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Tecumseh 2030  
New Official Plan Process

*Planning Context  
and Issues Report*

*March 2010*



Prepared By:  
Planning and Building Services Department  
Town of Tecumseh



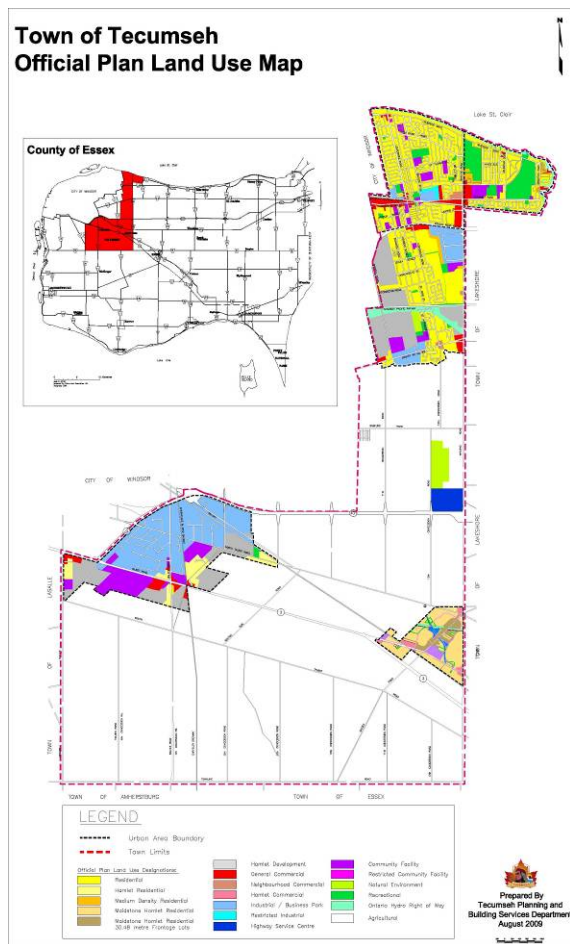
**Tecumseh 2030, New Official Plan Process**  
***Planning Context and Issues Report***  
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## 1.0 INTRODUCTION

Land use planning within the Town is currently governed by three separate Official Plans pertaining to the three former municipalities (the Town of Tecumseh, the Village of St. Clair Beach and the Township of Sandwich South) that amalgamated in 1999 to form the new Town of Tecumseh. These Official Plans reflect the land use objectives of their respective former municipalities. Many of the policies are dated and, in some cases, are no longer relevant. A new, town-wide Official Plan is needed to articulate a clear, cohesive vision for the amalgamated Town. **This vision should include the creation of a land use policy framework that guides community decisions based on a philosophy of healthy, liveable and sustainable communities.**



This report is the first in a series that will form the background and basis for a new Official

Plan. It identifies the significant planning issues that will need to be considered as part of the development of a new Official Plan. The Town will build on and supplement this information with the following topic-specific discussion papers:

- Growth Management
- Housing and Residential Intensification
- Commercial Development
- Industrial Development
- Rural and Agricultural
- Natural Heritage Features
- Urban Design
- Transportation
- Parks and Recreation
- Community Improvement Planning
- Sustainability

The discussion papers are proposed to be presented to the public in the late Spring/early Summer for consultation, deliberation, sharing of ideas and articulation of a desired policy direction for the future. These discussion papers and the related public consultation process will provide the basis for and guide the development of the new Official Plan. The resulting Official Plan will be a combination of policy direction from the top-down (Province/County) and local input from the ground-up, identifying the challenges, opportunities and goals for the Town over the 20-year planning horizon.

## 2.0 BACKGROUND

The Planning Act, as recently amended by Bill 51, requires that when carrying out its responsibilities, such as the preparation of a new Official Plan, Council must have regard to matters of Provincial interest and ensure its decision is **consistent** with the Provincial Policy Statement.

Since the approval of the existing Official Plans serving the Town of Tecumseh, the Province has brought forth significant legislative changes to the Planning Act and introduced comprehensive new policies as expressed in the 2005 Provincial Policy Statement.

In addition to the Provincial changes, the County of Essex adopted an Official Plan in 2005 and



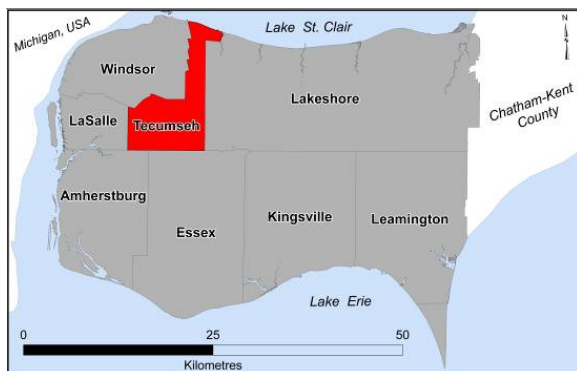
this document is currently the subject of a five-year review process.

In light of these circumstances, and in recognition of the need for a new Town-wide Official Plan, Town Council authorized staff to initiate the process of developing a new Official Plan. This process is anticipated to take approximately 1.5 years to complete. The Planning and Building Services Department is targeting early 2011 to bring forward a final draft Official Plan for adoption by Council.

### 3.0 COMMUNITY PROFILE

#### 3.1 Physical Characteristics

The Town of Tecumseh, located in the northwest corner of Essex County on the south shoreline of Lake St. Clair, has a combination of both urban and rural characteristics. The Town continues to enjoy a small town ambiance, notwithstanding its location adjacent to the City of Windsor and the rapidly urbanizing communities of the Towns of LaSalle and Lakeshore.



While a majority of its 94.7 square kilometers of land area in the Town continues to be used for agricultural production, three distinct and separate settlement areas contain the community features typical of an urban area, including residential, recreational, institutional, commercial and industrial development.

The former Town of Tecumseh, along with the former Village of St. Clair Beach and the Tecumseh Hamlet (which is situated within the former Township of Sandwich South) form the

main urban centre of the Town. This urban area is located at the northerly end of the Town and is situated adjacent to and east of the City of Windsor.

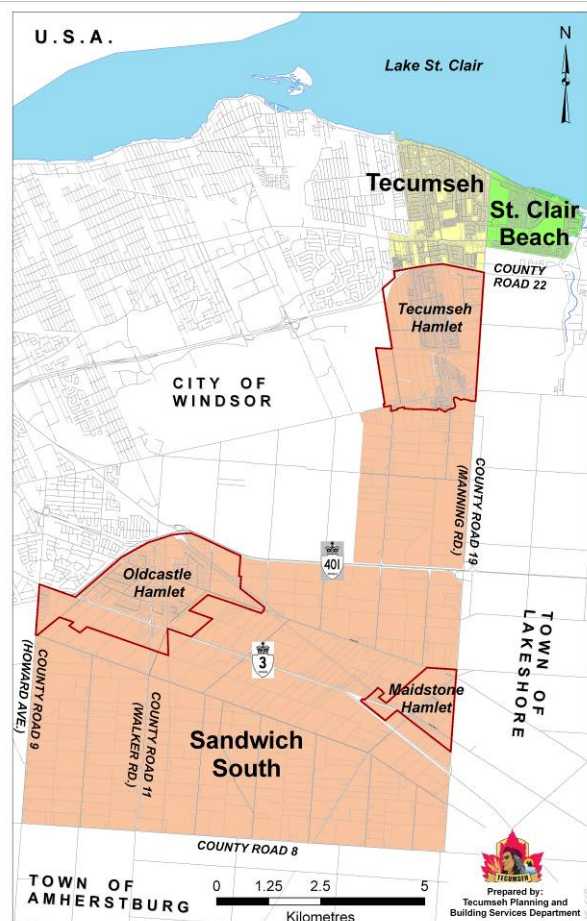
Land Area - Town of Tecumseh			
	Area (ha)	Area (ac)	Percentage
<b>Settlement Areas</b>	<b>2,735</b>	<b>6,749</b>	<b>28.9%</b>
<i>Former Tecumseh</i>	596	1,472	6.3%
<i>Former St. Clair Beach</i>	338	837	3.6%
<i>Tecumseh Hamlet</i>	764	1,877	8.0%
<i>Oldcastle Hamlet</i>	818	2,021	8.6%
<i>Maidstone Hamlet</i>	219	542	2.3%
<b>Highway Service Centre Area</b>	<b>47</b>	<b>117</b>	<b>0.5%</b>
<b>Natural Environment Areas</b>	<b>46</b>	<b>115</b>	<b>0.5%</b>
<b>Rural Areas</b>	<b>6,634</b>	<b>16,401</b>	<b>70.1%</b>
<b>TOTAL</b>	<b>9,462</b>	<b>23,382</b>	<b>100%</b>

Town of Tecumseh Planning and Building Services Department 2009

Maidstone Hamlet and Oldcastle Hamlet are the only other settlement areas within the Town. Maidstone Hamlet formed as a rural service area along old Highway No. 3 and has a modest population of approximately 350. The Oldcastle Hamlet consists primarily of the Oldcastle Business Park – a major regional employment area – but also contains a small residential population. It is positioned at the convergence of significant provincial and regional transportation routes including King's Highways 401 and 3 and County Roads 9, 11 and 46.

