

Smart Choices for the WINDSOR-ESSEX *Region*

INTER-MUNICIPAL PLANNING CONSULTATION COMMITTEE

“Yes the wind has changed direction. The era we are heading into will be an era in which our lives, our ecosystems, our economies, and our choices will be constrained if we do not find a cleaner way to power our future and a better way to protect our natural world.”
--- Thomas L. Friedman

Great Changes Bring Great Challenges

WE HAVE ENTERED A NEW ERA

“We are at one of those bright-line moments in history when things could change in ways that we can hardly imagine and across a very broad number of areas simultaneously. We have seen such moments before -- the democratic revolutions of the Enlightenment or the Industrial Revolution, and in our own time, the information technology revolution. One thing they all had in common is that when things started changing, people could not initially grasp their full significance. Another

thing they had in common was that with all these great changes came great challenges. And it was rising to those challenges that defined the new era, drove progress, gave birth to new institutions, and separated winners from losers. Indeed the countries that inspired and invented the big solutions to the big problems of the past led the eras that followed. And those countries that failed to adapt fell by the wayside.”
--- David Rothkopf, Visiting Scholar at the Carnegie Endowment for International Peace



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Place Matters

*Here in the Windsor-Essex Region, the local planners released a statement of principles entitled “**Healthy Places, Healthy People – Smart Choices for the Windsor-Essex***

Region of Ontario”. These principles, found in the Appendix of this report, establish a blueprint for better community planning – an approach that will lead to more livable and, most importantly, healthier communities.



Toward Better Places

Challenges facing the Windsor-Essex Region bring new opportunities

1. *Contraction of the Global and Regional Economy*

Why Care?... The Windsor-Essex Region, like many other manufacturing centres throughout North America, is in the midst of an “economic meltdown”. This contraction has resulted in one of the highest rates of unemployment for any region in the country.



Unemployment is hovering at around 10 percent, and the number of monthly social assistance cases has increased to over 8,000. Since 2002, more than 18,000 manufacturing jobs have been lost in this region.

These numbers are expected to increase in 2009, as further plant closings and layoffs take place in the North American Auto

Industry and other sectors of the regional economy.

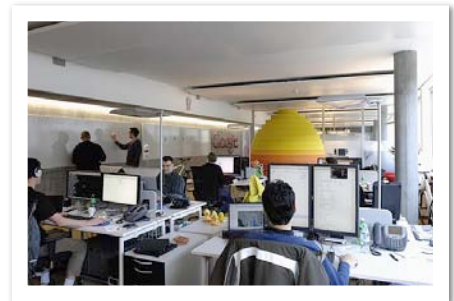
Challenges

& Opportunities.... In the short-term, community service providers and senior levels of government will need to put in place and deliver a broad range of programs and services to provide income support, housing, job re-training and counseling to a growing segment of the region’s population that will require such services for daily survival.

This increased level of public spending on social and community services will be occurring in a fiscal environment when tax revenues are declining and individual households’ ability to pay the escalating costs for these essential humanitarian services is being significantly constrained.

At the same time that these changes are taking place, the new economy that is emerging will be attracted to communities that are globally competitive and which

possess a broad range of recreational, leisure and cultural amenities to attract and retain highly educated, skilled, and entrepreneurial individuals.



In order to attract and retain these individuals the municipalities of this region will need to cooperate and to coordinate their respective actions (with the financial assistance of senior levels of government) to build modern and sustainable municipal infrastructure, and to take advantage of our unique locational and regional assets.

Supporting innovation and reinvesting in established neighbourhoods, main streets, downtown cores, town centres and in public transit, renewable energy and pedestrian/cycling-related infrastructure will create much needed jobs and will begin to revitalize our communities.

Toward Better Places

Challenges facing the Windsor-Essex Region bring new opportunities

2. Consequences of Single-Use, Large Format Commercial Centres

Why Care?... Almost all of the commercial development that has taken place in the Windsor-Essex Region in the last decade has involved single use, large format retail outlets and power centres located on new greenfield sites.



This development has contributed to a growing number of empty storefronts and underutilized buildings located within existing downtown cores, mainstreets and town centre districts across this region.

It has also required significant public investments to be made in

road-based infrastructure in new greenfield locations. Studies throughout North America have shown that if steps are not taken to address the growing social and economic problems resulting from this development trend, individuals and families that are most vulnerable and have the least income and mobility options are being left behind in neighbourhoods which no longer have convenient and easy access to nearby grocery stores, pharmacies and other necessary retail and service commercial amenities.

Challenges and Opportunities.... A comprehensive and coordinated approach must be taken in this region in order to create more vibrant, thriving, and sustainable communities and neighbourhoods. For elected officials, municipal staff and stakeholders affected, the challenge will be to formulate and begin implementing a forward thinking and effective new policy direction. This new

direction will require targeted financial incentives that will encourage entrepreneurs and developers to invest in employment centres and in commercial and residential developments located as part of compact, walkable and mixed-use urban neighbourhoods, downtown cores, mainstreets and town centre districts.



For such an approach to be successful, new large format commercial retail outlets need to be limited to coincide with population growth and integrated as part of compact, mixed-use developments. This multi-pronged strategy is in keeping with the principles contained in the “*Healthy Places, Healthy People, Smart Choices for the Windsor-Essex Region of Ontario*” document.

