

Smart Choices for the WINDSOR-ESSEX *Region*

INTER-MUNICIPAL PLANNING CONSULTATION COMMITTEE



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“The challenges of the 21st century: increasing obesity and chronic diseases, diminished resources and climate instability, all require that we rethink and redesign our buildings, communities and transportation systems. Architects, planners, environmental and health leaders need to work together to do this – let’s break down the walls between us.” --- Dr. Richard Jackson. School of Public Health, University of California, Berkley

✧ Healthy Places, Healthy People ✧

THE HEALTH OF OUR CHILDREN AND GRANDCHILDREN
WILL BE DETERMINED BY THE QUALITY OF
THE PLACES WE CALL HOME

It has long been recognized that where we live, work and play are important factors in determining the quality of our lives. More recently, a link has been made between the impact of the design of our neighbourhoods and communities and our individual health and well-being. The quality of the air, soil and water, opportunities for exercise and recreation, choices in types of mobility, access to healthy food, the

availability of jobs, and the existence of social networks – components of good health - are all influenced, to some degree, by community design. Outlined in this report are some of the challenges that face the Windsor-Essex Region and suggestions on how these challenges can be met through smart choices that will provide for healthy places and healthy people – for us and future generations.

Place Matters

Here in the Windsor-Essex Region, the local planners recently 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: Major Challenges Facing the Windsor-Essex Region

The new realities and challenges facing the Windsor-Essex Region bring new opportunities

1. Restructuring of the Regional Economy

Why Care?.... Innovation, cooperation, leadership and vision are required to address the major structural changes that are taking place within our regional economy.



The new realities and challenges associated with these structural

changes must be dealt with in order to create well paying and rewarding employment opportunities for the residents of the Windsor-Essex Region.

Place Matters.... The new economy will need communities that are globally competitive and which possess a broad range of recreational, leisure and cultural amenities to attract and retain a highly educated, skilled and mobile workforce.

In our region we need to work together on building our infrastructure assets, emphasizing our unique location and selling our regional strengths.

Reinvesting in our already established neighbourhoods,

main streets and downtown cores, and creating new mixed-use, compact and walkable town centres can spur revitalization in the new economy.

2. Degraded Natural and Built Environment

Why Care?.... The quality of the air and water we depend on to sustain life and to support human health has been degraded in this region of Ontario. The built and natural environment in many parts of our region do not presently facilitate and support active and healthy lifestyles.

The built form, the existing road network and the transportation infrastructure that exists in many of the communities and neighbourhoods located throughout the Windsor-Essex Region do not support healthy and active lifestyles



Toward Better Places: Major Challenges Facing the Windsor-Essex Region

The new realities and challenges facing the Windsor-Essex Region bring new opportunities

Too many live in areas that require the use of the automobile for virtually all trips, with few opportunities for walking and cycling to get basic needs met.



These factors, combined with an aging population and increasing rates of childhood obesity, require that we take a new course of action.

When people feel a sense of belonging their outlook on life is greatly improved. Too many

developments in our region are being designed and built in ways that unfortunately reinforce lifestyles that challenge our sense of trust and social interaction.

Place Matters.... The health of the people of this region can be greatly improved if we choose to create walkable neighbourhoods and complete communities which offer a wide range of transportation choices and services close to where people live and work.

Reducing the amount of traffic on our roads, creating tree-lined streets, preserving our forests and remaining natural areas can greatly improve our environment and the well being of the residents of our region.



Choosing to buy goods grown or made locally will also improve our environment by reducing the need for long distance transportation while supporting the local farming and manufacturing community.

3. Climate Change

Why Care.... The status quo is no longer an option. The scientific evidence is clear: the

People want to be around people. If a place has a healthy street life, people are more likely to incorporate it into their daily lives. Shared public spaces and community facilities situated within compact, mixed-use neighbourhoods reinforce a sense of community and well being.



Toward Better Places: Major Challenges Facing the Windsor-Essex Region

The new realities and challenges facing the Windsor-Essex Region bring new opportunities

Earth is warming at a pace that will have far reaching consequences for the residents of the Windsor-Essex Region.