Maidstone Hamlet is currently serviced by municipal piped water and private septic facilities. Oldcastle Hamlet has developed historically on municipal piped water and private septic facilities, with the exception of a limited area serviced by the Skyway sanitary sewer treatment plant. A sanitary trunk main is currently being installed along North Talbot Road. This main represents the first phase of introducing full municipal services to Oldcastle Hamlet.





### 3.2 Transportation Network

King's Highway Nos. 401 and 3 dissect the Town in an east-west direction connecting it to the City of Windsor and the Canada-US border to the west and the Town of Lakeshore and the balance of Southern Ontario to the east. The 401 intersects with County Road 19 (Manning Road) which is a major north-south transportation route in the Town, defining a majority of its easterly boundary and extending from the Town's southerly to northerly extremes. The Town is also serviced by County Road 22 – an east-west regional arterial road extending from Lakeshore through to the City of Windsor where it becomes an expressway. In the past decade, significant commercial development has taken place along portions of this corridor, particularly at its intersections with Manning and Lesperance Roads.

Other significant regional routes in the Town include County Roads 9, 11, 17 and 43 (north-south) and County Roads 8, 34, 42 and 46 (east-west). These function as local arterial roads are significant transportation corridors for the Town. County Road 43 (Banwell Road) is a north-south route that forms part of the Town's westerly boundary with the City of Windsor and will become the spine of an area for which significant development is planned in both the Town and the City. Environmental Assessments have recently been completed for the urban portion of County Road 43 and County Roads 19 and 22 to prepare for projected development activity along these corridors. In addition, the City of Windsor is completing its EA for that portion of Banwell Road (north of CP Rail) that is within its jurisdiction.

Considerable improvements are also either underway or anticipated for the Provincial Highway system that traverses the Town. These include the continued widening of Highway No. 3 from Maidstone Hamlet to Oldcastle Hamlet, interchange improvements at Highway 401 and County Road 46 and the anticipated improvements related to the Detroit River International Crossing Project in the vicinity of Highway 401, Highway 3 and County Road 9.

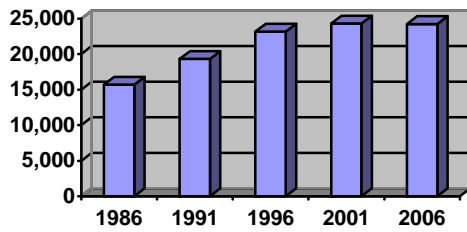
The Town recently initiated a transit service in the urban areas of the former Town of Tecumseh and the former Village of St. Clair Beach. It is an objective of the Town for this operation to provide a connection to the City of Windsor and its transit system in the near future.

A number of roads within the urban area of the Town have had either cycling lanes or parallel off-road hard-surfaced multi-purpose pathways to facilitate cycling as a form of transportation. The Town is committed to enhancing its network of cycling facilities as well as providing an integrated pedestrian (sidewalks/trails) system.

### 3.3 Population Characteristics

With the exception of the 2001 to 2006 period, the Town's population has steadily increased since 1986. In 2006, Tecumseh's population decreased to 24,200 from a 2001 population of 25,030 as a result of a boundary adjustment in 2003 that saw approximately 2500 hectares of land becoming part of the City of Windsor.

**Town of Tecumseh  
Population 1986-2006**



Statistics Canada 1986, 1991, 1996, 2001 & 2006

The table below depicts the Town's population growth over the 20-year period from 1986 to 2006 in comparison to the other municipalities within the region. Both the Town and the region experienced relatively strong growth over this 20-year period.

<b>Essex-Windsor Region Population Change and Average Annual Growth Rate 1986-2006</b>		
<b>Municipality</b>	<b>Population Change 1986-2006</b>	<b>Average Annual Growth Rate</b>
Town of Amherstburg	5,303 (32.3%)	1.4%
Town of Essex	3,057 (18.0%)	0.8%
Town of Kingsville	4,263 (25.6%)	1.2%
Town of Lakeshore	11,800 (55.0%)	2.2%
Town of LaSalle	13,652 (97.5%)	3.5%
Municipality of Leamington	7,068 (32.5%)	1.4%
Township of Pelee	3 (1.1%)	0.1%
<b>Town of Tecumseh</b>	<b>8,510 (54.2%)</b>	<b>2.2%</b>
City of Windsor	23,235 (12.1%)	0.6%
Windsor-Essex County	77,007 (24.3%)	1.1%

Statistics Canada 1986, 1991, 1996, 2001 & 2006

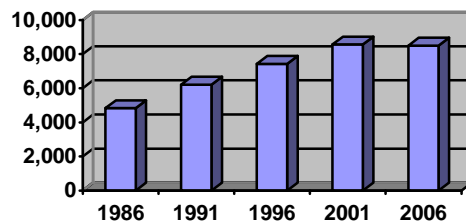
<b>Population Change of Regional Municipalities 1986 to 2006</b>					
<b>Municipality</b>	<b>1986</b>	<b>1991</b>	<b>1996</b>	<b>2001</b>	<b>2006</b>
Town of Amherstburg	16,445	17,552	19,273	20,399	21,748
Town of Essex	16,975	18,386	19,473	20,085	20,032
Town of Kingsville	16,645	17,192	18,409	19,619	20,908
Town of Lakeshore	21,445	23,406	26,127	28,746	33,245
Town of LaSalle	14,000	16,630	20,566	25,285	27,652
Municipality of Leamington	21,765	22,313	25,389	27,138	28,833
<b>Town of Tecumseh</b>	<b>15,690</b>	<b>19,323</b>	<b>23,151</b>	<b>25,030</b>	<b>24,200</b>
City of Windsor	193,122	191,435	197,694	209,218	216,473
Windsor-Essex County	316,371	326,509	350,365	375,776	393,378

Statistics Canada 1986, 1991, 1996, 2001 & 2006

The following table compares the population change and average annual growth rate over that same time frame. At 2.2 percent, the Town had the second highest average annual growth rate and the third highest increase in population. Due to servicing capacity constraints in the northerly settlement area over the past decade, the Town's population growth slowed. These servicing constraints have now been largely addressed by the Town.

The Town's population is housed within 8,496 dwellings, a majority of which are located in the northern urbanized area of the Town. In 2006, the vast majority of dwellings in the Town were and continue to be single unit detached. This type of housing comprises 83 percent of the Town's housing stock. The balance of the housing stock consists of relatively equal proportions of semi-detached, townhouses and multi-unit (apartment style) dwellings.

