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TECUMSEH HAMLET SECONDARY PLAN  
TOWN OF TECUMSEH

PREPARED BY:  
DEVELOPMENT SERVICES DEPARTMENT AND DIALOG  
September 16, 2024

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## Part A: The Plan Context

### 1. Purpose

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

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

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

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

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

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

## 2. Secondary Plan Structure

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

### *Part A — The Plan Context:*

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

### *Part B — The Secondary Plan:*

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

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

### *Part C — Implementation:*

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

THSP list of schedules:

<b>Schedule H-1</b>	Study Area
<b>Schedule H-2</b>	Structure Plan
<b>Schedule H-3</b>	Road Hierarchy

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

### 3. The Study Area

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

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

## **Part B: The Secondary Plan**

### **4. A Vision for change in the Hamlet**

#### **4.1. Vision Statement**

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

#### **4.2. The Guiding Principles**

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

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

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

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

##### **4.2.2 *Create a unique identity and quality of place***

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

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

#### **4.2.3 Provide opportunities for all to live in the Hamlet**

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

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

#### **4.2.4 Create lively and viable commercial nodes**

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

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

#### **4.2.5 Create walkable neighbourhoods**

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

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



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

#### **4.2.6 Provide high quality open spaces**

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

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

#### **4.2.7 Protect and enhance heritage resources**

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

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

#### **4.2.8 Create a supportive transportation network**

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

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

#### **4.3 Area Structure**

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

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

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

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

## 5. Land Use Policies

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

### 5.1. Overarching Policies

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

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

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

## **5.2. Residential**

### **5.2.1 Goals**

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

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

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

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

### **5.2.2 General Policies**

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

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

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

### **5.2.3 Low-Density Residential**

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

#### **5.2.3.4 Policies**

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

### **5.2.4 Medium-Density Residential**

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

#### **5.2.4.1 Policies**

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

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

### **5.2.5 High-Density Residential**

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

#### **5.2.5.1 Policies**

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

### **5.3. Commercial Areas**

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

#### **5.3.1 Goals**

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

### **5.3.2. Anchor Commercial**

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

#### **5.3.2.1 Policies**

- i. Permitted uses include a range of large format retail-commercial uses which typically require a larger building footprint and ground floor area as compared to uses within the Main Street – Mixed Use or Neighbourhood Commercial designations. Uses such as office or support spaces for employees are permitted, provided that they are ancillary to the principal use and contained within the same building. In addition, outdoor garden centres and retail fuel sales are permitted as ancillary uses.
- ii. Additional retail uses which are complementary in nature to the larger, primary commercial use may be permitted, where it is demonstrated, to the satisfaction of the Town, that the planned function of the Main Street Mixed Use area is not undermined.
- iii. The maximum building height is 1-storey, with allowance for floor-to-ceiling height as appropriate for a grocery store or other large-scale retail use.
- iv. The minimum gross floor area is 5,000 m<sup>2</sup> for a stand-alone large-format retail use such as a supermarket or any large-scale commercial use.
- v. Landscape features will be used both within and along the edges of surface parking lots to visually buffer them from abutting streets. Development will support a comfortable pedestrian-scale and walkable environment through quality design.
- vi. Publicly accessible amenities or rest areas, including outdoor seating/dining areas or landscaped spaces will be permitted subject to the provisions in the Urban Design Guidelines of the THSP.
- vii. All new Anchor Commercial development shall be subject to site plan control pursuant to Section 41 of the Planning Act, R.S.O. 1990.



### **5.3.3. Neighbourhood Commercial**

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

#### **5.3.3.1 Policies**

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

### **5.3.4. Main Street – Mixed Use**

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

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

#### *5.3.4.1 Goals*

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

#### *5.3.4.2 Policies*

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

## **5.4. Community Facility**

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

### **5.4.1 Goals**

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

### **5.4.2 Policies**

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

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

## **5.5. Recreational**

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

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

### **5.5.1 Goals**

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

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

### **5.5.2 Policies**

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

## **5.6. Stormwater Management Ponds**

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

### **5.6.1 Goals**

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

### **5.6.2 Policies**

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

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

### **5.7. Major Infrastructure Corridor Overlay**

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

#### **5.7.1 Policies**

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

### **5.8. Natural Environment**

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

### **5.8.1 Policies**

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

## **5.9. Natural Environment Overlay**

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

### **5.9.1 Policies**

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

## **6. Urban Design Guidelines**

### **6.1. Objectives**

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



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

## **6.2. Built Form Framework**

### ***Objectives***

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

### ***Building Orientation and Placement***

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

***Frontages, entrances, and facades***

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

***Height, Scale, Massing***

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

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

### **Ground Level Uses**

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

### **Priority Lots**

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

### ***Parking and Servicing***

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

### ***Landscaping and Common Outdoor Amenity Space***

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

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

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### **6.3. Open Space Framework**