Unless greenhouse gas emissions are reduced globally to levels recommended by the United Nation’s International Panel on Climate Change, there will be a dramatic increase in global temperatures during the coming decades. These temperature increases will adversely affect all plant and animal life on this planet, including humans.

At the same time that this is occurring, global energy prices and the demand for the remaining supply of fossil fuels are rapidly escalating. These factors will affect all facets of our existing regional economy, an

economy that is dependent on the continued use of relatively cheap fossil fuels.

Place Matters.... Unless we take decisive steps in the Windsor-Essex Region to create more compact, walkable and energy efficient communities and neighbourhoods, we will not be prepared to cope with the changes that lie ahead.

Creating communities and neighbourhoods that use less



energy, 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 era of higher energy prices and a warming and more volatile climate will be those regions that understand the changes that must be made and which collectively establish and implement a comprehensive plan of action that will reduce our dependency on fossil fuels.

We have a moral responsibility to our children and to our grandchildren to make the changes that will reduce greenhouse gas emissions in a timely and effective manner.

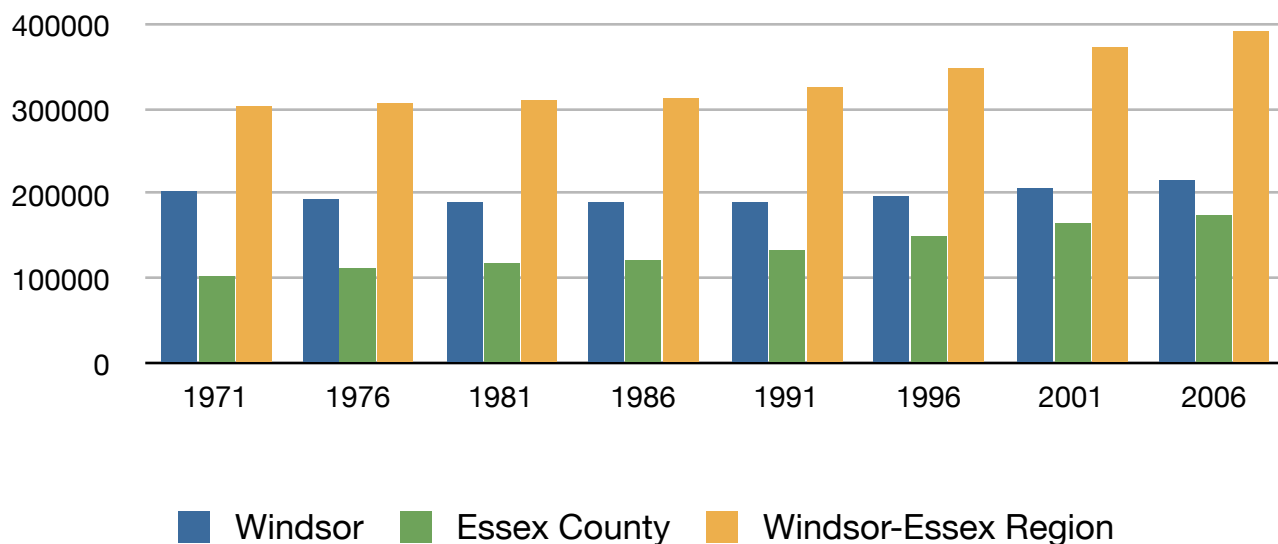
The primary greenhouse gas emission is carbon dioxide, and every litre of gasoline burned produces 2.4 kilograms of carbon dioxide emissions. Transportation-related emissions account for 33 percent of all greenhouse gas emissions in North America.



Trends of the Region: A Decade of Relatively Strong Population Growth

The population of the Windsor-Essex Region increased significantly from 1996 to 2006, as compared to earlier decades. During the last ten year period, a strong regional economy and the corresponding net in-migration created an environment where the population of this region reached 393,115 in 2006, a net increase of 43,069. However, due to a major downsizing of the North American Automobile Industry, border crossing problems at the Windsor-Detroit Gateway and the rising value of the Canadian Dollar, the Windsor-Essex Region is likely not going to experience similar increases in population growth during the next 5 to 10 year planning horizons. Economic Analysts have advised that this Region is undergoing major structural changes to the regional economy, which in turn will have significant implications for migration to/from the Windsor-Essex Region. Depending on 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.

