



The Corporation of the Town of Tecumseh

Development Services

To: Mayor and Members of Council

From: Brian Hillman, Director Development Services

Date to Council: June 23, 2026

Report Number: DS-2026-19

Subject: Zoning By-law Amendment
350 Lesperance Road
Scheduling of a Public Meeting
OUR FILE: D19 350LES

Recommendations

It is recommended:

That Report DS-2026-08 Zoning By-law Amendment, 1406 St. Anne Boulevard, Scheduling of a Public Meeting **be received**;

And that the scheduling of a public meeting, to be held on Tuesday, July 28, 2026 at 6:00 p.m., in accordance with the *Planning Act*, for a Zoning By-law amendment application pertaining to a 2307 square metre (24,832 square foot) parcel of land situated on the southeast corner of the Lesperance Road/Wood Street intersection (350 Lesperance Road), seeking to amend Zoning By-law 1746 by rezoning the subject land from “Residential Zone 2 (R2)” to a site-specific “Residential Zone 3 (R3-24)” to permit the redevelopment of the property with two, three-storey, six-unit dwellings and establish site-specific zone provisions related to lot and yard requirements, **be authorized**.

Executive Summary

A Zoning By-law amendment application has been filed in order to change the zoning pertaining to a 2307 square metre (24,832 square foot) parcel of land situated on the

southeast corner of the Lesperance Road/Wood Street intersection (350 Lesperance Road), seeking to amend Zoning By-law 1746 by rezoning the subject land from “Residential Zone 2 (R2)” to a site-specific “Residential Zone 3 (R3-24)” to permit the redevelopment of the property with two, three-storey, six-unit dwellings and establish site-specific zone provisions related to minimum lot frontage, lot area, height, lot coverage, landscaped open space, yard depths/widths (front, side, rear) and encroachments for patios/balconies. The purpose of this report is to summarize the proposal, identify the relevant Provincial, County and Town policies to be considered and to request the scheduling of a public meeting related to the proposed Zoning By-law amendment in accordance with the requirements of the *Planning Act*.

Background

Property Location and Proposed Zoning By-law Amendment

Suburban Construction Inc. (“Owner”), owner of a 2307 square metre (24,832 square foot) parcel of land situated on the southeast corner of the Lesperance Road/Wood Street intersection (350 Lesperance Road) (“subject property”) (see Attachment 1), has submitted a Zoning By-law amendment application pertaining to Zoning By-law 1746. The property is currently occupied by a single-unit dwelling that would be demolished as part of the proposed redevelopment of the lands.

The proposed amendment would have the effect of rezoning the subject property from “Residential Zone 2 (R2)” to a site-specific “Residential Zone 3 (R3-24)” to permit its redevelopment with medium density residential uses and establish site-specific zone provisions. This redevelopment proposal is depicted in the preliminary site plan (see Attachments 2A and 2B) and architectural renderings (see Attachments 3A and 3B) and is summarized as follows:

- Two, three-storey, six-unit dwellings having a building footprint of 353 square metres (3,800 square feet). These buildings are proposed to be oriented toward Lesperance Road with a westerly yard depth of 5.2 metres (17 feet) along Lesperance Road, an easterly yard depth of 23.3 metres (76.4 feet), a northerly yard depth of 3.0 metres (9.8 feet) (along Wood Street) and a southerly yard depth of 3.0 metres (9.8 feet). In addition, each unit contains a balcony with a depth of approximately 2.7 metres (8.8 feet);
- A parking area located on the easterly portion of the property, providing 24 parking spaces (two of which are barrier free). Nine of the 24 parking spaces are proposed to be located within two enclosed garages. One garage will contain five parking spaces while the other garage will contain four parking spaces as well as storage for 12 bicycles. Driveway access for this parking area is

proposed to be from Wood Street. No direct driveway access to Lesperance Road is proposed. The proposed number of parking spaces exceeds the current requirements established in Zoning By-law 1746;

- Sidewalk access to/from both Lesperance Road and Wood Street providing access to both the front and rear of each dwelling; and
- A 1.8-metre high (6-foot) privacy fence along the eastern and southern side lot lines. No fence is proposed along the northern lot line which abuts Wood Street.

Surrounding Land Uses

The subject property is surrounded by low-density residential uses comprising primarily single-unit detached dwellings. Beyond the immediate neighbourhood, approximately 220 metres (721 feet) to the north are two, four-unit townhomes and four six-unit dwellings fronting the west side of Lesperance Road. A dental office is located at the northwest corner of the Lesperance Road/Little River intersection and farther to the north, but still within a reasonable walking distance, is the Lesperance North commercial node. Arrowhead Park is located approximately 200 metres to the west on the south side of Little River Boulevard (see Attachment 4).