#### **Objectives**

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

#### **Parks**

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

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

### **Green Streets**

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

### **Stormwater Management Ponds (SWMPs)**

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

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

### ***Hydro Corridor***

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

## **6.4. Movement Framework**

### ***Objectives***

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



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

### ***Road Network***

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

### ***Vehicular Circulation***

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

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

### ***Pedestrian Circulation***

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

### ***Cycling Circulation***

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

### ***Transit Circulation***

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

### ***Shields Street Special Design***

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

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

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

## **7. Municipal Services**

### **7.1 Municipal Water and Wastewater Services**

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

### **7.2 Municipal Stormwater Management Services**

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

### **7.3 Transportation Services**

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

## **Part C: Implementation**

### **8. Making it happen**

#### **8.1 General Guidance**

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

#### **8.2. Municipal Class Environmental Assessment (EA) Process**

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

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

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

### **8.3. Development Phasing**

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

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

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

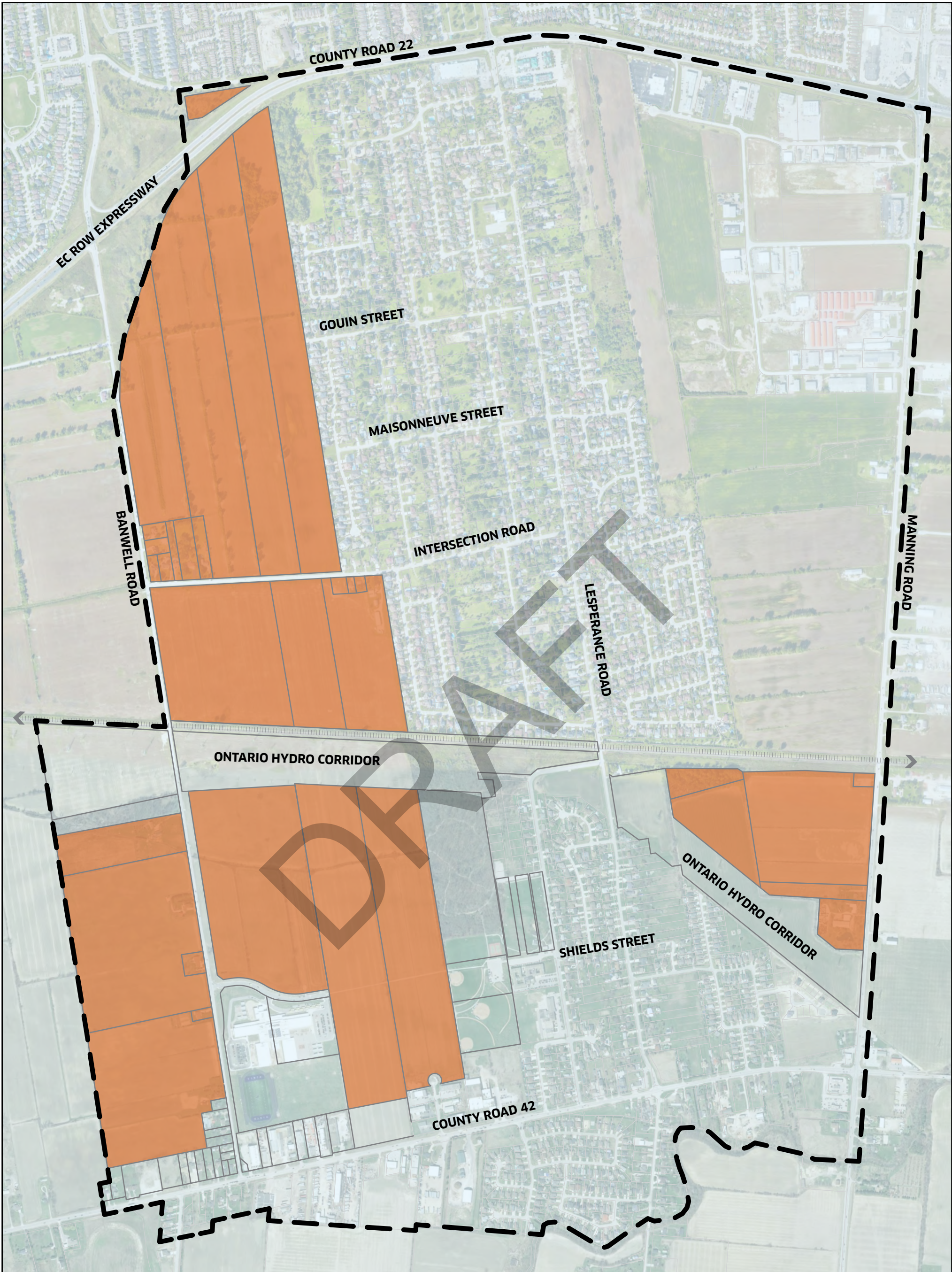
- e. To facilitate the development of an effective local road network the Town may require multiple landowners in the THSPA to enter into an agreement or agreements amongst themselves or with the Town to address matters including, but not limited to, the provision of key roads to access the arterial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

#### **8.4 Zoning By-laws**



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

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**Legend**

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

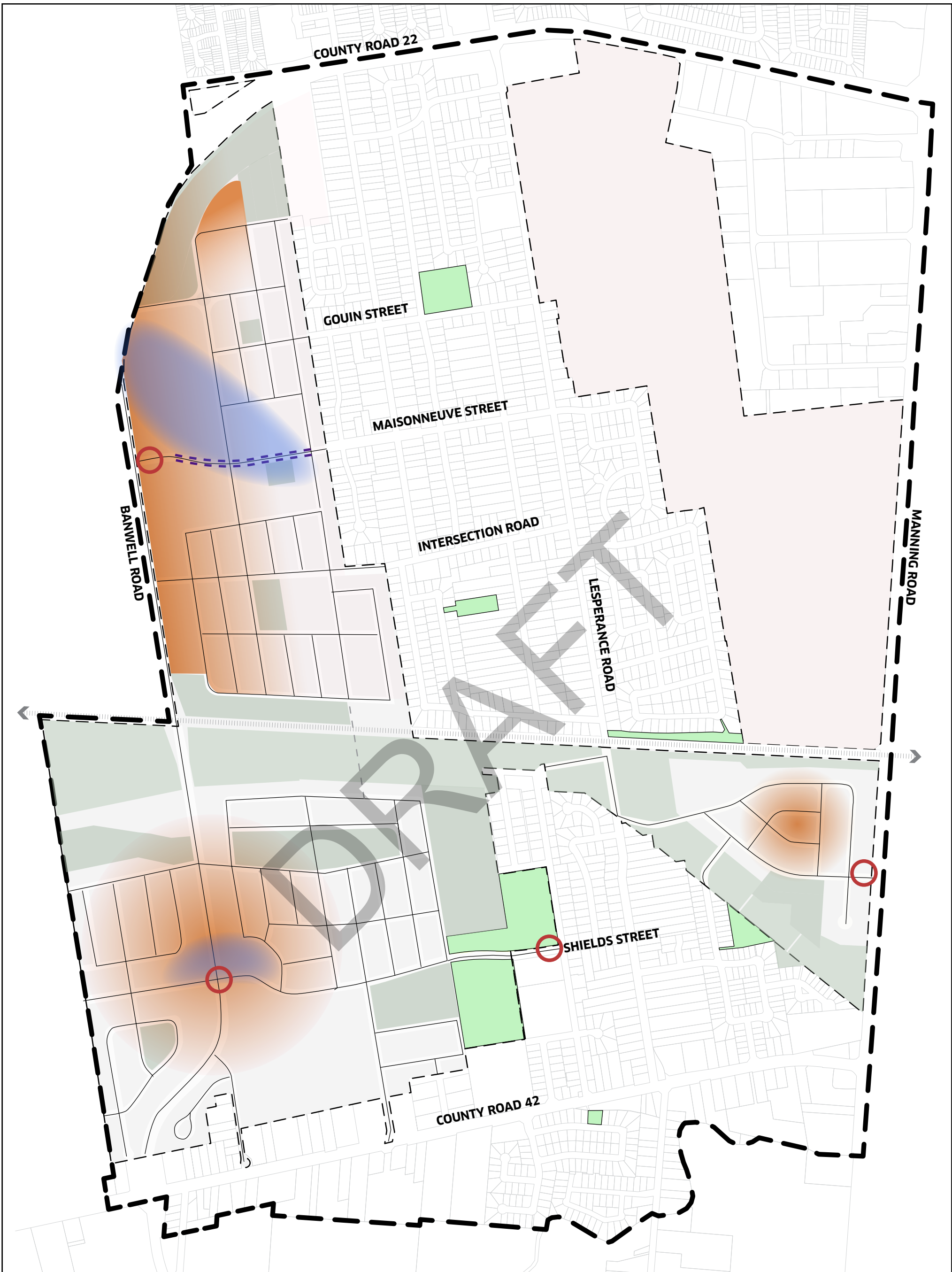
**SCHEDULE "H-1"  
THSPA**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



