

Tecumseh Road

MAIN STREET COMMUNITY IMPROVEMENT PLAN

COUNCIL ADOPTED, JANUARY 12, 2016





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TECUMSEH ROAD MAIN STREET COMMUNITY IMPROVEMENT PLAN



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PREFACE

DOCUMENT STRUCTURE

The document contains five parts:

PART A // INTRODUCTION

includes Section 1.0 - Background; and Section 2.0 - The Planning and Policy Context, including summaries of the study purpose and process.

PART B // EXISTING CONTEXT

includes Section 3.0 - Area History; and Section 4.0: The Community Improvement Plan Area Today. These altogether provide background information and includes summaries of the general and historical context, land uses and built form context.

PART C // THE COMMUNITY IMPROVEMENT PLAN: A FRAMEWORK FOR COMMUNITY BUILDING

includes Section 5.0 - The Vision; Section 6.0 Principles and Objectives; Section 7.0 Key Recommendations - “The 10 Big Moves”; Section 8.0 Land Use Recommendations; Section 9.0 Urban Design Policies; and Section 10.0 The Tecumseh Road Main Street Streetscape Guidelines. These altogether provide the vision and guiding principles, specific design recommendations pertaining to three identified character areas within the Tecumseh Road CIP area, public realm, built form, and movement guidelines, and specific design recommendations which apply to the Tecumseh Road Main Street.

PART D // MAKING IT HAPPEN

includes Section 11.0 Support Program and Incentives; and Section 12.0 Development Phasing and Monitoring. These altogether provide financial incentive programs and an implementation framework, to achieve the goals and objectives of the study, outline policy and process amendments, promotional tools, monitoring and updating processes, future studies and policy amendments, and development phasing.

PART E // APPENDIX

includes the Town of Tecumseh Official Plan: Section 6A Community Improvement for reference.



PART

PART A // INTRODUCTION

1.0 // BACKGROUND

- 1.1 Community Improvement Plan Area (CIP Area)
- 1.2 Purpose of the Community Improvement Plan
 - 1.2.1 Development of the Town's Official Plan
 - 1.2.2 Main Street Revitalization: Towards Community Building
 - 1.2.3 Specific Main Street Objectives Expressed in the Plan
- 1.3 The Community Improvement Plan Process
 - 1.3.1 Public Consultation

2.0 // THE PLANNING AND POLICY CONTEXT

- 2.1 The Planning Act
- 2.2 County of Essex Official Plan
- 2.3 Town of Tecumseh Official Plan
- 2.4 Town of Tecumseh Zoning By-Law
- 2.5 Town of Tecumseh Parks and Recreation Master Plan
- 2.6 County Wide Active Transportation Study (CWATS)



1.0

The Town of Tecumseh has significantly evolved since the amalgamation of three former municipalities in 1999.

BACKGROUND

The Town of Tecumseh has significantly evolved since the amalgamation of three former municipalities in 1999. In addition, Provincial Policy Statements (2005 and 2014), and shifts in planning theory and development are all reshaping growth, directing it towards built up, urban areas, and are protecting communities and their assets. The current undertaking of a new Official Plan for the Town is in response to these shifts, and provides an opportunity to establish a cohesive vision and new policy direction for growth for the Town.

The development of the Tecumseh Road Main Street Community Improvement Plan and Urban Design Study (“the Tecumseh Road CIP” or “CIP”) is the Town’s first step toward the revitalization and transformation of the traditional “main street” and surrounding community into a unique, vibrant mixed-use destination. The Community Improvement Plan is based on core principles that encourage sustainability and economic and social vitality through ‘place-making’, cultural diversity, a mix of uses and housing opportunities, increased accessibility, connectivity and modal diversity, and high quality design. It captures the spirit and intent of the Provincial Policy Statement (2014), and the Town Council adopted “Healthy Places, Healthy People Statement of Principles”.

The Plan also captures the spirit and aspirations of the community, Town Staff, and stakeholders, derived through an extensive and collaborative public consultation and Town review process, generating a Vision for the Tecumseh Road CIP area that will transform the area into a vibrant and attractive destination, offering a high-quality

and connected public realm, a mix of land uses, community facilities, and new open spaces. The long term vision for the CIP area responds to protecting and reinforcing the qualities that gives the area its own distinctiveness while simultaneously identifying new opportunities related to growth, intensification, transportation, and improving quality of life.

The development of the Tecumseh Road CIP therefore is timely, as the Town moves forward in this context. It is an opportunity to respond to what residents and stakeholders are recognizing as the key to a healthy community - a complete urban environment where a critical mix of uses allows people to work, and play within close proximity to where they live, and with increased mobility options.

1.1 COMMUNITY IMPROVEMENT PLAN AREA (CIP AREA)

The Tecumseh Road CIP area, as shown on Figure 1, constitutes approximately 1.5 kilometers of Tecumseh Road, referred from here on as ‘Main Street’, which extends westerly to the Tecumseh boundary, and easterly to the railway crossing.

FIGURE 1: TECUMSEH ROAD CIP STUDY AREA



The Tecumseh Road corridor is one of the principal east-west transportation routes within, as well as to and from the Town. In addition to Main Street, the Tecumseh Road CIP area also includes lands generally one block north and south of the roadway, including the former St. Anne's School property (north campus) that runs south to County Road 22, and the heritage character node along Lesperance Road north of the railway tracks. As a whole, these lands generally define Downtown of Tecumseh, and are represented by the Tecumseh BIA, which has a membership of approximately 575 businesses.

Lands within the Tecumseh Road CIP area constitute an eclectic mix of low to mid-density residential properties, restaurants, retail stores, offices, churches, entertainment uses such as a bowling alley, two open spaces, and general service amenity commercial businesses such as a funeral home, and a bank. The eastern part of the corridor, between Bedell and Poisson Streets, and north along Lesperance Road, represents more of the traditional "main street" characteristics in terms of form and structure,



but the majority of the corridor, especially toward the west is marred by non-traditional “main street” land uses such as automotive, trucking, taxi businesses, and shopping plazas within a sea of parking, as well as older vacant or underutilized sites. In essence, the Tecumseh Road Corridor has never evolved into a true and complete “main street”.

1.2 PURPOSE OF THE COMMUNITY IMPROVEMENT PLAN

The Tecumseh Road CIP is an area in transition. Given the area’s location within the Town and the proposed policies in the new Official Plan geared towards increased residential development and placemaking, there is an opportunity for intensification and the creation of additional residential, retail, and public spaces in CIP area. However, intensification projects will have to take into consideration compatibility issues with adjacent buildings and neighbourhoods, which will determine the appropriate scale, height, and massing of future development within the CIP area, as well as

the capacity of the municipal infrastructure to support increased development intensification.

The purpose of the CIP Study is to examine existing land uses and redevelopment potential, create a vision and urban design policies for future development, and provide recommendations for revitalization of the area. The goal is to create a framework for a vibrant Downtown and Main Street that is pedestrian-friendly, transit supportive, and provides necessary services to the surrounding neighbourhoods.

The Tecumseh Road CIP functions as a tool for addressing deficiencies and to facilitate renewed vitality in Downtown and Main Street through public realm improvements and beautification projects that enable the realization of the long-term vision for the CIP area. The CIP framework provides detailed directions to guide land use, urban design, built form, public realm improvements, and mobility. It also identifies support and incentive program opportunities towards the realization

of the Plan, and clear direction regarding plan implementation. The CIP recommends incentives to stimulate or encourage private and/or public investments, which can include grants, loans, or other programs for façade improvements, infrastructure works, signage, streetscape and landscaping, and a phasing-in of any increase in taxes that may result from investments within the CIP area. Some of the key objectives include:

- Creating a stronger and more stable economic base;
- Promoting a more attractive and welcoming environment within Downtown;
- Encouraging business retention and growth;
- Balancing the relationship between Tecumseh Road as a significant transportation route, and as a pedestrian-oriented “main street”; and
- Creating an integrated, connected, and accessible corridor that is part of a healthy, complete community; supporting residential, commercial and employment areas.



1.2.1 Development of the Town's Official Plan

The development of the Tecumseh Road CIP, happening concurrently with the development of the Tecumseh Hamlet Secondary Plan, will assist the Town in creating a new consolidated Official Plan towards developing a cohesive and comprehensive vision for a new amalgamated community. The CIP provides a framework for facilitating the application of the planning principles proposed to be expressed in the Town's new Official Plan, the Provincial Policy Statement, and in integrating existing and ongoing studies, such as the Town of Tecumseh Transportation Master Plan, The Essex County Wide Active Transportation Master Plan, and the various topical Discussion Papers issued in support of the development of a new Official Plan, among others.

1.2.2 Main Street Revitalization: Towards Community Building

The purpose of the Plan is to transform the corridor into an exceptional urban place. Revitalization of the Tecumseh Road CIP area is integral to building community and in

creating a complete community environment for Tecumseh, by providing a unique, mixed-use, commercial destination for local residents and the larger Tecumseh community to shop, play, live, work, engage in social and cultural activities, and enjoy beauty in high quality design. The Plan provides opportunities to intensify the corridor and Downtown with increased housing diversity and density levels, which allows for increased amenities such as plazas for gathering and events, and mobility options such as cycling, and potentially transit, that come about with the critical mass that the Plan recommends.

The process and approach for the Tecumseh Road CIP area has resulted in an inspiring Vision that is implementable, Urban Design Policies that are sensible and appropriate to the CIP area, a streetscape, and an urban design plan based on the principles of 'placemaking' that will inspire investment. These are underpinned by program and implementation strategies, incentives, and 'wow' factor Big Moves for bringing the plan to reality. The

Plan's purpose, in this stream, is to provide a means for planning and promoting catalytic development opportunities that will effectively use and transform existing lands, buildings, facilities, and assets to bring about short and long term revitalization and encourage ongoing investment in the area.

1.2.3 Specific Main Street Objectives Expressed in the Plan

- Creating a destination place;
- Creating a mixed-use community;
- Establishing identity and sense of place;
- Creating a clear land use structure;
- Becoming pedestrian oriented and friendly;
- Creating balanced retail activity;
- Creating high quality architectural design;
- Providing multiple active transportation options such as walking, and cycling;
- Creating a parking strategy with on street parking, rear commercial parking, and opportunities for structured parking;

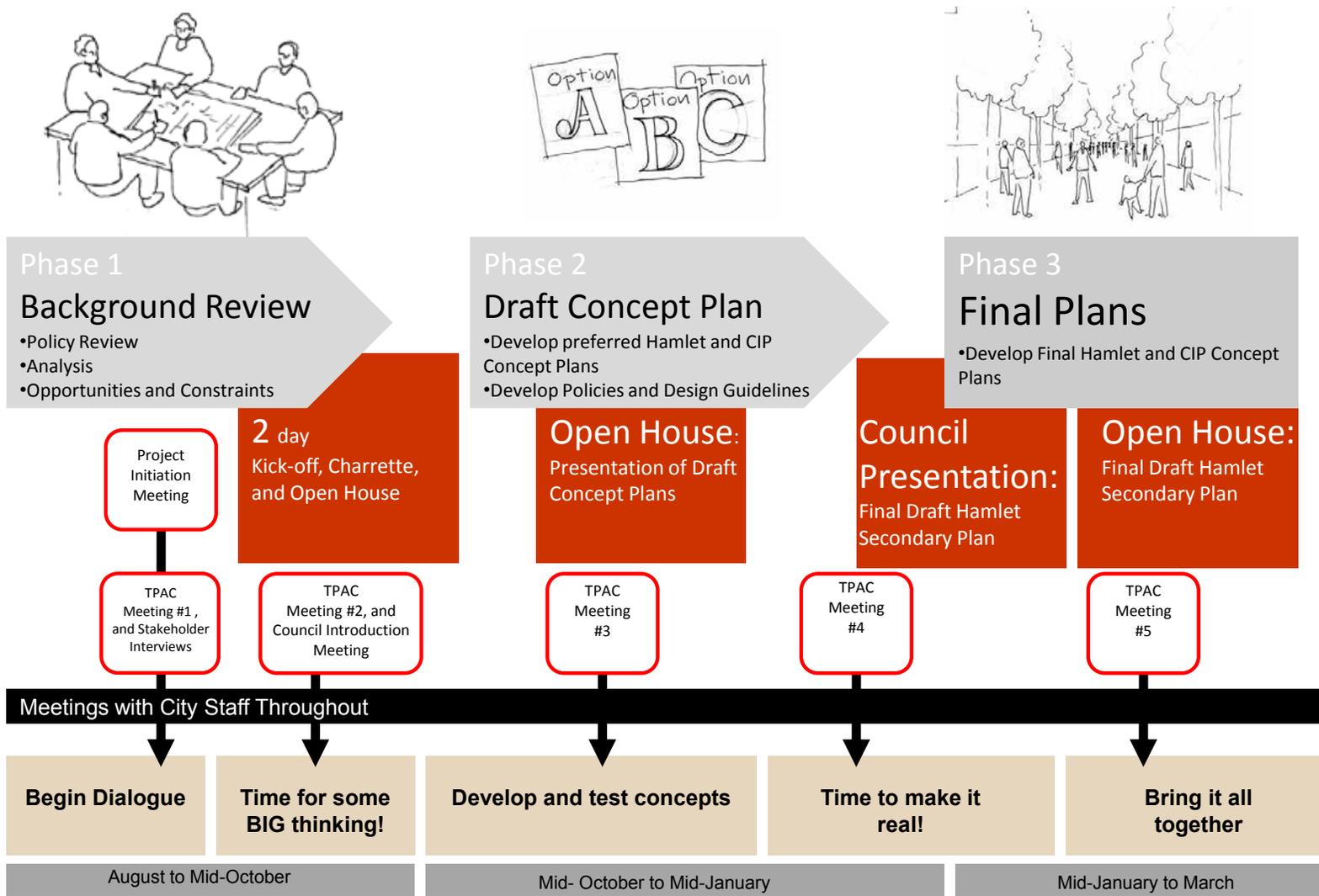
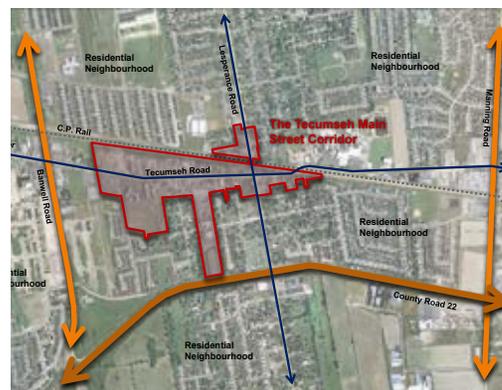


FIGURE 2: PROCESS OVERVIEW



- Providing connections with surrounding areas;
- Providing incentives for new development and investment; and
- Creating a marketing and business promotion strategy.

1.3 THE COMMUNITY IMPROVEMENT PLAN PROCESS

To achieve the goals of this project, an innovative and iterative work plan was developed and is summarized in the preceding diagram. Consultation was fundamental to the planning approach and was integrated throughout each phase of the Work Plan.

1.3.1 Public Consultation

The public consultation process included compelling, graphic-oriented, capacity building presentations, workshops, and open houses that provided engaging stakeholder discussion and collaboration. The process included techniques such as interactive panel discussions, dot mockery, and workshop table

discussions, that helped participants such as residents, landowners, business owners, developers, Town staff, and members of council become fully engaged in the process towards forming a vision and direction for redevelopment that will shape and enhance their quality of life.

Public Kick-off, Visioning Workshop, and Design Charrette

The Public Kick-off, Visioning Workshop, and Design Charrette were held in Tecumseh at Torino's Banquet Hall on October 18 – 19, 2011. Over the course of two days, participants from the community, DIALOG, and the Town of Tecumseh converged to explore opportunities for the long-term success of the Tecumseh Road Main Street and surrounding community. The Public Kick-Off event included: an introduction of the consultants and the study process; a presentation of the opportunity and constraints analysis, as well as best practices in planning and urban design as they relate “main street” corridors and in creating complete communities; and a design charrette towards

developing preliminary concepts for the study area. The event provided the opportunity to share information with the community and Council, to provide a forum for brainstorming ideas towards developing a vision, guiding principles, and strategic moves to inform the future development of the Tecumseh Road CIP.

June 21st Public Open House

A Public Open House was held on June 21st, 2012 at the Town Hall. The event was held in conjunction with the Tecumseh Hamlet Servicing and Transportation EA Process. The forum was informal, allowing participants including residents, land owners, developers, Council members, and other key stakeholders to drop in throughout the evening and partake in the information panels that were displayed around the council chambers. The intent of the Open House was to garner feedback and comments on the Draft Hamlet Secondary Plan and Tecumseh Road CIP, as well as the analysis brought forward from the Tecumseh Hamlet Environmental Assessment Process.

2.0

The following summarizes a review of a
Comprehensive Policy Framework...

THE PLANNING AND POLICY CONTEXT

The following summarizes a review of a Comprehensive Policy Framework at the provincial, regional, and municipal levels that provides direction to guide future development in community improvement project areas. The Policy Frameworks include the Town of Tecumseh Official Plan; the County of Essex Official Plan; the Town of Tecumseh Parks and Recreation Master Plan; and the Town of Tecumseh Zoning By-law No. 1746. Analysis of these documents has revealed a consistent theme being the enhancement and promotion of the Tecumseh Downtown and the Tecumseh Road Main Street Community Improvement Project Area.

In November 2010, the Town embarked on the process of creating a new Official Plan. In support of the development of the Official Plan, a report entitled “Planning Context and Issues Report in March 2010” was produced, and proposed the Tecumseh Road corridor area as a future community improvement area. The Planning Context and Issues Report included objectives to encourage reinvestment along the Tecumseh Road Main Street area. One of the objectives to come out of the Report is to develop a policy framework that invigorates the community with an enhanced “main street”. This is to be accomplished, in part, by preparing a “Community Improvement Plan” and developing an urban design and implementation strategy for this district.

Subsequent to the receipt of the Town’s “Planning Context and Issues Report in March 2010”, there were no further Discussion Papers released as the Town awaited the finalization of the County of Essex Official Plan Review process. Ultimately, additional Discussion Papers began to be regularly released in 2013, with the

“Community Improvement Plan (CIP) Discussion Paper” issued and formally received by Council in October 2014. The “CIP Discussion Paper” recommended the specific establishment of the Tecumseh Road Main Street Area as a CIP Area in the new Official Plan.

The existing Town of Tecumseh Official Plan encourages the use of a Community Improvement Plans to preserve and improve the quality of life in existing neighbourhoods, and to strengthen existing and developing commercial areas, and to encourage private investment through improvement of public facilities and revitalization.

2.1 THE PLANNING ACT

Section 28 of the Planning Act

Section 28 of the Planning Act allows municipalities, with provisions in their Official Plans relating to community improvement, to designate by By-law a “Community Improvement Project Area”, and prepare and adopt a Community Improvement Plan for the Community

Improvement Project Area. Once the Tecumseh Road CIP has been adopted by the municipality and comes into effect, the municipality may exercise authority under Section 28(6), (7) or (7.2) of the Planning Act or Section 365.1 of the Municipal Act, 2001 in order that the exception provided for in Section 106(3) of the Municipal Act, 2001 can be applied.

According to Section 28(1) of the Planning Act, a “community improvement project area” is defined as “a municipality or an area within a municipality, the community improvement of which in the opinion of the Council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of the buildings or for any other environmental, social or community economic development reason.”

Section 28(1) of the Planning Act defines “community improvement” as “the planning or replanning, design or redesign, clearance, development or redevelopment, construction, reconstruction and rehabilitation, improvement of energy efficiency, or any of them, of a

community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable, or other uses, buildings, structures, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary.”

Once a CIP has come into effect, the municipality may:

- a) acquire, hold, clear, grade or otherwise prepare land for community improvement (Section 28(3) of the Planning Act);
- b) construct, repair, rehabilitate or improve buildings on land acquired or held by it in conformity with the community improvement plan (Section 28(6));
- c) sell, lease, or otherwise dispose of any land and buildings acquired or held by it in conformity with the Community Improvement Plan (Section 28(6)); and
- d) make grants or loans, in conformity with the Community Improvement Plan, to registered

owners, assessed owners and tenants of land and buildings within the community improvement project area, and to any person to whom such an owner or tenant has assigned the right to receive a grant or loan, to pay for whole or any part of the eligible costs of the Community Improvement Plan (Section 28(7)).

Section 28(7.1) of the Planning Act specifies that the eligible costs of a Community Improvement Plan for the purposes of Subsection 28(7) may include costs related to environmental site assessment, environmental remediation, development, redevelopment, construction and reconstruction of lands and buildings for rehabilitation purposes or for the provision of energy efficient uses, buildings, structures, works, improvements or facilities.

Section 28(7.3) of the Planning Act specifies that the total of all grants and loans made in respect of particular lands and buildings under Section 28(7) and (7.2) of the Planning Act and

tax assistance provided under Section 365.1 of the Municipal Act, 2001 in respect of the land and buildings shall not exceed the eligible cost of the Community Improvement Plan with respect to those lands and buildings.

Section 365.1 of the Municipal Act, 2001

Section 365.1(2) and (3) of the Municipal Act, 2001 allows municipalities to pass a By-law providing tax assistance to an eligible property in the form of deferral or cancellation of part or all of the taxes levied on that property for municipal and education purposes during the rehabilitation period and development period of the property, both as defined in Section 365.1(1) of the Municipal Act, 2001. Section 365.1 of the Municipal Act, 2001 operates within the framework of Section 28 of the Planning Act. A municipality with an approved Community Improvement Plan in place that contains provisions specifying tax assistance will be permitted to provide said tax assistance for municipal purposes. Municipalities may also apply to the Minister of Finance to provide

matching education property tax assistance through the Brownfields Financial Tax Incentive Program (BFTIP).

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act and is intended to guide municipalities in making planning decisions. The Planning Act requires that municipal decisions in respect of the exercise of any authority that affects a planning matter “shall be consistent with” the PPS.

The Tecumseh Road CIP policies and guidelines herein are in compliance with the PPS towards creating a socially, economically, and environmentally sustainable and vibrant community.

The PPS supports economic stability and vitality, business retention, and growth remediation. For example, Section 1.7.1 c) of the PPS states that “long term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and “main streets.”

The Section also talks about “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes”.

The PPS supports Smart Growth through urban growth management. For example, Section 1.1.3.3 of the PPS states “planning authorities shall identify 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.” Therefore, the PPS supports Downtown revitalization and brownfield redevelopment as a way to achieve the goal of promoting intensification and redevelopment.

Other policies in the PPS (Sections 1.1.1 a), 1.1.1 g) and 1.6.3) support the management of growth to achieve efficient development and land

use patterns which sustain the financial well-being of the Province and municipalities over the long term. This Community Improvement Plan is consistent with policy statements issued under the Act.

Section 1.5 of the PPS states that healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

2.2 COUNTY OF ESSEX OFFICIAL PLAN

The first County of Essex Official Plan was adopted by County Council in April of 2002. The second County of Essex Official Plan was adopted February 19, 2014 and is currently in effect.

Section 1.5 and Section 3.2 of the County Official Plan identifies principles / goals for the County Plan which promote a healthy county, supports active transportation, directs growth and intensification in appropriate areas, and

provides housing choices for all.

The following principles/goals are relevant to the preparation of a Community Improvement Plan:

- 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;
- Support and promote public and private re-investment in the Primary Settlement Areas;
- To Promote residential intensification and affordable housing (for low and moderate income households) within Primary Settlement Areas, and to a lesser extent, within full serviced Secondary Settlement areas;
- To maintain and enhance the town centres as focal points where a broad range of community and commercial facilities and services, housing and employment opportunities are available at higher densities;

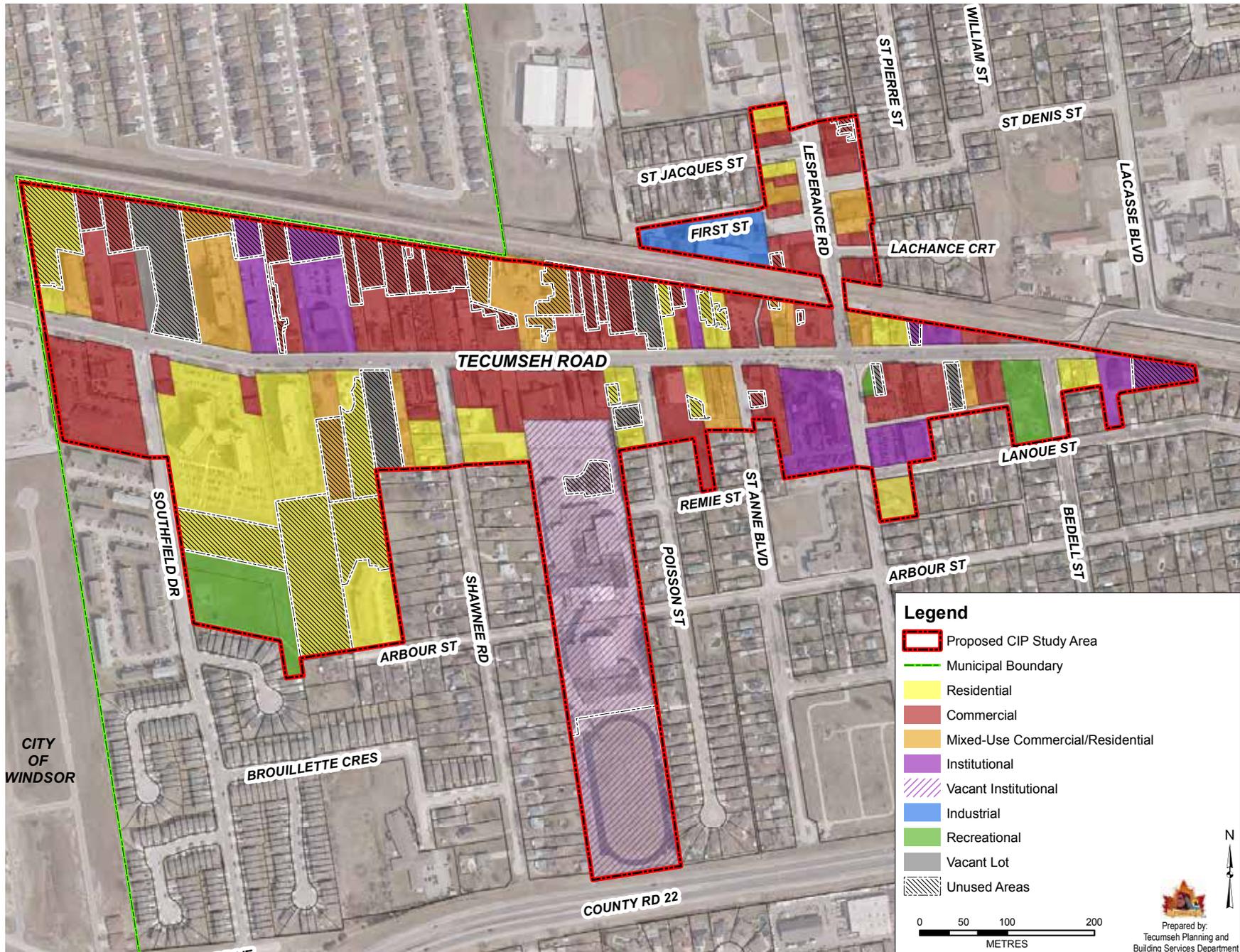


FIGURE 3: LAND USE MAP [TOWN OF TECUMSEH]

-
- Local Official Plans are encouraged to provide opportunities for re-development, intensification and revitalization in areas that have sufficient existing or planned infrastructure;
 - Downtown/uptown areas should maintain and/or enhance the existing character of (Primary Settlement Areas). Mixed-use development and accessible pedestrian oriented streetscape are encouraged. Community Improvement Plans such as this are encouraged.
 - To provide a broad range of housing choices, employment and leisure opportunities for a growing and aging population;
 - To create more mixed-use, compact, pedestrian-oriented development within designated and fully serviced urban settlement areas;
 - To maintain the well-being of downtowns and main streets;
 - To support the creation of interesting and accessible public places to generate activity and vitality, and attract people and business to Essex County communities;
 - To promote the creation of public spaces within all neighbourhoods that foster a sense of community pride and well-being, and create a sense of place;
 - Maintain the social well being of downtowns and “main streets”, and ensure long term economic prosperity;
 - To maintain and attract tourism related businesses and activities that can provide well paying employment opportunities to existing and future residents;
 - Support the use of public transit where available or where it can be provided in the future; and
 - To recognize the importance of cultural heritage resources within the County by encouraging their identification, conservation, protection, restoration, maintenance, and enhancement.