Toward Better Places

Challenges facing the Windsor-Essex Region bring new opportunities

3. Global Climatic Disruptions

Why Care?... Our continued reliance on carbon-based energy sources to power virtually all aspects of human activity is causing rapid increases in global temperatures. These climatic changes are having widespread impacts on weather events around the globe, and affect not only temperatures but also precipitation, humidity, soil moisture, ocean currents, snow and ice cover and atmospheric circulation patterns.



Most scientists agree that these global climatic disruptions will have devastating consequences to humans and to fragile ecosystems worldwide.

As these climatic changes begin to accelerate in the coming decades, it is anticipated that our

region will experience the following effects: more extremely hot days (above 35 degrees Celsius), increasing the risk of heat stress-related illness among the old, the young and those with chronic lung diseases; less snow but more freezing rain - a threat to transmission lines and road safety; changes in wildlife habitats and crop yields, requiring more irrigation and increasing the risk of warm climate diseases; and a drop in the Great Lakes water levels by as much as one metre by 2050, adversely affecting shipping, fisheries, water quality and water intake systems

Challenges and Opportunities... In the short-term, policies and practices will need to be implemented and funds allocated to help cope with the regional effects of climate change. Over the long-term, decisive measures will need to be taken to mitigate the contribution that the communities of our region make to this global problem. From a planning perspective, this means reshaping and building our communities to

be more compact, walkable and energy efficient. Creating communities, neighbourhoods and buildings that use less carbon-based energy sources, that can be efficiently served by public transit, and that reduce greenhouse gas emissions is part of the solution that we must all embrace in the Windsor-Essex Region.



Regions that will prosper in this new “Energy-Climate Era” will be those regions that understand the changes that must be made and which collectively establish and implement a comprehensive plan of action. The principles that are contained within the attached “*Healthy Places, Healthy People, Smart Choices for the Windsor-Essex Region of Ontario*” document provide a good starting point when formulating this new plan of action.

Toward Better Places

Challenges facing the Windsor-Essex Region bring new opportunities

4. *Take Strategic Advantage of Transportation Infrastructure Stimulus Projects*

Why Care?... We are at a critical juncture where energy, environmental, economic and social challenges are converging. The economic meltdown experienced in 2008 is more than just a credit crisis, it is a manifestation of what is not



socially, environmentally nor economically sustainable. The stimulus funds announced by government and the projects that will be decided upon represent a great opportunity for getting our region economically prosperous once again, but we must be ever mindful that these funds are

borrowed from future generations. They need to be applied in a thoughtful and strategic fashion that support sustainable communities so that future generations can prosper. This action calls for an integrated and diversified transportation network. We won't make any progress if we fail to deliver communities that are efficiently served by other transportation means than just the automobile. Simply adding more kilometres of roadway, or more vehicle lanes at the expense of other modes of travel is counter productive to lasting economic, environmental and human health.

Challenges and Opportunities... Recent stimulus funding has been earmarked exclusively for “shovel ready” projects which may not result in sustainable outcomes. We need to guide stimulus funding towards projects that meet the desired goals of an integrated and balanced transportation network that will link people to places and reduce our energy dependency, and in turn provide much needed economic benefits. In order to

rebuild and maintain neighbourhoods and communities that are safe, vibrant and livable, we need coordinated and strategic infrastructure investment decisions to be made in the Windsor-Essex Region.



Creating “complete streets”, where residents can walk, ride their bikes and take public transit to nearby shopping, places of work and recreation, should be a key priority for municipal infrastructure projects. The stimulus package and the projects it will deliver represent a significant opportunity to reshape our region and better position us in the global economy, delivering immediate economic and environmental benefits and creating lasting value that will improve the quality of life for residents of this region and their children and grandchildren.

Trends of the Region:

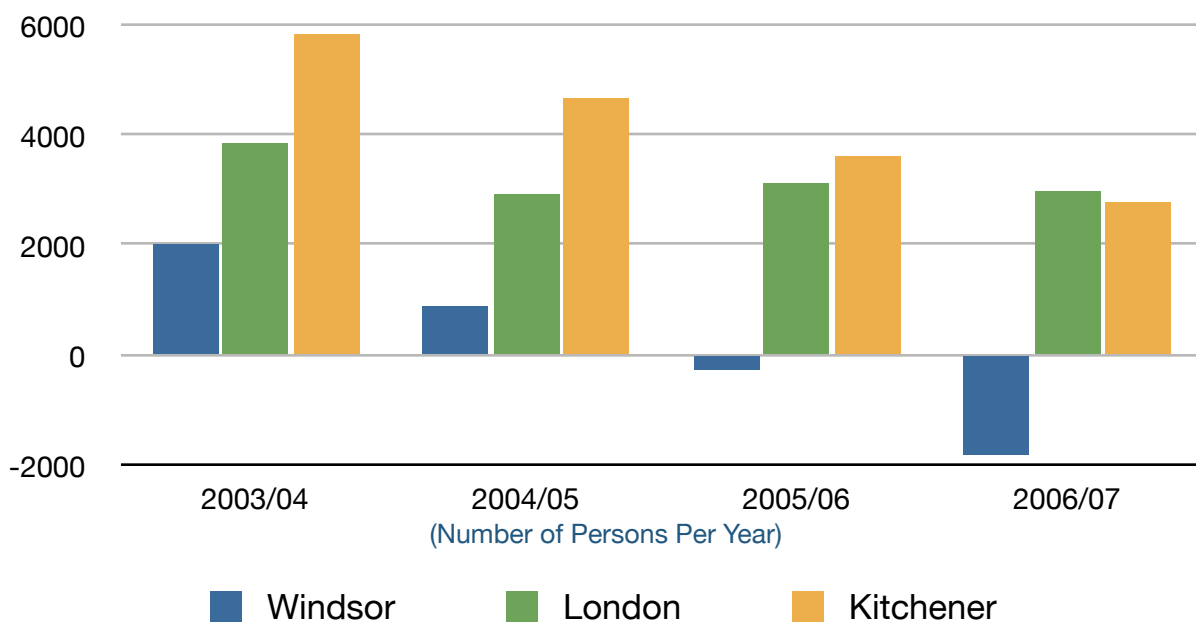
Windsor-Essex Region has entered a period of Net Out-Migration