0 100 250 500 m



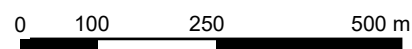


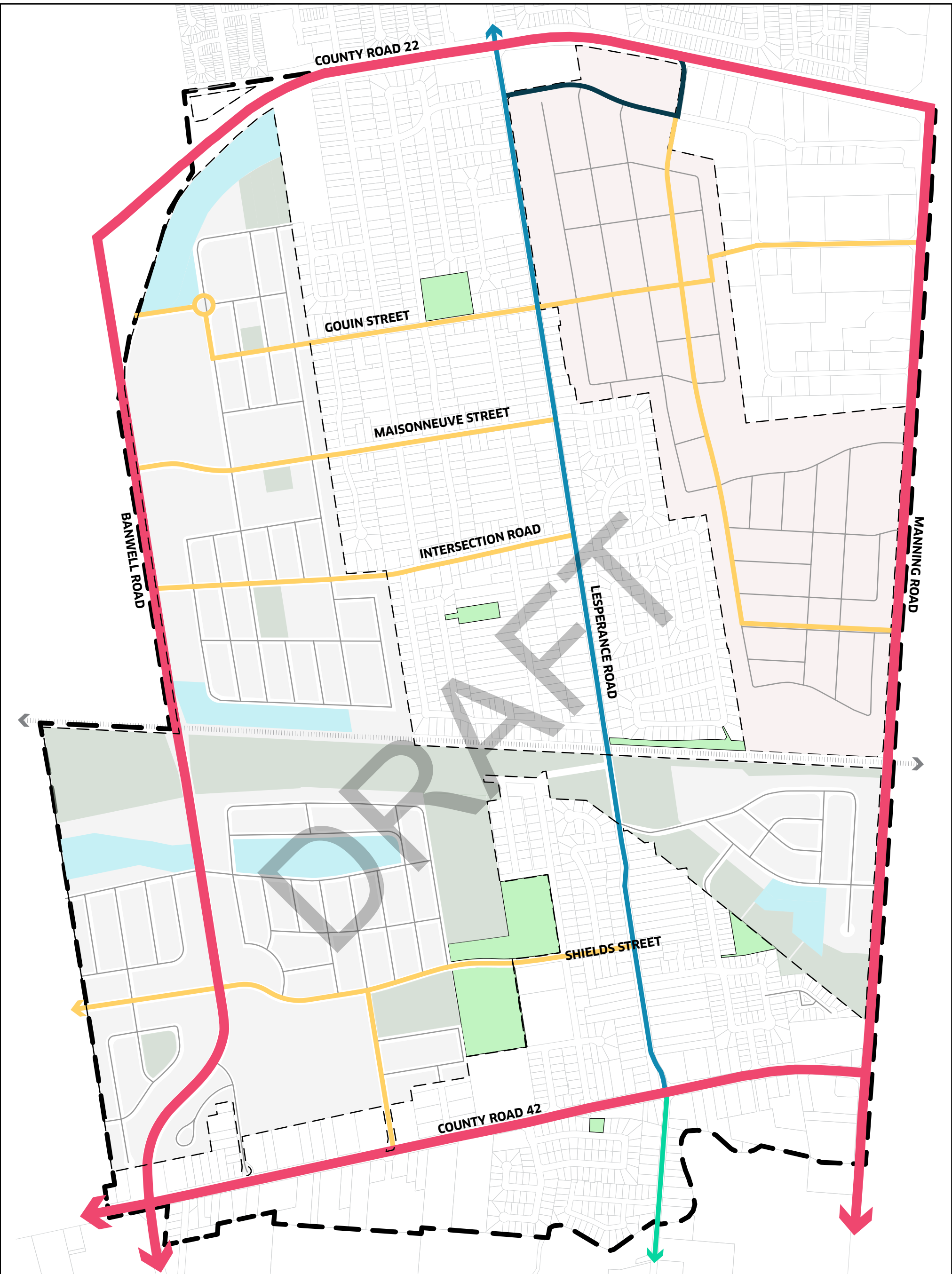
**Legend**

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

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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





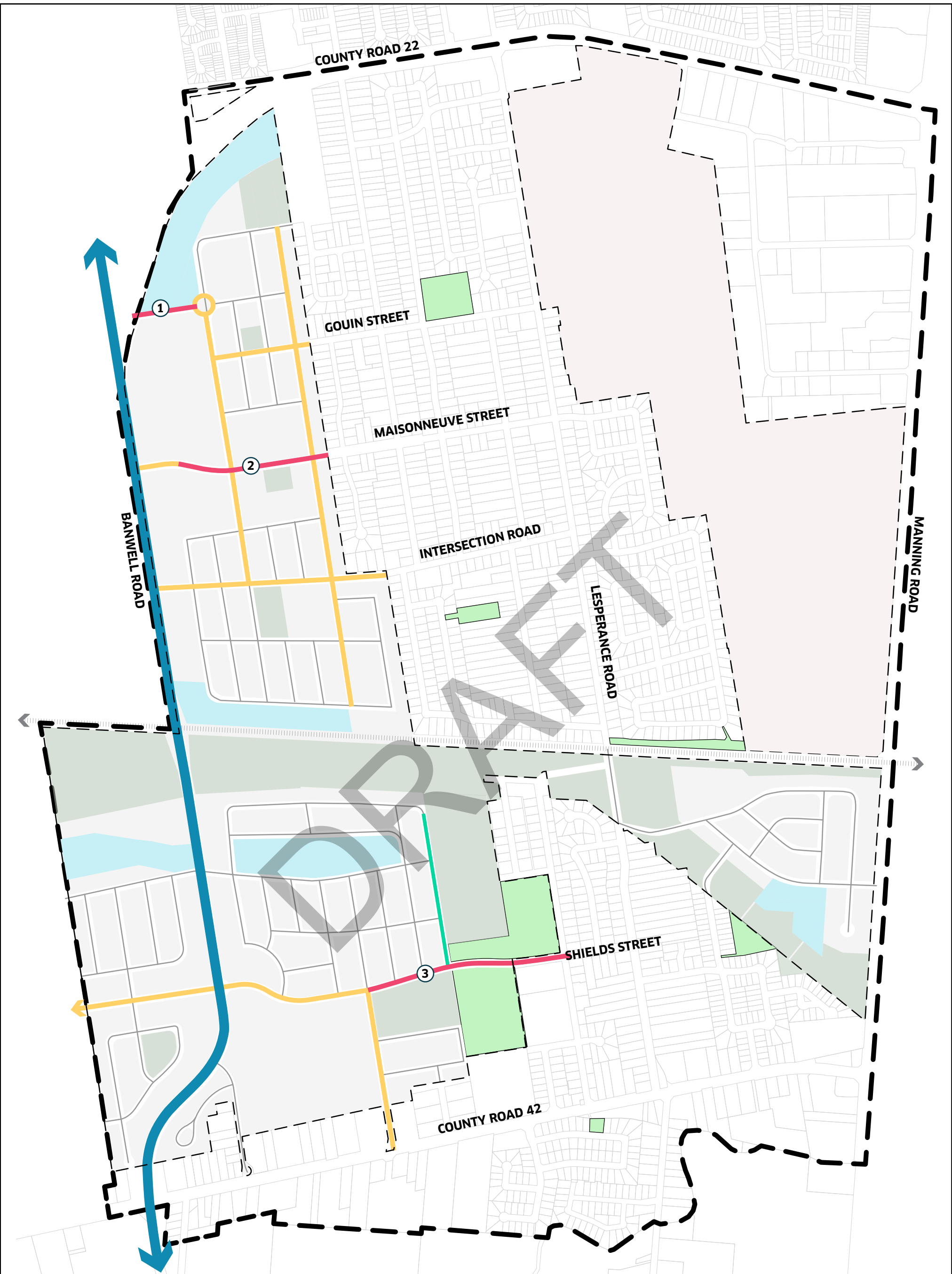
**Legend**

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

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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