Population Growth in the Windsor-Essex Region -- 1971 to 2006

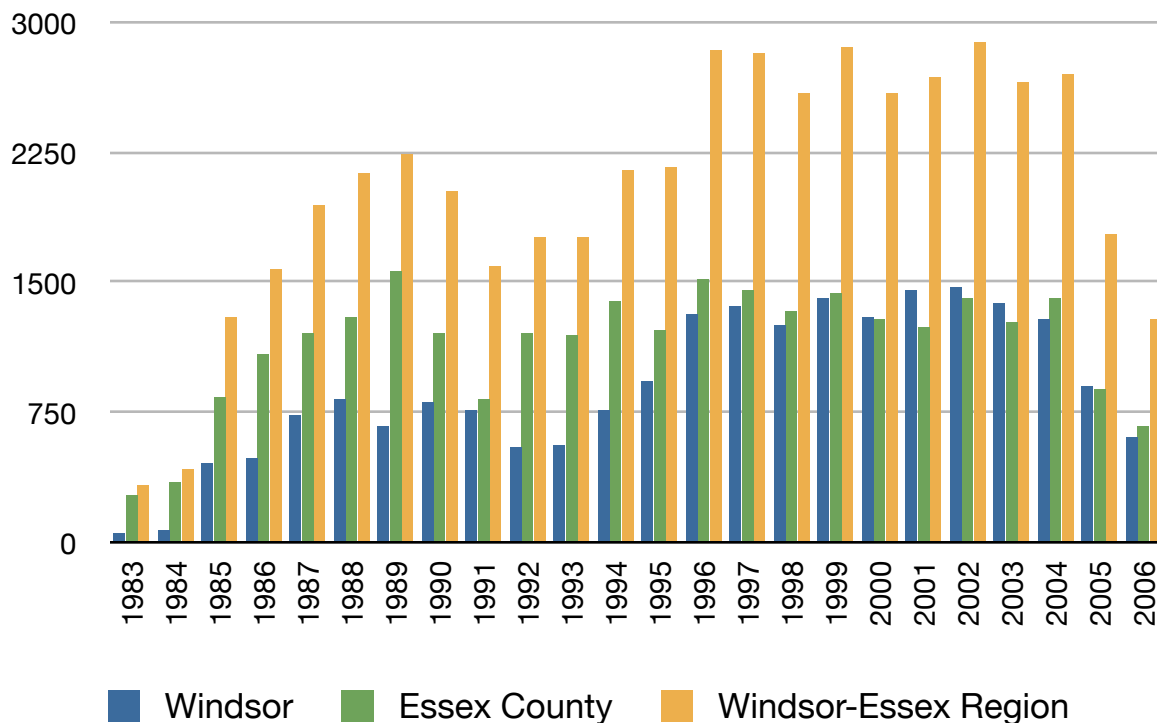




Trends of the Region: Sharp Decline in New Home Construction

From 1994 to 2004 the number of new homes that were built in the Windsor-Essex Region averaged 2,639 dwelling units per year. Since 2004 the region has experienced a sharp decline in new home construction with only 1,788 and 1,287 new homes having been built region-wide in 2005 and 2006, respectively. Based on data collected to date, it is anticipated that the total number of housing units that are built in the region in 2007 will be in the 600 to 700 range. CMHC housing analysts are forecasting a continued decline in new home construction for our region in 2008.

