Agenda - Essex County Council, Regular Meeting

Date: Wednesday, November 6, 2024
Time: 6:00 PM
Location: Council Chambers, 2nd Floor
360 Fairview Avenue West
Essex, Ontario N8M 1Y6
https://video.isilive.ca/countyofessex/live.html

Accessible formats or communication supports are available upon request. Contact Clerk's Office, clerks@countyofessex.ca, 519-776-6441 extension 1353

Pages

1. Closed Meeting

   There is no Closed Meeting scheduled for November 6, 2024.

2. Moment of Reflection

   2.1 Remembrance Day

   A short video tribute ahead of November 11th, Remembrance Day

   Canadians recognize Remembrance Day at the 11th hour, of the 11th day of the 11th month, every year. Remembrance Day provides the opportunity to recall all those who have served our nation.

3. Singing of 'O Canada'

4. Land Acknowledgement Statement

   We acknowledge the land on which the County of Essex is located is the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibway, Odawa and Potawatomie Peoples.

   We specifically recognize Caldwell First Nation and other First Nations which have provided significant historical and contemporary contributions to this region.

   We also value the contributions of all Original Peoples of Turtle Island, who have been living and working on this land from time immemorial.

5. Recording of Attendance

6. County Warden's Welcome and Remarks

7. Disclosure of Pecuniary Interest

8. Adoption of Regular Meeting Minutes

10

Minutes of the Essex County Council, Regular Meeting dated October 16, 2024

Recommendation:

Moved by _____

Seconded by _____

That the minutes of the October 16, 2024 Regular Meeting of Essex County Council be adopted as presented.

(Vote by show of hands)

9. Delegations and Presentations

Recommendation:

Moved by _____

Seconded by _____

That the delegation from Hemson Consulting Ltd. be permitted to make a presentation to Council.

(Vote by show of hands)

9.1 Hemson Consulting Ltd.

26

Stefan Krzeczunowicz – Associate Partner, and Bianca Whiffen – Consultant, Hemson Consulting Ltd. to make a presentation regarding a County of Essex Development Charges Background Study and By-law.

(To be considered with item 12.1 Update on the County Development Charges Study and By-law)

Recommendation:

Moved by _____

Seconded by _____

That Reports and Questions item 12.1 Update on the County Development Charges Study and By-law be considered with item 9.1 on the agenda.

(Vote by show of hands)

10. Communications

10.1 Correspondence

Recommendation:

Moved by _____

Seconded by _____

That the correspondence listed on the Regular Agenda for November 6, 2024, be received and any noted action approved.

(Vote by show of hands)

10.1.1 Tourism Windsor Essex Pelee Island (TWEPI)

W.E. Keep You Informed: TIAO Finalists, FREE Marketing Opportunities, OMCA + MORE!

10.1.2 Association of Municipalities of Ontario (AMO)

- AMO Watchfile Newsletter
- AMO Policy Updates
- AMO Calendar

10.1.3 Hydro One

37

2024-10-24 Letter from Hydro One RE Longwood to Lakeshore Project - October 2024 Update

10.1.4 Town of Tillsonburg

40

2024-10-11 Resolution RE Continued Funding Support - Southwest Community Transit

10.1.5 Invest WIndsorEssex

- Events Calendar
- Recent News

10.1.6 Windsor Essex County Health Unit

- WECHU News Releases

10.2 Resolutions

There are no resolutions for November 6, 2024

11. Consent Agenda

Recommendation:
Moved by _____
Seconded by _____
That the administrative reports listed under 11.1 and 11.2 on the consent agenda for November 6, 2024, be received.

(Vote Electronically)

11.1 Summary of Outstanding Reports 42

Report number 2024-1106-LCS-R35-KH, Summary of Outstanding Reports, dated November 6, 2024, from Katherine Hebert, County Clerk

11.2 2024 Procurement Activity Review 47

Report number 2024-1106-FIN-R22-SP, 2024 Procurement Activity Review, dated November 6, 2024 from Sandy Pillon, Manager, Procurement Services

12. Reports and Questions

12.1 Update on the County Development Charges Study and By-law 65

Report number 2024-1106-IPS-R29-RB, Update on the County Development Charges Study and By-law, dated November 6, 2024 from Rebecca Belanger, Manager Planning Services

(To be considered with item 9.1 Delegation from Hemson Consulting Ltd.)

Recommendation:
Moved by _____
Seconded by _____
That Essex County Council receive report number 2024-1106-IPS-R29-RB, Update on the County Development Charges Study and By-law as information.

(Vote Electronically)

12.2 Adoption of the Official Plan for the County of Essex 71

Report number 2024-1106-IPS-R30-RB, Adoption of the Official Plan for the County of Essex, dated November 6, 2024, from Rebecca Belanger, Manager, Planning Services

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2024-1106-IPS-R30-RB, Final County Official Plan for Adoption and direct that the associated By-law 2024-45 be presented during the appropriate time on the agenda for approval.

(Vote Electronically)

12.3 Pre-Budget Discussion 74

Report number 2024-1106-FIN-R20-MR, Pre-Budget Discussions, dated October 16, 2024 from Melissa Ryan, Director, Financial Services/Treasurer

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2024-1106-FIN-R21-MR, 2025 Pre-Budget Discussion as information.

(Vote Electronically)

12.4 Staffing Requests - 2025 Budget 81

Report number 2024-1106-HR-R01-KP, Staffing Requests - 2025 Budget, dated November 6, 2024 from Kyla Pritiko, Director, Human Resources

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council approve in principle the hiring of the following positions/additional hours so that they may be included in the 2025 budget deliberation process:

1. Essex Windsor EMS- Logistics Technician
2. Essex Windsor EMS- Manager, Employee Wellness
3. Information Technology- Business Analyst
4. Infrastructure & Planning Services- Planning Division Co-op Student
5. Sun Parlor Home- Additional four (4) hours per day (1460 hours annually) for the Food Service Worker Position

And further, that Essex County Council authorize administration to transition from a Legal Co-op Student to an Articling Student in 2026.

(Vote Electronically)

12.5 2025 State of Good Repair Program Report

119

Report Number 2024-1106-IPS-R27-KT, 2025 State of Good Repair Program Report, dated November 6, 2024, from Karyn Templin, Manager, Design and Construction

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive for information Report Number 2024-1106-IPS-R27-KT being the State of Good Repair Program Report, having an estimated value of $20,648,830;

And that the projects recommended in Appendix 6.0, as the 2025 Early Release Program, having an estimated value of $2,015,000, be pre-approved for the 2025 Budget, and advanced for early release.

(Vote Electronically)

12.6 2026 Pre-Budget Approval - Emergency Medical Services Vehicles

156

2024-1106-EMS-R11-ZF, 2026 Pre-Budget Approval - Emergency Medical Services Vehicles, dated November 6, 2024 from Ziad Fatallah, Deputy Chief, Planning and Physical Resources

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council approve report number 2024-1016-EMS-R11-ZF, Essex Windsor EMS 2026 Pre-Budget Vehicle Procurement Approval to proceed with the order of seven (7) Crestline Coach Ltd. Type III ambulances with a total purchase price of $2,033,066.

(Vote Electronically)

12.7 Intersection Safety Review

160

Report number 2024-1106-IPS-R26-JB, Intersection Safety Review, dated November 6, 2024 from Jerry Behl, Manager, Transportation Planning and Development

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2024-1106-IPS-R26-JB, Intersection Safety Review-County Road 9 and Alma Street as information;

That Council direct Administration to install a temporary traffic signal at the intersection of County Road 9 and Alma Street; and

That the projected funding gap of $25,000 be funded from the Rate Stabilization reserve.

(Vote Electronically)

12.8 Emergency Medical Services Vehicle Maintenance and Repair Contract

Report number 2024-1106-EMS-R12-ZF-JL, Emergency Medical Services Vehicle Maintenance and Repair Contract, dated November 6, 2024 from Ziad Fatallah, Deputy Chief, Planning and Physical Resources

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council approve report number 2024-1106-R12-EMS-ZF, EMS Fleet Vehicle Maintenance and Repair RFP Results, and authorize entering into a contract with MSJ Automotive Services as the primary service provider and Reaume Chevrolet Buick GMC as the secondary service provide.

(Vote Electronically)

13. Unfinished Business

There were no items of unfinished business to be considered for November 6, 2024

14. New Business

14.1 County Council Group Email

At the October 16, 2024 meeting of Essex County Council, Sherry Bondy brought forward the following Notice of Motion:

> That Essex County Council ask administration to create a joint email address for all members of county council that aligns with our strategic plan in working together as a team for our residents.
>
> Whereas the collective email shall include the Clerk and CAO so members of the public are able to share opinions and provide feedback to council as a whole.

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council ask administration to create a joint email address for all members of county council that aligns with our strategic plan in working together as a team for our residents.

Whereas the collective email shall include the Clerk and CAO so members of the public are able to share opinions and provide feedback to council as a whole.

(Vote Electronically)

15. Adoption of By-Laws

Recommendation:

Moved by _____

Seconded by _____

That By-laws 2024-45 and 2024-49 be given three readings, and having been read a first, second and third time, be finally passed and enacted.

(Vote Electronically)

15.1 By-law Number 2024-45 176

Being a by-law to adopt the Official Plan for the County of Essex

15.2 By-law Number 2024-49 400

Being a By-law to confirm the proceedings of the Council of the Corporation of the County of Essex for November 6, 2024

16. Notice of Motion

17. Adjournment

Recommendation:

Moved by _____

Seconded by _____

That the Essex County Council meeting for November 6, 2024 be adjourned at [Time] PM.

(Vote by show of hands)

Essex County Council Regular Meeting Minutes

Wednesday, October 16, 2024
6:00 PM
Council Chambers, 2nd Floor
360 Fairview Avenue West
Essex, Ontario N8M 1Y6
https://video.isilive.ca/countyofessex/live.html

Council:	Joe Bachetti, Deputy Warden / Deputy Mayor, Town of Tecumseh Tracey Bailey, Mayor, Municipality of Lakeshore Sherry Bondy, Mayor, Town of Essex Kimberly DeYong, Deputy Mayor, Town of Kingsville Chris Gibb, Deputy Mayor, Town of Amherstburg Hilda MacDonald, Warden / Mayor, Municipality of Leamington Gary McNamara, Mayor, Town of Tecumseh Crystal Meloche, Mayor, Town of LaSalle Michael Prue, Mayor, Town of Amherstburg Dennis Rogers, Mayor, Town of Kingsville Rob Shepley, Deputy Mayor, Town of Essex Larry Verbeke, Deputy Mayor, Municipality of Leamington Kirk Walstedt, Deputy Mayor, Municipality of Lakeshore Mark Carrick, Councillor, Town of LaSalle (Alternate Member)
Absent:	Michael Akpata, Deputy Mayor, Town of LaSalle
Administration:	Allan Botham, Director, Infrastructure & Planning Services Jayne Brooks Keller, Administrator, Sun Parlor Home Katherine Hebert, County Clerk Justin Lammers, Chief, Essex-Windsor EMS Darrel Laurendeau, Director, Information Technology Don McArthur, Manager, Communication and Organizational Development Kyla Pritiko, Director, Human Resources Melissa Ryan, Director, Financial Services/Treasurer David Sundin, Director, Legal and Legislative Services Crystal Sylvestre, Coordinator, Legislative and Community Services Sandra Zwiers, Chief Administrative Officer Rebecca Belanger, Manager of Planning Services Dee Blais, Administrative Assistant to the CAO Brady Boghean, Manager, Corporate Health and Safety Sean Connell, Network Analyst

1. Closed Meeting

A Closed Meeting was held at 4:00 PM on October 16, 2024.

265-2024
Moved By Rob Shepley
Seconded By Dennis Rogers

That Council move into a closed meeting pursuant to Section 239 (2) (a), (b), (c), (f), and (k) of the Municipal Act, 2001, as amended for the following reasons:

> (a) the security of the property of the municipality or local board;
>
> (b) personal matters about an identifiable individual, including municipal or local board employees;
>
> (c) a proposed or pending acquisition or disposition of land by the municipality or local board;
>
> (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose;
>
> (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board. 2001, c. 25, s. 239 (2); 2017, c. 10, Sched. 1, s. 26.

(Voted by show of hands)

Carried

266-2024
Moved By Gary McNamara
Seconded By Joe Bachetti

That the minutes of Closed Meeting of Essex County Council held September 18, 2024 be adopted as presented.

(Voted by Show of Hands)

Carried

267-2024
Moved By Sherry Bondy
Seconded By Crystal Meloche

That Essex County Council adjourn, and rise from the October 16, 2024 Closed Meeting at 6:10 PM.

(Voted by show of hands)

Carried

2. Moment of Reflection

3. Singing of 'O Canada'

4. Land Acknowledgement Statement

We acknowledge the land on which the County of Essex is located is the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibway, Odawa and Potawatomie Peoples.

We specifically recognize Caldwell First Nation and other First Nations which have provided significant historical and contemporary contributions to this region.

We also value the contributions of all Original Peoples of Turtle Island, who have been living and working on this land from time immemorial.

5. Recording of Attendance

Warden MacDonald and members of Council attended the meeting at the Essex County Civic Centre, Council Chambers.

Michael Akpata was absent. Mark Carrick attended as an alternate member for the Town of LaSalle.

6. County Warden's Welcome and Remarks

Warden MacDonald welcomed everyone to the meeting and noted that October 21-25, 2024 was Local Government Week in Ontario. Local Government Week is an opportunity to increase public awareness about the important role local governments play.

The Warden congratulated David Sundin on being named Essex County's Director of Legal and Legislative Services.

7. Disclosure of Pecuniary Interest

There were no disclosures of pecuniary interest raised.

8. Adoption of Regular Meeting Minutes

Essex County Council Regular Meeting Minutes dated October 2, 2024

268-2024
Moved By Kimberly DeYong
Seconded By Larry Verbeke

That the minutes of the October 2, 2024 Regular Meeting of Essex County Council be adopted as presented.

(Voted by show of hands)

Carried

9. Delegations and Presentations

9.1. Windsor Symphony Orchestra (WSO)

Deborah Severs, Board Chair - Windsor Symphony Orchestra shared an overview of events planned for the WSO's 77th season featuring a diverse range of music and talented guest artists performing alongside the WSO’s musicians.

Robert Franz, Music Director emphasized the WSO's ongoing commitment to engaging the community through live performances and outlined strategic efforts focused on artistic growth, sustainability, and expanding community involvement.

269-2024
Moved By Gary McNamara
Seconded By Tracey Bailey

That Robert Franz, Music Director and Deborah Severs, Board Chair, Windsor Symphony Orchestra be permitted to make a presentation to Council.

(Voted by Show of Hands)

Carried

9.2. Canada South Land Trust

Patricia McGorman, President, Canada South Land Trust, provided a presentation to Essex County Council regarding the Draft Official Plan for the County of Essex.

McGorman emphasized the critical need to protect Essex County’s natural areas and agricultural lands through strong policies that benefit of the region’s ecological and economic future.

270-2024
Moved By Joe Bachetti
Seconded By Chris Gibb

That Patricia McGorman, President, Canada South Land Trust, be permitted to make a presentation to County Council, regarding the Draft Official Plan for the County of Essex.

(Voted by show of hands)

Carried

9.3. John DeMarco

John DeMarco, County resident, provided a presentation for Council regarding the Draft Official Plan for the County of Essex.

DeMarco highlighted areas where the current Official Plan's goals were not fully met and emphasized the need for the new Official Plan to be more effective. An emphasis on the commitment to update the Essex Region Natural Heritage System within five years of the plan’s implementation and further, to collaborate on a strategy connecting Ojibway Natural Park to Lake Erie is needed.

271-2024
Moved By Kimberly DeYong
Seconded By Dennis Rogers

That John DeMarco, Essex County Resident, be permitted to make a presentation to County Council, regarding the Draft Official Plan for the County of Essex.

(Voted by show of hands)

Carried

9.4. Giovanni Abati

Giovanni Abati, Windsor resident, provided a presentation to Council regarding the Draft Official Plan for the County of Essex.

Abati addressed Council about the draft Official Plan and the need for stronger wording to ensure better protection and enhancement of natural resources. Further, concerns were noted about the impact of housing developments on wetlands and the costs of mitigating those areas post-construction.

272-2024
Moved By Crystal Meloche
Seconded By Michael Prue

That Giovanni Abati, Windsor resident, be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.5. Nevan Construction Inc.

Rob Molliconi, General Manager, Nevan Construction Inc provided a presentation to Council regarding the Draft Official Plan for the County of Essex.

As a community partner, Molliconi affirmed their company's commitment to implementing the Official Plan and viewed it as a practical framework for the future.

Molliconi expressed full support for the draft Official Plan as presented, stating that sustainable growth in the region can only be achieved by adhering to the plan.

273-2024
Moved By Kimberly DeYong
Seconded By Rob Shepley

That the delegations from Nevan Construction Inc. be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.6. Municipality of Lakeshore

Tammie Ryall, Corporate Leader, Growth and Sustainability & Ryan Donally, Division Leader, Economic Development and Mobility - Municipality of Lakeshore, provided a presentation to Council regarding the Draft Official Plan for the County of Essex. (Note correspondence included with item 12.2.1)

Tammy Ryall provided a response to the public request from James Sylvestre Developments Ltd for an urban boundary exchange in the Municipality of Lakeshore.

It was noted that the land swap would be from one community to another within Lakeshore. Greater review was required by Lakeshore including background reports and careful review of the services in the area. The newly adopted Water and Wastewater Master Plan did not include servicing the area. It was also noted that the 2024 Provincial Planning Statement would come into effect in October 2024, providing greater flexibility to address similar situations. It was the opinion of Lakeshore that this request to the County of Essex was premature at this time and recommended further consultation between the proponent and Lakeshore.

274-2024
Moved By Kirk Walstedt
Seconded By Rob Shepley

That Tammie Ryall and Ryan Donally, from the Municipality of Lakeshore, be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.7. Dennis Sanson

Dennis Sanson, Sanson Estate Winery, provided a presentation to Council regarding the Draft Official Plan for the County of Essex.

Dennis Sanson addressed County Council on behalf of Essex County Land Stewardship Owners, emphasizing the extensive work done by homeowners to preserve natural areas on their properties.

Sanson expressed support for the strong natural heritage policies in the new Official Plan, acknowledging the significant efforts reflected in the updated maps and language to protect these areas.

275-2024
Moved By Kimberly DeYong
Seconded By Michael Prue

That Dennis Sanson, Sanson Estate Winery, be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.8. Essex Region Conservation Authority

Tim Byrne, Chief Administrative Officer, Essex Region Conservation Authority provided a presentation to Council regarding the Draft Official Plan for the County of Essex

Tim Byrne expressed appreciation for the depth of collaboration to address shoreline and natural hazard concerns in the draft Official Plan. Tim further acknowledged the valuable input from the consultants involved in the process.

Byrne highlighted the challenges posed by outdated flood mapping and supported directing new development away from flood-prone areas, and praised the Official Plan’s progress in defining natural heritage policies and its goal to achieve 15% natural heritage

coverage, which was reasonable and achievable. The importance of strong, actionable language in the plan was underscored, to ensure that aspirational goals can be effectively implemented.

Byrne expressed support for the adoption of the draft Official Plan.

276-2024
Moved By Joe Bachetti
Seconded By Kirk Walstedt

That Tim Byrne, Chief Administrative Officer, ERCA, be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.9. Jeff Sylvestre

Jeff Sylvestre provided a presentation to Council regarding County Official Plan - Items 12.2 and 12.2.1

Jeff Sylvestre, James Sylvestre Developments Limited, addressed County Council regarding a land swap opportunity in the Municipality of Lakeshore. Council was provided with information regarding the two parcels and noted that the swap would allow for the preservation of prime agricultural land and accommodate housing development in the region.

277-2024
Moved By Larry Verbeke
Seconded By Dennis Rogers

That Jeff Sylvestre be permitted to make a presentation to County Council.

(Voted by show of hands)

Carried

9.10. Amend Order of Business

278-2024
Moved By Sherry Bondy
Seconded By Gary McNamara

That Essex County Council amend the order of the agenda, to consider the reports listed under 12.2 and 12.2.1 related to the Draft Official Plan, following item 9 Delegations.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

10. Communications

10.1. Correspondence

281-2024
Moved By Larry Verbeke
Seconded By Gary McNamara

That the correspondence listed on the Regular Agenda for October 16, 2024, be received and any noted action approved.

(Voted by show of hands)

Carried

10.1.1 Western Ontario Warden's Caucus (WOWC)

September 2024 Newsletter

10.1.2 Great Lakes St. Lawrence Cities Initiative (GLSLCI)

Making Waves Newsletter

10.1.3 Tourism Windsor Essex Pelee Island (TWEPI)

W.E. Keep You Informed: Halloween Events, TIAO Learning Opportunity and New Photos!

10.1.4 Township of Brock

October 1, 2024 Resolution RE request that rideshare services licencing administration be uploaded to the Province

10.1.5 Regional Affordable Housing Strategy

Dates for Community Feedback Events now available online!

10.2. Resolutions

10.2.1 Municipality of Lakeshore

September 26, 2024 Letter and Resolution RE Renaud Line Road and County Road 42

284-2024
Moved By Kirk Walstedt
Seconded By Sherry Bondy

That Essex County Council receive and support the correspondence and resolution from the Municipality of Lakeshore regarding Renaud Line and County Road 42.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

11. Consent Agenda

285-2024
Moved By Gary McNamara
Seconded By Joe Bachetti

That the Minutes listed as 11.1 be approved, and that administrative reports listed under 11.1 and 11.2 on the consent agenda for October 16, 2024, be received.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

11.1. Essex County Library Board

Minutes of the July 31, 2024 Essex County Library Board Meeting and ECL Space Study Report

11.2. Summary of Outstanding Reports

Report number 2024-1016-LCS-R32-KH, Summary of Outstanding Reports for October 16, 2024, from Katherine Hebert, Clerk

12. Reports and Questions

12.1. Traffic Control Study - County Road 20 (Martin Lane and Victory)

Report number 2024-1016-IPS-RCC-JB, Traffic Control Study - County Road 20 (Martin Lane and Victory), dated October 16, 2024 from Jerry Behl, Manager, Transportation Planning and Development

Allan Botham provided the results of the traffic study conducted at County Road 20 at the intersections of Martin Lane and Victory Street in LaSalle. The studies concluded that neither traffic signals nor a pedestrian crossing is warranted at these intersections at this time.

Administration noted that traffic volumes have increased since the last review and there are a number of housing developments planned that, once complete, could impact traffic volume at these intersections. Therefore, notwithstanding of the study findings, Administration would formulate preliminary design and cost estimates for traffic signals at both intersections to prepare for the event that volume does reach the threshold for signalization in the future.

286-2024
Moved By Crystal Meloche
Seconded By Chris Gibb

That Essex County Council receive report number 2024-1016-IPS-R25-JB, Traffic Control Study – County Road 20 (Martin Lane and Victory) as information and

That County Administration be directed to complete preliminary designs and cost estimates for traffic signals at County Road 20 and Martin Lane, and at County Road 20 and Victory Street, in the Town of LaSalle.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

12.2. County of Essex Official Plan Adoption

Report number 2024-1016-IPS-R24-RB, County of Essex Official Plan Adoption, dated October 16, 2024 from Rebecca Belanger, Manager, Planning Services

Rebecca Belanger provided Council with an overview of the Official Plan (OP) development noting the value of consultations with community stakeholders and highlighted some of the alterations to the draft Official Plan as a result of those engagements. Rebecca explained that the team had consulted and would continue to collaborate with the Ministry of Municipal Affairs and Housing to ensure that the County of Essex New Official Plan would align with the 2024 Provincial Planning Statement coming into effect October 20, 2024 before final adoption by Council.

Mary Lou Tanner emphasized that Essex County is experiencing significant population growth, necessitating an increase in both housing and job opportunities. The new draft County Official Plan aimed to address affordability and support local municipalities in their development efforts, serving as a foundational document for coordinated growth across the region.

Key updates to the Official Plan include a shift to a "no net loss" policy for natural heritage features, setting a target of 15% natural heritage cover after restoration, and enhancing wildlife corridors for ecological connectivity. The draft Official Plan also integrates active transportation initiatives and emphasizes reconciliation with First Nations, particularly Caldwell First Nations. The new draft Official Plan represented a commitment to sustainable development, including the protection of agricultural land, natural heritage, and a vision for vibrant, resilient communities by 2051.

279-2024
Moved By Tracey Bailey
Seconded By Sherry Bondy

That Essex County Council receive report number 2024-1016-IPS-R24-RB, New County of Essex Official Plan.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

12.2.1. Supplemental Information - Final Draft New County of Essex Official Plan

Report number 2024-1016-IPS-R28-RB Supplemental Information - Final Draft New County of Essex Official Plan,

dated October 16, 2024 from Rebecca Belanger, Manager, Planning Services

280-2024
Moved By Chris Gibb
Seconded By Crystal Meloche

That Essex County Council receive report number 2024-1016-IPS-R28-RB, Supplemental Information- Final Draft County of Essex Official Plan; and,

That the new County Official Plan be reviewed in collaboration with the Ministry of Municipal Affairs and Housing to confirm conformity with PPS 2024, and be considered for adoption at an upcoming meeting of County Council.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

13. Unfinished Business

There were no matters of Unfinished Business for October 16, 2024

14. New Business

14.1. Public Reporting of Closed Meeting

A Closed Meeting of Essex County Council was held at 4:00 PM, prior to the regular Council meeting this evening, pursuant to Section 239 (2) (a), (b), (c), (f), and (k) of the Municipal Act, 2001, as amended, with the subject matter of the Closed Meeting relating to:

(a) the security of the property of the municipality or local board;

(b) personal matters about an identifiable individual, including municipal or local board employees;

(c) a proposed or pending acquisition or disposition of land by the municipality or local board;

(f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose; and

(k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

Resulting from the review and deliberation of reports from Administration, Council considered the following recommendations:

287-2024
Moved By Michael Prue
Seconded By Rob Shepley

That Essex County Council direct administration to communicate the termination of the contract in reference to 2024-1016-LCS-R33-JDF with the effective termination date being March 31, 2025, and;

That Administration pursue options for alternative contract providers and report back to Council.

(Voted by Show of Hands)

Carried

288-2024
Moved By Gary McNamara
Seconded By Joe Bachetti

That Essex County Council authorize the execution of a multi-party agreement with the Town of Tecumseh and the development group known as Trinity Gardens for the construction of a storm water management system and the associated by-law 2024-46 later in the October 16, 2024 agenda.

(Voted by Show of Hands)

Carried

289-2024
Moved By Gary McNamara
Seconded By Chris Gibb

That Essex County Council authorize the purchase of the property legally described as Part of Lot 156, Concession 1, Sandwich East, being Parts 3, 4, 11, 12, 17, 18, 25, and 26 on Reference Plan 12R10051 and Parts 3 and 4 on Reference Plan 12R18783; Subject to Instrument Number R1118693 and Instrument Number SE30572; Tecumseh, and bearing PIN 75244-0458 (LT) and approve the associated by-law 2024-47 later in the October 16, 2024 agenda.

(Voted by Show of Hands)

Carried

15. Adoption of By-Laws

290-2024
Moved By Larry Verbeke
Seconded By Mark Carrick

That By-laws 2024-46 through 2024-48, be given three readings, and having been read a first, second and third time, be finally passed and enacted.

(Voted Electronically)

In Favour (14): Joe Bachetti, Tracey Bailey, Sherry Bondy, Kimberly DeYong, Chris Gibb, Hilda MacDonald, Gary McNamara, Crystal Meloche, Michael Prue, Dennis Rogers, Rob Shepley, Larry Verbeke, Kirk Walstedt, and Mark Carrick

Carried

15.1. By-law Number 2024-45

Item removed.

15.2. By-law Number 2024-46

Being a By-law to authorize the Corporation of the County of Essex entering into a Cost Sharing Agreement with the Corporation of the Town of Tecumseh and the development group known as Trinity Gardens.

15.3. By-law Number 2024-47

Being a by-law to Authorize the Execution of an Agreement to Purchase lands fronting on County Road 22

15.4. By-law Number 2024-48

Being a By-law to confirm the proceedings of the Council of the Corporation of the County of Essex, for the Regular and Closed meetings held October 16, 2024.

16. Notice of Motion

16.1. Joint Email Address

Sherry Bondy brought forward the following Notice of Motion:

That Essex County Council ask administration to create a joint email address for all members of county council that aligns with our strategic plan in working together as a team for our residents.

Whereas the collective email shall include the Clerk and CAO so members of the public are able to share opinions and provide feedback to council as a whole.

17. Adjournment

291-2024
Moved By Kimberly DeYong
Seconded By Rob Shepley

That the Essex County Council meeting for October 16, 2024 be adjourned at 9:05 PM.

(Voted by show of hands)

Carried

_____

Hilda MacDonald
Warden, County of Essex

_____

Katherine J. Hebert
County Clerk

_____

Date Signed

Council Kick-Off

Development Charges Background Study and By-law





Source: County of Essex

County of Essex

HEMSON

What Are Development Charges?

- Imposed on development to fund “growth-related” capital costs
- DCs pay for new infrastructure and facilities to maintain service levels
  - County
  - Area municipal
  - Education
- “Growth pays for growth”



Development Charges Just One Tool to Fund Capital

Development Charges/Community Benefits Charges/Parkland Fees

- Fund a share of broader cost to expand infrastructure to service needs arising from new development

Direct Developer Contributions

- Fund costs that would normally be required as part of a subdivision agreement (i.e. internal roads, sidewalks, streetlights, intersections, park elements)

Property Taxes

- Statutory and non-statutory reductions on DCs

- Long-term repair and replacement of municipal infrastructure (as well as operating costs)

HEMSON

Development Charges Act Requirements (DCs)

- DCs imposed by by-law
- Maximum life of a DC by-law is 10 years after the day it comes into force
- Prior to passing a by-law County must
  - Undertake a background study
  - Hold at least one public meeting
- Appeals adjudicated at OLT



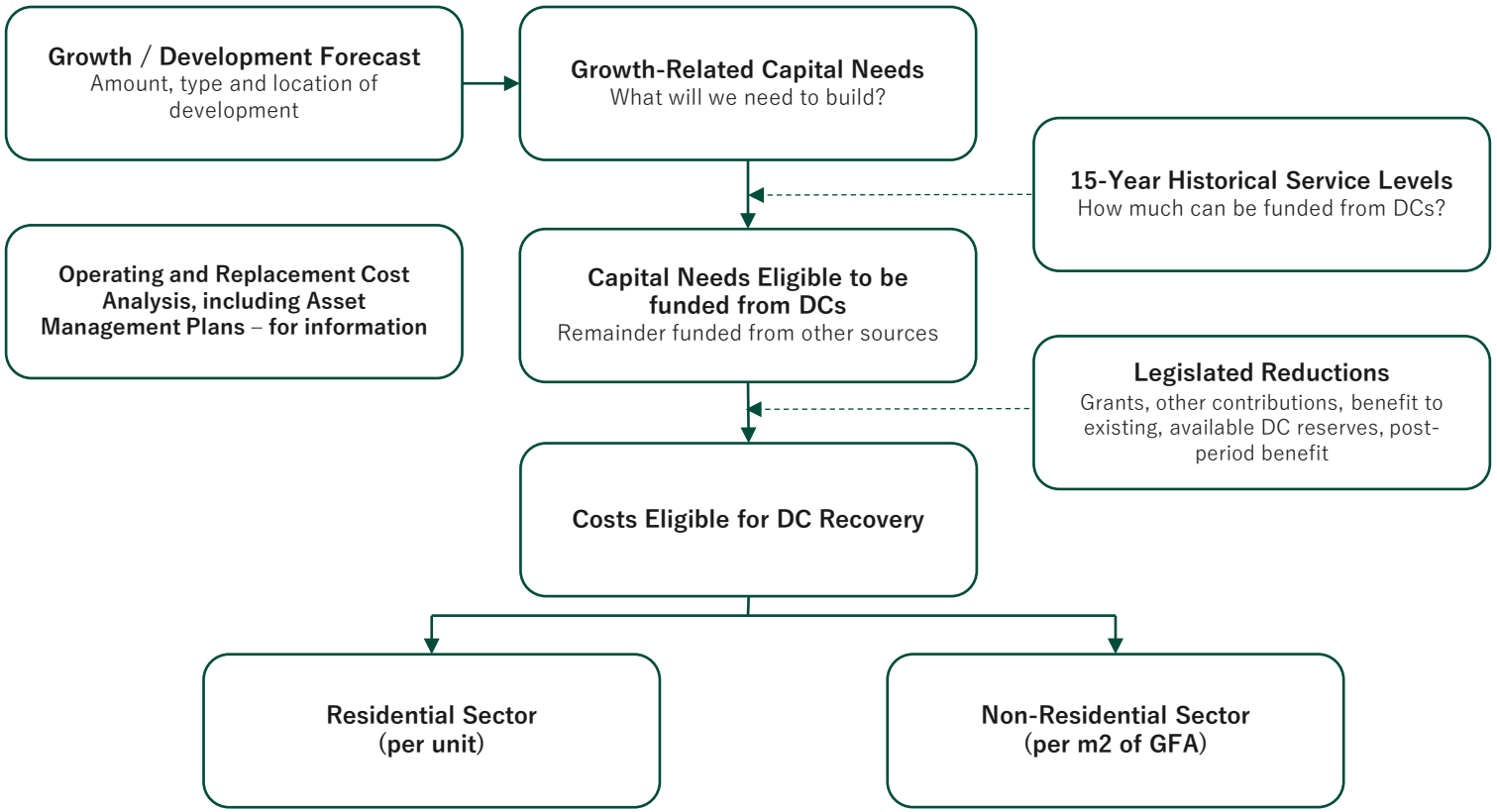
HEMSON

DCs Are Imposed On Services

County By-law	Area Municipal By-laws	Not Applicable in Essex
• Services related to a highway • Ambulance services • Long term care • Public health • Child care & early years programs & services within the meaning of Part VI of the *Child Care and Early Years Act, 2014* & related services • Services related to proceedings under *Provincial Offences Act*, including by-law enforcement & municipally administered court services • Services provided by a board within meaning of the *Public Libraries Act* • Waste diversion services • Services related to emergency preparedness	• Water supply services, including distribution and treatment services • Waste water services, including sewers and treatment services • Storm water drainage & control • Services related to a highway • Parks and recreation services, but not the acquisition of land for parks * • Policing services • Fire protection services • Transit services	• Electrical power services • Toronto-York subway extension • Yonge North subway extension • Services related to airports, but only in Regional Municipality of Waterloo

HEMSON

Development Charges Study Process



Development Forecast

- Forecast amount, type, and location of development
- Establish areas to which DCs apply (municipal-wide/area-specific)
  - Review with staff/council
  - Area rating must be considered
- Establish planning periods
- Types of development
  - Residential: population and dwelling units
  - Non-residential: non-residential floor space and employment



HEMSON

Growth-Related Capital Program

- Future capital costs must be identified, and Council must express intent to undertake capital works
- Tie-in with approved capital budget and forecast, and master plans
- Shared capital funding responsibilities with other municipalities
- DC eligible costs cannot include:
  - Grants, subsidies & contributions
  - Benefit to existing or replacement elements
  - “Post-period” benefit

HEMSON

Rate Structure Options

- Allocate costs between residential and non-residential sectors
- Prepare cash flow analysis to reflect timing of works and timing of development
- Calculate charges:
  - Residential – per dwelling unit type
  - Non-residential – per square metre of GFA

HEMSON

By-law Policy Considerations



- Exemptions and discounts
  - Statutory
  - Non-statutory
- Implementation options
- Indexing
- Policy review

HEMSON

Key Steps in Passing a DC By-law

Task	Description
Release DC Background Study to Public	▪ 60-days prior to by-law passage (including on website)
Advertise Public Meeting	▪ 20-days notice
Release Proposed DC By-law	▪ 2 weeks before the Public Meeting
Hold Statutory Public Meeting	▪ Receive submissions from public and Council ▪ Amend proposed charges and by-law, if warranted ▪ Determine if additional Public Meeting is required
DC By-law Passage	▪ Any changes brought forward for adoption
Notice of By-law Passage	▪ 20-days after DC by-law passage
Appeal Period	▪ 40-days following DC by-law passage
DC Pamphlet	▪ 60-days after passage of DC by-law

2024-10-24

Hydro One Community Relations <community.relations@hydroone.com>

RE: Hydro One – Longwood to Lakeshore Project Update

Longwood to Lakeshore Project
Project Update – October 2024

Hydro One has made refinements to the route alternatives for the Longwood to Lakeshore project. Refinements are based on new information gathered through field studies, technical analysis, and community and stakeholder consultation conducted since February 2024. Details can be found in the attached notice and on the project website which includes an interactive map. Property owners who may be affected by these changes are being contacted directly.

The Class Environment Assessment (Class EA) for the project includes two new single-circuit 500 kilovolt (kV) transmission lines between the Longwood Transformer Station (TS) in the Municipality of Strathroy-Caradoc and the Lakeshore TS in the Municipality of Lakeshore. Hydro One will evaluate and compare the updated routes to select the preferred option which we expect to announce in early- to mid-2025.

Community Open Houses

Please join us for another round of community open houses from 3 - 7p.m. on the following dates. Location information is included in the attached notice or on the project website.

- November 19 - Comber
- November 20 - Chatham
- November 27 - Appin
- November 28 – Thamesville

If you have questions, you can also contact us directly:

- Phone: 1.877.345.6799
- Email: Community.Relations@HydroOne.com
- Book a virtual meeting using Microsoft Teams

Longwood to Lakeshore project

Updated route alternatives

Hydro One is building new transmission lines to meet the growing power needs of southwestern Ontario. These lines will enhance reliability for homes and businesses, drive economic growth, and help create jobs. As part of these efforts, we have initiated a Class Environmental Assessment (Class EA) for the Longwood to Lakeshore Project, which involves constructing two new single-circuit 500 kilovolt (kV) transmission lines between the Longwood Transformer Station (TS) in the Municipality of Strathroy-Caradoc and the Lakeshore TS in the Municipality of Lakeshore.