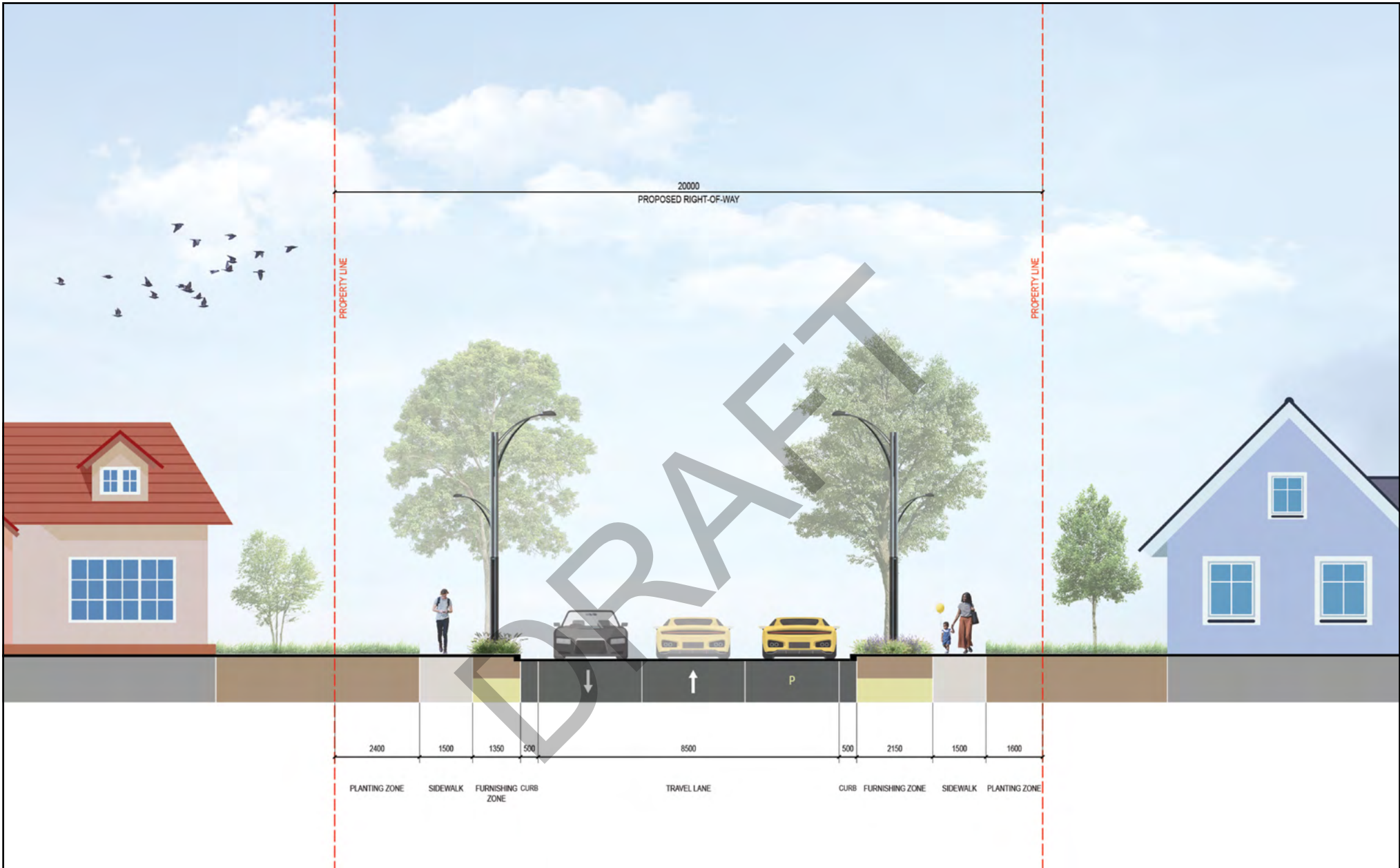


**Legend**

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

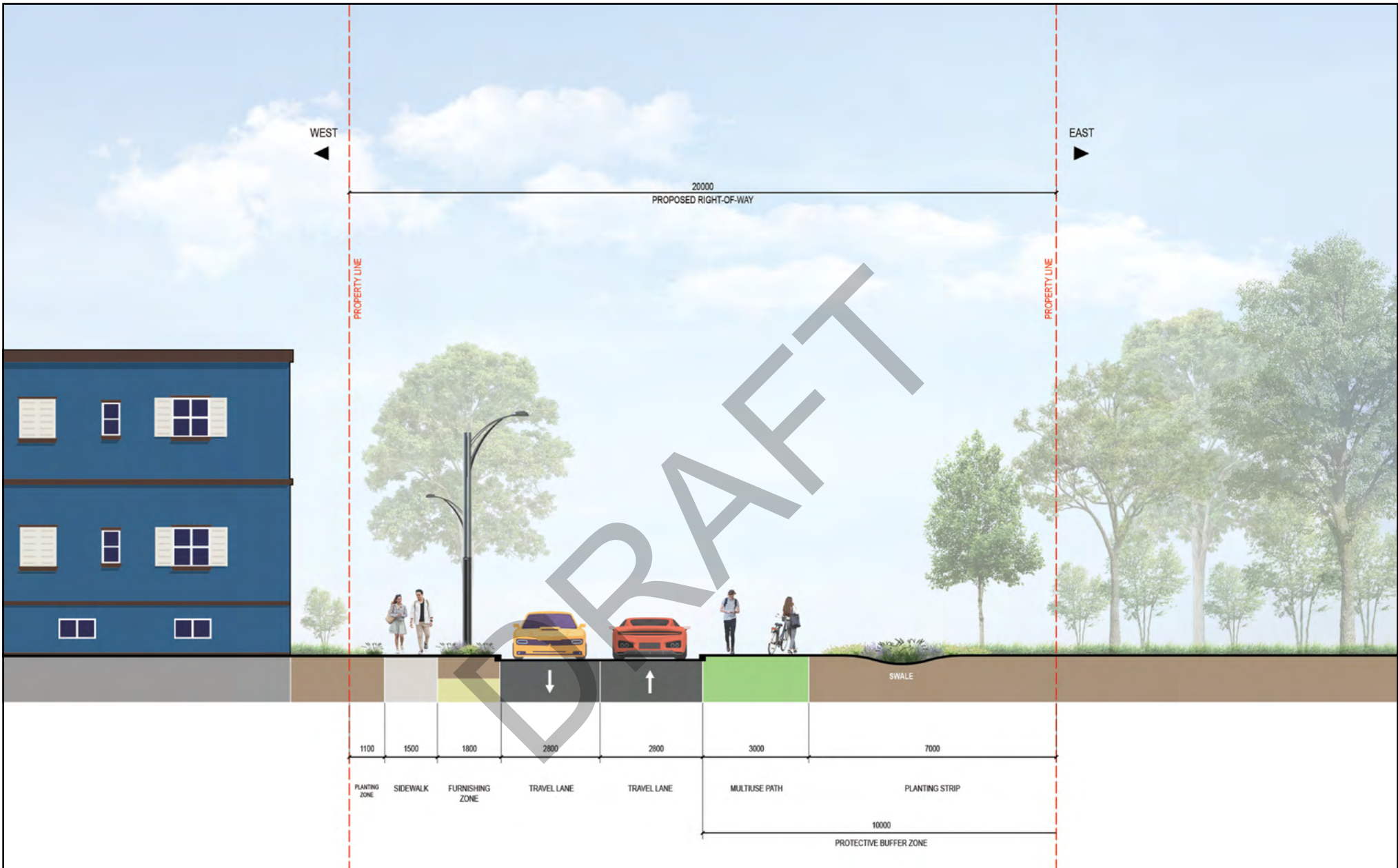
**SCHEDULE "H-4"**  
**PLANNED RIGHT OF WAY WIDTH**  
 Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