Recent data released by Statistics Canada reveals that the number of residents that are leaving the Windsor-Essex Region continues to increase, as the regional economy contracts and individuals and families move to other regions of the country for employment purposes. The Windsor CMA (Census Metropolitan Area) which includes Amherstburg, Lakeshore, LaSalle and Tecumseh together with the City of Windsor, lost a net 1,744 residents due to migration between July 1, 2006 and June 30, 2007. This represents a net migration rate of -5.3 percent, which is the lowest amongst the 33 CMAs that are included in the data released by Statistics Canada.

Other regions located in Southwestern Ontario are also experiencing declines in net migration, however, none as severe as what is being experienced in the Windsor-Essex Region. Economic Analysts have forecast that structural change to the regional economy will, in the short to mid-term planning horizons, result in a continued net out migration from the Windsor-Essex Region. How this region adapts and deals with the new economic realities will greatly influence when and to what degree that population growth or decline will occur in communities throughout this region in the coming decade.

Net Migration --- Windsor, London, Kitchener CMAs -- 2003 to 2007



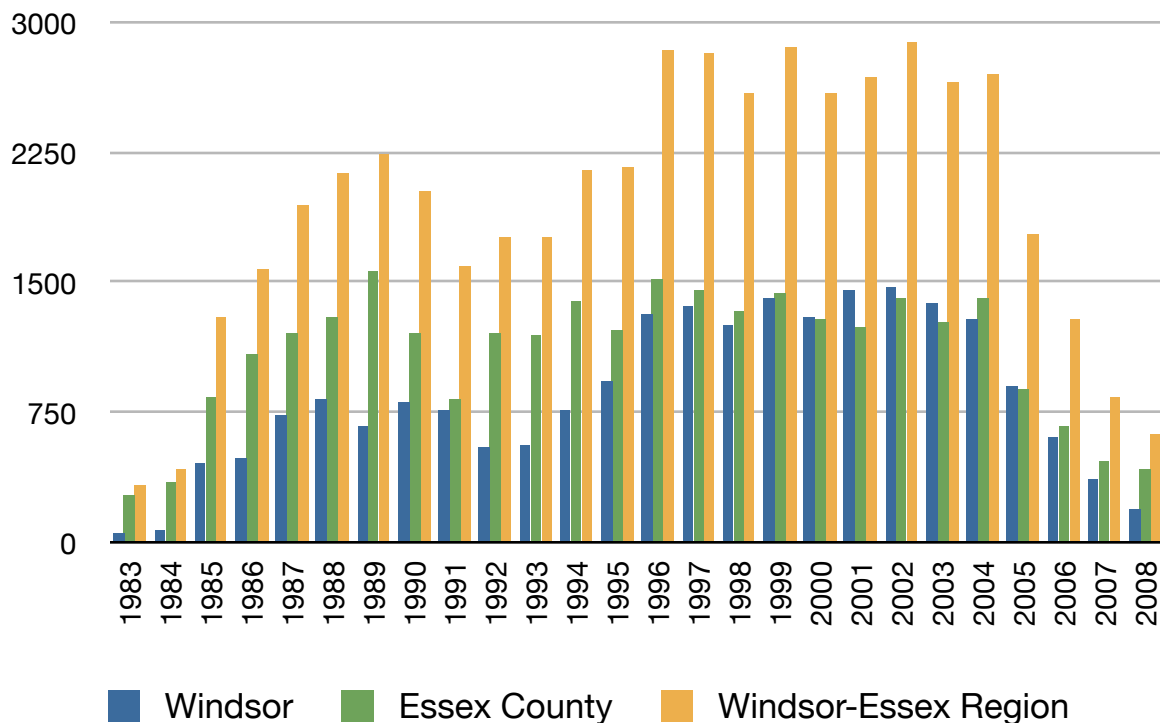
Trends of the Region: New Home Construction Continues to Decline

From 1994 to 2004, the number of new homes that were built in the Windsor-Essex Region averaged 2,639 units per year. Since 2004, the region has experienced a sharp decline in new home construction with only 844 and 624 new homes having been built region-wide in 2007 and 2008, respectively.