Residential Dwelling Units Built Annually -- 1983 to 2006

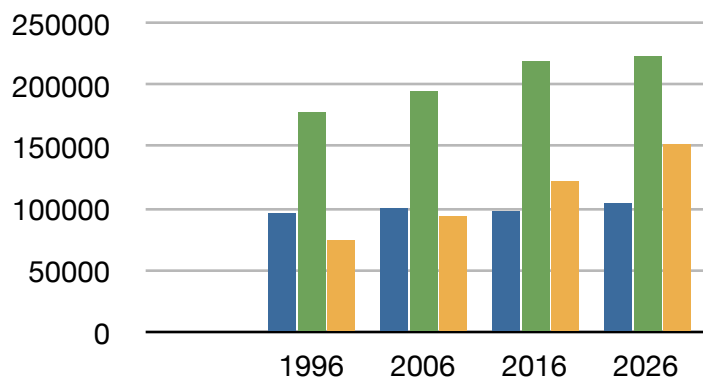




Trends of the Region: Significant Increase in the Number of Seniors

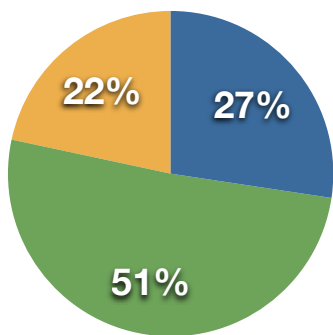
During the last decade the total number of seniors (age 55 plus) residing in the Windsor-Essex Region increased by 19,290. During the next twenty years the total number of seniors in our region is forecast to increase by an additional 57,000 persons. Based on the most recent Ministry of Finance projections, we can anticipate that one out of every three persons living in the Windsor-Essex Region in 2026 will be a senior. This aging of the regional population will have far reaching impacts on housing, transportation, health and social services.

Windsor-Essex Region -- Population By Age Group. 1996 to 2026

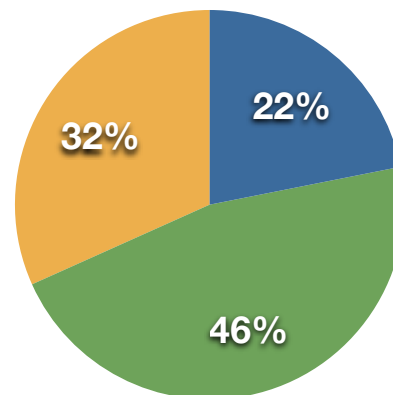


Percentage of Population in the Windsor-Essex Region By Age Group -- 1996 and 2026

1996 Regional Population By Age Group



2026 Regional Population By Age Group



School Age Children
 Adults
 Seniors



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 was comprised of 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 the operations of the committee:

“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 ROBERT HAYES, RPP, (RETIRED CITY PLANNER FOR THE CITY OF WINDSOR) FOR THE LEADERSHIP HE HAS PROVIDED IN THE ESTABLISHMENT OF THE IMPCC

2007 IMPCC MEMBERSHIP

CITY OF WINDSOR

Thom Hunt, RPP
Manager, Policy Planning

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

TOWN OF AMHERSTBURG

George Balango,
Manager of Development

TOWN OF ESSEX

Chad Jeffery, RPP
Planner (Jan. to Sept. 2007)

TOWN OF KINGSVILLE

Danielle Stevenson,
Planner

TOWN OF LAKESHORE

Tom Storey, RPP
Planning Consultant

TOWN OF LASALLE

Larry Silani, RPP
Director of Planning & Development Services

MUNICIPALITY OF LEAMINGTON

Tracey Pillon-Abbs, RPP,
Manager, Planning Services

TOWN OF TECUMSEH

Brian Hillman, RPP
Director of Planning & Building Services

Chad Jeffery, RPP
Manager, Planning Services

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

Accomplishments of the Inter-Municipal Planning Consultation Committee

Essex-Windsor Regional Transportation Master Plan

Recognizing the importance of a coordinated, comprehensive and regional approach to transportation planning and infrastructure, a small working group of municipal planners began working in the Fall of 2001 on the Terms of Reference for the first ever regional transportation master plan in this part of Ontario. This Terms of Reference was finalized in January 2002 and adopted by both Essex County Council and the City of Windsor Council in Spring of 2002. Funding for this region-wide



transportation study was allocated by both County and City Councils. The Draft Essex-Windsor Regional Transportation Master Plan was presented to both County and City Councils in the Spring of 2005. One of the key recommendations that was included in this master plan was as follows -- *“In order for the County, City and Towns to plan for an acceptable level of service to year 2021, the focus of regional transportation planning should be on a combination of roadway capacity enhancements and changes to development forms in urban areas that offer alternative transportation choices and reduced transportation needs for Essex-Windsor residents.”* .