2.3 TOWN OF TECUMSEH OFFICIAL PLAN

The Community Improvement policies in Section 6A of the Official Plan set out the goals, objectives, and the rationale for preparing a CIP, criteria to be considered when designating a community improvement project area, priority areas for community improvement, and the range of actions that Council may undertake to implement Community Improvement Plans. Specific policies for community improvement are divided into sections pertaining to residential, commercial and industrial development. The Tecumseh Road CIP is in conformity with the current Official Plan Policies. See Appendix, Town of Tecumseh Official Plan Section 6A Community Improvement, for further information.

2.4 TOWN OF TECUMSEH ZONING BY-LAW

The Town of Tecumseh Zoning By-law 1746 covers the Community Improvement Project Area, and generally zones the Tecumseh Road CIP study area as General Commercial Zone (C3), permitting a range of commercial uses, along with residential uses.

2.5 TOWN OF TECUMSEH PARKS AND RECREATION MASTER PLAN

In 2005, the Town of Tecumseh prepared a Parks and Recreation Master Plan for the period of 2005 to 2015. The Master Plan is a tool to assist municipal staff and Council when making decisions about how to provide recreation and cultural programming and park facilities. The Plan points to a projected increase in demand for parks and recreation, and to an aging population.

Tecumseh's existing trail system, which serves pedestrians and cyclists, is substantial and should be maintained and supported. In support of the Parks and Recreation Master Plan,

connections through the Tecumseh Road CIP area and along Main Street are recommended to increase access to and through these areas for cyclists and pedestrians alike.

The Trails Network encourages walking and cycling and provides safe pedestrian connections to Tecumseh's larger system of parks and green spaces. Trails are an integral part of Tecumseh's urban fabric, built form, and social context. They are used by people of all ages and abilities to exercise, relax, socialize, view wildlife, and travel to destinations.

2.6 COUNTY WIDE ACTIVE TRANSPORTATION STUDY (CWATS)

The 20 year Master Plan guides the implementation of a County-wide network of cycling and pedestrian facilities. The County of Essex supports active transportation (walking and cycling), "to foster a safe, comfortable bicycle and pedestrian friendly environment by encouraging people of all ages and abilities to engage in non-motorized activities for everyday transportation and recreation." The CWATS recognizes that a

streetscape environment that fosters walking and cycling also requires mixed-use development, and higher densities as part of the urban design equation in order to create a walkable, pedestrian friendly environment and to "facilitate increased vitality and quality of life".

- At the time of review or update of the Official Plans as well as during the development review process, the County encourages active transportation friendly (pedestrian and cyclist) streetscaping, urban design and active transportation oriented land development.
- Mixed-use development and higher densities are encouraged within the Primary Settlement Areas to promote/facilitate increased vitality and quality of life.

The Official Plan considers infrastructure projects such as road improvements as the primary tool in which to implement the Active Transportation System. As such, the Tecumseh Road CIP provides a framework for the re-development and enhancement of the Tecumseh Road Main

Street as a walkable, bicycle friendly place, which includes Streetscape Design Guidelines and a Phasing and implementation Strategy. The framework will set the stage for the development of a Detailed Streetscape Master Plan for the Tecumseh Road Main Street following the approval of the CIP. ■





PART

PART B // EXISTING CONTENT

3.0 // AREA HISTORY

3.1 Description

4.0 // THE COMMUNITY IMPROVEMENT PLAN AREA TODAY

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4.1.3 Land Use Character

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4.1.5 Tecumseh Road (Main Street)

4.2 The Opportunities

B

The Town of Tecumseh is located within Essex County and was incorporated in January, 1999. The town is a community of approximately 24,000 people, located along the shores of Lake St. Clair; sharing borders with the City of Windsor and Town of LaSalle to the west, and the Town of Lakeshore to the east. It has had periods of rapid growth, and is considered to have one of the highest quality of life ratings in the area. Its healthy balance of small town qualities and urban amenities and opportunities render it an attractive community to live in.

3.0

Tecumseh is among several southwestern Ontario communities with a history founded on agriculture and manufacturing.

AREA HISTORY



Tecumseh is among several southwestern Ontario communities with a history founded on agriculture and manufacturing. These industries have undergone dramatic transformations in recent years and struggle to find their place in a changing economy. Many of the towns they helped to create are now striving to maintain a healthy employment base and enhance existing assets, while creating opportunities for future development and growth. Towns like Tecumseh are looking to adapt by embracing more sustainable long-term economic development opportunities.

The Town takes great pride in its history and its successes. One of the key objectives of this Tecumseh Road CIP is to create a framework that provides opportunities to create a true “main street” and to revitalize Tecumseh’s Downtown, building on historic assets and healthy aspects of the corridor such as the St. Anne’s Church and Ticonderoga Park, the south neighbourhoods, and key commercial destinations that currently provide the building blocks to creating a unique place and an important destination in the region.

Fundamental to this study is the conservation of the corridor’s cultural heritage elements. The Town’s historic fabric provides cultural value, interest and a unique character that are key to building a strong identity for the area, and in creating a distinct Downtown and Main Street.

3.1 DESCRIPTION

In the mid-nineteenth century, Tecumseh was a small hamlet located at the north western edge of Essex County. Over time, Windsor

expanded its boundaries closer to Tecumseh and surrounding areas.

The main road through Tecumseh (Tecumseh Road) became an important travel route, both locally for farm vendors, and for commuters travelling by rail to Windsor. Historic Tecumseh was built around the Tecumseh and Lesperance Roads intersection as the primary retail area, and represents the heritage core of the Town.

Historically, the buildings along Tecumseh Road have been mainly two storey structures of either brick or wood construction, similar to many of the older areas in Essex County. The road developed as a predominantly residential area. Over time, as the importance of the automobile grew, the rail link to Windsor lost importance as means of public transport for the Town, and the corridor began to serve as a thoroughway for commuters travelling to the Windsor-Detroit area, and many of the original structures and vacant lands were used for restaurants, a hotel, gas stations, automobile sales lots and repair garages. Many original residential buildings with



large back yards were readapted for commercial uses. As a result, there is a pattern of one-to-two storey commercial buildings with large areas for surface parking. More recently, and similar to many other municipalities throughout Canada, the Town has experienced a great deal of growth in its suburban areas, shifting towards a more auto-oriented form of development. This changed the retail focus away from what was developing as a fine grain commercial “main street” with buildings that engaged the sidewalks and public realm, and offered day-to-day amenities for the neighbourhood.

Today, despite the significance of Tecumseh Road as the Town’s historic “main street”, it remains a thoroughfare as there are few indicators of a typical “main street” presence to warrant a traveler to stop. Rather, the character and structure of the roadway is geared toward moving the traveler through.

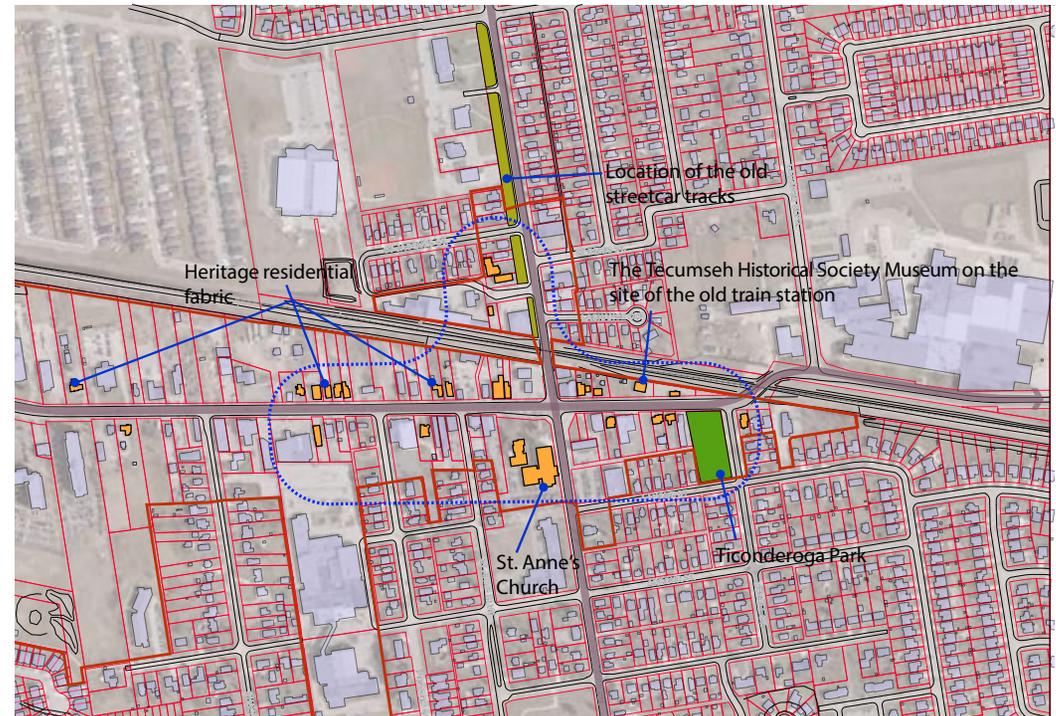


FIGURE 4: TECUMSEH ROAD HERITAGE ASSETS

4.0

The creation of a viable long-term plan for any community entails understanding the physical urban fabric and policy environments.

THE COMMUNITY IMPROVEMENT PLAN AREA TODAY

The creation of a viable long-term plan for any community entails understanding the physical urban fabric and policy environments.

Understanding of the existing environment, and the impact that the past has had on the area, is the starting point for preparing responsive recommendations for how the Town should evolve into the future. The urban structure layers, that being the pattern of built form, vehicular circulation and pedestrian movement, land uses, and open spaces, work in concert to define the character and quality of the urban environment and how it is experienced.

This section provides an overview of the analysis undertaken to better understand these patterns, and the planning and physical context towards development of the Tecumseh Road CIP.

4.1 EXISTING CONDITIONS - CONSTRAINTS AND OPPORTUNITIES

The following is an overview of the constraints and opportunities of the physical components and character of the Tecumseh Road CIP area, which provide a basis for decision making in terms of how the CIP area should evolve and what changes need to be made.

4.1.1 Regional and Immediate Context

There are three key factors that give the Tecumseh Road CIP strong positioning as a key commercial destination within the Region. Firstly, it is one of few traditional “main streets” located more easterly to the Essex County Region, positioning it as a key unique commercial destination for the area, capturing a strong easterly community base. The concentration of traditional “main streets” is located at the north-west end of the peninsula and in close proximity to Downtown Windsor, Detroit, and several major

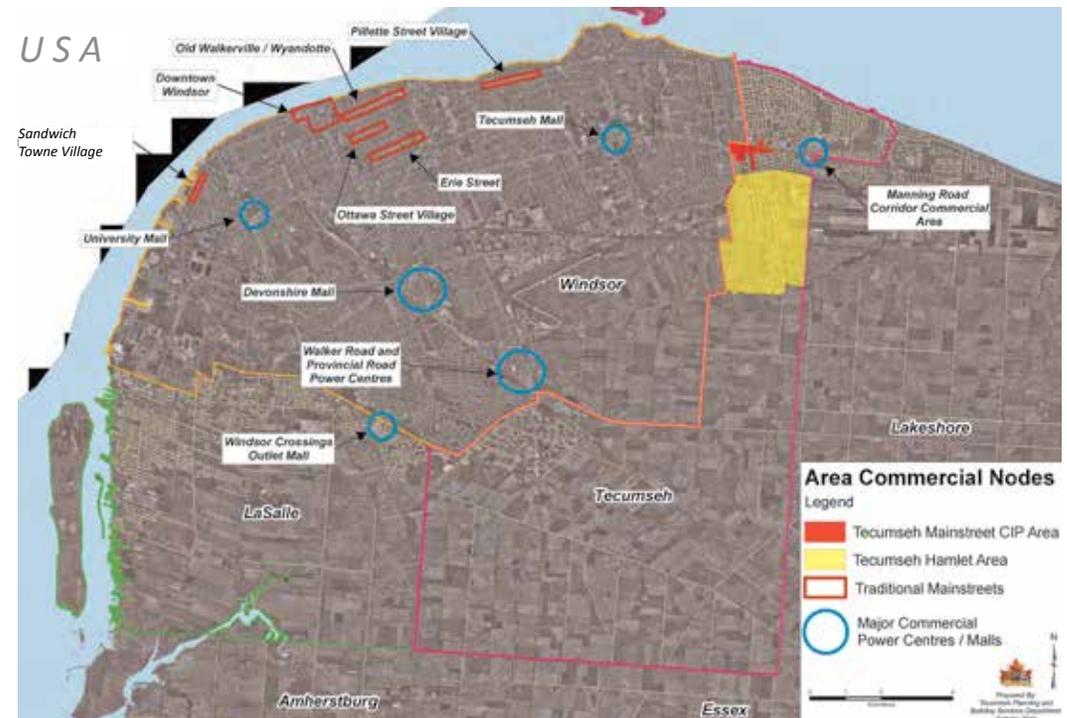


FIGURE 5: EXISTING CONDITIONS - REGIONAL CONTEXT

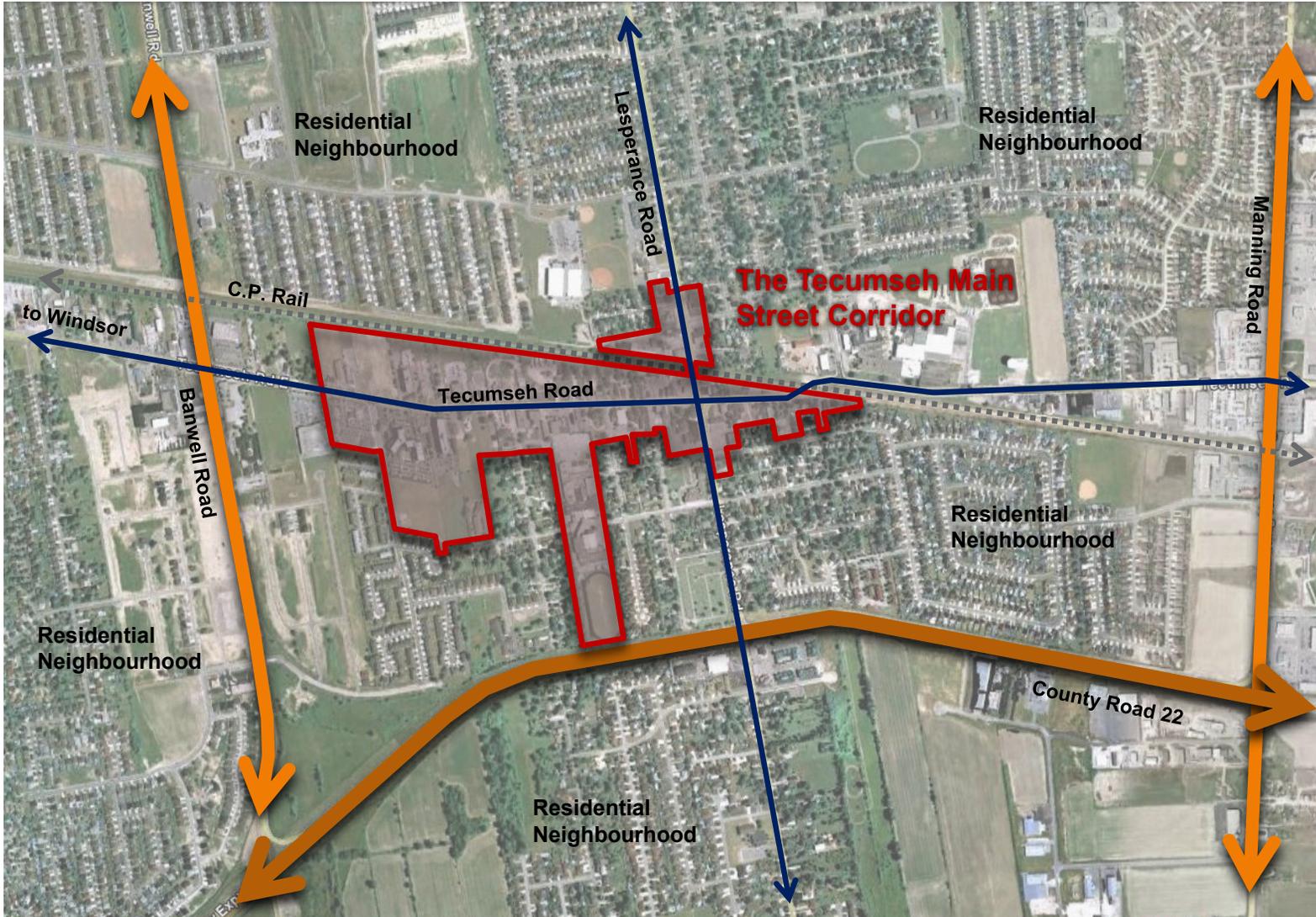


FIGURE 6: EXISTING CONDITIONS - IMMEDIATE CONTEXT

commercial power centres, which are major commercial competitors. Secondly, it is well positioned at the crux of three major vehicular corridors: Manning Road, Banwell Road, and Tecumseh Road itself. This positions the CIP as a key destination en route to other regional draws such as the lakefront north, Windsor to the west, and wine country and other agri-tourism establishments to the south. Lastly, the Tecumseh Road Main Street is part of a vibrant and growing community, being in the centre of the northerly settlement area of Tecumseh and its well-established residential neighbourhoods. These include Windsor neighbourhoods to the west; the Tecumseh Hamlet to the south, which continues to develop a strong residential presence; Lakeshore neighbourhoods to the east, all of which are experiencing an influx of retirees seeking a walkable environment and easy access to services and amenities from home. A revitalized Tecumseh Road Main Street has the opportunity to become a vibrant, accessible, and unique destination for the surrounding community and for the Region.

4.1.2 The Site Context - Three Distinct Character Areas

The Tecumseh Road CIP area is defined by three distinct character areas: Tecumseh Road East, Tecumseh Road Central, and Tecumseh Road West, differentiated based on various levels of commercial fragmentation, building setbacks and frontages along the corridor, as well as the amount of notable heritage fabric that helps to define a character of place.

Tecumseh Road East - can be defined as the historic core, centered mainly around Tecumseh and Lesperance Roads, extending westerly to the Poisson Street area, easterly to the Ticonderoga Park area, and northerly to the St. Jacques Street area. This heritage node marks one of the most important gateway entry points into the Tecumseh Road CIP area, which is characterized by assets such as the St. Anne's Church, the Ticonderoga Park, the Heritage Museum, as well as a mix of residential and amenity uses. The area has the most built form remnants of a traditional "main street" character, from which all other development

along Tecumseh Road began. The built form is varied, including residential forms west of Lesperance Road to a more compact retail street wall around the Tecumseh and Lesperance Road intersection. Buildings range in height from 2-3 storeys with limited redevelopment occurring today. Within this area there are some redevelopment opportunities but they are smaller-medium sized sites with less lot depth and are likely to involve intensifying existing sites with additional height. Future development will need to fit within and transition sensitively to the cultural heritage context of this area. The buildings should be celebrated and accessible as landmark buildings providing opportunities for destination retail and integrated within new public realm opportunities.

Due to the amount of existing heritage fabric, traditional "main street" attributes, a stable surrounding residential context, and recent redevelopment initiatives, this area has the most potential to develop as a healthy, unique, pedestrian-oriented, mixed-use node in the short term. Furthermore, it can function as a

catalyst for revitalization of the balance of the corridor over time.

Tecumseh Road Central - is defined primarily by an abundance of vacant and underutilized sites. It is very clear that the traditional “main street” structure experienced a notable change in form and land use. Apart from a cluster of heritage character buildings, the majority of land uses consist of more highway-oriented commercial such as auto dealerships, with buildings considerably set back from the street, parking lots in the front, and numerous access and egress points. The built form structure, typically one to two storeys in height, looks very worn and unattractive. As well, there are few opportunities to stop and shop. The benefit of this area is that it has great development potential with the vast amount of vacant and underutilized sites, including the former St. Anne’s School property, which allows for development and adaptive re-use to happen in the shorter term. The Tecumseh Road Central Node has the potential to become the central community activity areas along the corridor.



FIGURE 7: CHARACTER AREAS WITHIN THE TECUMSEH ROAD CIP AREA

This area provides significant redevelopment potential with some of the largest development blocks along the corridor including the potential opportunity to redevelop the former St. Anne's School site as a major catalyst for the rest of Downtown, providing opportunities for creating a mixed-use development node including a central town square and other community and residential uses for the site.

Tecumseh Road West - defined as the area west of Shawnee Road to the City of Windsor boundary. It is the more auto-oriented part of the commercial corridor, having even more pronounced setbacks, which mean the pedestrian is much less engaged and removed from the "main street" presence. There is a mixture of higher density residential buildings, municipal buildings, vacant sites and underutilized sites especially south towards Arbour Street, intermixed with fairly new thriving plaza oriented retail amidst vast parking lots. Currently, key commercial anchors within the plazas such as Tim Horton's provide an attraction to the west end of the corridor. The current

prosperity of this type of commercial provides less of an incentive for this area to change and become more "main street" oriented in the short to mid-term. The opportunity lies in the southerly properties, which can provide new residential community base and critical mass of people for the area, as it has the potential to increase the residential density for the area and provide a mixture of housing options.

Creating a more congruent corridor that supports the requirements of a healthy "main street" such as activity, vibrancy, beauty, and necessary community amenities, is one of the key challenges the Town faces today.

4.1.3 Land Use Character

Existing land uses along Main Street, as illustrated in Section 2.0, are primarily commercial, with an emphasis on auto-related businesses such as used car sales and automobile service shops. There are some professional offices in the study area, with a concentration of medical offices and healthcare related services located within the Tecumseh Life Services Plaza at the intersection

of Tecumseh Road and Southfield Drive.

Though the predominant land use is commercial, the Tecumseh Road Main Street Corridor supports a number of small-scale retail commercial enterprises, plazas, medical plazas, automotive and mechanic operations, institutional and civic uses, and some residential. There are also significant areas of vacant, underutilized lands. The eastern edges of the corridor, as mentioned above, comprises of Tecumseh's historic "four corners" and Downtown, while the remainder of the corridor is a mix of auto-oriented commercial and automotive uses, with some residential apartment uses along the western edge of the corridor. Additionally, there is a scattering of community amenities, such as St. Anne's Church, the former St. Anne's School site, the northern civic area including the Town Hall and other municipal buildings along Lesperance Road, a dog park, and the Ticonderoga Park which anchors the western edge of the corridor.



4.1.4 Built Form

There is an eclectic mix of built form along the corridor, which is generally defined by one to three storey buildings, some house form, some “main street” in character with minimal frontages to the street, while others are of a plaza or industrial form. The anomalies to this include the four to six storey residential buildings to the west end, and of course, the distinct St. Anne’s Steeple landmark at the east end. The majority of the buildings have ground floor commercial uses, with very few residential apartments or offices in the upper floors. In general, and with the exception of the heritage character buildings, the majority of buildings are in poor quality, are unattractive and un-engaging. The majority of the corridor will have to undergo a radical change in built form and structure to provide a “human-scaled”, pedestrian-oriented, mixed-use “main street” environment with beautiful high quality buildings that engage the street and provide a comfortable, safe, and attractive place to shop, live, work, play, and stroll.

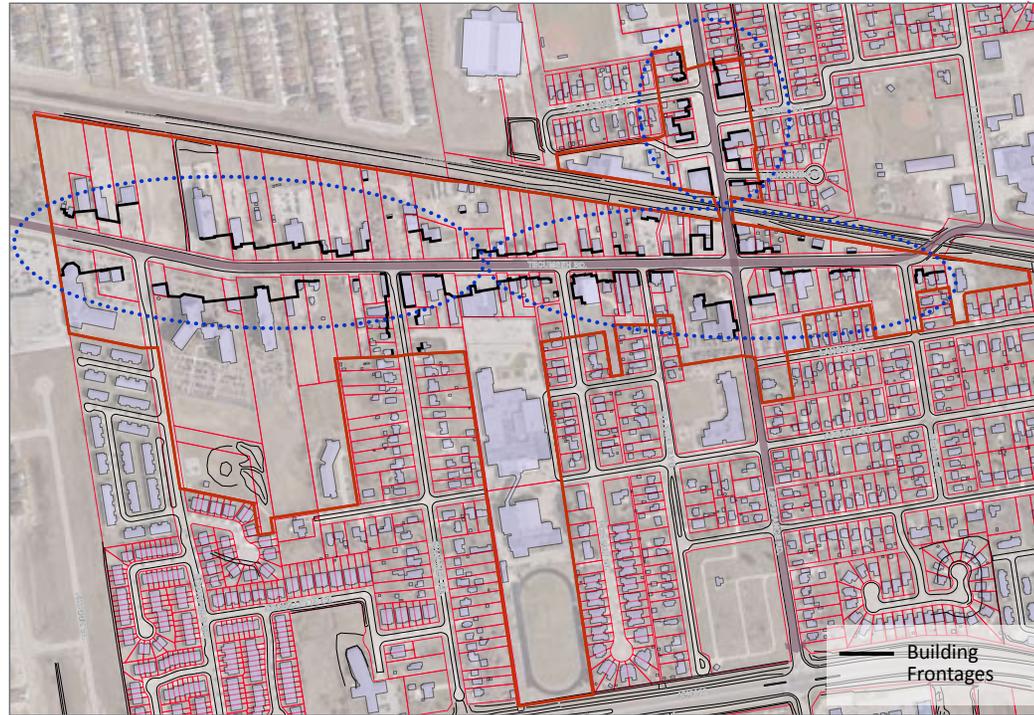


FIGURE 8: BUILDING FRONTAGE PATTERN



Beyond the study area, the built form is defined primarily by low density residential dwellings, with most homes ranging from one-and-a-half to two-and-a-half storeys in height.