In February 2024, Hydro One introduced three route alternatives for the project, each with variations. Since then, we've been gathering important environmental and technical information. We are also engaging with Indigenous communities, property owners, community members, elected officials, interest groups and businesses to incorporate their input.

Through this engagement, we have heard about the significance of agricultural operations, the value of unique environmental features, and nearby homes, businesses and communities. There is also interest in understanding how the project might affect these areas during construction, and once operational. As the Class EA progresses and project design advances, we are committed to sharing detailed information and ensuring engagement at every stage of the project.

Changes to route alternatives

Hydro One has conducted field studies, technical analysis, and community and stakeholder consultation. This work has provided us with a more in-depth understanding of the conditions surrounding each of the proposed route alternatives. As a result of these efforts, we have refined the route options based on new information.

Route 1 has been removed from consideration due to several constraints in its eastern section prior to where it joins Route 2, which make it technically unfeasible. We have also made adjustments to the remaining route alternatives to address newly identified technical and environmental constraints.

For more information, please refer to the map on the reverse side. Updated routes can also be accessed on the interactive map available on the project website. Property owners who may be affected by these changes have been contacted directly.

Looking ahead, Hydro One will evaluate and compare the updated routes to identify the preferred option. The final decision will take into account both the advantages and disadvantages of each route. We expect to announce the preferred route in early- to mid-2025.

We want to hear from you

For the latest updates on the project, please visit our website. Our project team will be hosting community open houses later this fall. We encourage you to join us or contact us by phone or email to schedule a convenient time for a discussion.

Planning process

This project is following the "Class Environmental Assessment for Transmission Facilities" (Class EA for TF, 2024), established in accordance with the *Ontario Environmental Assessment Act*. For more information, please visit **HydroOne.com/ClassEA**. Following completion of the Class EA, the project will also require approval from the Ontario Energy Board under Section 92 (Leave to Construct) of the *Ontario Energy Board Act*.

Freedom of Information and Protection of Privacy Act
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Ministry of the Environment, Conservation and Parks' Freedom of Information and Privacy Coordinator at 416-314-4075 or Foi.mecp@ontario.ca.

Please join us!
Community Open Houses

November 19
3 p.m. – 7 p.m.
Comber Community Centre
6211 McAllaster St.
Comber

November 20
3 p.m. – 7 p.m.
John D. Bradley Convention Centre
565 Richmond St.
Chatham

November 27
3 p.m. – 7 p.m.
Ekfrid Community Centre
48 Wellington Ave.
Appin

November 28
3 p.m. – 7 p.m.
Brunner Community Centre
32 Wallace St.
Thamesville

We're here to help

If you would like any further information or have any questions, please contact Community Relations at:

1.877.345.6799

Community.Relations@HydroOne.com

HydroOne.com/Longwood-to-Lakeshore

Longwood to Lakeshore project

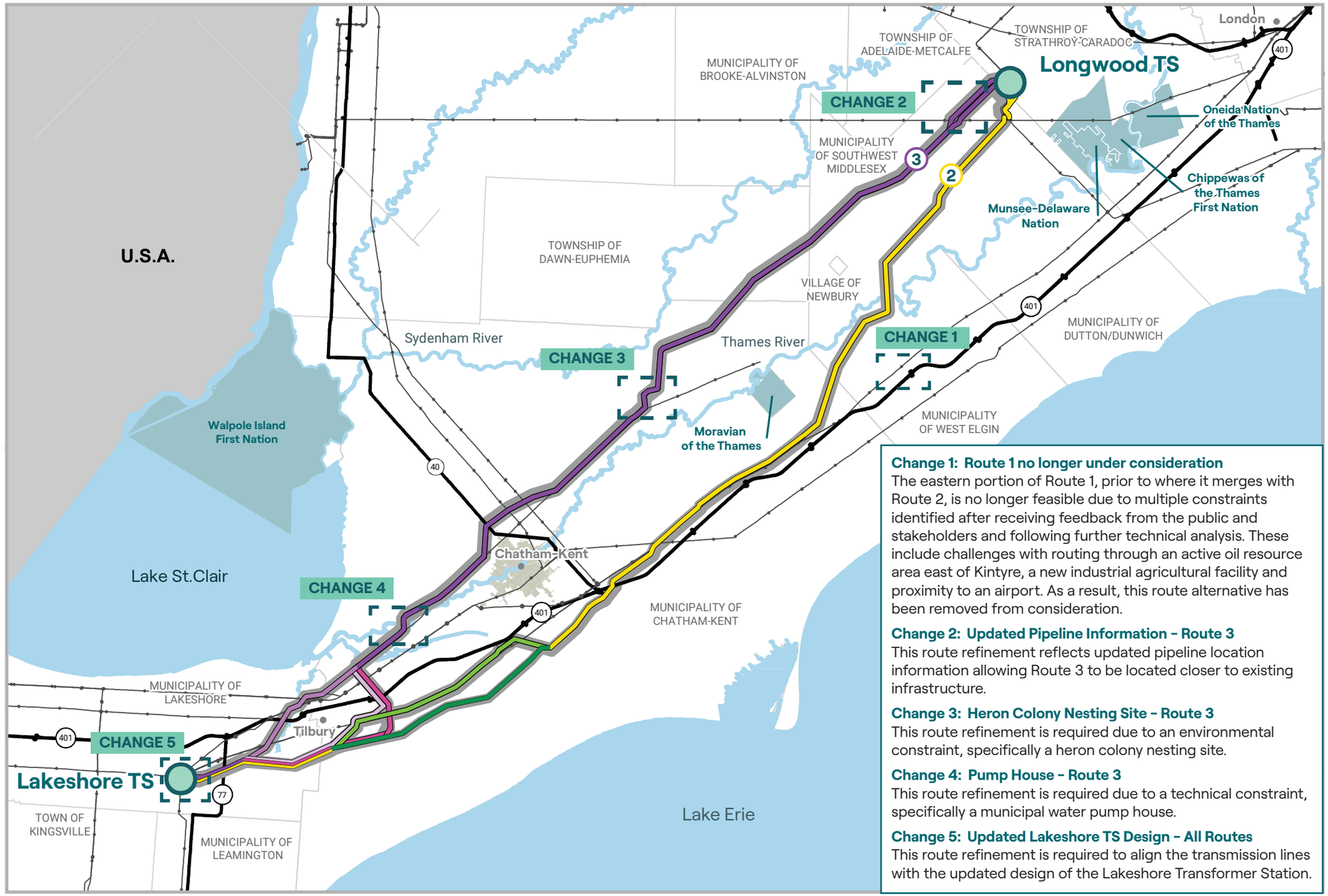
Map Legend

- Transformer Station (TS)
- Route 2 (A/B Core Alignment)
  - Route 2A
  - Route 2B
- Route 3 (A/B/C Core Alignment)
  - Route 3A
  - Route 3B
  - Route 3C
- All Routes (2A/2B/3A/3B/3C)
- Local Study Area (500 m buffer on either side of the route alternatives)
- Existing Transmission Line
- Highway
- Municipal Boundary
- Waterbody
- First Nation
- Built Up Area

Note: With the exception of a section of Route 3 near Longwood TS, each route represents two transmission lines with parallel alignments. Each line has an assumed 60m right of way, pending detailed engineering.

0 5 10 km

N



Change 1: Route 1 no longer under consideration
The eastern portion of Route 1, prior to where it merges with Route 2, is no longer feasible due to multiple constraints identified after receiving feedback from the public and stakeholders and following further technical analysis. These include challenges with routing through an active oil resource area east of Kintyre, a new industrial agricultural facility and proximity to an airport. As a result, this route alternative has been removed from consideration.

Change 2: Updated Pipeline Information - Route 3
This route refinement reflects updated pipeline location information allowing Route 3 to be located closer to existing infrastructure.

Change 3: Heron Colony Nesting Site - Route 3
This route refinement is required due to an environmental constraint, specifically a heron colony nesting site.

Change 4: Pump House - Route 3
This route refinement is required due to a technical constraint, specifically a municipal water pump house.

Change 5: Updated Lakeshore TS Design - All Routes
This route refinement is required to align the transmission lines with the updated design of the Lakeshore Transformer Station.

Note: Please visit our online interactive map for a more detailed view and to provide your feedback: **HydroOne.com/Longwood-to-Lakeshore.**

Town of Tillsonburg
Office of the Clerk
200 Broadway, Suite 204 Tillsonburg, ON N4G 5A7

Tel: (519) 688-3009
Fax: (519) 842-9431

October 11, 2024

Minister of Transportation
Hon. Prabmeet Singh Sarkaria
Email: minister.mto@ontario.ca

MPP Oxford
Ernie Hardeman
Email: Ernie.Hardeman@pc.ola.org

SCOR EDC
Email: do@scorregion.com

Re: Continued Funding Support - Southwest Community Transit

Please be advised that the Town of Tillsonburg Council, at its meeting held on October 7, 2024 considered the aforementioned topic and subsequent to discussion, the following was resolved:

Resolution # 2024-474

Moved By: Councillor Luciani
Seconded By: Councillor Spencer

Whereas the County of Brant, Middlesex County, Municipality of Strathroy Caradoc, Norfolk County, Municipality of East Zorra Tavistock, Grey County, Perth County, City of Stratford, Municipality of Lambton Shores, and Wellington County have successful utilized government funding to create and sustain local community transit through Southwest Community Transit; and

Whereas 85,000 riders have utilized the Southwest Community Transit services in the first have of 2024 alone, demonstrating significant community reliance on these services; and

Whereas the economic impact of this transit system is estimated to be $748,800,000 annually, largely due to its role in providing transportation to employment opportunities; and
Whereas the current funding for this critical small urban and rural

inter-community transit service is set to expire in March 2025, putting the sustainability of the service at risk:

Therefore be it resolved that the Town of Tillsonburg council urges the provincial government to continue funding Southwest Community Transit beyond March 2025 to ensure the ongoing viability of this essential service for small urban and rural Ontario

Be it further resolved that this resolution be circulated to the County of Brant, Elgin County, Middlesex County, Norfolk County, Oxford County, Municipality of Strathroy Caradoc, Municipality of East Zorra Tavistock, Perth County, City of Stratford, Municipality of Lambton Shores, Wellington County, Bruce County, Municipality of Bayham, Municipality of Thames Centre and other relevant stakeholders for their support and advocacy.

Carried

As per the above resolution, please accept a copy of this correspondence for your information and consideration.

Sincerely,

Laura Pickersgill

Laura Pickersgill
Executive Assistant
Town of Tillsonburg

Cc: All Ontario municipalities

Summary of Outstanding Reports

Meeting Date: Wednesday, November 06, 2024

Report #: 2024-1106-LCS-R35-KH

Purpose

To provide County Council with a summary of outstanding reports and an estimated timeline for reporting back to Council on such matters.

In accordance with Procedure By-law 2024-26, Section 11.13.2., items listed have been requested by Council, by resolution during the current term of Council.

Summary Table

Meeting Date	Direction/Motion	Status/Action Taken	Anticipated Report/ Completion
2023-11-01	**316-2023** **Moved by** Michael Prue **Seconded by** Chris Gibb Whereas Amherstburg Town Council has voted at their October 10, 2023 meeting to direct Mayor Prue and/or Deputy Mayor Gibb to introduce a Notice of Motion to County Council requesting a Traffic Control Study at the intersection of County Rd 9 and Alma Road; And whereas this intersection is owned by the County of Essex and is located within the Municipality of Amherstburg; Now therefore, Essex County Council requests that County Administration conduct a Traffic Study for the said intersection	**Pending** Due to the ongoing construction in this vicinity, it is not possible to currently obtain accurate traffic counts. This study will be undertaken upon the conclusion of the construction anticipated by August 2024. Completion of this report is not anticipated until early fall 2024.	2024-11-06

Katherine Hebert, Clerk
Corporation of the County of Essex, Main Floor, Suite 201, 360 Fairview Ave. W., Essex, ON N8M 1Y6
Phone: 519-776-6441, ext. 1353, Email: khebert@countyofessex.ca

Meeting Date	Direction/Motion	Status/Action Taken	Anticipated Report/ Completion
2024-04-03	**099-2024** **Moved by** Gary McNamara **Seconded by** Chris Gibb That Essex County Council direct Administration to consult with ERCA on the feasibility of reviewing and enhancing the Clean Water Green Spaces Program with an aim at achieving an accelerated rate of natural restoration in the County and provide a report back to Council; And, further that Essex County Council direct Administration to bring back a report and draft by-law/policy to meet the obligations of Section 270(1)7 of the Municipal Act with regard to the protection and enhancement of tree canopy.	**In-Progress** Rebecca Belanger (Further consultation required amending the expected completion date.)	TBD
2024-05-15	**147-2024** **Moved by** Joe Bachetti **Seconded by** Michael Prue That Essex County Council receive report 2024-0515-R08-RB regarding the Advancement of a County Development Charges Study and By-law for information; and That Essex County Council approve the utilization of rate stabilization reserves up to a maximum of $60,000 to fund the Development Charges Study.	**Assigned** Rebecca Belanger (External consultants retained, with it being expected that they will appear at Council in November for information and consultation purposes.)	2024-11-06
2024-08-14	**212-2024** **Moved by** Chris Gibb **Seconded by** Michael Prue That Administration of the County of Essex complete a review of traffic and pedestrian conditions at and near the intersection of County Road 20 and Lowes Side Road; and,	**Assigned** Allan Botham	Spring 2025

Meeting Date	Direction/Motion	Status/Action Taken	Anticipated Report/ Completion
	That the County of Essex consider a reduction in the posted speed limit along County Road 20 from Lowes Side Road and southerly approximately 500 metres; and, That the County of Essex consider installing signage indicating pedestrians crossing at the County Rd 20 at Lowes Side Rd intersection; and, That the Administration communicate with the Town of Amherstburg, Infrastructure Services department as part of the review.		
2024-09-18	**251-2024** **Moved By** Crystal Meloche **Seconded By** Sherry Bondy That Essex County Council direct administration to bring a report to council in advance of the annual AMO conference advising County Council on delegations with Ministers at the annual conference and materials be provided to Council.	**Assigned** Sandra Zwiers	2025-07-16
2024-09-18	**253-2024** **Moved By** Michael Prue **Seconded By** Chris Gibb That County Administration prepare a report to review the rate of speed on County Road 46 at the intersection of County Road 19 Moved by Joe Bachetti Seconded by Gary McNamara *Pursuant to section 13.4.4 of the Procedure By-law, a Postponement of the matter, until such a time as the Administrative Report requested under resolution 253-2024 is presented for Council as follows:* That the rate of speed on County Rd 46 be reduced to 60km/hr leading	**Assigned** Allan Botham	TBD

Meeting Date	Direction/Motion	Status/Action Taken	Anticipated Report/ Completion
	into the intersection at County Rd 19; and, That signs be posted in both directions to notify drivers of the rate of speed.		
2024-10-02	**262-2024** **Moved By** Crystal Meloche **Seconded By** Sherry Bondy That County Council direct administration to prepare a report outlining current practices and proposed changes to the process for public attendance at county council meetings.	**Assigned** Sandra Zwiers	2024-12-04
2024-10-02	**Direction/Discussion by Admin on Agenda Item 12.1 – Road Safety Management Program** The network screening is expected to be completed by November 2024, with design work for safety improvements potentially beginning in 2025. A report will be brought to Council in Spring outlining the analysis.	**Assigned** Jerry Behl	Spring 2025
2024-10-16	**287-2024** **Moved By** Michael Prue **Seconded By** Rob Shepley That Essex County Council direct administration to communicate the termination of the contract in reference to 2024-1016-LCS-R33-JDF with the effective termination date being March 31, 2025, and; That Administration pursue options for the alternative contract providers and report back to Council.	**In-Progress** David Sundin & Jeanie Diamond Francis (Note: Communication of termination effective March 31, 2025 has been completed and a report RE alternatives is pending.)	January 2025

Meeting Date	Direction/Motion	Status/Action Taken	Anticipated Report/ Completion
2024-10-16	**284-2024** **Moved By** Kirk Walstedt **Seconded By** Sherry Bondy That Essex County Council receive and support the correspondence and resolution from the Municipality of Lakeshore regarding Renaud Line and County Road 42. *[Resolution #306-09-2024 from Lakeshore: Be it resolved that the Council of the Municipality of Lakeshore request that the County of Essex complete a traffic review for the corner of Renaud Line Rd. and County Rd. 42;* *And that the follow-up report include data over the past 5 years relating to accidents, traffic volumes, and recommended improvements to improve traffic flows and safety.]*	**Assigned** Jerry Behl	TBD

Recommendation

That Essex County Council receive report number 2024-1106-LCS-R35-KH, Summary of Outstanding Reports as information.

Approvals

Respectfully Submitted,

Katherine Hebert

Katherine Hebert, Clerk

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Sandy Pillon, Manager, Procurement and Compliance**
Date:	**Wednesday, November 6, 2024**
Subject:	**2024 Procurement Activity Report**
Report #:	**2024-1106-FIN-R22-SP**

Purpose

The purpose of this report is to update County Council on recent procurement activities, as required by Section 4.9(a) of the County's Procurement Policy, and to provide an overview of the Procurement Services Division's key projects and strategies in this first annual report.

Background

In line with the County's revised Procurement Policy, approved in February 2024, this report is prepared annually to summarize all procurement activities for the year. This first report covers procurement activity from January 1 to October 31, 2024. Annual reports in the future will cover the twelve-month period from Nov 1 to Oct 31.

The procurement office is responsible for managing the purchasing of goods and services in a way that aligns with the County's strategic goals, ensures compliance with regulations, and maximizes value for money.

The County's procurement objectives are centered on ensuring open, fair, and transparent processes, in line with the Procurement Policy. The Procurement Services Division continuously strives to improve practices by demonstrating value for money, minimizing wasteful spending, meeting customer expectations, reducing risk, and seeking cost savings through responsible and competitive purchasing. Additionally, the County actively participates in collaborative purchasing opportunities to enhance efficiency and generate savings.

Sandy Pillon, Manager, Procurement and Compliance
Corporation of the County of Essex, 360 Fairview Ave. W., Essex, ON N8M 1Y6
Phone: 519-776-6441, ext. 1338; Email: spillon@countyofessex.ca

Discussion

2024 Projects & Procurement Strategies

During 2024, as in past years, the Procurement Services Division has collaborated closely with each Project Lead to determine the best procurement strategy and procurement method, based on the scope of work and the budget of the project in question.

Prior to providing a summary of the all projects handled by the Procurement Services Division this year, it may be helpful to highlight the parameters required to determine the strategy to be used. Projects with a budget of $100,000 or more require an open competitive process and are required to be posted on Bids and Tenders, the County's electronic tendering platform. Conversely, smaller budget projects may be handled through alternative methods. For example, a project of $10,000 will likely result in an Informal Request for Quote (RFQ-I) being utilized as the appropriate method.

Type of Procurement	Dollar Value
Informal Request for Quotations (RFQ-I)	>$10,000 up to $50,000
Formal Request for Quotations (RFQ-F)	>$50,000 up to $100,000
Public Tendering, Open Competitive (RFQ, RFP, RFT)	>$100,000

Procurement Summary of Activities by Department

Administration

Strategy	Projects
Open Competitive	Service Delivery Review
Direct Purchase	Primary Safety Answering Program

Information Technology

Strategy	Projects
Informal Request for Quote	Dell Storage, VM Hardware & VM Software, Replacing Camera Server (SPH, EWSWA)
Open Competitive	MS Office & Exchange Licenses, Managed Security Services, Voip Wireless Phone Replacement (SPH)
Group Procurement Organizations	Adobe Licenses, Network Assessment, Cloud Readiness Consultant

Financial Services/Human Resources

Strategy	Projects
Open Competitive	Employee Assistance Program

Sun Parlor Home

Strategy	Projects
Informal Request for Quote	Cement Work, Ice Machines
Group Procurement Organizations	Patient Lifts, Hygiene
Group Procurement Organizations	Condition Assessment Services, Mattresses

Library

Strategy	Projects
Open Competitive	Vehicle High Rise Cargo Van
Group Procurement Organizations	Computer Equipment

Emergency Medical Services

Strategy	Projects
Informal Request for Quote	Electric Gate System (Mercer)
Open Competitive	Uniforms, Vehicle Maintenance Program, Electronic Patient Record Software
Group Procurement Organizations	Automated CPR Devices
Direct Purchase	Master Plan Consultant, Power PRO XT Stretchers, Defibrillators, Ambulances, Fleet Vehicles
Open Competitive	Physiotherapy Services, Feasibility Study Consulting Services

Infrastructure & Planning

Strategy	Projects
Informal Request for Quote	Cooling Tower Platform, Parking Spaces, Security FOB Card Readers, Radio Communications, Roadside Spray Services Noxious Weeds, Roof Repair

Formal Request for Quote	Civic Centre Construction, Waste Management Services, Sign Stock
Open Competitive	Construction Inspection Services, Development Charges Study, Trucking Excess Soil & Heavy Equipment Services, Engineering Design Services, Feasibility Study, Construction for Road Rehabilitation, Bridges & Culverts, Traffic Paint & Beads, Geotechnical Services
Group Procurement Organizations	Fleet Program (Enterprise), Winter Control Equipment, Roads Heavy Equipment
Direct Purchase	Ontario Structure Inspection Software (OSIM), Contract Administrative Services, City Wide Maintenance Manager Software, Signal Equipment

Purchase Orders

The Procurement Division issues purchase orders for various goods and services, see Schedule "B" for a summary of 2024 purchase orders.

Financial Implications

The procurement activities detailed in this report were conducted in alignment with the County's objectives of maximizing value and maintaining transparency.

Any projects over budget but under $500,000 were noted in the Treasurer's report as well as any projects that were over $500,000 in total value and under 10% of the approved budget. Those projects exceeding $500,000 and over 10% of the budgeted cost were presented to Council for approval throughout the year in individual reports.

Consultations

Financial Analysts

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☒ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☒ A Government Working for the People ☒ Promoting Transparency and Awareness	☐ Providing Reliable Infrastructure for Partners ☐ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive report number 2024-1106-FIN-R22-SP, 2024 Procurement Activity Report as information.

Approvals

Respectfully Submitted,

Sandy Pillon

Sandy Pillon, Manager, Procurement and Compliance

Concurred With,

Melissa Ryan

Melissa Ryan, CPA, Director, Financial Services/Treasurer

Respectfully Submitted,

Sandy Pillon

Sandy Pillon, Manager, Procurement and Compliance

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	**Title**
Appendix A	Project Tracker Summary
Appendix B	Purchase Order Summary

Appendix A: Procurement Project Tracker

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
Information Technology									
Microsoft Office and Exchange - Consultant and Implementation Office 365	Dept Level	$ 55,000	Competitive Process	RFQ/GPO	n/a	n/a	n/a	n/a	not applicable
Microsoft Office and Exchange Licences	Dept Level	$ 151,460	Competitive Process	RFQ/GPO	n/a	n/a	n/a	n/a	not applicable
Managed Security Solutions (Intrusion Detection)	Complete	$ 120,000	Competitive Process	RFQ	Telus	16-Sep-24	$ 62,760.00	$ 280,584.00	not applicable
Dell Storage	Complete	$ 48,600	Informal Process	IRFQ	CDW	8-Aug-24	$ 30,334.49	$ 30,334.49	not applicable
Unitreds - replacing devices / cloud backup	Complete	$ 103,745	Direct Purchase	RFQ	Applied Computer Solutions	30-Jan-24	$ 74,410.98	$ 209,650.02	not applicable
VMWare - hardware	Complete	$ 26,000	Informal Process	IRFQ	Applied Computer Solutions	4-Jan-24	$ 23,132.00	$ 23,132.00	not applicable
VMWare - software	Complete	$ 37,280	Informal Process	IRFQ	Applied Computer Solutions	3-Apr-24	$ 73,328.00	$ 73,328.00	Treasurers Report 2024
Replace camera server at CC, SPH and EWSWA (3 sites) (Avigilion)	Complete	$ 53,000	Informal Process	IRFQ	Chubb	18-Jun-24	$ 63,259.00	$ 63,259.00	Treasurers Report 2025
Upgrade Mitel Phone System	Dept Level	$ 30,000	Informal Process	Contract Amendment	Empire Communications	n/a	n/a	n/a	not applicable
Cloud readiness consultant (continued from 2023)	Complete	$35,000	Competitive Process	GPO	Compugen	17-Jan-24	$9,810.00	$9,810.00	not applicable
Network Assessment (continued from 2023)	Complete	$25,000	Competitive Process	GPO	Telus	5-Dec-23	$27,000.00	$54,324.00	not applicable
Wireless Phone replacement SPH (continued from 2023)	Complete	$80,000	Competitive Process	RFP	Empire Communications	15-Feb-24	$7,620.00	$18,960.00	not applicable
AutoCAD Renewal	Complete	$46,811	Informal Process	RFQ	IMAGINit	2-Feb-24	$65,687.42	$65,687.42	Treasurers Report 2024

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
ADOBE Licences	Complete	$11,275	Competitive Process	GPO	CDW	11-Sep-24	$19,745.40	$19,745.40	Treasurers Report 2025
General Governance									
Service Delivery Review (GenGov)	Complete	$100,000	Competitive Process	RFP	Strategy Corp.	9-Apr-24	$75,454.00	$75,454.00	not applicable
Interact Contract (County Connect)	Complete	$55,000	Contract Amendment	RFQ	Interact	9-Sep-24	$43,819.20	$131,457.60	not applicable
Emergency Medical Services									
Logistics Hub Consultant	On-Hold	$200,000	Competitive Process	RFP	onhold	n/a	n/a	n/a	not applicable
Master Plan Consultant	Complete	$150,000	Direct Purchase	RFQ	ORH Limited	12-Sep-18	$140,000.00	$140,000.00	not applicable
Automated CPR Devices	Complete	$1,020,208	Competitive Process	GPO	Stryker	1-Aug-24	$859,893.00	$859,893.00	Information Report 2024 (Nov,Dec)
Service Agreement CPR Devices	Complete	$51,148	Competitive Process	GPO	Stryker	1-Aug-24	$27,798.84	$335,374.04	not applicable
Stretcher PowerPro XT	Complete	$1,336,482	Direct Purchase	RFQ	Stryker	20-Sep-24	$1,336,482.00	$1,336,482.00	Council Report Sept 2024
Stretcher Preventative Maintenance Agreement	Complete	$35,000	Direct Purchase	RFQ	Stryker	20-Sep-24	$32,131.00	$218,695.00	not applicable
Cot Mounted Oxygen Tanks	On-Hold	$130,900	Competitive Process	RFQ	onhold	n/a	n/a	n/a	not applicable
Seasonal Grounds Maintenance	Complete	$82,200	Competitive Process	RFP	A1 Properties	12-Jun-24	$49,000.00	$273,000.00	not applicable
Vehicle Maintenance Program	Complete	$650,000	Competitive Process	RFP	MSJ Automotive	16-Oct-24	$516,602.00	$2,162,232.15	Information Report Oct 2024
Uniforms	Complete	$180,000	Competitive Process	RFP	Unisync	5-Mar-24	$100,184.90	$609,728.20	Council Report Jan 2024
Uniform Laundering	Complete	$220,000	Direct Purchase	Contract Amendment	Blondies	6-May-24	$220,000.00	$220,000.00	not applicable

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
EMS Electronic Patient Records Software (contract expires 2023) Interdev	Complete	$244,894	Competitive Process	RFP	ESO	8-Feb-24	$266,589.21	$2,340,718.96	Council Report Feb 2024
Timeclocks for Bases	On-Hold	$30,600	Direct Purchase	RFQ	onhold	n/a	n/a	n/a	not applicable
Ambulances	Complete	$1,286,824	Direct Purchase	RFQ	Crestline	30-May-24	$1,381,020.00	$1,381,020.00	Council Report Nov 2023
Ambulances	Complete	$495,480	Direct Purchase	RFQ	Crestline	30-May-24	$522,479.25	$522,479.25	Council Report Nov 2024
2024 Tahoes	Complete	$366,336	Direct Purchase	Direct Source	Rowland	1-Nov-23	$351,936.00	$351,936.00	not applicable
Ford F-250 (DC Vehicle) - qty 1	Complete	$155,693	Direct Purchase	Direct Source	Rowland	1-Nov-23	$152,478.00	$152,478.00	not applicable
Security Services	Complete	n/a	Direct Purchase	Contract Amendment	Elite Canada Security	22-Mar-24	as required	n/a	not applicable
Electric Gate System - Mercer	Dept Level	$40,000	Informal Process	IRFQ	Multiple	17-Sep-24	$40,000.00	$40,000.00	not applicable
2025 Vehicles - Tahoes and Pick Ups	Complete	$567,642	Direct Purchase	RFQ	Rowland Speciality Vehicles	20-Mar-24	$567,642.00	$567,642.00	Council Report March 2024
Financial Services and Human Resources									
Employee Assistance Program	Complete	$40,000	Competitive Process	RFP	Family Services Windsor Essex	13-Jun-24	$48,960.00	$217,800.00	Treasures Report 2025
PSAP Services	Cancelled	$90,000	Competitive Process	RFP	Ontario Provincial Police	1-Oct-24	$95,188.24	$666,317.68	Council Report 2024 (Nov,Dec)
Library									
Vehicle - High Rise Cargo Van	Complete	$75,000	Competitive Process	RFQ	13-May-24	13-May-24	$62,096.00	$62,096.00	not applicable
Sun Parlor Home									
Interior Doors	Complete	$20,000	Competitive Process	RFQ	DFT Exteriors	16-Sep-24	$19,500.00	$19,500.00	not applicable

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
Sidewalks	In process	$100,000	Competitive Process	RFQ	COE/Road	20-Sep-24	$20,056.00	$20,056.00	not applicable
Roof repairs	In process	$5,000	Competitive Process	GPO	Tremco	n/a	n/a	n/a	not applicable
Air Mattresses P300 Wound Surface	Complete	$34,000	Informal Process	IRFQ	Hillrom	10-Oct-24	$33,672.00	$33,672.00	not applicable
Bath Tub qty 1 - Arjo	In process	$35,000	Competitive Process	GPO	HealthPro/Arjo	n/a	n/a	n/a	not applicable
Slings - Arjo (25%)	In process	$95,500	Competitive Process	GPO	HealthPro/Arjo	n/a	n/a	n/a	not applicable
Hygiene Systems (Tub,Shower Chairs)	In process	$20,000	Competitive Process	GPO	HealthPro/Arjo	n/a	n/a	n/a	not applicable
Physiotherapy Services	Complete	$120,000	Competitive Process	RFP	Achieva Health	15-Oct-24	$113,080.50	$229,554.00	not applicable
Feasibility Study Consultant	In process	$50,000	Competitive Process	RFP	n/a	n/a	n/a	n/a	not applicable
Infrastructure and Planning Services									
General and Planning									
OSIM - Ontario Structure Inspection - Professional Services	Complete	$75,000	Direct Purchase	RFQ	InspectX	2-Oct-24	$67,750.00	$465,664.06	not applicable
Inspection Services - Construction	Complete	$495,000	Competitive Process	RFQ	ConceptDash	9-May-24	$495,000.00	$495,000.00	not applicable
Development Charges Study	Complete	$50,000	Competitive Process	RFP	Hemson	8-Jul-24	$49,815.00	$49,815.00	not applicable
Contract Admin Services - Dillon CR42/43 Phase 2	Complete	$280,000	Direct Purchase	RFQ	Dillon	3-May-24	$271,700.00	$271,700.00	not applicable
Trucking Excess Soil & Heavy Equipment Services	Complete	$2,600,000	Competitive Process	RFQ	1818753 Ontario Ltd / Neroda Construction	13-May-24	$2,850,000.00	$2,850,000.00	Information report 2024 (Nov,Dec)
Citywide Maintenance Manager (direct purchase)	Legal Review	$476,900	Direct Purchase	Direct Source	Citywide	in process	$476,900.00	$476,900.00	Council Report July 2024

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
Fleet and Facilities									
Fleet Maintenance Program Implementation - Enterprise	Complete	n/a	Competitive Process	GPO	Enterprise Fleet Management	2-Apr-24	n/a	n/a	not applicable
Winter Control Components (for Dump Trucks from 2023)	Complete	$360,000	Competitive Process	GPO	Viking Cives (Sourcewell)	5-May-23	$365,040.00	$759,040.00	not applicable
Cooling Tower Access Platform	Complete	$40,000	Informal Process	IRFQ	Cunningham Metal Sheet	26-Apr-24	$46,475.00	$46,475.00	Treasurers Report 2024
Parking Spaces (14)	Complete	$47,000	Informal Process	IRFQ	Metro City Paving	15-Aug-24	$40,450.80	$11,500.00	not applicable
Retrofit 25 FOB readers to FOB/Card reader hybrid	In process	$24,540	Informal Process	IRFQ	Security One	9-Jul-24	$25,440.00	$25,440.00	not applicable
VAV Replacements (10) 3yr rollout (HVAC system)	Complete	$40,000	Informal Process	IRFQ	Delta	15-Jul-24	$58,586.14	$58,586.14	Treasures Report 2025
Stairwell Painting	Complete	$35,000	Informal Process	RFQ	Bedals Plaster and Drywall	26-Sep-24	$30,426.83	$30,426.83	not applicable
Sign Reflectivity Testing	Complete	$40,000	Direct Purchase	RFQ	Advantage Data Collection	1-May-23	$39,360.00	$39,360.00	not applicable
Radio Communications Maintenance - devices and GPS/AVL software	Procurement Dev	$67,800	Informal Process	IRFQ	SkyMobile	4-Oct-24	$14,118.00	$330,830.00	not applicable
Pickups - 1/2 Ton quantity 3 (Enterprise)	Complete	$411,000	Competitive Process	GPO	Enterprise	27-Mar-24	$162,777.00	$162,777.00	not applicable
Pickups - 3/4 Ton quantity 2 (Enterprise)	Complete	included in above	Competitive Process	GPO	Enterprise	27-Mar-24	$130,408.00	$130,408.00	not applicable
Pickups - 1 Ton (Enterprise)	Complete	included in above	Competitive Process	GPO	Enterprise	27-Mar-24	$65,304.00	$65,304.00	not applicable
Panel Van	Complete	$80,000	Competitive Process	RFQ	Rose City Ford	16-Dec-22	$61,735.00	$61,735.00	not applicable
Bucket Truck	Complete	$400,000	Competitive Process	GPO	Altec	13-Jun-24	$297,617.00	$297,617.00	not applicable
Crash Truck (Canoe)	Complete	$205,000	Competitive Process	GPO	Carrier truck Center	30-Jul-24	$214,220.34	$214,220.34	not applicable

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
Attenuator (for Crash Truck) Canoe	Complete	$50,000	Competitive Process	GPO	Carrier truck Center	30-Jul-24	included above	included above	not applicable
Tandem Dump Trucks quantity 2	Complete	$800,000	Competitive Process	GPO	Viking Cives (Sourcewell)	9-May-24	$796,000.00	$796,000.00	Information Report 2024 (Nov,Dec)
Tandem Dump Trucks (Prior Year Retrofits)	Complete	$360,000	Competitive Process	GPO	Viking Cives	4-May-24	$365,040.00	$365,040.00	not applicable
Boom Mower	Complete	$160,000	Competitive Process	GPO	Canoe: Colvoy	26-Feb-24	$157,107.85	$157,107.85	not applicable
Mower (Bush Hog)	Complete	$30,000	Competitive Process	GPO	Canoe: E.R. Vollans Ltd	16-Feb-24	$38,308.40	$38,308.40	not applicable
Utility Tractor	Complete	$135,000	Competitive Process	GPO	Southpoint Equipment (Canoe)	16-Feb-24	$146,907.72	$146,907.72	not applicable
Wheel Loader	Complete	$416,000	Competitive Process	GPO	Brandt (Canoe)	23-Feb-24	$360,000.00	$360,000.00	not applicable
Sub-compact lawn Tractor	Complete	$28,000	Competitive Process	GPO	Southpoint Equipment (Canoe)	16-Feb-24	$19,937.88	$19,937.88	not applicable
Civic Center Construction Phase 2 HR/Housing/Cafeteria	Complete	$1,627,000	Competitive Process	RFP	Vince Ferro	2-Nov-24	$1,671,273.00	$1,671,273.00	Information Report 2024 (Nov,Dec)
Demo & Construction Phase 3 - Committee Rooms	Dept Level	$2,000,000	Competitive Process	RFP	n/a	n/a	n/a	n/a	not applicable
Waste Management Services	Complete	$43,000	Competitive Process	RFQ	Waste Connections	3-Mar-24	$22,816.00	$144,204.00	not applicable
Tacel - Polara Buttons	Complete	$180,000	Direct Purchase	RFQ	Tacel	12-Mar-24	$180,000.00	$180,000.00	not applicable
Roadside Spray Services for Noxious Weeds	Complete	$50,000	Informal Process	IRFQ	Green Stream	13-Mar-24	$25,754.94	$25,754.94	not applicable
Sign Stock Order	Complete	$40,000	Informal Process	IRFQ	Strada Sign Supply	1-Mar-24	$36,103.63	$36,103.63	not applicable
Library Roof Repair	Complete	$ -	Competitive Process	IRFQ	Kingsville Roofing	15-Aug-24	$68,400.00	$68,400.00	not applicable

