment 3**  
Official Plan and Zoning By-law Amendments  
Gateway Tower Inc. (Valente Development Corp.)  
11870 Tecumseh Road  
**Architectural Renderings**