4.1.5 Tecumseh Road (Main Street)

The revitalization of the Tecumseh Road CIP area is highly dependent on the revitalization of the Tecumseh roadway, which is one of the primary opportunities in defining a new character and identity of place. Tecumseh Road is a four lane arterial roadway, with off-peak on-street parking for a section of the corridor. The corridor is well connected to a number of collector roadways south of Tecumseh Road, with limited vehicular or pedestrian links north, due to the VIA Railway line flanking the study area. The road also serves as an east-west commuter thoroughfare between the north shore of Essex County to the City of Windsor and Detroit, which has proven detrimental to the successful evolution of a “main street”. The flow and speed of traffic has to change in order



FIGURE 9: EXISTING CONDITIONS - REGIONAL CONTEXT

to create a more walkable, pedestrian focused, friendly, and inviting street. The corridor could also be better serviced by various forms of active transportation, such as walking, cycling and transit, and the design of the physical structure needs to respond with quality sidewalks, street furnishing and streetscaping, pedestrian-scaled lighting, places to sit, café spill-over space, on-street parking, and cycling lanes, and be able to continue to accommodate transit in the future. Creating a high quality environment is key to creating a more comfortable place for pedestrians to enjoy and partake, and is a means of attracting investment.

4.2 THE OPPORTUNITIES

The challenging context of the Tecumseh Road CIP area presents numerous development and redevelopment opportunities that can transform the area into a true traditional “main street” with a strengthened local community base by maximizing existing land development potential, utilizing vacant and underutilized sites along

the corridor, and redefining the structure and function of the Tecumseh roadway. Numerous development opportunity sites have been identified within the CIP area (see Figure 10 for locations), that provide the opportunity to:

- create a true “main street” frontage and ‘fine grain’, boutique-styled, built form structure by developing the frontages, bringing buildings to the street and placing parking in the rear;
- provide an increased pedestrian presence and critical population mass by introducing new mixed-use housing along Main Street and higher density housing north and south of Main Street;
- increase road, path and trail connections and linkages to the surrounding neighbourhoods by completing the grid block pattern of streets, making Main Street more visible and accessible;
- provide an enhanced public realm with a diversity of new attractive open spaces and

a new streetscape that is welcoming to pedestrians and expands mobility options such as cycling;

- accommodate additional commercial intensification by establishing new businesses and local service amenities; and
- create a new enhanced context for heritage assets and provide new uses through sensitive adaptive re-use of the buildings and landscapes.

These opportunities form the basis for the Vision for the Tecumseh Road CIP area. ■

5.0 // THE VISION

5.1 The Vision Statement

5.1.1 The Vision

5.1.2 Vision Objectives

5.2 Distinct Character Areas

5.2.1 Tecumseh Road Main Street

5.2.2 The Tecumseh-Lesperance Heritage Node

5.2.3 The Central Main Street Node and Pedestrian Spine

5.2.4 The St. Anne's School Community Node

5.2.5 Higher Density Residential Neighbourhoods

6.0 // PRINCIPLES AND OBJECTIVES

7.0 // KEY RECOMMENDATIONS - "THE 10 BIG MOVES"

8.0 // LAND USE RECOMMENDATIONS

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9.0 // URBAN DESIGN POLICIES

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9.1.1 Building Heights

9.1.2 Building Transition in Relation to Heritage Resources

9.1.3 Building Envelopes, Orientation, and Setbacks

9.1.4 Architectural Building Materials

9.1.5 Architectural Building Features

9.1.6 Gateways and Vistas

9.1.7 Lighting (General)

9.1.8 Façade Design, Entrances, and Corner Sites

9.1.9 Commercial Signage

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PART

PART C // THE COMMUNITY IMPROVEMENT PLAN - A FRAMEWORK FOR COMMUNITY BUILDING

- 9.1.11 Amenity Areas
- 9.1.12 Sidewalk Cafés
- 9.1.13 Parking, Access, Loading, and Servicing

9.2 The Public Realm

- 9.2.1 Key Community Destination Areas
 - 9.2.1.1 Tecumseh-Lesperance Heritage Node
 - 9.2.1.2 Central Main Street Node and Pedestrian Spine
 - 9.2.1.3 Higher Density Residential Neighbourhood Open Spaces
- 9.2.2 Private Open Space
- 9.2.3 The Trails Network
- 9.2.4 Green Streets

9.3 The Movement Framework

- 9.3.1 Tecumseh Road - Main Street
- 9.3.2 Lesperance Road
- 9.3.3 Neighbourhood (Local) Streets
- 9.3.4 Laneways and Single-Loaded Roads

10.0 // THE TECUMSEH ROAD MAIN STREET STREETScape GUIDELINES

10.1 Streetscape Design Guidelines

10.1.1 The 3.5 Metre Public Boulevard

10.1.1.1 The 2.0 Metre Walking Zone

10.1.1.2 The 1.5 Metre Planting and Furnishing Zone

10.1.2 Mandatory Streetscape Easement

10.1.3 Shared Bike Lanes and Bike Facilities

10.1.4 On-Street Parking

10.1.5 Road Widening

10.1.6 Pedestrian-Scaled Lighting

10.1.7 Signage and Wayfinding

10.1.8 Public Art

10.1.9 Universal Accessibility



5.0

THE VISION

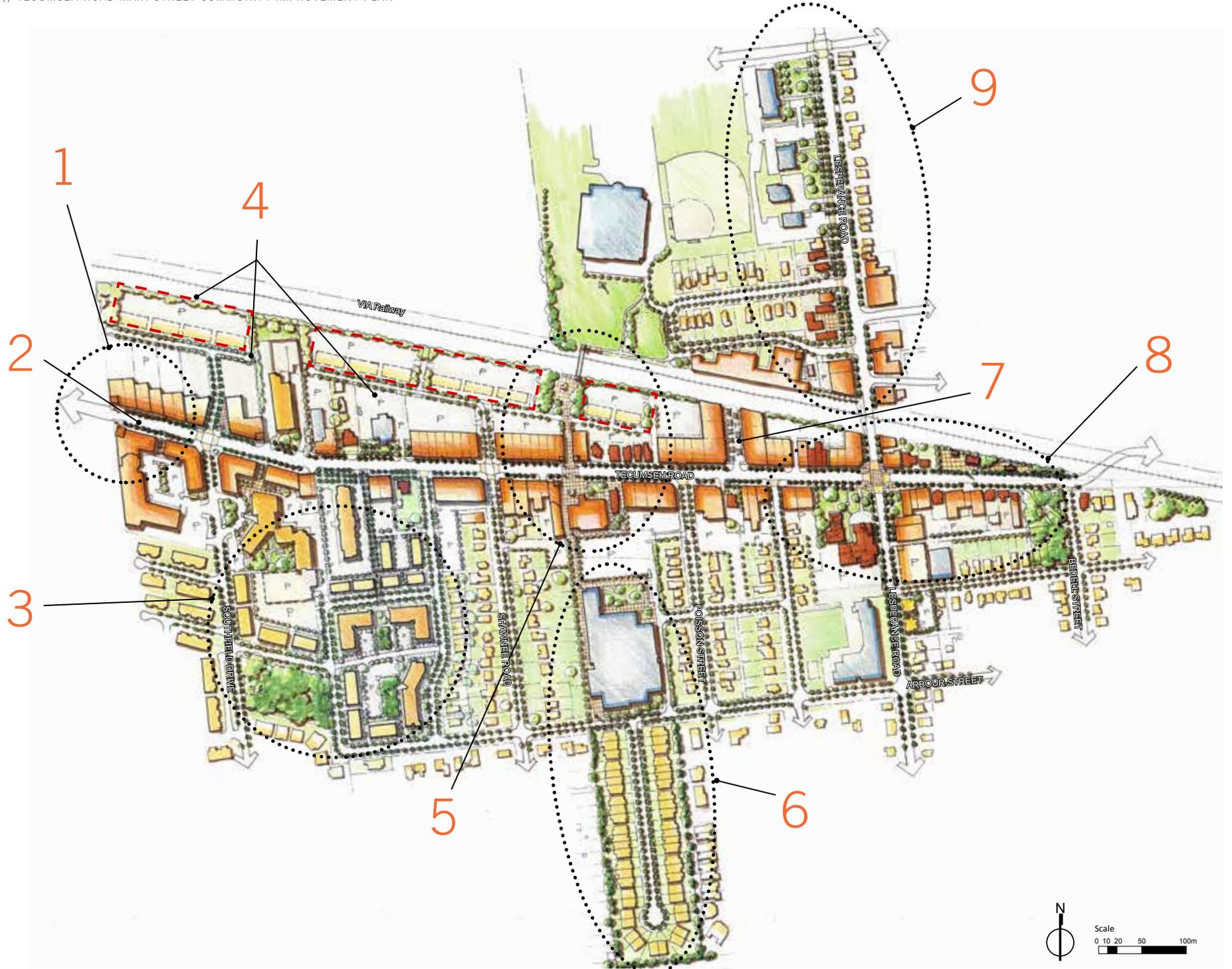
5.1 THE VISION STATEMENT

Tecumseh's Main Street is a community place for commerce and gathering. Designed for walking and anchored by its historic buildings, the street is both a place to live and a regional destination. As the heart of the Tecumseh community, it is a gathering place with unique amenities and supported by great festivals and events.

The future Tecumseh Road CIP area will support this vibrancy with new mixed-use developments and open spaces framing a renewed street environment that reconnects with the residential neighbourhoods to the north and south, provides a clear gateway into the community, and creates a new identity for the area. The Vision is supported by the Land Use, Built Form, Public Realm, and Movement Framework Policies, as well as a Streetscape Improvement Program that guide the development of the Tecumseh Road CIP area.



FIGURE 11: THE VISION FOR TECUMSEH ROAD CIP (REFERENCE TEXT ON THE FOLLOWING TWO PAGES FOR ITEM DESCRIPTIONS)





5.1.1 THE VISION:

1. West Main Street Node and Gateway:

- new Main Street gateway and commercial frontage - infill development and enhanced landscaping

2. Tecumseh Road: new cross-section to include:

- a reduction to one travel lane in either direction
- lay-by on-street parking
- shared bike lanes with sharrow markings within the street right-of-way in either direction
- mandatory 2.0 metre building setback on the south side and 4m on the north side to create continuous generous sidewalks
- new high quality streetscaping
- mixed-use commercial/retail development frontage, with retail at grade and residential above
- new open spaces and linkages

- enhanced landscaping for residential setbacks, to create a continuous streetwall
- majority of parking access on Tecumseh Road relocated to rear lane access
- celebration of heritage buildings

3. Higher Density Residential Development:

- duplexes, townhouses and apartment development as future build-out of southern part of existing properties
- mixed-use Main Street frontages
- surface parking access to rear and opportunity for private structured parking facility
- new roadway and laneway connections (opportunity for shared parking and development access)
- new frontage for the park
- central open spaces connected to pedestrian paths and linkages

4. Future Development Sites Along Railway Corridor:

- opportunity for residential development along railway corridor (townhouses, live-work units)
- single loaded roadway to access development
- opportunity for future development of parking lots on south side of road
- rear access to Main Street surface parking via new roadway
- laneway access for townhouses the the east

5. Central Main Street Node:

- new community plaza and destination fronting Tecumseh Road
- new mixed-use commercial/retail development to frame and animate the plaza (commercial/retail at-grade, residential above)
- celebration of heritage character buildings on the north and south side of the street, such as Art Gallia

- plaza connection north to new park along railway corridor and overhead pedestrian link to community facility and dog park north

6. St. Anne's School Community Node:

- new community destination south of Main Street - adaptive reuse of existing building and lands
- Main Street plaza connection south to community/institutional amenities - wellness centre/library facility and potential research centre
- new road and laneway connections
- townhouse development on southerly property

7. Town Parking Lot as Flexible Event Space

- municipal parking lot, flanked by new mixed-use commercial, and as opportunity for market festival space and other events



8. Tecumseh-Lesperance Heritage Node South:

- the “four corners” eastern Main Street gateway
- new mixed-use commercial/residential infill development
- celebration of heritage character buildings and open spaces
- new gathering spaces - integrated St. Anne's Church and enhanced open space as community plaza
- enhanced parkette east of the intersection

- tightened intersection and enhanced pedestrian crossing and streetscaping
- integration of museum and open space - market and public events
- connection to easterly park

9. Tecumseh-Lesperance Heritage Node North:

- pedestrian oriented node with plazas, mixed-use commercial, celebration of heritage assets, and civic open spaces
- new plaza fronting the heritage buildings
- adaptive reuse of existing industrial

building to create an authentic community destination, a place to celebrate the arts, an incubator for new businesses

- new civic promenade to demarcate the heritage streetcar route, with a double row of street trees and enhanced streetscaping, a multi-use pathway, and the integration of existing parking and civic open spaces
- new mixed-use commercial/retail development frontage along Lesperance (commercial/retail at-grade, residential above) to animate public spaces and the node

5.1.2 VISION OBJECTIVES:

- create a vibrant and animated mixed-use “main street” with a predominance of commercial uses;
- create high quality, beautiful, inspiring and memorable places and destinations;
- create an attractive, high quality, pedestrian friendly streetscape that supports an increase in transportation modes such as cycling and transit;
- provide a scale of development that is in keeping with the Town of Tecumseh’s character of place, with low to mid-rise intensification, and small and large scale infill projects to complement existing development and heritage assets along Main Street and within the neighbourhoods;
- protect and enhance existing heritage resources (buildings, views, and landscapes);
- provide new public parks and plazas, enhanced private spaces, and a connected path and trail network that links the public realm; and
- develop an organized structure for rear parking and access for “main street” commercial/retail uses.





FIGURE 12: THE TECUMSEH ROAD
MAIN STREET CHARACTER AREA

5.2 DISTINCT CHARACTER AREAS

The Vision is defined by several distinct character areas, each having its own unique land use, built form and public realm opportunities that contribute to building a complete community environment and a vibrant animated local and regional destination. The Vision conveys a new street profile and character of place for Tecumseh Road, two new higher density neighbourhoods north and south of Main Street, and three distinct pedestrian destinations along the corridor: the Tecumseh-Lesperance Heritage Node, The Central Main Street Node and Pedestrian Spine, and the St. Anne's Community Node. All of these areas contribute to creating a comprehensive vision for the Tecumseh Road CIP area.

5.2.1 The Tecumseh Road Main Street

The Tecumseh Road Main Street is the spine that holds together all the elements along the corridor that will bring about the greatest change for the CIP area (See Figure 12). Its role is extremely important in terms of revitalizing

the area, as it reflects the first impression of the character, rhythm, and identity of place. The focus of the plan is to bring the street to life by reducing travel lanes and speeds, creating a welcoming, high quality environment that reflects quality streetscaping, encourages a vibrant pedestrian presence, engages a supportive built form, makes clear and distinct connections to neighbourhood streets, and accommodates a variety of transportation options. It is envisioned to have a new high quality street profile that accommodates:

- generous sidewalks and café spill-over space;
- street trees along the entire length of the street;
- a furnishing and planting zone for pedestrian-scaled lighting, signage, seating, and street service furnishings;
- enhanced paving and traffic calming at intersections and key pedestrian areas;
- public art; and
- on-street parking and bike lanes.

Each end of Main Street is demarcated with gateway treatments such as enhanced streetscaping to support built form gateways, in order to create a sense of arrival. All features and elements are meant to create a comfortable, pedestrian friendly, “human scale” environment.

The Tecumseh Road Main Street is a place for events and celebration, structured to accommodate street closures and provide areas for flexible event activity. It is animated by new 3-4 storey mixed-use built form fronting the street with parking at the rear, supporting retail-at-grade, with café sitting areas, colourful awnings, and a high level of building transparency. Main Street has residential units and opportunities for a hotel above the retail providing another level of pedestrian animation and “eyes-on-the-street”. A walk along a welcoming retail frontage is interrupted by special “green” moments including public and private open spaces such as plazas and parks, green pedestrian linkages to the neighbourhoods, and landscaped heritage residential frontages, all integrated in “main street” fabric.

5.2.2 The Tecumseh-Lesperance Heritage Node

The Tecumseh-Lesperance Heritage Node (refer to Figure 13) is the heritage heart and main gathering place of the corridor. In conjunction with Main Street enhancement, this node is the starting point for revitalization. The heritage node, with a focus at the Tecumseh and Lesperance Road intersection, is the “four corners” eastern gateway into the corridor, celebrated by the prominent St. Anne’s Church and open space landmark that integrates a new parkette on the south-east side, as well as new landmark corner buildings on the north side. The intersection is clearly demarcated with enhanced paving and plaza spaces fronting the buildings at the corners, and with attractive landscaping and art.

The node expands east to capture the heritage museum within a new beautiful park setting as an expansion of the recently enhanced Ticonderoga Park, providing flexible plaza space for events and outdoor markets, and places for public art. Linked by enhanced



FIGURE 13: THE TECUMSEH-LESPERANCE HERITAGE NODE CHARACTER AREA

street paving treatments, both spaces provide a unique and attractive easterly gateway destination for the corridor. The heritage node also expands west to capture existing heritage assets and new commercial-retail buildings that front the street. Finally, the node expands north to capture the Lesperance Heritage Plaza and landscaped civic promenade, the adaptive reuse of industrial buildings, and new mixed-use frontages along Lesperance. As a whole, the “four corners” Heritage Node forms a vibrant mix of attractive and unique buildings, uses, public spaces, streetscapes, and activity to form a distinct heritage destination.

5.2.3 The Central Main Street Node and Pedestrian Spine

The Central Main Street Pedestrian Node, illustrated in Figure 14, is focused around a major central community destination and draw along the corridor. This destination is defined by a beautiful, animated central plaza as the main focus of activity and gathering place, framed by existing and new mixed-use buildings that

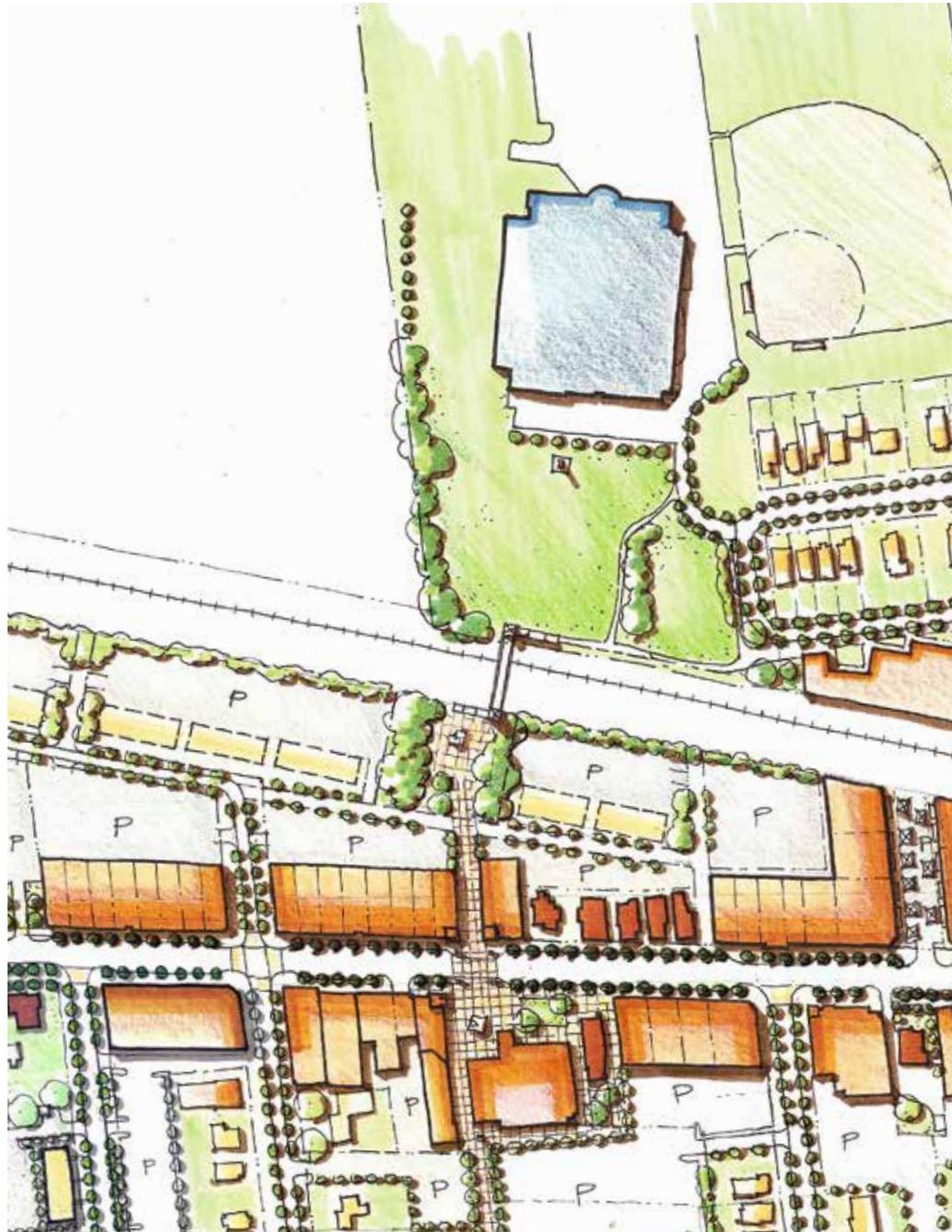


FIGURE 14: THE CENTRAL MAIN STREET NODE AND PEDESTRIAN SPINE CHARACTER AREA

define and animate the space. The plaza is defined by high quality landscaping with hard and soft flexible spaces, public art, and draws in some of the heritage jewels adjacent and across the street that contribute to the celebration and animation of the space. A new north-south spine functions as an important pedestrian corridor, linking a series of open spaces, amenities, and neighbourhoods north and south of the VIA Railway tracks. The spine links the plaza north to a new neighbourhood open space and pedestrian bridge connection to the existing dog park, community sports facility, and northern neighbourhoods. It also links the plaza south to the St. Anne's Community Destination.

5.2.4 The St. Anne's School Community Node

The St. Anne's School Community Node (shown in Figure 15) is defined primarily by the adaptive re-use of the existing St. Anne's School building as a new central focus and generator for community activity. The new community and institutional amenity includes uses such as a library, a wellness centre, and a parkette to service the community. It also includes a research centre, generating a new employment base for the area. The St. Anne's Community Destination is supported by a new medium density residential neighbourhood on the southern lands, providing a day-to-day pedestrian presence for the new facilities and contributing to the population mass for the area.



FIGURE 15: THE ST. ANNE'S SCHOOL COMMUNITY NODE CHARACTER AREA

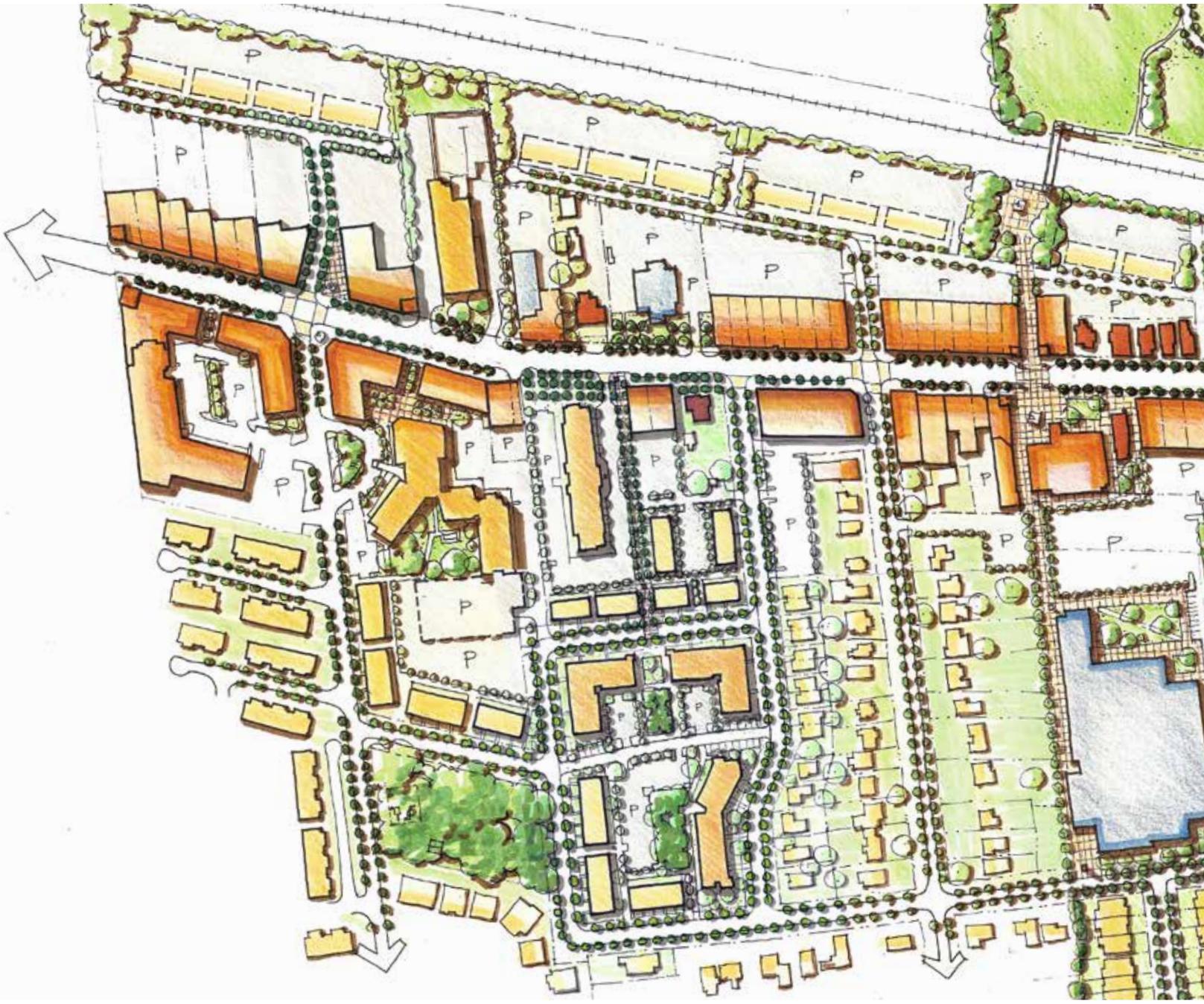


FIGURE 16: HIGHER DENSITY RESIDENTIAL CHARACTER AREA

5.2.5 Higher Density Residential Neighbourhoods

Two new residential neighbourhoods located north and south of Tecumseh Road (refer to Figure 16) provide a critical mass of people to support the revitalization of Main Street. The neighbourhoods provide an increase in the residential presence for the Tecumseh Road CIP area and provide higher density housing to support a broad community demographic.