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
Traffic									
Essex Windsor Regional Transportation Master Plan Update	Complete	$225,300	Competitive Process	RFP	R.J. Burnside & Associates	26-Jun-23	$221,081.00	$221,081.00	not applicable
CR 50 Feasibility Study	Award Execution	$50,000	Competitive Process	RFP	ConceptDash	pending	pending	pending	not applicable
Road Rehab including CWATS Paved Shoulders									
County Rd 20 Culvert Repairs	Cancelled	$200,000	Competitive Process	RFT	n/a	n/a	n/a	n/a	not applicable
Non-Coning Water-Borne Traffic Paint	Complete	$260,000	Competitive Process	RFQ	Ennis Paint Canada ULC	28-Feb-24	$252,000.00	$252,000.00	not applicable
Reflectorizing Glass Beads	Complete	$90,000	Competitive Process	RFQ	QONTRAC Services Ltd.	28-Feb-24	$88,075.00	$88,075.00	not applicable
CIREAM Contract A	Complete	$3,930,000	Competitive Process	RFT	GIP	22-Apr-24	$3,554,400.00	$3,554,400.00	Information Report 2024 (Nov,Dec)
Hot Mix Resurfacing Over CIREAM Contract B	Complete	$5,970,000	Competitive Process	RFT	GIP Paving	3-May-24	$5,506,600.00	$5,506,600.00	Information Report 2024 (Nov,Dec)
Hot Mix Overlay & Mill & Pave Contract C	Complete	$6,475,000	Competitive Process	RFT	Mill-Am	8-Apr-24	$6,558,705.00	$6,558,705.00	Information Report 2024 (Nov,Dec)
Geotechnical Services Contracts A,B & C	Complete	included in construction budget	Competitive Process	VOR	WSP & EXP	n/a	n/a	n/a	not applicable
CountyRD 42 construction and CR43 Diversion Phase 2	Complete	$23,365,000	Competitive Process	RFT	GIP Paving	16-May-24	$ 20,744,000.00	N/A	Information Report 2024 (Nov,Dec)
B-08-07 Merrick Creek Bridge	Complete	$2,175,000	Competitive Process	RFT	Facca	10-Sep-24	$929,490.00	$929,490.00	Information Report 2024 (Nov,Dec)

Project Name and Number	Status	Budget Amt	Procurement Strategy	Method	Successful Proponent (if awarded)	Award Date	Award Amount	Total Contract Value (incl. optional years)	Council Report, Treasurers Report or Informational Report
B-15-13 Richmond Drain Bridge	Complete	$1,370,000	Competitive Process	RFT	Intrepid General Ltd	4-Jul-24	$ 531,931.60	$531,931.60	Information Report 2024 (Nov,Dec)
C-13-147 Irwin Drain Culvert	Complete	$1,680,000	Competitive Process	RFT	Jones Group	22-Jul-24	$906,099.37	$906,099.37	Information Report 2024 (Nov,Dec)
C-18-088 Long Marsh Drain Culvert	Complete	$1,400,000	Competitive Process	RFT	Sherway Contracting	17-Jun-24	$695,510.00	$695,510.00	Information Report 2024 (Nov,Dec)
C-37-238 Culvert Replacement over Wiper Drain	Complete	$1,150,000	Competitive Process	RFT	Front Construction	25-Jul-24	$467,100.00	$467,100.00	not applicable
RC-29-032 East Branch 47 Drain Culvert	Award Execution	$750,000	Competitive Process	RFT	Sterling Ridge	2-Oct-24	$795,000.00	$795,000.00	Information Report 2024 (Nov,Dec)
B-11-14B Engineering Services McCain Drain Bridge	In process	$125,000	Competitive Process	RFP	pending	pending	pending	pending	posted Oct 16
B-27-11A Engineering Services Belle River Bridge	Dept Level	$125,000	Competitive Process	RFP	pending	pending	pending	pending	not applicable
B-42-41 Engineering Services Big Creek Bridge	Dept Level	$125,000	Competitive Process	RFP	pending	pending	pending	pending	not applicable
C-27-256 Engineering Services Seventh Concession Drain Culvert	Dept Level	$125,000	Competitive Process	RFP	pending	pending	pending	pending	not applicable
RC-12-126 Engineering Services Batten Sideroad Drain	Dept Level	$125,000	Competitive Process	RFP	pending	pending	pending	pending	not applicable
RC-50-135 CR50 Culvert at Tom Wright Drain	Dept Level	$1,145,000	Competitive Process	RFT	pending	pending	pending	pending	not applicable

Appendix B: 2024 Purchase Orders

Dept.	PO Number (DEPT YYYY-MMDD)	Supplier Name	Project Number/Name	Amount (pre-tax)	Department Total
Roads	IPS RDS 2024 0216 001	E.R. Vollans	Bush Hog Mower	$ 38,308.40	$ 2,542,808.76
	IPS RDS 2024 0216 002	Southpoint Equipment	Utility Tractor	$ 146,907.72	
	IPS RDS 2024 0226 001	Southpoint Equipment	Sub Compact Tractor	$ 19,937.88	
	IPS RDS 2024 0223 001	Brandt	Wheel Loader	$ 360,000.00	
	IPS RDS 2024 0226 002	Colvoy	Boom Mower	$ 157,107.85	
	IPS RDS 2024 0228 001	Ennis Paint Canada ULC	RFQ 2024 0207 Traffic Paint	$ 252,000.00	
	IPS RDS 2024 0228 002	QONTRAC Services	RFQ 2024 0207 Reflectorizing Glass Beads	$ 81,575.00	
	IPS RDS 2024 0301 001	Strada Sign Supply	IRFQ Sign Stock Order	$ 36,103.63	
	IPS RDS 2024 0313 001	Green Stream	IRFQ Noxious RoadSide Weed Spray Services	$ 25,754.94	
	IPS RDS 2024 0507 003	Viking Cives	Tanden Snow Plow	$ 796,000.00	
	IPS RDS 2024 0612 004	Altec Industries	Bucket truck	$ 297,617.00	
	IPS RDS 2024 0725 005	ElectroMega	Traffic Signal Trial Program	$ 29,826.00	
	IPS RDS 2024 0725 006	ITS	Traffic Signal Trial Program	$ 26,090.00	
	IPS RDS 2024 0725 007	Tacel	Traffic Signal Trial Program	$ 22,287.00	
	IPS RDS 2024 0731008	Carrier Truck Center	Crash Truck	$ 214,220.34	
	IPS RDS 2024 0923009	ITS - Innovative Traffic Solutions Inc.	350I ATC CABINET	$ 39,073.00	
EMS	EMS 2024-0111	Honeywell	Service call W/O 3592052	$ 513.60	$ 4,987,621.53
	EMS 2024 -002	Rowlands Speciality Vehicles	Tahoes and Pickups	$ 567,642.00	
	EMS 2024 0322 003	Zoll	2 defibs	$ 81,015.30	
	EMS 2024 0327 004	Crestline	Ambulance remount	$ 522,479.25	
	EMS 2024 0530	Crestline	Ambulances	$ 1,381,020.00	
	EMS 2024 0709	Rowlands Speciality Vehicles	Medvaults	$ 19,901.54	
	EMS 2024 0801 007	Stryker	Lucas 3	$ 859,872.00	

Dept.	PO Number (DEPT YYYY-MMDD)	Supplier Name	Project Number/Name	Amount (pre-tax)	Department Total
	EMS 2024 0828 008	Stryker	Stretcher Replacement Quote #10005576	$ 1,336,482.00	
	EMS 2024 0923 009	Stryker	Stretcher Replacement ProCare-5109	$ 9,940.72	
	EMS 2024 0924 010	Stryker	Stretcher Replacement ProCare-5047	$ 208,755.12	
	EMS 2024 1008 011	Stryker	Lucas 3 Preventative Maintenance ProCare	$ 335,074.04	
Sun Parlor Home	SPH 2024 0612 001	DH&C Mechanical		$ 19,886.00	
	SPH 2024 1008 002	Hillrom	P300 Wound Surf W/ Bolster&Contr	$ 33,672.00	$ 53,558.00
	SPH 2024 1015 004	Arjo (HealthPRO)	Commodes & Shower Chairs	inprocess	
IT	IT 2024	Compugen	Cloud Readiness Assessment	$ 10,000.00	$ 589,397.34
	IT 2024 0130 002	Applied Computer Solutions	Unitrends appliance replacement and warranty	$ 206,024.00	
	IT 2024 0422 003	Media multi-Com	upgrade to wifi phones at SPH	$ 24,258.00	
	IT 2024 0808 004	CDW	Dell Storage upgrade	$ 30,334.49	
	IT 2024 0808 005	Chubb	Replace Avigilon Servers	$ 63,259.16	
	IT 2024 0910 006	CDW	ADOBE ETLA RENEWAL	$ 221,851.10	
	IT 2024 0910 007	CDW	ADOBE TRUE UP RENEWAL	$ 33,670.59	
Facilities	IPS FAC 2024 0215 002	Leavit Training	Forklift training	$ 2,417.98	$ 239,268.87
	IPS FAC 2024 0313 001	Trane	Humidifier Replacement Parts	$ 2,988.00	
	IPS FAC 2024 0321 003	Thyssen Krupp	ElevatorSoftware upgrades	$ 6,985.00	
	IPS FAC 2024 0418 004	Vand Cooling Towers Inc	Cooling Tower service	$ 2,500.00	
	IPS FAC 2024 0424 005	Weatherproofing Tech	CC Roof Repair	$ 550.00	
	IPS FAC 2024 0426 006	Cunningham	Cooing Tower catwalk and railing	$ 46,745.00	
	IPS FAC 2024 0513 007	Troy Life & Fire Safety	Inspection services	$ 2,570.00	
	IPS FAC 2024 0604	Trane	Humidifier Replacement Parts	$ 472.00	
	IPS FAC 2024 0614 008	Herc Rental	if and when required		
	IPS FAC 2024 0709 009	Security One	Replacement of card readers	$ 25,440.89	
	IPS FAC 2024 0815 010	Metro City Paving	West parking lot paving	$ 11,800.00	
	IPS FAC 20240815 011	2271092 Ontario Limited o/a Kingsville Roofing (2011)	Library roof repair	$ 68,400.00	

Dept.	PO Number (DEPT YYYY-MMDD)	Supplier Name	Project Number/Name	Amount (pre-tax)	Department Total
	IPS FAC 20240815 011	2271092 Ontario Limited o/a Kingsville Roofing (2011)	Library roof repair	$ 68,400.00	
	IPS 2024-0823 DB	Made to Shade Window Coverings Ltd.	Interior Renovations - Phase 2	$ 8,400.00	
	IPS FAC 20240916 012	Lewis Insulations 2010 Limited	Mechanical Pipe Insulation Requirements	$ 2,213.00	
	IPS FAC 20240917 013	Mark Damphouse Painting Inc.	Lining and Handicap Illustrations Removal	$ 7,100.00	
	IPS FAC 2024 0926 014	Bedal's Polaster & Drywall	Stairwerll Painting	$ 30,426.83	
	IPS FAC 2024 1002 015	Kurita Canada Inc.	Full Service Water Treatment Program Renewal	$ 4,080.00	
Other	HR 2024-0909- 001	BERRB Consulting Ltd. / AED4Life	ZOLL AED'S COE	$ 6,988.00	$ 12,002.00
	HR 2024-0909- 002	BERRB Consulting Ltd. / AED4Life	ZOLL AED'S SPH	$ 5,014.00	

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Rebecca Belanger, MCIP, RPP, Manager, Planning Services**
Date:	**Wednesday, November 6, 2024**
Subject:	**Update on the County Development Charges Study and By-law**
Report #:	**2024-1106-IPS-R29-RB**

Purpose

The purpose of this Administrative Report (the "**Report**") is to advise County Council on the outcome of the consultant selection to advance the County Development Charges initiative. Hemson Consulting Ltd has been retained to undertake this initiative for the County and will be in attendance to introduce the project and advise County Council on the planned timeline to complete the workprogram.

Background

This report is provided as further information to the prior report brought forward on this matter on May 15, 2024, attached as Appendix A. The previous report advised County Council that the purpose of this initiative is to put in place the appropriate legal funding mechanism to ensure that forthcoming growth related expenses for services such as roads, EMS and long-term care will be adequately funded. The funds that will be collected as development charges are used by the County to cover capital costs associated with both residential and non-residential growth.

Discussion

The contract has been finalized with Hemson Consulting Ltd to undertake the County's Development Charges initiative. The first step in any development charges project is to prepare the required background study which will inform the calculation of development charges. The study will look at the anticipated residential and non-residential growth over the next 10 years. Based on those projections, Hemson will determine the increase that is required to ensure the service is delivered at the same level as it has been

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provided, on average, over the past 15 years. This ensures that development charges pay for growth and are not used to increase the level of service delivery.

A project initiation meeting was held with the Senior Leadership Team. A significant amount of background data collection has occurred as well as individual meetings with the relevant County department heads. The preparation of historical capital inventories is presently underway and informed by department head meetings along with the preparation of development-related capital forecasts. The capital project cost estimates will be discounted by grants and other contributions; benefit to existing population and post period benefit to arrive at the development charge rates required to recover growth related infrastructure costs.

Through these recent meetings with the Hemson Team, confirmation of the extent of services attributable to development charges, is still in the early stages of consideration.

Schedule of Key DC Process Dates for Essex County

Schedule of Study Milestone	Dates
1. Data collection, staff review, DC calculations and policy work	October 2024 to January 2025
2. Meeting with local municipal administration	November 2024
3. Stakeholder Meeting	January 2025
4. Public release of DC Background Study and Policy Recommendations	January 2025
5. Public Meeting advertisement placed in newspaper(s)	Mid-February 2025
6. Public Meeting of County Council	End of February/early March of 2025
7. Council considers adoption of the background study and passage of the by-law	End of March 2025

8. Newspaper notice given of by-law passage	By 20 days after passage
9. Last day for by-law appeal	40 days after passage
10. County makes pamphlet available (where by-law not appealed)	By 60 days after in force date

The County of Essex approved the 2024-2027 Strategic Plan in December of 2023. The Plan is built around three strategic goals and underneath each of those goals are strategic directions and initiatives. The three goals are:

(1) Working as Team Essex County,

(2) Growing as Leaders in Public Service Excellence and

(3) Building a Regional Powerhouse.

The Strategic Plan states that Essex County Council is committed to focusing on the initiatives underpinning these strategic goals and can use this Strategic Plan to help guide its decision-making over this term of Council and beyond.

Goal 3 in the Strategic Plan, Direction 7) states the following, *"Providing Reliable Infrastructure for Partners: Maintain existing and expand critical economic and community infrastructure.*

To achieve this, the County will:

- *Explore sustainable funding and financing options for long-term infrastructure planning including the introduction of development charges to fund growth infrastructure.*
- *Assess and right-size the County's internal asset management capacity and capabilities in relation to its existing and anticipated asset portfolio and legislative requirements.*
- *Conduct a needs assessment and feasibility study for the future of the Sun Parlor Long Term Care Home."*

Financial Implications

The consultant's fees associated with the Development Charges Study will be funded through rate stabilization reserves, up to a maximum of $60,000 as directed by a resolution of County Council at the May 15, 2024 meeting.

There are no further financial implications at this time and the project is proceeding within anticipated budget allocation. The outcomes of the study will inform subsequent decisions and ultimately impact the County Budget as well as the establishment of development charge reserves for the relevant services covered in the Development Charges Study and By-law. The outcome from this work will affect costs incurred to the development community through the imposition of development charges, required to be charged at the time of the issuance of building permits.

Detailed financial implications of imposing development charges at the County level will be discussed in the follow up report accompanying the proposed by-law along with policy recommendations including statutory and non-statutory exemptions.

Consultations

The County's Senior Leadership team will be consulted throughout the development of the County's first Development Charges Background Study and associated By-law preparation.

A project webpage will be created on the County's website to inform interested individuals on the progress of the Development Charges project. The project webpage will be updated at milestones throughout the project. The County will utilize social media platforms to send notifications regarding this initiative to the public.

Consultations are planned with the local municipalities, the development community and any interested individuals to obtain feedback at such a time when the background study has been prepared.

A statutory public meeting will be held in accordance with the Development Charges Act, which will invite verbal and written comments on the DC study and by-law prior to adoption.

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse

☒ Scaling Sustainable Services through Innovation ☒ Focusing "Team Essex County" for Results ☒ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☒ A Government Working for the People ☒ Promoting Transparency and Awareness	☒ Providing Reliable Infrastructure for Partners ☒ Supporting Dynamic and Thriving Communities Across the County ☒ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive report number 2024-1106-IPS-R29-RB, Update on the County Development Charges Study and By-law as information.

Approvals

Respectfully Submitted,

Rebecca Belanger

Rebecca Belanger, MCIP, RPP, Manager, Planning Services

Concurred With,

Allan Botham

Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
A	Report to County Council 2024-0515-IPS-R08-RB Advancement of a County Development Charges Study and By-law https://coe-pub.escribemeetings.com/Meeting.aspx?Id=be3d7478-a5fa-4afe-99d7-2fc6e2daa841&Agenda=Agenda&lang=English&Item=39&Tab=attachments

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Rebecca Belanger, MCIP, RPP, Manager, Planning Services**
Date:	**Wednesday, November 6, 2024**
Subject:	**Final County Official Plan for Adoption**
Report #:	**2024-1106-IPS-R30-RB**

Purpose

To provide County Council with the final County Official Plan and associated by-law for adoption.

Background

Further to the report presented to County Council on October 16th wherein the Official Plan Review team updated Council on the changes to the Official Plan made following the public meeting, overall direction to advance the by-law forward was received. The Official Plan review team had a productive meeting with the Ministry of Municipal Affairs and Housing ("**MMAH**") administration on Tuesday, October 22, 2024 to discuss any required changes to the County OP to finalize the conformity review against the Provincial Planning Statement, that had come into effect on October 20, 2024.

Discussion

As a result of this discussion, very minor changes have been made to the final Official Plan that could be considered typographical updates. For example, the term Provincial Policy Statement has been amended to Provincial Planning Statement throughout the document. A few additional definitions have also been added to the glossary of terms to align with new definitions in the PPS 2024. The Official Plan Review Team has received the support from MMAH to advance the final document for adoption. Following County Council's adoption of the new OP with by-law 2024-45 later this evening, the document will be submitted to MMAH for final approval. Should the Ministry identify through their review a preference to make any final minor changes to the document this can be completed through modifications issued through their notice of decision.

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Financial Implications

The costs related to the consulting fees for the completion of the Official Plan (OP) Review have been effectively managed within the allocated budget, drawing from the County Official Plan Review Reserve. This reserve is maintained and replenished annually to ensure there are sufficient funds available to cover the necessary expenses related to the OP review when required.

As for the broader financial implications of the Official Plan, they cannot be fully quantified at this time. The Official Plan lays the foundation for future land use and growth management, including planning for housing, jobs, agriculture, environmental protection, and climate resilience. The financial impacts will be dependent on how these initiatives and policies are implemented over time, and will be influenced by future actions, investments, and decisions made by the County and its community partners. Therefore, the costs associated with the plan's implementation will appear in subsequent Council reports, aligned with the strategies outlined in the plan.

Consultations

The following individuals were consulted during the preparation of this report and review of the Official Plan:

- Gabriel Kim, Ministry of Municipal Affairs and Housing
- Tricia Givens, Ministry of Municipal Affairs and Housing
- Erick Boyd, Ministry of Municipal Affairs and Housing

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation	☐ Being an Employer with Impact	☐ Providing Reliable Infrastructure for Partners
☐ Focusing "Team Essex County" for Results	☒ A Government Working for the People	☒ Supporting Dynamic and Thriving Communities Across the County
☐ Advocating for Essex County's Fair Share	☒ Promoting Transparency and Awareness	☒ Harmonizing Action for Growth
		☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive report number 2024-1106-IPS-R30-RB, Final County Official Plan for Adoption and direct that the associated By-law 2024-45 be presented during the appropriate time on the agenda for approval.

Approvals

Respectfully Submitted,
Rebecca Belanger
Rebecca Belanger, MCIP, RPP, Manager, Planning Services

Concurred With,
Allan Botham
Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Concurred With,
Sandra Zwiers
Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
A	https://www.countyofessex.ca/en/doing-business/comprehensive-official-plan-review-2021-2023.aspx

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Melissa Ryan, CPA**
	Director, Financial Services/Treasurer
Date:	**Wednesday, October 16, 2024**
Subject:	**2025 Pre-Budget Discussion**
Report #:	**2024-1106-FIN-R21-MR**

Purpose

The purpose of this report is to update Council on the current status of the County's 2025 budget and to outline the changes made to improve transparency in this year's budget process. These changes are a direct response to feedback from the 2024 budget discussions, aiming to provide greater clarity and ease in this year's budget deliberations.

Background

The County of Essex has followed a consistent budget process for the past decade. However, during the 2024 budget deliberations, County Council expressed a clear desire for a more transparent process to support informed decision-making. In response, Administration undertook a review to enhance key elements of the budget process, ensuring greater clarity and accessibility for Council.

This report aims to provide Council with an overview of the current budget status and to outline the changes in the process for the 2025 budget deliberations. These adjustments are intended to improve the flow of information and ensure Council has the necessary tools to engage in thorough and informed budget discussions.

Discussion

The discussion below provides important information for Council as well as proposed changes. All of the details provided below are intended for information purposes only.

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Current Budget Status

Administration initiated the budget process in August of 2024, and after gathering all departmental requests, the initial tax rate increase was projected at 11.16%, representing a levy increase of $17,313,080.

Following a thorough review by Finance, the CAO, and the Senior Leadership Team (SLT), we have made significant reductions, bringing the current proposed levy increase to $11,479,890, or 6.37%.

Out of this $11.5 million increase, approximately $4 million is in relation to contractual increases, including the NU market salary review as well as all other negotiated contract increases presented to Council throughout the 2023 and 2024 year.

There is also a $950,000 increase in spending to begin addressing the Asset Management Plan gap that was identified in the 2024 AMP plan as well as a $1.5 million contribution to the expansion reserve to ensure we have adequate funding for growth projects.

We are sharing this update with Council to provide a clear picture of where we stand prior to the presentation of the 2025 Staffing Request report, which will include recommendations for the positions requested by various departments that have made it past the Finance, CAO and Senior Leadership Team review phase.

The complete Draft 2025 Budget will be released to Council on Thursday, November 7, 2024, and to the public on November 14, 2024. Deliberations will take place on November 28, 2024.

Organics (Green Bin) Program Costs

Following consultations with local municipal partners, Municipal Tax Experts (consultant) and EWSWA, it has been determined that the organics program special area rate costs will be deferred until January 2026 for all Local Municipal Partners. This decision was made based on several key considerations:

- **Program Costs Still Unfinalized**: Since the full costs of the organics program have yet to be finalized, initiating charges in January 2025 for a service not yet operational could lead to public dissatisfaction. Deferring the costs until 2026 ensures that charges align with the program’s actual start.
- **Additional Time for Municipalities**: Local municipalities require additional time to ensure that their records are accurate for the

affected properties. Without finalized costs and program details, they are unable to adequately prepare.
- **Assessment Roll Confirmation**: Waiting until the November assessment rolls are finalized will allow us to confirm the eligible properties, ensuring accuracy before billing.

In addition, some program costs—including those for buildings, bins, and non-user fee-related expenses—will be borne by all municipalities beginning in January 2026, despite some municipalities not fully rolling out the program until 2027. Municipalities that will delay the full rollout until 2027 will still be responsible for their share of non-user fee costs in 2026. In 2027, these municipalities will take on their direct user fees when the program is fully operational.

From an accounting perspective, the costs incurred by the County starting in late 2025 (likely in November or December) will be set up as receivable from each local municipality for the following year, 2026. This method ensures that the County can manage the program costs in the interim without passing them on prematurely to the municipalities. The two months of extra costs incurred at the end of 2025 will be spread across the 2026 fiscal year, lessening the financial impact on taxpayers.

Change in Staffing Levels

In previous years, a staffing report detailing positions added to the annual budget was presented to Council after budget deliberations and approval of budget funds. During the 2024 budget discussions, Council indicated a preference for receiving the staffing report prior to deliberations. This will allow for a thorough review of the positions being proposed and provide clarity on how the allocated budget dollars will be utilized. The Director, Human Resources will present this report at the Council meeting on November 6, 2024, and will seek approval for these positions. The Draft 2025 Budget has been prepared to include these proposed positions and the proposed tax rate increase noted above includes the funding to support these proposed positions.

2024 Year End Results

Traditionally, the annual budget document included achievements and challenges that focused on the current year. This year, we have updated our templates to emphasize future goals and the upcoming budget rather than recapping the current year’s performance. Year-end projections will still be included for comparative purposes, however, a comprehensive report highlighting each department’s achievements and challenges from 2024 will

be presented in the first few months of 2025. The goal of this change is to improve the efficiency of the budget deliberation meeting.

Transparency in Budget Templates and Funding Sources

During budget discussions, there was a consensus on the importance of clearly identifying line items that are levy-funded, reserve-funded, or supported by other sources (such as provincial or federal funding). This will be incorporated into the new templates to enable Council to make informed decisions regarding any changes and their impacts on the budget. During the preparation stage, Financial Analysts have highlighted items that represent contractual or legislated increases, inflationary adjustments, or service level enhancements, ensuring clear communication about the drivers behind any increases or decreases which will be discussed in the budget overview report. Additionally, there may be minor adjustments to the final budget book, such as updates to the staffing count, the inclusion of a Council page, a strategic plan page, and a list of proposed items that were not included in the final budget.

Strategic Plan Incorporation

In late 2023, the County's first-ever strategic plan was approved by Council. This strategic plan will serve as a guiding framework as we develop the budget and prioritize initiatives that align with its goals. The strategic plan has been integrated into the Business Case template and will be a recurring theme in our budget presentations and materials moving forward, ensuring that administration remains aligned with Council's direction.

Reserve Management Policy Targets Incorporation

In mid-2024, the County approved its first Reserve Management Policy, which outlines threshold target balances for our reserves to support effective future planning. The budget will be developed with these targets in mind, and any changes during deliberations will need to reflect these guidelines.

Early Start for Budget Deliberations

Budget deliberations will now begin earlier in the day, starting at 9 AM. This change aims to prevent late-night fatigue and ensures ample time is allocated for thorough deliberation.

Separation of IT Budget

Following the approval of a new Director of Information Technology in 2024, the IT department will have its own dedicated budget. This marks a shift from previous years when IT expenses were typically included in the Finance

budget. This change supports greater spending transparency and recognizes the strategic role information technology has in all of the County's services.

Approval of Budget

In previous years, each department's budget was approved immediately following its presentation, which sometimes caused confusion during overall budget deliberations. This year, Council will have the option to either receive or approve each departmental budget after the presentation. This change is intended to streamline decision-making and avoid complications that arise from reconsidering a department's budget later in the same meeting. If there are items still under deliberation that may require further discussion, a motion to receive the department's budget would be appropriate. However, if Council is satisfied with the presentation and its contents, a motion to approve the budget would be appropriate.

All of these changes are being communicated in advance of the budget deliberations to ensure a clear understanding of the new processes. As stated earlier, the Draft 2025 Budget will be shared with Council November 7, 2024 and with the public on November 14, 2024. The current proposed budget reflects a tax rate increase of 6.37%, which will be discussed and deliberated further on November 28, 2024. While that presentation will provide a high-level review of the changes noted above, Administration believes it is essential to bring this information forward now to keep Council well-informed as we prepare for the upcoming budget deliberations.

Financial Implications

This report is for information only. There are no financial implications associated with this report. The changes proposed in this report focus on enhancing the clarity and efficiency of the budget process. Any and all references to proposed tax rate changes will be deliberated on November 28, 2024.

Consultations

Senior Leadership Team

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☒ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☐ A Government Working for the People ☒ Promoting Transparency and Awareness	☐ Providing Reliable Infrastructure for Partners ☐ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive report number 2024-1106-FIN-R21-MR, 2025 Pre-Budget Discussion as information.

Approvals

Respectfully Submitted,

Melissa Ryan

Melissa Ryan, CPA, Director, Financial Services/Treasurer

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
N/A	N/A

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Kyla Pritiko, J.D.**
	Director, Human Resources
Date:	**Wednesday, November 6, 2024**
Subject:	**Staffing Requests- 2025 Budget**
Report #:	**2024-1024-HR-R01-KP**

Purpose

To seek approval in principle for the following four (4) proposed staff positions, additional shift hours and transition from co-op to articling resources ahead of the 2025 Budget:

Staff Positions

1. Essex Windsor EMS- Logistics Technician
2. Essex Windsor EMS- Manager, Employee Wellness
3. Information Technology- Business Analyst
4. Infrastructure & Planning Services- Planning Division Co-op Student

Additional Hours

Sun Parlor Home is seeking approval for an additional four (4) hours per day, seven (7) days per week, for the Food Service Worker position to support the Food and Nutrition Services Department at Sun Parlor Home.

Future Transition from Co-Op to Articling Resource

The Legislative & Legal Services Department is seeking permission to pursue a 10-month Articling Student to replace a Legal Co-op Student in 2026.

Note: Positions with the Essex County Library Board are approved at the Library Board level and therefore have not been included in this report.

Background

Staffing Requests and Budget Process

Historically, the budget process involved the inclusion of staffing requests in the draft budget for financial approval, with a subsequent report from the

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CAO to explain the positions in more detail and answer any questions from County Council. In 2024, during the last budget deliberation process, County Council requested that staffing requests be presented in advance of the 2025 budget process for approval in principle. This report is therefore being brought forward in advance of the 2025 budget process for County Council's consideration.

Staffing Request Review Process

Currently, the County of Essex employs a total of 898 full and part-time employees. Business Case Reports were prepared for a total of nine (9) positions for consideration by the Director of Finance/Treasurer and the CAO to address operational demands, improve service delivery, and meet strategic goals.

In determining which positions to present to Council for approval in principle, the Director of Finance/Treasurer and the CAO had detailed discussions with the senior management team and considered relevant factors such as anticipated room in the budget, departmental need, service gaps, and competing priorities. While all nine (9) staff positions submitted for consideration remain a priority, administration strategically prioritized the above-listed four (4) positions and one (1) request for additional hours for the Food Service Worker position at Sun Parlor Home based on operational urgency, service impact, and alignment with the strategic plan, with a view to ensuring the most immediate needs are met. The recommended transition from a legal co-op student to an articling student has no impact on the 2025 Budget however to secure an articling student in 2026, the hiring process must begin in spring 2025.

If all four (4) of the requested positions are approved by County Council, this would represent a total headcount increase of 0.445%.

With respect to the five (5) positions that were not put forward for consideration to County Council, Legislative & Legal Services identified a need for more oversight in their housing support area as well as additional legal support, EMS identified a service gap with EMS-specific communications, HR identified a need for additional support with Health and Safety, and IT sought approval for a systems analyst.

Process for Approving New Positions

Corporate Policy 91-001, Employment/Hiring, provides the process for considering and approving new positions to be added to the existing staffing complement. Section 6.0 of the Employment/Hiring policy requires:

- The request to be presented to the Chief Administrative Officer (CAO) for review. Such presentation is to include the Department Head's written business case for adding the position;
- The CAO is to present a recommendation to County Council for approval; and
- Once the position is approved by Council, the hiring manager and Director, Human Resources will establish the appropriate recruitment strategy.

In recognition of Council's dissatisfaction with the current policy, this report recommends staffing request approval in principle occur ahead of budget deliberations and shifts the presentation of new positions from the CAO to the Director of Human Resources. Once Administration confirms County Council is satisfied with these process changes, the existing Employment/Hiring Policy will be amended and presented to County Council for review and adoption.

Due to the advanced timing of the 2025 Budget deliberations, funding for the proposed positions/hours in this report has been included in the draft budget. Should County Council not approve the recommendations in this report, the draft budget will be adjusted accordingly in advance of the start of deliberations.

Discussion

The 2025 Proposed Budget includes the addition of four new positions, along with an increase in hours for an existing role. The specifics of these new positions and the proposed adjustments to hours are outlined below, reflecting the anticipated impact on departmental capacity and service delivery.

Essex Windsor EMS- Logistics Technician

Essex Windsor EMS proposes to add one (1) additional full-time Logistics Technician within the Planning and Physical Resources Department. Currently, this department contains two (2) Logistics Technicians, one (1) Vehicle Services Technician, and one (1) Vehicle Services Technician Summer Student. Logistics Technicians are responsible for ensuring that all consumable supplies needed for patient care are readily available for paramedics. This includes stocking 12 EMS stations and 3 hospital paramedic report rooms. Their duties also encompass maintaining par levels, reordering supplies, disposing of expired goods, and tracking controlled substances. This position also supports the department by preparing vehicles as needed and performing miscellaneous tasks as they arise.

Currently, the Vehicle Services Technician Summer Student assists the Logistics Technicians to support non-technical tasks during their tenure; however, adding a third (3rd) full-time Logistics Technician would significantly enhance operational consistency by allowing the Vehicle Services and Logistics Technicians to focus more efficiently and promptly on their primary responsibilities, thereby improving overall productivity and service quality. Furthermore, it would enable the department to effectively address projected future operational demands faced by the service and support succession planning. Strengthening the department would also enable the service to address deficiencies identified during a recent Ministry of Health service review and inspections, which was primarily related to a shortage of personnel resources. Furthermore, this position enhancement aligns with the 2010 Ten-Year Master Plan conducted by Operational Research in Health Ltd. (ORH), which called for a departmental enhancement that has yet to be implemented.

Essex Windsor EMS- Manager, Employee Wellness

Essex Windsor EMS proposes to add one (1) new Manager, Employee Wellness position. This position is recommended based on the observations and findings of Chief Lammers, in his first year as Chief. This position oversees the planning, development, management, and evaluation of EMS-specific well-being programs designed to enhance the psychological and physical health of employees. As call volumes and staffing compliments increase, so does the exposure to critical incidents, operational pressures, and the subsequent need to support our employees. The County of Essex provides mental wellness benefits to its employees for their use outside of the workplace, including access to the Employee Assistance Program (EAP), and mental wellness benefits through Green Shield. Essex Windsor EMS provides additional support through the volunteer Peer Support Team when a critical incident occurs or if someone is concerned about a colleague's well-being.

Currently, peer support notifications happen at the time of the critical incident and resources are shared. While that is an incredibly valuable part of the system, it is not enough. In a fast-paced environment such as EMS, it is difficult to have a line of sight on every employee and quite often, critical incidents have occurred and the details of who responded are not readily available. In keeping with current industry best practices, the Manager, Employee Wellness would provide proactive (rather than just reactive) supports, in order to have a real-time pulse on all employees and what they are experiencing, based on operational data that is already being collected. The Manager, Employee Wellness would be responsible for overseeing and supporting the volunteer Peer Support Team, developing policy and well-

being programs and initiatives as well as educational material to help guide difficult moral and ethical decision-making, and provide support for team building. The role would be tasked with developing a baseline of organizational health and the creation of KPIs with the goal of ultimately improving employee health, engagement and morale, lowering absenteeism, improving workplace culture, and creating synergies across all County of Essex departments.

In order to consistently meet obligations under the *Supporting Ontario's First Responders Act*, which requires employers to implement and maintain PTSD prevention plans within the workplace, the new Manager, Employee Wellness position will provide for a dedicated specialist in ability and wellness to facilitate the return to work of all staff absent from the workforce. This managerial role will ensure all existing and future well-being programs within the department are coordinated, remain relevant and are measured for effectiveness.

Information Technology- Business Analyst

The Information Technology department proposes adding one (1) Business Analyst position to enhance support for internal County operations and improve IT service delivery. This new role, recommended in the 2023 Service Delivery Review, will focus on tasks to streamline workflows, optimize resource use, and ensure technology solutions align with the needs of all departments. The Business Analyst will collaborate with various County departments to identify inefficiencies, analyze existing processes, and implement changes that reduce manual tasks, integrate technology effectively, and improve productivity.

Key tasks will include gathering requirements from department stakeholders, mapping out current and future state workflows and documenting detailed functional specifications for IT and business projects. The Business Analyst will analyze current processes and identify areas for optimization. They will work with IT and departmental teams to ensure that systems and solutions are designed to meet departmental goals.

Additionally, the Business Analyst will lead efforts in data identification, categorization, and governance outside of records management responsibilities. A key focus will be understanding, documenting, and communicating data workflows to help departments make better-informed decisions through modern data analytics. Continuous improvement efforts will be directed towards refining the County's approximately 120 applications to create a holistic solution experience where data is structured and better governed. This hands-on approach will help the County make more efficient use of technology, achieve cost savings, and enhance the overall

effectiveness of its IT services. The role will also work to improve cybersecurity preparedness through regular review of data sources, integrity and ongoing business impact assessments.

The Business Analyst will serve as a key relationship builder amongst each department to promote the use of technology and automation to reduce tedious data entry and user-generated errors in data. The Analyst will partner with our departments to ensure that vendors are implementing technology solutions in a manner that is expected through the use of defined business processes and outcomes. The Analyst will be key in bridging gaps between our departments as subject matter experts and our internal or external technological experts. Each department has its business objectives that align with the strategic plan, the Business Analyst will help each department discover and implement solutions that will help them meet those objectives.

Infrastructure & Planning Services - Planning Division Co-op Student

Infrastructure & Planning Services proposes to hire a Planning Division Co-op student for a 4 (four) month term from May to August in 2025. In 2024, with budget funding from Rate Stabilization, the Planning Division was able to hire a third-year planning student from an OPPI accredited University. This student facilitated advancement of initiatives in the department including preparation of:

1. Essex County Environmental Impact Assessment (EIA) Guidelines;
2. Natural Heritage Compensation Guidelines; and
3. County template for reviewing Environmental Impact Assessments.

Due to the very high volume of work in the department, having additional staff with knowledge in planning assists with undertaking tasks that would otherwise be difficult to advance. The Planning Division is seeking to transition from one-time Rate Stabilization funding to more permanent levy funding to support this Co-op Student role on an ongoing annual basis. It is also important to note that there is a shortage of Planners in the Province of Ontario and hiring Planning students assists with training new Planners into the field. Hiring co-op students is also aligned with continuing our ongoing partnerships with St. Clair college and the University of Windsor.