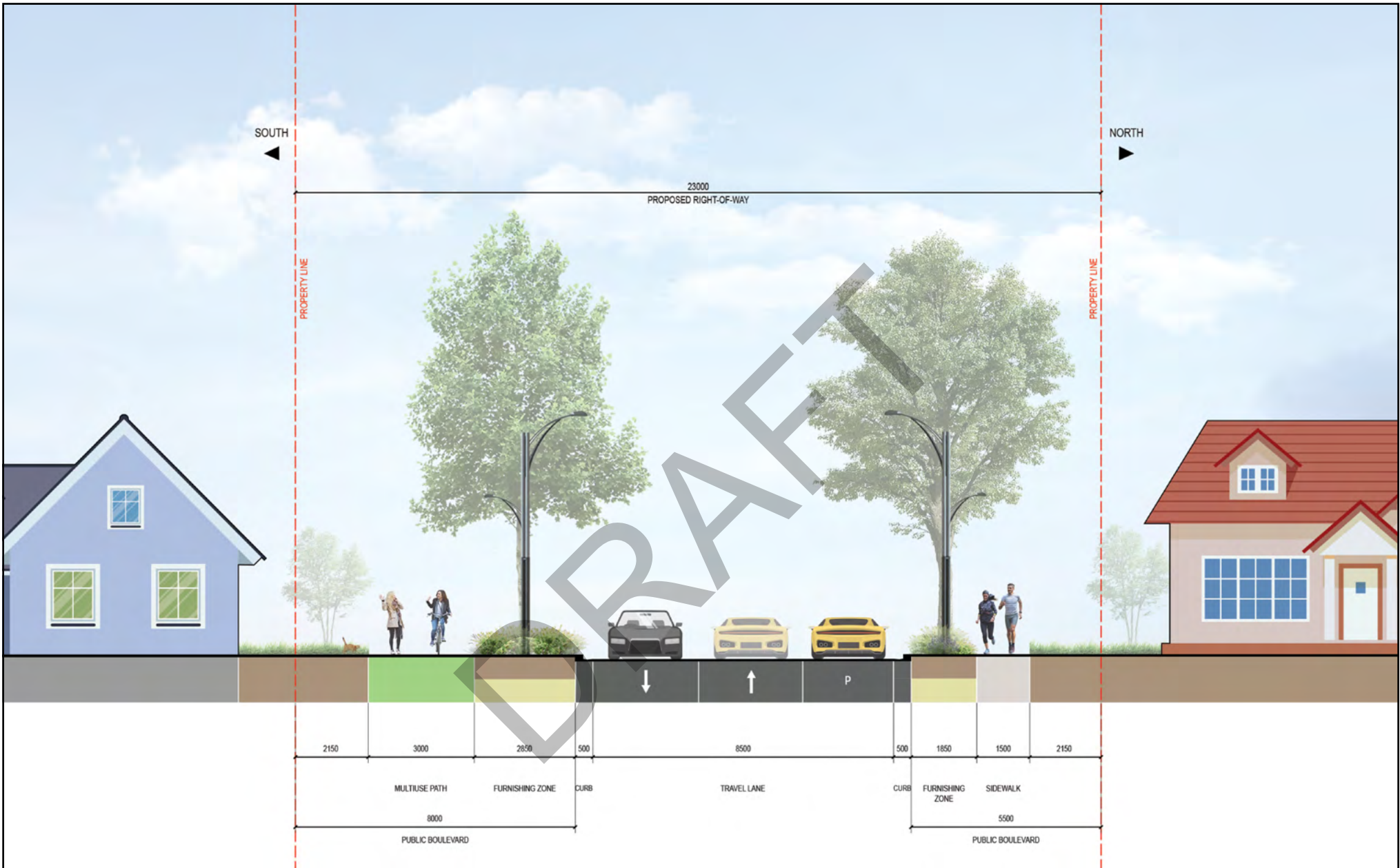
**SCHEDULE "H-5"**  
**CROSS SECTION - 20M ROW - TYPICAL**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



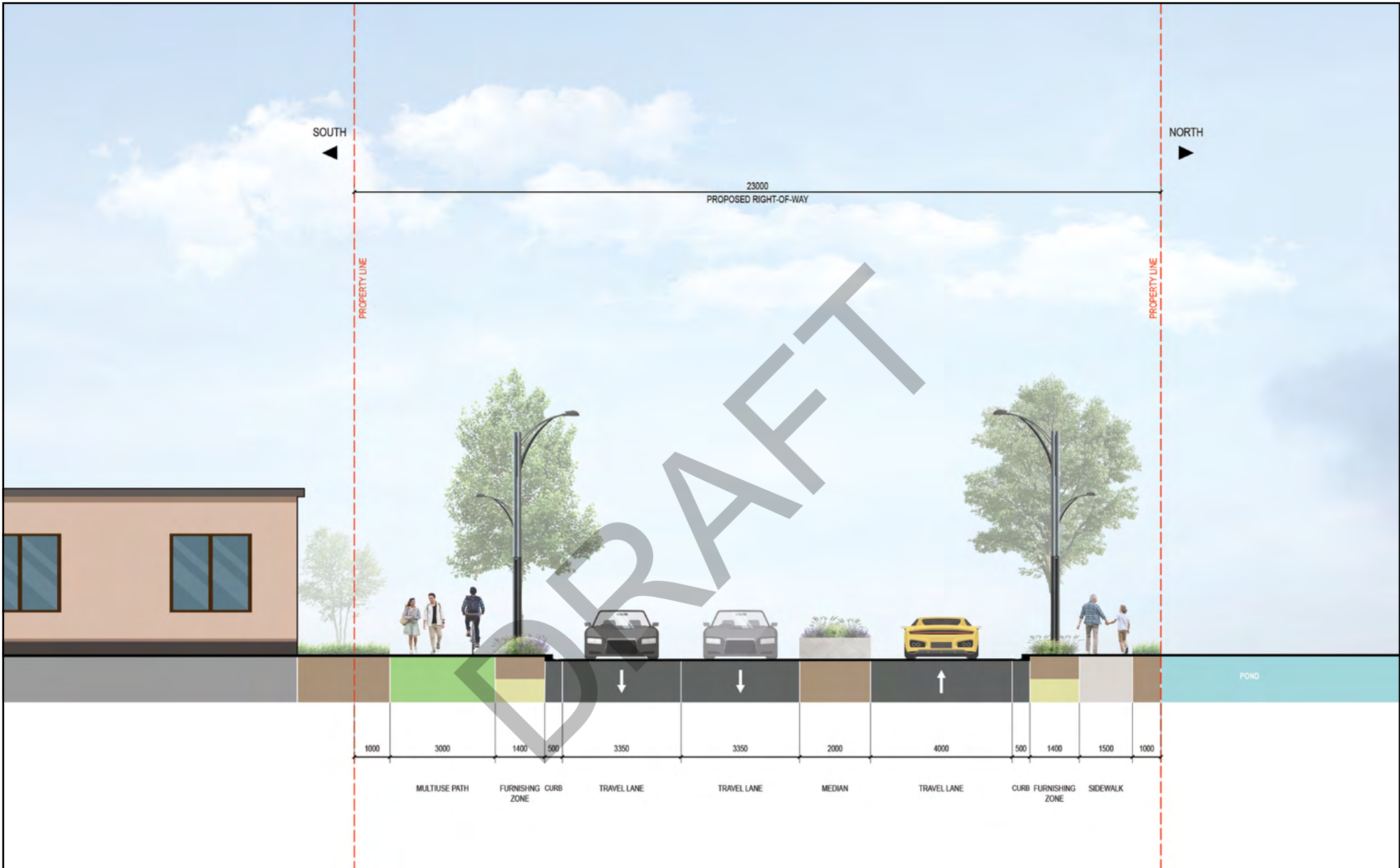
**SCHEDULE "H-6"**  
**CROSS SECTION - 20M ROW - SPECIAL DESIGN**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