Supporting Documents

During pre-consultation with the Owner regarding the potential redevelopment of the subject land, Town Administration identified that a Planning Justification Report (PJR), a Sanitary Analysis, a Functional Servicing Report (FSR) and a Traffic Impact Memo (TIM) would be necessary to properly assess the proposal and consider the applications complete. Below is a summary of the findings of these reports/studies:

Planning Justification Report – 350 Lesperance Road, Zelinka Priamo Ltd, June 2026

The PJR evaluated the proposed development and land uses against the *Planning Act*, Provincial Planning Statement (“PPS”), the County of Essex Official Plan (“County OP”), the Tecumseh Official Plan (“Tecumseh OP”) and Zoning By-law 1746. The PJR also included an introductory evaluation of the development with respect to built form, compatibility with existing land uses, integration with the surrounding area and overall site suitability.

The PJR provided the following conclusions:

“The report concludes that the proposed Zoning By-law Amendment application to permit the development of 12 residential units on the subject lands is appropriate and desirable for the following reasons:

- The proposed amendment is consistent with the policies of the 2024 Provincial Planning Statement and in general conformity with the Town of Tecumseh Official Plan;
- The proposed amendment provides an appropriate form and scale of development that will make efficient use of underutilized lands within an established, built-up area of the Town;
- The proposed development provides a well-functioning site design and built form that is compatible with, and complementary to, the surrounding land uses; and,
- The proposed development exhibits the requisite components of a well-functioning, medium-density residential development, including appropriate setbacks, parking, and amenity space.

Given the findings of this report and the supporting materials, it is concluded that the subject lands are appropriate for the development of two multiple-unit buildings. The Zoning By-law Amendment is consistent with the policies of the Planning Act and the Provincial Planning Statement. The amendment conforms to the County of Essex and Town of Tecumseh Official Plans, and meets the purpose of the intent of the requested zoning in the Town of Tecumseh Zoning By-law. The development of the subject lands will provide appropriate residential intensification with good access to public transit and amenities; will contribute positively to the needs of the community and the Town of Tecumseh as a whole; and is not expected to create any unacceptable adverse impacts on the subject lands or surrounding area. The proposed development represents good land use planning principles, and is in the public interest.”

In addition, the PJR notes that an owner-led public consultation event was hosted by the Owner in December of 2025, with approximately 20 people attending. At that time, the proposal consisted of a three-storey apartment building containing 23 units. Feedback from the public regarding the proposal included concerns such as scale and density, traffic and parking, property values, and lighting. Based on feedback from the public, the Owner revised the site plan to reduce the scale and intensity of the development and completed a traffic assessment (discussed below).

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

Sanitary Analysis, Dillon Consulting, January 2026

The Town requested that Dillon Consulting assess the impact of the proposed development on the existing sanitary sewer collection system. To undertake this analysis, the latest update to the Town's Infoworks-ICM sanitary sewer model was used based on calibrated wet weather flow conditions. A Level 1 Sanitary Sewer Capacity Analysis was completed.

The Sanitary Analysis concluded that:

“During the DWF (Dry Weather Flow) model simulation, there is capacity available in the sewers to handle the increased flow. During the WWF (Wet Weather Flow) (25-year rain event) simulation, the system hydraulic gradeline (HGL) is greater than 3.0 meters below grade. For context, we typically assume basement floor depths are about 1.5 m below grade.

The new development will result in an increase in sewage flows from this site, however based on the HGL depth in this area, HGL impacts will not result in a measurable increase in basement flood risk. A level 2 Assessment is not recommended at this time.”

Town Administration has reviewed the Sanitary Analysis and concurs with its findings.

Functional Servicing Report, Aleo Associates Inc., 350 Lesperance Road, May 2026

In addition to the Sanitary Analysis noted above, Town Administration requested that an FSR be prepared to confirm municipal water, wastewater and stormwater servicing capabilities for the proposed development.

The FSR concluded that:

“This functional servicing report has established how the development of this site will be serviced with respect to water distribution, wastewater, and storm water drainage without negatively impacting the existing municipal infrastructure.

A summary of the conclusions of this report is as follows:

- The proposed development can be serviced by the existing 300 mm municipal watermain along Lesperance Road via a new 50 mm water service connection. The municipal watermain has adequate flow and pressure to service the development.

- An existing 900 mm municipal sanitary sewer is located along Lesperance Road and will service the proposed development via an existing 150 mm sanitary connection. Based on the Level 1 Sanitary Sewer Capacity Analysis completed by Dillon Consulting on behalf of the Town, sufficient sanitary sewer capacity is available for the proposed development.
- Stormwater runoff from the site will drain to the existing 1,950 mm diameter trunk storm sewer along Lesperance Road via an existing 150 mm storm service connection. Stormwater will be restricted to the calculated pre-development release rate of 17 L/s. Stormwater management design shall follow the latest Windsor/Essex Stormwater Management Standards Manual, and a full Stormwater Management report will be submitted for Town review and approval during the Site Plan Approval process.
- Stormwater quality control of the stormwater leaving the site will be required to meet MOE requirements for removal of oil and 80% of total suspended solids (TSS), consistent with an Enhanced Level of Protection. This will be achieved through the implementation of an oil and grit separator unit (OGS).”

Town Administration has reviewed the FSR and confirms that the proposed development is located within an area with access to full municipal water, wastewater, and storm services. As noted above, sufficient sanitary servicing capacity exists. With respect to municipal water and stormwater services, the developer will be required to update the FSR as necessary and complete all required technical studies, analyses, and testing, condition assessments of the existing service connections and approval from PWES prior to re-use, including verification of proposed storm flows against the Town’s Stormwater Model and completion of hydrant testing to confirm adequate water supply. These revisions will be required prior to Council rendering a decision on the application.