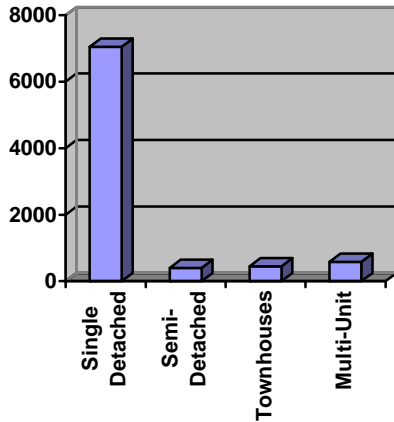
**Town of Tecumseh  
Dwellings 1986-2006**



Statistics Canada 1986, 1991, 1996, 2001 & 2006



**Town of Tecumseh  
Housing Composition - 2006**



Statistics Canada, Census Population, 2006

The Council-approved population projections, which are reflected in the County of Essex Official Plan, anticipate an increase to approximately 38,000 people by 2021.

Population Forecast Essex County Official Plan (Approved July 2005)				
	2006	2021	2006-21 Growth	Percent of Total Growth
<b>Windsor- Essex Region</b>	<b>393,052</b>	<b>481,494</b>	<b>88,442</b>	<b>100.0%</b>
<b>City of Windsor</b>	<b>218,467</b>	<b>244,811</b>	<b>26,344</b>	<b>29.8%</b>
<b>County of Essex</b>	<b>174,585</b>	<b>236,683</b>	<b>62,098</b>	<b>70.2%</b>
LaSalle	25,152	38,222	13,070	14.8%
<b>Tecumseh</b>	<b>27,223</b>	<b>38,286</b>	<b>11,063</b>	<b>12.5%</b>
Lakeshore	30,494	42,942	12,448	14.1%
Amherstburg	21,675	28,521	6,846	7.7%
Essex	21,184	26,163	4,979	5.6%
Kingsville	20,374	25,974	5,600	6.3%
Leamington	28,228	36,319	8,091	9.1%

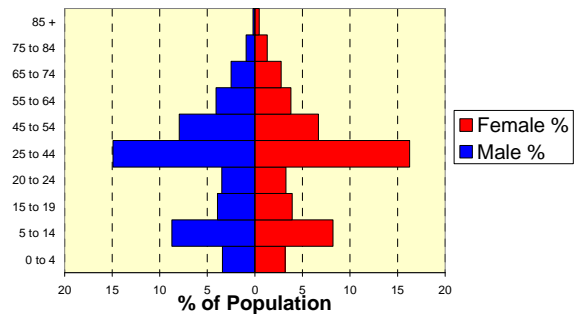
County of Essex Official Plan

However, significant regional, national and global conditions warrant a revisiting of these projections to ensure the advancement of appropriate community planning policies and growth management and infrastructure strategies. New regional projections will be developed as part of the County Official Plan Review process currently underway, then

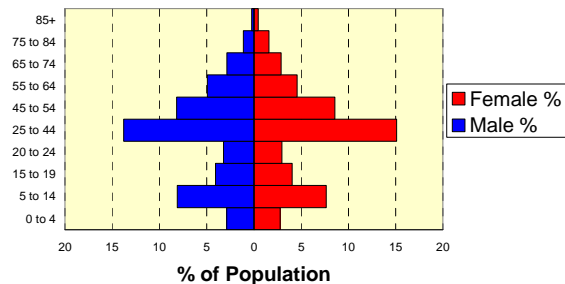
allocated to the seven lower-tier municipalities in accordance with the requirements of the Provincial Policy Statement.

As is typical of many North American communities, the Town's population is aging. The following population pyramids demonstrate the advancement of the baby boomer generation into the senior cohort.

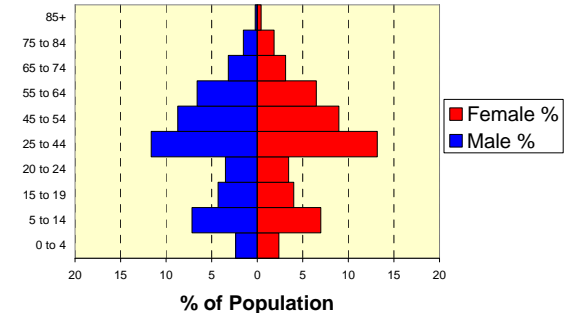
**Town of Tecumseh (Consolidated)  
Population Pyramid - 1996**



**Town of Tecumseh  
Population Pyramid - 2001**



**Town of Tecumseh  
Population Pyramid - 2006**

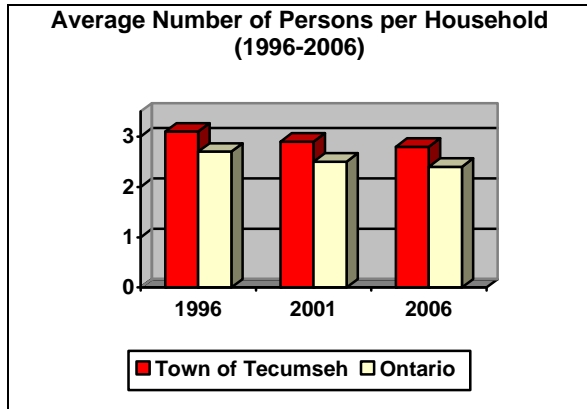


Statistics Canada, Census Population, 1996, 2001, 2006



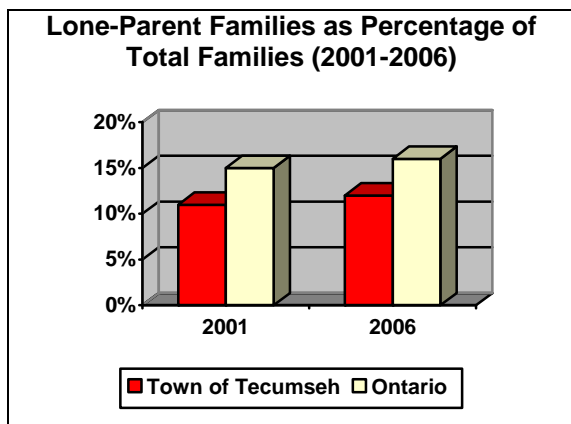
The aging population will introduce many challenges for the community including, but not limited to, issues of housing affordability, size and type, mobility and social services.

Another North American trend applicable to Tecumseh is a reduction in household size. In 1996, the average household size was 3.1 persons. By 2006, the average household size was 2.8 persons.



Statistics Canada, Census Population, 1996, 2001, 2006

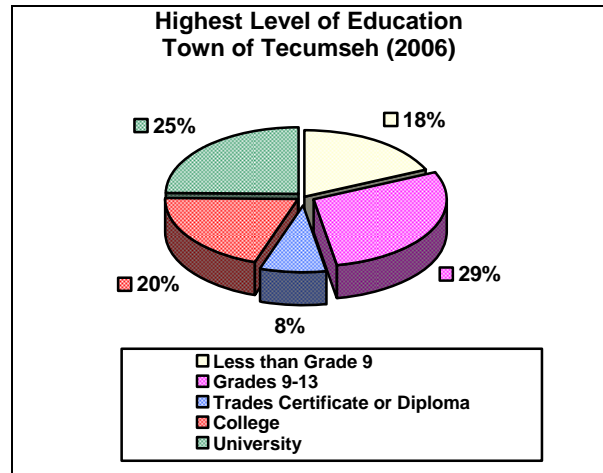
This declining household size trend is primarily due to the aging population but it is also a function of an increase in single parent households and the fact that many couples are having fewer children or delaying having kids to pursue careers. The percentage of single parent households within the community rose slightly from 11percent in 2001 to 12 percent in 2006. This average, however, remains significantly lower than the 2006 average for Ontario of 16 percent.



Statistics Canada, Census Population, 2001, 2006

A shrinking household size reinforces the need to ensure a mix and range of housing types and affordability over the planning horizon.

In 2006, over half the Town's population (53%) had some form of post-secondary education. This is the highest of any municipality in the Windsor-Essex region and is considerably higher than the Provincial average of 43 percent.



Statistics Canada, Census Population, 2006

As depicted in the table below, the Town's visible minority population has increased over the 2001 to 2006 period but only slightly.