Economic and housing analysts are forecasting a continued decline in new home construction for our region in 2009. Residential construction activity will remain sluggish until such time that consumer confidence improves and new jobs are created in the regional economy.



New Home Construction -- Windsor-Essex Region, 1983 to 2008

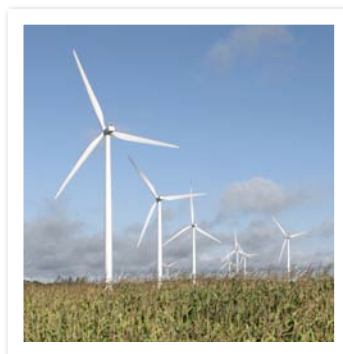


Trends of the Region: Progressive Thinking to Transform the Regional Economy

At a recent economic summit, business, academic, community and political leaders from the Windsor-Essex Region were advised that future business and employment opportunities globally and in North America will be focused in the areas of: clean energy and green technologies; green cars and trucks, light rail and aerospace; medical and information/communication technologies; and the production of food and clean water.

Municipal Councils from across this region, working collaboratively with a broad cross-section of business and community leaders, are beginning to take steps to put in place progressive/forwarding thinking policies and action plans that are targeted at:

- expanding food processing, greenhouse, winery and the other components of the regional agri-business sector for both domestic and international markets;
- supporting the construction of new wind and solar facilities (clean energy);
- expanding R & D facilities at both the University of Windsor and St. Clair College;
- capitalizing on the health/community-related spin-offs that will be created by the new medical school that has been built at the University of Windsor;
- finding new markets and business opportunities for the highly skilled and regionally important Tool and Die/Mould Making industrial-sector, particularly in the growing areas of green energy, transportation and technologies.





Inter-Municipal Planning Consultation Committee (IMPCC) Mandate

City of Windsor and County of Essex Council Commitments

In 2002 Windsor City Council and Essex County Council both adopted policies as part of their respective Official Plans to establish and maintain a formal protocol to address and coordinate matters of an inter-municipal and regional nature. The Inter-Municipal Planning Consultation Committee was established by Senior Planning Staff from communities across our region to assist our respective Councils implement the shared policy objectives as set out in Section 10.5 of the City's Plan and Section 4.11 of the County's Plan. Both of these documents include language that identifies the importance of working cooperatively to *"achieve orderly growth and the efficient provision of services to ensure the long-term health and prosperity of the census metropolitan area and the region."* City of Windsor and Essex County Councils have both agreed to *"work in a comprehensive, timely and equitable manner to achieve on-going cooperation and resolution of inter-municipal issues including, but not limited to: growth management, transportation and physical service coordination, natural area conservation and watershed management, economic development and coordination of overall planning activities."*

IMPCC Mandate

At the December 1st, 2006 IMPCC meeting, the following mandate was formally adopted and is being used to guide the committee's work:

"The primary purpose of the Inter-Municipal Planning Consultation Committee shall be to facilitate consultation on regional and inter-municipal land use planning, transportation and infrastructure issues affecting the City of Windsor, the County of Essex and the local Essex County municipalities:

- *identifying areas of mutual interest and responsibility;*
- *preparing and administering an ongoing program of liaison, coordination and education;*
- *identifying land use planning, transportation and infrastructure issues where regional or inter-municipal studies may be required;*
- *assisting in the resolution of inter-municipal planning issues in a timely, fair and equitable manner;*
- *preparing an annual report with respect to development activity and inter-municipal issues for each of the affected Councils;*
- *assisting in the preparation of responses to provincial land use planning initiatives."*





Inter-Municipal Planning Consultation Committee Membership and Operations

In 2000, membership of the original IMPCC comprised Senior Planning Staff from the City of Windsor, the County of Essex, the Town of Lakeshore, the Town of LaSalle and the Town of Tecumseh. In 2006, the membership was broadened to include municipal planning staff from the Town of Amherstburg, the Town of Essex, the Town of Kingsville, and the Municipality of Leamington.

At the December 1st, 2006 IMPCC meeting, the committee adopted the following language to guide its operations:

“The Committee shall meet quarterly at a time and location to be determined by the Committee or more frequently, if required. The Committee shall appoint a Secretary. The Secretary shall be responsible for the preparation of an agenda, minutes for each meeting of the Committee and distribution. The tenure of this appointment shall be rotated amongst the Committee members. Committee meetings shall be chaired by the planning staff representative from the host municipality. The Secretary shall prepare and distribute an agenda and previous meeting minutes in advance of the scheduled meeting date to all committee members. The Committee shall carry out its responsibilities utilizing existing staff resources.”