Transportation Impact Memo – 350 Lesperance Road, RC Spencer Associates Inc., May 2026

The TIM provided an analysis of both existing and future traffic volumes along Wood Street and Lesperance Road in the vicinity of the subject land during the AM and PM peak hours. The objective of the TIM was to determine whether any operational issues would arise as a result of the development.

The TIM concluded that:

“It can be estimated that the proposed residential development will generate a total of 5 trips (1 entering and 4 exiting) in the weekday AM

peak hour and a total of 6 trips (4 entering and 2 exiting) in the weekday PM peak hour. These trips will be distributed to and from the proposed Wood Street access and will utilize either Lesperance Road or St. Pierre Street.

If a total of 5 and 6 trips are generated within the respective weekday peak hours, Wood Street can expect to experience a peak hour traffic increase of one additional trip generated every ten to twelve minutes. If all site generated traffic utilizes Lesperance Road, it will also experience one additional trip generated every ten to twelve minutes. Therefore, based on the trip generation and distribution estimates, it is the engineer's opinion that the proposed development will have a nominal impact on area traffic operations.

Upon completion of the review, it was determined that the addition of site generated traffic will have a nominal impact on Wood Street and Lesperance Road.”

Town Administration has reviewed the TIM and concurs with its findings. Town Administration has no concerns with the traffic generation resulting from the proposed development.

Comments

Provincial Planning Statement

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

The following PPS policies support the application for the proposed residential development:

“Chapter 1 – Vision

...

Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.

2.1 Planning for People and Homes

...

6. Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, ..., and other uses to meet long-term needs;

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected needs of current and future residents of the regional market area by:

...

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2. all types of residential intensification, including... development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
 - d) requiring transit-supportive development and prioritizing intensification.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

- 1. Settlement areas shall be the focus of growth and development...
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate; ...
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

8. Definitions

Intensification: means the development of a property, site, or area at a higher density than currently exists through:

...

- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development”

In summary, the PPS clearly establishes that the Town should be supporting and promoting residential intensification and infill development that results in compact built form and makes more efficient use of existing services while offering a broad range of housing forms/types to meet expected needs. The subject proposal achieves all the foregoing policy objectives. In addition, the subject property is in close proximity to multiple bus stops serviced by the Tecumseh Transit System. Based on the foregoing, it is the opinion of the writer that the application for the proposed residential development is consistent with the PPS.

County of Essex Official Plan

The subject property is located within an identified Primary Settlement Area of the County of Essex Official Plan (“County OP”). The following goals and policies of the County OP are most relevant in the assessment of the subject proposal:

“2.0 Successful County

...

Principle 2 – Housing Supply, Housing Choice and Housing Affordability

A wide range of housing options will be provided to meet the needs of the growing and increasingly diverse population in the County. Increasing housing supply and housing choices is important to support the growing economy, aging population, and to create housing that is affordable and equitable to County residents, to support Essex residents in staying in Essex and its communities throughout their lives, and to support the growing population.

4.0 Growth and Settlement Areas

The County's growth strategy is focused on Settlement Areas. Primary Settlement Areas are those communities in the County where the majority of growth will be concentrated. These areas include places for housing, schools, parks, commercial areas, industrial areas, trails, and more. Primary Settlement Areas are the communities where most of the County's residents live, work, play, and shop. Primary Settlement Areas provide municipal sewer and water services, and support greater access to parks, schools, and multimodal transportation, including active transportation options.

Goals

...

- d) Planning for intensification with efficient use of existing land, infrastructure and services that supports the creation of more affordable rental and ownership Housing; walkable, bikeable, and transit-ready main streets, districts and corridors; and mixed income neighbourhoods;
- e) Planning for densities and housing types that achieve a broader range of housing options for all household sizes, including affordable and market-based housing; and,

4.4 Growth Management

4.A.1 – Planning for Housing and Jobs

...

- 4.A.1.4 Growth shall be accommodated within Settlement Areas, as shown in Schedule A-2.

4.A.2 – Primary Settlement Areas

...

4.A.2.3 Primary Settlement Areas shall provide full municipal sewage services, municipal water services, stormwater management services, and a wide range of land uses and densities with a healthy mixture of housing types including affordable housing options and alternative housing forms for special needs groups. Primary Settlement Areas shall be designed to be walkable communities with densities, land uses, road patterns and built forms that can support active transportation and public transit.

...

4.A.2.10 Cost effective development patterns and those which will minimize land consumption and reduce servicing costs are supported and shall be the preferred form of development county-wide.

...

4.A.2.12 Development in Primary Settlement Areas will integrate land use planning, fiscal planning, and infrastructure planning to responsibly manage forecasted growth and to support:

- a) A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market bases and affordable housing needs.
- b) Opportunities for the integration of gentle density, and a mix and range of housing options that considers the evolving character of residential neighbourhoods.