Healthy Places, Healthy People

In the Summer of 2006, an IMPCCC working group prepared the *“Healthy Places, Healthy People, Smart Choices for the Windsor-Essex Region of Ontario”* Statement of Principles. On September 8, 2006 this document was signed by senior municipal planning staff from across our region (see Appendix 1 attached) as an expression of their professional commitment to the principles that are contained within this important document. In the Spring of 2007 *“Go for Health”*, a partnership of Windsor-Essex County Health Unit, Health Action Windsor-Essex, and the Cancer Prevention Network, Erie and St. Clair publicly endorsed and supported the *“Healthy Places, Healthy People”* Statement of Principles. *Go for Health* is using this IMPCCC document as an example of what other sectors need to do as part of a broader health-related initiative that is being undertaken in the Windsor-Essex Region to reduce the rate of preventable chronic disease in our region.





Planning Studies, Reports, Initiatives From Across the Region

CITY OF WINDSOR

A number of planning studies, environmental assessments and other projects of interest that have been completed during the 2005 and 2006 calendar years at the City of Windsor includes the following:

- Little River Acres Community Improvement Plan 2005
- Prado Place Heritage Conservation District 2005
- Environmental Master Plan 2005
- Sidewalk Café Guidelines 2005
- Huron Church Road Urban Design Master Plan 2006
- City Center West Consolidated Community Improvement Plan 2006
- Riverside Drive Vista Improvement Project Environmental Assessment 2006
- Sandwich Community Planning Study 2006
Ford Power House Community Improvement Plan 2007
- Official Plan Amendment 60 (Sandwich South Lands) 2007

Other projects of note that are currently under way include:

- Official Plan Review
- 25-year Population and Housing Projections
- 5-year Employment Projections and Employment Land Needs Analysis
- Commercial Residual Market Demand and Impact Analysis
- Commercial Land Use Policy Review
- Residential Land Use Intensification Analysis
- 20-year Land Needs Analysis
- Olde Sandwich Towne Heritage Conservation District
- Olde Sandwich Towne Community Improvement Plan
- Brownfields Revitalization Strategy

COUNTY OF ESSEX

The County of Essex is currently undertaking a [Wind power and Renewable Energy Planning Study](#). Recent announcements by both the Federal and Provincial governments have led to renewed interest from many companies in exploring the potential of wind energy in Essex County.

The Inter-Municipal Planning Consultation Committee discussed the need for consistent



Planning Studies, Reports, Initiatives From Across the Region

policies within the County. It was agreed that a regional approach to the issue would best serve the interests of the residents of Essex County.

Many of the issues that need to be examined with respect to site selection for wind farms transcend municipal boundaries, and therefore coordinated siting criteria should be established based upon a comprehensive regional assessment to determine the most appropriate locations for these facilities.

The study will consider issues such as sound, flicker, ice throw, density of units, the protection of views capes, bird migratory routes (especially along the shore of Lake Erie), and the differences between wind turbines and windmills.

Upon completion, the study will recommend policies for the County Official Plan and the local Official Plans, and standards for local Zoning By-Laws for setbacks from property lines and roadways, proximity to natural areas, etc. The proposed policies for the County Official Plan will be presented to County Council in early 2008.

TOWN OF AMHERSTBURG

The Town of Amherstburg is currently working toward approval by the County of the Council adopted [Official Plan](#). The Plan was adopted on September 11, 2006. A major policy document that the Town is undertaking is the [Heritage](#)

[District and Urban Design Study](#). When completed this document will provide the Town with a comprehensive strategy to preserve, enhance and promote new development in a manner sensitive to Amherstburg's historic features.

An application for water taking from Big Creek was the catalyst for the initiation of the [Big Creek Watershed Study](#). The study is a joint effort between the Town and the Essex Region Conservation Authority. A detailed terms of reference is a work in progress. This will be a two to three year study.

A [Traffic Study](#) has been initiated to address specific transportation issues in the Sandwich Street and Dalhousie Street Corridors (Urban Amherstburg) that potentially require mitigation with respect to improvements in geometry and or traffic control.

The Town has recently put into place a policy (for a period of one year) to defer Development Charges. The local development community is becoming aware of this policy and is showing interest.

TOWN OF ESSEX

The Town of Essex is currently working toward incorporating Ministry and agency comments into its draft new [Official Plan](#) with the intention of



Planning Studies, Reports, Initiatives From Across the Region

having Council adopt the document by the end of 2007.