Visible Minority Population – Town of Tecumseh				
	2001		2006	
	Total	%	Total	%
Total Population	25,030	-	24,200	-
Total Visible Minority Population	1,250	5.0%	1,400	5.8%
<i>Filipino</i>	315	1.3%	210	0.9%
<i>South Asian</i>	315	1.3%	460	1.9%
<i>Chinese</i>	230	0.9%	200	0.8%
<i>Black</i>	185	0.7%	120	0.5%
<i>Arab</i>	70	0.3%	195	0.8%
<i>Latin American</i>	60	0.2%	105	0.4%
<i>Southeast Asian</i>	35	0.1%	25	0.1%
<i>West Asian</i>	10	0.03%	15	0.06%
<i>Korean</i>	0	0%	20	0.08%
<i>Japanese</i>	0	0%	0	0%
<i>Visible Minority (Not indicated)</i>	40	0.1%	45	0.1%

Statistics Canada, Census Population, 2001 and 2006



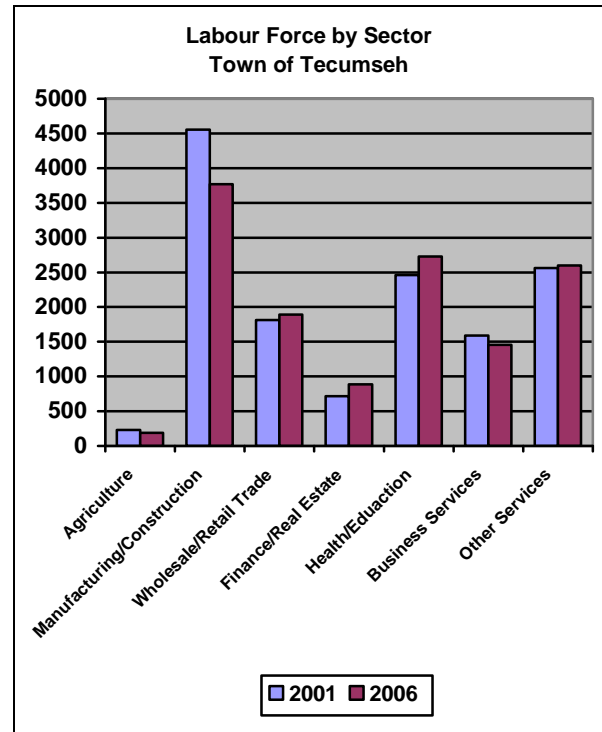
### 3.4 Employment Characteristics

The table below indicates that there has been a mild increase in the population employed in the labour force despite a reduction in the population of working-aged residents. Given the relatively high level of education within the community, it is not surprising that the Town's 2006 unemployment rate of 5.7 percent is lower than the 2006 provincial average of 6.4 percent. It did increase, however, from its 2001 level of 3.8 percent. Given the recent downturn in the national economy, and the more pronounced downturn regionally, it can be assumed that the unemployment rate has risen further in recent years.

Labour Force Activity Town of Tecumseh		
	2001	2006
Total Population 15 years of age and up	19,730	19,630
Population in labour force	13,500	13,705
Employed	12,987	12,925
Unemployed	513	780
Not in labour force	6,230	5,925
Participation Rate	71.4%	69.8%
Employment Rate	68.7%	65.8%
<b>Unemployment Rate</b>	<b>3.8%</b>	<b>5.7%</b>

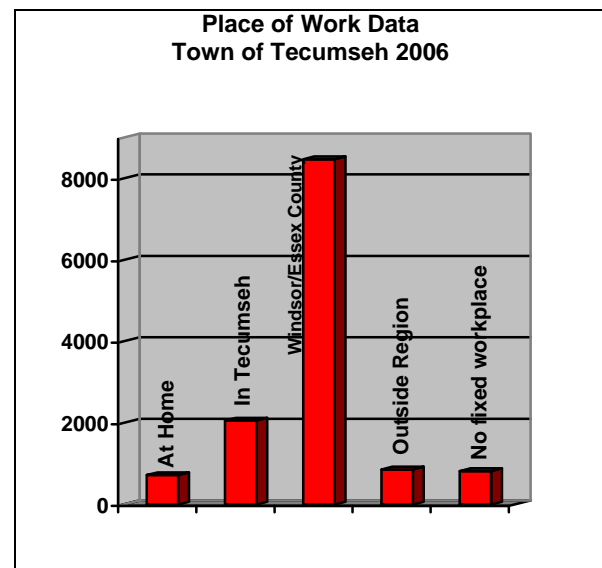
Statistics Canada, Census Population, 2001 & 2006

The manufacturing and construction sector comprises the largest segment of the Town's labour force employing 3,770 residents. Employment in this sector, however, decreased from 2001 to 2006 by 785 employees and from 33% to 28% of the labour force. It is expected that over the past few years, this sector has further decreased. The other sectors remained relatively stable with the largest increase coming in the health and education sector which increased from 2460 to 2725 employees during this time period. The agriculture and other resource-based industry sector continues to have the lowest share of the Town's labour force at 1.4 percent. The following figure illustrates the labour force by sector for the Town.



Statistics Canada, Census Population, 2001, 2006

Nearly 22 percent of Tecumseh's labour force works within the Town. Owing to the Town's proximity to the City of Windsor, and its regional employment centres, a majority of the labour force (66 percent) is employed outside of the Town but within the Essex-Windsor region.



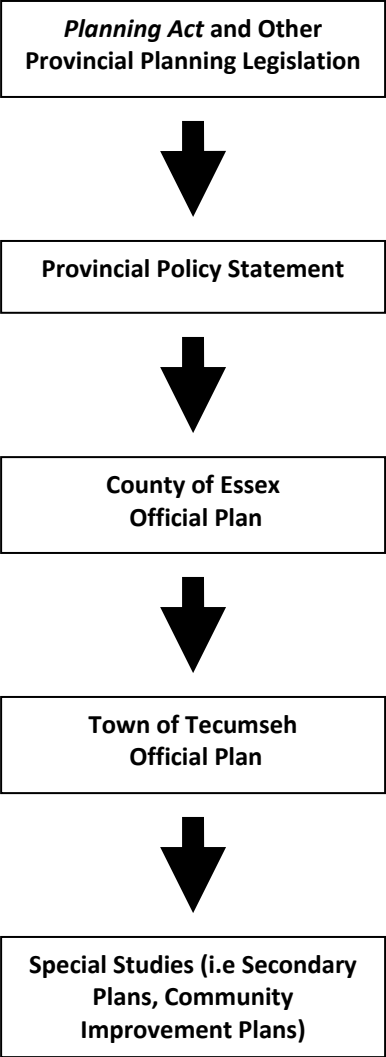
Statistics Canada, Census Population, 2006



## 4.0 PROVINCIAL POLICY STATEMENT

The Planning Act requires that the Town's Official Plan be consistent with Provincial policies. In essence, the Town's Plan must implement Provincial Policy at the local level.

The hierarchy of planning policies that affect the Town of Tecumseh is illustrated below:



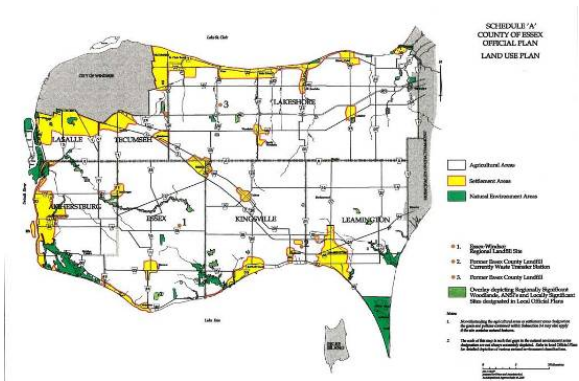
The Provincial Policy Statement (PPS) is the primary planning policy document of the Province of Ontario. Key elements of the PPS that relate specifically to the Town of Tecumseh include:

- Focusing growth within existing settlement areas;
- Encouraging intensification and redevelopment;
- Developing at densities that make efficient use of services;
- Expanding settlements only as part of a comprehensive review;
- Protecting prime agricultural areas;
- Limiting uses in rural areas to agricultural and resource based activities;
- Permitting the conversion of employment lands to other uses only through a comprehensive review;
- Providing sufficient land for housing to meet demand for 10 years and servicing capacity to meet demand for three years;
- Providing a range and mix of housing for moderate to low income households;
- Directing most growth to fully serviced areas and precluding partial services except where required to address health issues
- Promoting public transit and alternative energy sources;
- Protecting natural heritage features;
- Conserving significant built and cultural heritage resources;
- Preventing development in hazardous areas.