Sun Parlor Home- Addition of 4 hours/day to FSW Position

Sun Parlor Home is requesting an additional four (4) hours per day, seven (7) days per week (1460 hours annually), be added to the Food Service Worker Position to support the nutritional care of residents. Providing food and nutrition services to residents has become increasingly challenging at

Sun Parlor Home as the complex dietary needs of the residents increases. The increased demands of enhanced Infection Prevention and Control (IPAC) requirements from both the Ministry of Long-Term Care and Public Health has also impacted the time needed within the Food and Nutrition department. In order to accurately provide meals for each resident, Food Service Workers must follow detailed production sheets as well as complex therapeutic menus and comprehensive Resident information at the point of service.

At Sun Parlor Home, the dining experience is often one of the most exciting and social times of day. Ultimately, inadequate staffing can inadvertently result in a lower provision of care that may negatively impact on the quality of care and services to our residents. This is particularly challenging given the time sensitive nature of food preparation and meal service. In the event that the department is understaffed, the main cook has to stop food production and assume food handling duties in a neighbourhood. These delays impact meal service for the residents and can result in further delays in meal preparation for upcoming meals. The approval of this request would minimize disruptions to both food preparation and meal service, improve work life conditions and reduce stress for our valuable team members.

As discussed further below, these additional hours can be added without impacting the County's budget as existing funding to the home from the Ministry of Long-Term Care – Global Funding could be re-allocated to the Dietary budget to cover the total cost of the increase in hours.

Legislative & Legal Services – Articling Student

The 2024 Budget included one-time Rate Stabilization funding to support the hiring of a temporary Legal Co-Op Student. The same request is being made in the 2025 Budget. As the legal needs of the County evolve, the Director of Legislative & Legal Services / County Solicitor is requesting resources be augmented from a 4-month co-op student placement to a 10-month Articling Student position. In order to secure an Articling Student in 2026, hiring needs to take place in spring 2025 to align with the standard articling hiring process in place across Ontario. This staffing request has no financial implications in 2025, however transitioning from a co-op student to an articling student will increase the overall cost of legal staffing by approximately $30,000 in 2026. It is likely the 2026 Budget will recommend funding this new temporary position from the Rate Stabilization Reserve until an assessment can be made as to whether the Articling Student role is achieving its intended service results. If the Articling Student role proves to be successful, a request to transition from Rate Stabilization Reserve funding to levy funding will be made.

The Articling Student role is expected to achieve the following:

1. **Enhanced Legal Research and Support:** Conduct detailed legal research, draft documents, and assist with case preparation. Their training and focus on legal issues can provide valuable support other lawyers at the County (i.e. HR Director and any lawyer(s) working in LLS), improving efficiency and thoroughness.
2. **Cost-Effective Legal Assistance:** Articling Students are typically less expensive than fully licensed lawyers, and only nominally more expensive than hiring a summer student. Hiring an Articling Student should allow the County to benefit from legal expertise and support while managing costs more effectively.
3. **Increased Capacity for Legal Work:** The addition of an Articling Student can help distribute the workload more evenly within the Legal Services Division. This should allow lawyer(s) and other legal staff to focus on more complex matters and strategic tasks, enhancing overall productivity.
4. **Support for Legal Compliance and Documentation:** Assist in ensuring that legal documentation and compliance measures are accurate and up to date. As such, this position should assist the Records Management Division in meeting their standards in document management and regulatory adherence.
5. **Contributing to Professional Development:** Providing an Articling Student with practical experience supports their professional growth and development, while also providing them with the required hours to become licensed. This aligns with the County’s commitment to being a regional leader.

In summary, hiring an Articling Student provides cost-effective legal support, increases the Legal Service Division's capacity, while contributing to talent development. Their involvement enhances legal research, compliance, and strategic planning while offering them valuable professional experience.

Financial Implications

The positions proposed for approval in the 2025 County budget have different financial implications, depending on the position type, the cost-sharing agreements and the various funding sources.

Please refer to the chart below for a breakdown of each position and the number of months included in the 2025 budget.

If all positions are approved as proposed, the total cost to the County would result in a modest net levy impact of $193,336.66 for the 2025 fiscal year.

Department	Position	Annual Cost (Wages & Benefits)	Anticipated # of Months in 2025 Budget	Anticipated funding required in 2025 budget
EMS	Logistics Technician	$57,118.00[1]	10	$47,598.33
EMS	Manager, Employee Wellness	$79,546.00[2]	10	$66,288.33
IT	Business Analyst	$121,200.00	6	$60,600.00
IPS	Planning Co-op Student	$18,850.00	4	$18,850.00
SPH	4 FSW hours per day	$59,400.00	12	None[3]
LLS	Articling Student	$60,000	N/A	N/A

[1] The total cost of the position, including wages and benefits is $111,067.00, however the first-year costs are split with the City of Windsor and the Township of Pelee based on the weighted assessment rates for the year. In subsequent years, 50% of the costs are split using the weighted assessment rates for the participating municipalities and 50% of the costs borne by the Ministry of Health.

[2] The total cost of the position, including wages and benefits is $154,678.00, however the first-year costs are split with the City of Windsor and the Township of Pelee based on the weighted assessment rates for the year. In subsequent years, 50% of the costs are split using the weighted assessment rates for the participating municipalities and 50% of the costs borne by the Ministry of Health.

[3] Existing funding to the Home from the Ministry of Long-Term Care – Global Funding could be re-allocated to the Dietary budget to cover the total cost of the increase in hours. Additional funding from the County would not be required.

Consultations

Justin Lammers, Chief, Essex-Windsor EMS

Ziad Fatallah, Deputy Chief, Planning and Physical Resources, Essex-Windsor EMS

Darrel Laurendeau, Director, Information Technology

Rebecca Belanger, Manager, Planning Services

Maria Gomer, Manager, Food and Nutrition Service, Sun Parlor Home

Jayne Brooks Keller, Administrator, Sun Parlor Home

David Sundin, Director, Legislative & Legal Services

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☒ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☒ Being an Employer with Impact ☒ A Government Working for the People ☐ Promoting Transparency and Awareness	☐ Providing Reliable Infrastructure for Partners ☒ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council approve in principle the hiring of the following positions/additional hours so that they may be included in the 2025 budget deliberation process:

1. Essex Windsor EMS- Logistics Technician
2. Essex Windsor EMS- Manager, Employee Wellness

3. Information Technology- Business Analyst
4. Infrastructure & Planning Services- Planning Division Co-op Student
5. Sun Parlor Home- Additional four (4) hours per day (1460 hours annually) for the Food Service Worker Position

And further, that Essex County Council authorize administration to transition from a Legal Co-op Student to an Articling Student in 2026.

Approvals

Respectfully Submitted,

Kyla Pritiko

Kyla Pritiko, Director, Human Resources

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
1	Job Description- EMS Logistics Technician
2	Job Description- EMS Manager, Employee Wellness
3	Org Chart- EMS
4	Job Description- IT Business Analyst
5	Org Chart- Information Technology
6	Job Description- Planning Division Co-op Student
7	Org Chart- Infrastructure and Planning Services
8	Org Chart- Sun Parlor Home
9	Historic Staffing Additions – 2021-2024

Job Description
Corporation of the County of Essex

Job Title: Logistics Technician

Department: Emergency Medical Services

Summary of Function

The position reports to the Equipment/Maintenance Supervisor. Responsible for inventory control, delivery and accounting of all medical, cleaning supplies, vehicle parts, hard assets and required equipment needed for the effective and efficient operations.

Task	Description	Frequency
1	Maintains an adequate inventory of all medical, vehicle, cleaning and other supplies in all locations of the service.	Daily
2	Reports to the Equipment/Maintenance Supervisor when quantities of inventory are required for re-order	Monthly
3	Accepts delivery of all orders and reconciliation with purchase order	Weekly
4	Reports any deficiencies in receivables to the Equipment/ Maintenance Supervisor	Daily
5	Ensures work and storage areas are neat and clean	Daily
6	Process inventory requests from stations or managers for delivery in a prompt and efficient manner	Weekly
7	Assist in coordination of biomedical equipment repair and testing	Yearly
8	Ensure inventory is rotated to minimize stale dating of product	Monthly

Task	Description	Frequency
9	Provides reports and inventory use on a monthly, quarterly and annual basis for review by the Equipment/ Maintenance Supervisor	Monthly
10	Reports any supply issues to the Equipment/ Maintenance Supervisor for vendor contact	Daily
11	Adheres to all policies, procedures and Legislative Acts and Regulations as related to the provision or delivery of Ambulance Services.	Daily
12	Perform other related duties and special projects as required in accordance with job responsibilities	Daily

Qualifications

- High school graduate with two (2) year Community College, Inventory and Asset Management or equivalent
- Hold and maintain Ontario Class G Driver's license
- Provide a Police Vulnerable Sector Information Check
- Hold and maintain Lift truck operation certificate
- Hold and maintain First Aid and CPR
- Working knowledge in the use of computers and data entry programs
- Adhere to Ministry of Health and Long Term Care Regulations and Standards
- Good oral and inter personal skills
- Good telephone manners
- Able to apply and interpret written and oral instructions
- Able to lift heavy objects
- Able to work in all climates
- Able to meet timelines
- Provide on the job training to others

Experience

- 1-2 years

Organizational Relationships

1. Chief
2. Deputy Chief
3. District Chief/Captains/Logistics Supervisor
4. Primary Care Paramedics, Advanced Care Paramedics, Clerk, Scheduler, Logistic Technicians, Fleet Technician

Working Conditions

- Inside and outside environment
- Driving a supply van
- Able to work in all climates

Date Approved:

_____

Supervisor's Signature:

_____

Corporation of the County of Essex

Job Description

Position: **Manager, Employee Wellness**

Department: **Chief, EMS**

Position Synopsis and Purpose

Reporting to the Chief of Emergency Medical Services (EMS), the Manager, Employee Wellness is tasked with advising, strategizing, analyzing, developing, managing, and evaluating wellbeing programs specifically designed for paramedics. These programs aim to enhance the psychological and physical health of EMS employees. In collaboration with consultants and the EMS senior leadership team, the Manager identifies needs and develops, coordinates, and implements specialized wellbeing training and education programs. Additionally, the Manager oversees the EMS Peer Support program and manages all return-to-work and attendance support initiatives for the EMS department. The role also involves building capacity for resilience and other preventive measures for EMS staff, ensuring that all efforts align with Corporate policies, procedures, and legislative requirements for maintaining psychologically healthy workplaces.

Major Responsibilities

Description	Approximate Time Spent (%)
1. Strategic planning of Psychological Wellbeing Programs and Initiatives for EMS, including return to work, attendance management, and mental health programs.	
2. Responsible for compliance with Presumptive legislation for first responders and associated programs for work related post-traumatic stress disorder (PTSD). Program oversight includes Prevention, Support, Recovery and Safe Return to work procedures.	
3. Collaborates with partners on CISM (Critical Incident Stress Management) with Local Police and Fire services to deliver programs and meet unique needs of EMS.	
4. Oversees capacity building for resiliency and other preventive measures for EMS staff.	

Description	Approximate Time Spent (%)
5. Analyzes, develops, manages and evaluates EMS specific Programs that support psychological and physical health for employees; by assessing employees' needs, in consultation with EMS senior leadership team and/or external vendors/providers.	
6. Develops EMS policies to support employee wellbeing; including development and coordination of communication strategies.	
7. Supports and participates in any EMS Wellness Committees and initiatives.	
8. Ensures legislative requirements regarding psychologically healthy workplaces are being met.	
9. Manages the development, implementation and evaluation of the delivery of education programs and workplace awareness for staff and management on well-being initiatives, in collaboration with the EMS senior leadership team.	
10. Manages and coordinates resources required to deliver the wellness programs across the EMS.	
11. Oversees the administration of Peer Support Program and continuous program enhancements.	
12. Develops, maintains and monitors various statistical databases, to identify needs and trends; and prepares statistical reports relating to wellness.	
13. Maintains partnerships with suppliers that provide resources for mental health support, such as CAMH (Centre for Addiction and Mental Health).	
14. Drafts grant applications for specialized funding for Mental Health Initiatives for First Responders.	
15. Develops and recommends EMS Mental Health Programs, practices and strategies, under the direction of the Chief, and in collaboration with the EMS senior leadership team.	
16. Conducts regular analysis, surveys and assessments to determine psychological needs and areas requiring planning and support.	

Description	Approximate Time Spent (%)
17. Assesses and contracts with external education vendors/providers for wellness, in collaboration with the EMS senior leadership team.	
18. Researches and maintains currency of knowledge on workplace well-being issues; health promotion, and National Standard for Canada for Psychological Health and Safety in the Workplace.	
19. Manages research, development, implementation, continuous promotion and evaluation of employee wellness, peer support, return to work, attendance, and psychologically healthy workplace programs.	
20. Provides input into budget and master plan development, as well as general policies and procedures.	
21. Provides written quarterly and monthly performance reports on Paramedic Wellness.	
22. Manages financial sustainability of the Peer Support Program.	
23. Manage paramedic recognition programs, including Commencement Ceremonies, Survivor Day and Community Recognition events.	
24. Champion departmental diversity, equity and inclusion initiatives, ensuring alignment with corporate policy and best practices.	

Note: All activities are expected to be performed in a safe manner, in accordance with the Occupational Health and Safety Act and its Regulations, along with Corporate Safety policies, procedures and programs. In addition, all necessary personal protective equipment must be used and maintained in good condition.

Decision Making and Independence

1. Examples of the types of decisions that are made or issues/situations that are dealt with on a regular basis and how judgement is used to resolve them:

- The Manager, Employee Wellness is responsible for advising, strategizing, analyzing, developing, managing, and evaluating wellbeing programs specifically designed for paramedics

2. Examples of situations or problems that are referred to the Manager, Employee for direction or resolution:

- The Manager is tasked with providing 'wrap around support' for employees in relation to paramedic wellbeing and resiliency.

Required Training

- Attends workshops and seminars where appropriate and advised to remain current with workplace well-being issues; health promotion, and National Standard for Canada for Psychological Health and Safety in the Workplace.
- Completes required compliance training upon request and attends professional development training as required.

Qualifications

Education (Degree/Diploma/Certification)

- Successful completion of a University Degree in Health Sciences, Psychology, Workplace Wellness, Health Promotion, Human Resources, or related field or approved equivalent combination of education and experience.

Experience

- Minimum 5 years' experience working in a similar capacity, including conducting research and analysis of statistical data and trends, and supporting wellness in both occupational and non-occupational, preferably in a unionized environment.
- Experience in development of policies, including research, writing, interpreting and evaluating policies.

Knowledge/Skill/Ability

- Knowledge of applicable Standards, Acts, Regulations, Directives, Policies, Legislation, and operations pertinent to Paramedics.
- Knowledge in developing annual business/work plans and in developing service plans and staffing proposals.
- Knowledge of Occupational Health and Safety Act and best practices for workplace and psychological well-being and Occupational Stress/PTSD prevention strategies.
- Knowledge of the EMS programs and services and the community served.
- Leadership competencies including operating strategically, leveraging diversity and differences, customer focused, ensuring accountability, managing complex problems, financial management, employing interactive and effective communication, fostering collaborative relationships,

cultivating engagement to drive vision and purpose, establishing and maintaining trust, displaying self-awareness, and demonstrating resiliency.

- Valid Ontario Class "G" driver's license and reliable vehicle to use on corporate business.
- Police Vulnerable Sector Screening.
- Computer literacy utilizing MS Office software applications.
- Demonstrated skills in researching, writing/editing and program development.
- Contemporary staff supervisory skills
- Ability to work outside regular business hours, as required.

Work Setting

Contacts

(**Constant** – every day/most of the day, **Frequent** – Daily, **Regular** – Weekly, **Occasional** – Bi-weekly to Monthly)

Contact	Frequency	Context and Nature of Interaction
Elected Officials	Occasional	To schedule appointments or make administrative arrangements
Regulatory Bodies/Government Agencies	Occasional	To request information to complete task
Senior Leadership Team	Frequent	To collaborate, receive instructions or direction
Managers/Supervisors	Regular	To receive instructions or direction and to request information to complete task
External Professional Agencies	Frequent	To request information to complete task
External Municipal Administrators	Occasional	To request information to complete task
Members of the Public	Occasional	To provide technical or general information; or receive general information relating to matters of County interest

Contact	Frequency	Context and Nature of Interaction
Peers	Frequent	Day to day interactions, assistance and collaborations

Working Conditions/Physical & Mental Effort

(**Constant** – every day/most of the day, **Frequent** – Daily, **Regular** – Weekly, **Occasional** – Bi-weekly to Monthly)

Hours of Work	Required (Yes or No)
Normal (i.e. 8:00 am – 5:00 pm, Monday to Friday)	Yes
Evenings/Weekends	No
On-Call	No
Over-time (How often? Expand below)	Yes

Notes: Overtime is occasional. Limited travel may be required.

Work Environment	Frequency	Percentage
Indoor Work	Constant	95
Outdoor Work	N/A	5
Attend Internal/External Meetings	Regular	30
Frequency of Interruptions	Occasional	10
Time spent Travelling	Occasional	5
Interactions with Irate/Aggressive Persons	Occasional	20

Notes: Work environment is consistent with standard office conditions. Occasional need for pivoting when circumstances require it, is expected.

Hazards	Frequency
Noise	N/A
Fumes	N/A
Dirt, Dust	Occasional
Hazardous chemicals	N/A
Disagreeable weather conditions	N/A

Notes: Dust conditions may be encountered when working in file archives on an occasional basis.

Physical Requirements	Frequency
Operating and/or Maintaining Vehicles and Equipment	N/A
Standing	Regular
Sitting	Constant
Walking	Regular
Climbing	Occasional
Requirement to lift objects (list max weight in notes)	Occasional
Pushing and/or Pulling objects to complete tasks	Occasional
PPE worn on a regular basis (list type in notes)	Occasional
Tools used (list type in notes)	N/A
Computer/Technology usage	Constant
Photocopier/Scanning usage	Frequent
Binding Machine	Occasional
Phone usage	Constant

Notes: Occasional retrieval and work with archived files requires lifting, pulling and/or pushing of boxes up to 40 lbs. Standard office equipment is used.

Occasional need to wear PPE if attending health care settings with PPE requirements.

Mental Requirements	**Frequency**
Requires awareness of surroundings	Frequent
Visual effort required on a concentrated basis	Frequent
Requirement to listen attentively	Frequent

Notes: Focus and attention to detail, as well as awareness of immediate surroundings is required due to the confidential nature of work being performed.

Core Competencies

- Detail oriented
- Accuracy & Attention to Detail
- Professionalism
- Cooperation
- Multitasking
- Prioritization
- Investigation and research
- Organization
- Communication
- Confidentiality
- Reliability
- Self-motivated
- Accuracy

Organizational Relationships

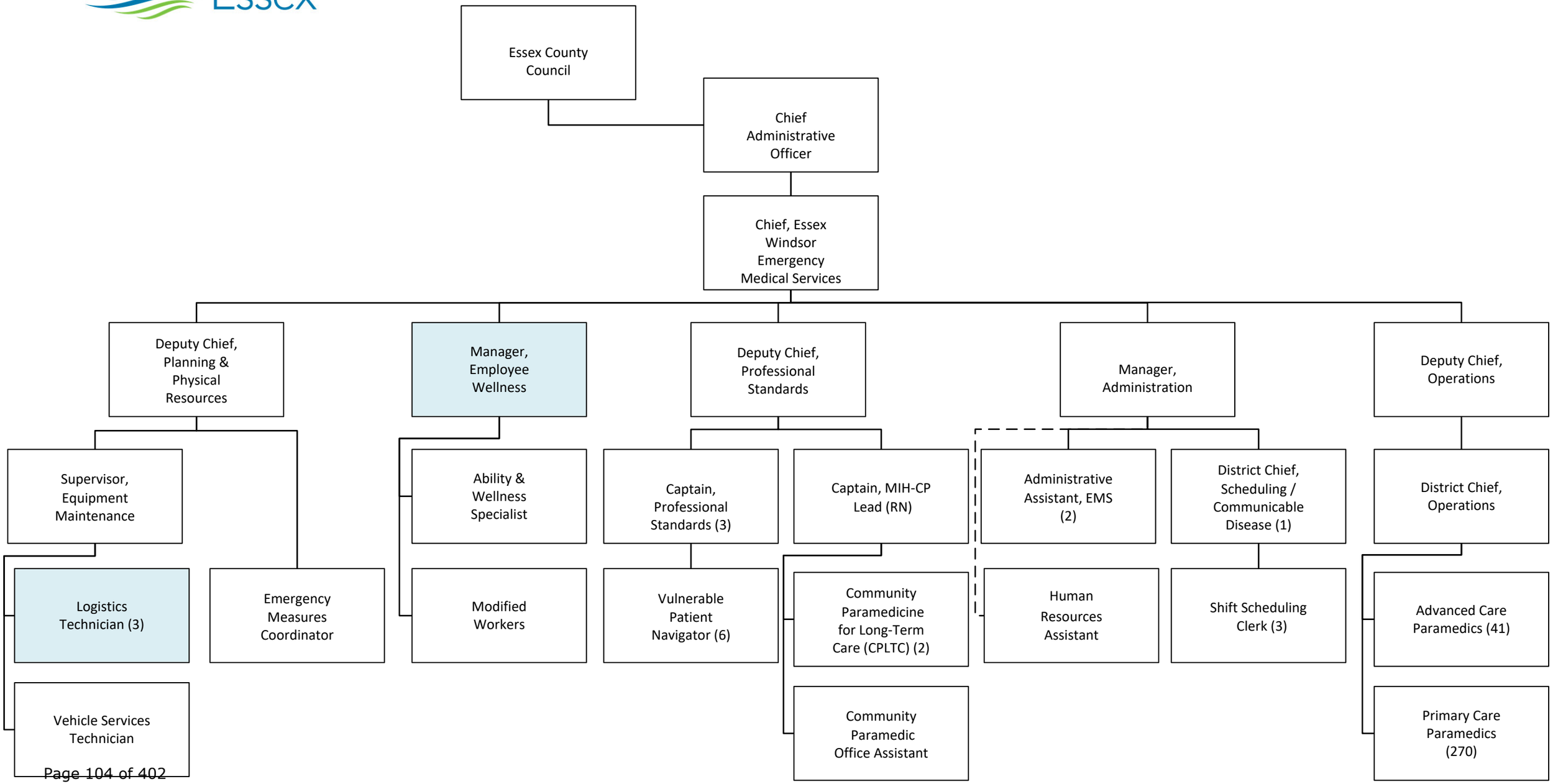
1. Chief Administrative Officer
2. Chief, Emergency Medical Services
3. Manager of Administration, Deputy Chiefs
4. **Manager, Employee Wellness**
5. Ability and Wellness Specialist, District Chiefs, Captains
6. Paramedics

Position Classification

Position Title	Manager, Employee Wellness
Department	EMS

Division	N\A
Classification	Non-Union
Salary Band	
Hours Per Week	40 (M-F 8:00AM – 5:00PM)
Work Location	Essex County Civic Centre
Reports To (Direct)	Chief, EMS
Supervised By (Indirectly)	Director, Human Resources
Supervisor of	Ability and Wellness Specialist
Date of Initial Approval	
Revision Date and Reason	

Essex Windsor Emergency Medical Services



Corporation of the County of Essex

Job Description

Position: **Business Analyst**

Department: **Information Technology**

Position Synopsis and Purpose

The position reports to the Director of Information Technology. The Business Analyst will be responsible for identifying the needs of the business and its key stakeholders for technology-based solutions for business issues. The Business Analyst will interview key stakeholders, document, and analyze the business requirements in order to define solutions that meet the overall needs of the organization. The Business Analyst will work closely with the Project Manager to implement and deliver the solutions across the organization. The business analyst will be supporting both business processes and systems.

Major Responsibilities

Description	Approximate Time Spent (%)
1. Requirements Gathering and Analysis - Collaborate with stakeholders to understand business needs, objectives, and processes. Elicit, document, and analyze business requirements to ensure they align with business goals.	25
2. Process Mapping and Improvement - Analyze and model current business processes using tools like flowcharts or BPMN diagrams. Identify areas for improvement and develop optimized processes to enhance efficiency and effectiveness.	20
3. Documentation and Communication - Document detailed functional specifications, process flows, use cases, and business rules. Communicate findings, recommendations, and requirements clearly to stakeholders and technical teams.	15
4. Solution Design and Evaluation - Work with IT teams to design and recommend technical solutions that meet business requirements. Evaluate and propose changes or enhancements to systems and workflows to align with business strategies.	15

Description	Approximate Time Spent (%)
5. Change Management and Training Support - Assist in implementing changes by coordinating with various teams and facilitating user training. Provide support for the transition to new systems or processes and ensure stakeholders understand how changes will impact their roles.	15
6. Testing and Quality Assurance - Develop and execute test plans to ensure that solutions meet the defined requirements. Work with QA teams to verify the functionality, identify defects, and ensure that changes do not negatively impact existing processes.	10

Note: All activities are expected to be performed in a safe manner, in accordance with the Occupational Health and Safety Act and its Regulations, along with Corporate Safety policies, procedures and programs. In addition, all necessary personal protective equipment must be used and maintained in good condition.

Decision Making and Independence

1. Examples of the types of decisions that are made or issues/situations that are dealt with on a regular basis and how judgement is used to resolve them:

- Determining project scope requirements, which are critical and understanding resource constraints.
- Prioritizing the requirements of the key stakeholders and what are the important features of the projects.
- Defining acceptance criteria.

2. Examples of situations or problems that are referred to the supervisor for direction or resolution:

- Scope changes are to be escalated to the Director.
- Resource changes will be referred to the Director.
- Conflicts between high-level stakeholders should be referred to the Director.
- High risk items should be referred.

Required Training

- Business Process Analysis
- Scrum Master Training
- Agile Business Analysist

- Data Analysis
- User Story Mapping
- Value Stream Mapping
- ITIL or COBIT training

Qualifications

Education (Degree/Diploma/Certification)

- College diploma or university degree in the field of business administration, computer science, engineering, finance, or information systems
- Certified Business Process Analyst would be beneficial
- Project Management Professional would be an asset

Experience

- 3-6 Years of experience working directly with key stakeholders in a Business Analyst role
- Proven delivery of projects from idea to implementation

Knowledge/Skill/Ability

- Demonstrated knowledge of core business process and operations.
- Proven experience with business and technical requirements analysis, elicitation, modeling, verification, and methodology development.
- Experience in overseeing the design, development, and implementation of software and hardware solutions, systems, or products.
- Ability to create systematic and consistent requirements specifications in both technical and user-friendly language.
- Ability to apply statistical and other research methods into systems, issues, and products as required.
- Demonstrated project management skills and project management software skills, including planning, organizing, and managing resources.
- Understanding of application development and software development life cycle concepts.
- Excellent understanding of the organization’s goals and objectives.
- Excellent analytical, mathematical, and creative problem-solving skills.
- Excellent listening, interpersonal, written, and oral communication skills.
- Logical and efficient, with keen attention to detail.
- Highly self-motivated and directed.
- Ability to effectively prioritize and execute tasks while under pressure.
- Strong customer service orientation.
- Experience working in a team-oriented, collaborative environment.

Work Setting

Contacts

(**Constant** – every day/most of the day, **Frequent** – Daily, **Regular** – Weekly, **Occasional** – Bi-weekly to Monthly)

Contact	Frequency	Context and Nature of Interaction
Elected Officials	Rarely	The only time the BA would interact with elected officials is by chance during a requirement gathering session or presentation.
Regulatory Bodies/Government Agencies	Rarely	It is unlikely the BA would interact with regulatory or government bodies unless they were specifically identified during the requirements gathering process.
Senior Leadership Team	Occasional	The BA will interact with the SLT to gather requirements or do make presentations.
Managers/Supervisors	Regular	To receive instructions or direction and to request information to complete task
External Professional Agencies	Occasional	The BA will work with agencies to gather requirements or to validate requirements that have been gathered.
External Municipal Administrators	Rarely	To request information to complete task
Members of the Public	Rarely	Similar to elected officials.
Peers	Regular	Day to day interactions, assistance and collaborations

Working Conditions/Physical & Mental Effort

(**Constant** – every day/most of the day, **Frequent** – Daily, **Regular** – Weekly, **Occasional** – Bi-weekly to Monthly)

Hours of Work	Required (Yes or No)
Normal (i.e. 9:00 am – 4:30 pm, Monday to Friday)	Yes
Evenings/Weekends	No
On-Call	No
Over-time (How often? Expand below)	No

Notes: Overtime is occasional. Limited travel may be required.

Work Environment	Frequency	Percentage
Indoor Work	Constant	100
Outdoor Work	N/A	N/A
Attend Internal/External Meetings	Regular	30
Frequency of Interruptions	Occasional	25
Time spent Travelling	Occasional	15
Interactions with Irate/Aggressive Persons	Rarely	5

Notes: Work environment is consistent with standard office conditions. Occasional need for pivoting when circumstances require it, is expected.

Hazards	Frequency
Noise	N/A
Fumes	N/A
Dirt, Dust	Occasional
Hazardous chemicals	N/A
Disagreeable weather conditions	N/A

Notes: Dust conditions may be encountered when working in file archives on an occasional basis.

Physical Requirements	Frequency
Operating and/or Maintaining Vehicles and Equipment	N/A
Standing	Regular
Sitting	Constant
Walking	Regular
Climbing	Occasional
Requirement to lift objects (list max weight in notes)	Occasional
Pushing and/or Pulling objects to complete tasks	Occasional
PPE worn on a regular basis (list type in notes)	N/A
Tools used (list type in notes)	N/A
Computer/Technology usage	Constant
Photocopier/Scanning usage	Frequent
Binding Machine	Occasional
Phone usage	Constant

Notes: Occasional retrieval and work with archived files requires lifting, pulling and/or pushing of boxes up to 40 lbs. Standard office equipment is used.

Mental Requirements	Frequency
Requires awareness of surroundings	Frequent
Visual effort required on a concentrated basis	Frequent
Requirement to listen attentively	Frequent

Notes: Focus and attention to detail, as well as awareness of immediate surroundings is required due to the confidential nature of work being performed.

Core Competencies

- Detail oriented
- Analytical
- Accuracy & Attention to Detail
- Empathetic Communicator
- Professionalism
- Cooperation
- Multitasking
- Prioritization
- Excellent Work ethic and Reliability
- Organization
- Communication
- Confidentiality
- Reliability
- Self-motivated
- Accuracy

Organizational Relationships

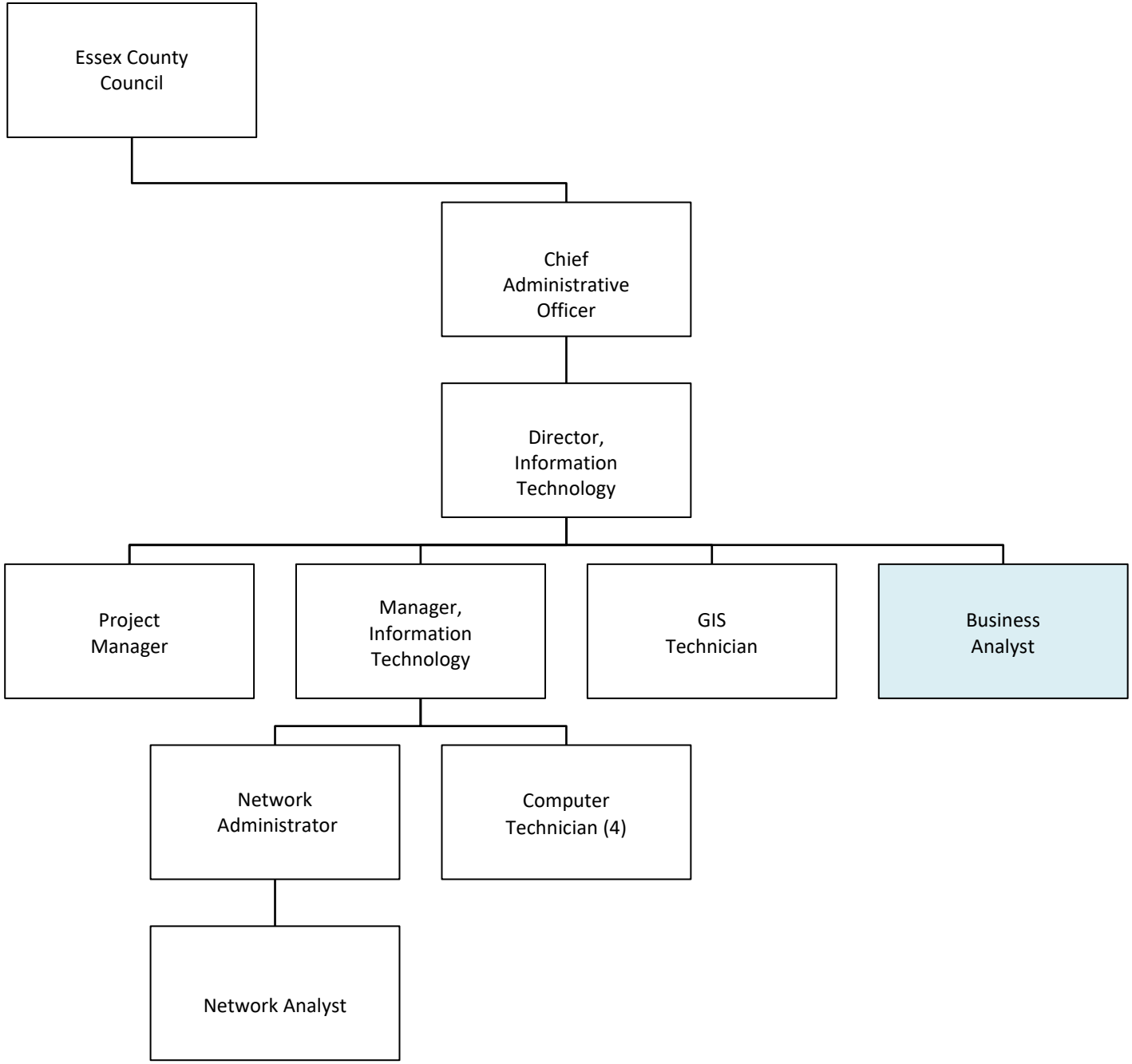
1. The BA will report directly to the Director.
2. The BA will have no direct reports.
3. The BA will regularly work with other departments and will be expected to complete deliverables in a timely manner to internal stakeholders.

Position Classification

Position Title	
Department	
Division	N\A
Classification	Union
Salary Band	Band 2 (265-274 Points)
Hours Per Week	35 (M-F 9:00AM – 4:30PM)
Work Location	Essex County Civic Centre
Reports To (Direct)	
Supervised By (Indirectly)	
Supervisor of	N/A
Date of Initial Approval	2021-12-01

Revision Date and Reason	2022-12-01 (To be reviewed after 1 year – new role)

Information Technology



Job Description

Corporation of the County of Essex

Job Title: Planning Services Engineering Student

Department: Infrastructure and Planning Services

Summary of Function

Reporting to the Manager, Planning Services for the Corporation of the County of Essex, the Planning Services Engineering Student fulfills a technical and background role for active Planning Services Division for initiatives.

Task	Description	Frequency
1	Collaborates with the Planning Services Division and the larger department on the review of on-going development proposals.	
2	Participates with the team on long range planning and climate change initiatives and completes relates tasks.	
3	Assists with the preparation of new planning related procedures and forms under the direction of the Manager, Planning Services.	
4	Conducts research for the department, as assigned.	
5	Ability to read and interpret site plans and mapping	
6	Clerical office duties, including basic file preparation	
7	Collaborates with the Planning Services Division and the larger department on the review of on-going development proposals.	
8	Participates with the team on long range planning and climate change initiatives and completes relates tasks.	
9	Assists with the preparation of new planning related procedures and forms under the direction of the Manager, Planning Services.	