IMPCC MEMBERS WISH TO ACKNOWLEDGE AND THANK THE CAOS FROM ACROSS THE WINDSOR-ESSEX REGION FOR THE CONTINUED SUPPORT THEY PROVIDE TO ALL MEMBERS OF THE IMPCC

2008 IMPCC MEMBERSHIP

CITY OF WINDSOR

Thom Hunt, RPP
City Planner

Jim Yanchula, RPP
Manager, Urban Design & Community Development

Lee Anne Doyle, RPP
Manager of Development

COUNTY OF ESSEX

Bill King, RPP,
Manager of Planning Services

Note: Matthew Child (ERCA), Rebecca Belanger (ERCA) and Tammie Ryall (MMAH) regularly attend IMPCC meetings as a resource to the committee

TOWN OF AMHERSTBURG

Lory Bratt,
Planning Coordinator

TOWN OF ESSEX

Jeff Watson, RPP
Planner

TOWN OF KINGSVILLE

Danielle Truax,
Planner

TOWN OF LAKESHORE

Kim Darroch, RPP
Manager of Development Services

TOWN OF LASALLE

Larry Silani, RPP
Director of Planning & Development Services

MUNICIPALITY OF LEAMINGTON

Tracey Pillon-Abbs, RPP,
Manager, Planning Services

Heather Jablonski, RPP
Planner

TOWN OF TECUMSEH

Brian Hillman, RPP
Director of Planning & Building Services

Chad Jeffery, RPP
Manager, Planning Services

Accomplishments of the Inter-Municipal Planning Consultation Committee

IMPCC Receives Conservation Award for Environmental Achievement

On January 22, 2009, ERCA presented the IMPCC with the 2008 Environmental Achievement Award for the “*Healthy Places, Healthy People*” Statement of Principles. At the awards ceremony the following comments were made regarding the work of IMPCC:

“Conserving healthy, viable ecosystems and communities goes beyond any human-made boundaries. In a landmark decision of cooperation, the City of Windsor and the County of Essex joined forces in 2002 to form the Inter-Municipal Planning Consultation Committee (IMPCC) to ensure proactive decisions for regional planning. In its report called, “*Healthy Places, Healthy People, Smart Choices for the Windsor-Essex Region of Ontario*”, the committee identified environmental trends and initiatives to ensure the health and well being of local residents and ecosystems. The quality of our air, soil and water, our green spaces and access to healthy foods, jobs and social networks identified by the committee as essential requirements in community design. In 2008 City and County Councils adopted the committee’s report and agreed to responsibly address and support the principles outlined by their report. The health and well-being of the residents and the environment of the Essex Region are the beneficiaries of the vision for conservation of the Inter-Municipal Planning Consultation Committee. Tonight we celebrate the committee’s work, “*Healthy Places, Healthy People*” and their contribution to planning a greener, cleaner, healthier future for our region.”



Community Outreach and Public Education

During the 2008 calendar year, members of IMPCC were invited to participate in two community forums that were held in the Windsor-Essex Region to discuss what actions needed to be taken to curb urban sprawl and to create and maintain strong, vibrant city and town centres in the Windsor-Essex Region. As part of this on-going community outreach and public education initiative, IMPCC members were also invited to meet with the Windsor-Essex County Environment Committee (WECEC) and the Strategic Planning Committee of the Erie-St.Clair Community Care Access Centre (CCAC) to discuss how the principles contained within the “*Healthy Places, Healthy People*” document can improve the health and well being of residents from across this region, particularly the growing number of seniors that will need housing, transportation and other forms of assistance to continue to live rewarding and productive lives. The Erie-St.Clair CCAC endorsed the principles put forward by IMPCC and have indicated that they want to work with IMPCC to begin implementing these principles in our region and beyond.



Planning Studies, Reports, Initiatives From Across the Region

CITY OF WINDSOR

In 2008, the following planning studies and reports were completed as part of the [Official Plan Review](#):

- 25-Year Population and Housing Projections and Affordable Housing Targets
- 20-Year Employment Projections and Employment Land Needs Projections
- Commercial Study and Demand Analysis (formally called the Residual Market Demand and Impact Analysis)
- Natural Areas Policy Review
- Residential Intensification Analysis
- Commercial Land Use Policy Report
- Land Needs Analysis Report
- Moving Forward Synthesis Report
- Retail Commercial Land Use Inventory Update

Other projects of note that were completed in 2008 include:

- Sandwich Heritage Conservation District Plan
- Sandwich Community Improvement Plan
- BIA Storefront Study Update
- Redevelopment Concept Plan for Little River Acres Park
- City Centre Phase 2 Streetscaping
- Ceasars Windsor Expansion
- Walker Road - Grand Marais CP Rail Grade Separation

COUNTY OF ESSEX

The County of Essex completed the [Windpower and Renewable Energy Planning Study](#) that resulted in the adoption of Renewable Energy policies through Official Plan Amendment No. 1 to the County's Official Plan.

A Steering Committee, comprising senior planning staff from the County and each of the lower-tier municipalities, completed a consultation and review process to finalize the new policies for the County of Essex. All comments and suggestions from Federal and Provincial Ministries and agencies, local municipal councilors, staff, other County agencies such as ERCA, stakeholders, local environmental and birding



Planning Studies, Reports, Initiatives From Across the Region

experts, energy proponents, and the general public, were duly considered.

The policies presented to County Council were the culmination of an Open House, two Public Meetings, and hundreds of individual consultations. The goal at the outset of the process was to establish a set of policies that would ensure consistency throughout the County when dealing with renewable energy projects.

Further, the policies strike the necessary balance that will permit development of renewable energy systems, yet provide benchmarks to protect against adverse impacts on local residents and sensitive points of reception. The policies were adopted by County Council in June of 2008 and subsequently approved, with modifications, by the Ministry of Municipal Affairs and Housing.