The South Neighbourhood

The vision for this area focuses on enhancing the existing community structure, completing the streets and blocks, and strengthening a sense of place and neighbourhood. New higher density residential development such as townhouses and garden-style low-rise apartments are envisioned to be integrated with new open spaces and courtyards, creating a unique, compact and green residential environment. Improved access and neighbourhood integration to the existing Southfield Park via street extensions is

intended to enhance the central open space for the residential development. New pedestrian passageways and connected tree-lined streets that link existing roadways such as Harbour Street, create an accessible place to live within a five minute walking distance to Main Street and other established neighbourhoods south.

The North Neighbourhood

The North Neighbourhood is envisioned as part of the long term build-out of the area, and provides the opportunity to change the character of the lands abutting the railway corridor into a distinct residential environment with unique higher density housing options. The area has the potential to foster a unique community environment such as an artist community, providing an opportunity for an eclectic mix of residential including townhouses, live work units, garden-style low rise apartments, granny flats and laneway housing that can enrich the Tecumseh Road CIP area, interspersed with parkettes and green pedestrian linkages

that connect to Main Street and the south neighbourhoods and amenities. The area is accessed by tree lined single loaded streets and by laneways.

6.0

The following Guiding Principles
provide direction and support
for the Vision...

PRINCIPLES AND OBJECTIVES

- quality architecture
- enhanced landscaping
- cultural vibrancy
- pedestrian priority
- diverse mix of uses
- diverse mix of housing

The following Guiding Principles provide direction and support for the Vision and represent the fundamental objectives that must be considered when making planning related decisions. These principles influence the form and structure of the Tecumseh Road CIP. Through the public consultation process and site analysis, the following **six guiding principles** have been derived to ensure the successful development of Tecumseh Road CIP area:

-
- 1** Ensure new initiatives will be shaped by a commitment to **high quality architecture and design**.
 - 2** **Enhance landscaping** with an emphasis on greening the Tecumseh Road CIP area, including improved landscaping and street trees to distinguish and unify the character of the street.
 - 3** Encourage a culturally vibrant “main street” by **respecting cultural heritage features** that tell the story of the Town and strengthen its identity.
 - 4** **Design for pedestrians as a priority**, for all seasons, and accessible to all. Prioritize pedestrian movement, ensure adequate cycling facilities and maintain access for cars through the corridor while providing sufficient well-designed parking areas both on and off-street.
 - 5** Provide **a diverse mix of uses** to draw and support a broad demographic, including youth and seniors; ensure visitors have places to stay locally; provide shoppers with interesting, unique and, as much as possible, locally produced products; and encourage both residents of Tecumseh and visitors to linger in fabulous public spaces.
 - 6** 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.

7.0

The Tecumseh Road CIP Big Moves form the basis for the proposed Urban Design Guidelines and implementation strategies.

KEY RECOMMENDATIONS “THE 10 BIG MOVES”



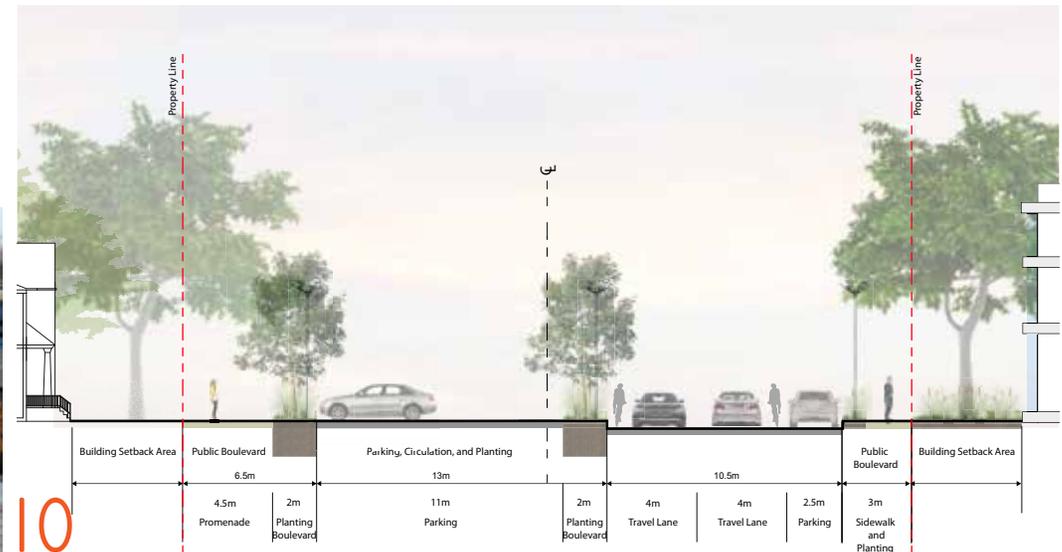
The Tecumseh Road CIP Big Moves form the basis for the proposed Urban Design Guidelines and implementation strategies. They are the key design moves that support the Vision and Guiding Principles, and define the CIP Concept.

1. Create a **new street section** and **identity** for Tecumseh Road that is **walkable and pedestrian friendly**, including a reduction in the number of driving lanes, the provision of on-street parking and parking bays, enhanced landscaping and street furniture, and cycling facilities.
2. Create a **new west gateway** to demarcate the westerly entrance to Main Street, with destination land uses such as a hotel or movie theatre.
3. Create **higher density residential neighbourhoods** north and south of Main Street with integrated public and private open spaces, road and lane access, and pedestrian linkages.
4. Provide **mixed-use** commercial residential development along the corridor, with retail at grade and residential above.
5. Create a **central pedestrian node** (plaza) as the central gathering place for the community linked by a north-south pedestrian spine to other amenities and open spaces.





- 6. Redevelop the St. Anne's School site as a **south pedestrian node** and focus for a new large community amenity and central draw.
- 7. Enhance the Town Parking lot as **flexible event space**.
- 8. Celebrate and enhance the **historic remnant heritage assets**.
- 9. Create a **distinct heritage node** at the east end of the corridor integrating the St. Anne's church and open space, the BIA parkette, the museum, Ticonderoga Park, the north Lesperance Road heritage plaza, and the former industrial buildings north of the railway.
- 10. Create a **new tree lined civic pedestrian promenade** north along Lesperance that redefines and enhances the existing civic buildings and open spaces, celebrates the historic street car route, and creates an attractive street frontage for Lesperance Road north.



8.0

LAND USE RECOMMENDATIONS

The following land use recommendations are intended to guide redevelopment and establish the basis of the policy framework needed to achieve the vision and renewal of the Tecumseh Road CIP area. These land use policies will be reflected in the Tecumseh Official Plan and will require amendment to related Official Plan schedules

FIGURE 17: LAND USE RECOMMENDATIONS





8.1 RECOMMENDATIONS

- The Tecumseh Road CIP area should be a vibrant, mixed-use area with a predominance of commercial land uses at grade and residential above. All development should be street-related in form, to create a pedestrian oriented “main street” character.
- The Tecumseh Road CIP area will be developed to provide opportunities for active transportation including widened sidewalks, cycling facilities, and enhanced transit. The corridor is an appropriate location for residential intensification, and more intensive forms of development are encouraged. This will encourage vitality to the area, promote commercial and employment growth, and support transit use.
- The general commercial and automotive service designation in the corridor should be phased out in future development.

Existing automotive services designations should become legal non-conforming uses.

- Drive-through uses including restaurants, banks and outdoor storage uses will not be permitted.
- Enhancement and preservation of significant heritage assets/elements should be conserved and celebrated, subject to the recommendations of this study.

• MAIN STREET COMMERCIAL:

The maximum permitted density shall not exceed 3.0 FSI (Floor Space Index) for properties designated Main Street Commercial and fronting onto the Tecumseh Road within the CIP area, however, consideration may be provided through zoning or variance approval to permit additional height or density subject to the Official Plan and Urban Design

Policies of the CIP area. The maximum building height for this zone shall be 13.5 metres (4 storeys).

There may be areas along the main street (particularly within the High Density Residential Area west), where there are opportunities for “live work” townhouse residential units. In these circumstances, the ground floor units are permitted to provide spaces to serve as home offices and studios. These ground floor units must have a direct relationship to the street, provide sufficient signage in accordance with the design guidelines, have a separate office address, and should activate the main street in which they front. Other uses within these spaces, other than office for example, can include small galleries and arts and crafts space.



- MIXED COMMERCIAL:

The Mixed Commercial designation refers to properties that do not have an address fronting a main street but are intended to function in a similar manner as lands designated Main Street Commercial. Uses within the Mixed Commercial designation should contribute to the animation, heritage and social culture, and vibrancy of the Lesperance Road and Tecumseh Main Street Corridors, allowing for uses such as entrepreneurial or start-up businesses, community amenities, and art and culture amenities.

- TOWN CENTRE RESIDENTIAL 1 (LOW RISE):

The maximum permitted density shall not exceed 0.7 FSI for properties designated Town Centre Residential 1. The maximum building height for this zone shall be 10 metres (3 storeys).

- TOWN CENTRE RESIDENTIAL 2 (MEDIUM RISE):

The maximum permitted density shall not exceed 2.0 FSI for properties designated Town Centre Residential 2, however, consideration may be provided through zoning or variance approval to permit additional height or density subject to the Official Plan and Urban Design Policies of the Tecumseh Road CIP area. The maximum building height for this zone shall be 13.0 metres (4 storeys).



- PUBLIC PARK/PLAZA:

These designations will be determined by the municipality, identified in the official plan amendment, and negotiated through the redevelopment process.

- COMMUNITY FACILITY:

Generally, the Community Facility designation shall be in keeping with the policies outlined in the 2015 Official Plan for that land use classification. Land areas under this designation should be integrated where possible with new adjacent land uses. Opportunities to enhance existing heritage open spaces and buildings, to provide shared parking opportunities, and to allow for pedestrian circulation and access to adjacent pedestrian pathway or trail systems, should be considered as part of any land improvements.

9.0

Urban design is a fundamental element to the creation of a successful, vibrant, and high-quality urban environment.

URBAN DESIGN POLICIES

Urban design is a fundamental element to the creation of a successful, vibrant, and high-quality urban environment. The purpose of the urban design policies is to provide a framework that guides the comprehensive development of built form, open space and movement corridors to create attractive and memorable urban spaces. The Urban Design Policies established through this study will direct the evolution of public and private properties and initiatives to ensure that future developments provide a quality built environment that is consistent with the Town's development policies and plans; to build upon unique assets and characteristics of the area; to bring to fruition the future vision for the Tecumseh Road CIP area. The urban design policies are intended to provide a flexible design structure that fosters and encourages architectural expression in a way that positively contributes to the vision. The policies are also meant to direct future municipal infrastructure projects in the Tecumseh Road CIP area.

The Plan Policies include:

- 1. Built Form Guidelines** articulate urban design criteria and recommendations for built form elements of the plan and generally relate to building orientation, height, setbacks, facade and architectural materials, site landscaping and private amenity areas, parking, and access. The Built Form Guidelines will be used as performance criteria in the review of development approvals. All development within the Tecumseh Road CIP area must follow these guidelines in the design of development proposals.
- 2. Public Realm Guidelines** provide specific recommendations for open space improvements in order to establish a renewed setting for the Tecumseh Road CIP area, provide an attractive green environment, provide necessary amenity space relative to new development, ensure high quality design and attractive settings, improve connections to neighbourhoods and throughout, and enhance pedestrian safety and wayfinding.
- 3. Movement Guidelines** provide a framework for creating an accessible and connected environment, identifying a clear road network, hierarchy, and role for the movement within the CIP area.

9.1 BUILT FORM GUIDELINES

9.1.1 Building Heights

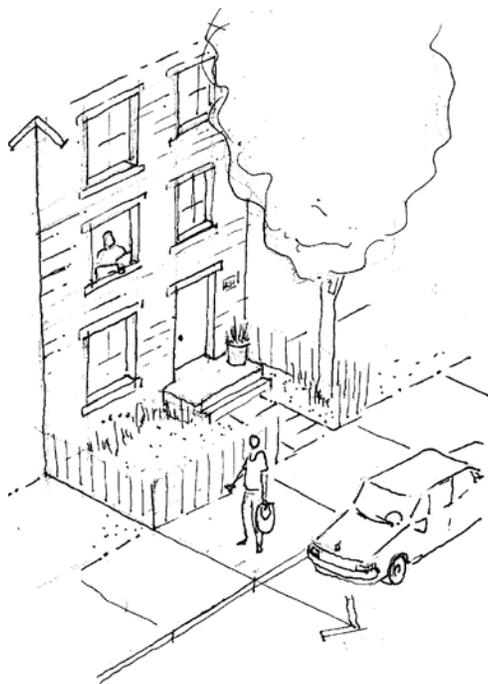
The Building Height scenario in this Plan establishes a distinct character of place that:

- Creates a successful mixed-use commercial “main street” with a balanced height to street ratio that provides a comfortable, human-scale public realm environment;
- Creates an attractive built environment for investors;
- Provides a continuous street wall rhythm;
- Provides a healthy transition to adjacent neighbourhoods and heritage assets; and
- Provides opportunities for architectural landmark articulation.

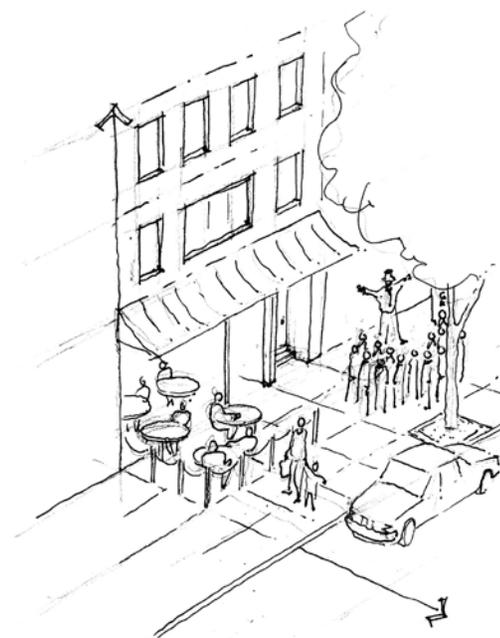
» All new buildings fronting onto Tecumseh Road Main Street corridor will have a maximum building height of 3 storeys (10.5 metres) and a minimum building height of 2 storeys (8.5 metres).

» Additional height to 4 storeys (13.5 metres) is permitted for some commercial sites as identified on Figure 18: Buildings Heights Plan, given their gateway or landmark function.

» Building height articulation, such as parapets, is permitted for commercial buildings along Main Street at key locations as identified on Figure 18: Buildings Heights Plan, including gateways, significant nodes, and intersections.



A balanced height to street ratio provides comfortable human scale environment



» Low to mid-density residential development in the neighbourhoods north and south of Main Street commercial area will have a maximum building height of 4 storeys (13.0 metres) and a minimum building height of 2 storeys (7.0 metres).

- The floor-to-floor building height of the ground level of commercial/retail buildings should be a minimum of 4.5 metres. This will facilitate retail uses at grade and will ensure that the ground floor has a continuous mixed-use “main street” character. Upper

floor levels should be a minimum of 3 metres to facilitate residential use.

9.1.2 Building Transition in Relation to Heritage Resources

One of the key drivers of this Plan is the conservation of the existing heritage fabric, which includes structures and landscapes. The following guidelines relate to the transition of new buildings in relation to heritage resources, and are intended to guide new development such that they are in harmony with heritage

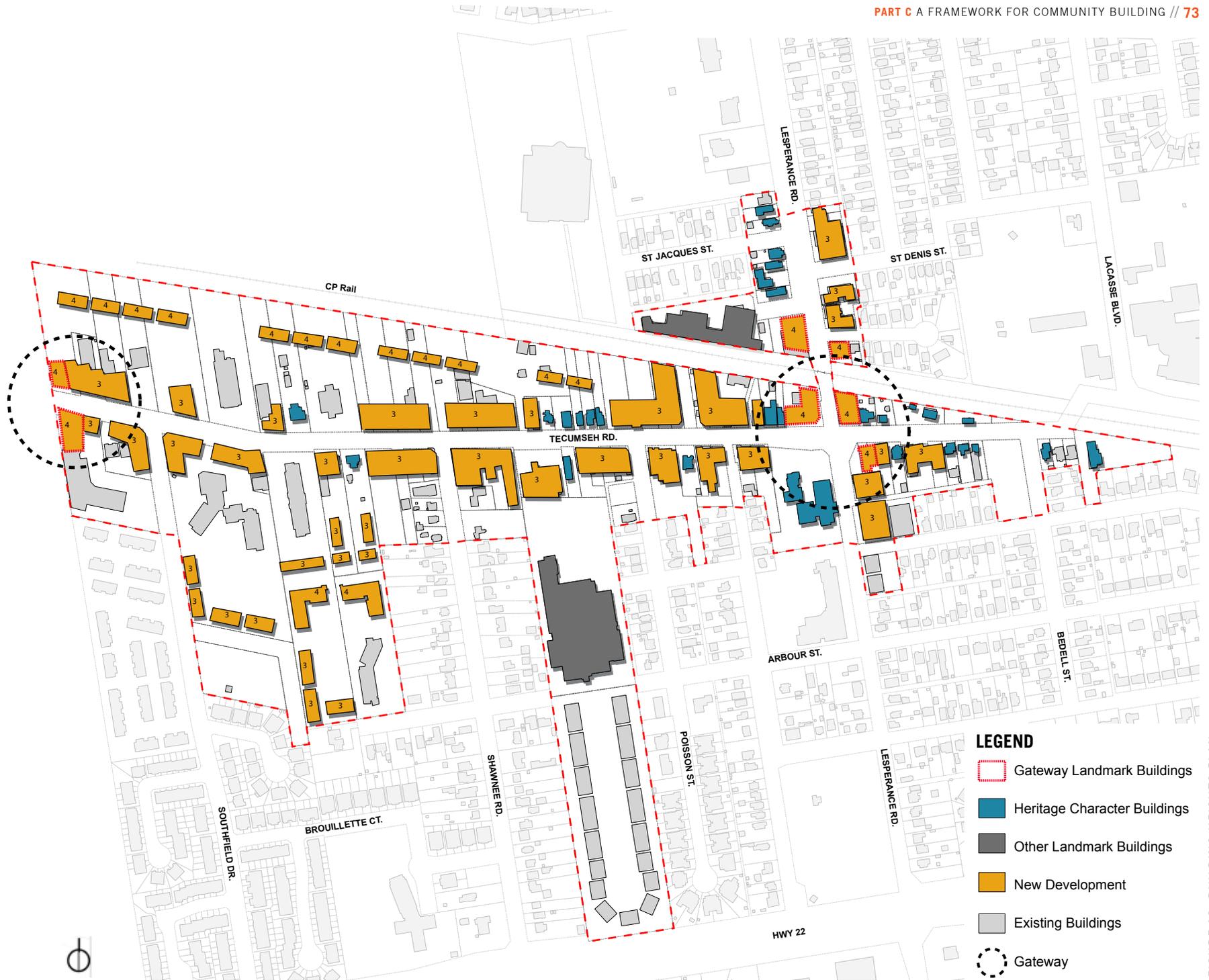
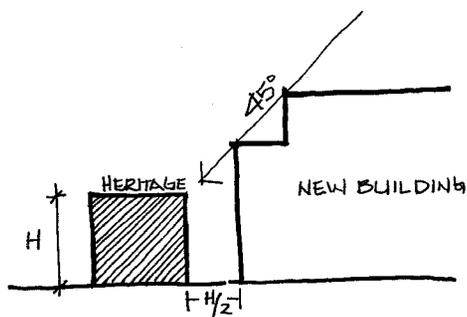
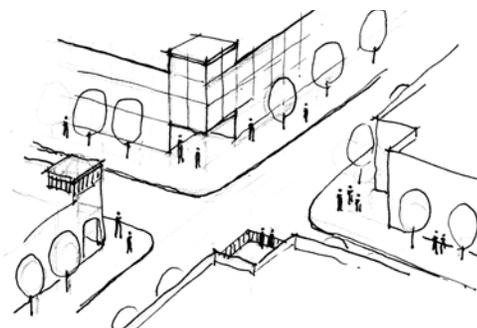


FIGURE 18: BUILDING HEIGHTS PLAN



Appropriate transition between new and adjacent heritage existing buildings.



Architectural features and additional building height are encouraged at all corner buildings.



Precedent: Corner plaza in Oakville, ON.

resources and contribute to the overall heritage character.

- New development must be sympathetic to the existing heritage character and must develop in a way that does not detract, hide from view, or impose in a negative way, on existing heritage contributing resources.
- The historic setbacks of heritage buildings should be maintained and should not be relocated to a new setback line. New buildings must be sympathetic to the setbacks of adjacent contributing buildings.
- The height of contributing buildings should be maintained.
- New buildings must transition from the height of adjacent contributing buildings with a minimum 45 degree angular plane, starting from the existing height of the contributing building. The height of a contributing building is measured from the average elevation of the finished grade at the front of the building to the highest point of the roof surface for a flat roof and

a mansard roof; and to the mean height between the eaves and the highest point of a gable, hip, or a gambrel roof, (see Diagram above left).

- The setback requirement to adjacent contributing heritage buildings must be at least half the building height (see Diagram 1 above). This transition pertains to the back and side yards of a contributing building, to maintain open views and vantage points from the street to the contributing buildings.

9.1.3 Building Envelopes, Orientation, and Setbacks

- The siting of buildings is important in terms of ensuring a welcoming and safe pedestrian environment along commercial and residential streets and public spaces.
- All building frontages must be oriented toward public streets and other public spaces, in order to clearly define the public realm, create a consistent street wall, and to create an attractive street environment for pedestrians.

- All buildings oriented toward public streets must have clearly defined primary entry points that open directly on to the public sidewalk.
- For all new development, buildings must be sited to first address the intersection or corner locations (if applicable), secondly the primary street frontages (Main Street), and thirdly the local street frontages and other publicly accessible open spaces.
- Architectural features and additional building height are encouraged at all corner building locations to enhance the visual prominence of the building and location, and the identity of the area.
- For all new development, parking will not be permitted between the edge of the public right-of-way or public realm and the building face or setback area.
- Buildings fronting onto Tecumseh Road must create a consistent street wall, except where existing residential building or heritage building forecourts, gardens,



FIGURE 19: BUILDING SETBACKS PLAN



The ground floor of new developments should be transparent.



Consistent building material across visible facade at main floor and building corners.



Contemporary architectural material palette on historic industrial warehouses.

or other public access exists, or in new locations where public access or new open spaces have been identified on the Plan.

- The typical existing building setback condition along the south side of Tecumseh Road is 2.0 metres from the property line to building face, and 4.5 metres along the north side of the street. All new development along the south side of Tecumseh Road will have a minimum setback requirement of 2.0 metres from the property line, and along the north side of Tecumseh Road, a minimum setback requirement of 4.0 metres from the property line. This is to allow for a more generous public realm condition along the street.

9.1.4 Architectural Building Materials

Building materials help define the character and quality of a building and how it relates with other buildings or structures in its context. In an area where brick is the predominant façade material, new buildings shall be designed to use

brick to create an appearance that is consistent, or use another high quality material to create an appearance that is complementary. Building façade materials shall reflect a high degree of durability, to support longevity of use and appearance. For instance, materials such as stone, brick, and glass will endure well over time. The following general guidelines apply:

- Building materials shall be chosen for their durability and their functional and aesthetic quality. Exterior finishes shall exhibit high quality of workmanship, sustainability, and ease of maintenance.
- The palette of selected building materials shall support a unified appearance of the overall building façade. In general building facades should not consist of more than three materials.
- Materials used for the front façade shall be applied to the adjacent sides of the building, when exposed to public view.
- Changes in material shall not generally occur at building corners, unless the corner

is a subordinate element (projection, bay, tower, etc.) to the main massing.

- In general, the appearance of building materials should be true to their nature and should not mimic other materials.
- Building materials recommended for new construction on any visible facade include: brick, stone, wood, glass, in-situ concrete, and precast concrete.
- Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass, and metal siding utilizing exposed fasteners are discouraged.
- Contemporary materials (aluminum, metal panel, metal siding, fibre cement siding, pre-cast concrete, coloured glass, etc.) can be mixed with traditional materials (brick, stone, building stone) as accents, representing no more than 30% of the surface area of the front façade.
- Stone:
 - » Stone base elements are encouraged



Limited material palette with stone base elements at the lower walls.



Cornice features at the top of ground floor commercial wall.



Awnings that extend towards the street at principal entrance.

in the lower walls of buildings. This material is encouraged for both building and landscaping walls.

- » The type of stone selected may be split-face or smooth-cut squared or ashlar applications. Polished face stone is generally not considered appropriate nor is cultured stone.

- Stucco:

- » Stucco should only be used as a secondary wall finish and should not constitute more than 40% of the exterior finish of the building.
- » Stucco shall not be used at the ground level of buildings.

- Metal:

- » High quality metal panel systems are considered a contemporary material.
- » High quality metal panel systems may be utilized as a wall and fascia material. Specified products shall be of equal quality and durability to Alucabond.

- » The finish of such panel systems can be anodized or factory-finish painted.

9.1.5 Architectural Building Features

Architectural building features are intended to be important contributions of visual interest to the overall urban design character, and should exhibit a high level of architectural detail, unique roof elements, and special vertical and horizontal relief.

- A distinctive building top roof feature or 0.3 metres - 0.5 metres cornice element is encouraged at the top of the building. Cornice features shall exhibit relief and project beyond the second floor building wall.
- The top of the commercial ground floor should be marked with a cornice feature of 0.3 metres - 0.5 metres in height, projecting beyond the ground floor commercial wall and exhibiting architectural relief and detail along the commercial frontage.
- Vents, mechanical equipment rooms and

elevator penthouses shall be integrated as part of the architectural treatment of roofs and should be screened from view to the greatest extent possible.

- Awnings: Are encouraged, extending towards the street, particularly at principal entrances. The following guidelines shall apply:

- » Awnings should be no more than 1.8 metres (6 feet) to 2.4 metres (8 feet) in depth.
- » Precautions should be taken in the design to make sure when the snow sheds off the awning it does not fall within pedestrian walkways. Signage shall be located on the valence of the awning.
- » Awnings shall be made of canvas, cloth, steel or glass.
- » Sign letters



Gateway building at corner of intersection.