Task	Description	Frequency
10	Conducts research for the department, as assigned.	
11	Ability to read and interpret site plans and mapping	

Qualifications

- Must be at a minimum a 1st year Planning, Engineering, Environmental Studies or related area of studies student
- An interest in municipal government would be preferable
- Able to work both collaboratively and independently
- Thorough attention to detail and proven analytical skills
- Flexible and adaptable to deal with shifting priorities
- Efficient document handling and electronic documents management (scanning, organizing, and archiving planning documents in Laserfiche application)
- Highly organized, ability to multi-task, and work independently
- Proficient computer skills, including experience with Microsoft Office
- Accurate data entry and typing skills
- Office/clerical experience would be an asset
- Must hold a valid Class G Driver's License and access to own vehicle for periodic use
- Must be returning to full-time studies

Organizational Relationships

1. County Council
2. CAO
3. Director, Infrastructure and Planning Services
4. Manager, Planning Services
5. Planning Services Engineering Student

Working Conditions

- Office Environment

- Working to Deadline

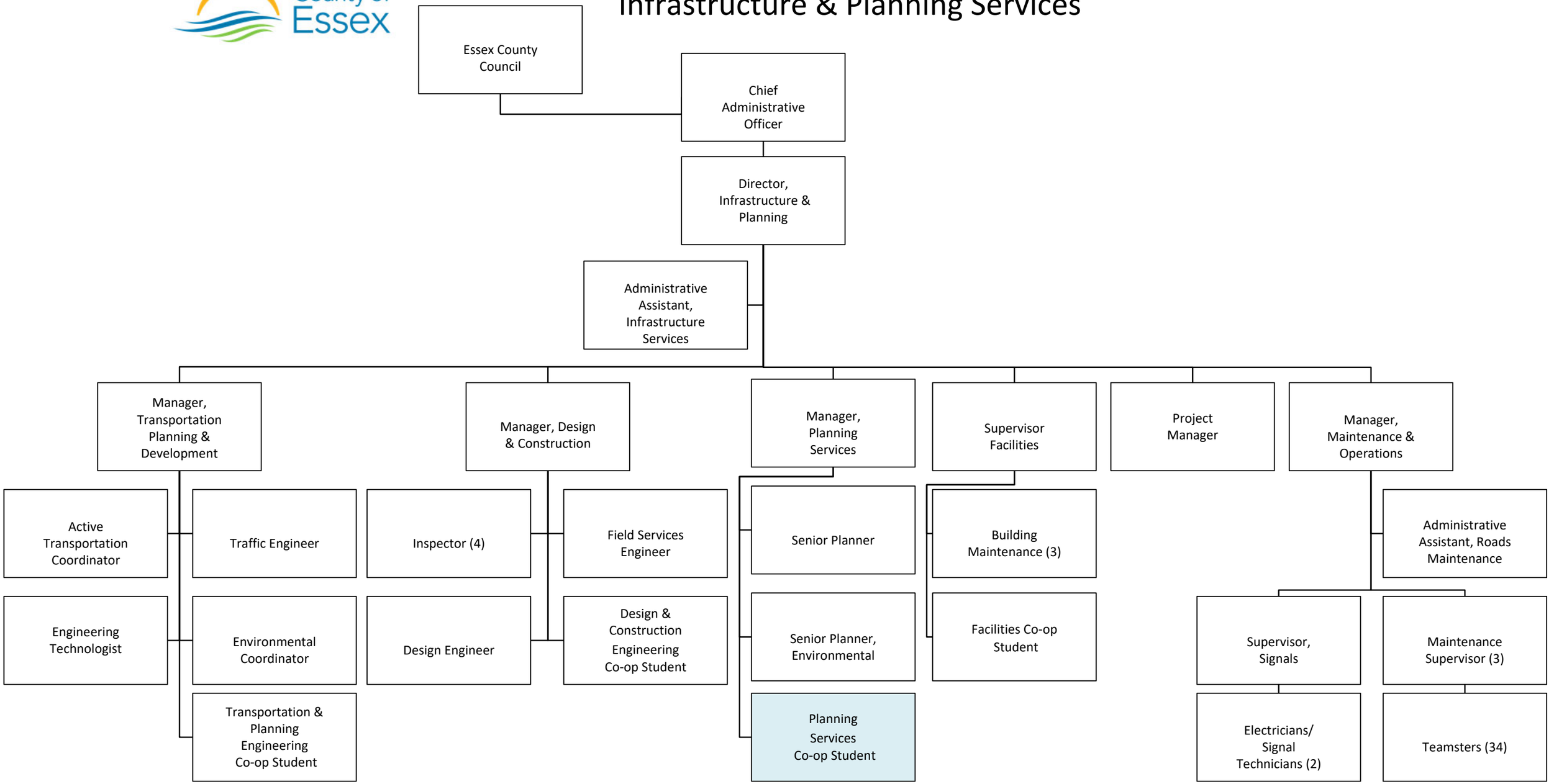
Date Approved:

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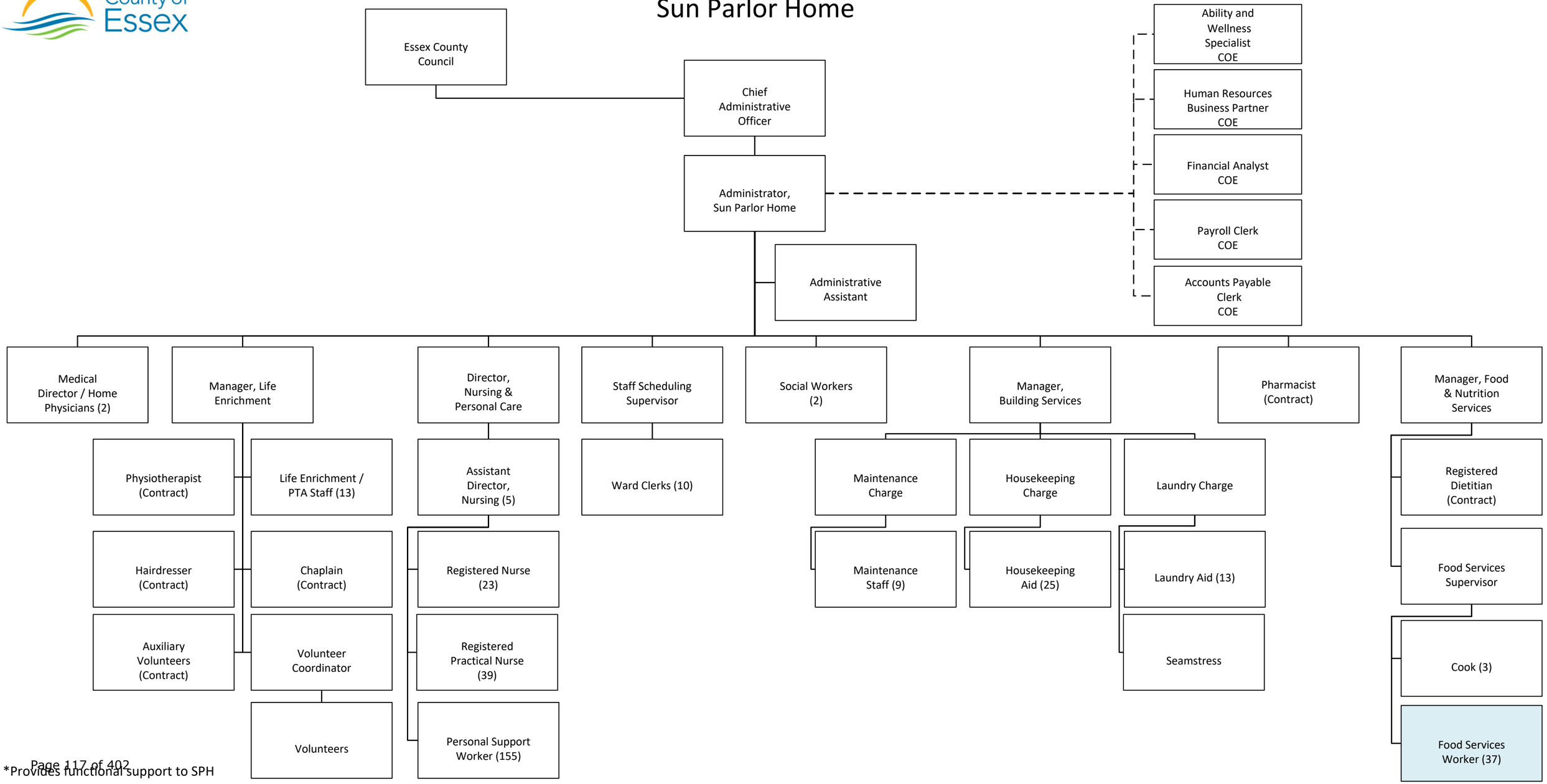
Supervisor's Signature:

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Infrastructure & Planning Services



Sun Parlor Home



*Provides functional support to SPH

Appendix 9

Historic Staffing Additions 2022 – 2024

Role / Position	Department	Job Classification	2022	2023	2024
Summer Student	IPS - Planning	Union	Filled		
Personal Support Worker (9 FTs – Legislated 4 Hrs. of Care)	SPH	Union	Filled		
Primary Care Paramedic (12 FTs)	EMS	Union	Filled		
County Solicitor	LLS	Non-Union	Filled		
Legal and Records Assistant	LLS	Non-Union	Filled		
Climate Change Coordinator (2yr Contract)	IPS - Planning	Non-Union	Filled		
Mechanic/Operator	IPS - Roads	Union		Filled	
Personal Support Worker (5 FTs – Legislated 4 Hrs. of Care)	SPH	Union		Filled	
Registered Practical Nurse (3 FTs – Legislated 4 Hrs. of Care)	SPH	Union		Filled	
Primary Care Paramedic (6 FTs)	EMS	Union		Filled	
Financial Analyst	FIN	Union		Filled	
Summer Student	IT	Union		Filled	
Analyst, Records Management Program	LLS	Non-Union		Filled	
Social Worker	SPH	Non-Union		Filled	
Coordinator, Records Management Program	LLS	Non-Union		Filled	
Human Resources Assistant	HR	Non-Union		Filled	
Summer Student	IPS - Facilities	Union			Filled
Primary Care Paramedic (10 FTs)	EMS	Union			Filled
Shift Scheduling Clerk	EMS	Union			Filled
Co-Op Student	IT	Union			Filled
Senior Planner - Environmental Expertise	IPS - Planning	Non-Union			Filled
Assistant Director of Nursing	SPH	Non-Union			Filled
Paramedic Patient Navigator (2 FTs)	EMS	Non-Union			Filled
County Clerk	LLS	Non-Union			Filled
Director, Information Technology	IT	Non-Union			Filled
Project Manager, Information Technology	IT	Non-Union			Filled
Summer Student (1 FT Legal Services & 1 FT Records)	LLS	Non-Union			Filled

Note: Filled year may not represent the year the position was approved in the budget. Market conditions may have challenged recruitment in the year the position was approved with the fill date starting in the next budget year.

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Karyn Templin, P.Eng.**
	Manager, Design and Construction
Date:	**Wednesday, November 6, 2024**
Subject:	**2025 State of Good Repair Program Report**
Report #:	**2024-1106-IPS-R27-KT**

Purpose

The purpose of this report is to provide County Council with information and recommendations pertaining to the development and implementation of the 2025 State of Good Repair Program.

Background

The County's Infrastructure and Planning Services Department (IPS) is responsible for a number of construction initiatives including Capacity Expansion, Rehabilitation, Drainage, Engineering, and CWATS, which together provide major improvements to the roads, bridges, railway crossings, active transportation and drainage infrastructure that make up the Essex County Highway Network. The Construction Program, subject to the approval of the 2025 budget, consists of numerous components that are undertaken on an annual basis, including:

- Roadway Expansion;
- Rehabilitation;
- Traffic Operations;
- Engineering, Planning and Design; and
- Bridges and Culverts.

Continuing in 2025, IPS staff evaluate various strategies to optimize the use of capital funding for these programs while considering the complexity of project scope, delivery strategy and coordination of work with Local Municipal Partners.

Karyn Templin, P. Eng., Manager, Design and Construction
Corporation of the County of Essex, 360 Fairview Ave. W., Essex, ON N8M 1Y6
Phone: 519-776-6441, ext. 1602; Email: ktemplin@countyofessex.ca

Focusing on the rehabilitation component of the Construction Program, IPS prepares and delivers the annual State of Good Repair Program (SOGR). The SOGR concentrates on maintaining and improving the condition of the assets in the County of Essex Road Network and is the focus of this report. Included in the program are road pavements, bridge and culverts structures, drainage structures, intersections and guiderails. It utilizes a three-tiered approach of reconstruction, rehabilitation and preventative maintenance to improve our infrastructure and extend the life of our assets.

Much like the Roadway Expansion Program, the influx of development in the area has a direct impact on the level of service values for our roads and structures. As traffic volumes increase, the County's assets see more wear and tear and consequently the rate of deterioration accelerates. The SOGR strives each year to meet these demands and maintain the objectives of the County's Asset Management Plan.

Discussion

Rehabilitation Program Development

In order to develop the SOGR, IPS annually inspects and evaluates the roads, bridges and culverts that make up the County's infrastructure network. Pavement condition is evaluated based on factors including but not limited to: rideability, surface and base conditions, rutting, drainage and friction. Bridge and culvert structures are inspected on an element-by-element basis, including but not limited to: decks, abutments, expansion joints and barrier walls. Similar to the pavement evaluations, structural inspections consider rideability, superstructure and substructure conditions, concrete and steel deterioration and roadside safety. In conjunction with these technical evaluations, IPS evaluates assets based on factors such as remaining service life, traffic volumes including truck traffic, history of maintenance and rehabilitation, cost-benefit analysis, rate of deterioration and the knowledge and experience of our team.

In developing the rehabilitation program, there are external considerations to be made as well. Operational improvements such as intersection and/or road widening, other roadway components such as drainage, underground utilities, environmental impacts, alignment with municipal works and local development initiatives all play a key role.

Closely tied to the development of the SOGR is the County's Asset Management Plan (AMP). The AMP is updated regularly to address changes resulting from updated asset condition ratings, scope of work adjustments and market forces. The AMP supports the County's corporate goals which rely upon adequate infrastructure and a defined level of service that the

County is committed to providing. The objectives of the process are to establish the value of funds needed to maintain quality infrastructure and identify the means by which this infrastructure is maintained. The quality of this planning process has a significant impact on the condition of the County's infrastructure network and the life cycle cost of maintaining it.

The intent of the SOGR is to ensure a safe and reliable road network while providing for value-added and cost-effective maintenance. The SOGR supports the County of Essex Strategic Goal of "Building a Regional Powerhouse: the County will help create the conditions to make the region a powerhouse in public and private investment attraction" by providing reliable infrastructure for partners.

Performance prediction is a critical requirement for the identification of future structure preservation needs. There are various types of preservation techniques that the County utilizes to maximize service life and minimize costs. IPS continues to consider environmental concerns and sustainability principles when evaluating rehabilitation alternatives.

Roads

The County of Essex Road Network is made up of almost 1,500 lane kilometres of roads with various classes and composition. The pavement infrastructure has been constructed, maintained and enhanced over many years. As identified in the County's 2024 Asset Management Plan, the total replacement value of the Road Network is over $568,000,000.

The most cost-effective way to maintain the road network is to provide timely, preventative treatments to the pavement. The benefits of this approach are realized in the form of lower overall costs, longer serviceability and less disruption to the travelling public. If pavements are allowed to deteriorate too far, the consequences can be compounding. The rate of deterioration typically accelerates as the end of service life is approached and rehabilitation efforts often become unpredictable and sporadic. The result is a pavement that has been cut and repaired in many different locations and methods. In the end, preservation options are no longer applicable and full pavement reconstruction, which is both costly and time consuming, become necessary.

IPS is always looking into new and innovative ways to address pavement deterioration. The objective is to utilize more frequent minor rehabilitation methodologies to allow more kilometers of road to be maintained for the same budgetary values.

In order to optimize the County's position in the development of this rehabilitation program, pavement evaluations are conducted biannually to

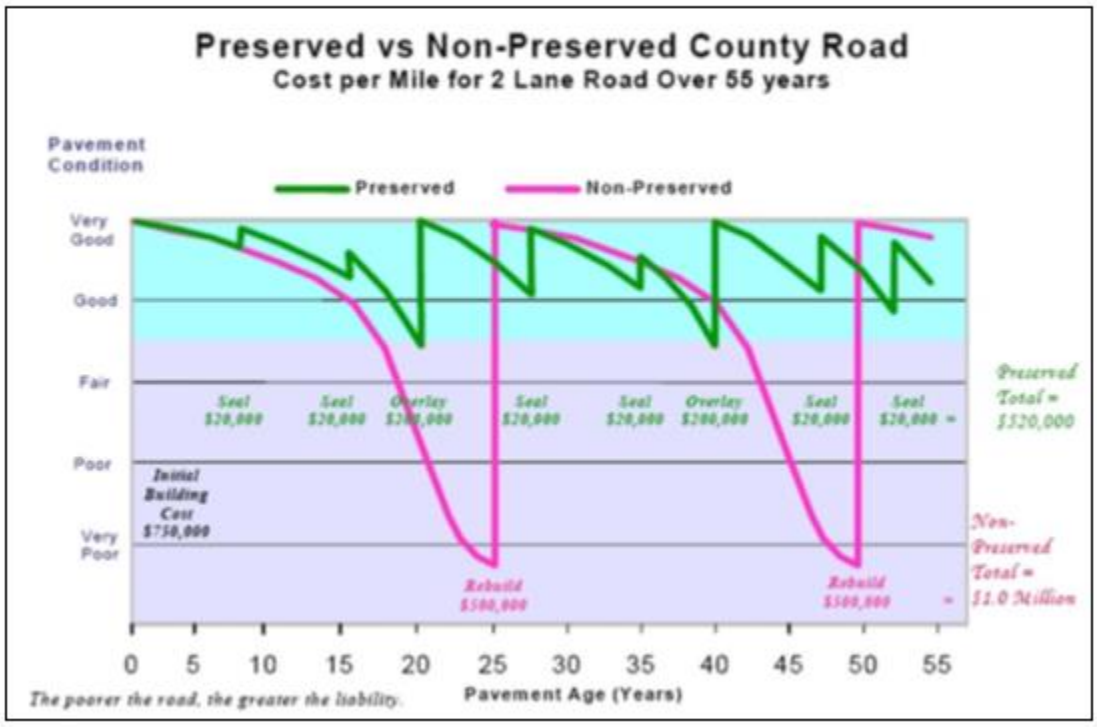
determine the functional and structural condition of each road segment for the purpose of either routine maintenance or planned corrective action. Pavement Condition Surveys are completed in accordance with the Ministry of Transportation of Ontario standards in order to determine the Pavement Condition Index (PCI), which then translates into the categories of Very Good, Good, Fair and Poor that are identified in the County's Asset Management Plan. Examples of these conditions can be seen in Figure 1. Road segments found to be in the Poor and Fair categories are then brought forward as potential candidate projects for the Rehabilitation Program. Further review of candidate projects is undertaken to evaluate potential conflicts with other planned construction efforts.

Figure 1: Pavement Condition



Figure 2 represents sample costs to maintain a road over a set service life through a preserved or non-preserved maintenance strategy. It shows a typical methodology, very similar to what the County employs, that demonstrates how, with the timely application of preservation works, the full life cycle costing can be reduced by up to half of the overall cost throughout a 55-year life cycle for each kilometer of 2-lane road. Procedures and methodologies such as this one, are reviewed annually by IPS for each road segment in the long-term rehabilitation plan and from this review, the differences between competing pavement design alternatives and subsequent rehabilitation strategies are evaluated.

Figure 2: Lifecycle of Pavement Condition



Bridges

The County's Bridge Inventory currently includes 84 structures that range in age from new to approximately 90 years with and average age of 52 years. The full replacement value of all the County's bridge structures is in the order of $200,000,000.

Under the *Public Transportation and Highway Improvement Act, 1990, Ontario Regulation 104/97* and *Ontario Regulation 472/10 Standards for Bridges*, municipalities are required to inspect bridges every 2 years in accordance with the Ontario Structure Inspection Manual (OSIM) procedure established by the Ministry on Transportation of Ontario. Structures are evaluated on an element by element basis and required rehabilitation efforts are categorized as Excellent, Good, Fair and Poor. The individual element ratings are weighted in order to determine a Bridge Condition Index for each structure which is then translated into Now, 1-5 Year and 6-10 Year timeframes. Examples of Good and Poor structural elements can be found in Figure 3.

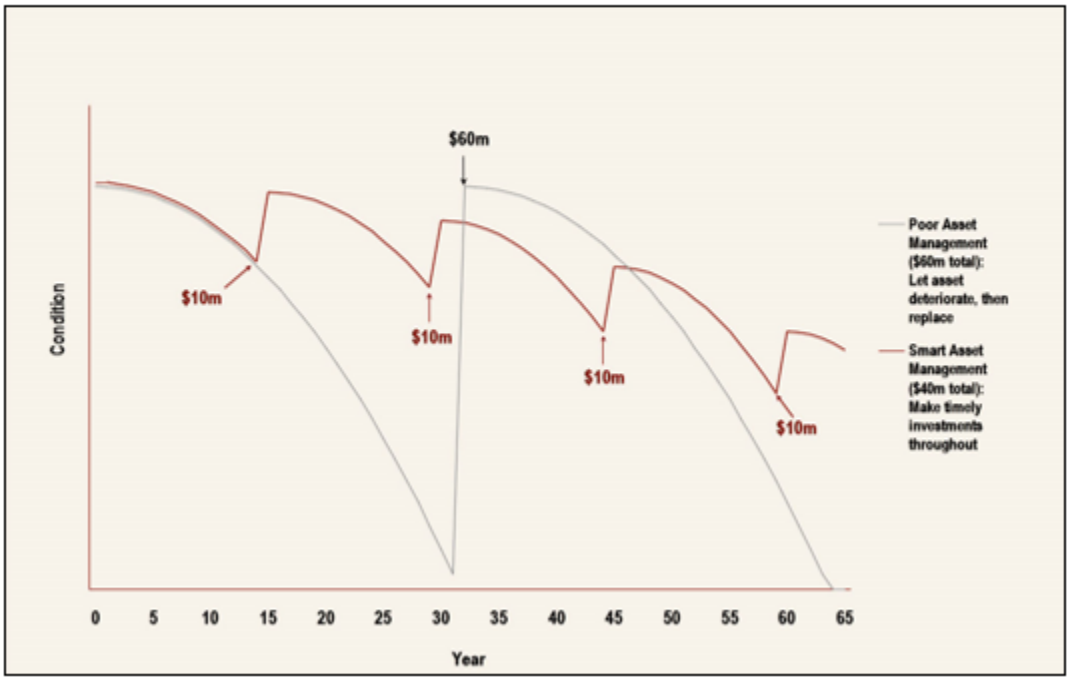
Figure 3: Bridge Condition



Based on the OSIM inspections, IPS developed a maintenance and rehabilitation program both for a five-year time frame and for a 30-year time frame. These documents are updated with each new inspection to ensure the programs remain current and reflect the rate of deterioration for the County's inventory. The information included in these rehabilitation programs is based primarily on overall structure conditions, otherwise known as "condition-based management", with secondary consideration given to "age-based management".

Similar to the lifecycle of pavements, bridges also require regular preventative maintenance initiatives to avoid expensive full replacement projects and extend the service life of the structure (Figure 4).

Figure 4: Lifecycle of Bridge Condition



Culverts

The County's Culvert Inventory currently includes 126 structures with spans greater than 3.0m. These structures range in age from new to approximately 90 years with an average age of 46 years. The full replacement value of the County's culvert structures is in the order of $65,000,000.

Although culverts are not included in the regulations for bridge inspections discussed previously, the County applies the same process for inspecting and evaluating culvert structures. OSIM procedures are followed and Culvert Condition Indices are calculated. Examples of both good and poor culvert conditions can be seen in Figure 5.

Figure 5: Culvert Condition



A 5 Year Rehabilitation program has been established for culvert structures and based on the number of culverts overall, a 35 Year Program was also created to cycle through the full inventory. The concept of preventative maintenance and lifecycle analysis is the same for culverts as it is for bridges. The objective is to address the deterioration of the structural elements before they reach the end of their service life in order to minimize costly replacement projects. However, because culverts tend to have less complex structural elements than bridges do and because the construction materials are more uniform throughout these elements, culverts are more often replaced at the end of their service life than rehabilitated intermittently.

In addition to the structures with spans greater than 3.0m, the County has in its jurisdiction numerous culverts with spans less than 3.0m. While some of these structures, with larger spans and more significant financial

implication, form part of the SOGR alongside those with spans greater than 3m, these smaller culverts are typically accounted for in conjunction with road work. Where possible, the cost to repair or replace these small culverts is incorporated into the overall cost for single-year or multi-year corridor improvements. As the overall age of the County's infrastructure increases, the rate at which these smaller span culverts become deficient also increases. As a result, the 5 Year Rehabilitation Program must be adjusted to account for these priority needs.

In recent years, IPS has established and successfully implemented a Culvert Preservation Program. This program was developed to address the numerous culverts that are in good to very good condition except for a singular element that is in very poor condition. By rehabilitating this singular element, the overall condition of the culvert is improved and the useful life of the asset is extended.

2024 Infrastructure Rehabilitation Highlights

The current construction year has been busy and challenging as the industry continues its acclimation to the unprecedented inflationary increases and supply and demand fluctuations of the recent past. New policies have been developed and implemented by consultants and contractors alike to ensure the safety of employees on job sites while maintaining schedules and deliverables. Continued shortages in both labour and construction materials impacted deadlines and held unit prices at higher than anticipated levels. There remains, within the construction industry, a strong element of unpredictability in workload and pricing.

Despite these challenges, the department was successful in the delivery of our rehabilitation program. Completed works include approximately 30km of road rehabilitation, concrete panel repairs, the rehabilitation of two bridges and the complete replacement of two culverts. Construction efforts on two additional culverts are underway with projected completion dates before the end of the calendar year. Multiple preservation projects were also completed including emergency road crossing culverts, pavement maintenance and structural repairs.

2025 Infrastructure Rehabilitation Program

The 2025 SOGR is made up of numerous road, bridge and culvert projects that, based on the comprehensive evaluation methodology discussed in this report, require some type of preservation effort. These preservation efforts are comprised of both major and minor rehabilitation works as well as full replacement projects. The full Program list can be found in Appendix 6 and includes:

- 2 Bridge Rehabilitation Projects;
- 2 Bridge Engineering Assignments;
- 3 Culvert Replacement Projects;
- 2 Culvert Engineering Assignments; and
- 13 Road Rehabilitation Projects.

Also included in the Program are allowances for preservation efforts related to concrete pavements, small and medium sized structures and roadworks.

While road rehabilitation projects are completed within the same year they are initiated, bridge and culvert projects are typically undertaken as multi-year endeavours due to the length of time required to complete the design phase of the project. Engineering design work, environmental approvals and utility relocations are completed in the first year and construction in the following year. As such, the success of the program is dependent upon a consistent delivery of bridge, culvert and road projects.

The total value of the Program is $20,648,830. This value includes estimated amounts for both the Canada Community Building Fund (CCBF) and the Ontario Communities Infrastructure Fund (OCIF).

2025 Paved Shoulder Program

The County Wide Active Transportation System (CWATS) is developed with local partners to identify, construct and maintain active transportation facilities across the County. The program also supports numerous initiatives to promote and encourage active transportation.

CWATS is integrated into the SOGR as IPS strives to maximize the value of our construction efforts. Opportunities to incorporate active transportation facilities such as paved shoulders into scheduled road rehabilitation is a conscious and cooperative departmental initiative.

The construction of CWATS facilities in conjunction with the road rehabilitation program requires an additional annual budget to fully realize these opportunities. Funding to support this program is provided from the Infrastructure Expansion Reserve with an estimated 2025 construction value of $2,800,000. The following table highlights the proposed 2025 Paved Shoulder Program. Also identified in the Table is the 2025 Shared CWATS Program, which includes the paved shoulder segments that are being completed this year with shared financial contributions between the County and Local Municipal Partners. A map of the Program can be found in Appendix 10.

Table 1: Paved Shoulder Projects

Project	CWATS ID	Road	Limits	Length	Estimate
CW0059	COE-4a	CR8	Cameron Sideroad - County Road 27	1.9km	$545,000
CW0060	COE-12a	CR8	Walker Sideroad - County Road 15	2.5km	$600,000
CW0063	Lake-2a	CR2	County Road 35 - County Road 37	2.3km	$410,000
CW0064	Kings-3a	CR18	McCain Sideroad - County Road 29	3.3km	$945,000
CW0066	Amh-2	CR50	7th Concession - County Road 41 Hydro Pole Relocation	-	$300,000
Total 2025 Paved Shoulder Program					**$2,800,000**
CW0061	Amh-7c	CR20	County Road 3 - River Canard Bridge	1.5km	$250,000
CW0062	Lake-49	CR42	County Road 31 - Rochester Townline	3.0km	$70,000
CW0067	Lake-53c	CR2	County Road 35 - County Road 37	1.4km	$100,000
CW0065	Lake-44	CR31	County Road 42 - County Road 2	4.1km	$390,000
Total 2025 Shared CWATS Program					**$810,000**

Paved Shoulders are built in accordance with Ontario Provincial Standard Specifications (OPSS) and the Ontario Traffic Manual (OTM) Book 18 with desirable measurement of shoulder widths for rural bicycle routes at 1.5m-1.8m, as field conditions allow, on both sides of the road. Buffer separation is included where identified in the CWATS Master Plan and where possible.

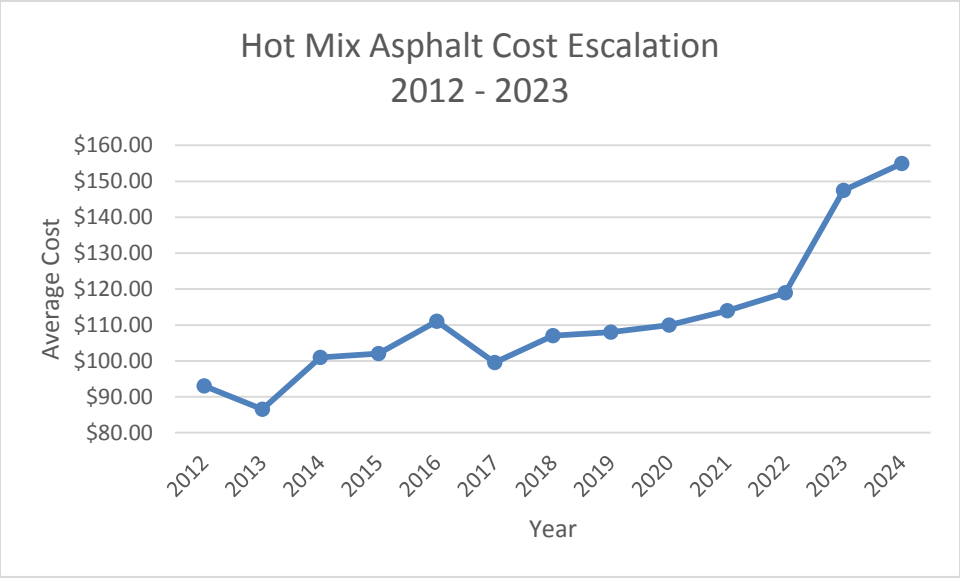
Cost Escalation

The overall condition of the network had been gradually improving due to increased annual funding and utilization of funding programs from senior levels of government. Utilization of the Federal Canada Community Building Fund (formerly the Federal Gas Tax Fund) had allowed the annual Rehabilitation Program to incrementally increase towards the targeted funding level. But with the recent reductions in these contributions, and the increases in construction costs, the Program is moving away from the target

and the funding gap identified in the County's Asset Management Plan remains high. Without an increase in annual budget, this funding gap will continue to grow and the overall condition of the County's assets will fall.

Cost escalations have been experienced across all types of construction activities from rehabilitation and preservation of road projects to large bridge projects. Labour, material and equipment costs have all been steadily increasing over the last decade. A good example of this escalation is the unit rate for hot mix asphalt (measured in tonnes). The data shown in Figure 6 illustrates the escalation experienced since 2012.

Figure 6: Asphalt Cost Escalation

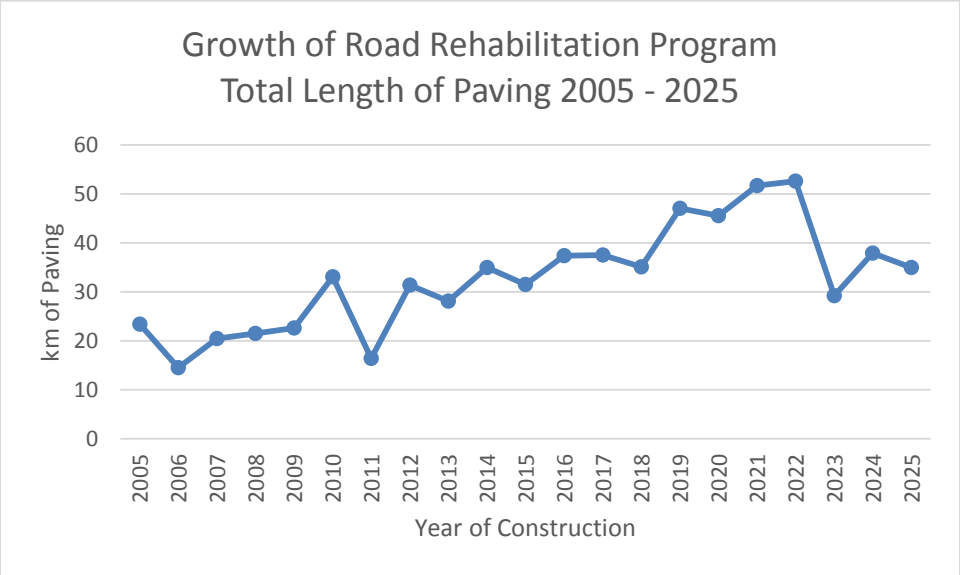


While the escalation of costs was reasonably steady and predictable over the last decade, 2022 brought unprecedented increases in unit rates for labour, materials and equipment. The rising costs of fuel, diesel and construction operations has created uncertainty in the industry that continues to be reflected in tender prices. Until the consistency and predictability experienced in previous years is reestablished, project estimates continue to incorporate this pricing trend.

Figure 7 illustrates that over the past 20 years, there has been a reasonably steady increase in total length of paving each year. At the time that the County's Asset Management Plan was established, the SOGR included the paving of approximately 40-45km of roadway. During the inflationary spike in 2022, total paving dropped by approximately 25%. With unit costs remaining high, the total lane kilometers of paving have not returned to match that which is identified in the AMP, remaining at only 33km for 2025.

This decrease in average annual paving will lead to a further decrease in the overall Level of Services of the County Road Network and a larger gap in the asset management model.

Figure 7: Growth of Paving



Similarly, the structures in the State of Good Repair Program have been impacted by the current year's cost to funding ratio. Bridge projects remain consistent, but two culverts from the program are being deferred in 2025 for the second year in a row in order to meet the allocated budget.

Although we cautiously observe that costs appear to be stabilizing, they are doing so at notably higher than anticipated values. As a result, the County cannot meet the needs of the network at the current funding level.

Financial Implications

The Draft 2025 Budget includes the State of Good Repair (SOGR) Program with a total value of $20,648,830, reflecting a 5% increase over the 2024 budget. This increase aims to maintain approximately 35 km of road rehabilitation, though it is expected to cover only 33 km due to rising costs, resulting in a slight reduction in the level of service. Despite an initial departmental request for a 9% budget increase to maintain the full 35 km, budget limitations prevented further funding. The 2025 program will be supported by a combination of grant funding including OCIF and CCBF ($4,078,480) and the County Levy ($16,570,350).

Since 2004, County Council has approved a pre-committed level of expenditure for the early development and release of tendered work associated with bridge, culvert and road projects. This approach has facilitated the completion of critical projects on an expedited schedule with competitive tender results. As we see the strain on the construction industry continue, securing contractual work in a timely fashion is critical to the successful delivery of an elaborate program such as this one. Furthermore, the projects proposed for the 2025 SOGR are complicated in nature and rely on precise scheduling in order to be successfully completed in the face of environmental constraints and restrictions.

The projects selected for pre-approval are included in Appendix 6.0 and total $2,015,000. Early approval of these projects will provide the opportunity to take advantage of "off-season" prices, develop and coordinate work schedules with less conflict and undertake bridge construction outside of environmental restriction windows. Included in the selection of early release projects are 5 engineering assignments and a culvert project that was identified as an urgent rehabilitation need. With the approval and expenditure of budget dollars in advance, our consultants can begin work prior to the approval of the overall budget and achieve tendering dates early in 2025. It is the recommendation of Administration that Essex County Council advance the design function of the SOGR through the approval of the Early Release projects identified herein.

Consultations

This report was prepared in consultation with the following parties:

- Jerry Behl, Manager, Transportation Planning and Development
- Allan Botham, Director, Infrastructure & Planning Services
- Melissa Ryan, Director of Financial Services/Treasurer
- Heidi McLeod, Manager, Accounting – Administration/Deputy Treasurer
- Hoa Du, Financial Analyst

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☐ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☒ A Government Working for the People ☒ Promoting Transparency and Awareness	☒ Providing Reliable Infrastructure for Partners ☒ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive for information Report Number 2024-1106-IPS-R27-KT being the State of Good Repair Program Report, having an estimated value of $20,648,830;

And that the projects recommended in Appendix 6.0, as the 2025 Early Release Program, having an estimated value of $2,015,000, be pre-approved for the 2025 Budget, and advanced for early release.