4.A.5 – Intensification

4.A.5.1 The County and the Local Municipalities shall plan for a residential intensification target of 30% of new housing units to be achieved. Intensification shall

consider the density targets in Policy 4.A.6.2 as a minimum.

4.A.5.2 Residential intensification shall be provided in every Primary Settlement Area. Residential intensification is to be provided in Secondary Settlement Areas where full servicing is available.

...

4.A.5.6 The County shall work with Local Municipalities to implement integration of gentle density and a mix and range of housing options within the Settlement Areas, where locally appropriate, through redevelopment of existing neighbourhoods.

4.B – Housing

Housing is a necessity of life and is an essential element for achieving an equitable, thriving, and sustainable community. Communities thrive when everyone has a place they can afford and call home, and where they can feel safe, comfortable, and part of the community. Housing needs change throughout our lifetimes. A diverse housing stock with a range of tenures, sizes, types, and supports must be made available to meet the needs of communities and residents. As a priority, the County must retain, protect, and increase the supply of affordable housing for low- and moderate-income households.

In alignment with the Windsor Essex Housing and Homelessness Master Plan and the Regional Affordable Housing Strategy, the policies in this section support the provision of a range and mix of housing options that are essential for the creation of complete communities and support the regional economy.

Land use tools and targets are identified to help improve access to housing and encourage innovation in housing design and construction that help adapt to and mitigate the impacts of climate change.

GOALS

- a) Providing an adequate supply of housing;
- b) Providing housing to meet changing needs throughout all stages of life;

...

- h) Providing a range and mix of housing options that are essential for the creation of complete communities.”

In accordance with the aforementioned goals and policies, it is the opinion of the writer that the proposed application conforms to the County OP.

Tecumseh Official Plan

The subject property is designated “Residential” on Schedule “B-1” of the Tecumseh Official Plan (“Tecumseh OP”) (see Attachment 5). The proposed residential development is subject to the “Medium Density Residential” policies contained therein, as the proposed development will result in a density of 32 units per gross hectare of land.

The following goals and policies are relevant to the subject proposal:

“4.2.1 Goals

The following goals are established for the Residential area:

...

- ii) to encourage the development of a greater variety of housing types in the Town to meet the future housing needs of all households, and to meet the provincial housing objectives as set out in the Provincial Policy Statement and County of Essex Official Plan;
- iii) to ensure that new residential development occurs in a manner in keeping with the capacity of the services available and the financial capability of the municipality;

...

- v) to ensure that existing and new residential areas are walkable and, to the greatest extent possible, are supported by all modes of transportation;
- vi) to promote and encourage residential intensification activities in areas of the Town where a full range of municipal infrastructure, community facilities, and goods and services are readily available. Residential intensification includes infilling, ARUs, conversions and redevelopment;

4.2.2 Policies

The following policies shall apply to those lands designated Residential on the Land Use Schedules of this Plan:

- i) the use of lands designated Residential shall be for all forms of housing, including special needs housing, in accordance with subsections 4.2.2.1, 4.2.2.2 and 4.2.2.3;
- ...
- v) the intensification of residential lands shall be encouraged and standards of development that will assist in achieving this objective shall be a priority for the Town. A minimum of 15 percent of all new housing within the Town should be provided through residential infill and/or intensification, as identified as a target in the County of Essex Official Plan. Residential intensification shall be defined as a net increase in residential units or accommodation within a given property, site or area and includes:
 - a. redevelopment, including the redevelopment of brownfield sites;
- vi) within existing stable residential areas, applications for infill or redevelopment must be located and organized to fit with neighbouring properties and must satisfactorily address the criteria contained in Section 3.18 of this Plan. In fully serviced areas, intensification through moderate increases in building height or density, and gradual transition to more intense forms of housing may be approved in neighbourhoods that are adjacent or in close proximity to such items as transit routes, commercial areas, community facilities and/or significant areas of open space.”

The Tecumseh OP contemplates the type of residential development being proposed and encourages the redevelopment and intensification of residential areas where appropriate.

With respect to the evaluating the proposed development’s medium density against relevant criteria, the Tecumseh OP states the following:

“4.2.2.2 Medium Density Residential Policies

Medium density residential land uses shall be subject to a Zoning By-law amendment and shall include townhouses, stacked townhouses, row houses,

multiple dwelling conversions, walk-up or small-scale apartments, and mixed-use buildings with commercial on the ground floor. Nursing homes, rest homes and retirement homes may also be permitted. The maximum height for medium density residential buildings shall be four storeys.

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

- i) the density range for medium density extends from 20 to 50 units per gross hectare;
- ii) when considering any new medium density residential land uses by way of a Zoning By-law amendment, the following criteria shall apply:
 - a. availability of adequate municipal services;
 - b. availability of adequate outdoor amenity areas, which may include public recreation areas, common areas and/or private areas to the satisfaction of the Town;
 - c. adequate on-site parking for each residential unit and for visitors, either in surface parking areas, individual driveways and garages, or in above or below grade parking structures, as the Town deems appropriate; and;
 - d. protection of adjacent low density residential areas from adverse effects;
- iii) new medium density residential developments must address the criteria of Section 3.18 Land Use Compatibility and the Urban Design policies of Section 7 of this Plan, which refer to such matters as siting and designing the building to be compatible with adjacent land uses in terms of function and design, and avoidance of undue adverse effects on adjacent land uses;"

The proposed development conforms to the criteria established by the Tecumseh OP in subsection 4.2.2.2 with respect to medium-density development.