Subtle night-lighting of retail display windows.



Lighting to define urban character.

9.1.6 Gateways and Vistas

Gateway buildings: have significant visual prominence, as they are located at corners that are gateways to the urban context. Gateway buildings must provide a deliberate and significant response befitting their role. New gateway buildings may provide a massing set back from the street wall, in order to appropriately address the intersection, provide a larger pedestrian realm, and define new public space.

Visual Termini: Are defined as buildings, structures, or sites that are at the end of a view, typically when looking along a street. Given their prominence within the urban context, they must enhance the level of design quality, as well as promote their image and function.

- Provide distinctive architectural treatments such as spires, turrets, belvederes, or archways.
- Align design features to the view axis which, in addition to tall elements, must include aligned main entries or portico openings.

Existing landmarks: contribute to the cultural history and distinct sense of place of the urban fabric. New buildings should ensure their visual prominence is maintained and enhanced.

- New buildings must align to consistently create a view corridor to landmarks.
- New buildings should provide setbacks, step backs, jogs, and other massing voids to maintain the view or create a new view to landmarks.

9.1.7 Lighting (General)

Night image is an important aspect of the urban character and form for the entire Tecumseh Road CIP area as a means of animating and celebrating place, and for safety, pedestrian comfort, and wayfinding. Lighting should be applied in a sustainable manner, considerate of the environment and ecology of place.

- Reduce light pollution by directing light directly to useful areas. Avoid spilled light and eliminate upwardly pointing light (at the sky). Encourage building owners to turn

off unnecessary interior lights.

- Attractive landscape and architectural features can be highlighted with spot-lighting or general lighting placement.
- Consider a variety of lighting opportunities inclusive of street lighting, pedestrian lighting, building up/down lighting, internal building lighting, internal and external signage illumination (including street addressing), and decorative/display lighting.
- Illuminate landmark buildings and elements, such as towers or distinctive roof profiles.
- Encourage subtle night-lighting of retail display windows.
- Ensure light does not spill onto adjacent low-rise residential areas.
- Encourage the use of energy efficient lighting and green power sources.
- Street lights, and light standards affixed to buildings that are within the streetscape, should be scaled and designed for pedestrians.



Buildings at key intersections should be designed to address and reinforce the street corners.



Continuous building wall with articulation on the facade.



Corner design treatments in keeping with architectural character of area.

9.1.8 Façade Design, Entrances, and Corner Sites

- Blank walls are not permitted on any building fronting a street.
- Façade articulation such as windows and secondary entrances must be provided on the sides of buildings that front a public open space.
- Any facade facing a public street shall be considered a primary facade. A minimum of one pedestrian entrance shall be provided for any primary facade. Buildings on corner lots must be designed to have primary facades on both the front and side streets.
- Buildings at key intersections should be designed to address the street corners and reinforce the prominence of these locations through appropriate massing, building projections, recessed entrances, ground level transparency, and signage and lighting design. Open space treatments such as special paving should be considered to reinforce the built form in making these areas visually distinct.
- All new buildings fronting onto Tecumseh Road must have commercial/retail uses at-grade with the exception of at grade live/work residential units.
- Any live-work unit must be designed with the same height requirements for the ground floor of any retail unit and must have the ability to adapt to retail use in the future if the demand arises.
- The ground floor of new developments on the main street should be transparent to establish a strong visual connection to the street and create a welcoming and comfortable pedestrian environment. If the ground floor of a building functions as a live-work residential unit, it must still maintain the required level of transparency and be in keeping with all architectural requirements and character for Main Street built form.
- Main streets as shopping streets require sufficient presence and openness to establish their prominence as a generator of retail activity. To this end, the design of the store entrance and glazing system must be of a scale to invite shoppers inside. All buildings must have a minimum of 75% clear non-reflective glazing at the ground level and 25-75% glazing on levels above. Upper floor levels should have operable windows to promote natural lighting and ventilation.
- To reinforce the character of a traditional “main street”, all new and renovated buildings should incorporate articulated facades to reinforce a rhythm of “fine-grain” boutique-style commercial frontages. The individuality of retail stores should be expressed through many stores of narrow frontages, with high quality storefront displays rather than wide, uninviting storefronts.
- The ground floor of a building on main street should be articulated in a manner that distinguishes it from all upper levels.



Provide amenity areas for higher density residential developments.



Commercial signage that reflects the unique character of its context.



Signage that is distinct, integrated into its building facade, and follows a continuous datum line.

Elements such as canopies, awnings, lighting and signage can be used to accomplish this.

- Doorways along main street should be recessed, with full glass edges, to maintain transparency into the store. Inset doorways should include extensive glazing throughout the entryway to preserve visibility from the sidewalk. Placement of signage, lighting, or architectural detail to help celebrate the location of individual inset doorways is encouraged.
- Pedestrian entrances should be architecturally distinct and identifiable as an entry point, and designed to be universally accessible from a street or a publicly accessible open space.
- Entrances to buildings must be clearly defined with maximum visibility to ensure ease of access directly from the street and from open spaces. Architectural treatment, and where appropriate, landscaping, should be used to accentuate entrances.

- All buildings must be designed to be universally accessible and must provide an unobstructed walkway or pathway between the principal building(s) and the street.
- All entrances should be designed with attractive weather protection to add to the pedestrian experience and comfort of the public realm.
- Prominent corner or visual terminus sites should incorporate modest architectural design features in keeping with the architectural character of the area, to encourage massing and designs that accentuate the visual prominence of the site (see Section 10.0 Design Guidelines).

9.1.9 Commercial Signage

Signs play an important role in the overall image of great urban places. Signs should contribute to the quality of individual buildings and the public realm. They should reflect the unique characteristic of their context. This includes compatibility with heritage buildings and

districts, where appropriate.

High quality, imaginative, and innovative signs are encouraged and should conform to the following:

- Integrate signs into the design of building façades by placing them within architectural bays, friezes, or datum lines, including coordinated proportion, materials, and colour.
- Signs must not obscure windows, cornices, or other architectural elements.
- Sign scale must reinforce the pedestrian scale of the urban context, through location at or near grade level for viewing from sidewalks.
- Signs on heritage buildings must be consistent with traditional sign placement such as on a sign band, window lettering, or as per heritage conservation requirements.
- Street addressing must be clearly visible for every building.
- Backlit sign boxes, billboards, revolving signs, roof signs, and third party signage are not permitted.



Entrances to ground-level retail should be recessed.



Handcrafted, simple and traditional aesthetic to commercial signage.



Clearly visible street wayfinding signage.

- Signage may be mounted as a marquee within the cornice zone at the top of the commercial ground floor. Perpendicular signage may be hung in this zone.
- Colour: Signage colour shall be coordinated with the materials and colours of the building façade with which it is associated.
- Height: Signs must be located no higher than the finished second floor level of a commercial building. Signs located over pedestrian areas or sidewalks shall have a minimum clearance of 2.4 metres from grade.
- Exclusions: Commercial signage types that are not permitted include:
 - » pylon signs;
 - » back-lit sign boxes;
 - » billboards;
 - » revolving signs;
 - » banners, pennants, bunting, flags (other than national, provincial, municipal flags), balloons or other gas-filled inflatable devices;
- » roof signs;
- » changeable, copy signs.
- Lighting of signage: signage may incorporate front lighting for their illumination and limited use of rear-lighting provided it is restricted to:
 - » Individually-incised, plastic or glass letters or symbols mounted in a solid, opaque sign face;
 - » Individual halo-lit lettering or symbols mounted on a solid, opaque background;
 - » Neon illuminated signs.
- Sidewalk signage: should reflect a handcrafted, simple and/or traditional aesthetic, and should be made of durable materials, such as wood. Artistic expression is preferred.
- Wayfinding signage: directional information to pedestrians shall be clearly visible on the street, and shall use colour and clear and legible graphic symbols and fonts, such as arrows, as well as sans-serif fonts. Where possible, information shall be consolidated on one panel or post.
- Fascia Signage: are permitted subject to the following:
 - » Individual letter type only;
 - » Three dimensional structure to letters;
 - » Maximum letter size of 600 millimetres;
 - » Neon or halo-type rear illumination, or front illumination with billboard-type light fixtures;
 - » Back-lit, plastic fascia sign boxes are not permitted.
- Hanging Signs: Are permitted subject to the following:
 - » Minimum clearance of 2.4 metres from grade;
 - » Maximum area of 0.5 square metres;
 - » Mounted within the frontage of the premises under, or over, awnings and canopies.



Canopies for weather protection.



Canopies for weather protection.



Private outdoor courtyard.

- Window Signage: Are permitted subject to the following:
 - » Maximum area of 0.5 square metres
 - » Paper, cardboard, plastic or fabrics are not permitted for window sign construction, with the exception of cut-out vinyl, surface-applied to inside of glazing;
 - » No back-lit signs, displays, or product machines may be visible through store windows;
 - » Neon is acceptable when installed on the inside of glazing.
- Awning signage: Signs on awning drops are permitted subject to the following:
 - » maximum awning drop/skirt of 400 millimetres in depth;
 - » painted or vinyl applied lettering, or incised lettering with applied backing;
 - » no rear lighting is to be installed under awnings;
 - » no signage or graphic material on any

sloped, curved or vertical portion of an awning other than on a drop, as described above.

- » Sign letters should be limited to 8 inches in height and only allowed along the front flap.

9.1.10 Weather Protection

- Buildings should incorporate weather protection features such as canopies, awnings, recessed entrances, covered walkways and porticoes, to provide a comfortable pedestrian movement and use of the public realm.
- Weather protection features such as canopies should be allowed to project beyond the property line to shelter the pedestrian walking zone and outdoor public spaces.
- The design of canopies, awnings, recessed entrances, covered walkways and porticoes should not impede views and access to storefronts or create dark pedestrian pathways.

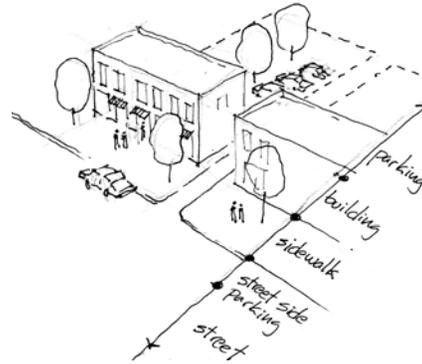
- Canopies should provide shelter at all principal building entrances, but should be assessed on a site specific basis.

9.1.11 Amenity Areas

- All new higher density residential developments within the Tecumseh Road CIP area should provide outdoor amenity areas such as gardens, courtyards, and forecourts at the front, side or rear yard, or on the roof of buildings, and should be located adjacent to indoor amenity spaces where possible. These spaces should contribute to the overall character and quality of the public realm.
- All private outdoor amenity space fronting onto Main Street should be designed to relate to the street and be open to public view.
- Private amenity space should be designed to be comfortable and should have street furniture, appropriate lighting, overhead tree canopy, shaded seating areas, and other amenities.



Café spillover space that still allows for a generous walking path.



Surface parking lots should be located in the interior or rear of a block.



Planting strips should be used in parking lots to control runoff.

9.1.12 Sidewalk Cafés

Cafes and restaurants can extend downtown activities into the evenings and weekends. Permitting outside dining along sidewalks enlivens a shopping district and help increase retail sales. The following guidelines shall apply to sidewalk café/restaurants:

- Ensure that any tables and chairs are kept clear of a minimum 1.5 metres - 1.8 metres (5-6 feet) wide walking area along the retail frontage;
- Temporary dining platforms may be allowed on curbside parking spots immediately in front of the retail frontage, provided a 1.5 metres - 1.8 metres (5-6 feet) wide walking area is maintained along the retail frontage.

9.1.13 Parking, Access, Loading, and Servicing

In order to reinforce streets as primary public spaces, the location of parking and parking access, and service and loading entrances must be carefully considered. Parking and servicing

should have the least possible impact on the streetscape and public open spaces.

A variety of parking options including on-street parking, and structured parking are appropriate to support increased densities within the Tecumseh Road CIP area, in addition to individual spaces and surface parking lots.

Surface Parking

- All surface parking lots should be treated as public spaces and should be designed for safe pedestrian passage, use and comfort, with elements such as lighting, trees and landscaping, walkways, and wayfinding signage.
- Surface parking lots should be located in the interior or rear of a block, to allow buildings and other structures to remain the dominant visual element from the public realm and to ensure that sidewalks and building facades effectively define the street edge.
- Where possible, rear parking lots should

be connected via a rear lane system that is accessed from a side street.

- To the extent possible, surface parking areas should be permeable to reduce runoff water. The use of permeable materials is encouraged where sufficient drainage exists to reduce demand for storm water sewers. This is subject to a geotechnical study to show that the sub-grade condition can support this use.
- Within the lot, planting strips, landscaped traffic islands and/or paving articulation, and pedestrian walkways should be used to define vehicle routes, break the expanse of hard surfaces, improve edge conditions and minimize the negative visual impact of surface parking.
- Where existing parking areas are adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to avoid reduction of the total sidewalk width.



Use planting buffers where existing parking lots are next to sidewalks.



Integrate active frontages into parking structures.



Rear lane parking, loading and service access.

- Pedestrian-scaled downcast lighting should be provided along pathways in order to enhance visibility and security, while mitigating light pollution, and be in keeping with Crime Prevention Through Environmental Design (CPTED) principles.

Structured Parking

As intensification occurs within the Tecumseh Road CIP area over time, locations for public and private structured parking should be considered. The following recommendations provide guidance for the introduction of structured parking facilities within the CIP area.

- The potential for structured parking facilities should be explored for all large redevelopment sites within the CIP area.
- Any structured parking with a street frontage along Main Street must be developed with active uses at grade to animate the streetscape. The building façade design must enhance pedestrian safety, be attractive and complementary to adjacent built form, and create a welcoming and comfortable street environment.
- Structured parking that does not front Main Street can have parking at grade but the ground level of the building should be enhanced through architectural detailing and high quality landscaping.
- Vehicular access to parking structures should be located at the rear and/or side of the building, and should be incorporated in the overall building façade design and articulation.
- Pedestrian entrances for the parking structures should be located adjacent to primary building entrances, public streets or other highly visible locations.
- Pedestrian access to all parking structures must be clearly marked, highly visible, and incorporated into the overall design of the building or development.

Access, Loading, and Servicing

- Wherever possible, vehicular access to parking, loading, and servicing facilities must be provided from side streets and rear lanes, and not along Tecumseh Road.
- Garbage, loading, servicing, and utility functions should be integrated either adjacent to, within the interior, or at the rear of a building whenever possible, with access from a rear lane or side street.
- Corner lots should have rear lane access from side streets.
- Loading and service areas that are not internal to a block should be screened from prominent public areas and adjacent residential areas with landscaping or other attractive measures.
- Servicing and loading access should be located in a coordinated manner within buildings rather than in adjacent structures or in outdoor areas beyond the property



Service access integrated into private building laneways.

line to shelter the pedestrian walking zone and outdoor public spaces.

- The design of canopies, awnings, recessed entrances, covered walkways and porticoes should not impede views and access to storefronts or create dark pedestrian pathways.
- Canopies should provide shelter at all principal building entrances, but should be assessed on a site specific basis.

9.2 THE PUBLIC REALM

One of the primary objectives of the Plan is to provide a welcoming public realm environment that is attractive, inviting, liveable, and provides a diverse range of opportunities for people to meet, gather, socialize, stroll, eat, shop, and play. The entirety of Tecumseh Road is envisioned as a local and regional community gathering place and should be designed accordingly. The open spaces, the sidewalks and the street should be designed to encourage pedestrian-oriented activity and retail activity to flourish. Tecumseh Road should reflect the highest quality in design that responds to a renewed identity and character of place, and in creating a vibrant urban setting. In addition to a renewed Main Street, new public open spaces are identified in the Plan, which include neighbourhood parks, trails, community facilities, and green streets that form a connected open space system.

The system of parks is fundamental to creating a healthy, sustainable, urban environment, expanding the urban green canopy, creating a diversity and range of community amenities, and increasing the amount of outdoor recreation space. The parks and open spaces proposed for the Tecumseh Road CIP area are intended to provide a focus for social interaction, for civic functions and events, and for recreation. Public open spaces will be developed through municipal capital improvement programs and parkland acquisition programs. The Plan recommends that public open spaces are implemented



through the private redevelopment process, whereby new open spaces will be developed and conveyed to the Town for parkland and streetscape purposes, as necessary to be determined by the Town.

The following Public Realm Plan (Figure 20) and policies, identify recommended open spaces and public realm enhancements, and describe the intended function for each open space

that will collectively contribute to the visual and physical quality of the area. In addition, the Tecumseh Road Streetscape Improvement Plan provides more detailed guidance regarding the organization and design treatment of streetscape improvements within the CIP area.



FIGURE 20: PUBLIC REALM PLAN



9.2.1 Key Community Destination Areas

9.2.1.1 Tecumseh-Lesperance Heritage Node

Development of the public realm within this node includes enhancement of the St. Anne’s Church Landscape, the east public parkette, the Lesperance-Tecumseh Road intersection, the Museum Plaza, and the North Lesperance Heritage Plaza (refer to Figure 21 for locations).

St. Anne’s Church Public Square, Lesperance Parkette, and Tecumseh/Lesperance Road Intersection

- Enhance the St. Anne’s Church landscape as a publicly accessible square for community and church events, and to define the south entryway into the Tecumseh Road CIP area.
- Design the east parkette along the south east corner of Tecumseh/Lesperance Roads as an extension of St. Anne’s Church open space using continuity in design.
- Enhance the portion of Lesperance

Road between the open spaces using special paving and similar furnishing and landscaping to create a larger open space amenity.

- Tighten the Tecumseh / Lesperance intersection to create shorter crossing distances and a more pedestrian friendly environment by removing the pedestrian islands within the intersection.
- Develop the corners with new built form to clearly define and frame the intersection and open spaces, and to create a tight street environment. The design of corner buildings should allow for additional plaza space and opportunities for additional landscaping or public art.
- Design the intersection with special paving to create a clearly distinct and recognizable pedestrian priority zone with safe pedestrian crossing.
- All buildings that frame the intersection must be of landmark stature with gateway building articulation and main entrances

that define and animate the corners, the open spaces, and the intersection.

The Museum Park/Plaza

- Create a new urban park and plaza setting for the museum buildings, allowing for some hard surfaced areas as flexible event space for uses such as a weekend market, for areas to sit, and for outdoor art display.
- Provide an opportunity to maintain a retail/eatery presence. The built form must reflect high quality design as a gateway feature for the east entrance to the Tecumseh Road CIP area.
- Provide a tree canopy and pedestrian-scaled lighting to create a comfortable park environment during the day and in the evenings to extend the use of the plaza.
- Design the plaza as an expansion of the recently enhanced Ticonderoga Park, linked by enhanced street paving treatments and common design and furnishing elements such as trees, benches and special paving



- | | | |
|--|---|------------------------|
| 1. St. Anne's Church Public Square, Lesperance Parkette, Road Intersection, and Tecumseh / Lesperance Intersection | 4. North Lesperance Civic Promenade | 8. Southfield Park |
| 2. The Museum Park / Plaza | 5. Torino's Plaza | 9. Tecumseh West Plaza |
| 3. North Lesperance Heritage Plaza | 6. The North-South Pedestrian Spine | 10. Hydro Parkette |
| | 7. Railway Square and Pedestrian Bridge | |

FIGURE 21: KEY COMMUNITY DESTINATION AREAS



to create a unique and attractive easterly gateway and destination for the corridor.

North Lesperance Heritage Plaza

- Enhance the existing retail node north of Tecumseh Road at First Street and Lesperance Road, celebrating the existing heritage buildings with a new publicly accessible plaza as an important northerly community destination.
- Enhance the central space with high quality landscaping to create an attractive pedestrian oriented plaza and an improved fronting condition for existing and new commercial/retail uses such as outdoor café space, retail display space, and flexible public event space.
- Improve pedestrian access, connections, and visibility to the plaza from Tecumseh Road with new street enhancements along Lesperance in keeping with the recommended improvements to the Tecumseh/Lesperance Road intersection. Establish continuity in streetscape design

that connects the plaza to the Tecumseh/Lesperance St. Anne's Church Public Square and the Lesperance Parkette public destination.

- Reconfigure the front yard parking to an on-street parking scenario along Lesperance Road North (see the North Lesperance Civic Promenade recommended improvements) to enable the development of the plaza.

North Lesperance Civic Promenade

- Create a pedestrian promenade within the right-of-way of the heritage streetcar route that extends from the Tecumseh Road and Lesperance Road intersection north to McNorton Street.
- The promenade should function as a multi-use trail, accommodating pedestrians and cyclists and should be framed by a row of large canopy street trees on either side of the trail, pedestrian-scaled lighting, benches, and high quality landscaping and paving treatments.
- The cross-section should include a 3.0

metre shared pedestrian and bicycle pathway.

- The promenade should function as an important pedestrian corridor, connecting and engaging the north Lesperance Heritage Plaza and buildings, other heritage buildings, and enhanced open spaces of the civic buildings along route.

9.2.1.2 Central Main Street Node and Pedestrian Spine

Torino's Plaza

- Create a new centrally located and highly attractive urban plaza to function as a main community destination and draw for the centre of the Tecumseh Road CIP area.
- Design the plaza to be urban in character, with high quality materials, having a majority of hard surfaced areas for flexible use such as event space, for art shows, temporary art display, water activity, and to encourage spontaneous street activity and animation such as busking.



- Design the plaza to be highly visible and accessible from the street and other pedestrian pathways and linkages. Link the plaza particularly to the north-south Pedestrian Spine that connects to the St. Anne's School redevelopment site south and to the new Railway Square Parkette and bridge north.
- Create a comfortable and safe environment with tree or awning shelter, places to sit and socialize, and pedestrian-scaled lighting.
- Design the plaza and fronting streetscape to engage and incorporate existing adjacent and fronting heritage building assets to create a distinct heritage node.
- The Plaza should be framed by existing and new mixed-use buildings to define and animate the space.

There are a number of factors that need to be addressed to achieve this enhancement, including improvement and reconfiguration of vehicular circulation and access, and parking arrangements within the area that maintains

the current parking functionally for existing and future proposed uses.

The North-South Pedestrian Spine

- Create a new north-south pedestrian spine with a new pedestrian bridge across the VIA Railway Tracks, to function as a dedicated pedestrian passageway, linking a series of open spaces, amenities, and neighbourhoods north and south. The function of the spine is significant as it will span from the new St. Anne's School residential development in the south, to the neighbourhoods north of the VIA Railway tracks, connecting the new St. Anne's Community facility, Torino's Plaza, Tecumseh Road Main Street, a new neighbourhood open space along the VIA Railway tracks, the existing dog park and community sports facility, and the new mixed commercial development north of the tracks.
- Enhance the new north-south pedestrian spine with special paving, landscaping,

sitting areas, and wayfinding signage and lighting to create a safe, comfortable pedestrian and bicycle passage that connects the central pedestrian amenities.

Railway Square and Pedestrian Bridge

- Create a new open space and pedestrian bridge along the railway corridor as a terminus for the north-south pedestrian spine. The new open space should function as a neighbourhood amenity for residential development north of Main Street.
- Provide a new pedestrian bridge connection, accessed from the square, to the neighbourhoods and public amenities north of the VIA Railway as an opportunity to re-connect the Tecumseh Road CIP area to residential areas north of Tecumseh Road.
- Development of the park should be enhanced with heritage interpretive plaques or commemorative plaques telling the story of the early origins of the Town and its railway history.



- The park design should be of high quality and contiguous to the network of open spaces that are part of the north-south pedestrian spine, using similar design language throughout.
- The park should include a mix of hard and soft landscaping features, pedestrian-scaled lighting, benches and public art or other feature to enhance the square as a focal open space terminus and gateway to the north neighbourhood.

9.2.1.3 Higher Density Residential Neighbourhood Open Spaces

Southfield Park

- Enhance the existing neighbourhood park as the main recreational feature for the higher density neighbourhood and a new park amenity for the community.
- All new development must front the park with addresses and front doors facing the park.
- The park should be highly accessible with

new street connections and pedestrian passageways that link the park to the neighbourhood and to Main Street.

- The park should be designed to cater to all age groups, and be flexible enough to accommodate day-to-day use and spontaneous activity.
- The design of the park should satisfy, at a minimum, the requirements for a neighbourhood park category in the Town of Tecumseh Parks and Recreation Master Plan.

North Neighbourhood Parkette

- Create a new parkette as part of the north neighbourhood development west with a trail link along the rail corridor for increased access.
- The parkette should be highly visible from Main Street, with a clear view corridor along the new Southfield Drive Street extension.
- Design of the park should be of high quality and should provide flexible

recreational space for day-to-day use and spontaneous activity.

9.2.2 Private Open Space

Tecumseh Road Main Street Private Open Space

There are a number of private open spaces and landscaped areas along Main Street that are part of existing residential frontages or municipal building frontages such as the Tecumseh Hydro Building that contribute to the overall public realm and streetscape even though public access may be restricted. Many of the open spaces are part of the garden landscape of identified heritage character properties as identified in the Plan. These spaces provide the opportunity to further enhance and beautify Main Street, and in many cases, provide an opportunity to celebrate and identify the heritage assets, creating a unique design language for the corridor.

- The design of all private open space fronting onto Main Street should be in keeping with



the design and quality of the Tecumseh Road Main Street enhancements that are recommended in this Plan.

- Where existing setbacks allow, additional street tree planting (a double row) should be provided to create a 'green' streetwall to support the built form in framing the street and providing a continuous frontage.
- The landscapes of the existing heritage buildings should be designed as a series of 'gardens along Main Street' with colourful landscaping, opportunities for art, and heritage signage.
- Where public access is permitted, the addition of benches should be considered within the setbacks to encourage animation and use of the open space.

New Residential Development and Community Facility Open Spaces

These spaces are important to creating healthy living environments, animation of community facilities, and contribute to the overall tree canopy and enhancement of the overall public

realm environment.

- Wherever possible, future development such as higher density development and community facilities such as the St. Anne's development block should provide a balance of built form to open space (see built form guidelines).
- Private amenity space should be provided in the interior of residential blocks with visible mid-block pedestrian connections to the street.
- Publicly accessible outdoor amenity space should be provided as part of the former St. Anne's School redevelopment and should be connected to the pedestrian path and trail system.
- These areas should be enhanced with special paving materials, lighting, and landscaping.

9.2.3 The Trails Network

The Trails Network defines the overall pedestrian and cycling circulation system for the Tecumseh Road CIP area and includes

sidewalks, pathways, and trails. The following are recommendations for new trails and connections.