Approvals

Respectfully Submitted,

Karyn Templin

Karyn Templin, P. Eng., Manager, Design and Construction

Concurred With,

Allan Botham

Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
1.0	2025 Rehabilitation Program Powerpoint
2.0	County Road Map
3.0	Bridge Location Map
4.0	Culvert (Span over 3m) Location Map
5.0	Pavement Condition Rating Map
6.0	2025 Rehabilitation Program Project Listing
7.0	2025 Rehabilitation Program Location Map
8.0	2025-2029 Rehabilitation Program
9.0	5-Year Rehabilitation Program Map
10.0	2025 Candidate Paved Shoulder Program

INFRASTRUCTURE AND PLANNING SERVICES

2025 State of Good Repair Program and Early Release

OBJECTIVE

Development and implementation of the 2025 Infrastructure Rehabilitation Program





REHABILITATION PROGRAM

- Maintenance and improvement to the condition of all assets in the road network
- Reconstruction, rehabilitation and preventative maintenance
- Incorporation of active transportation facilities

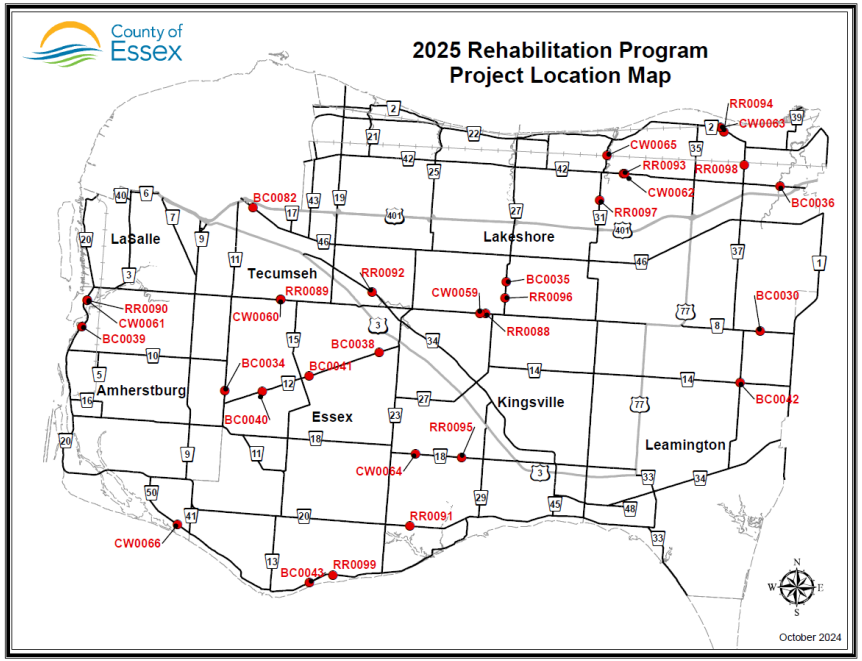






STATE OF GOOD REPAIR

- 2025 Program Breakdown
  - Road Rehabilitation
    - 13 road rehabilitation projects
  - Bridge and Culvert Rehabilitation
    - 2 bridge rehabilitations
    - 3 culvert replacements
    - 4 engineering assignments
  - Preservation Efforts
    - Concrete panel repairs
    - Drainage structure repairs
    - Isolated structural deficiencies
  - Active Transportation Facilities
    - 20 km integrated paved shoulders



COST ESCALATION

Current cost of doing business

- Inflation
- Supply and Demand Challenges
- AC Escalation and Fuel Surcharges
- Labour, material and equipment shortages
- New regulations (excess soils)
- Industry fluctuations and uncertainty











FINANCIAL IMPLICATION





- Reductions in paving of up to 25%
- Deferral of multiple culvert projects
- Reduction in Level of Service

EARLY RELEASE



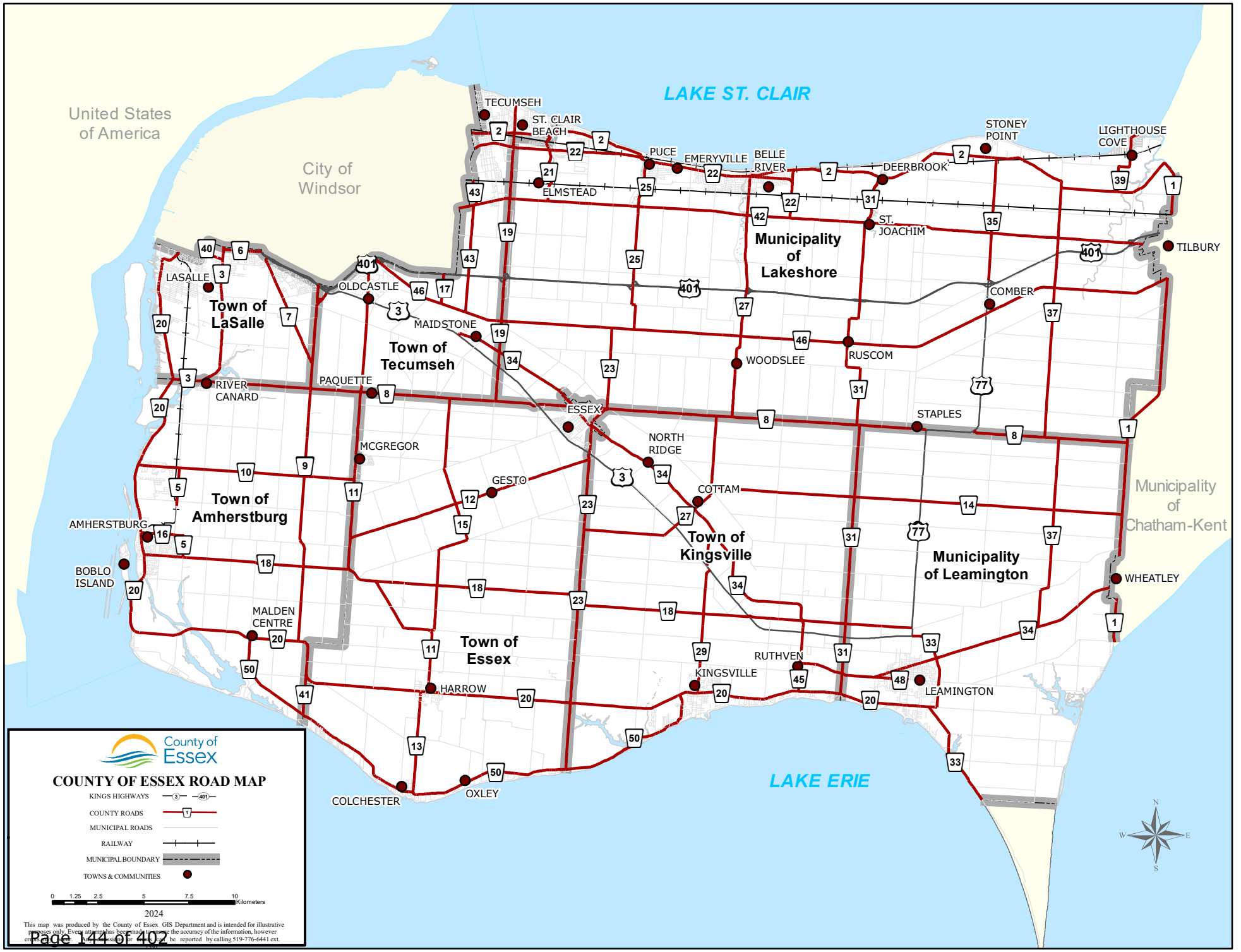
- Industry challenges
- Schedule management
- Regulatory restrictions
- Successful program delivery

RECOMMENDATIONS





THANK YOU



County of Essex

COUNTY OF ESSEX ROAD MAP

KINGS HIGHWAYS

COUNTY ROADS

MUNICIPAL ROADS

RAILWAY

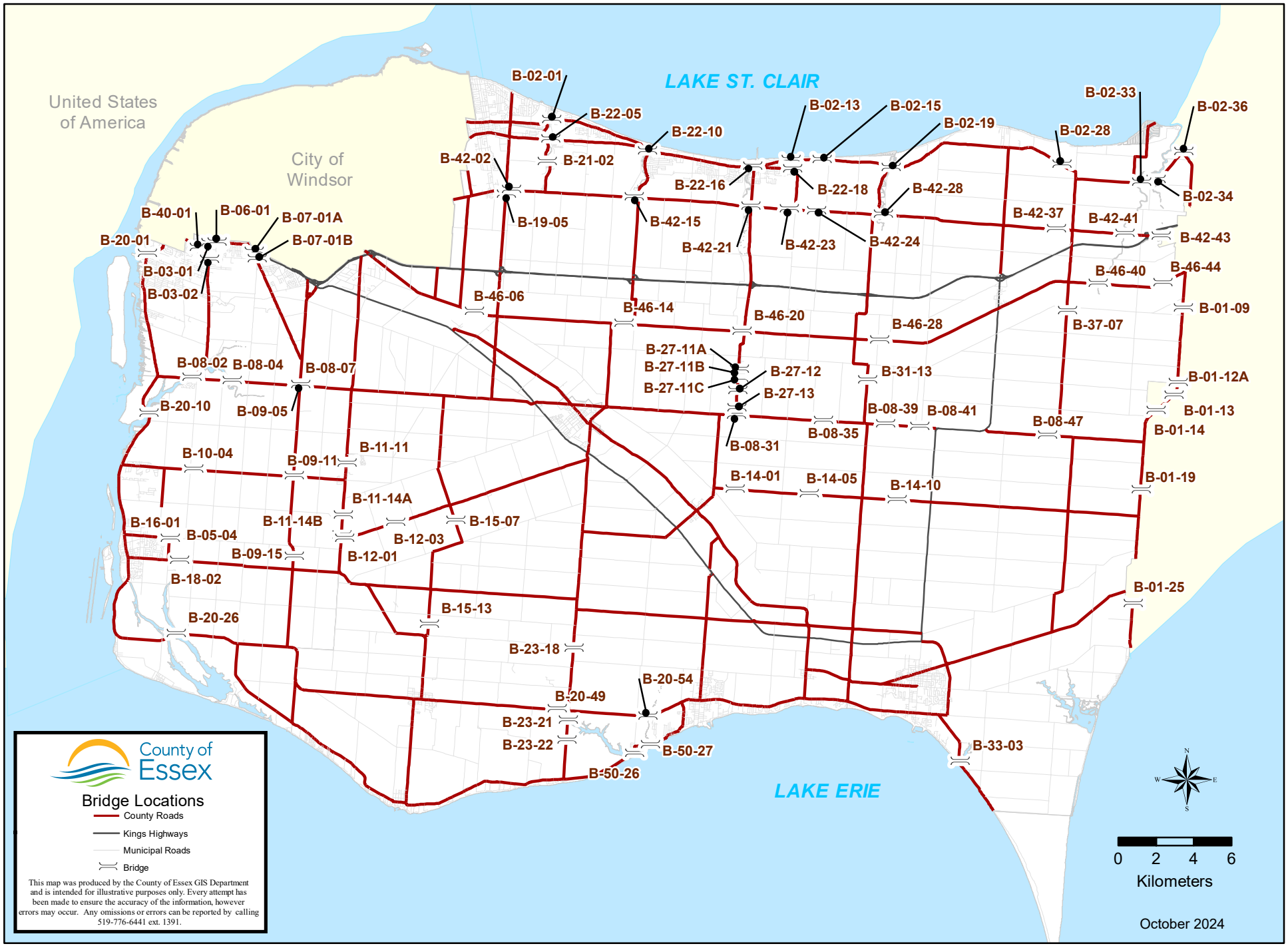
MUNICIPAL BOUNDARY

TOWNS & COMMUNITIES

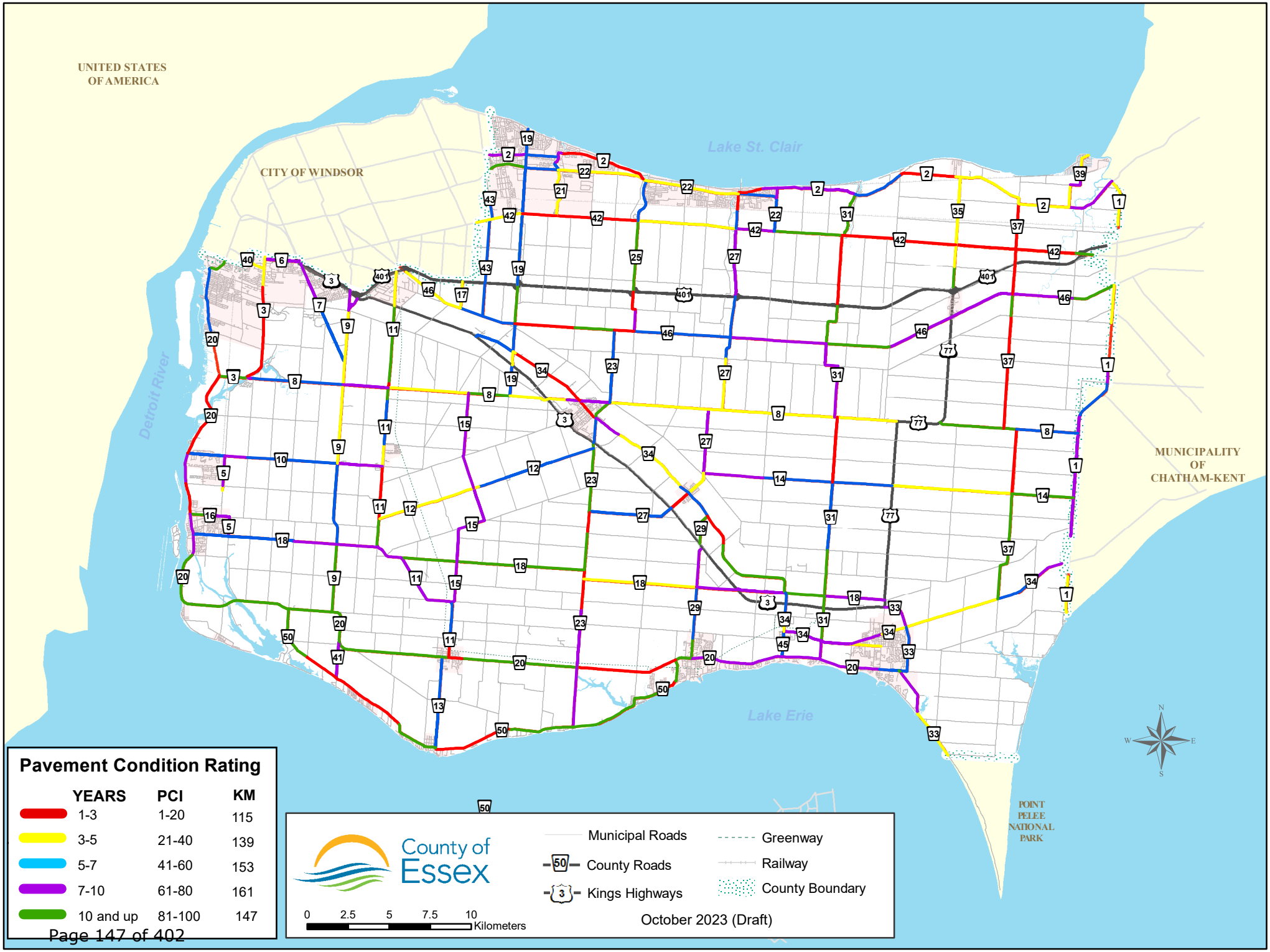
0 1.25 2.5 5 7.5 10 Kilometers

2024

This map was produced by the County of Essex GIS Department and is intended for illustrative purposes only. Every attempt has been made to ensure the accuracy of the information, however errors may occur. Any inaccuracies found should be reported by calling 519-776-6441 ext.

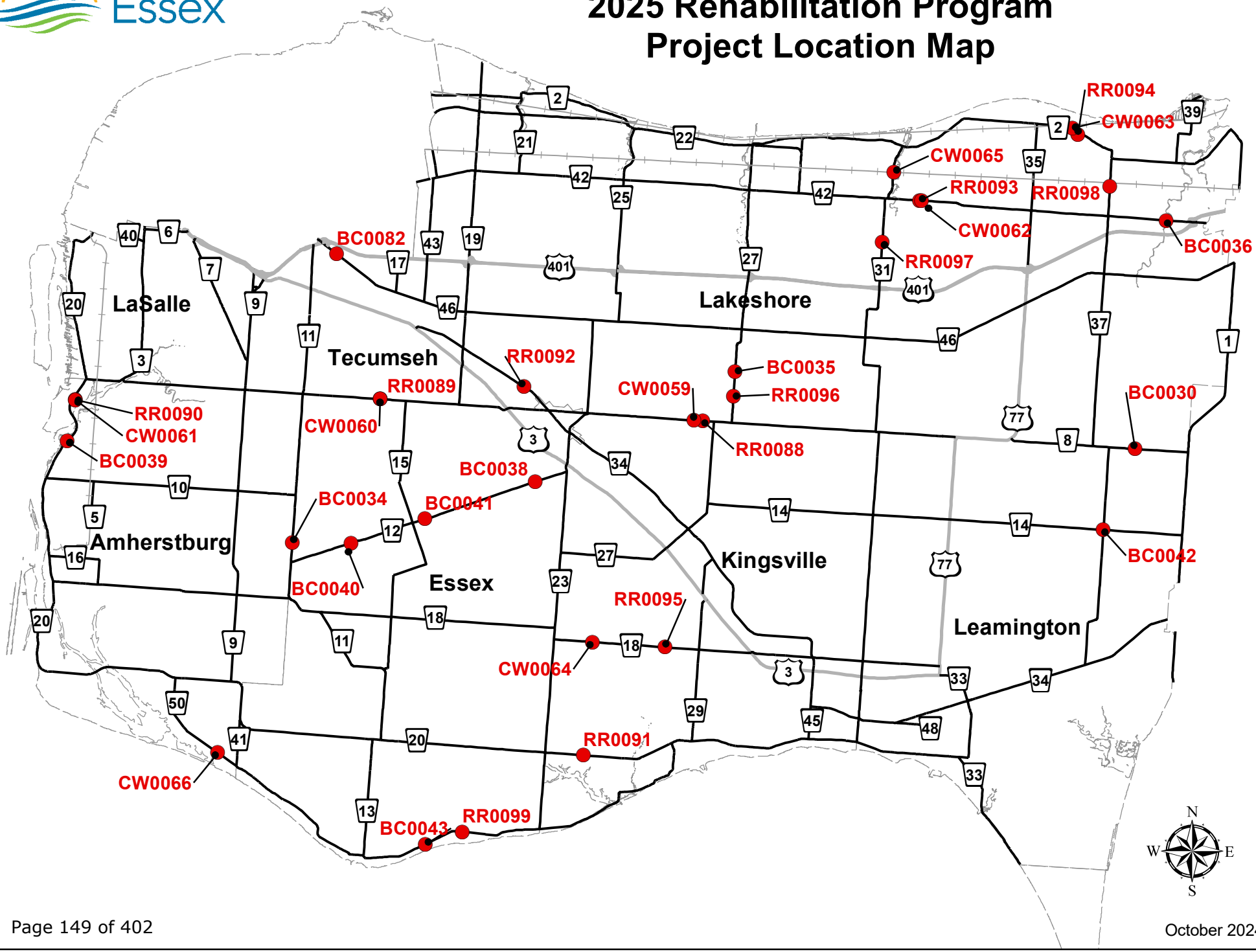

United States of America
City of Windsor
LAKE ST. CLAIR
LAKE ERIE
B-02-01
B-22-05
B-22-10
B-02-13
B-02-15
B-02-19
B-02-28
B-02-33
B-02-36
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B-31-13
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B-20-26
B-23-18
B-20-54
B-20-49
B-23-21
B-23-22
B-50-27
B-50-26
B-33-03
County of Essex
Bridge Locations
County Roads
Kings Highways
Municipal Roads
Bridge
This map was produced by the County of Essex GIS Department and is intended for illustrative purposes only. Every attempt has been made to ensure the accuracy of the information, however errors may occur. Any omissions or errors can be reported by calling 519-776-6441 ext. 1391.
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Kilometers
October 2024


United States of America
City of Windsor
LAKE ST. CLAIR
LAKE ERIE
C-22-029
C-02-070
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C-22-112
C-22-124
C-22-138
C-02-205
C-02-268
C-02-279
C-25-027
C-42-052
C-42-045
C-42-114
C-42-113
C-31-026
C-42-293
C-31-042
C-31-082
C-17-010
C-43-045
C-46-006
C-46-013
C-43-061
C-20-037
C-09-015
C-46-016
C-46-042
C-46-077
C-46-193
C-46-227
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C-07-050
C-09-038
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C-11-057
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C-27-152
C-09-098
C-27-166
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C-34-379
C-20-454
C-20-626
C-50-060
C-13-005
C-20-687
C-50-233
C-50-230
County of Essex
Culvert Locations
County Roads
Kings Highways
Municipal Roads
Culvert
This map was produced by the County of Essex GIS Department and is intended for illustrative purposes only. Every attempt has been made to ensure the accuracy of the information, however errors may occur. Any omissions or errors can be reported by calling 519-776-6441 ext. 1391
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Kilometers
Printed: October 2024


UNITED STATES OF AMERICA
CITY OF WINDSOR
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Detroit River
MUNICIPALITY OF CHATHAM-KENT
Lake Erie
POINT PELEE NATIONAL PARK
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1-3 1-20 115
3-5 21-40 139
5-7 41-60 153
7-10 61-80 161
10 and up 81-100 147
County of Essex
Municipal Roads
County Roads
Kings Highways
Greenway
Railway
County Boundary
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Kilometers
October 2023 (Draft)

Project	Road #	Description	Remarks	Estimate
BC0002	Various	Various Preservation Projects Bridges and Culverts	Extend Lifecycle	$208,830
RR0001	Various	Various Preservation Projects Roads	Extend Lifecycle	$250,000
RR0003	Various	Concrete Panel Repairs	Extend Lifecycle	$200,000
BC0034	CR11	B-11-14A McCain Drain Bridge	Structural Deterioration Replacement	$1,640,000
BC0035	CR27	B-27-11A Belle River Bridge	Structural Deterioration Rehabiltiation	$1,310,000
BC0030	CR8	C-08-479 Robb Dales Drain Culvert	Structural Deterioration Replacement	$1,310,000
BC0038	CR12	RC-12-126 Batten Sideroad Drain	Structural Deterioration Replacement	$965,000
BC0039	CR20	RC-20-111 Sancrainte Drain Culvert	Structural Deterioration Engineering and Replacement	$1,350,000
BC0040	CR12	B-12-03 River Canard Bridge	Structural Deterioration Engineering and Approvals	$132,500
BC0036	CR42	B-42-41 Big Creek Bridge	Structural Deterioration Engineering and Approvals	$132,500
BC0041	CR12	C-12-070 Adams Sweet Drain Culvert	Structural Deterioration Engineering and Approvals	$120,000
BC0042	CR14	C-14-186 East Ogle Drain Culvert	Structural Deterioration Engineering and Approvals	$120,000
BC0043	CR50	RC-50-165 Lonsberry Drain Culvert	Structural Deterioration Engineering and Apprrovals	$160,000
RR0088	CR8	Pavement Rehabilitation Cameron Sdrd - County Road 27	Deteriorated Pavement CIREAM & Overlay	$680,000
RR0089	CR8	Pavement Rehabilitation Walker Sideroad - County Road 15	Deteriorated Pavement CIREAM & Overlay	$810,000
RR0090	CR20	Pavement Rehabilitation County Road 3 - Canard Bridge	Deteriorated Pavement CIREAM & Overlay	$1,795,000
RR0091	CR20	Pavement Rehabilitation County Road 23 - McCain Sideroad	Deteriorated Pavement CIREAM & Overlay	$1,365,000
RR0092	CR34	Pavement Rehabilitation Wilson Sideroad - Essex Limit	Deteriorated Pavement CIREAM & Overlay	$720,000
RR0093	CR42	Pavement Rehabilitation County Road 31 - Rochester Twnln	Deteriorated Pavement CIREAM & Overlay	$1,580,000
RR0094	CR2	Pavement Rehabilitation County Road 35 - County Road 37	Deteriorated Pavement Mill and Pave	$1,170,000
RR0095	CR18	Pavement Rehabilitation McCain Sideroad - County Road 29	Deteriorated Pavement Mill and Pave	$955,000
RR0096	CR27	Pavement Rehabilitation MN#2678 - 350m N County Road 8	Deteriorated Pavement Mill and Pave	$520,000
RR0097	CR31	Pavement Rehabilitation County Road 42 - MTO Limit (Hwy401)	Deteriorated Pavement Mill and Pave	$1,195,000
RR0098	CR37	Pavement Rehabilitation County Road 42 - County Road 2	Deteriorated Pavment Mill and Pave	$925,000
RR0082	CR46	Pavment Rehabilitation Webster Rd - 8th Concession	Deteriorated Pavement Mill and Pave	$645,000
RR0099	CR50	Pavement Rehabilitation Park Street - Bell Road	Deteriorated Pavement Mill and Pave	$985,000
			Contribution from Capital Reserve	$595,000
			2025 SOGR Program Budget	**$20,648,830**

2025 Rehabilitation Program
Project Location Map



October 2024

State Of Good Repair (SOGR) Program Summary 2025-2029

Year	Location	Value
2025	Roads	$12,700,000
2025	Bridges	$3,215,000
2025	Culverts	$4,020,000
2025	**Total**	**$19,935,000**
2026	Roads	$12,702,000
2026	Bridges	$4,264,500
2026	Culverts	$5,820,000
2026	**Total**	**$22,786,500**
2027	Roads	$12,270,000
2027	Bridges	$3,530,000
2027	Culverts	$5,960,000
2027	**Total**	**$21,760,000**
2028	Roads	$12,035,000
2028	Bridges	$4,390,000
2028	Culverts	$4,110,000
2028	**Total**	**$20,535,000**
2029	Roads	$12,885,000
2029	Bridges	$4,300,000
2029	Culverts	$5,630,000
2029	**Total**	**$22,815,000**
Total SOGR Program		**$107,831,500**

Notes:

SOGR Program reviewed annually

Road Rehabilitation Program

Construction Year	Road	Limits	KM	Method	Value
2025	CR 2	CR 35 to CR 37	3.7	Overlay (HM)	$1,170,000
2025	CR 8	Cameron Sideroad to CR27	1.9	CIREAM	$685,000
2025	CR 8	Walker Sideroad to CR 15	2.5	CIREAM	$815,000
2025	CR 18	McCain Sideroad to CR 29	3.3	Mill & Pave	$995,000
2025	CR 20	CR 3 to River Canard Bridge	2.1	CIREAM	$1,970,000
2025	CR 20	CR 23 to McCain Sideroad	3.8	CIREAM	$1,365,000
2025	CR 27	MN#2678 to 350m N of CR 8	1.8	Mill & Pave	$520,000
2025	CR 31	CR 42 to Hwy 401	4.0	Mill & Pave	$1,195,000
2025	CR 34	Wilson Sideroad to Essex Limit	1.5	CIREAM	$720,000
2025	CR 37	CR 42 to CR 2	2.4	CIREAM	$750,000
2025	CR 42	CR 31 to Rochester Townline	3.6	CIREAM	$1,580,000
2025	CR 50	Park Street to Bell Road	3.0	Mill & Pave	$935,000
2025		**Total**	**33.6**		**$12,700,000**
2026	CR 2	CR 31 to Rochester Townline	3.1	Overlay (HM)	$885,000
2026	CR 3	CR 8 to Canard Drive	1.4	Overlay (HM)	$402,000
2026	CR 8	Graham Sideroad to CR 27	2.8	CIREAM	$905,000
2026	CR 8	CR 37 to Kent Road 1	3.8	Overlay (HM)	$110,000
2026	CR 9	South Talbot Road to CR 7	2.3	CIREAM	$825,000
2026	CR 12	CR 11 to Brush Road	3.0	Overlay (HM)	$855,000
2026	CR 20	River Canard Bridge to CR 10	4.1	Mill & Pave	$2,835,000
2026	CR 20	McCain Sideroad to CR 50	2.6	CIREAM	$840,000
2026	CR 23	CR 8 Roundabout	1.0	Mill & Pave	$400,000
2026	CR 27	South Middle Road to MN#2678	1.0	Mill & Pave	$310,000
2026	CR 31	CR 8 to CR 14	3.9	CIREAM	$1,260,000
2026	CR 37	South Middle Road to CR 8	6.9	Overlay (HM)	$1,960,000
2026	CR 46	CR 17 to CR 19	3.5	CIREAM	$1,115,000
2026		**Total**	**39.4**		**$12,702,000**
2027	CR 2	CR 22 to Strong Road	2.3	Mill & Pave	$700,000
2027	CR 3	Canard Drive to Golfview Drive	1.9	Overlay (HM)	$545,000
2027	CR 9	CR 8 to CR 10	4.8	CIREAM	$1,550,000
2027	CR 12	Brush Road to Gesto Road	3.0	Overlay (HM)	$850,000
2027	CR 18	CR 5 to Concession 6	4.0	Mill & Pave	$1,290,000
2027	CR 23	CR 18 to 5th Concession	1.9	CIREAM	$615,000
2027	CR 27	CR 46 to South Middle Road	1.4	Mill & Pave	$430,000
2027	CR 31	CR 14 to Road 6 East	4.2	CIREAM	$1,360,000
2027	CR 37	CR 42 to CR 46	2.8	Overlay (HM)	$800,000
2027	CR 42	CR 25 to CR 27	6.0	CIREAM	$1,980,000
2027	CR 43	CR 42 to Hwy 401	3.8	Overlay (HM)	$1,100,000
2027	CR 46	8th Concession to CR 17	3.2	CIREAM	$1,050,000
2027		**Total**	**39.3**		**$12,270,000**
2028	CR 2	Strong Road to CR31	3.2	Mill & Pave	$980,000
2028	CR 9	CR7 to CR8	2.3	CIREAM	$1,125,000
2028	CR 12	Gesto Sideroad to CR 23	5.7	Overlay (HM)	$1,620,000
2028	CR 17	CR 46 to Hwy 401	1.6	CIREAM	$515,000
2028	CR 21	CR 22 to CR 42	3.2	Overlay (HM)	$910,000
2028	CR 33	Sturgeon Creek to Park Entrance	3.2	Overlay (HM)	$950,000
2028	CR 34	Malden Road to Marsh Road	4.1	CIREAM	$1,320,000
2028	CR 42	CR 21 to CR 25	5.0	CIREAM	$1,620,000
2028	CR 43	Hwy 401 to CR 46	2.0	Overlay (HM)	$580,000
2028	CR 10	CR9 to CR11	2.7	Overlay (HM)	$675,000
2028	CR 34	Cameron Side Road to Malden Road	1.9	Mill & Pave	$600,000
2028	CR 34	Mersea Road 15 to CR 33	3.6	Mill & Pave	$1,140,000
2028		**Total**	**38.5**		**$12,035,000**
2029	CR11	CR15 to CR18	4.4	CIREAM	$1,320,000
2029	CR29	CR18 to Concession 2	2.7	CIREAM	$810,000
2029	CR19	CR42 to Hwy 401	3.9	CIREAM	$1,170,000
2029	CR39	Lakeshore Road 301 to CR2	1.4	Overlay (HM)	$375,000
2029	CR18	CR31 to CR34	2.4	CIREAM	$720,000
2029	CR14	Mersea Road 12 to CR37	3.6	Overlay (HM)	$720,000
2029	CR35	CR2 to CR42	4.0	Mill & Pave	$1,600,000
2029	CR20	Gary Avenue to Martin Lane	3.4	Mill & Pave	$1,375,000
2029	CR25	CR22 to Oakwood Avenue	1.3	CIREAM	$550,000
2029	CR50	Bell Road to CR13	3.2	Mill & Pave	$1,280,000
2029	CR50	Conservation Blvd to Harold Cull Dr.	1.8	Mill & Pave	$720,000
2029	CR10	CR9 to 5th Concession North	2.7	CIREAM	$810,000
2029	CR23	CR18 to 5th Concession	2.2	CIREAM	$775,000
2029	CR34	Mersea Road 15 to CR37	2.2	CIREAM	$660,000
2029		**Total**	**39.2**		**$12,885,000**
Total					**$125,184,000**
Total Road Rehabilitation Program					**$62,592,000**

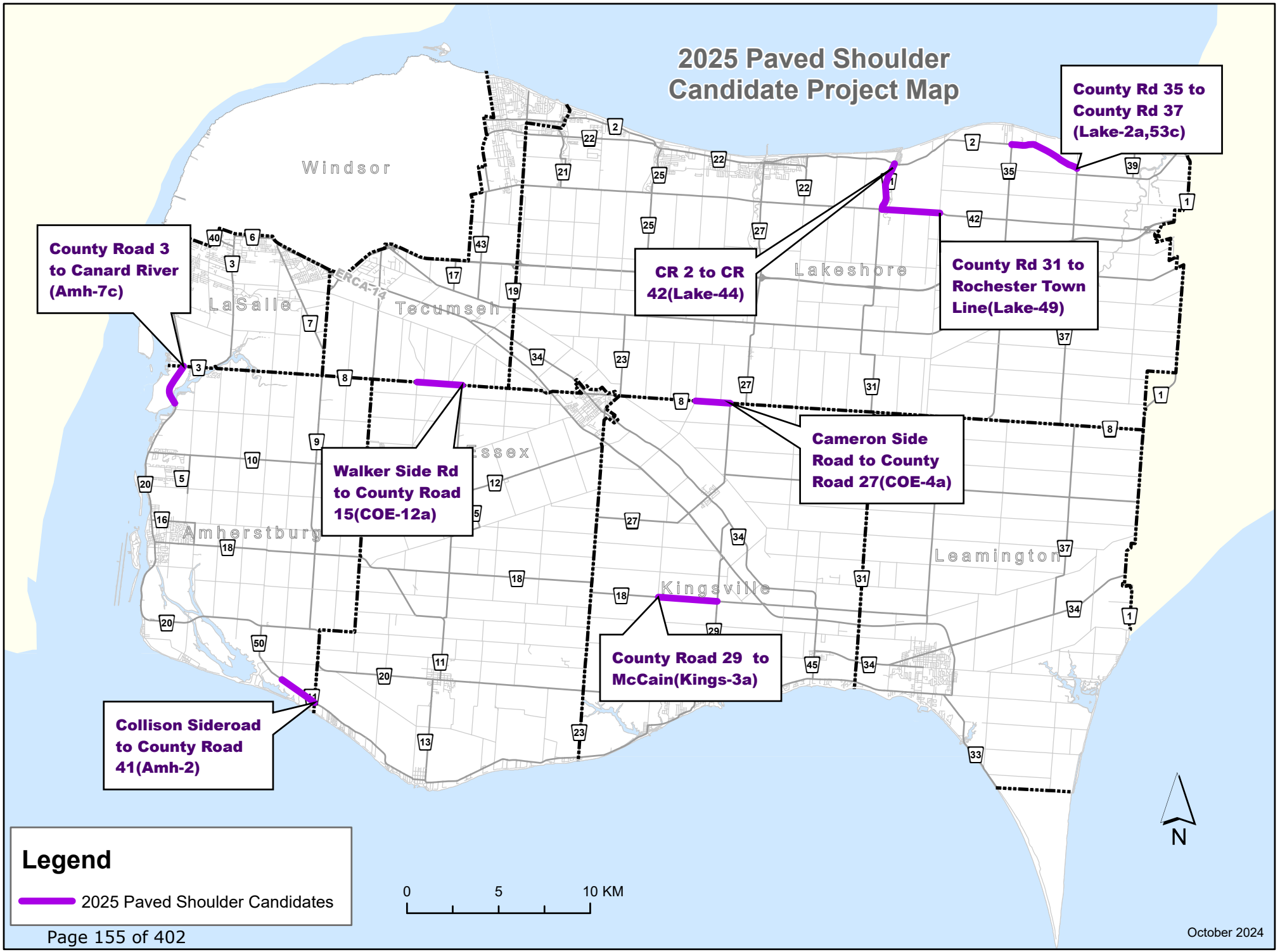
Bridge Rehabilitation Program

Year	Bridge ID	Location	Value	Comments
2025	B-11-14B	CR11 at McCain Drain	$1,640,000	Construction
2025	B-27-11A	CR27 at Belle River	$1,310,000	Construction
2025	B-12-03	CR12 at Canard River	$132,500	Engineering & Approvals
2025	B-42-41	CR42 at Big Creek	$132,500	Engineering & Approvals
2025		**Total**	**$3,215,000**	
2026	B-12-03	CR12 at Canard River	$2,500,000	Construction
2026	B-42-41	CR42 at Big Creek	$1,500,000	Construction
2026	B-27-11B	CR27 at Belle River	$132,500	Engineering & Approvals
2026	B-14-01	CR14 at Collard Drain	$132,000	Engineering & Approvals
2026		**Total**	**$4,264,500**	
2027	B-27-11B	CR27 at Belle River	$1,500,000	Construction
2027	B-14-01	CR14 at Collard Drain	$1,750,000	Construction
2027	B-09-15	CR9 at Long Marsh Drain	$140,000	Engineering & Approvals
2027	B-23-21	CR23 at N.Br. Cedar Creek	$140,000	Engineering & Approvals
2027		**Total**	**$3,530,000**	
2028	B-09-15	CR9 at Long Marsh Drain	$1,600,000	Construction
2028	B-23-21	CR23 at N.Br. Cedar Creek	$2,500,000	Construction
2028	B-02-36	CR2 at Baptiste Creek	$140,000	Engineering & Approvals
2028	B-08-04	CR8 at Canard River	$150,000	Engineering & Approvals
2028		**Total**	**$4,390,000**	
2029	B-02-36	CR2 at Baptiste Creek	$1,750,000	Construction
2029	B-08-04	CR8 at Canard River	$2,250,000	Construction
2029	B-42-37	CR42 at Little Creek	$150,000	Engineering & Approvals
2029	B-19-05	CR19 at Pike Creek	$150,000	Engineering & Approvals
2029		**Total**	**$4,300,000**	
Total Bridge Rehabilitation Program			**$19,699,500**	

Culvert Rehabilitation Program

Year	Culvert ID	Location	Value	Comments
2025	C-08-479	CR8 at Robb Dales Drain	$1,310,000	Construction
2025	RC-20-111	CR20 at Sancrainte Drain	$1,350,000	Construction
2025	RC-12-126	CR12 at Batten Sideroad Drain	$960,000	Construction
2025	C-14-186	CR14 at East Ogle Drain	$120,000	Engineering and Approvals
2025	RC-50-165	CR50 at Lonsberry Drain	$160,000	Engineering and Approvals
2025	C-12-070	CR12 at Adams Sweet Drain	$120,000	Engineering and Approvals
2025		**Total**	**$4,020,000**	
2026	C-27-256	CR27 at Seventh Concession Drain	$1,000,000	Construction
2026	RC-50-165	CR50 at Lonsberry Drain	$1,250,000	Construction
2026	C-12-070	CR12 at Adams Sweet Drain	$1,400,000	Construction
2026	C-34-454	CR34 at South Dales Drain	$1,930,000	Construction
2026	C-18-231	CR18 at West Townline Drain	$120,000	Engineering and Approvals
2026	C-20-396	CR20 at Richmond Drain	$120,000	Engineering and Approvals
2026	RC-33-091	CR33 at B&C Concession Drain West	$75,000	Engineering and Approvals
2026		**Total**	**$5,820,000**	
2027	C-18-231	CR18 at West Townline Drain	$1,500,000	Construction
2027	C-14-186	CR14 at East Ogle Drain	$1,300,000	Construction
2027	C-20-396	CR20 at Richmond Drain	$1,500,000	Construction
2027	RC-33-091	CR33 at B&C Concession Drain West	$1,300,000	Construction
2027	RC-14-113	CR14 at West Branch Reid Drain	$120,000	Engineering and Approvals
2027	C-31-082	CR31 at North Rear Road Drain	$120,000	Engineering and Approvals
2027	C-27-157	CR27 at Noble Drain	$120,000	Engineering and Approvals
2027		**Total**	**$5,960,000**	
2028	RC-14-113	CR14 at West Branch Reid Drain	$1,000,000	Construction
2028	C-31-082	CR31 at North Rear Road Drain	$1,450,000	Construction
2028	C-27-157	CR28 at Noble Drain	$1,250,000	Construction
2028	C-20-037	CR20 at Marentette Drain	$150,000	Engineering and Approvals
2028	C-09-098	CR9 at Sucker Creek	$130,000	Engineering and Approvals
2028	C-31-042	CR31 at Souligny Drain	$130,000	Engineering and Approvals
2028		**Total**	**$4,110,000**	
2029	C-20-037	CR20 at Marentette Drain	$1,850,000	Construction
2029	C-09-098	CR9 at Sucker Creek	$2,250,000	Construction
2029	C-31-042	CR31 at Souligny Drain	$1,110,000	Construction
2029	C-34-438	CR34 at Derbyshire Drain	$140,000	Engineering and Approvals
2029	RC-08-004	CR8 at Dupuis Drain	$140,000	Engineering and Approvals
2029	C-31-026	CR31 at Baseline Drain	$140,000	Engineering and Approvals
2029		**Total**	**$5,630,000**	
Total Culvert Rehabilitation Program			**$25,540,000**	


United States of America
City of Windsor
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Rehabilitation Program
2025
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County of Essex
Municipal Roads
County Roads
Kings Highways
Greenway
Railway
County Boundary
October 2024
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2025 Paved Shoulder Candidate Project Map
County Rd 35 to County Rd 37 (Lake-2a,53c)
County Road 3 to Canard River (Amh-7c)
CR 2 to CR 42(Lake-44)
County Rd 31 to Rochester Town Line(Lake-49)
Walker Side Rd to County Road 15(COE-12a)
Cameron Side Road to County Road 27(COE-4a)
County Road 29 to McCain(Kings-3a)
Collison Sideroad to County Road 41(Amh-2)
Windsor
LaSalle
Tecumseh
Lakeshore
Amherstburg
Kingsville
Leamington
ERCA-14
Legend
2025 Paved Shoulder Candidates
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October 2024

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Ziad Fatallah**
	Deputy Chief, Essex-Windsor Emergency Medical Services
Date:	**Wednesday, November 6, 2024**
Subject:	**Essex Windsor EMS 2026 Pre-Budget Vehicle Procurement Approval**
Report #:	**2024-1106-EMS-R11-ZF**

Purpose

This report aims to provide Essex County Council with information and seek approval for a 2026 pre-budget order of seven (7) ambulances. The delivery of vehicles is anticipated to be in the third to fourth quarter of 2026.