Section 3.18, Land Use Compatibility, referenced in 4.2.2 vii) and 4.2.2.2 iii) above, reads as follows:

“3.18 Land Use Compatibility

In order to foster a sustainable development pattern, some land uses need to inter-relate while others are best separated. Further development and redevelopment in the Town will be guided by principles of land use compatibility that respect the quality and stability of existing areas and provide for suitable transition between areas of differing use, sensitivity, urban design treatment and intensity in order to avoid or mitigate adverse effects. Land use compatibility does not mean “the same as” but to coexist harmoniously with one another.

3.18.1 Matters to be Assessed

Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses. The demonstration of compatible development and land use change must consider the potential for impacts related to the character, planned function and/or ecological integrity of an area as well as the health and safety of humans. Where there exists a potential for negative impacts, the following land use compatibility matters shall be assessed:

- i) shadowing;
- ii) loss of privacy due to intrusive overlook;
- iii) increased levels of light pollution, noise, odour, dust or vibration;
- iv) increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;
- v) reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas or setting;
- vi) visual intrusion that disrupts the streetscape or buildings;
- vii) built form in terms of scale and massing; and
- viii) the loss or impairment of significant views of natural features and areas to residents.

3.18.2 Mitigation Measures

Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:

- i) ensuring adequate setbacks and minimum yard requirements;

- ii) establishing appropriate transition in building heights, coverage and massing;
- iii) requiring fencing, walls, landscaping or berming to create a visual screen;
- iv) designing the building in a way that minimizes adverse effects;
- v) maintaining mature vegetation and/or adding new landscaping features;
- vi) controlling access locations, driveways, service areas and activity areas; and
- vii) regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage.

Planning Act tools including Zoning By-law standards, site plan control, development agreements and other measures will be used to implement mitigative measures that achieve compatible land use change and development.”

Based on an initial review of the preliminary site plan and architectural renderings, the proposed development generally meets the intent of the compatibility criteria. Further analysis by way of a future report will be provided in the event specific compatibility concerns are identified through the public consultation process.

The Urban Design policies against which the proposed development is to be evaluated are contained in Section 7.3 of the Tecumseh OP, with the relevant policies as follows:

“7.0 Urban Design

7.3 Policies

...

- ii) The following guiding principles should be used to ensure the development of successful communities:
 - a. foster attractive communities and a sense of place;
 - b. create compact, accessible, mixed-use communities;
 - c. provide a variety of housing types;
 - ...
 - e. foster developments that are context sensitive.

...

- vi) Several roads provide principal entrances to the Town for vehicular traffic including: Tecumseh Road, Old Tecumseh Road, Brighton Road, Riverside Drive, **Lesperance Road**, Manning Road, County Road 42, County Road 46, County Road 34, Highway 3, County Road 9, County Road 11 and Malden Road. Each provides an important entry or “gateway” to the Town. Treatment of these roadways is therefore a high priority. Development is intended to be characterized by a high standard of site design that satisfies the following objectives:
- a. buildings are oriented to enhance the relationship of the buildings to the road;
 - b. vehicular parking, except for visitor parking and parking for people with a disability, are provided on the sides and rear of the buildings;
 - c. joint access or shared driveways are required, in conjunction with parking to the side and rear of buildings, in order to make the area available at the front of buildings for landscaping;
 - d. service areas, including loading, garbage and storage areas, are not exposed to the roads. Where this is not practical, such areas should be screened from public view by appropriate landscaping and/or fencing;
 - e. screening for outdoor storage areas is integrated with the building; and
 - f. landscaping on the site is planned to ensure a continuous landscaped area between the buildings and the road.”

On a preliminary basis, Administration believes the proposed development generally conforms to the aforementioned urban design standards. Based on all the foregoing, the Tecumseh OP contemplates the type of residential development being proposed for the subject property, subject to the review, evaluation and public/stakeholder consultation process being undertaken as part of the required Zoning By-law Amendment process.

Zoning By-law 1746

As noted earlier in this Report, the subject land is currently zoned “Residential Zone 2 (R2)” (see Attachment 6), which permits only single-unit dwellings. The proposed site-specific “Residential Zone 3 (R3-24)” zone would permit the construction of the proposed residential development and establish provisions related to minimum lot frontage, lot area, height, yard depths/widths (front, side, rear) and encroachments for patios/balconies.

Municipal Servicing

Town Administration has reviewed the Sanitary Analysis and the FSR and advises that the proposed development is located within an area with access to full municipal water, wastewater, and storm services. As noted previously, sufficient sanitary servicing capacity exists. With respect to municipal water and stormwater services, the developer will be required to update the FSR as necessary and complete all required technical studies, analyses, and testing, condition assessments of the existing service connections and approval from PWES prior to re-use, including verification of proposed storm flows against the Town’s Stormwater Model and completion of hydrant testing to confirm adequate water supply. These revisions will be required prior to Council rendering a decision on the application.