The Town must carefully consider and balance the aforementioned policies to ensure the new Official Plan properly implements the overall objectives and intent of the PPS in the context of the Town of Tecumseh. The formation of guiding principles as part of the preparation of the new Official Plan is useful in terms of achieving this balance.

## 5.0 COUNTY OFFICIAL PLAN

In July of 2005, the County of Essex Official Plan was approved by the Province. The County Official Plan identifies settlement areas and establishes corresponding policies to guide growth in the County over the 20-year planning horizon. It also contains policies related to Agricultural Area and Natural Environment Area designations to ensure the protection and enhancement of these resources. As with the PPS, the Planning Act establishes that the Town's Official Plan must conform to the County Official Plan.



The County is currently undertaking a five-year review of its Official Plan. This review will establish growth projections and land needs for the region and will determine whether expansions to the settlement areas are warranted and justified. As noted earlier in this report, it is through this review process that the Town will be allocated its appropriate share of the projected regional population growth and corresponding land needs will be determined.

The County Official Plan contains the following planning principles:

- To create more compact development within designated and fully serviced urban settlement areas;
- To provide a broad range of housing, employment and leisure opportunities for a growing and aging population;
- To discourage urban type development outside of designated settlement areas and in areas which only have partial municipal services;
- To create and maintain an improved balance between residential and employment growth in each of the existing communities situated within Essex County by increasing employment opportunities closer to where people live;
- To maintain and enhance the town centres located within each of the seven newly restructured Essex County municipalities as focal points for their respective communities where a broad range of community and commercial facilities and services and housing and employment opportunities are available at higher densities in a mixed use environment;
- To maintain and attract manufacturing, agribusiness and tourism related businesses and activities that can provide well paying employment opportunities to existing and future residents;
- Wherever possible, to provide a break in the pattern of continuous urban land use by using natural boundary features such as woodlots and agricultural lands and linear facilities and corridors such as watercourses, highways and utility corridors to maintain and enhance recognizable demarcation lines between existing and planned future urban and rural communities;
- To connect urban areas with each other and with communities outside this area by providing space for the efficient, cost effective and safe movement of people, goods, energy and information without disrupting community integrity and function;
- To protect prime agricultural areas for agricultural uses, remaining natural heritage features and other natural resources that are provincially and regionally significant;
- To increase the amount of core natural area and natural buffers where possible, particularly through restoration efforts;

- To link wildlife habitat and natural heritage areas to each other, human settlements to other human settlements and people to nature;
- To provide land reserves or corridors for future linear transportation and utility facilities and services;
- To accommodate future job creation and employment opportunities in an environmentally sustainable and cost effective manner;
- To formulate and adopt a growth management policy to protect and enhance important agricultural and natural resources of this area and direct future urban growth to vibrant and desirable settlement areas;
- To provide cost effective and environmentally sound municipal service;
- To provide co-operative inter-municipal consultation and co-ordination of those services that have inter-municipal considerations;
- To encourage municipalities to prepare, where possible, Multi-Year Sewage and Water Servicing Plans and Master Storm Water Management Plans;
- To ensure that petroleum, non-metallic mineral resources and aggregate resources are available for future use and that extraction operations are protected from activities that would hinder their expansion or continued use;
- To protect and enhance the quality and quantity of groundwater and surface water and the function of sensitive ground water recharge/discharge areas, aquifers and headwaters;
- Wherever possible, to protect life and property from natural and human made hazards; and
- To ensure that Lake Erie, Lake St. Clair and the Detroit River are noted as significant areas for fishing and hunting and that future

land use decisions are made with regard to maintaining access to these resources.

## 6.0 HEALTHY PLACES, HEALTHY PEOPLE

Attached as Appendix 'A' to this document is a statement of principles titled "Healthy Places, Healthy People – Smart Choices for the Windsor-Essex Region of Ontario". This statement of principles was signed by the majority of municipal planners in the Essex-Windsor region signifying their commitment to adhering to these principles in the application of their duties as professional planners.

The principles provide a blueprint for building better communities at all levels – from the region, countryside and towns to neighbourhoods, blocks and streets. The Council of the Town of Tecumseh has, by resolution, endorsed these principles and it often references them as rationale for important policy decisions affecting the community.

The principles offer a sound template for the creation of guiding principles during the development of the Town's new Official Plan.

## 7.0 KEY PLANNING ISSUES

The direction from Provincial and County land use planning policy documents is clear – municipalities are responsible for sound growth management strategies as a means to curb urban sprawl and create vibrant and sustainable communities. The legislation, policies, plans and guidelines reviewed in this paper establish parameters for the Town's new Official Plan, as local municipal policies and plans are required to be consistent with Provincial and County policies and plans.

### 7.1 Growth Management

An important element of the new Official Plan process will be an evaluation of the need for additional land that may be required to maintain an adequate supply of land designated for urban growth to accommodate the projected community growth requirements for the Town.

The settlement area policies contained in Subsection 1.1.3 of the PPS provide clear objectives and criteria to ensure that expansions to municipal growth boundaries will only be considered where it has been demonstrated that sufficient opportunities for growth are not available through intensification, redevelopment and/or new development within designated growth areas.

The consideration of expansions to growth area boundaries must also consider the availability of infrastructure and public health facilities that are available or planned for the area; the consideration of alternatives that avoid development in prime agricultural areas; and the mitigation of impacts from expanded growth area boundaries on adjacent agricultural operations.



The most recent version of the PPS provides a stronger emphasis on growth management, phasing policies that ensure the orderly progression of development within designated growth areas, and the need to fully consider growth opportunities within currently designated areas. There is a clear onus on municipalities to determine whether expansions to existing settlement areas are required in order to meet the forecast for land requirements, taking into consideration infilling and intensification opportunities, during the planning period.

In recognition of the role that upper-tier municipalities have in growth management, lower-tier municipalities are required to consult with their respective upper-tier municipalities when developing a new official plan. The PPS directs that where planning is conducted by an upper tier municipality, such as the County of Essex, the upper-tier municipality must identify,

co-ordinate and allocate population, housing and employment projections for local municipalities.

The County of Essex is in the process of reviewing and updating its region-wide projections and associated population and employment allocations. This exercise is the first step of the mandatory five-year review of the County Official Plan. Accordingly, population projections for the Town will need to be updated in consultation with the County of Essex. It will also be necessary to update the supply of vacant residential, industrial, commercial and institutional land needs and provide an anticipated timeframe for their development. Estimates of the number of units yielded from the land supply information, based on desirable or targeted density ranges, need to be determined. A vacant land inventory report for the various land uses will be prepared to provide a comprehensive basis for the determination of land needs requirements over the planning period.

Currently, Tecumseh has a relatively young population, however, like many other communities, it faces an aging population over the next 20 years. The Town is also anticipated to experience a trend of declining household size. While the pace of growth (once servicing constraints are removed) will likely not match the pace over the previous 20 years, the demand for new household units will proportionately outpace the growth rate.

Even so, it is anticipated that the Town will have an adequate amount of greenfield land to accommodate residential growth over the next 20 years, particularly if any intensification efforts are realized. Industrial land supply, however, is somewhat limited and the need for and location of additional land should be assessed. The PPS establishes that expansions to settlement areas are limited to the time of a comprehensive review by the municipality when it updates its Official Plan. Any proposed expansions are subject to provincial criteria and municipalities are only permitted to designate future land supply up to a 20-year time horizon.

## **7.2 Housing and Residential Intensification**

The most common form of housing in the Town is single unit detached. Throughout North



America, the availability of relatively inexpensive land combined with public investment in roads and other infrastructure and public policy favouring home ownership, made the single family home accessible to millions of people in the post World War II era. It is for these reasons that this form of housing dominates the landscape in most municipalities throughout Ontario.