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

Town of Tecumseh Official Plan  
 Tecumseh Hamlet Secondary Plan



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

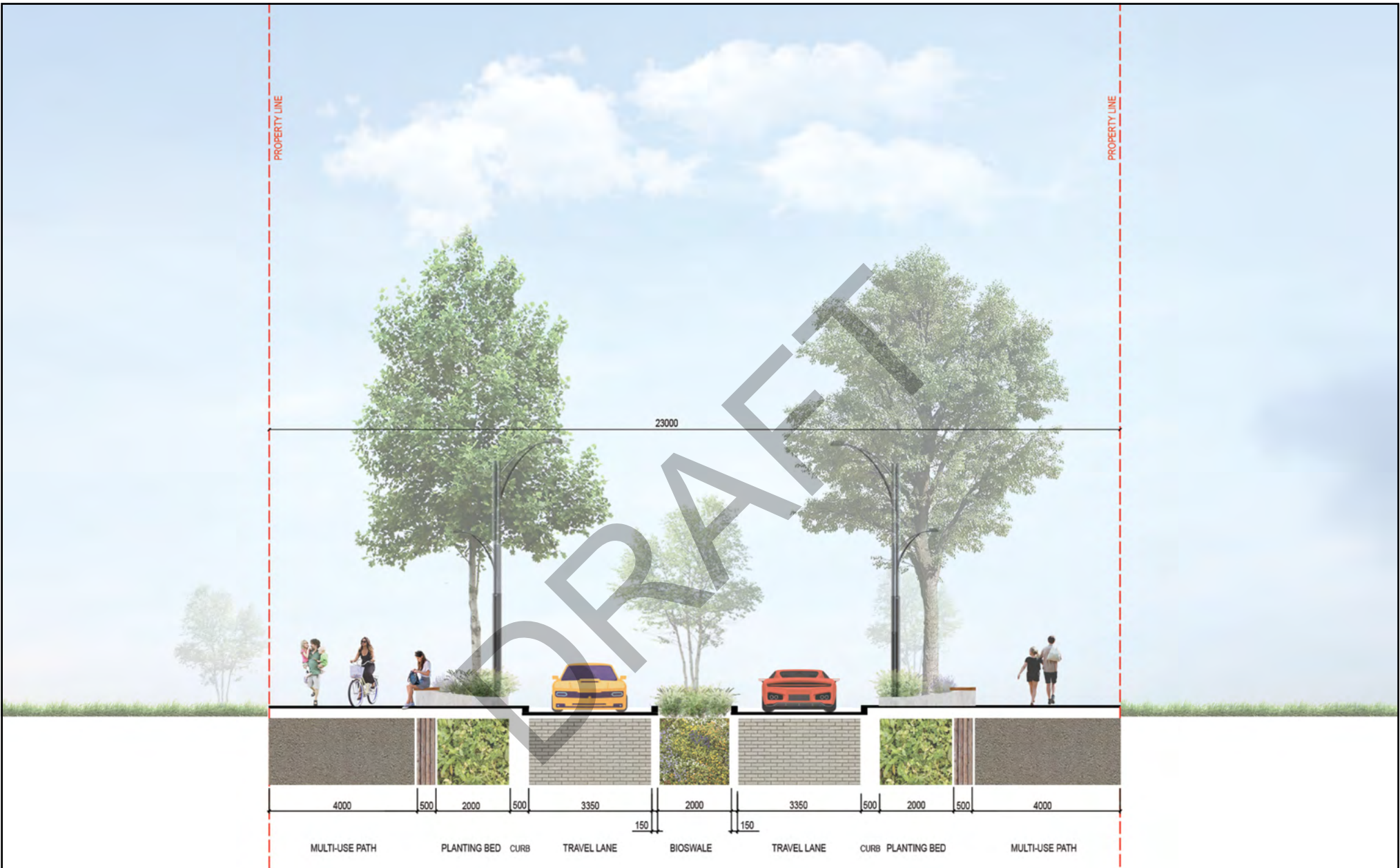
Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





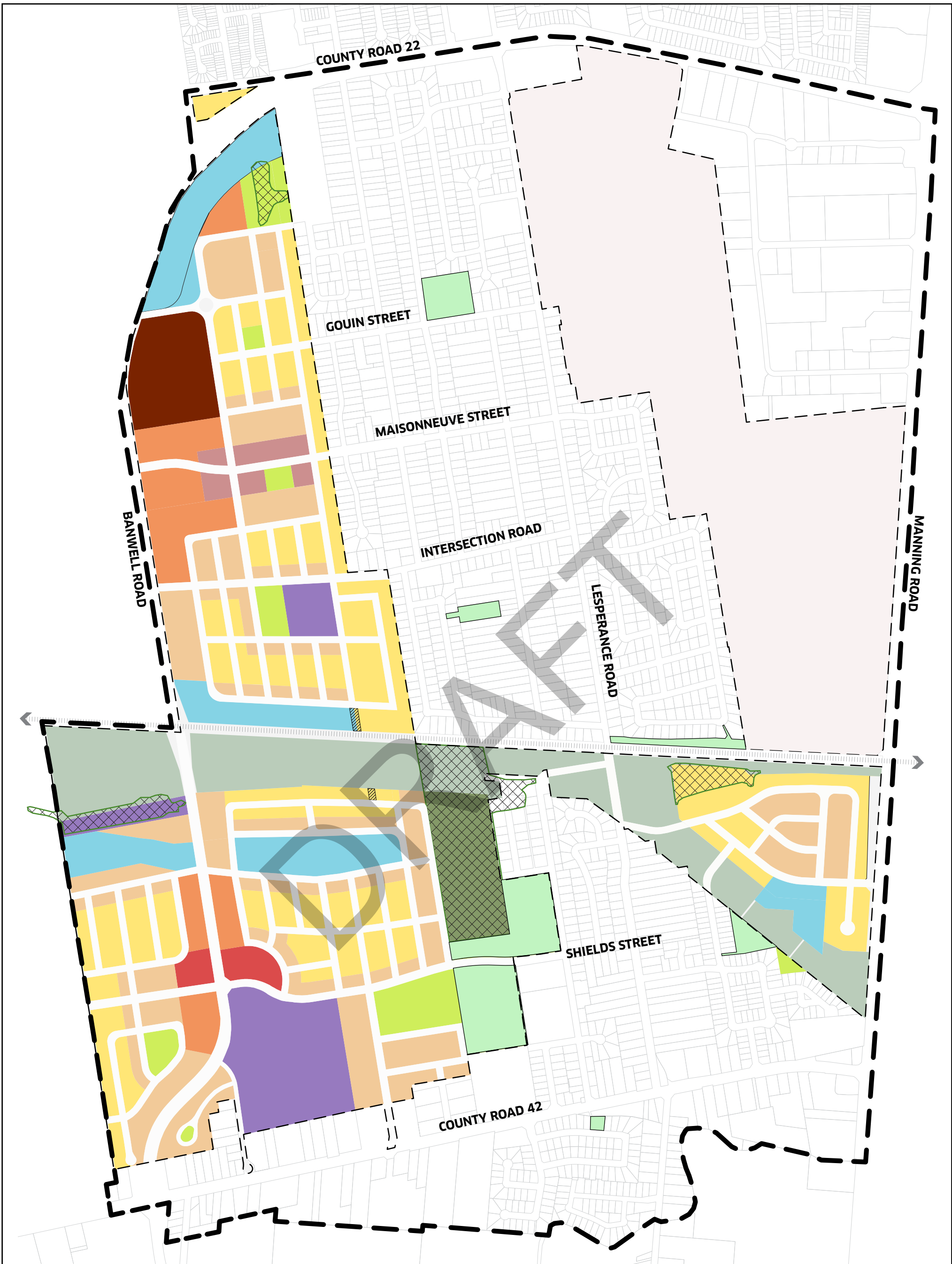
**SCHEDULE "H-9"**  
**CROSS SECTION - 23M ROW - SPECIAL DESIGN #2**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