Site Plan Control

In addition to the rezoning application, the approval and execution of a site plan control agreement with the Town will be required prior to the proposed development proceeding.

Conclusion

Having regard to the range, scale, location and nature of surrounding uses, the location and positioning of the proposed residential buildings along with the current policy environment for Medium Density Residential development, it is appropriate to consider the requested site-specific application.

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

If issues arise at the Public Meeting that are not immediately resolved, a summary of the issues, along with a final recommendation on the application will follow by way of a future Planning Report. If, however, all issues are resolved, a Zoning By-law amendment by-law will be brought forward for Council's consideration at a subsequent Council Meeting.

Consultations

Public Works & Engineering Services

Financial Implications

None.

Link to Strategic Priorities

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

Communications

Not applicable

Website Social Media News Release Local Newspaper

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

Prepared by:

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

Reviewed by:

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

Reviewed by:

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

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

Attachment Number	Attachment Name
1.	Property Location Map
2A.	Preliminary Site Plan

Attachment Number	Attachment Name
2B.	Air Photo with Preliminary Site Plan Overlay
3A.	Preliminary Architectural Renderings 1
3B.	Preliminary Architectural Renderings 2
4.	Property Location and Surrounding Land Uses Map
5.	Official Plan Map
6.	Zoning Map



Prepared By:
Development Services

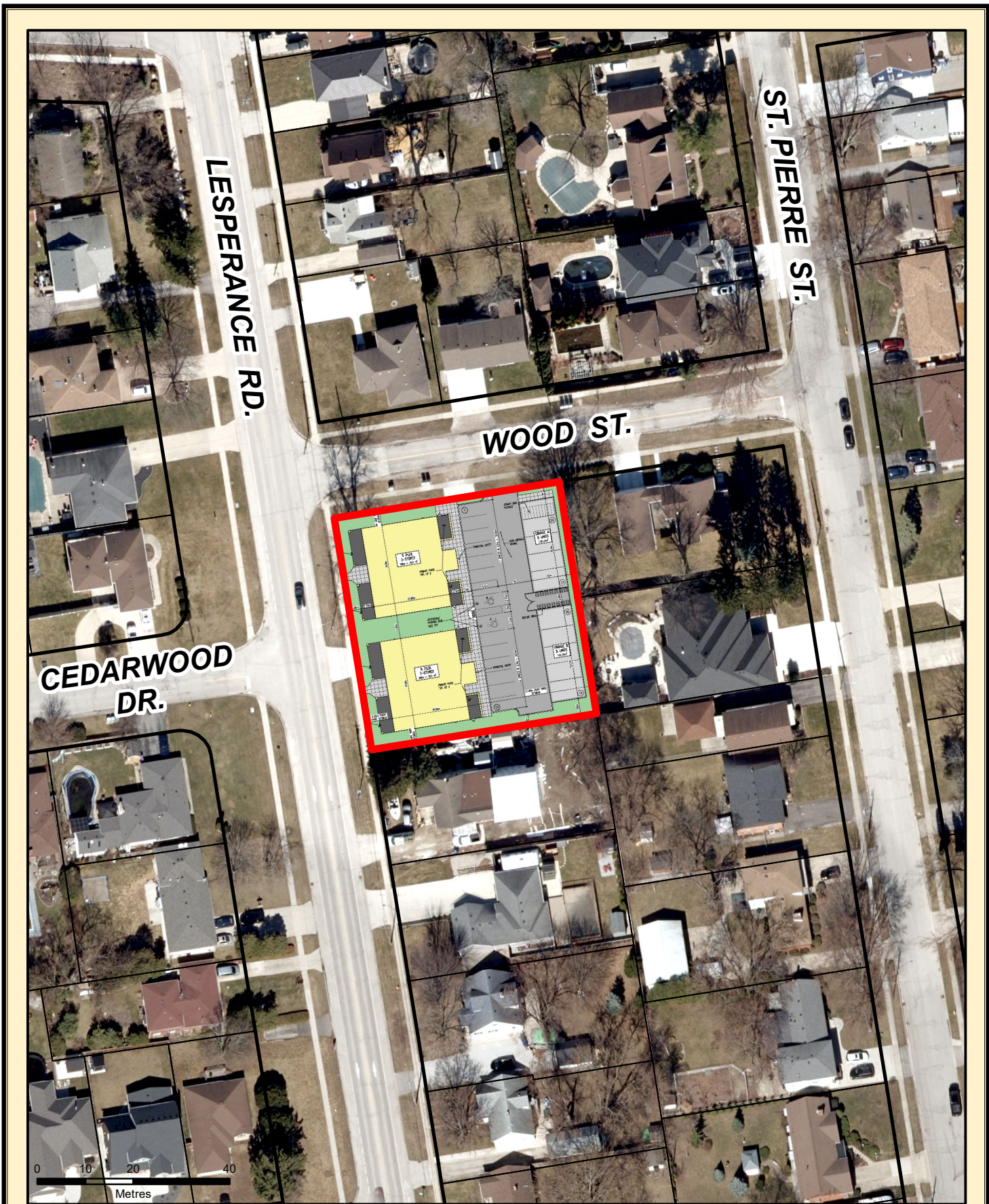


Legend:



Subject Property

Attachment 1, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Property Location



CEDARWOOD DR.