But many civic leaders now realize that there is a cost to building communities dominated by low density, homogenous housing. For instance, the aging population will not be well served by the existing housing stock. A greater diversity of smaller units requiring less maintenance will be necessary. There is also a recognition that we have to use space more wisely and efficiently in order to protect valuable farmland and natural heritage areas and to reduce the exorbitant servicing costs associated with low density development.

In order to offer a wider mix and range of housing opportunities, new housing will need to be built at a higher density. Infill and intensification are being increasingly promoted as a means of encouraging the efficient, cost-effective utilization of land and municipal infrastructure and services as an alternative to sprawl on the periphery of urban areas. Infill and intensification are clearly established as important planning objectives in the PPS. The PPS defines residential intensification as a net increase in residential units or accommodation within a given property, site or area and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- e) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, secondary suites and rooming houses.



While the theme of intensification is reiterated in several sections of the PPS as well as the County Official Plan, it is most clearly articulated in subsection 1.1.3 of the PPS, Settlement Areas, through the following subsections:

- 1.1.3.3 *Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.1.3.4 *Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.*
- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 *Planning authorities shall establish and implement phasing policies to ensure that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas.*



Residential infill and intensification are currently encouraged to varying degrees within the policy environment of the three existing Official Plans for the Town. While the current policies provide some recognition and direction, they do not adequately reflect the level of importance that the new PPS applies to residential infill and intensification.

An increased level of infill and intensification activity can raise concerns about impact on the character and stability of existing neighbourhoods. It is therefore important to ensure that this type of development is sensitive to the surrounding land use pattern and that potential issues arising from infill and intensification activity such as increased density, traffic, parking, privacy, noise, streetscape design and related matters are addressed. Appropriate policies and guidelines will be needed to ensure that residential intensification occurs in suitable locations and the standard of residential amenity of the area is maintained or enhanced.

### 7.3 Commercial Development

Consistent with the trend throughout North America, the form and function of commercial activity in the Town of Tecumseh has evolved over the past number of decades. This trend is evidenced by the ongoing transformation of the Town's traditional mainstreet – Tecumseh Road from the CN Railway on the east to Southfield Drive on the west. The function of the mainstreet has been in a state of transition for some time. It is generally an area of great potential that is struggling to maintain a clear identity in the face of other prosperous commercial areas both within the Town, such as in the vicinity of Manning and Tecumseh Roads, and in neighbouring municipalities.

There are a number of reasons for this trend. In our automobile-oriented society, the “power centre” has emerged as the dominant force in retail, relegating the mainstreet, and even enclosed malls, as secondary destinations or niche market locales. The “power centre” concept, with its space extensive, automobile-oriented, big-box design, offers convenience and ample on-site parking. These single-use models are usually separated from residential areas which make them largely inaccessible by

anything other than the automobile and their inherent design is essentially hostile to pedestrians.

Despite the recent “success” of the big-box, power centre commercial model, the PPS recognizes the important role that downtowns and mainstreets play in achieving long term economic prosperity. Accordingly, the PPS establishes that municipalities should maintain and, where possible, enhance the vitality and viability of these areas.

More recently, there has been a resurgence of traditional mainstreet style development throughout North America. This form of development, known as mixed-use, neotraditional or new urbanism, includes building formats that accommodate mixed use and “live-work” units, a greater emphasis on attractive architectural design, and buildings forms that are in keeping with the surrounding development context. In some municipalities throughout North America, there is an emerging awareness and recognition for the need to encourage commercial development that is both functional and attractive. These mixed-use, mainstreet areas provide identity to neighbourhoods and help create more livable, walkable communities as an alternative to the automobile oriented development of the past couple of decades.



Based on the evolving nature of commercial development, it is necessary to undertake a comprehensive review of the current commercial



hierarchy and policies as part of the development of a new Official Plan. While many of the existing objectives and policies may continue to be relevant, changes will be required to more clearly articulate the differences in form and function among the various commercial designations.

In addition to a clearly articulated commercial policy environment, there are also relatively new planning tools available to the Town to assist with the resurrection of mainstreet areas. For instance, the Town will be preparing a Community Improvement Plan for Mainstreet Tecumseh that will assist in enhancing the traditional mainstreet area of the community by establishing regulations, guidelines and incentives to make the downtown more sustainable and attractive to investment.



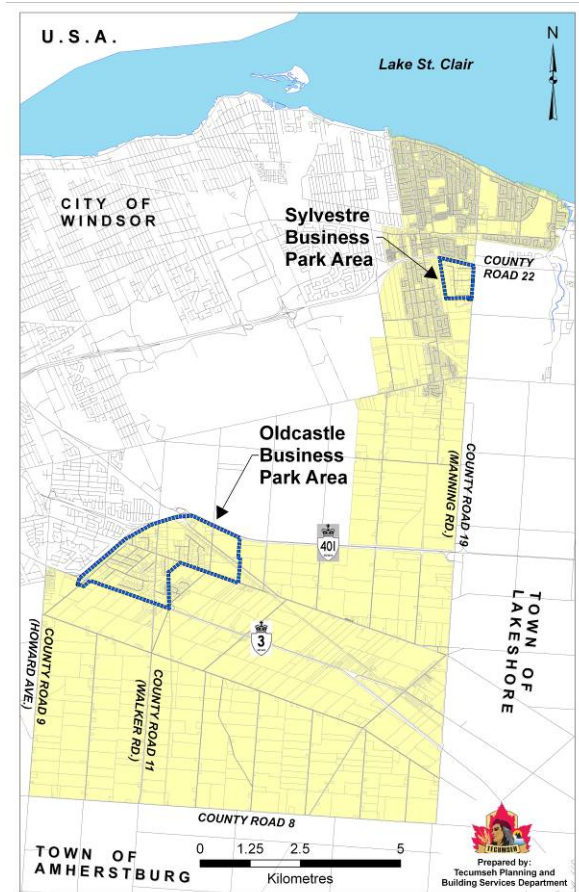
seattle, washington primary streetscape block

It is anticipated that a new policy framework and associated design guidelines will also guide the development of a mainstreet design concept for specific areas of the Tecumseh Hamlet Secondary Plan.

#### 7.4 Industrial Development

There are two significant employment areas within the Town – the Oldcastle and Sylvestre Business Parks. The Oldcastle Business Park is a major regional employment centre located in the southwest portion of the Town adjacent to the City of Windsor. It has good access to King’s Highways 401 and 3 and currently contains over 350 industrial establishments. The Sylvestre Business Park is located southwest of County Road 22 and County Road 19 in the northerly settlement area of the Town. As a result of a

recent zoning change to allow highway commercial uses and prohibit industrial uses in a portion of this business park, it possesses a mix of over 40 industrial and commercial establishments.



In order to plan for Tecumseh’s long-term economic prosperity, the Town needs to have regard to historical trends and significant recent changes affecting the regional and local economy in order to address evolving industry requirements and skills availability. As noted earlier in this report, manufacturing remains the Town’s largest sector in terms of providing employment to its residents. The table on the following page displays the largest manufacturing employers in the Town.

It is clear that the manufacturing employment base in the Town is still heavily reliant on the auto supply and tool and die industries. The reliance on these industries is not unique to Tecumseh. Government officials in Essex-Windsor understand the importance of

diversification to the economic health of the region and efforts to achieve this objective are underway.

No.	Employer	Full Time Employees
1.	A. P. Plasman	900
2.	Active Burgess Mould & Design	250
3.	Lakeside Plastics	200
4.	Bonduelle North America	191
5.	Reko Tool & Mould	190
6.	Build-A-Mold	180
7.	Omega Tool	180
8.	Talhin/T Corporation	180
9.	Tregaskiss	150
10.	Prestressed Systems Inc.	150

2009 Windsor Essex Manufacturer's Directory  
(Windsor-Essex Development Commission)

Reference to “the new green economy” has been frequently been made in recent years from both persons in the public and private sector. Given the current knowledge base in the Town's existing industries, there is an opportunity to capitalize in this new and emerging economy.