- Provide visible, safe, and accessible pedestrian connections from the neighbourhood to Main Street and throughout the CIP area.
- All new trails should be linked to the existing trail system to create a complete trails network for the CIP area and the Town, and should be identified by a wayfinding signage.
- Provide mid-block connections between buildings where possible to increase pedestrian connectivity and circulation throughout the CIP area, and especially to Main Street.
- The lane that connects rear surface parking for commercial use should be considered part of the pedestrian and cycling trail system to increase the access and movement permeability through the area.
- Provide high quality design and universal



accessibility as a priority in the development of all sidewalks and of pathways to buildings and open spaces.

- All trail development shall be in keeping with the requirements of the Town of Tecumseh Parks and Recreation Master Plan 2010.
- All existing and proposed parks and public open spaces should be connected to, and made accessible, by the new trail network.

9.2.4 Green Streets

The notion of “green streets” refers to developing a strong urban canopy for the Town and creating a healthy and beautiful environment in which to live. Creating green streets is a key component of the public realm, as it creates beautiful pedestrian friendly streetscapes, provides important visual links, enhances the overall walking, cycling, and vehicular experience, and creates visible connections within Tecumseh and to surrounding areas.

- Street trees should be provided on all

streets within the Tecumseh Road CIP area, especially along key corridors as identified in Figure 22: Green Streets.

- The Town’s should apply sustainable urban street tree practices to allow for the longevity of trees in order to create a continuous mature street tree canopy over time.
- Streets such as Tecumseh Road Main Street and Lesperance Road that function as pedestrian priority areas and/or are key connectors to parks and open spaces and to other major roadways should be enhanced with streetscape and landscape treatments. These streets are an important wayfinding component of the open space network and contribute to defining a unique and distinct character of place.



- LEGEND**
- Enhanced Green Streets
 - Residential Streets and Lanes

FIGURE 22: GREEN STREETS

9.3 THE MOVEMENT FRAMEWORK

The Movement Framework provides a workable balance between vehicular traffic, cyclists, and pedestrians, and sets the stage for future public transit opportunities. The Framework establishes a street network that provides increased connectivity, prioritizes safe pedestrian movement along Main Street and throughout the Tecumseh Road CIP area, creates a pedestrian oriented environment, and increases movement options. The streets throughout the CIP area should be beautiful, comfortable, safe, multifunctional components of the public realm.

9.3.1 Tecumseh Road - Main Street

- Tecumseh Road should function as the primary vehicular, pedestrian and cycling route and connector within the CIP area.
- The roadway should be reduced to two driving lanes to reduce the speed of traffic and to accommodate wider sidewalks, on-street parking, and shared bike lanes (see Section 10.0 for more detailed descriptions).
- No new driveway access points are permitted along Tecumseh Road in order to achieve a continuous street wall and reduce traffic congestion. Access to parking should be provided in the rear as part of a connected network of rear driving laneways occurring across multiple properties. This secondary movement framework will assist with reducing congestion on Tecumseh road and providing better access to parking areas.

- The extent of Main Street within the CIP boundary should be treated as a pedestrian priority area with enhanced pedestrian priority zones located at key community destinations such as the Tecumseh-Lesperance Heritage Node and the Central Main Street Node. The pedestrian priority zones are designed with highly visible special paving treatments to reinforce safe pedestrian crossings and access, and to create a special environment.
- All intersections within the corridor should have reduced curb radii of 6.0 metres to reduce pedestrian crossing distances and all pedestrian crossings should be signalized for safe passage through the intersection.
- Eliminate the dedicated westbound right turning lane pedestrian island at Tecumseh and Lesperance Roads to improve pedestrian safety and reduce pedestrian crossing distances at this intersection.
- The vehicular travel speed limits along Main Street should be 50 km/hour.

9.3.2 Lesperance Road

- Lesperance Road should function as the primary north-south vehicular, pedestrian and cycling route and connector within the CIP area.
- Apart from moving traffic, pedestrians, and cyclist safely, the portion of Lesperance Road within the CIP area should be pedestrian oriented, and should contribute to creating identity of place; providing a

distinct gateway for Main Street; celebrating heritage assets; and connecting distinct community destinations and civic spaces.

- Redesign the portion of the roadway between Tecumseh Road and McNorton Street to accommodate parallel on-street parking on both sides of the street and cycling facilities.
- In addition to the North Lesperance Civic Promenade enhancements, a continuous row of street trees should be provided along the east side of the roadway.

9.3.3 Neighbourhood (Local) Streets

- Local Residential streets within the CIP area should function to carry low volumes of vehicular traffic and are pedestrian oriented in character.
- These streets should be designed to cater primarily to the safe movement of pedestrians as a priority.
- Increase the connectivity of neighbourhood streets to increase the circulation and permeability of the area for all modes of transportation.
- Parallel on-street parking is permitted on all neighbourhood streets.

9.3.4 Laneways and Single-Loaded Roads

- May be implemented in the form of public agreements and cross-axis connections.

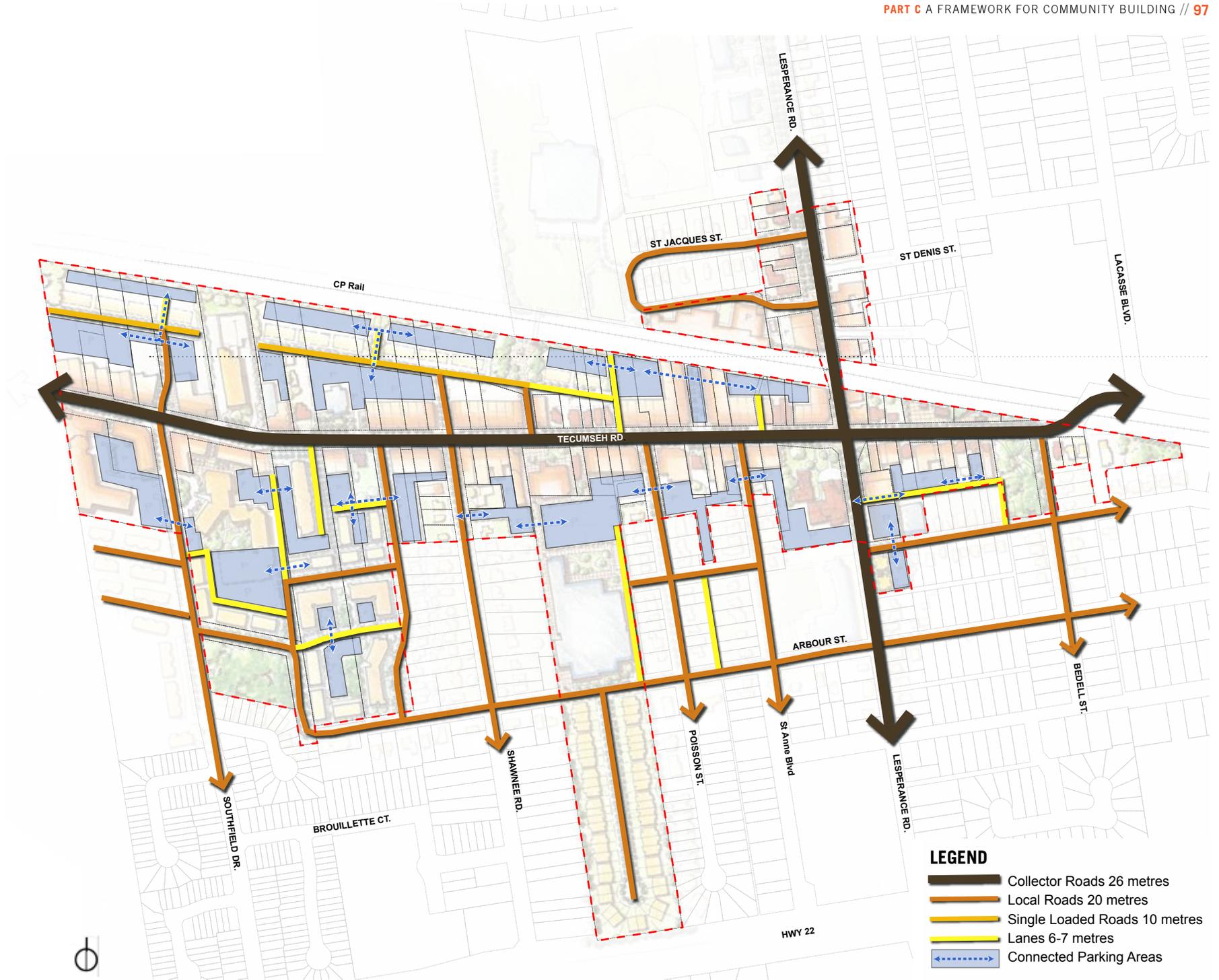


FIGURE 23: MOVEMENT FRAMEWORK

10.0

The revitalization of Tecumseh Road Main Street provides the greatest opportunity to create...

THE TECUMSEH ROAD MAIN STREET STREETSCAPE GUIDELINES

...a major open space destination, supporting new uses that will bring people to the area.

A renewed street cross-section is necessary to create enhanced areas for walking, sitting, and for streetscape beautification. The vision includes active transportation options to accommodate cycling and transit.

The Tecumseh Road Main Street Streetscape Improvement Plan provides guidance on how best to restructure the right-of-way in terms of the organization of elements and design treatments. The Plan also provides guidance toward the implementation of streetscape improvements for the street. The Plan demonstrates a vision of the manifestation of Tecumseh Road into a thriving and beautiful traditional “main street”.

10.1 STREETScape DESIGN GUIDELINES

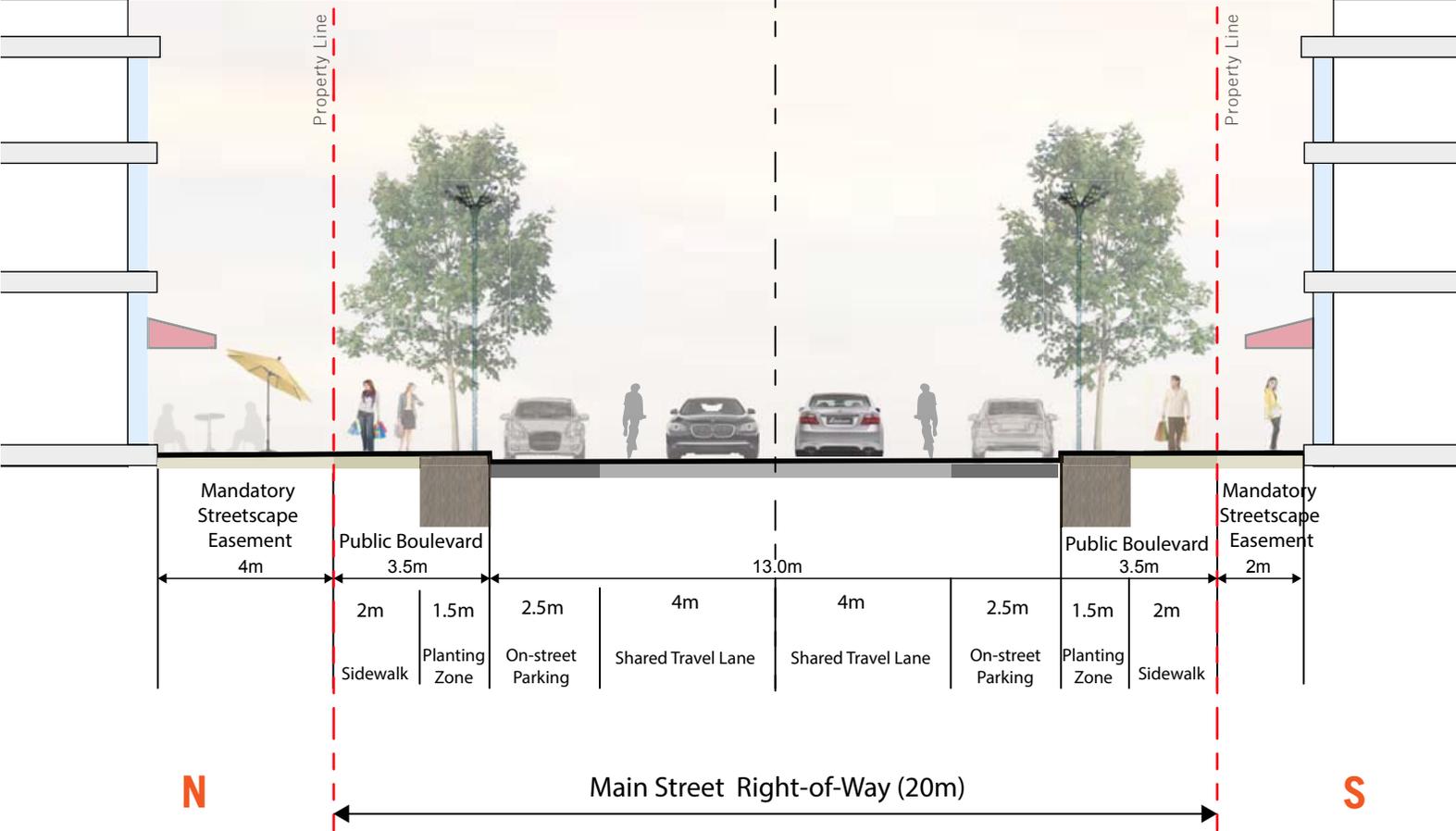
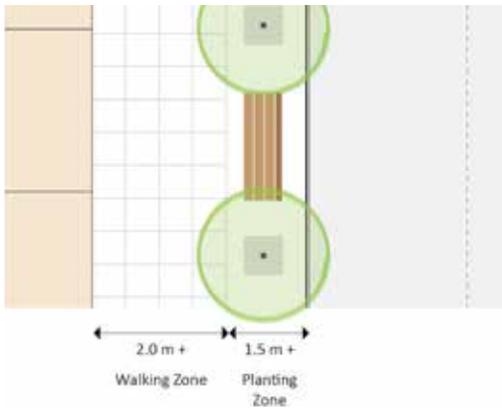


FIGURE 24: TECUMSEH ROAD MAIN STREET STREET SECTION



10.1.1 The 3.5 Metre Public Boulevard

The Public boulevard represents a 3.5 metre zone on either side of the street to include a generous 2.0 metre walking zone and a 1.5 metre planting and furnishing zone. This streetscape element is a public pedestrian zone that occurs from the curb edge to the public right-of-way and is structured to organize safe pedestrian passage, and the location and rhythm of furnishing and planting materials.

- The Public Boulevard should be urban in character with hard surfaced paving treatments to accommodate the movement of people, and provide for a variety of streetscape amenities which service Main Street function and create a distinct character of place.
- A detailed Streetscape Master Plan should be part of the implementation process to establish an attractive and unified design and identity for the corridor which considers paving and street tree receptacles (ie. tree grates or coverings), tree planting details,

tree species, vehicular and pedestrian-scaled lighting, signage, seating, heritage features, and art. Only high quality design standards should be considered for Main Street as it is a reflection of the character and identity of place.

- Sidewalks should be universally accessible with curb cuts at the intersections and at any signalized mid-street crossings.
- Street trees should be planted below grade and not in planters, using sustainable methods to encourage longevity and viability.
- Street trees should be placed at a rhythm of 7-10 metres in spacing to create a continuous tree canopy. Street lighting should be spaced at the mid-point between every other tree.
- The burial of overhead utilities should be considered in the long term to allow for the healthy growth of street trees. Street tree locations should be coordinated with utilities to minimize root pruning during

utility maintenance and to ensure optimum tree growth.

- To augment the width of the boulevard, parallel on-street parking spaces should be grouped (four maximum) within parking bump-outs to provide additional public realm, tree planting, and furnishing space.
- To augment the width of the boulevard, a building setback of 2.0 metres on the south side and 4.5 metres on the north side is recommended and provides opportunities to increase the walking zone and retail spill-over space.

10.1.1.1 The 2.0 Metre Walking Zone

- The pedestrian Walking Zone is the unobstructed area of the boulevard between the edge of the public right-of-way and the Planting and Furnishing Zone. The defined area must remain clear for the safe and comfortable movement of pedestrians.
- The Walking Zone should be a minimum of 2 metres wide and is adjacent to the edge



of the public right-of-way. This area can be combined with the land use transition zone (the area between the building edge and the public right-of-way) to enhance the walking zone.

- The Walking Zone defines the main pedestrian movement area on both sides of the street and must not be obstructed by retail signage and materials, and café spill-over such as outdoor dining areas.
- The Walking Zone will be extended to the curb at all intersection and designated street crossing locations.
- The design of the boulevard should consider special paving that clearly delineates the Walking Zone within the boulevard.

10.1.1.2 The 1.5 Metre Planting and Furnishing Zone

The Planting and Furnishing Zone plays an important role within the street cross-section. It functions as a physical buffer between the pedestrian Walking Zone and vehicular

traffic, and provides a means of organizing street furnishings, street tree planting and landscaping, and maintenance services such as winter snow storage.

Street furnishings refer to all fixtures, furniture, and amenities that are added to a streetscape to make it a comfortable, safe, and navigable environment that supports pedestrian and transit use. Street furnishings include seating, parking metres, bicycle racks, newspaper boxes, waste receptacles, transit shelters, and mail boxes. Streetscape furnishings are an important element of boulevard design.

- The Planting and Furnishing Zone should be a minimum 1.5 metre area adjacent to the curb edge.
- All street furniture including lighting, benches, news paper boxes, garbage receptacles, bike posts, and signage should be located within the furnishing and planting zone within the boulevard, and should not impede travel within the adjacent pedestrian walking zone.

10.1.2 Mandatory Streetscape Easement

- The following streetscape improvements occur beyond the public right-of-way and will be undertaken by the private sector through the redevelopment process. The intent of the mandatory easement is to provide additional space within the public boulevard to create a healthy setting, allowing more “elbow room” and enjoyment of the boulevard. The easement will also allow for generous commercial/retail spill-over space, accommodate any existing commercial door swing space, creating an overall comfortable and animated environment. With the exception of a few heritage buildings that create tight sidewalk pinch points (as identified in the plan), the mandatory setbacks are in keeping with the current typical building setbacks along the entirety of the corridor, (2.0 metres on the north side and 4.8 metres on the south side) hence maintaining the character of place.



- A mandatory easement of 2.0 metres will be required on the south side of Tecumseh Road expanding the boulevard to 5.5 metres.
- A mandatory easement of 4.0 metres will be required on the north side of the street to take advantage of the sun exposure, expanding the boulevard to 7.5 metres, which can also accommodate a double row of street trees.
- The easement design treatment should be hard surfaced to be consistent with that of the Walking Zone.
- Retail signage and display materials and outdoor dining areas will be permitted within this zone.

10.1.3 Shared Bike Lanes and Bike Facilities

Places that thrive because people choose to move around on bikes do so as a result of a concerted strategy designed to create a cycling culture over time. Facilitating safe and convenient cycling as a form of transportation

in Tecumseh is a key objective of the Tecumseh Road CIP. The combination of new cycling infrastructure such as bike lanes, bike facilities such as bike locks, a linked bike trail system, and ease of access within the CIP area will encourage cycling as a key alternative to driving within the community.

The Tecumseh Road 20.0 metre right-of-way allows for a shared bike lane scenario (single file) on either side of the street with painted 'sharrows' indicating a shared lane.

- The shared vehicular and bike lane will be a minimum of 4.0 metres.
- Shared lanes must be marked by a 'sharrow' on the roadway pavement, and should be installed with 'Share the Road' signs. Sharrows must be used in a single file shared lane scenario as they provide necessary guidance for horizontal bicycle positioning within the lane and alert motorists to the potential presence of cyclists.
- To better mitigate motorist aggression, single-file shared lanes should also utilize signage

indicating that 'bikes may use full lane'.

- Sharrows must be located to assist cyclists in horizontal positioning within the lane, and must be located outside the door zone (door swing), typically 3.4 metres from face of curb, of adjacent parked cars.
- Sharrows should be spaced approximately 60.0 metres center to center, with the first arrow on each block or roadway segment placed no further than 30.0 metres from the intersection.
- Cycling sharrows shall be highly visible on the road surface with clear markings.
- Bike boxes are recommended at intersections as they provide a dedicated space for cyclists at intersections and are separated from vehicle traffic, which supports a sense of security and safety. These are areas where cyclists, at a red light, can advance ahead of stopped vehicles while waiting for the light to turn green. Cyclists are therefore more visible to vehicles and are prioritized above the



vehicle at the intersection.

- Provide bike lock facilities within the Planting and Furnishing Zone.

10.1.4 On-Street Parking

Parallel on-street parking is proposed for the entire length of Tecumseh Road within the study area. It provides convenient retail parking which is important to the viability of small businesses in terms of providing ease of access. On-street parking also provides protection from moving vehicles and encourages slower vehicular traffic.

- Parallel on-street parking should be provided within a 2.5 metre lane on both sides of the street.
- Curb 'bumpouts' should be considered to break the continuity of on-street parking areas, and to provide valuable space for additional pedestrian circulation, street trees, and street furnishings such as transit stops.
- Parallel on-street parking spaces should be grouped to a maximum of four parking spaces between parking bump-outs.

- To accommodate transit, dedicated parking spaces should be provided at transit stop locations.
- On-street parking is not permitted within a 3.0 metre distance from crosswalks to ensure that pedestrians at courtesy crossings, or signalized crossings, are easily seen by motorists. This can be accomplished by providing bump-outs at these locations.
- On-street parking lanes should also be utilized as short-term loading spaces for small retail uses.

10.1.5 Road Widening

The current Tecumseh Official Plan (Section 7.2a) established that a 3.0 metre road widening may be taken at no expense to the municipality as a condition of site plan approval for developments that front Tecumseh Road. This requirement should continue in order to ensure an adequate right-of-way width for the proposed CIP design.

10.1.6 Pedestrian-Scaled Lighting

Pedestrian-scaled lighting should be provided for the purpose of creating a safe, comfortable, attractive, and welcoming public realm environment.

- Lighting for Main Street should be designed to be attractive, should enhance the pedestrian environment, and should contribute to creating a unique character and identity for the street and the area.
- Street lighting should be located at the midpoint between every second street tree, occurring at 14.0 metre on centre to coincide with a 7.0 metre street tree spacing. General street lighting should occur at 28.0 metre intervals, incorporating pedestrian-scaled lighting that is consistent in design and height to the free standing pedestrian-scale lighting, to create visual consistency between the two light standards.
- Additional lighting should be considered in areas with higher volumes of pedestrian



activity, including key intersections, transit stops, open space areas, mid-block connections, and passageways.

- Low voltage, low glare street and pedestrian scale lighting are recommended to provide a safe and comfortable experience for pedestrians and cyclists. Luminaries should be of such design that the light they produce is focused downwards so as to avoid light pollution, and wasted energy.

10.1.7 Signage and Wayfinding

Signage and Wayfinding orient users to ensure they are able to move with ease and confidence through an urban environment. All elements of the public realm and built environment have the potential to contribute to wayfinding. Wayfinding tools can include signage and mapping, streetscape elements, streetscape design, and building design such as gateway or landmark elements. All elements should work together to ensure that routes are easily understood and navigated, destinations are clear and the public

realm can be easily maneuvered.

Signage is an important element not only in wayfinding, but also in branding and promoting a Town's identity, character and uniqueness, and what is of value to visitors and residents. Equally important, is that signage is part of an overall design strategy such that it complements the urban environment and conveys a desired character of place. A signage and wayfinding strategy should be part of the revitalization strategy for the Tecumseh Road CIP area.

- Signage throughout the Tecumseh Road CIP area should be of high quality reflective of the desired character of the area, and exhibit consistency of design and material selection that is part of an overall design strategy for the street and the area.
- Signs can be integrated into the design of building façades by placing them within architectural bays, articulated datum lines, including coordinated proportion, materials, and colour.
- Signs must not obscure windows, cornices,

or other architectural elements, should not be obtrusive to pedestrians, and should complement the pedestrian scale of the street.

- Signs should be oriented primarily to the pedestrian and should be front or down lit, as opposed to back lit.
- Roof signs or large vehicle oriented signs, including billboards, should not be permitted.
- Signs on historic buildings must be consistent with the Town's heritage conservation requirements.
- Building address signage must be clearly visible to all modes of traffic.
- Signs should be strategically placed to provide clear directions and information at locations where they are most needed.
- The Town should establish a wayfinding map for the CIP area that identifies key destinations, special features, heritage assets, public spaces, community facilities, and special streets.



- Wayfinding signage should be designed in accordance with recommendations from the Canadian National Institute for the Blind.
- Signage plaques should be placed on the building or within the front landscapes of historic buildings to tell the story of place as part of the Main Street experience.

10.1.8 Public Art

Public art provides an opportunity to celebrate and showcase local arts and culture, establish a unique identity for a precinct or development, and contribute to enhancing the quality of the public realm in ways that conventional streetscape elements cannot. Public art should be considered at a variety of scales and in diverse contexts. This includes larger installations at visually strategic locations such as the terminus of view corridors, at gateways, on prominent corners, or in public open spaces. It also includes smaller or more unexpected installations such as along sidewalks, integrated with buildings, and in alternative public spaces

such as parking lots and garages. Because of their visibility and uniqueness, public art can be used as orienting and wayfinding devices, or as focal points in public open spaces. Key locations for public art are identified on the Plan.

- Public art may include memorials, sculpture, water features, murals, lighting, or individual art installations, and may combine with building and landscape design. It may also include street furniture, utility boxes and other elements not commonly displayed as art in a gallery setting.
- The location and visual prominence of a public art piece should correspond to the scale of its site.
- Public art can take the form of street furniture such as seating, bike posts, and lighting, can be incorporated in play areas, and bus shelters, and can represent wayfinding signage, heritage interpretation, and/or other inter-active uses.
- The location of public art installations should be determined in cooperation with

the community, and the installation of local art within the area should be encouraged.



10.1.9 Universal Accessibility

Universal accessibility is defined as the ease with which all individuals can safely access or move within buildings as well as within the public realm, and is a priority for the Tecumseh Road CIP area. Universal accessibility is an important design consideration for any urban environment that promotes, and is structured toward, creating accessible, welcoming, and inviting interior and exterior pedestrian spaces for all to use and enjoy. In this regard, ensuring that everyone, regardless of ability or impairment, is able to access and move through the CIP area, and particularly along Main Street without barriers or impediments, is a priority.

- The design of new buildings and open spaces must comply with the Ontario Accessibility for Ontarians with Disabilities Act, in order to meet provincial accessibility standards.