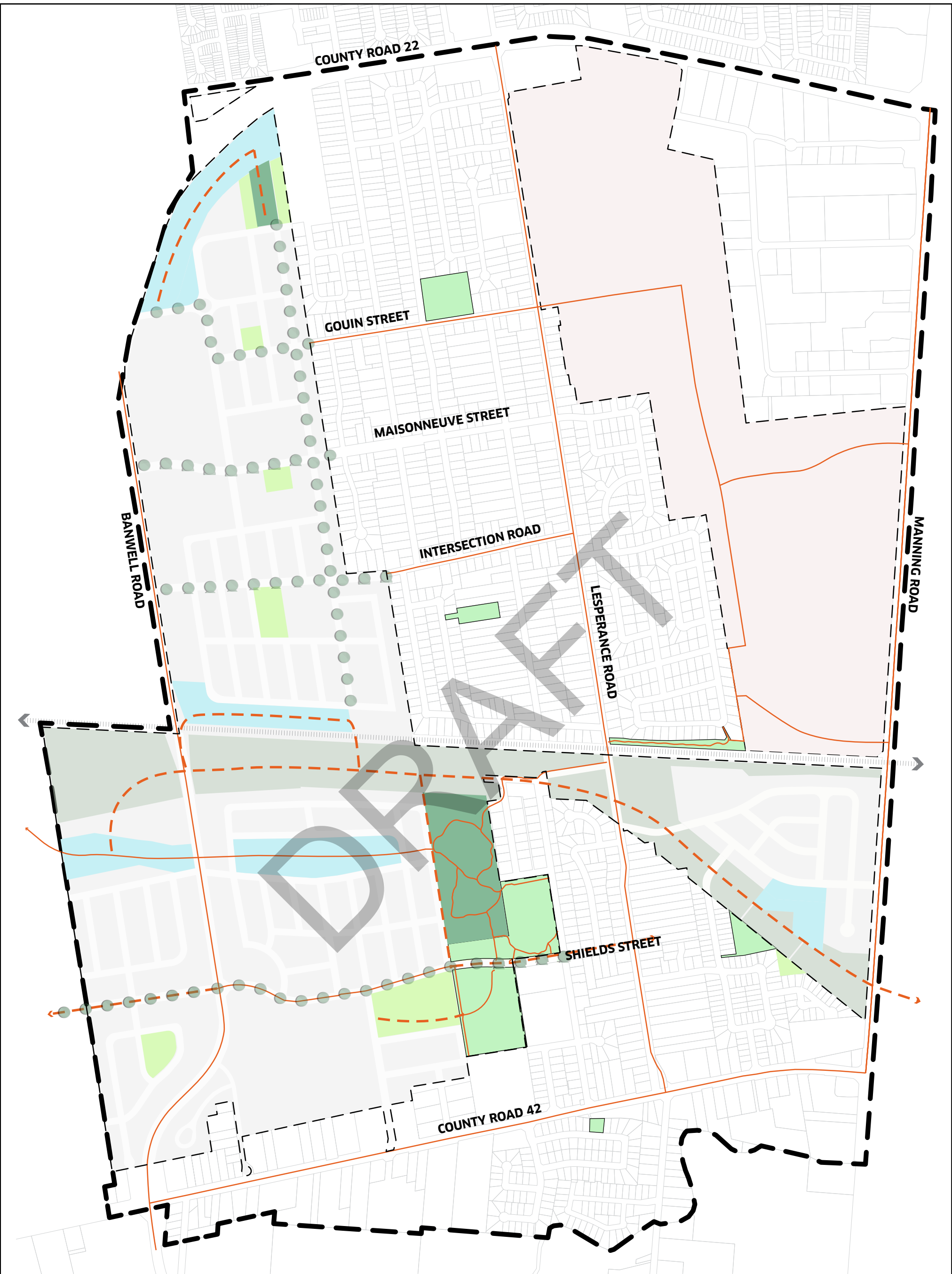
**Legend**

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

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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