LESPERANCE RD.

WOOD ST.

ST. PIERRE ST.



Prepared By:
Development Services

Legend:



Subject Property

Attachment 2B, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Air Photo with Site Plan Overlay



View from Lesperance Road looking northeast



View from Lesperance/Wood intersection looking southeast



Prepared By:
Development Services

Attachment 3A, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Preliminary Architectural Renderings 1



View from Wood Street looking southwest

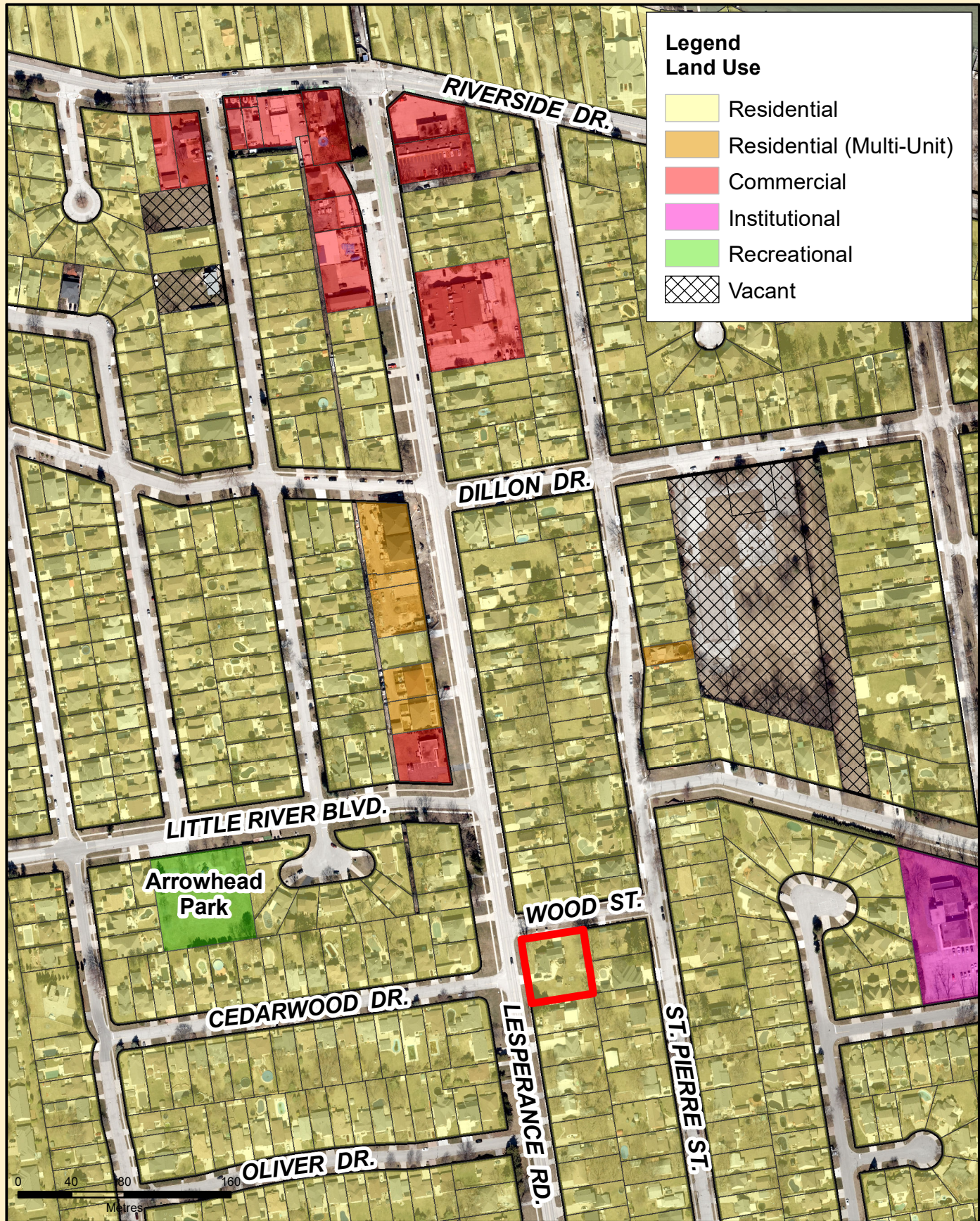


View from Wood Street looking south



Prepared By:
Development Services

Attachment 3B, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Preliminary Architectural Renderings 2



**Legend
Land Use**

- Residential
- Residential (Multi-Unit)
- Commercial
- Institutional
- Recreational
- Vacant