- For existing buildings where the height of the ground floor currently varies in relationship to the sidewalk, providing universal accessibility should be dealt with at the time of new sidewalk construction along Main Street.
- A universal design checklist should be established for all aspects of development, including buildings (interior and exterior), entrances and connections, parking structures, streets, open spaces, pathways, and trails. This will help to ensure that the CIP area is an accessible and barrier free environment for the physically challenged as well as the able-bodied. ■



11.0 // SUPPORT PROGRAMS AND INCENTIVES

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PART

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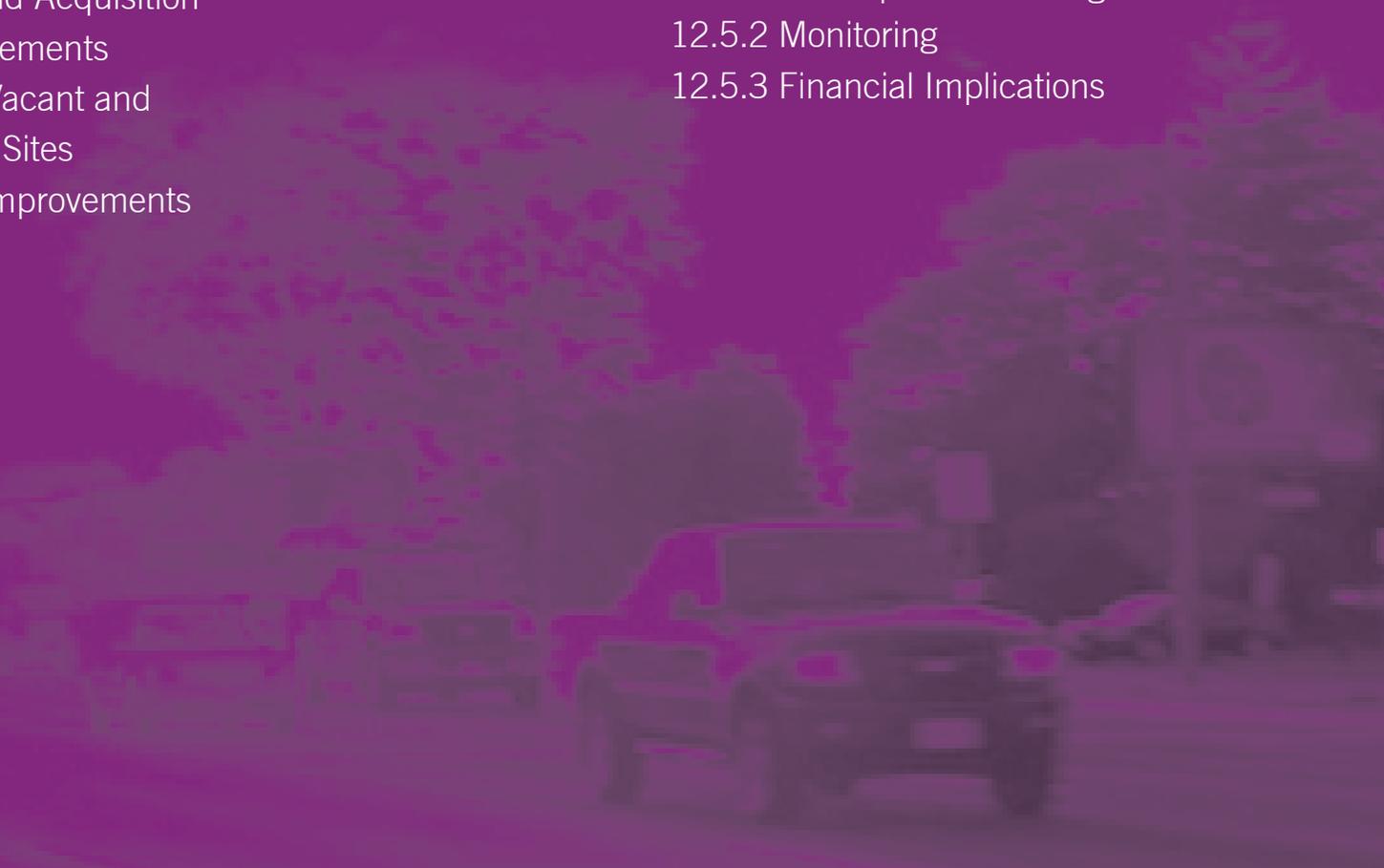
12.5.1 Development Phasing

12.5.2 Monitoring

12.5.3 Financial Implications



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11.0

In order to achieve the goals of this Tecumseh Road CIP...

SUPPORT PROGRAMS AND INCENTIVES

...a number of financial incentives are listed below to encourage private participation in the overall enhancement of the Tecumseh Road CIP area.

The programs created through the Tecumseh Road CIP aim to provide tangible economic gains and encourage development. The Plan calls for individual decision-making freedom while providing design and leadership guidelines that ensure planning harmony within the CIP area. The support programs feature a broad range of incentives designed to stimulate private sector investment in property rehabilitation and improvements.

The purpose, type, duration, eligibility criteria and application requirements for each of the financial incentive programs are described in detail below.

11.1 GENERAL PROGRAM REQUIREMENTS

The general and program specific requirements contained in this Tecumseh Road CIP are not necessarily exhaustive and the Town reserves the right to include other requirements and conditions as deemed necessary on a property specific basis. All of the financial incentive

programs contained in this CIP are subject to the following general requirements, as well as the individual requirements specified under each program.

1. The provision of all grant and loan programs will be administered on a first-come first-served basis to the limit of available funding in accordance with any administrative rules governing this and other programs. Should there be inadequate funding, completed applications will be held and processed in chronological order from the date of application approval and on their merit as soon as funding is available.
2. The Town reserves the right to audit the cost of project feasibility studies, environmental studies, environmental remediation works, and/or rehabilitation works that have been approved under any of the financial incentive programs, at the expense of the applicant.
3. The Town is not responsible for any costs incurred by an applicant in relation to any of the programs, including, without limitation,

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- costs incurred in anticipation of a grant and/or tax assistance.
4. Costs related to projects/rehabilitation activities that occurred prior to the approval of the CIP will not be considered eligible. Financial incentive programs will commence following the adoption of the CIP by Council.
 5. No program in this CIP shall be considered active, with the exception of the Building and Property Improvement Grant Program, unless Council has approved implementation of the program and has, as part of its annual budget process provided for the allocation of funds to support its implementation.
 6. An application for any financial incentive program contained in this CIP must be submitted to, and approved by the Town prior to the commencement of any eligible works to which the financial incentive program will apply and, in some cases, prior to application for building permit.
 7. If the applicant is not the owner of the property, the applicant must provide written consent from the owner of the property to make the application.
 8. An application for any financial incentive program contained in this CIP must include plans, drawings, studies, reports, estimates, contracts, construction values, rental rates, sale prices, certifications, and other details and information as required by the Town to satisfy the Town with respect to costs, design, performance and implementation of the project and conformity of the project with the CIP and the associated urban design guidelines.
 9. Review and evaluation of an application and supporting materials against program eligibility requirements and applicable built performance guidelines/criteria will be done by Town staff, who will then make a recommendation to Town Council. The application is subject to approval by Town Council.
 10. As a condition of application approval, the applicant may be required to enter into a grant agreement with the Town. This Agreement will specify the terms, duration and default provisions of the grant to be provided. This Agreement is also subject to approval by Town Council.
 11. All works completed must comply with the description of the works as provided in the application form and contained in any funding agreement, if required, with any amendments as approved by the Town.
 12. Where other sources of government and/or non-profit organization funding (Federal, Provincial, Regional, CMHC, Federation of Canadian Municipalities, etc.) can be applied against the eligible costs are anticipated or have been secured, these must be declared as part of the application. Accordingly, the grant may be reduced on a pro-rated basis.
 13. The Town is not responsible for any costs incurred by an applicant in relation to any of the programs, including without limitation, costs incurred in anticipation of a grant.
 14. Property taxes and any other municipal financial obligations must be in good standing at the time of program application

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- and throughout the entire length of the grant commitment.
15. Eligible applicants can apply for one or more of the incentive programs contained in this CIP that are offered by the Town, but no two programs may be used to pay for the same eligible cost.
 16. The total of all grants, loans and tax assistance provided in respect of the particular lands and buildings for which an applicant is making application under the programs contained in this CIP and any other applicable CIPs shall not exceed the eligible cost of the improvements to those particular lands and buildings under all applicable CIPs and shall not exceed \$100,000. This does not apply to the BPIG or the BRLP. The additional grant amount beyond the stated annual maximums within each program herein and beyond the \$100,000 dollar maximum value per property may be approved at the sole discretion of Council.
 17. Grants or loans awarded under any CIP program are only available to the owner or tenant that signed the original grant agreement and are not transferable. If all or part of a property is sold within a grant eligibility period, all grant payments would immediately be discontinued. However, the Town may, at its sole discretion, transfer all or part of a grant amount to a new property owner, subject to a new owner entering into an agreement (where applicable) with the Town that fulfills the requirements of the original agreement, plus any new requirements.
 18. If the applicant is in default of any of the general or program specific requirements, or any other requirements of the Town, the Town may delay, reduce or cancel the approved grant and/or tax assistance.
 19. The Town may discontinue any of the programs at any time, but applicants with approved grants and/or tax assistance will still receive said grant and/or tax assistance, subject to meeting the general and program specific requirements.
 20. All proposed works approved under the incentive programs and associated improvements to buildings and/or land shall conform to all municipal Bylaws, policies, procedures, standards, guidelines, including applicable Official Plan and zoning requirements and approvals.
 21. The improvements made to buildings and/or land shall be made pursuant to a Building Permit and/or other required permits, and constructed in accordance with the Ontario Building Code and/or other municipal requirements. Outstanding work orders, and/or orders or requests to comply and/or charges from the Town (including tax arrears) must be satisfactorily addressed prior to grant and/or tax assistance payment.
 22. Town staff, officials, and/or agents of the Town may inspect any property that is the subject of an application for any of the financial incentive programs offered by the Town.

11.2 INDIVIDUAL PROGRAMS

11.2.1 Planning, Design, and Architectural Grants

The purpose of the Planning, Design and Architectural Grant Program is to undertake planning concepts, urban design drawings, and/or architectural plans for site development and building façade improvements in preparation for redevelopment or building improvements.

Specific Eligible Costs

Eligible planning, design and architectural work include but are not limited to:

- Site concept plans
- Urban design or other architectural drawings
- Building façade plans
- Any other plans as approved by the Town

Program Details

The Planning, Design and Architectural Grant Program will provide a matching grant of 50

percent of the cost of eligible planning, design and architectural work to a maximum grant of \$3,000 with a maximum of one study per property. An annual limit on all grants issued under this program will be set at \$15,000 subject to approval and periodic amendment by Council.

11.2.2 Planning Application and Permit Fee Grant Program

The Planning Application and Permit Fee Grant Program is intended to assist owners of lands and buildings and owners of businesses with financing the cost of the development process by providing a grant to offset the amount of the applicable planning and building fees.

Specific Eligible Costs

The following fees are eligible under the Planning Application and Permit Fee Grant Program:

- Planning Application Fees for Consent, Minor Variances, Zoning By-law Amendments and Site Plan Control Approval, and development agreement.

- Building Permit Fees for the construction and/or rehabilitation of buildings or vacant or underutilized properties, including permits for new buildings, renovations and alterations, upgrading and addition to existing stock, interior alterations, sign permits and demolition permits for residential and commercial uses.
- Sign Permit Fees. A grant for the sign permit fee will only be granted to an applicant if the erected sign conforms to the Urban Design Guidelines contained in subsection 10.1.6 herein.
- Only applications and permits which have received approval from the Town will be eligible.
- Expansion or rehabilitation of legal non-conforming uses shall not qualify for the Planning Application and Permit Fee Grant Program.

Program Details

Where a property owner or business is undertaking improvements to lands or buildings,

grants will be provided for 100% of the normal application or permit fees paid by the applicant to a maximum of \$2,000 for approved projects in accordance with the provisions of Section 69 of the Planning Act and the Town of Tecumseh Tariff of Fees By-law. Payment of fees will be required at the application stage for planning application and building permits. Upon final inspection of the completed project, a grant will be provided in an amount equal to all eligible fees collected from the property owner or business owner. An annual limit on all grants issued under this program will be set at \$10,000 subject to approval and periodic amendment by Council.

11.2.3 Development Charges Grant Program

The Development Charges Grant Program shall consist of a grant program, whereby registered property owners or assignees will be eligible to receive a grant for all of the development charges owing for certain classes of development when improving buildings or re-developing lands in

the Community Improvement Plan Project Area as a means to encourage investment within the designated Community Improvement Project

Area. Applicants must pay for all development charges prior to undertaking the approved work. A rebate of development charges will be made after successful completion of work, to the satisfaction of the Town.

The rebate shall be based on the total chargeable Development Charge that is in effect by by-law.

Specific Eligible Costs

Development eligible under the Development Charges Grant Program includes dwellings containing two or more units, non-residential development and mixed-use development where residential dwelling units are created above ground floor commercial development. Eligibility will be subject to the Town's Development Charges By-law.

Program Details

The Development Charges Grant Program will be provided as a one time grant to the

registered property owner and represent an amount equivalent to the Town of Tecumseh Development Charge for the buildings being constructed. An annual limit on all grants issued under this program will be set at \$200,000 subject to approval and periodic amendment by Council.

At the time of building permit application, the applicant will pay all applicable Development Charges. If eligible, the Development Charges will be refunded as a grant following the final building inspection. The Development Charges Grant Program will not be retroactively applied to developments where building permits were issued prior to the commencement of the program.

11.2.4 Building Façade Improvement Grant Program (BFIP)

The purpose of the Building Façade Improvement Grant Program (BFIP) is to stimulate private investment in the existing commercial areas of the Tecumseh Road CIP Project Area and to promote the undertaking of

building façade improvements in accordance with the CIP Urban Design Guidelines.

Specific Eligible Costs

Improvements undertaken under the BFIP shall be consistent with the intent of the Tecumseh Road CIP and its urban design guidelines and may include the following:

- Restoration of the façade masonry, brickwork, stucco or cladding;
- Repainting, cleaning or re-facing of front and rear facades and those parts of the buildings visible from the adjacent streets or public areas;
- Replacement or repair of cornices, eaves, parapets, windows, doors and other significant architectural details deemed to be consistent with the intent and policies of the CIP;
- Removal, repair, replacement or addition of signage, awnings, marquees and canopies;
- Repair, replacement or addition of exterior lighting;

- Modifications to the entrance way, including the provisions to improve accessibility; and
- Any other work as approved by the Town (Director, Planning and Building Services).

Only exterior renovations will be eligible, however professional fees (architects, designers, engineers, etc.) are eligible where the costs incurred are directly related to the exterior improvements. Improvements shall take into consideration energy saving measures and shall adhere to energy saving guidelines where feasible.

Program Details

The BFIP will provide a matching grant of 50 percent of the cost of eligible façade improvements to existing commercial properties to a maximum grant of \$15,000, with a maximum of one grant per property per year. Only improvements with a total cost of \$2,000 and greater are eligible for the BFIP. An annual limit on all grants issued under this program will be set at \$45,000 subject to approval and periodic amendment by Council.

11.2.5 Building and Property Improvement Grant Program (BPIG)

This program will be used to promote the maintenance and physical improvement of existing commercial, institutional, multi-unit residential (greater than six units), and mixed use buildings and properties, in order to improve their attractiveness and provide usable commercial and mixed-use space.

Specific Eligible Costs

Improvements undertaken under the BPIG shall be consistent with the intent of the Tecumseh Road CIP and its urban design guidelines and may include the following:

- The substantial redevelopment, construction, reconstruction and rehabilitation and/or improvement of commercial, multi-unit residential (greater than six units), or mixed use (residential above a commercial use) buildings with the CIP Area; and
- Whether or not a project is considered substantial will be determined at the sole discretion of the municipality.

Program Details

The Town will collect the full amount of property taxes owed for each of the years of the program’s applicability and will issue the Building and Property Improvement Grant (BPIG) to the approved applicant after the final tax bills for each year have been collected. If the tax bill is not paid in full, the Town will cancel all future grants and collect past grants made as part of this program.

The BPIG Program is specific to the Tecumseh Road CIP area, and applies to the Town’s portion of realty taxes only. The BPIG Program will consist of a grant program, whereby registered property owners and/or assignees will be eligible to receive a grant for a percentage of the tax increment generated from the improvements made to the building or property.

The amount of the grant would be determined based upon the incremental increase in the municipal taxes that results from the work being completed. The total amount of the grant provided would not exceed the value of the work that resulted in the reassessment.

The tax increment used for establishing the grant amount will be calculated using the formula:

Municipal Tax Portion of Realty (Taxes After Redevelopment) MINUS Municipal Tax Portion of Realty (Taxes Before Redevelopment).

The payment schedule for all BPIG will be as follows:

YEAR OF GRANT	INCREMENT PERCENTAGE REBATED
1	100%
2	100%
3	100%
4	100%
5	100%

The Building/Property Improvement Rebate Grant may be passed on to subsequent owners for the amount and time left in the original grant payback period. Subsequent owners

may be required to enter into an agreement with the Town that outlines the details of the remaining grant amount, eligibility and financial obligations.

The compliance of each application with the criteria of this program and the amount of the property’s grant (within the permitted terms of this program) is at the discretion of and subject to Council approval.

The Tax Increment will be established after the final inspection of the improvements in accordance with the Ontario Building Code, and the Municipal Property Assessment Corporation (MPAC) has established a new assessment value.

The dollar value for the tax increment used in the first year of the grant will be used for all subsequent years. The grant amount will not take any base year market value change or overall tax rate change into account, meaning the grant is based on the increase in property assessed value as a direct result of the improvements made to the building or property.

This grant represents foregone income. However, site redevelopment creates a deferred tax income to be retained by the Town at expiry of the agreement.

This program would not exempt property owners from an increase in municipal taxes due to a general tax rate increase or a change in assessment for any other reason after property has been improved, except by reason of an assessment appeal.

The grant will be forfeited and repaid to the Town if the owner makes the decision to demolish or alter the property in a manner that does not comply with the Tecumseh Road CIP Urban Design Policies before the grant period lapses.

11.2.6 Building Rehabilitation Loan Program (BRLP)

The purpose of the Building Rehabilitation Loan Program (BRLP) is to match funding of renovations to non-residential properties, to promote functional improvements, and change of use to a mixed-use building (residential above

commercial) in accordance with the Tecumseh Road CIP Urban Design Policies.

Specific Eligible Costs

Improvements undertaken under the BRLP shall be consistent with the intent of the Tecumseh Road CIP and its urban design guidelines and may include the following:

- Installation of safety and fire protection systems such as carbon monoxide detectors, smoke alarms, fire alarms, exit signs, etc.
- Installation of fire escapes.
- Installation of new or reinforcement of floors, ceilings and/or walls.
- Improvements to the electrical, ventilation, heating and plumbing supply systems.
- Improvements for barrier-free accessibility upgrades that meet Provincial guidelines.
- Construction or alteration of required window openings and windows for upper storey residential units.

- Installation of windows that provide access to the sidewalk.
- Construction of stairs, guard rails and hand rails.
- Improvements related to Building Code upgrades.
- Energy efficiency upgrades.
- Small increases in floor area (less than 10 percent GFA).
- The conversion to residential units above commercial.
- Such other similar improvement to the building exterior as may be approved by the Director of Planning and Building Services.

Program Details

The available loan is equivalent to a proportion of the work value and on a matching funds basis, to a maximum of 50 percent of eligible costs. The maximum loan is \$15,000. The loan will be reflected on the tax roll and will be registered and discharged by the Town in accordance with Section 32(2) of the Planning Act. The loan will

be interest free with a maximum amortization period of five years. The loan is fully open and may be repaid in full at any time prior to the end of the term of the loan.

Repayment of the loan will be calculated on a maximum 5-year amortization period commencing on the first anniversary of the approval of the Financial Assistance Agreement between the Town and the owner(s) and annually on the anniversary date thereafter until paid in full.

The loan is also transferable to successors in title provided the new owner meets the eligibility criteria and agrees to the terms and conditions of the loan.

11.2.7 Residential Grant Program (RGP)

The purpose of the Residential Grant Program (RGP) is to promote the renovation of existing residential units and the construction of new residential units in the main street commercial land use area of the Tecumseh Road CIP.

Specific Eligible Costs

The following fees are eligible under the Residential Grant Program:

- Conversion of excess commercial and/or vacant space on upper stories of commercial and mixed-use building to one or more net residential units.
- The construction of new residential units or the renovations to existing units above a commercial use.

Program Details

The Residential Grant Program will provide a grant equal to the cost of rehabilitating existing residential units and/or constructing new residential units on the basis of \$30 per square foot of habitable floor space rehabilitated or constructed, to a maximum grant of \$20,000 per unit.

An annual limit on all grants issued under this program will be set at \$100,000 subject to approval and periodic amendment by Council.

11.2.8 Parking Area Improvement Program (PAIP)

The purpose of the Parking Area Improvement Program (PAIP) is to promote a 'greener' streetscape by reducing the width and number of site accesses, improve parking surface materials, and for improving access and safety. Landscape improvements may occur between parking areas and roadways or laneways, or funds may be used for resurfacing and line painting of resurfaced parking areas. Grants will also be available to property owners who alter their parking areas to provide formal connections to abutting parking lots or remove an existing entrance from Tecumseh Road in favour of a joint entrance with an adjacent property owner. Grants will also be available to property owners who propose a landscape plan and/or entrance improvement project based on an approved plan that utilizes plantings and signage to improve the area of the property directly abutting the Tecumseh Road. The undertaking of parking area improvements shall be in accordance with the Tecumseh Road CIP Design Urban Policies.

Specific Eligible Costs

The following fees are eligible under the Parking Area Improvement Program:

- Landscaping materials
- Resurfacing and line painting
- Labour
- Professional fees
- Any other related work as approved by the Town

Program Details

The PAIP will provide a matching grant of 50 percent of the cost of eligible parking area improvement work to a maximum grant of \$10,000, with a maximum of one grant per property per year. An annual limit on all grants issued under this program will be set at \$30,000 subject to approval and periodic amendment by Council.

11.2.9 Sidewalk Café Grant Program

The Sidewalk Café Grant Program provides property owners and tenants with financial assistance to design and construct a sidewalk café or a temporary sidewalk in place of on-street public parking spaces. This allows for a sidewalk café or patio on the right-of-way in order to enhance eating establishments and encourage street level pedestrian activity.

Specific Eligible Costs

The following fees are eligible under the Sidewalk Café Grant Program:

- Professional fees directly related to the design of the sidewalk café and/or temporary sidewalk (architects, designers, engineers, etc.) in accordance with the requirements of the Tecumseh Road CIP and its urban design guidelines.
- Construction/installation of the temporary sidewalk realignment, raised patio, overhangs/roofs, stairs, railings and handrails.

- Signage
- Any other related work as approved by the Town.

Program Details

The Town will provide a one-time grant of 50% of the cost, up to a maximum of \$2,000 to assist property owners or authorized tenants with the professional fees related to the design of a sidewalk café. Additionally, the Town will provide applicants who are eligible for the grant to apply for an annual grant of 50% of the costs, up to a maximum of \$2,000, to assist with the expense of work related to the construction and installation of a temporary sidewalk, raised patio, overhang, roof, railing, handrail and signage. An annual limit on all grants issued under this program will be set at \$12,000 subject to approval and periodic amendment by Council.

Sidewalk cafes must be constructed as a deck type structure or located directly on the pavement. They can be located directly in front of or beside the establishment and may be separated or attached to the main building.

The sidewalk cafes will be temporary and will have to be removed during the winter months. The Sidewalk Café Program will be in operation during the months from April 1 to November 1 of every year that the program is in operation.

Temporary sidewalks must meet Building Code requirements to ensure pedestrian safety. The temporary sidewalks must not impede pedestrian access, sidewalk cleaning or drainage and must be constructed at the same grade as the sidewalk. The applicant shall maintain the sidewalk, temporary sidewalk and the immediate area in a clean and safe condition, free of hazards at all times. Fencing around the perimeter of the interface of vehicular traffic will be required. Fencing may be wood, wrought iron or other suitable forms to ensure pedestrian safety and be of quality material and design. The Town at its sole discretion will determine whether the sidewalk café design and location is acceptable.

11.2.10 Mural/Public Art Program

The Mural/Public Art Program provides funding for murals and public art on both public and private properties to promote community spirit and vibrancy in the Tecumseh Road CIP area.

Specific Eligible Costs

The following fees are eligible under the Mural/Public Art Program:

- Professional fees, materials and installation related to murals, sculptures, paintings, interactive art pieces and displays.
- Lighting and landscaping that highlights the public art.
- Any other related work as approved by the Town.

Program Details

The Town will provide a one-time grant of a maximum of \$1,000 to assist property owners or authorized tenants. Proposals must include

a sketch indicating the type of art work, theme, size, colours, materials, dimensions and location. Artists from diverse backgrounds and range of experience are encouraged to apply. An annual limit on all grants issued under this program will be set at \$5,000 subject to approval and periodic amendment by Council.

11.3 APPLICATION PROCEDURE

The following section provides direction to the applicant regarding the submission, evaluation and approval of a Financial Incentive Program Application:

1. Application Submission

Prior to submission, applicants are required to have a pre-application consultation meeting with Planning Services staff to determine program eligibility. The applicant is required to submit a completed Application form to the Department of Planning and Building Services for approval prior to commencing any works that are the subject of the grant or loan application.

2. Application Requirements

Applications for any of the Financial Incentive Programs must include the following:

- A completed application form;
- A copy of the Building Permit application including drawings detailing proposed works;
- A description of the eligible works and how

they satisfy the urban design guidelines and an estimate of the costs of the renovation works to be undertaken;

- Supporting documentation, including detailed drawings, as identified in the pre-application meeting;
- Current assessment information;
- Copy of Deed;
- Photographs of the existing building/property;
- A minimum of two reliable cost estimates for eligible work from qualified contractors;
- A letter from the Town's Finance Department is required to ensure the property is up-to-date and in good standing with respect to municipal financial obligations; and
- Any additional forms of funding must be identified at the time of the application.

3. Application Review and Evaluation

The application will be circulated to the in-house review committee which will consist

of officials from the Planning and Building Services Department and Public Works and Environmental Services Department. The committee will review and evaluate the application and supporting documentation against eligibility requirements. If deemed necessary, it will be at the committee's discretion to hire a design professional such as an architect or landscape architect to provide additional review and evaluation on an application.

4. Inspection

Prior to the Director, Planning and Building Services recommending the grant or loan for approval, he/she may need to inspect the building or property to review the condition of the building or property and the proposed improvement. In addition, a Property Standards inspection, Building Code inspection and Fire inspection will be conducted. In order to proceed with the application, the applicant will be required to address any deficiencies that are identified and ensure that all associated buildings pass inspection.

5. Decision of the Director, Planning and Building Services/Expiry of Approval

The Director, Planning and Building Services will determine how much of the proposed work, if any, is eligible for funding under the relevant program. This determination may require an inspection of the building or property. If all eligibility criteria and conditions are met and funds are available, the Director, Planning and Building Services shall make a recommendation to Council for approval on the amount of the grant and or loan. Upon Council approval, a letter from the director to the applicant will represent a grant commitment. The applicant will have a period of six months to start the project and one year to complete the project from the date of Council approval. Extensions will be considered on a case by case basis. An application may be cancelled if work does not commence within the six month period or if the project is not completed within a one year period from the date of Council approval. As a condition of Council approval, the applicant may

be required to enter into a grant agreement with the Town specifying the terms, duration and default provisions of the grants to be provided.