In 2008, the County initiated the preparation of a Request for Proposals for the mandatory [five-year review of the County Official Plan](#).

As part of this review, senior planning staff from the County and the lower tier municipalities will work closely with the consultant to co-ordinate and address inter-municipal planning related matters including the allocation of population,

housing and employment projections, identifying areas where growth will be directed, identifying targets for intensification and redevelopment, and establishing minimum targets to be met before settlement area boundaries can be expanded. It is anticipated that the project will be completed by the end of 2010.

TOWN OF AMHERSTBURG

The Town of Amherstburg passed site plan agreements in December of 2008 for the development of [solar energy systems](#) on three sites comprising a total of 555 acres in the Town. The solar energy systems will occupy 420 acres of those sites. Amendments to the Town's Official Plan and Zoning By-law, allowing for the solar energy systems, were adopted by Council and the OPA was approved, with modifications, by the County of Essex.

Based on consultation with Ministries and agencies, changes were incorporated into the [new Official Plan](#) and a revised document was adopted by Council and forwarded to the County for approval. Technical studies related to the [Big Creek Watershed Plan](#) have commenced and the first public workshop was held in November of 2008.



Planning Studies, Reports, Initiatives From Across the Region

A [Traffic Study](#) pertaining to the area of Sandwich, Pickering and Dalhousie Streets has been completed. Administration is now preparing a report on the recommendations contained in the study for Council consideration and direction.

The Town is in receipt of a draft [Environmental Impact Statement/Environmental Screening Report](#) for a wind energy system in the southwest portion of the Town for review and comments. The project consists of five, two megawatt wind turbines.

TOWN OF ESSEX

The Town of Essex incorporated ministry and agency comments into its new comprehensive [Official Plan](#) and is anticipating County approval early in 2009. Work also began on the new comprehensive [Zoning By-law](#), which will implement the policies and provincial mandates set out in the new Official Plan. Adoption of these two documents will eliminate the four municipal Official Plans and Zoning By-laws in effect since the amalgamation in 1999.

The Town initiated an [energy audit of its facilities and operations](#) with a view to making its activities greener, more productive and energy efficient. Consultants working for the Town completed a resident attitude survey to get a better

understanding of citizens' environmental behaviors, attitudes and concerns.

In August/September 2008, 300 telephone interviews were conducted to determine citizens' energy conservation efforts and priorities, their interest in expanded public parks, renewable energy, public transit, recycling initiatives and many other factors related to energy use and conservation.

This in turn will mark the start of a larger green initiative, the creation and adoption of a [Sustainability Master Plan](#). It will provide a framework for Council and the people of Essex to make the most efficient use of limited financial and physical resources, provide a balanced approach toward achieving economic prosperity, good public health and the conservation of resources and natural areas, all in a sustainable and productive manner for the benefit of present and future generations.

TOWN OF KINGSVILLE

In May 2008, Council directed that the IMPCO *"Healthy Places, Healthy People"* document be incorporated as an appendix to the [Town's Development Manual](#). This document now represents Council's statement of principles for improving the built environment and recognizing the unique character of the Town when planning new development.



Planning Studies, Reports, Initiatives From Across the Region

The Town, in cooperation with the community-based Economic Development Committee and Industry Canada, have undertaken to address [Socio-Economic Development Strategies](#) which will recognize the influence of global, regional and local economic pressures on the Town's ability to take advantage of opportunities and to weather immediate and future challenges. Council has endorsed a strategy which acts as a basis for future [Community Improvement Plans](#) and sector specific economic development strategies which build up on sustainable values of the community.

Also in 2008, the [Active Transportation Committee](#) established designated bike routes within the urban communities of Kingsville, Ruthven and Cottam, had 2.5 km of edgelines installed and 26 "Share the Road" signs placed on roadways. It also developed guidelines for the development of bicycle facilities throughout the Town.

TOWN OF LAKESHORE

The new Town of Lakeshore [Official Plan](#) was adopted by Council on May 26, 2008 and is currently awaiting approval from the County of Essex. This plan consolidates and replaces the five Official Plans of the former municipalities to

ensure consistent and equitable planning decisions across the Town. This Plan provides a blueprint for growth over the 20 year planning period by incorporating a growth management framework which ensures orderly and efficient development patterns by building sustainable and complete communities while protecting and enhancing the Town's rich natural and agricultural resources.

On December 9, 2008, Council adopted a Policy for the [Development and/or Redevelopment of Telecommunication Tower/Antenna Facilities](#). The purpose of this policy is to outline the local land use consultation process and guidelines to be followed in evaluating telecommunication facility proposals within the Town of Lakeshore by providing guidance to the telecommunication industry, Industry Canada, Town Council, Town Staff and members of the public.

Also in 2008, the Town of Lakeshore completed a draft [Secondary Plan for the Advance Boulevard and Croft Drive Area](#). The primary purpose of this Plan is to establish a policy framework from which to realize the Town's long term planning strategy for the study area and to provide the basis for future development to ensure the efficient use of land and infrastructure. The study area is intended to develop for a range of industrial, employment, commercial and residential uses.