Another major policy document that the Town is undertaking is the [Colchester Hamlet and Lakeshore Areas Secondary Plan](#). This study, being completed with the assistance of consultants, involves creating a vision for the lakeshore area and establishing a detailed policy environment to guide the growth and development of this burgeoning winery and agri-tourism area.

The Town is also collaborating with the MTO on a [transportation study](#) that will review the transportation network within the Essex Urban Area. Although its focus will be the intersections of municipal roads with King's Highway No. 3, it will also assess major transportation corridors and intersections within this urban area of the Town. This study was deemed necessary by the Town and MTO to identify necessary improvements to accommodate development and corresponding traffic generation within this urban area over the next 20 years. Given their adjacency, the Towns of Kingsville and Lakeshore are represented on the Advisory Committee for this study.

Finally, in 2007, the Town realized two important projects identified within its [Trails, Walkways and Bikeways Plan](#) - the Harrow Participark Trail and the Sadler's Park/ERCA lands recreationway.

Through the collaborative efforts of the TWB Committee, Town staff, Council and ERCA, new trails have been constructed this year in the Town of Essex.

TOWN OF KINGSVILLE

The Town of Kingsville is presently governed by the Official Plans and Zoning By-laws of the three former municipalities. In 2003, the draft comprehensive Official Plan was presented to Council for consideration and was finally adopted and forwarded to the County for circulation in November 2006. It is anticipated that the final document will be presented to Council for adoption by by-law within the first part of 2008.

A number of initiatives supported by the policies set out in the [new Official Plan](#) are currently underway and include:

- Master Trails Plan
- Master Transportation Plan
- Development Charges Background Report
Heritage & Cultural Planning
- Comprehensive Zoning By-law

The Town of Kingsville is currently engaged in three [Environmental Assessment Studies](#) for the



Planning Studies, Reports, Initiatives From Across the Region

expansion of sanitary sewer services to lands designated for Residential and Industrial uses.

The Town of Kingsville confirmed its participation in the [Federal/Provincial Affordable Housing Program](#) under the management of the City of Windsor in August, 2006. The Town is now working with both private and public entities to establish affordable housing units within the urban area. The first project will create 16 dwelling units located in a fully serviced area of the urban centre, immediately adjacent to an existing municipal park and within a five-minute walking distance to local schools, businesses and personal service areas.

TOWN OF LAKESHORE

2007 saw the completion, or near completion, of many planning related initiatives. Foremost among them is the [new official plan](#). Although some prior preliminary work had been undertaken, work on the project began in earnest in May of 2006.

Adoption of this document by Council is anticipated to occur in February of 2008. Important features of this Official Plan review process have been an extensive public and agency consultation program, and an array of supporting

studies, valuable not only as background work informing the new OP, but also in their own right.

These studies are:

- Population, Household and Employment Forecast Study
- Community Strategic Plan
- Transportation Master Plan
- Water Wastewater Master Plan
- Community Services Master Plan
- Economic Development Master Plan
- Natural Heritage Study

Also preliminary work has been undertaken for a number of [secondary plan areas](#) including the Manning Road Corridor, Amy Croft Commercial Area, the Patillo Area Business Park, and the Wallace Woods Area. These are all precincts facing development pressure within what is referred to as the Maidstone Urban Area, bounded by Manning Road in the west, the CP Rail line in the south and the former town of Belle River in the east. These secondary plans will likely proceed following adoption of the official plan by Town Council.



Planning Studies, Reports, Initiatives From Across the Region

Finally, [environmental assessments](#) regarding improvements to Patillo Road and Renaud Line are well underway and should be completed in 2008. Eventual upgrading of the roads to arterial status will greatly improve the north – south link between County Roads 22 and 42.

TOWN OF LASALLE

In the Spring of 2007 a town-wide [Commercial and Employment Land Study](#) was completed. This document was adopted by LaSalle Council and is being used to approve commercial and employment land development and redevelopment opportunities within existing and planned Mixed-Use Town Centres and Employment Districts.

New [Illustrated Zoning By-laws and Development Standards for the Bouffard and Howard Planning Districts](#) were adopted by Council in 2005. These planning documents received the 2006 OPPI Excellence in Planning Award.