Policies in the new Official Plan should include provisions to support employment growth within the town. These may include providing more flexibility in the range and types of uses, designating additional employment areas and ensuring that infrastructure is available to properly and efficiently serve these areas.

Ensuring there is enough employment land in the Town to provide jobs and economic growth will be a key objective in the new Official Plan. The PPS encourages the provision and protection of employment areas for an appropriate mix and range of employment. The conversion or use of land for purposes other than employment uses – such as solar and wind energy projects - has to be carefully considered and evaluated.

As part of developing its new Official Plan, the Town will have to further investigate changes in local business activity and emerging industries or trends in employment. The Town has been experiencing increasing commercial development pressure to infiltrate less expensive industrially zoned lands (i.e. auto dealerships). As the industrial base is diminished and “reinvented”, there may be more pressure for commercial uses within these areas. Policies

may require fine tuning of the types of service commercial, office and retailing activities that should be permitted and in what areas of industrial designated lands.

Ensuring a flexible policy environment that allows for a wide range of industrial and business park uses while respecting other planning objectives is critical. The Town should identify existing areas that have potential to develop in the future and provide opportunities for all types of employment including head offices and warehouses that typically require large sites and/or ground related development for loading and distribution.

Just as it must do with its residential development, the Town must look for opportunities to intensify its employment lands. Having the proper municipal infrastructure in place and the removal of private septic systems will assist in intensification and allowing for infill development (in the Oldcastle Business Park). It will also ensure a more sustainable and efficient systems. Investment in hard infrastructure (sanitary, storm, water and road improvements) continues to occur within the Oldcastle Business Park. Improvements to the regional road network are planned in the vicinity of both the Sylvestre Business Park and the Oldcastle Business Park.

Employment areas must also be accessible to the thousands of employees that work within them. The expansion of transit service into these areas during the planning horizon, thereby improving accessibility for employees, will make these areas more attractive for investment.

## 7.5 Rural and Agricultural Issues

Agriculture is the dominant land use within the Town and is important to the local and regional economy and to the Town's identity and character. As with natural heritage areas, the PPS establishes that prime agricultural areas shall be protected for their long-term use.

Development outside of the settlement areas in the Town is limited by the PPS and County Official Plan. Rural lot creation is only permitted for agricultural-related purposes and surplus dwelling lots. Lot creation activity in the



agricultural area has slowed considerably with the passing of the most recent PPS in 2005.

At the same time there is increased support for considering diversification of the agricultural economy through value-added, small-scale agricultural industries and commercial uses.



The Official Plan policies need to recognize the need for the agricultural community to continue to operate in an efficient and flexible manner. It requires policies to protect existing operations and the resource as a whole while promoting diversification in the industry.

Part of protecting the resource is establishing a minimum lot size for agricultural lots. Excessive fragmentation of farm parcels can make it difficult for farmers to acquire the necessary land to farm in an efficient and manageable way. Farm parcels should be large enough to provide for viable and efficient farm operations.

Accordingly, the Town will need to assess its current minimum lot area to determine if it adequately protects this valuable resource while meeting the needs of the evolving farming community.

Another emerging agricultural issue is one of alternative uses for crops. The normal range of agricultural uses is changing. Crops are increasingly being grown for products other than food such as fuel as part of energy production. With these emerging alternative uses come considerations regarding the appropriateness of secondary uses on farm parcels. The Town's agricultural policies will also need to address this issue.

## 7.6 Natural Heritage Features

The environmental health of the Town and its natural heritage areas is critical to the health of its citizens and the economic and social well-being of the community. The PPS establishes that natural features and areas shall be protected for the long term. To meet this and other objectives of the PPS Natural Heritage policies, the Town will need to identify its significant natural heritage features as well as potential connecting corridors and develop policy intended to protect and enhance the ecological function and biodiversity of these areas as part of a natural heritage system.



To this end, the Town is currently working collaboratively with the Essex Region Conservation Authority as well as floral and faunal ecological consultants on a Natural Heritage Study for the Town.

## 7.7 Urban Design

The ability of municipalities to implement requirements related to urban design is governed by relevant provisions of the Planning Act. The Planning Act now provides municipalities with the ability to include, in their Official Plan policies, consideration of the character, scale and appearance of proposed buildings in relation to the surrounding environment. It established a clear mechanism for the implementation of urban design guidelines that had not previously been permitted by adding the following paragraph to subsection 41(4):



- d) *matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality.*



Accordingly, the Town now has the opportunity to influence the exterior appearance of buildings and their relationships to surrounding lands by establishing design parameters in the Official Plan.

The Town currently has trained personnel to facilitate the review of development applications, from the perspective of Crime Prevention Through Environmental Design (CPTED) principles: natural access, natural surveillance and territorial reinforcement. There is currently no clear policy basis for these principles in the Official Plan. The merit and opportunity of including relevant policies should be considered.

Another urban design aspect requiring reference pertains to accessibility standards. With recent Provincial legislative mandates now in effect, the Town's commitment to the consideration of accessibility should be highlighted in the Plan's policies.

## 7.8 Transportation

The current Official Plans contain policies related to transportation but their focus is road based with minimal emphasis on other forms of

transportation such as walking, cycling and transit. The upper-tier municipality of the County of Essex recently completed the Essex-Windsor Regional Transportation Master Plan. This Plan promoted a coordinated, balanced and properly funded regional transportation system to effectively manage, coordinate and finance the required transportation infrastructure serving the region's 350,000 residents.

The regional study warned that roadway capacity improvements alone would not relieve congestion resulting from the projected 2021 population and employment levels. It noted that Traffic Demand Management policies and new development forms that provided alternative transportation choices, such as transit, cycling and walking, would have to be earnestly promoted. It also recommended that consideration be given to an integrated transit service between the City of Windsor and surrounding communities, including the Town of Tecumseh.



In response to these circumstances, and as a means to more specifically address local transportation issues, the Town commissioned its own Transportation Master Plan with the goal of developing a multi-modal, sustainable transportation system that provides improved mobility and transportation choices for the Town's residents. The preliminary guiding principles of this Plan are:

**Principle 1:** Plan new development with an appropriate level of mixed use and higher densities to create an environment where there are opportunities for Transportation Choices.



**Principle 2:** Promote Active Transportation through the integration of walking, cycling and other non-auto modes as Alternative Travel Modes.



**Principle 3:** Develop a strategy that would allow for the promotion of a transit service that conveniently and affordably serves where people need to go, both locally and inter-regionally, and promotes an Integrated and Accessible Transit System.

**Principle 4:** Make Reducing Travel Demand a priority in the Town, emphasizing Travel Demand Management alternatives such as ride sharing, carpooling, telecommuting, flexible work hours, etc.

**Principle 5:** Promote Cost Effective New Technology to improve the urban mobility of goods and people.

**Principle 6:** Maintain and improve the road system to make the Best Use of the Existing Transportation Infrastructure.

**Principle 7:** Ensure transportation decisions Protect and Respect the Environment.

**Principle 8:** Foster Political Support for transportation solutions that recognize the needs of Tecumseh as well as adjacent communities.

These principles will be used to guide the completion of the Transportation Master Plan and the resultant policies will be incorporated into the new Official Plan.

## 7.9 Parks and Recreation

The PPS establishes that “healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;*
- b) *providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources;*
- c) *providing opportunities for public access to shorelines; and*
- d) *considering the impacts of planning decisions on provincial parks, conservation reserves and conservation areas.*



The Parks and Recreation Master Plan, scheduled to be completed in 2010, will address the foregoing PPS directives and includes a review of the existing Official Plan policy environment as it relates to parks and recreation matters and will recommend appropriate policies



for the new Official Plan. It will also recommend park facilities, sizes and locations and linkages that support the needs of the existing and future neighbourhoods.