Finally, in 2008 the Town of Lakeshore commenced a Community Improvement Plan



Planning Studies, Reports, Initiatives From Across the Region

(CIP) for the recently expanded Belle River Business Improvement Area (BIA). The purpose of this Community Improvement Plan (CIP) is to articulate a vision for the Belle River Business Improvement Area (BIA) based on an assessment of past experience and future prospects, along with a realistic plan to guide improvements.

TOWN OF LASALLE

An [integrated transportation and urban design study and environmental assessment for the Malden Road Corridor](#) was completed in 2008. This planning study and environmental assessment involved extensive stakeholder and community consultation. A broad range of improvements were identified in the final report, together with an implementation strategy for a phased re-construction program that will enhance public safety for pedestrians, cyclists and motorists and will support on-going Town efforts to create and maintain a vibrant, compact and pedestrian-scaled Mixed-Use Town Centre on Malden Road.

As part of an initial stage of the Town's Five-Year [Official Plan Review](#), work commenced on the preparation of a Natural Heritage Update. Once completed, Town Staff will review the findings of this study and will prepare a report for Council

that incorporates recommended implementation/policy revisions to the LaSalle Official Plan.

A master plan was prepared and adopted by Council for the [redevelopment of a former marina located on the LaSalle Waterfront](#). Public, agency and stakeholder input was obtained for this master plan during a three-day design charrette. This plan is being used by Town Council to redevelop this Town-owned site for waterfront park purposes and as the site for a new University of Windsor Aquatic Research Centre.

An [environmental assessment for the Huron Church Line Road Corridor](#) was completed in 2008. New trails, sidewalks, street trees and other amenities (intended to enhance public safety for pedestrians and cyclists) have been incorporated as part of the final approved EA document for this corridor. These new trails and sidewalks are being integrated with the Town's existing trail/sidewalk network and will connect with the new trails/bikeways that are planned for the new Highway 401 extension located along and across the existing Highway 3/Talbot Road corridor.

MUNICIPALITY OF LEAMINGTON

The [Leamington Official Plan](#) was approved by the County of Essex on February 5, 2008. A consultant was hired to review and update the Leamington Official Plan based on the recent changes to the Planning Act (Bill 51) in addition to



Planning Studies, Reports, Initiatives From Across the Region

reviewing housekeeping amendments and the wind and alternative energy policies.

Administration worked on the final draft of the new [Zoning By-law](#), which consolidated the By-laws of the former Township of Mersea and the former Town of Leamington. A series of public meetings and open houses were conducted in order to obtain public consultation.

A financial consultant was hired and work began on the preparation of the [Background Report for the Development Charges](#). The existing by-law expires in August of 2009.

TOWN OF TECUMSEH

The Town of Tecumseh continued work towards the completion of a new [Official Plan and Zoning By-law](#). Work began on the identification of key issues and the collection of background data to be used in the preparation of issues reports that will guide the forthcoming public consultation and policy development phase for the new Plan.

A draft Situational Analysis Report was completed in 2008, providing critical background and contextual information towards the development of the Town's first [Parks and Recreation Master](#)

[Plan](#). In addition, preliminary planning and design for a new [municipal waterfront park](#) on the former Lakewood Golf Course Clubhouse lands began in 2008.

Work progressed on the preparation of the Town's [Transportation Master Plan](#). Two open houses and a visioning session were held in 2008 and Council adopted eight key transportation principles that will provide a basis for a more balanced transportation vision which, in turn, will guide the development of transportation strategies and polices. In addition, public information brochures were prepared with respect to cycling and roundabouts.

The Town continued to work on the [Tecumseh Hamlet Secondary Plan](#) particularly as it relates to the integration of other environmental assessment processes regarding transportation and stormwater management issues. This Plan will provide a detailed policy environment to guide future development in the Tecumseh Hamlet, with the aim being to provide liveable, mixed-use neighbourhoods.

A significant portion of the [Brighton Road Reconstruction Project](#) took place in 2008. This project incorporates active transportation and traffic calming design elements including: a multipurpose pathway, Share the Road signs, roundabouts, traffic circles, chicanes, and boulevard street trees.

Appendix 1

Healthy Places, Healthy People *Smart Choices for the Windsor-Essex Region of Ontario*

Community planning professionals from across this region have come together to prepare and sign the following statement of principles to guide public policy, to stimulate informed public debate, and to build a coalition of like-minded professionals in all sectors of the community including the engineering, architecture, health care, education and public administrative disciplines, to improve the quality of life for inhabitants of our region and for future generations:

The region, city, towns, villages and the countryside

1. The health and well being of the inhabitants of the Windsor-Essex Region of Ontario requires strategic decision-making with respect to land use, transportation, infrastructure, growth management, natural heritage, social, economic and environmental planning.
2. The Windsor-Essex Region of Ontario, comprising the city, towns, villages and the surrounding countryside, rivers and lakes, represents an important economic, social and ecological unit that must plan, formulate public policy, develop and implement strategies, and make decisions in a coordinated and comprehensive manner that will improve the health and well being of all citizens of this region.
3. Economic vitality, healthy environments and community stability requires: a re-investment in our existing urban centres; the reconfiguration of sprawling suburbs into neighbourhoods and town centres where walking, cycling and transit become viable transportation and active/healthy lifestyle options; the preservation, conservation, and enhancement of our natural and built heritage features as cornerstones of all future decision-making; and a regional/watershed approach to improving the quality of our air and our ground and surface water resources.
4. We have a responsibility to our children and grandchildren to take a lead role in working with decision-makers, community leaders, and a broad range of stakeholders, to significantly reduce greenhouse gas emissions and energy consumption in our region, by promoting settlement patterns, built forms, and transportation systems that create more sustainable, efficient, healthy and livable communities.
5. Financial resources and revenues need to be shared more cooperatively amongst the municipalities of this region to avoid the destructive competition for property taxation and the corresponding decisions that leads to wasteful and unsustainable development patterns, loss of natural features and productive agricultural lands. To efficiently utilize available resources and to effectively compete with other economic regions, a cooperative governance model is required to advance economic development objectives that benefit all inhabitants of the Windsor-Essex Region.

Neighbourhoods, city and town centres, employment districts, corridors and streets

6. Mixed use, compact, pedestrian-oriented neighbourhoods and city and town centres designed for people, are the building blocks of healthy, active and vibrant communities. Parks, schools, places of worship, compact pedestrian-scaled shopping and entertainment districts and employment opportunities situated closer to where people live, should be easily accessible by foot, bicycle, transit and the automobile.
7. Neighbourhoods should be diverse in land use and population, with a broad range of housing choices being available for residents from all cultural, social and economic backgrounds.
8. Public places that foster a sense of community pride and well-being and create a sense of place should be maintained within all neighbourhoods. Schools are important public places that should be sized and located within neighbourhoods to enable children to safely and conveniently cycle and walk to and from home.
9. Neighbourhoods, city and town centres and employment districts should be provided with a highly interconnected road network and a balanced transportation system that is designed and built for pedestrians, cyclists, transit, and automobiles.
10. Shorter block lengths, a finer grain of block sizes, sidewalks, trails, bikeways and five-minute walking distances to neighbourhood activity centres and to transit stops should be provided to encourage healthy active lifestyles, to reduce energy use and to provide greater independence for those who cannot or chose not to drive automobiles.

11. Appropriate residential densities and land uses should be located near transit stops, enabling public transit to become a more viable option for mobility within our region.
12. Within each community in our region, clearly defined, compact, pedestrian and transit friendly city and town centres need to be maintained, created and enhanced. These city and town centres are intended to serve as focal points for civic, commercial, entertainment, and cultural activities. A broad range of employment, housing, civic, shopping and leisure activities should be available in a compact, attractive, pedestrian-scale, safe and welcoming environment.
13. Public investments need to be made in these city and town centres to support private sector investment and to create and maintain the public realm, streetscape and amenities that will cater to and attract ongoing patronage from residents, business clientele and visitors.
14. Natural lands should be protected, enhanced, and incorporated within planned "greenway" systems, and given prominence for the benefit of all inhabitants in the surrounding neighbourhood and in the broader region. The essence of a "greenway" is linkages, connecting wildlife habitat areas to each other, human settlements to other human settlements, urban to rural areas, waterfront to inland areas, and people to nature.
15. Employment districts should be located within the region to take advantage of and make full use of all forms of transportation including rail and multi-modal facilities. These districts should be designed and sited within the region along major transportation corridors, in such a manner as to be effectively serviced by appropriate modes of transportation including public transit.
16. Transportation corridors need to provide viable choices and options that equally accommodate automobile, transit, cycling and pedestrian infrastructure.
17. The design of a community's street system, as well as the configuration of lots and the siting of buildings, is an essential part of a community's character. Highly interconnected street systems within our city, towns and villages, incorporating sidewalks, trails, bikeways, street trees, landscaped boulevards, appropriate illumination and signage, should be designed and built to create and maintain safe, livable, and healthy places.
18. Streetscapes should be designed to encourage walking, neighbourhood interaction and community safety.
19. Buildings should be designed in the context of the street and block on which they are situated, and they should incorporate appropriate energy efficient components, architectural elements and landscape features. Local architecture, climate, history and building practices should guide and influence the design and construction of new buildings within our region.
20. Historical buildings, neighbourhoods and districts should be preserved, enhanced and passed on to future generations as a legacy of past accomplishments and successes within the Windsor-Essex Region.

As professional planners, we have a responsibility to provide elected officials, decision-makers, community and business leaders, and the public at large with sound public policy options and to recommend action strategies that will improve the quality of our natural and built environments. By signing this document the community planners whose names appear below are committing to uphold, promote and put into practice this statement of principles that are so important to the future well being of the inhabitants of the Windsor-Essex Region.

September 8, 2006

A collection of handwritten signatures in blue ink, arranged in four rows. The signatures are:

Row 1: [Signature], Chris [Signature], Jim Yanchuk, [Signature]

Row 2: [Signature], William J. King, Lee [Signature], [Signature]

Row 3: [Signature], Lory Bratt, Tracy [Signature], [Signature]

Row 4: D. [Signature], George Balazs

INTER-MUNICIPAL PLANNING CONSULTATION COMMITTEE

2008 IMPC Annual Report

This annual report was prepared in January 2009, with input from municipal planners representing all of the communities in the Windsor-Essex Region



Smart Choices for the
WINDSOR-ESSEX *Region*