This agreement is also subject to approval by Town Council.

6. Inspection of Completed Work

A delegated person from Planning and Building Services will conduct an inspection of the completed work to ensure that all building permit and grant/loan requirements have been satisfied. The Director, Planning and Building Services will review the completed work to ensure all design requirements have been completed in accordance with the approved drawing(s) and a report confirming the acceptance of the work completed will be prepared by the Director.

7. Provision of Grant

Following the inspection of the work, the Director's approval and the receipt of invoices from the applicant and proof of payment, the Grant Agreement will be executed. The Grant will be advanced to the applicant only upon

completion of the works. Partially completed projects will not be funded and progress payments will not be made.

Grants will be disbursed based on merit and the availability of funding. Should there be inadequate funding, complete applications will be held and processed in chronological order from the date of approval and on their merit. If there is any dispute between an applicant and the Town, between the stages of approval of an application and provision of the grant, the applicant may appeal a decision to Council, which will determine the appropriate course of action.

11.4 SUPPORT PROGRAMS AND INCENTIVES SUMMARY

Grant Program	Monetary Incentive	Annual Program Allocation
Planning, Design, and Architectural Grants	Matching grant of 50% of the cost of eligible planning, design and architectural work to a maximum grant of \$3,000 with a maximum of one study per property.	\$15,000
Planning Application and Permit Fee Grant Program	Grant will be provided for 100% of the normal application or permit fees paid by the applicant to a maximum of \$2,000 for approved projects.	\$10,000
Development Charges Grant Program	One-time grant of an amount equivalent to the Town of Tecumseh Development Charge for the buildings being constructed.	\$200,000
Building Façade Improvement Grant Program (BFIP)	Matching grant of 50% of the cost of eligible façade improvements to existing commercial properties to a maximum grant of \$15,000, with a maximum of one grant per property per year. Improvements must cost \$2,000 or greater to be eligible.	\$45,000
Building and Property Improvement Grant Program (BPIG)	Amount to be determined based upon the incremental increase in the municipal taxes that results from the work being completed.	N/A
Building Rehabilitation Loan Program (BRLP)	Loan equivalent to a proportion of the work value and on a matching funds basis, to a maximum of 50% of eligible costs. The maximum loan is \$15,000.	N/A
Residential Grant Program (RGP)	Grant equal to the cost of rehabilitating existing residential units and/or constructing new residential units on the basis of \$30 per square foot of habitable floor space rehabilitated or constructed, to a maximum grant of \$20,000 per unit.	\$100,000
Parking Area Improvement Program (PAIP)	Matching grant of 50% of the cost of eligible parking area improvement work to a maximum grant of \$10,000, with a maximum of one grant per property per year.	\$30,000
Sidewalk Café Grant Program	One-time grant of 50% of the cost, up to a maximum of \$2,000 for the design of a sidewalk café. Additionally, the Town will provide eligible candidates an annual grant of 50% of the costs for related work, up to a maximum of \$2,000.	\$12,000
Mural/Public Art Program	One-time grant of a maximum of \$1,000.	\$5,000

12.0

The Vision for the Tecumseh Road
CIP will need to be implemented
in three ways...

IMPLEMENTATION AND MONITORING

through policy and process amendments, including the application of planning policy tools, integrated and collaborative design and public realm improvement processes and with Town and local leadership that is committed to the Vision and its phasing plan which guides redevelopment and monitoring. Since some of these guidelines recommend a change in current practices and services, the cost and operational implications of these changes should be monitored as part of the implementation process. In the event that the cost of operational changes is not endorsed through budget approval, some recommendations may not be implemented.

Programs under the Community Improvement Plan may be offered at the discretion of Council, and may be established or rescinded by Council without an amendment to this Community Improvement Plan.

These programs may apply, at the discretion of Council, to the whole or to part of the community improvement project area. The programs established under this Plan will be implemented over five years, but Council may extend the program where Council deems it appropriate.

Council shall prepare and adopt a set of guidelines and procedures to determine how the Plan's programs will operate (eligibility, approvals, applications and legal agreements).

Nothing in this Plan shall limit the right of the Town of Tecumseh and its Council to undertake any other initiatives provided for under the Town's Official Plan to facilitate or achieve improvements to the Tecumseh Road CIP Area.

Council will determine during preparation of its annual budget the maximum contribution to be made available to the various programs

under this Community Improvement Plan for the current year. The funding available on an annual basis will not require an amendment to this Plan unless funding is proposed to apply to new programs. Any unspent funds at year-end may be placed in reserves to be used in subsequent years.

12.1 PLANNING TOOLS

12.1.1 Official Plan Amendments

This CIP has been prepared in accordance with the Community Improvement Plan policies of the Official Plan of the Town of Tecumseh. The Town is in the midst of developing a new Official Plan followed by a new Zoning By-law that will collectively have the effect of implementing Bill 51.

The existing Town of Tecumseh Official Plan sets out a number of land use policies in the commercial and residential designations which apply to the study area. The new Official Plan will reflect the recommendations of this CIP to support the implementation of the vision and

particularly the implementation of changes to the character areas that have been identified in the CIP.

12.1.2 Zoning Bylaw Amendments

The Tecumseh Road CIP Vision outlines a framework for shaping built form along Main Street and throughout the CIP area, which provides guidance for height, massing and setbacks. A built form envelope has been developed that provides guidance on the scale and massing of new development. The new built form envelope should be incorporated into the zoning by-law for the study area.

Several challenges to redevelopment within this area were identified through the consultation process. These include the new public open spaces, recommended parking and circulation requirements, and proposed built form. It is recommended that the Town consider the mandatory building setbacks as part of the developer percentage contribution to amenity spaces that can enhance the public boulevard area along Tecumseh Road. The Town may also

want to consider alternative parking standards where a development provides for car share programs, hybrid or electric car parking and/or additional cycling parking and storage provisions. Exemptions from parking or amenity space requirements should not be done if it is determined that there will be a resulting negative impact on the surrounding area.

12.1.3 County of Essex Official Plan (CIP Policies)

Bill 51 amended the Planning Act to enhance the planning and financial capacity of municipalities to encourage and stimulate community improvement activities (i.e. Downtown Redevelopment) that supports intensification and the development of the compact urban form. The County can however participate in locally initiated Community Improvement Plans by providing grants or loans to the area municipalities thereby increasing local municipalities capacity to stimulate private

sector development activities through their financing programs.

The Planning Act requires the County Official Plan to contain policies relating to community improvement in order for the County of Essex to exercise this authority. These policies would allow the County to participate in area municipal Community Improvement Plans, whereby the County would work collaboratively with the Town of Tecumseh to promote revitalization of certain areas. The Town of Tecumseh Council shall encourage the County to develop these types of refined Community Improvement policies by way of amendment to the County Official Plan.

12.1.5 Municipal Land Acquisition

Where the existing road network is insufficient or where there are opportunities to develop parks or open spaces (See Appendix 'E') the municipality shall undertake municipal land acquisition in accordance with Section 28 of the Planning Act.

12.2 PUBLIC REALM IMPROVEMENTS

The Tecumseh Road CIP provides the overall guiding Vision, Big Moves, Policy Framework, and Urban Design Plan for directing public infrastructure improvements and for guiding future development. More detailed planning is recommended for specific design specifications and requirements regarding specific architectural materials, landscaping typologies and materials, street furniture types, signage, and lighting standards to be implemented within the CIP area. The Plan recommends that the Town pursues the development of Detailed Streetscape Master Plan to guide the implementation of any improvements to Main Street such that it can be undertaken in a fully comprehensive manner, and in accordance with the CIP Vision for the street.

The following are recommended actions that can occur in the short-term (0-5 years) to begin to realize some of the change that is proposed in this plan.

12.2.1 Parking, and Vacant and Underutilized Sites

Many sites within the study area are remnant parking lots, or open redevelopment sites that currently are not actively used. It is recommended that, for the interim, land owners should be encouraged to establish an edge to the property line. This treatment could include a low wall, fence or planting strip. This edge condition should align with the future street wall location so that the overall scale of the street becomes apparent in the near term.

As development intensification occurs in the future the potential for a future parking garage may be required for this area. The requirement of a parking garage would need to be reviewed in consideration of the existing Transportation Demand Management measures and the anticipation of increased transit ridership. A parking study would be required to confirm the need for a structured parking facility and should first consider Transit Demand Management measures and /or shared visitor parking facilities.

12.2.2 Streetscape Improvements

Over the short and long term the future streetscape improvements will be required to occur in an incremental fashion. The following pages provide a demonstration of how short and long term build-out scenarios might happen. It is anticipated that the ultimate streetscape vision will be constructed with the necessary below grade utility improvements.

Streetscaping shall be consistent with the concept designs as set out in the Tecumseh Road CIP area, Urban Design Plan, Public Realm Plan, and Movement Framework. The Tecumseh Downtown BIA and local merchants will also be asked to participate in such initiatives as coordinating the placement and maintenance of hanging flower baskets and banners by participating business owners.

Streetscape Improvements, Landscaping, Laneway and Parking Improvements

Parking and traffic movements in the Tecumseh Road CIP Project area will be enhanced by the improvements described in the CIP. In addition,

streets will be landscaped with appropriate plantings and vegetation that will provide visual amenity within the CIP Project area.

It is recommended that the Town undertake a detailed landscape/streetscape design study in order to implement the following streetscape elements

- Hard landscape elements and design specifications (e.g. paving types, concrete)
- Street furnishing and design specifications (e.g. tree grate locations, public art locations, lighting types/locations, benches, garbage receptacles)
- The Town should complete the installation of heritage streetlights throughout the CIP area, with the top priority being Main Street. The lighting shall be consistent with the lighting design recommendations as set out in the Tecumseh Road CIP Urban Design Guidelines and Public Realm Plan, and will be designed to provide a level of lighting in the commercial core that will provide for a safe and attractive environment for

pedestrians and vehicular traffic.

- Soft landscape elements and design specifications (e.g. plant/tree types and locations)

12.2.3 Sidewalk Cafés

The Town shall develop a streamlined process for the approval of sidewalk cafés within the public right-of-way. An application procedure, terms of use and sidewalk café design principles and maintenance should be developed and outlined in a handbook for applicants. Council shall adopt a Sidewalk Café Handbook similar to the one developed by the City of Windsor. The applications will be reviewed and processed through the Town's Planning and Building Services and Public Works and Environmental Services Departments. The applicant will be required to enter into an agreement with the Town and provide third party liability insurance, pay an annual fee, submit plans and elevation drawings, enter into an encroachment agreement for year round cafés and any other permits deemed appropriate, and provide an

annual fee for use of the public right-of-way.

12.2.4 Wayfinding/Signage

It is recommended that wayfinding signage be developed for the Town that includes a consistent design standard and signage hierarchy for both destination and directional signs for the Town.

12.2.4.1 Signage Improvements

The Town shall undertake a review of the Sign By-law to ensure it is consistent with the goals and objectives of the Community Improvement Plan.

12.2.4.2 Tecumseh Road CIP/Main Street Mapping Guide

The Town shall develop a "Tecumseh Road Main Street Guide" as an information and wayfinding tool, with assistance from local businesses, the BIA and community groups. The Guide will include maps of the CIP area highlighting amenities, and key points of interest and destinations such as retail, galleries, restaurants, public spaces, museums,

library, events, heritage assets and other tourist information.

The Guide will also function as a marketing tool for the street to bring about an awareness of place and as such, should be distributed broadly and made available at the Town Hall, all public institutions, the airport, tourism centres, hotels, and retail stores.

12.3 MARKETING STRATEGY

The Town shall partner with the BIA, community groups, the public, and other agencies to develop a marketing strategy to market the entire Tecumseh Road CIP area, and to promote business investment and tourism. The aforementioned mapping guide should include a component that speaks to the assets that make the CIP area a unique and attractive destination to live, work and play.

12.4 PARTNERSHIP PROGRAMS / JOINT VENTURE PROGRAMS

The Town shall partner with the BIA, businesses, community groups and other agencies to obtain

funding for community improvement projects, and also to assist in bringing about an awareness of place through programming and events.

12.5 DEVELOPMENT PHASING AND MONITORING

12.5.1 Development Phasing

In order to fully understand the recommendations of the Tecumseh Road CIP, it was essential to examine the short and long term redevelopment potential. A phasing development plan was generated to demonstrate what might be possible in the short and long terms.

A short and long term analysis was developed to enable a review of the incremental transportation and infrastructure capacity within the area and the existing, short and long term redevelopment opportunities. This analysis is a simple allocation of short and long-term development potential and does not represent the Town's intended build out for the area. The short term and long term scenarios were developed to identify any

potential infrastructure improvement that can be phased to match the build-out of the area.

The following diagram illustrates a long and short term strategy for the redevelopment phasing of the Tecumseh Road CIP area.

Short-term Build-out (5-10 years)

In the short term, there are several improvements that can be made to the Tecumseh Road CIP area that will encourage redevelopment, civic pride and improved property standards.

Long-term Build-out (10-25 years)

Sites along the Tecumseh Road CIP area that have not been identified as short term redevelopment properties, are typically more constrained sites that have potential challenges to redevelopment such as shallow lot depths, narrow sites, mid-block locations, etc.

12.5.2 Monitoring

Council will conduct periodic reviews of the programs and activities relating to Community

Improvement to determine their effectiveness. Council may amend this Plan as is necessary to ensure that the goals and objectives outlined in this Plan are achieved. Any increase in program financing permitted under Section 28 of the Planning Act will require an amendment to this Plan. An extension to any program for up to an additional five years and any decrease in program financing due to Municipal budgetary constraints in any given year will not require amendments to this Plan.

As development progresses, it is recommended that regular public information sessions be hosted to keep the community up to date of development applications and the implementation of the study (as needed, or every 3 to 5 years). Following that session, a meeting of Town Staff from all applicable departments should be held to discuss the outcomes and feedback received at that meeting. All recurring issues or challenges with implementing the guidelines should also be discussed. A general file can be kept on the Guideline Update and



FIGURE 24: PHASING PLAN

should contain a summary of guideline issues as they arise. Amendments to the guidelines should be identified as a part of that general meeting.

The guidelines will need to evolve as the study area develops. For example, as infill becomes more prevalent, additional guidelines might be required to address any emerging issues that are not evident at this time.

When implementing design guidelines it is important to recognize that exceptions can sometimes be warranted, and that at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance. It is the responsibility of the designer / developer / builder to demonstrate to the Town where this exception happens and it is at the discretion of the Town to support or not support that justification. In cases where the Town requires further review of applications, a Peer Review Process should be undertaken.

12.5.3 Financial Implications

The Financial incentives proposed in this CIP are based on a five year cycle, but are also subject to the overall fiscal limitations of the Municipality, which are reflected from year to year in Council's annually approved budget. The Town proposed to commit sufficient funds for private land improvements to enable properties to take full advantage of all of the financial incentives available. This would result in a significant improvement to the appearance of the community and, undoubtedly, encourage further investments in lands and buildings, in addition, improvements to public lands, including street tree planting, bike paths, entry features, sidewalks, etc. As both the private and public realms increase their investment in the Tecumseh Road CIP area, the overall benefits will be significant. ■

PART

THE TOWN OF TECUMSEH OFFICIAL PLAN:
SECTION 6A COMMUNITY IMPROVEMENT

E



6A COMMUNITY IMPROVEMENT

6A.1 STATEMENT OF GOALS AND OBJECTIVES

(a) GOALS

- i) To further enhance Tecumseh's image as "the better place to live" and bolster community pride among town residents.
- ii) A strong commitment to the on-going maintenance and improvement of existing developed areas.
- iii) To preserve and improve the quality of life in existing residential neighbourhoods.
- iv) To strengthen existing and developing commercial areas.
- v) To improve existing industrial areas to encourage further development and redevelopment.
- vi) To continue to improve existing municipal hard services and social and recreational facilities to acceptable service standards, thereby eliminating as far as possible serious deficiencies in previously developed areas.

(b) OBJECTIVES

(a) General

- i) To upgrade and improve municipal services and public utilities, e.g. storm and sanitary sewers, roads, intersection improvements, watermains, hydro services, traffic signals and streetlights.
- ii) To encourage private investment in the rehabilitation of existing building stock (residential, commercial, industrial) through improvement of public facilities.

(b) Residential Improvement Areas

- i) To eliminate the threat of flooding particularly in residential areas due to the lack of or insufficient capacity of existing storm sewers and related pumping facilities.
- ii) To continue to improve the community and recreational facilities available in older neighbourhoods and to all town residents in general.
- iii) To relocate, where desirable and appropriate, incompatible or noxious uses detrimental to the residential environment.

(c) Commercial Improvement Areas

- i) To preserve and strengthen the central commercial area.
- ii) To complete further streetscape improvements already underway.
- iii) To provide sufficient off-street parking where appropriate.
- iv) To improve public services and facilities in other designated commercial areas to enhance their potential and encourage further infill development and redevelopment to occur in these areas.
- v) To relocate, where desirable and appropriate, incompatible or noxious uses that detract from an attractive commercial environment.

(d) Industrial Improvement Areas

- i) To upgrade access and municipal services and utilities to existing industrial areas to enhance their attractiveness and potential.
- ii) To encourage further development and redevelopment of existing vacant or underutilized parcels in the existing industrial areas.

6A.2 COMMUNITY IMPROVEMENT CRITERIA

Community improvement areas shall be selected on the basis of the following criteria:

(a) Residential Improvement Areas

- i) Predominantly older housing exists requiring further interior and/or exterior improvements;
- ii) Storm and sanitary sewer upgrading or installation and road reconstruction are required;
- iii) Neighbourhood park and community services require additional equipment or upgrading and repair to existing facilities;
- iv) Noxious or incompatible uses exist for which relocation is desirable.

(b) Commercial Improvement Areas

- i) Buildings and/or building facades are in need of improvement where feasible, or demolition and removal where not feasible;
- ii) Improvements to the public streetscape to improve visual appeal are needed;
- iii) Serious deficiencies in off-street parking exist;

- iv) Storm and sanitary sewer installation and road reconstruction is required;
 - v) Noxious or incompatible uses exist for which relocation is desirable.
- (c) Industrial Improvement Area
- i) Underutilized or inappropriate industrial operations exist;
 - ii) Improved access to the industrial area is needed to improve prospects for further development and redevelopment;
 - iii) Storm sewer installation and road reconstruction is required.

6A.3 DESIGNATION OF COMMUNITY IMPROVEMENT AREAS

Based on the criteria in subsection 6A.2, the following areas of the town are designated as Community Areas and are outlined on Schedule "E":

- | | |
|-------------------------------------|-----------------------|
| (a) Residential Improvement Areas - | A
B
C
D
E |
| (b) Commercial Improvement Areas - | F
G
H |
| (c) Industrial Improvement Area - | I |

6A.4 PHASING OF IMPROVEMENTS

- (a) Background
- i) To eliminate the threat of serious flooding in residential areas, the installation of adequate storm sewers and pumping facilities has long been a municipal priority.
 - ii) Most, if not all, of the roads in the older neighbourhoods do not have a proper roadbase (primarily south of Tecumseh Road and Coronado and Grace Road areas). At the time of laying the storm sewers, it is appropriate to undertake road reconstruction.
 - iii) Existing watermains, while quite old in many cases (50 years or more), are still providing good service and there have been no major problems to date. However, over time, problems will begin to crop up. At the time of storm sewer installation and road reconstruction, it would be appropriate to inspect and repair

or replace existing watermains where warranted including all lead connections. In addition, road reconstruction may require relocation of the watermain.

- iv) A sanitary sewer system has existed in the town for some time. However, a need exists to provide a relief sewer along Arbour Street related to the trunk sewer along Tecumseh Road, west of Lesperance. Also, a local sanitary sewer is needed to service the commercial area along Tecumseh Road East.

(b) General Priorities

- a) Based on the foregoing key concerns, the priority ranking of improvements in residential, commercial and industrial improvement areas is as follows:
1. Storm sewer installation and improvements to pumping capacity;
 2. Watermain repair or replacement if warranted, including all appurtenances;
 3. Sanitary sewer installation;
 4. Road reconstruction including curbs, gutters and catch basins;
 5. Hydro upgrading from 2.4 kV to 16 kV;
 6. Sidewalk repairs or replacement;
 7. Streetlight upgrading;
 8. Park and municipal facility repair, upgrading and improvements (including additional equipment);
 9. Relocation of downtown P.U.C. maintenance yard and consolidation with P.U.C. offices and other municipal operations elsewhere, freeing up additional downtown parking;
 10. Relocation of noxious or incompatible uses.

In the commercial improvement areas, the following two items will follow priority items 1, 2, 3 and 4 in importance:

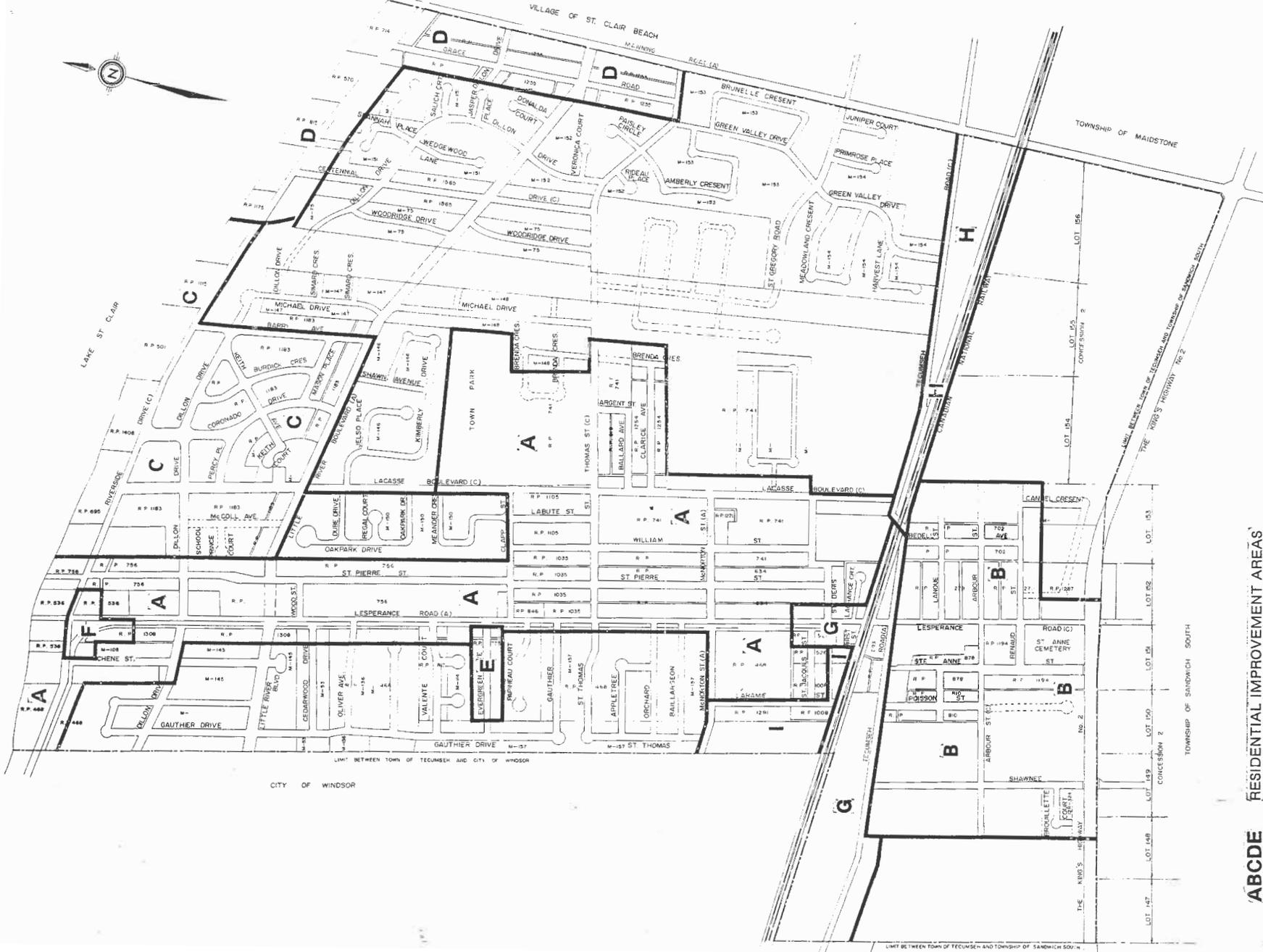
- 4a. Streetscape improvements;
 - 4b. On and off-street parking improvements.
- b) The priority ranking for the various improvement areas as a whole is as follows:
1. Residential Improvement Area - A
 2. Residential Improvement Area - B

3. Commercial Improvement Area - F
 4. Commercial Improvement Area - G
 5. Commercial Improvement Area - H
 6. Residential Improvement Area - C
 7. Residential Improvement Area - D
 8. Residential Improvement Area - E
 9. Industrial Improvement Area - I
- c) It is the intention of this Plan that these priority rankings for both improvements and improvement areas are to act as a general guide only and may be altered without amendment in light of changing circumstances.
- g) Encourage and support private individuals and businesses in undertaking self-initiated improvements to private properties for mutual benefit.

6A.5 IMPLEMENTATION

In order to achieve the improvements proposed, the town may make use of any of the following methods of implementation:

- a) Designation of community improvement project areas and preparation of community improvement plans for such areas pursuant to Section 28 of the Planning Act, 1983. Also pursuant to this section the town may acquire and hold land; and sell, lease or otherwise dispose of any land acquired or held within community improvement project areas; as well as clear, grade or otherwise prepare the land for community improvement; or construct, repair or rehabilitate buildings on land acquired or held. The town may also make grants or loans to property owners for rehabilitation within the community improvement project area in conformity with the Community Improvement Plan.
- b) Use of public funding programs offered by the federal and provincial governments.
- c) Continued enforcement of the town's property standards by-law pursuant to Section 31 of the Planning Act, 1983.
- d) Cooperation and support for activities and programs undertaken by the Board of Management of the Tecumseh Business Improvement Area (B.I.A.).
- e) Where appropriate, adoption of a bonus zoning by-law pursuant to Section 36 of the Planning Act, 1983 to authorize increases in height and density of permitted development in return for such facilities, services or matters as set out in the by-law and which would assist in implementing the detailed community improvement plans.
- f) Cooperation and support for activities and programs undertaken by local service clubs and community organizations, particularly with respect to improvements to recreational and community facilities.



ABCDE RESIDENTIAL IMPROVEMENT AREAS

FGH COMMERCIAL IMPROVEMENT AREAS

I INDUSTRIAL IMPROVEMENT AREA

SCHEDULE "E"
COMMUNITY IMPROVEMENT AREAS
OFFICIAL PLAN OF THE
TOWN OF TECUMSEH