### 7.10 Community Improvement Planning

Community improvement planning is a means of planning and financing development activities that effectively use, reuse and restore lands, buildings and infrastructure. The objective of community improvement planning is to develop a policy framework that continually invigorates communities through the realization of environmental, social, cultural and economic benefits achieved from more sustainable growth management and development practices. Encouraging reinvestment and redevelopment of existing neighbourhoods and mainstreets in a more compact form results in more vibrant communities that are more cost-effective to service and support alternative modes of transportation such as transit and cycling.

An area within the Town may be designated as a community improvement project area because of age, dilapidation, faulty arrangement of buildings, undesirable streetscapes or for any other environmental, social or community economic development reason set out in the Planning Act. A candidate for community improvement in the Town, as noted earlier in this report, is the traditional commercial core along Tecumseh Road.



However, community improvement areas can range from specific properties to streets, neighbourhoods and entire communities.

Plans can include, but are not limited to, programs that are either municipally driven such as: infrastructure works, municipal property acquisition and streetscape and landscaping improvements or incentive-based such as: commercial building façade improvements, property tax assistance for remediation purposes and preservation and adaptive reuse of heritage and industrial buildings.

Through the associated discussion paper, candidates for community improvement planning areas and associated policies will be identified.

### 7.11 Sustainability

In recent years, the environment has become an increasingly important issue for both the public and policy makers at all government levels. Climate change, increased fuel costs and air pollution are all indicators of the need to do more to promote energy conservation and enhance environmental sustainability. Further, the PPS supports the concept of achieving improved energy efficiency and air quality through appropriate land use and development patterns. Accordingly, new policies need to be considered that reflect the scope and direction of the PPS in this regard.

Sustainability is a theme that will underpin all of the discussion papers. Given its significance, however, there is a need to incorporate specific policies related to “green” initiatives in sustainable community planning practices.

Using alternative energy sources, such as wind and solar, is fast becoming more popular as the price of technology drops, government incentives through funding increases and awareness grows regarding the harmful environmental and health effects of dependency on fossil fuels. As non-renewable fossil fuels continue to diminish, the economics of this dependency will be challenged. The County of Essex implemented OPA 1 in January of 2009, which had the effect of introducing alternative energy policies into the County Official Plan. The recently introduced Bill 120, however, removed the ability of municipalities to regulate alternative energy projects. There is still a role for municipalities to play in terms of commenting on these projects as they proceed through their respective Environmental Assessment

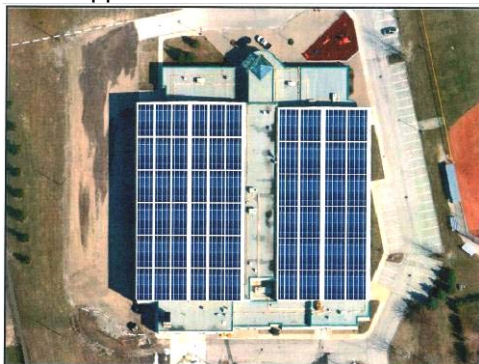


processes. Accordingly, the new Official Plan should implement the County policies, to the extent of their relevance, and include policies that reflect the goals of the Town with respect to alternative energy initiatives.

Another policy area that needs consideration is that of designing and constructing buildings in a more environmentally friendly and energy efficient manner. The LEED (Leadership in Energy and Environmental Design) and LEED-ND (Neighbourhood Development) Green Building Rating System is a voluntary, consensus-based national standard for developing high-performance, sustainable buildings. The Rating System recognizes leading edge buildings that incorporate design construction and operational practices to reduce environmental impacts. The LEED-ND initiative considers both the buildings and their context, recognizing that how buildings are arranged (built form) plays a critical role in reducing a development's ecological footprint.

Green roofs are elements of sustainable building design that have received considerable attention in recent years. A green roof is described as a green space created by adding layers of soil medium and vegetation on top of a traditional roofing system. Ascribed benefits include increased energy savings, longer roof membrane life span, additional amenity space and improved air quality.

Municipal public works are guided by the Official Plan. The preparation of the new Official Plan provides an opportunity for the Town to examine its use of energy and to adopt energy efficient standards and guidelines for public and private works in the Town. Town leadership was shown by way of the solar panel project for the Tecumseh Arena roof, which recently received Provincial approval.



In 2005, the Province passed comprehensive amendments to the Ontario Heritage Act under Bill 60, An Act to Amend the Ontario Heritage Act, which are intended to strengthen and improve heritage protection. Some of the changes include new municipal and provincial powers to prevent demolition of heritage sites, improvements to the municipal designation process (e.g. standardized designation criteria; recognition and listing of non-designated heritage sites; delegation of approvals for alterations to designated heritage properties; minimum maintenance standards for designated sites and updated designation by-laws; shorter notice requirements, etc.), strengthened protection for heritage conservation districts and enhanced provisions regarding archaeological resources. The PPS also contains new policies to protect designated heritage resources and to have regard for heritage significance during the development approval process.

The new Official Plan policies regarding heritage resources should effectively implement the changes introduced by Bill 60 and the PPS.

## 8.0 PUBLIC/STAKEHOLDER CONSULTATION

In order to ensure that the new Official Plan is representative of the goals and aspirations of the Town citizens, it is necessary to engage the various stakeholders in a communication exercise that will assist in determining the most relevant issues facing the Town today and into the future. Through stakeholder consultation sessions, the foregoing broad issues will be further refined and perhaps new issues identified.

It is essential that the public be involved at the outset of the Official Plan review process as long range planning requires the understanding, support and participation of the community.

Public workshops and open houses ensure a more collaborative planning process that harness the ideas and experiences of these stakeholders. The discussion generated at these sessions will assist in formulating the guiding principles of the new Official Plan.

Finally, to assist with the refinement of Issue Identification, and to satisfy the provisions of the



Planning Act, pre-consultation sessions will be held with the County, appropriate Provincial Ministries and other Agency stakeholder representatives. These formal sessions will ensure that the tasks necessary to satisfy the various legislative requirements and policy directives of these various stakeholders are undertaken.

In the interim, the following questions are put forth as an initial means to engage the public and foster dialogue.

#### Questions for Discussion:

1. What do you feel are the top issues currently facing the Town of Tecumseh?
2. Do you agree with the key issues identified in this Paper or are there other issues or problems that you feel have been overlooked?
3. What makes Tecumseh a desirable place to live?
4. What about Tecumseh would you like to see improved? What is missing from the Town?

#### How to Provide Input

Send your comments by regular mail, phone, fax, e-mail or by visiting the Town's website.

#### By mail:

Att. Tecumseh 2030,  
New Official Plan Process  
Town of Tecumseh  
Planning Department  
917 Lesperance Road  
Tecumseh, ON  
N8N 1W9

**By phone:** (519) 735-2184

**By fax:** (519) 735-6712

**By e-mail:** [cjeffery@tecumseh.ca](mailto:cjeffery@tecumseh.ca)

Go to:

[www.tecumseh.ca/townhall/departmental-services/planning/newofficialplan](http://www.tecumseh.ca/townhall/departmental-services/planning/newofficialplan)

to register your comments using the on-line form.

Register your contact information at the same time to receive notification of upcoming consultation events.



## *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.



#### Questions for Discussion:

1. What do you feel are the top issues currently facing the Town of Tecumseh?
2. Do you agree with the key issues identified in this Paper or are there other issues or problems that you feel have been overlooked?
3. What makes Tecumseh a desirable place to live?
4. What about Tecumseh would you like to see improved? What is missing from the Town?

#### How to Provide Input

Send your comments by regular mail, phone, fax, e-mail or by visiting the Town's website.

#### By mail:

Att. Tecumseh 2030,  
New Official Plan Process  
Town of Tecumseh  
Planning Department  
917 Lesperance Road  
Tecumseh, ON  
N8N 1W9

**By phone:** (519) 735-2184

**By fax:** (519) 735-6712

**By e-mail:** [cjeffery@tecumseh.ca](mailto:cjeffery@tecumseh.ca)

Go to: [www.tecumseh.ca/townhall/departamental-services/planning/newofficialplan](http://www.tecumseh.ca/townhall/departamental-services/planning/newofficialplan) to register your comments using the on-line form.

Register your contact information at the same time to receive notification of upcoming consultation events.