Background

Essex Windsor EMS currently has a fleet of forty-one (41) ambulances, nine (9) emergency response vehicles (ERV), three (3) District Chief pickup trucks, one (1) logistics vehicle, four (4) administration vehicles, one (1) special operations trailer, one (1) hazmat trailer, and one (1) off-road transport vehicle. This report will concentrate only on the ambulance fleet vehicles.

According to the current Vehicle Asset Management Plan, seven (7) ambulances are due for replacement in 2026.

The replacement of the vehicles requires down payment security for both the procurement of the chassis and any conversion material. Any delay in securing chassis and material may result in ambulances not being in service for the 2026 fiscal year thereby increasing vehicle repairs and maintenance until such time the vehicles can be replaced. EWEMS is recommending pre-budget approval to secure the required vehicles.

It should be noted that EWEMS will also be coming to Council in late 2025 for 2027 pre-budget approval to secure vehicles for the 2027 year, allowing EWEMS to continue a regular replacement cycle.

Ziad Fatallah, Deputy Chief, Essex-Windsor Emergency Medical Services
Essex-Windsor EMS, Suite 218, 360 Fairview Ave. W., Essex, ON, N8M 1Y6
Phone: 519-776-6441, ext. 2635; Email: zfatallah@countyofessex.ca

Discussion

Essex Windsor EMS has been advised by Crestline Coach Ltd that to ensure delivery of the required chassis from the manufacturer (GM Canada) and to further ensure delivery of the ambulances to EWEMS by mid-year 2026, order confirmation is required as soon as possible. Crestline Coach is currently forecasting a 12-18-month timeline from payment of deposit to receipt of the vehicle. The chassis configuration for the 2026 model will be identical to those purchased in 2025, the 3500 model with a Vortec ® gasoline engine. The conversion configuration for 2026 remains identical to the 2025 configuration.

Crestline Coach Ltd has provided a quote of $290,438 (plus HST) per ambulance, for seven (7) replacement units. This quote includes the cost of:

- Chassis
- Conversion options
- 5-year extended warranty
- Shipping

For comparison, the 2025 ambulance purchase price was $269,547 (plus HST) for the chassis, conversion, and delivery. The 2026 quotation is 7.75% higher than the 2025 purchase price and is attributed to the GM chassis increase, component supply chain increases, and inflation. The total cost for the above seven (7) ambulances equates to $2,033,066 (plus HST).

In each of 2024 and 2025, three (3) remount ambulances were purchased. Three (3) remount ambulances saved enough money to allow for the purchase of another ambulance. This strategy took place to reduce the financial impact from asset replacement and to leverage those savings to enhance the ambulance fleet by one (1), each year. Unfortunately, the 2024 remount order has not been received and we are cautious about adding more remounted ambulances to the fleet, without lived experience.

EWEMS recommends and is supported by the CAO and Treasurer, that Crestline Coach Ltd. be the Sole Source provider of Ambulances for the 2026 procurement period.

Financial Implications

The 2026 Draft Budget will incorporate the proposed purchase of the vehicles listed in the chart below. The total cost of this pre-budget request will be fully funded through the EMS Equipment and Vehicle Reserve

Name of Asset	Quoted Cost per Unit (not including HST)	# of Units	Total Cost
New Ambulances – Vortec 3500	$290,438	7	$2,033,066

Consultations

- Kelli Schmidt, Financial Analyst
- Justin Lammers, Chief, Essex Windsor EMS
- Melissa Ryan, Director, Financial Services/Treasurer

Sandra Zwiers, Chief Administrative Officer. Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☐ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☒ A Government Working for the People ☒ Promoting Transparency and Awareness	☒ Providing Reliable Infrastructure for Partners ☐ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council approve report number 2024-1016-EMS-R11-ZF, Essex Windsor EMS 2026 Pre-Budget Vehicle Procurement Approval to proceed with the order of seven (7) Crestline Coach Ltd. Type III ambulances with a total purchase price of $2,033,066.

Approvals

Respectfully Submitted,

Ziad Fatallah

Ziad Fatallah, Deputy Chief, Essex-Windsor Emergency Medical Services

Concurred With,

Justin Lammers

Justin Lammers, Chief, Essex-Windsor Emergency Medical Services

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
N/A	N/A

Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Jerry Behl, P.Eng.**
	Manager, Transportation Planning and Development
Date:	**Wednesday, November 6, 2024**
Subject:	**Intersection Safety Review-County Road 9 and Alma Street**
Report #:	**2024-1106-IPS-R26-JB**

Purpose

The purpose of this report is to provide information on a review of safety at the intersection of County Road 9 and Alma Street in the Town of Amherstburg.

Background

County Council directed Administration to look into the intersection of County Road 9 and Alma Street for safety improvements by Notice of Motion 316-2023.

"Whereas Amherstburg Town Council has voted at their October 10, 2023 meeting to direct Mayor Prue and/or Deputy Mayor Gibb to introduce a Notice of Motion to County Council requesting a Traffic Control Study at the intersection of County Rd 9 and Alma Road;

And whereas this intersection is owned by the County of Essex and is located within the Municipality of Amherstburg;

Now therefore, Essex County Council requests that County Administration conduct a Traffic Study for the said intersection"

County Road 9 (Howard Ave.) is a two-way one lane rural arterial with a posted speed limit of 80 km/h that runs north-south direction.

Alma Street is also a two -way one lane arterial with a posted speed limit of 80 km/h that runs east-west direction.

Jerry Behl, P.Eng., Manager, Transportation Planning and Development
Corporation of the County of Essex, 360 Fairview Ave. W., Essex, ON N8M 1Y6
Phone: 519-776-6441, ext. 1316; Email: jbehl@countyofessex.ca

The intersection of County Road 9 and Alma St. is a four-leg unsignalized intersection, with the eastbound and westbound approaches (Alma St.) being stop controlled. The subject intersection is shown in **Figure 1:**



Figure 1: Aerial image of County Road 9 and Alma Street Intersection

Discussion

Administration carried out a traffic operations and safety review of the intersection. The review included the following steps:

- A review of existing conditions
- Traffic data collection
- Site Observations
- Collision Data Review
- Intersection Performance
- Sight Line Analysis
- Consideration of Potential Geometric or Traffic Control Improvements

Administration concluded that:

The intersection of County Road 9 and Alma Street does not meet the technical warrants for a traffic signal or an all-way stop based purely on traffic counts, however the collision history and the near equal distribution of traffic justify the recommendation for some form of safety modification. The screening of County Road intersections indicates that this location has a high potential for safety improvement.

The report recommends the installation of a temporary traffic signal to be installed, and a feasibility study be carried out next spring to investigate the installation of a permanent traffic signal, roundabout or other geometric modification.

A copy of the report is attached as Appendix A.

Financial Implications

The design and installation of a temporary signal at the intersection are estimated to cost approximately $60,000. To help manage costs, the controller and cabinet from the County Road 42 and County Road 43 intersection will be repurposed for this project.

There is approximately $35,000 remaining in the 2024 road safety improvements budget. Administration recommends that the funding gap of $25,000 be funded from the Rate Stabilization reserve.

Consultations

County Administration has consulted Amherstburg Administration regarding proposed modifications to this intersection.

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse

☐ Scaling Sustainable Services through Innovation	☐ Being an Employer with Impact	☒ Providing Reliable Infrastructure for Partners
☒ Focusing "Team Essex County" for Results	☒ A Government Working for the People	☒ Supporting Dynamic and Thriving Communities Across the County
☐ Advocating for Essex County's Fair Share	☒ Promoting Transparency and Awareness	☐ Harmonizing Action for Growth
		☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council receive report number 2024-1106-IPS-R26-JB, Intersection Safety Review-County Road 9 and Alma Street as information;

That Council direct Administration to install a temporary traffic signal at the intersection of County Road 9 and Alma Street; and

That the projected funding gap of $25,000 be funded from the Rate Stabilization reserve.

Approvals

Respectfully Submitted,

Jerry Behl

Jerry Behl, P.Eng., Manager, Transportation Planning and Development

Concurred With,

Allan Botham

Allan Botham, P.Eng., Director, Infrastructure and Planning Services

Respectfully Submitted,

Jerry Behl

Jerry Behl, P.Eng., Manager, Transportation Planning and Development

Concurred With,

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	Title
A	Traffic Control Study on County Road 9 (Howard Ave) and Alma St. in Amherstburg – Internal Summary Report

September 26, 2024

Traffic Control Study on County Rd 9 (Howard Ave) and Alma St. in Amherstburg– Internal Summary Report

This report evaluates the intersection of County Road 9 (Howard Ave.) and Alma Street to determine whether a traffic signal or all-way stop control is warranted based on traffic counts, traffic patterns, and safety concerns. The intersection has been identified for review due to its collision history and the relatively even distribution of traffic between the major and minor streets.

• Study Area:

County Road 9 (Howard Ave.) is a two-way one lane rural arterial with a posted speed limit of 80 km/h that runs north-south direction.
Alma Street is also a two -way one lane arterial with a posted speed limit of 80 km/h that runs east-west direction.
The intersection of County Road 9 and Alma St. is a four-leg unsignalized intersection, with the eastbound and westbound approaches (Alma St.) being stop controlled. The subject intersection is shown in **Figure 1**:



Figure 1: Aerial image of County Road 9 and Alma St. Intersection

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• Traffic Operations:

For the subject intersection, traffic data was collected on 11 September 2024. The peak hours at this intersection occur from 07:15 to 08:15 in the morning, and from 11:15 to 12:15 in the afternoon, and from 15:45 to 16:45 in the evening, with total entering volumes of 474, 333 and 585 respectively. No pedestrians were recorded at the intersection during the 8-hour count.

Operational performance of the intersection was reviewed using Synchro/Simtraffic software. The results are summarized in **Table 1**, indicated that all movements operate well with LOS B for eastbound and westbound approaches and LOS A for northbound and southbound approaches.

Table 1: Intersection operations at County Road 9 and Alma St.

		AM Peak Hour (07:15-08:15)			
Movement		Approach Delay (sec)	V/C	Queue (m)	LOS
EB	**L/T/R**	12.5	0.20	6	B
WB	**L/T/R**	11.9	0.15	4	B
NB	**L/T/R**	0.6	0.01	1.4	A
SB	**L/T/R**	1.4	0.01	0.6	A

		Mid-day Peak Hour (11:15-12:15)			
Movement		**Approach Delay (sec)**	**V/C**	**Queue (m)**	**LOS**
EB	**L/T/R**	11	0.13	3.6	B
WB	**L/T/R**	10.7	0.10	2.6	B
NB	**L/T/R**	0.6	0.00	0.1	A
SB	**L/T/R**	0.7	0.01	0.7	A

		PM Peak Hour (15:45-16:45)			
Movement		**Approach Delay (sec)**	**V/C**	**Queue (m)**	**LOS**
EB	**L/T/R**	13.8	0.25	13.8	B
WB	**L/T/R**	13.2	0.26	13.2	B
NB	**L/T/R**	0.7	0.01	0.7	A
SB	**L/T/R**	0.6	0.01	0.6	A

• Traffic Control Warrants:

All-way stops and signal control warrants were reviewed based on Ontario Traffic Manual (OTM) Book 5 – Regulatory Signs and Book 12 – Traffic Signals.

All-Way Stop Minimum Volume Warrant for Rural Arterial Roads

- The total vehicle volume on all intersection approaches exceeds 375 vehicles per hour for each of the highest 8 hours of the day;
- The combined vehicle and pedestrian volume on the minor street exceed 150 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours as the total volume;
- The volume split does not exceed 70/30 (that is the minor street must not be less than 30% of the total volume entering the intersection).

The warrant analysis results (**Table 2**) indicate that all-way stop volumes are not met at this intersection. However, it is noted that traffic percentage on minor street (Alma St) during peak hours are almost same as on the major street (County Road 9).

Table 2: All-way stop warrant results (rural arterial).

Hour Ending	Total Volume	% met	Major Road Volume	Minor Road Volume	% met	Split	≤ 70/30
8:00 AM	456	100%	283	173	100%	62/38	yes
9:00 AM	365	97%	202	163	100%	55/45	yes
12:00 PM	327	87%	183	144	96%	56/44	yes
1:00 PM	296	79%	160	136	91%	54/46	yes
3:00 PM	407	100%	237	170	100%	58/42	yes
4:00 PM	506	100%	281	225	100%	56/44	yes
5:00 PM	550	100%	298	252	100%	54/46	yes
6:00 PM	514	100%	306	208	100%	60/40	yes

• Signal Warrant Analysis

The traffic signal justification analysis was undertaken for this intersection with one lane and a free flow condition. The results **(Figure 2)** show that signal justifications based on traffic volumes are not satisfied and therefore, signals are not warranted at this intersection.

Justification		Compliance	Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A Total Volume	86 %	☐	☑
	B Crossing Volume	100 %		
2. Delay to Cross Traffic	A Main Road	51 %	☐	☑
	B Crossing Road	100 %		
3. Combination	A Justificaton 1	86 %	☐	☑
	B Justification 2	51 %		
4. 4-Hr Volume		30 %	☐	☑
5. Collision Experience		33 %	☐	☑
6. Pedestrians	A Volume	Justification not met	☐	☑
	B Delay	Justification not met		

Figure 2: Justification 1 Minimum vehicle volumes

• Collisions Review

The historical (2014-2023) collision data shows overall, 22 collisions had occurred on County Road 9 and Alma Street intersection. **Figure 3** summarizes collisions by severity and impact type at the subject intersection. There was one fatal collision at this intersection in 2017. **Figure 4** shows collisions occurred by time of day, almost 41% of collisions occurred between 3:00 and 7:00 PM.

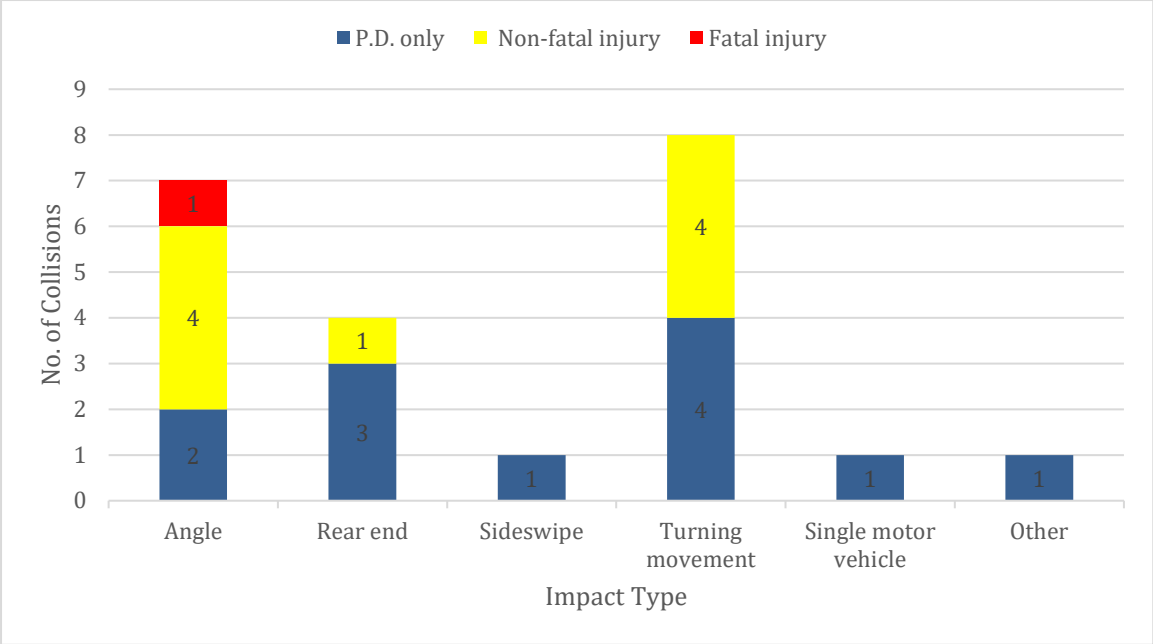


Figure 3: Collisions by impact type and severity

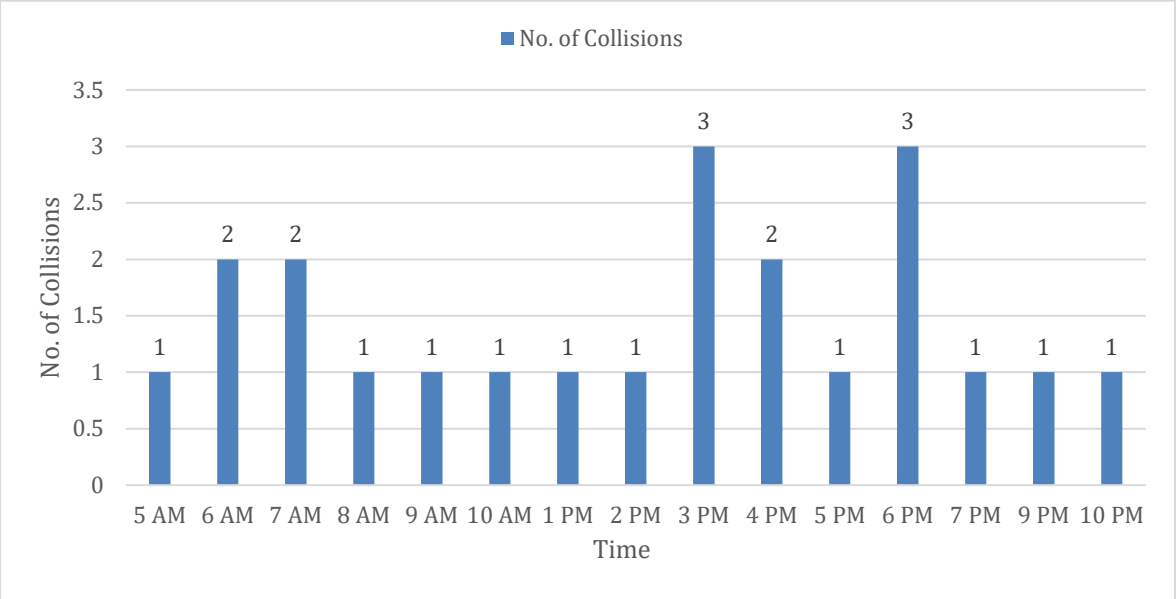


Figure 4: Collisions by time of day

- ## Recommendations:

Despite not meeting the numerical thresholds for either a traffic signal or an all-way stop based on traffic volumes alone, the following recommendation

is made given the high priority of this intersection on the County's list for potential improvements;

- **Temporary Traffic Signals:** Implement temporary traffic signals at the intersection to manage traffic flow and enhance safety until a comprehensive evaluation can be performed.
- **Geometric Improvements Investigation:** In addition to evaluating the current conditions, we recommend exploring geometric improvements, including the potential for a roundabout. A roundabout could provide an effective solution for managing traffic at this intersection by improving flow, reducing delays, and enhancing safety for all road users.

Conclusion

In conclusion, while the intersection of County Road 9 and Alma Street does not meet the traditional warrants for a traffic signal or an all-way stop based purely on traffic counts, the safety implications due to collision history and the equal distribution of traffic justify the recommendation for temporary signals with the aims to improve traffic conditions and safety, while further investigations will help inform potential long-term solutions.

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Administrative Report

To:	**Warden MacDonald and Members of Essex County Council**
From:	**Ziad Fatallah**
	Deputy Chief, Essex-Windsor Emergency Medical Services
Date:	**Wednesday, November 6, 2024**
Subject:	**EMS Fleet Vehicle Repair and Maintenance RFP Results**
Report #:	**2024-1106-EMS-R12-ZF**

Purpose

This report aims to provide Essex County Council with information and seek approval to enter into a two (2) year contract, with an option to extend for an additional two (2) years, with MSJ Automotive Services Ltd as the primary vehicle repairs and maintenance service provider, and Reaume Chevrolet as the secondary service provider for the Essex Windsor EMS.

Background

Essex Windsor EMS operates a fleet that includes 41 Ambulances, 9 Emergency Response Vehicles (ERVs), 3 District Chief pickup trucks, and several Support and Administrative vehicles. This fleet is critical for delivering timely and effective emergency medical services across the region. Proper maintenance of these vehicles is essential to ensure operational efficiency and minimize service disruptions. Therefore, it is imperative to collaborate with a reliable service provider that will ensure vehicles are maintained as per the manufacturer's standards and kept in optimal condition, thereby ensuring reliability, safety, and capability of sustaining operational services.

Essex Windsor EMS has historically utilized MSJ Automotive Services Ltd as a primary service provider and Reaume Chevrolet Buick GMC as a secondary service provider for vehicle repair and maintenance services, operating without a formal contract. Essex Windsor EMS issued a Request for Proposal (RFP) to identify potential new service providers and ensure the service operates under contract with the successful proponent. This RFP process

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aims to secure providers capable of delivering routine maintenance, emergency repairs, and preventive care for the fleet.

Due to the non-exclusivity within the contract, a secondary service provider would also be established to ensure that Essex Windsor EMS has the flexibility to utilize an additional provider when necessary. This approach offers several benefits, including reducing potential delays in repairs, ensuring continued availability of service during peak times, and providing alternative options for specialized maintenance tasks, ultimately enhancing the reliability and efficiency of fleet operations.

Discussion

Essex Windsor EMS and the County's Procurement office developed and posted the RFP.

The RFP Process

Event	Date
RFP Posted	June 5, 2024
RFP Closed	July 25, 2024
Evaluation Period	July 25 - August 15, 2024
Consensus	August 19, 2024

The County's RFP had two (2) registered plan takers and received two (2) submissions.

Step 1 Technical Evaluation

Proponents were required to submit their corporate profiles and policies, demonstrating their understanding of the scope of work and outlining their approach to delivering the services specified in the RFP. Additionally, they were asked to present service level objectives and service metrics, along with warranties and guarantees for workmanship. Proponents also needed to identify their key personnel and their relevant certifications. Lastly, they were required to provide references from previous engagements.

Step 2 Financial Evaluation

Both proponent's proposals achieved the minimum technical score or greater and proceeded to the financial evaluation.

The proposal with the lowest total cost of the contract received 30 points toward its financial scores. The total cost of the contact of the second proponent was prorated against the lowest total cost of the contact, i.e., (lowest total cost of contact/const of contact) x weighted value.

MSJ Automotive Services Ltd. received the highest cumulative score (technical and financial) and was identified as the primary provider. Reaume Chevrolet ranked second and therefore was identified as the secondary provider.

Financial Implications

The value of the two (2) year contract with the preferred proponent, MSJ Automotive Services Ltd is $1,048,680 plus HST. The total value of the potential four (4) year contract is $2,162,230 plus HST as detailed in the chart below. The competitive procurement approach has not only improved contract award transparency and accountability but it has also had the effect of standardizing pricing resulting in anticipated annual cost savings.

The funding for these services adheres to the standard EMS funding model, with approximately 25% covered by the County, around 25% shared between the City and the Township of Pelee, and the remaining 50% provided by the Province.

Name of Service Provider	Term	Total Cost
MSJ Automotive Services Ltd.	Year one	$516,602
MSJ Automotive Services Ltd.	Year Two	$532, 078
MSJ Automotive Services Ltd.	Year Three (Optional)	$548,542
MSJ Automotive Services Ltd.	Year Four (Optional)	$565,008

Consultations

Kelli Schmidt, Financial Analyst

Justin Lammers, Chief, Essex Windsor EMS

Strategic Plan Alignment

Working as Team Essex County	Growing as Leaders in Public Service Excellence	Building a Regional Powerhouse
☐ Scaling Sustainable Services through Innovation ☐ Focusing "Team Essex County" for Results ☐ Advocating for Essex County's Fair Share	☐ Being an Employer with Impact ☒ A Government Working for the People ☒ Promoting Transparency and Awareness	☒ Providing Reliable Infrastructure for Partners ☐ Supporting Dynamic and Thriving Communities Across the County ☐ Harmonizing Action for Growth ☐ Advancing Truth and Reconciliation

Recommendation

That Essex County Council approve report number 2024-1106-R12-EMS-ZF, EMS Fleet Vehicle Maintenance and Repair RFP Results, and authorize entering into a contract with MSJ Automotive Services as the primary service provider and Reaume Chevrolet Buick GMC as the secondary service provide.

Approvals

Respectfully Submitted,

Ziad Fatallah

Ziad Fatallah, Deputy Chief, Essex-Windsor Emergency Medical Services

Concurred With,

Justin Lammers

Justin Lammers, Chief, Essex-Windsor Emergency Medical Services

Respectfully Submitted,

Ziad Fatallah

Ziad Fatallah, Deputy Chief, Essex-Windsor Emergency Medical Services

Concurred With

Sandra Zwiers

Sandra Zwiers, MAcc, CPA, CA, Chief Administrative Officer

Appendix	**Title**
N/A	N/A

The Corporation of the County of Essex

By-Law Number 2024-45

A By-law to Adopt an Official Plan for the Corporation of the County of Essex.

Whereas the Council of the Corporation of the County of Essex considers it desirable to adopt a new comprehensive Official Plan for the County of Essex;

And whereas the Council of the Corporation of the County of Essex deems it advisable to repeal By-law Number 02-2014 of the County of Essex, adopting the previous Official Plan of the County of Essex on February 19, 2014;

And whereas the County of Essex is subject to the provisions of the *Planning Act*, Chapter P. 13, R.S.O. 1990, as amended (the "***Planning Act***") of the Province of Ontario, and, is specifically subject to the provisions of Section 17 of the said *Planning Act*;

Now therefore the Council of the Corporation of the County of Essex, hereby enacts as follows:

1) **That** the County of Essex Official Plan, consisting of the text and map Schedules attached hereto, be and is hereby adopted;

2) **That** the Clerk of the Corporation of the County of Essex is hereby authorized to make application to the Minister of Municipal Affairs and Housing for the approval of the County of Essex Official Plan;

3) **That** By-law Number 02-2014 be and is hereby repealed;

4) **That** this By-law 2024-45 shall and does take precedence over any by-law deemed to be inconsistent herewith; and

5) **That** this By-law 2024-45 be given three readings, and shall come into force and take effect after the final passing.

Read a first, second and third time and Finally Passed this Sixth day of November, 2024.

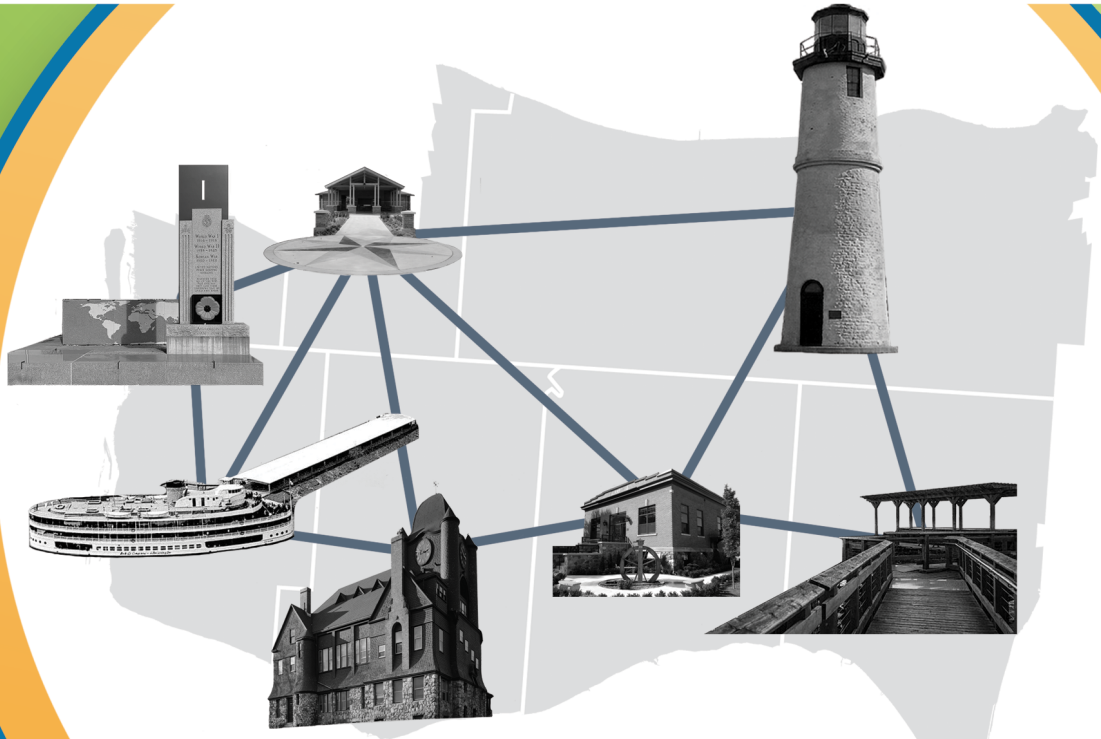
Hilda MacDonald, Warden

Katherine J. Hebert, Clerk

Clerk's Certificate

I, Katherine J. Hebert, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy, of **By-law Number 2024-45** passed by the Council of the said Corporation on this **Sixth day of November, 2024.**

Katherine J. Hebert, Clerk
Corporation of the County of Essex



OFFICIAL PLAN

County of Essex

TOWN OF AMHERSTBURG
TOWN OF ESSEX
TOWN OF KINGSVILLE
MUNICIPALITY OF LAKESHORE
TOWN OF LASALLE
MUNICIPALITY OF LEAMINGTON
TOWN OF TECUMSEH

October 2024

LAND ACKNOWLEDGEMENT

We acknowledge the land on which the County of Essex is located is the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibway, Odawa and Potawatomie Peoples.

We specifically recognize Caldwell First Nation and other First Nations which have provided significant historical and contemporary contributions to this region.

We also value the contributions of all Original Peoples of Turtle Island, who have been living and working on this land from time immemorial.

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CHAPTER 1



INTRODUCTION

1.0 Introduction

The County of Essex Official Plan establishes how and where growth and development will occur across the seven Local Municipalities that comprise the County. This is a Plan for the next thirty years during which the County will experience greater growth – more people, more housing, more jobs – than has historically been experienced. With this growth comes the opportunity to build and foster healthy, strong, vibrant communities. This Plan establishes policy direction that promotes the development of complete communities that provide housing for people of all ages and abilities, and communities that are connected, with access to valuable services, jobs and public spaces.

At the same time, the County is committed to being a wise and strong steward of the land. This means supporting agriculture and farmers, protecting natural heritage systems and the environment, and planning for a changing climate. Stewardship of the land is in partnership with Local Municipalities, with Indigenous communities, with adjacent communities, and with the citizens of Essex County.

The past two iterations of the County Official Plan have assisted in setting the framework for this new Plan. The first Official Plan was approved in 2005 and set the policy foundation for the urban and agricultural environments and natural systems. In 2014, the County Official Plan was updated to more fully address the approach to growth, to advance agricultural and natural heritage priorities, and to support healthy communities. Building on this legacy, the County is focusing on integrated growth management, planning for infrastructure and financial resilience, while addressing key challenges such as climate change and housing affordability.

The County Official Plan is a broad policy document that is implemented through local municipal official plans and amendments, zoning bylaws, and subdivision approvals, together with long-term transportation and infrastructure master plans, environmental studies, watershed management plans, energy and climate resiliency plans, financial plans and programs, capital budgets, economic development initiatives, and human services plans. The overall health, well-being and prosperity of people living in this region of Ontario will be impacted and shaped by the goals and policies that are contained within the County Official Plan.

1.A – PURPOSE OF THE OFFICIAL PLAN

1.A.1. The purpose of the Official Plan is to:

a) Plan for growth in the County of Essex for housing and jobs;

b) Reinforce the importance of agriculture in the County of Essex;

c) Commit to the importance of cooperative working relationships to implement growth in the County of Essex and the broader Windsor Essex Region;

d) Commit to protection of resources and the natural heritage system;

e) Plan for a sufficient supply and mix of housing types and densities that integrate housing that is affordable; and,

f) Integrate climate change measures in planning policies.

1.A.2. It will guide and provide direction to landowners, business owners, developers/homebuilders, and the community at large on matters such as:

a) the location and extent of urban (settlement area) boundaries, and how communities are designed, serviced and built (and new lots are created);

b) population, employment and housing projections – and corresponding land resources needed to meet these projections;

c) how growth is managed for fiscal and environmental sustainability;

d) housing affordability and residential intensification;

e) land uses and activities that are to be encouraged and supported in urban and rural areas;

f) agricultural land and natural heritage protection and enhancement;

g) how people and property are protected from flooding and other hazards;

h) climate change mitigation and adaptation;

i) cultural heritage and archeological resource conservation;

j) transportation and mobility for all types of vehicles and users;

k) other policy matters and implementation tools as required to responsibly address *Planning Act* and Provincial Policy and/or Planning Statement (PPS) requirements.

1.B – BASIS OF THE OFFICIAL PLAN

1.B.1. This Official Plan constitutes the Official Plan (the Plan) for the County of Essex, prepared and enacted under the authority of the provisions of the *Planning Act*, R.S.O. 1990, c. P.13. This Plan contains goals and policies established primarily to manage and direct physical change and the effects on the social, economic, agricultural, and natural environment of the County.

1.B.2. This Official Plan replaces the previous Official Plans for the County of Essex.

1.B.3. This Official Plan has been developed based on the following:

a) Phase 1 Reports to the new Official Plan (Background to the Official Plan; Growth Forecasts);
b) *Planning Act* requirements to address matters of Provincial Interest;
c) Provincial Planning Statement (2024);
d) Background Studies and Plans such as the Regional Energy Plan, Active Transportation Plan, Asset Management Plan, and more;
e) Phase 2 Reports to the new Official Plan (Growth Management Analysis Report and Policy Directions Report); and,
f) Input and feedback from County Council, members of the public, local municipal partners, Indigenous communities, and community-based organizations.

1.B.4. Where a specified planning horizon is required, this Plan uses the year 2051. However, in all planning decisions, it must be considered that land-use decisions may have an impact on the County beyond this 30-year horizon. The policies of this Plan are intended to be achieved within the horizon of this Plan. However, this Plan does not limit the planning for infrastructure and public service facilities beyond the horizon of the Plan.

1.B.5. This Plan applies to all lands within the County of Essex.

1.C – PROVINCIAL LEGISLATION AND POLICIES

1.C.1. The *Planning Act* directs that decisions must have regard for the matters of Provincial Interest identified in Section 2 of the Act. This Official Plan has been prepared to implement the matters of Provincial Interest.

1.C.2. The Official Plan is designed to be consistent with the Provincial Planning Statement, 2024. Provincial interests and policies have been supported and integrated throughout the Plan.

1.C.3. This Plan is a legal document. The *Planning Act* requires that all County and local public works projects, local Official Plans, amendments, land-use related by-laws, and all future development must conform to the approved Plan.

1.C.4. From time to time, Guidelines related to matters of Provincial Interest shall be provided by the Province. The County and Local Municipalities shall conform with Provincial Guidelines in the decision-making process.

1.D – LOCAL MUNICIPAL PARTNERS

1.D.1. The local Official Plan represents one of the most important tools for implementing this Plan. Accordingly, local Official Plans shall be prepared

and/or updated to conform to this Plan within one year of the approval of this Plan.

1.D.2. Local Municipalities shall update their Official Plans to bring them into conformity with this Plan, the *Planning Act*, Provincial Planning Statements, and any other applicable provincial policy, legislation, and plans.

1.D.3. Local Municipalities shall ensure that local Official Plan policies consider relevant Provincial guidelines and standards.