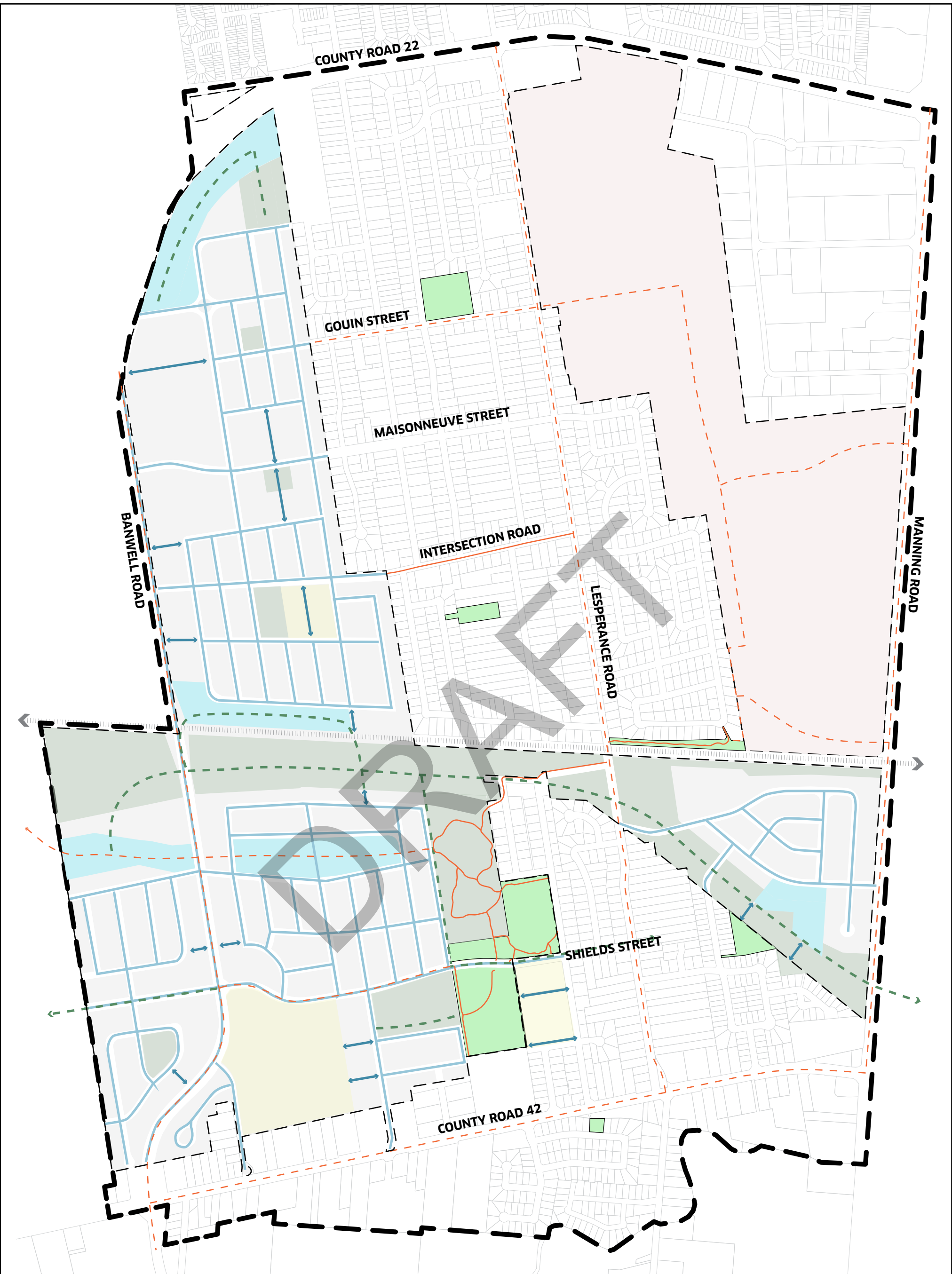
**Legend**

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

**SCHEDULE "H-12"**  
**OPEN SPACE FRAMEWORK**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**



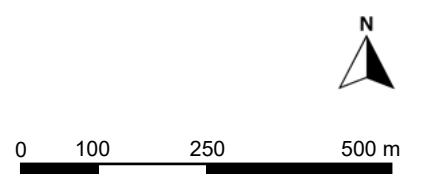


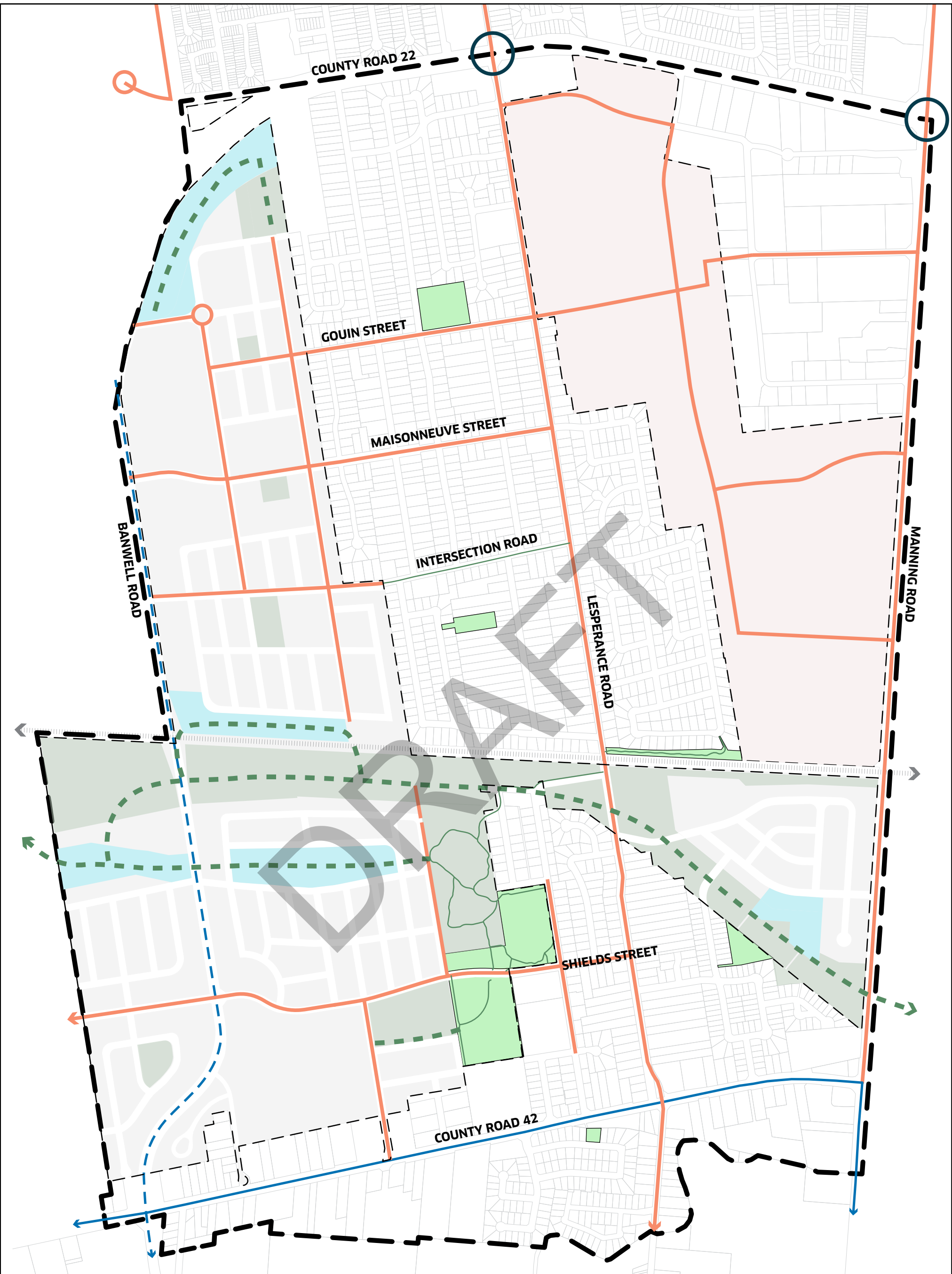
**Legend**

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

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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





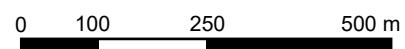
**Legend**

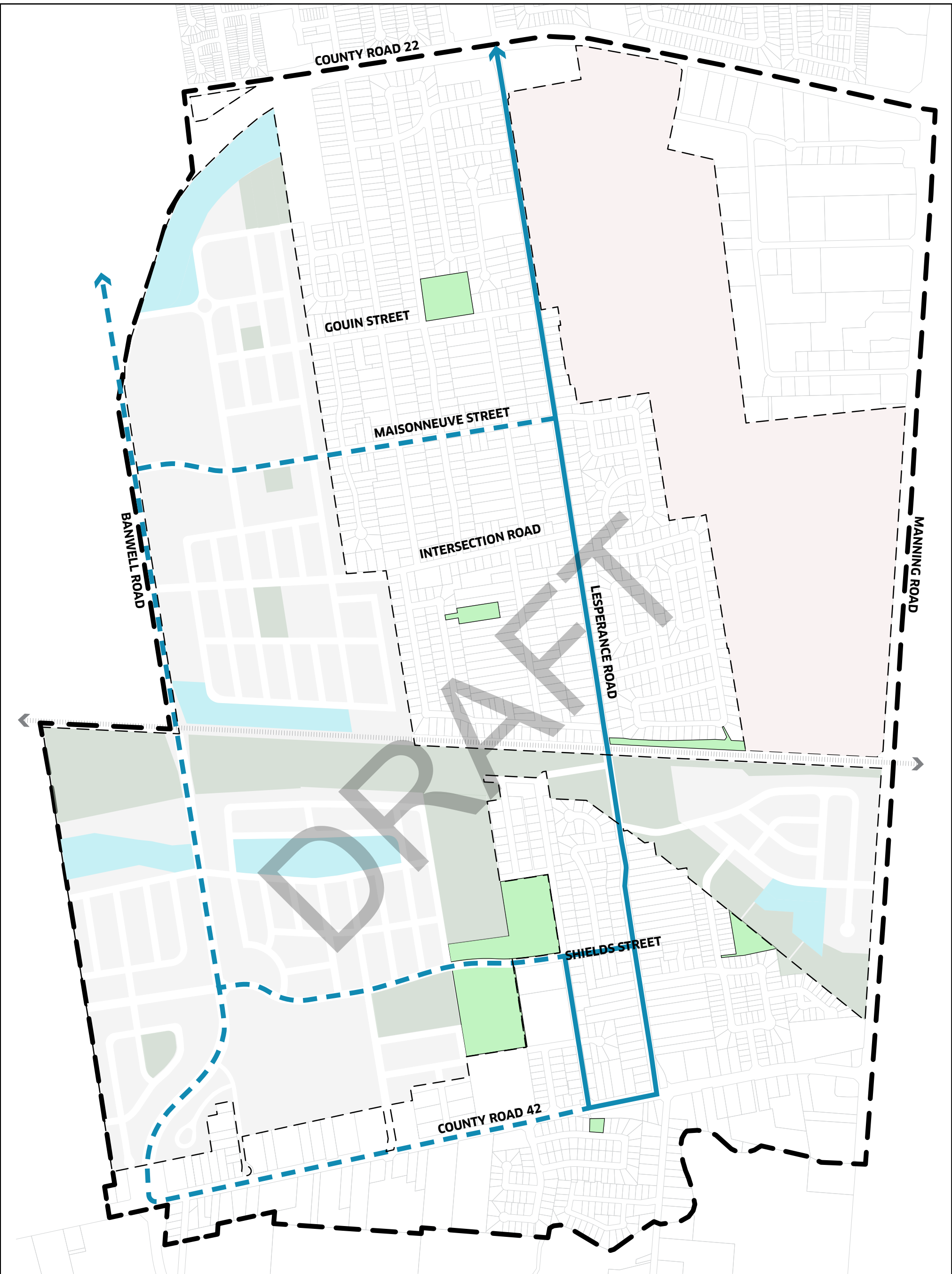
- Settlement Area Boundary (Tecumseh Hamlet)
- Tecumseh Hamlet Secondary Plan Area (THSPA)
- Manning Road Secondary Plan Area (MRSPA)
- Existing Parks
- Stormwater Management Pond
- Open Space Network

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

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

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**





**Legend**

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

**SCHEDULE "H-15"  
TRANSIT**

Town of Tecumseh Official Plan  
**Tecumseh Hamlet Secondary Plan**