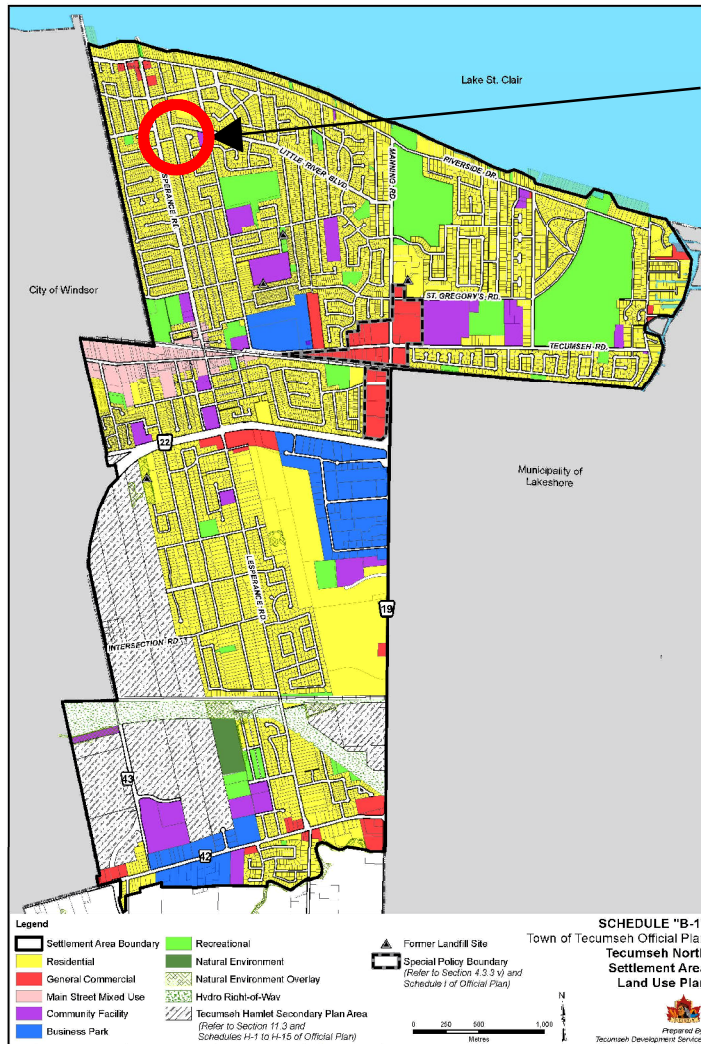
Prepared By:
Development Services



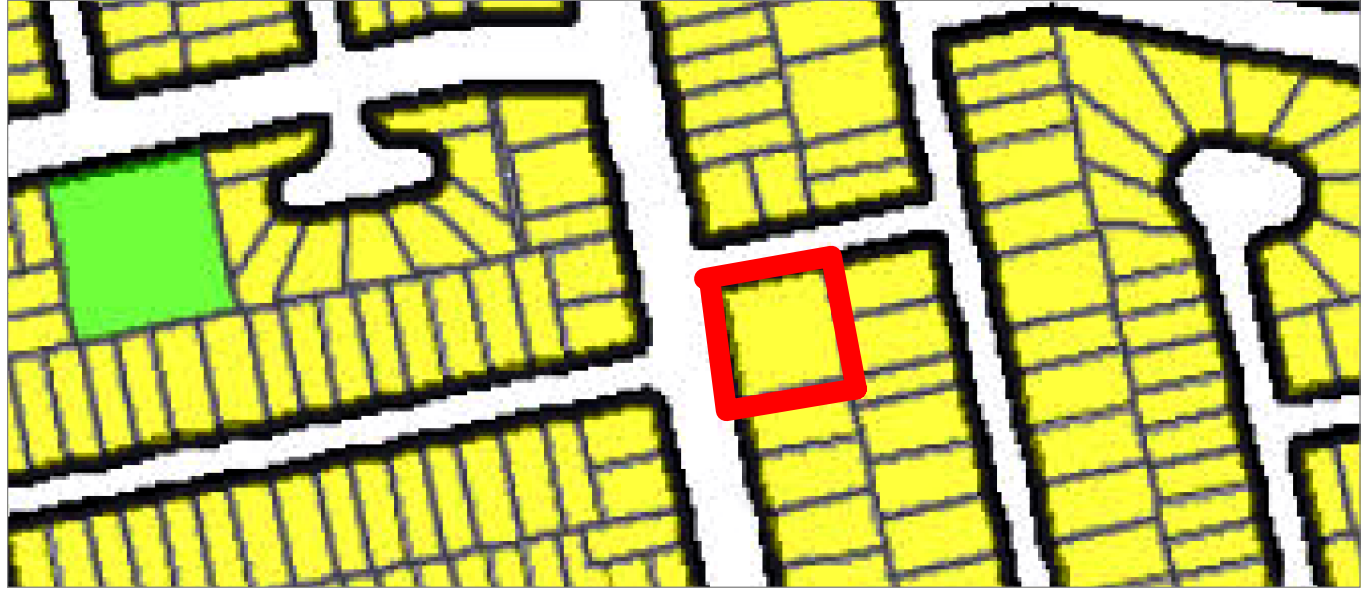
Legend:

- Subject Property

Attachment 4, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Property Location and Surrounding Land Uses



Subject Property
(see zoom below)




Prepared By:
Development Services

 Subject Property

Attachment 5, DS-2026-19
Zoning By-law Amendment
350 Lesperance Road
Official Plan