In 2007 new street-edge commercial buildings were approved and built within the Malden Road Town Centre, in keeping with the policy and urban design objectives for this Mixed-Use Town

Centre. Existing trails leading to the Town Centre have been extended to further link surrounding residential neighbourhoods and to provide additional cyclist and pedestrian infrastructure for LaSalle residents and visitors.

The Town is currently preparing an [integrated transportation and urban design study and environmental assessment for the Malden Road Corridor](#). This planning study and environmental assessment is intended to enhance public safety for pedestrians, cyclists and motorists and will support Town efforts to create and maintain a vibrant, compact and pedestrian-scaled Mixed-Use Town Centre on Malden Road.

As part of the [DRIC EA](#), Town Council and Staff continue to work cooperatively with MTO and other affected communities in the Region to address regional and local mobility issues as part of the planned Highway 401 extension along the existing Highway 3/Talbot Road corridor.

MUNICIPALITY OF LEAMINGTON

The Town released the [Short Term Action Plan Traffic Study and the Long Range Transportation Action Plan](#) for the municipality. The Short Term



Planning Studies, Reports, Initiatives From Across the Region

Action Plan calls for a number of network improvements and outlines their impacts on future strategies to address transportation concerns.

The Long Range Action Plan analyses future travel demands and attempts to address future capacity deficiencies. The study also examined

the future construction of the East Side Arterial Road (ESAR) which will be a link from Highway 3 to Seaclyff Drive. The Municipality has completed acquisition of the land required for the arterial road with construction being a major priority in coming years.

On the recreation front, the municipality is developing [new soccer pitches](#) which have been in short supply. Ground work and grading has been completed and it is expected that the pitches will be in use next year.

Also of note is the development of [urban and rural recreational trails](#). Several years ago the municipality acquired the former CN lands which run from the waterfront all the way into Lakeshore. Eventually a well developed trail system is envisioned, connecting Leamington's trails with the Trans Canada Trail System. At this point several kilometers have been prepared including trail markers, entrance improvements, signage and base footing.

The [draft new official plan](#) has been adopted and a [new zoning by-law](#) is nearing completion, both of which will help chart the course for coming years.

TOWN OF TECUMSEH

The Town of Tecumseh is beginning the process of preparing a [new Official Plan and Zoning By-law](#). The new Official Plan will consider the collective vision and direction of the Town over the next 20 years, while providing policies that have the effect of implementing recent changes to the Planning Act.

The process of creating a [Parks and Recreation Master Plan](#) has been underway since the summer of 2007. With the assistance of a consultant, the Town is working toward having this document completed by mid-2008;

A [Transportation Master Plan](#) has recently commenced. It is intended to propose solutions to congestion problems within the Town while offering alternatives to the automobile dominated transportation network in order to provide for a balanced and sustainable long-term transportation strategy. The study will follow the requirements of the Municipal Class Environmental Assessment for Master Plans.



Planning Studies, Reports, Initiatives From Across the Region

A [Servicing Master Plan](#), entailing a five-year review and associated addendum to the Water and Wastewater Master Plan, is expected to be completed by the end of 2007. This plan will provide the Town with a long term strategy to ensure the effective, efficient and timely servicing of anticipated development areas over the next 10 to 20 years.

The Town is continuing to work on the [Tecumseh Hamlet Secondary Plan](#). This Plan will provide a detailed policy environment to guide future development in the Tecumseh Hamlet, with the aim being to provide livable, mixed-use neighbourhoods. Careful coordination is required with the various transportation Environmental Assessments that are occurring along the periphery of the Hamlet as well as with adjacent municipalities.

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], [Signature], [Signature], [Signature]

Row 2: [Signature], [Signature], [Signature], [Signature]

Row 3: [Signature], [Signature], [Signature], [Signature]

Row 4: [Signature], [Signature]

INTER-MUNICIPAL PLANNING CONSULTATION COMMITTEE

2007 IMPCC Annual Report

This annual report was prepared in December 2007, with input from municipal planners representing all of the communities in the Windsor-Essex Region



Smart Choices for the
WINDSOR-ESSEX *Region*