1.D.4. The scope and content of respective local Official Plans may differ in recognition of the unique circumstances within each municipality. Local Official Plans and Official Plan amendments may contain policies that are more restrictive than the policies in this Plan, but may not be more permissive than the policies established in this Plan or Provincial policy.

1.E – RELATIONSHIP WITH LOCAL MUNICIPAL PARTNERS

1.E.1. The County is committed to working in partnership with Local Municipalities to deliver the objectives of the Plan and to engage a variety of stakeholders through local municipal planning initiatives.

1.E.2. The County shall, in conjunction with its Local Municipalities, establish and maintain a formal protocol for on-going liaison on matters of mutual interest and concern.

1.E.3. The County will work in a comprehensive, timely and equitable manner to achieve on-going co-operation and resolution of inter-municipal issues including, but not limited to the following:

a) Growth management.
b) Transportation and physical service coordination.
c) Natural heritage conservation and watershed management.
d) Economic development.
e) Public transit.
f) Active transportation.
g) Emergency management coordination.
h) Cultural heritage resources.
i) Co-ordination of overall planning activities.

1.F – ADJACENT MUNICIPALITIES

1.F.1. The County of Essex is bordered by the City of Windsor to the northwest, the Detroit River to the west, the Municipality of Chatham-Kent to the east, Lake St. Clair to the north and Lake Erie and Pelee Island to the south. The County

recognizes the need to manage growth to contribute to the long-term health and prosperity of the region. In addition, Indigenous communities are rights holders and Point Pelee National Park is a key stakeholders and partner to the County of Essex.

1.F.2. County Council shall, and Local Municipalities will, consult with abutting municipalities and First Nations on matters of mutual interest and concern. There is an established history of service sharing between adjacent municipalities. The provision of these core services was facilitated through legal agreements and made possible in many instances through considerable senior level government assistance. There is an ongoing need to establish equitable funding strategies, coordinated planning and engineering, and plans of action to foster effective and efficient growth and settlement.

1.F.3. The County encourages Local Municipalities to co-operate with and invite affected adjacent municipalities to participate in Municipal Class Environmental Assessments for municipal infrastructure projects including roads, water and wastewater projects. The County also encourages its Local Municipalities to participate in the preparation of Municipal Class Environmental Assessments within adjacent municipalities when the Local Municipalities are identified through the consultation requirements of the Environmental Assessment as potentially being affected by the subject undertaking.

1.F.4. The County will, in conjunction with Local Municipalities, Indigenous communities, Point Pelee National Park, and municipalities in the area including the City of Detroit, promote an effective and efficient system of infrastructure through the support and participation of regional, Provincial and international infrastructure planning.

1.G – ORGANIZATION OF THE PLAN

1.G.1. The structure of the Plan includes twelve Chapters, a Glossary of Terms, schedules and appendices. Interpretation of this Plan is guided by the policies in Chapter 12 – Implementation.

1.G.2. The Introduction Chapter identifies the County's planning context, provides the pillar directives upon which the Plan is based, the legislative basis for the Plan, the importance of relationships with municipal partners in implementing the Plan, and an outline of the Plan's structure and organization.

1.G.3. The Successful County Chapter outlines the key goals and priorities for this Plan and what the County will work toward.

1.G.4. The County Structure Chapter outlines the key defining natural and agricultural landscape, built communities, and infrastructure that define the County.

1.G.5. The Growth and Settlement Areas Chapter identifies how and where growth and development are to occur within the County. This chapter identifies population and employment forecasts, land needs and the distribution of forecasted growth, as well as the County's growth strategy. This chapter contains general policies that support residential intensification, redevelopment, and other enhancements to the supply of housing to address affordability. This chapter also identifies how the County will plan for and support job growth.

1.G.6. Agricultural policies within the Agriculture and Aggregate Resources Chapter direct the protection and enhancement of the County's vital agri-food sector. Policies in this chapter also protect mineral aggregate resources and petroleum resources from incompatible land uses and provide for extraction while minimizing environmental and social impacts.

1.G.7. The Community Development Chapter focuses on elevating the livability of the County's communities and introduces policies related to creating vibrant urban and rural places. Urban design policies assist the County in achieving a high-quality built environment through the design of the built form and mobility networks. Healthy community policies support the development of healthy, vibrant, active and safe communities. Cultural and archaeological heritage are also addressed in this chapter with policies directing for conservation of cultural heritage resources and early screening for significant archaeological resources as part of *Planning Act* applications.

1.G.8. The Natural Heritage and Water Resources Chapter outlines the policy framework that will enhance the sustainability and resilience of the County's natural environment. Policies for the integrated natural environment system and watershed planning provide for the protection of environmental features and ecological functions from adverse impacts.

1.G.9. The Natural and Human Made Hazards Chapter addresses natural and human made hazards through a policy framework that supports the health and public safety of people and the environment – both natural and built.

1.G.10. The Infrastructure Chapter addresses the County's infrastructure for existing and future needs. Policies direct for integrated planning and development and to support forecasted population and employment growth, financial sustainability and climate change resiliency.

1.G.11. The policies of the Energy, Air Quality, and Climate Change chapter support implementation of the County's Regional Energy Plan and give direction for climate change mitigation, resiliency and adaptation, although climate change is also addressed throughout the Plan.

1.G.12. Policies in the Transportation Chapter prioritize investments in complete streets, active transportation, context sensitive design, transit, and goods movement. A key focus is implementing the County Wide Active Transportation System and integrating this Active Transportation system with networks being built and maintained by Local Municipalities, adjacent communities and provincial and regional agencies.

1.G.13. The Implementation Chapter provides implementation policies that identify how the Plan is intended to be carried out to achieve the key directives, and focuses on identifying interpretation of the Plan, monitoring, coordination of roles, complete applications, implementation tools, transition, as well as consultation policies.

CHAPTER 2



SUCCESSFUL COUNTY

2.0 Successful County

The County of Essex is planning for the County's future to the year 2051. This Plan provides policy direction that considers growth for housing and jobs, greater support for agriculture, adapting to a changing climate, and planning for how residents will access services, jobs, schools, and parks – all elements of complete communities. The new Official Plan is being created with the Local Municipalities: Amherstburg; Essex; Kingsville; LaSalle; Lakeshore; Leamington; and Tecumseh and with Indigenous communities.

County residents want to live in vibrant places with economic opportunities and town/village centres nearby that are safe, walkable, bikeable, and filled with a wide range of activities and services. They also want to live in places that have good schools, libraries, museums, recreational facilities and green spaces that they can enjoy year-round.

Essex County is fortunate to have many of these attributes, that make it a highly desirable place to live, work, and visit. It also has land and water resources and climatic conditions that can support strong and vibrant agricultural and tourism sectors.

To guide growth and incorporate the priorities of the County, the partner municipalities, and the broader community, the following set of principles have been developed to support A Successful County of Essex and are foundation elements for the goals and policies contained within this plan. These principles are key to achieving a Successful County.

PRINCIPLES

Principle 1: Economic Resilience

Growing Essex County includes planning for economic growth and job creation. The County of Essex has a diverse economy that includes traditional employment such as manufacturing, commercial and institutional growth, and growth in the agricultural economy.

Principle 2: Housing Supply, Housing Choice and Housing Affordability

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

Principle 3: Agricultural Sustainability

Agriculture is an integral component of the economy of the County and is the majority of the land base in the County. The agricultural landscape is a defining feature of the County. Sustaining the agricultural land base and growing the agricultural economy are priorities within the Official Plan. Included in the agricultural economy is ensuring appropriate housing for agricultural workers.

Principle 4: Commitment to Reconciliation

The County of Essex is committed to Reconciliation with Indigenous communities. Meaningful and early engagement, consultation, and shared priorities for growth and land stewardship is an important principle for the County's future.

Principle 5: Environmental Stewardship

Environmental stewardship of natural areas and protection of both natural features and linkages between them is a priority for the County of Essex. Natural areas are a valued part of the County of Essex – the landscape, the history of the County, and the beauty of nature. The County's southerly location and moderate climate result in a unique and diverse ecosystem that is part of the Carolinian Zone. Natural areas support the biodiversity within the County, which includes many rare floral and faunal species, and contribute to the overall attractiveness and quality of life in the County.

Principle 6: Climate Resilience

The County is committed to adapting to the context of our changing climate and to take meaningful actions to transition to renewable energy sources and transit-supportive land uses and built forms. Incorporating actions to protect people and property from extreme weather, higher temperatures, increased flooding, and invasive species, and more, is one key set of actions to positioning the County of Essex for a continued strong future.

Principle 7: Sustainable Transportation

Moving people and goods contributes to quality of life and economic sustainability. The transportation network available to Essex County residents will contribute to healthy, vibrant communities – neighbourhoods and business areas – in a context sensitive manner to the community. Sustainable transportation aligned with built forms that support and facilitate safe and convenient active transportation and transit will be an integral part of County and local transportation networks.

Principle 8: Growing in Partnership

Growth in the County of Essex is a shared partnership with Local Municipal partners. Local municipal partners are integral to planning for healthy sustainable communities and implementing growth in a manner that is reflective of the local community priorities.

Growing in Partnership includes a strong relationship with the City of Windsor to support a focused broader region of Windsor and the County of Essex.

Principle 9: Healthy Sustainable Communities

Planning for growth must include a focus on ensuring communities are built that achieve the integrated goals of housing affordability, job creation, public service facilities such as parks, schools, active transportation and transit. The County is committed to taking actions and making community investments that promote and facilitate healthy active lifestyles county-wide.

Principle 10: Investing in Infrastructure

Healthy sustainable communities require infrastructure investment by the County and its municipal partners. Infrastructure includes water, wastewater, transit, roads, trails, parks, and more. Ensuring infrastructure will be provided to areas where growth will occur is integral to building healthy sustainable communities.

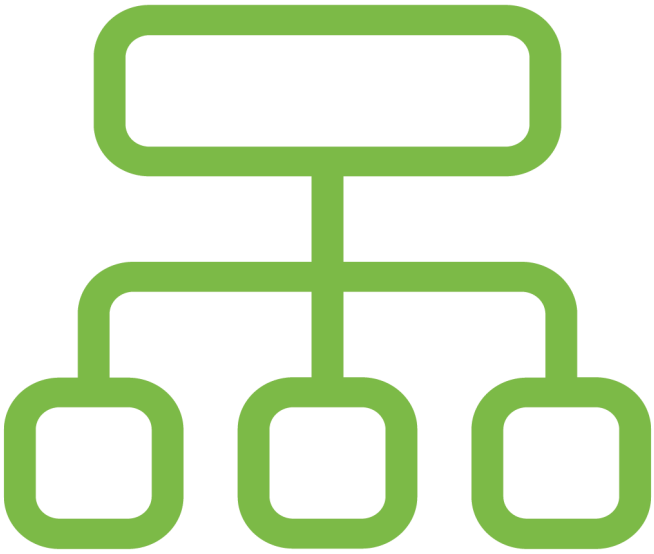
Principle 11: A Connected Essex

The County of Essex is connected to the broader economic Region, which includes the City of Windsor, the City of Detroit, the Municipality of Chatham-Kent, Pelee Island, and the broader southwestern Ontario economy. Growth in the County will sustain and enhance these broader community connections.

Principle 12: Engaging Citizens and Stakeholders

The County is committed to engaging citizens and stakeholders in planning for future growth in the County. Engagement will be undertaken utilizing traditional media, digital and social media, in-person and virtual meetings, and other forms of communication to meaningfully engage with residents of all ages and abilities.

CHAPTER 3



COUNTY STRUCTURE

3.0 County Structure

Essex County has many strengths, including its agricultural land base, diversified advanced manufacturing industry, thriving communities, and its history of growing as a larger County while protecting ecologically significant natural heritage areas. Essex County is committed to building on these strengths including: focusing on supporting responsible growth of housing and jobs; fostering partnerships with Local Municipalities in the County, the Municipality of Chatham-Kent, and the City of Windsor; sustained stewardship of the agricultural land base and support for the farmers who steward the land; protection of the natural environment; a focus on climate resilience; and building even greater communities that meet the needs of present and future generations of County residents. The County is further committed to reconciliation with Indigenous communities.

ONE LAND, ONE CLIMATE

The structure of Essex County and its success for the future begins with the land. Essex County is a peninsula at the southwestern tip of the Province of Ontario. Surrounded by major bodies of water (Lake Erie – one of the Great Lakes; the Detroit River; and Lake St. Clair) – Essex County is a compact geographical region with abundant natural resources. These natural resources include ecologically significant wetlands, forests, and prairie grasslands, the most southern national park in Canada (Point Pelee) and more than 100 kilometres of lakefront shoreline and riverine areas.

The County is also home to some of the best agricultural land in Ontario and Canada, including prime agricultural land and specialty crop lands – lands that grow tender fruit and grapes, vegetables and greenhouse products. Coupled with the agricultural land base is the commitment to continued investment in agriculture, including supporting infrastructure such as drains, new crops, electricity, and ongoing stewardship of the land base. All of these elements make the agricultural land in Essex County an integral part of the community's future – the agricultural landscape, the diversified agricultural economy, agri-tourism, and the production of food and crops.

The County's land is strongly intertwined with the unique climate of Essex County. Essex County, located at the same latitude as northern California, experiences a warmer climate due to its southerly location within Canada and the moderating effects of the Great Lakes. These unique climatic conditions result in a longer growing season, which contributes to agricultural diversity and a strong agricultural economy. Essex County has distinct agricultural communities which add economic vitality, employment opportunities and tourism-related facilities that are attractive to residents and visitors.

Climate, however, is changing and the County is facing greater challenges with increased and more intense rain, heat, pests and more. County Council adopted a Climate Change

Emergency Declaration on November 20, 2019, and, more recently, adopted the Regional Energy Plan for Essex County. The Regional Energy Plan is a multi-pronged plan for addressing climate change through investment in infrastructure, investing in the green economy, decarbonization, and supporting residents in transitioning their homes and daily lives to responsibly prepare for climate change.

Land and climate are the foundation of the County of Essex. Stewardship and initiatives to support the long-term viability of the land while addressing climate change are the foundations of a Successful County, the County's municipal partners, and the County Official Plan.

ONE FUTURE

Essex County's future includes population growth, at a faster rate than the County and its municipalities have historically experienced. Managing growth in a faster paced future is a key priority for the County, to ensure that the land and climate that are foundational to the County are at the forefront of decisions.

Essex County's future will focus on fostering strong, thriving communities with a diversity of attractive features – walkable and complete communities, a variety of housing choices, key services that matter to residents such as schools, parks, health care, recreation, access to jobs, and access to nature. Building great communities includes welcoming people that choose to make the County their home, welcoming those that choose to invest in creating jobs, and those who want to work and thrive in the County. Building great communities must include addressing housing affordability – through wise choices in density, wise choices to support a broader range of housing choices and supporting the most vulnerable populations of the County.

Essex County's future must include a continued focus on connecting communities. Connected communities support greater access to jobs and employment, ensure a thriving economy and a healthy environment, and provide connections for people of all ages and abilities – to live, work, play, and thrive. The County is committed to active transportation, providing connectivity within and between communities through multi-use trails, as well as on-road active transportation facilities. The County's future includes expanding transit and shaping growth county-wide in a way that supports transit while new transit solutions are advanced at both the local and county level.

Connecting Essex County to its neighbours and beyond must be a focus for a successful County. This includes the border crossings in the City of Windsor to the United States of America, the interprovincial and inter-regional highway system, and marine crossings.

Essex County's economy is strongly committed to agriculture. Supporting farmers and growers and supporting agri-tourism and recognizing the strongest greenhouse cluster in Canada are key to the County's future economy. Innovation in agriculture and growing the sustainable agricultural economy supports the long-term agricultural future for the

land base in the County. Agri-tourism and agricultural businesses are a key component of the future thriving agricultural economy.

At the same time, transformation in the County's economy will continue at an accelerated rate – growing new sectors of the economy, diversifying employment opportunities, supporting advanced manufacturing and logistics, ensuring services are available for businesses and residents, and providing lands and jobs to support the growing population. The highly skilled workforce that is found among County residents is very important to the County's future economy. This means identifying, supporting and servicing Regional and local employment areas situated at strategic locations, and working to ensure there is sufficient supply of shovel ready lands for on-going employment opportunities. Thriving communities that attract workers to the County are key to supporting economic growth and creating a broad range of new employment opportunities.

TOGETHER

Sustaining strong and resilient partnerships are the foundation of the County's future. Partnerships support shared responsibilities for reconciliation, for growth, for jobs, for housing, for climate resilience, and for natural heritage and agricultural land protection. Partnerships include the relationship with Indigenous communities, as well as the City of Windsor and the opportunities that Windsor's location and planned growth provide for the County including Regional services such as the new Windsor-Essex Regional Hospital, the Windsor International Airport, St. Clair College and the University of Windsor.

Essex County has a long history of successfully fostering strong collaboration and partnerships – with partner municipalities, with the City of Windsor and the Municipality of Chatham-Kent, with the Township of Pelee, with Indigenous communities, with Invest-Windsor Essex, with Tourism Windsor Essex Pelee Island, with local Conservation Authorities, with anchor institutions in health care and education, and with employers. These partnerships will remain foundational to the County's future success.

ONE LAND, ONE CLIMATE, ONE FUTURE, TOGETHER

The County of Essex Structure is founded in major elements that shape the County's future and shared vision for the future. These structuring elements are:

1. Settlement Areas – these are urban areas for growth in jobs and housing; for the provision of desired resident services and institutions such as schools, parks and community facilities that make places desirable. Primary Settlement Areas are planned to accommodate the majority of growth.
2. Regionally Significant Employment Areas – these are areas of regional significance for growth in jobs with a priority on creating shovel ready employment land.

3. Agriculture – these are areas of local food production where innovation in sustainable agriculture and a growing agri-tourism market underpinned by local wineries is growing the economy.

4. Natural Heritage – The natural ecosystems in Essex County are unique in Canada. The southern location and mild climate has provided growing conditions for a diverse Carolinian and prairie ecosystem. Stewardship of the land is a key commitment for the County. Natural areas support the daily, weekly, monthly and yearly lives of residents – providing access to nature, climate resilience, and addressing emerging issues such as heat and new pests.

5. Transportation Corridors – transportation corridors provide key opportunities for the movement of people and goods. Transportation corridors provide the connection to international crossings in the City of Windsor and connections to southwestern Ontario, Michigan, and Ohio.

6. Multi-Use Trails – the County's multi-use trails provide the foundation for active transportation (AT) networks for residents to enjoy the settlement areas and the broader natural and agricultural communities in the County and provide vital connectivity with local municipal trails and with AT networks in adjacent communities.

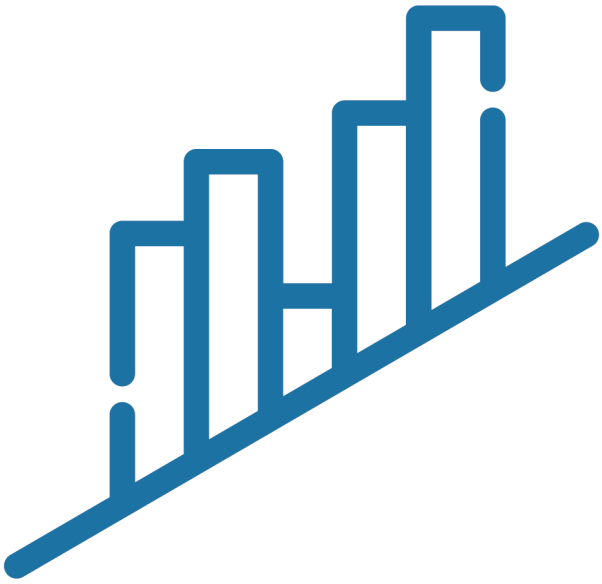
7. Transit Connections – an emerging opportunity is transit. While transit is currently provided by the County's Local Municipalities, in part, the importance of public transit to the future residents cannot be understated. Transit broadens access to jobs, services, institutions, and communities. Transit supports residents aging in their home communities when a private vehicle is not an option.

8. Agri-tourism – agri-tourism is an emerging and growing part of the Essex County economy. The County Road 50 Agri-Tourism Corridor is an established agri-tourism district, providing a broad range of tourism-related opportunities along a scenic drive and cycling route on the Lake Erie shoreline. Enhancing this corridor supports agriculture, tourism, active transportation, and access to one of the world's five Great Lakes.

9. Access to Water and the Shoreline – the County's unique geographical location on the southern-peninsula of Ontario provides access to fresh water on all sides for recreation opportunities, an unconstrained drinking water supply and supply for all existing and future industry and settlement area needs.

The County structure is shown on Schedule "A2" as a conceptual vision for the future of Essex County, connecting all of the key structural elements into a more cohesive County.

CHAPTER 4



GROWTH AND SETTLEMENT AREAS

4.0 Growth and Settlement Areas

The County of Essex has a strong foundation for growth for housing and jobs. Growth is identified for every municipality in the County, providing opportunities for a range of housing, broader choices in employment, access to services and public spaces – supporting complete communities in every municipality.

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

Secondary Settlement Areas are generally smaller, villages, and communities than Primary Settlement Areas. Secondary Settlement Areas may or may not provide municipal piped sanitary sewer and water services. More importantly, Secondary Settlement Areas are generally planned to remain smaller in size, with less services available, and be primarily residential in nature. Historically, Secondary Settlement Areas have not been the focus for growth in the County of Essex; this trend is expected to remain consistent in the new Official Plan.

Hamlets are very small in size and have no municipal piped sanitary sewer services – but may have historically contained a school, church, or small-scale retail and personal services. Hamlets are the smallest communities and have accommodated limited infill where it has been locally appropriate. Although Hamlet's are defined as part of the Settlement Area of the County, Hamlets are not intended or anticipated to accommodate forecasted future growth.

GOALS

a) Planning for the growth of population, housing and jobs in the County of Essex in keeping with the 30-year growth forecasts as set out in Tables 4-1, 4-2 and 4-3;
b) Working in partnership with Local Municipalities to accommodate forecasted growth for housing and jobs in a fiscally and environmentally responsible manner;
c) Ensuring the efficient use of land and optimizing the supply of land in settlement areas, and minimizing the use and conversion of agricultural land for urban purposes;
d) Planning for intensification with efficient use of existing land, infrastructure and services that supports the creation of: more affordable rental and ownership

Housing; walkable, bikeable, and transit-ready main streets, districts and corridors; and mixed income neighbourhoods;

e) Planning for densities and housing types that achieve a broader range of housing options for all household sizes, including affordable and market-based housing; and,

f) Ensuring that growth takes place in a sustainable manner that contributes to the long-term financial, social and environmental well-being of the County of Essex and its constituent Local Municipalities.

4.A – GROWTH MANAGEMENT

4.A.1 – Planning for Housing and Jobs

4.A.1.1. Population, housing unit and employment forecasts listed in Tables 4-1, 4-2 and 4-3 are the basis for land use planning decisions to 2051. Tables 4-1, 4-2, and 4-3 form a part of this Official Plan.

4.A.1.2. Forecasts in Tables 4-1, 4-2, and 4-3 are targets to be used for growth planning. For consistency with the Provincial Planning Statement (2024), the "High" Forecast is the basis for planning for growth and shall be the forecast for the County of Essex and each Local Municipality as detailed in Tables 4-1, 4-2, and 4-3. The range of forecasts are included for transparency in developing the Official Plan.

4.A.1.3. Forecasts in Tables 4-1, 4-2, and 4-3 are used to determine the location and capacity of infrastructure, public service facilities, and the delivery of related programs and services required to meet the needs of the County of Essex's current and future residents.

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

4.A.1.5. The County, in consultation with Local Municipalities, will monitor the Population, Employment and Housing Unit Forecasts in Tables 4-1, 4-2, and 4-3 and shall review the forecast every five years and revise the forecasts and allocations, if necessary, based on changing demographic and economic circumstances.

4.A.1.6. The County Structure includes policies and designations that direct growth to designated Settlement Areas and Employment Areas. Settlement Areas consist of:

a) Primary Settlement Areas

b) Secondary Settlement Areas
c) Hamlets
d) Regional Employment Areas

4.A.1.7. The housing units shall be implemented utilizing a forecasted housing mix as follows:

Low Density Residential	48%
Medium Density Residential	27%
High Density Residential	25%

4.A.1.8. The employment and jobs forecast shall be implemented using a forecast of 25 units per net hectare for employment lands and 300 square feet per employee for population related jobs.

TABLE 4-1: POPULATION FORECASTS

Year	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
2021	24,300	21,900	22,800	33,800	41,700	30,600	24,000	199,100
2051 Population Forecast	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	32,800	26,200	30,100	45,800	55,000	42,900	35,300	268,100
Medium	36,100	28,300	33,100	50,500	60,300	47,500	39,300	295,000
High	38,500	29,900	35,200	53,900	64,200	50,900	42,300	315,000
2021- 2051 Population Growth	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	8,500	4,300	7,300	12,000	13,300	12,300	11,300	69,000
Medium	11,800	6,400	10,300	16,700	18,600	16,900	15,300	95,900
High	14,200	8,000	12,400	20,100	22,500	20,300	18,300	115,900

TABLE 4-2: EMPLOYMENT FORECASTS

Year	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
2021	5,800	6,800	7,400	6,700	14,300	15,200	16,200	72,300
2051 Employment Forecast	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	8,500	9,700	10,900	10,600	21,600	25,400	21,200	107,900
Medium	5,700	6,800	7,400	6,600	14,100	15,100	16,200	71,900
High	10,000	11,100	12,400	12,800	26,200	27,700	24,000	124,200
2021-2051 Employment Growth	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	2,700	2,900	3,500	3,900	7,300	10,200	5,000	35,600
Medium	3,700	3,700	4,400	5,200	10,100	11,600	6,700	45,300
High	4,200	4,300	5,000	6,100	11,900	12,500	7,800	51,900

TABLE 4-3: HOUSING UNIT FORECASTS

Year	Amherstburg	Essex	Kingsville	LaSalle	Lakeshore	Leamington	Tecumseh	Essex County
2021	9,185	8,380	8,290	11,640	14,380	10,535	8,945	71,395
2051 Household Growth	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	12,605	10,305	11,360	17,090	19,825	15,540	14,400	101,155
Medium	13,465	10,780	12,130	18,460	21,190	16,825	15,775	108,670
High	14,105	11,145	12,715	19,500	22,220	17,785	16,815	114,425
2021-2051 Household Growth	**Amherstburg**	**Essex**	**Kingsville**	**LaSalle**	**Lakeshore**	**Leamington**	**Tecumseh**	**Essex County**
Low	3,420	1,925	3,070	5,450	5,445	5,005	5,455	29,760
Medium	4,280	2,400	3,840	6,820	6,810	6,290	6,830	37,275
High	4,920	2,765	4,425	7,860	7,840	7,250	7,870	42,930

4.A.2 – Primary Settlement Areas

4.A.2.1. Primary Settlement Areas are the largest communities and are the traditional centres of settlement and commerce in the County. It a priority for the County to focus growth and investment in Primary Settlement Areas. The locations and boundaries of Primary Settlement Areas within the County have been identified on Schedule "A-2". Primary Settlement Areas are *Strategic Growth Areas*.

4.A.2.2. Primary Settlement Areas are characterized by the following:

a) Largest in geographic area and generally the largest settlement areas in terms of population;
b) Full municipal servicing is provided/expected;
c) A broad mix and the highest concentration of commercial uses and services intended to meet the daily needs of residents is provided. This should include a commercial core or downtown;
d) Employment lands are included in the Primary Settlement Area;
e) Institutional uses such as schools, hospital/health care, day care and government services are located in Primary Settlement Areas; and,
f) The broadest mix of housing is located in Primary Settlement Areas, including areas of intensification for housing.

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

4.A.2.4. Local municipal Official Plans shall establish appropriate land uses in accordance with the policies of this Plan for Primary Settlement Areas to achieve complete communities.

4.A.2.5. All new development within Primary Settlement Areas shall only occur on full municipal water services and municipal sewage services, unless there are interim servicing policies in the local municipal Official Plan that are in effect at the time of approval of this Plan.

4.A.2.6. Expansions of the boundaries of a Primary Settlement Area shall only occur in accordance with the Local Settlement Area Review policies in Section

4.A.9 of this Plan. An amendment to this Plan and the local municipal Official Plan shall be required to alter the boundary of any “Settlement Area”.

4.A.2.7. Downtown/Uptown areas should maintain and/or enhance their existing character. Mixed-use development and an accessible pedestrian-oriented streetscape are supported through the identification of Mixed-Use Corridors in Primary Settlement Areas. The preparation of Community Improvement Plans are also encouraged.

4.A.2.8. The County encourages the redevelopment of brownfield and greyfield properties.

4.A.2.9. All types of land use are permitted within the “Primary Settlement Areas” designation subject to the specific land use policies of the local municipal Official Plans.

4.A.2.10. Cost effective development patterns and those which will minimize land consumption and reduce servicing costs are supported and shall be the preferred form of development county-wide. Land use patterns which may be detrimental to the environment, to agricultural lands, and to the conservation of cultural heritage resources or public health and safety shall be avoided.

4.A.2.11. The County supports universal accessibility in the built environment and encourages the building industry to incorporate such features into new structures that support potential for all residents to equitably participate in the community.

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

a) A diverse range and mix of housing types, unit sizes, and densities to accommodate current and future market bases and affordable housing needs.
b) Opportunities for the integration of gentle density, and a mix and range of housing options that considers the evolving character of residential neighbourhoods.
c) Implementation of Infrastructure Master Plans for planned growth, including a financial strategy to implement the Infrastructure Master Plans.
d) Asset Management Plans.

4.A.3 – Secondary Settlement Areas

4.A.3.1. Secondary Settlement Areas do not meet the criteria outlined above for Primary Settlement Areas; however, they do have varying levels of community investment, such as full or partial municipal services or public buildings. These communities do not have public transit options and have fewer housing options, commercial and employment areas or public service facilities than Primary Settlement Areas.

4.A.3.2. Secondary Settlement Areas are characterized by the following:

a) A range in geographic area, but generally smaller than Primary Settlement Areas;
b) Full municipal piped sanitary sewer servicing may be provided; however, partial municipal servicing is more common;
c) A smaller mix of commercial uses and services intended to meet the daily needs of residents may be present. A commercial core ~~or~~ may also be present;
d) Employment lands may be included in Secondary Settlement Areas; and,
e) A limited range of institutional uses such as schools, health care, day care and some government services may be located in Secondary Settlement Areas.

4.A.3.3. New development will be permitted to the boundaries of the Secondary Settlement Areas as shown on Schedule "A2" provided such development is consistent with the Provincial Planning Statement, and it conforms with the intent and policies of this Plan, and the policies of the local Official Plan.

4.A.3.4. New development shall be on full municipal piped sanitary sewer and water services, unless there are interim servicing policies in the local Official Plan that are in effect at the time of approval of this Plan.

4.A.3.5. Expansions to the boundaries of a Secondary Settlement Area are not permitted. However, the County encourages Local Municipalities to undertake a Local Settlement Area Review in accordance with Section 4.A.9 that may result in the reduction and/or re-alignment of the boundaries in conjunction with the corresponding expansion of a Primary Settlement Area boundary. An amendment to this Plan and the local Official Plan shall be required to alter the boundary of any "Settlement Area".

4.A.3.6. All types of land uses are permitted within the Secondary Settlement Areas designation subject to the specific land use policies of the local municipal Official Plans.

4.A.3.7. Secondary Settlement Areas, or portions thereof, that generally contain or are planned for non-employment uses, are subject to the following additional policies:

a) They shall not be the focus of growth or public or private investment in a municipality, and they should, at most, retain their existing historic development patterns. In the interest of clarity, the County Official Plan permits growth and investment in these Secondary Settlement Areas, provided the Primary Settlement Area(s) in the municipality remains the focus of growth.
b) New development will generally be limited to infilling, redevelopment on existing lots of records, and limited residential intensification.
c) Residential intensification, outside of infilling, shall only occur on full municipal sewage services and municipal water services.

4.A.3.8. Secondary Settlement Areas, or portions thereof, that generally consist of employment uses are subject to the following additional policies:

a) Cost effective development patterns, and those which reduce servicing costs, are encouraged.
b) Land use patterns which may be detrimental to the environment, to agricultural lands, and to the conservation of cultural heritage resources or public health and safety shall be avoided.
c) New development shall not have a negative impact on traffic movement, turning movement or the overall function of a Provincial Highway or County road.
d) New development on private or partial sewage services and water services shall generally be limited to dry industrial uses, if permitted by the policies of the local Official Plan and shall be consistent with all applicable provincial policies and regulations that apply to such development.
e) Local Official Plan policies will ensure the orderly and appropriate development of these areas, and where necessary will utilize phasing to ensure that development is timed to coincide with the availability of required infrastructure and servicing.

4.A.4 – Hamlets

4.A.4.1. Hamlets are small settlements that have historically existed as part of former Townships. Existing Hamlet communities are recognized on the County Official Plan. Hamlets are not a focus of growth.

4.A.4.2. Hamlets are characterized by the following:

a) Much smaller in geographic area, and generally the smallest Settlement Areas;
b) Generally centred around a node such as a small scale or single commercial or institutional use;
c) Not intended to have full piped municipal servicing;
d) Not intended to meet the daily commercial needs of residents; and,
e) Any new housing is planned to be limited infill housing, at a low density in keeping with the existing unit type and built form that already exists.

4.A.4.3. Hamlets are to be identified in local municipal Official Plans with appropriate Zoning to implement the Official Plan designation.

4.A.4.4. Hamlet boundaries are fixed and will not be altered to accommodate growth. Only adjustments to correct mapping errors may occur.

4.A.4.5. Local municipal Official Plans shall include policies identifying infill requirements within hamlets. In no circumstance will infill requirements allow for the altering or expanding of the boundary of the hamlet.

4.A.4.6. Hamlets will not be included in the forecasting of future growth and land supply in either the County Settlement Area Review or the Local Settlement Area Review.

4.A.4.7. Local municipal Official Plans shall include policies for hamlets that:

a) Promote a compact form;
b) Coordinate infill development on adjacent properties, to provide maximum opportunities for linkages, walking and cycling paths and driveway locations that comply with road authority requirements.

4.A.5 – Intensification

4.A.5.1. The County and the Local Municipalities shall plan for a residential intensification target of 30% of new housing units to be achieved. Intensification shall consider the density targets in Policy 4.A.6.2 as a minimum.

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

4.A.5.3. Intensification strategies shall be prepared as part of all local municipal Official Plans and Secondary Plans, and be implemented through Zoning By-laws, Community Improvement Plans and other supporting documents. Updates to local municipal Official Plans shall include an intensification strategy that:

a) identifies the importance of complete communities and ensuring community services are provided to support intensification generally and intensification areas specifically;
b) provides development standards to support the achievement of complete communities, permit and facilitate a compact built form and all forms of intensification throughout the built-up area, and avoid or mitigate risks to public health and safety;
c) includes intensification targets and strategies for areas with full services;
d) identify the location and boundaries of local growth centres and mixed-use corridors, that are considered priority areas for development and intensification;
e) provides strategies to achieve higher densities than what currently exist;
f) identify an appropriate design and scale of development and the transition of built forms to adjacent areas;
g) provide a diverse mix of land uses at densities that support existing or planned public transit and active transportation infrastructure;
h) supports the provision of affordable housing for both ownership and rental forms of housing;
i) revitalize and, where appropriate, conserve cultural heritage resources in areas that reflect local heritage, character, and streetscapes;
j) identify other major opportunities for intensification, such as infill, redevelopment, brownfields, and the expansion or conversion of existing buildings and greyfield sites;
k) identify the timing and efficient provision of municipal water and wastewater systems/services and their fiscal impacts on the local municipality; and,
l) identify updates to the local municipality's Zoning By-law to pre-zone sites for intensification which shall be implemented within one year of adoption of the intensification strategy.

4.A.5.4. The Intensification Strategy identified in policy 4.A.5.3 shall be implemented through updates to the local municipality's Official Plan and Zoning By-law, and through the preparation and/or update of Community Improvement Plans. The update to the Official Plan and Zoning By-law shall be completed no later than one year after adoption of the Intensification Strategy.

4.A.5.5. Local Municipalities shall identify where the "missing middle" can be accommodated to provide more affordable medium density options for Essex County, and should pre-zone such lands to expedite and streamline the approval of this important housing built form.

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

4.A.5.7. Additional measures for implementation of intensification shall include:

a) Updates to Municipal Master Servicing and Transportation Plans, with corresponding financial resources being made available to undertake servicing and transportation (infrastructure) improvements that may be needed to support intensification in various districts and neighbourhoods; and,
b) Community engagement on intensification strategies.

4.A.6 – Greenfield Development

4.A.6.1. Local municipal Official Plans shall include policies to implement greenfield development that address the following:

a) Building complete communities that are compact, walkable, mixed use, and include a broad range of public services (e.g. schools and parks), commercial and employment lands, as well as a highly inter-connected street network;
b) Incorporating active transportation as part of all new developments and connectivity to the County active transportation network and to the existing and planned networks in adjacent municipalities;
c) Ensuring the provision of full municipal services;
d) Phasing of development to support the provision of full municipal services while recognizing the financial capability of the local municipality;
e) Addressing climate resilience through integrated and coordinated stormwater management, park planning, and flood prone/hazard lands regulatory restrictions; and,
f) Supporting locally appropriate, logical, and orderly development.

4.A.6.2. Local municipal Official Plans, Zoning By-laws, and Secondary Plans shall plan to achieve the following net residential densities:

Low Density Residential	25 units per hectare

Medium Density Residential	50 units per hectare
High Density Residential	80 units per hectare

These densities should be considered as minimums, and Local Municipalities are encouraged to utilize higher residential densities where appropriate to achieve the stated goals and policies of this Plan.

4.A.7 – Local Municipal Growth Planning

4.A.7.1. Local Municipalities shall plan to accommodate the population, housing unit and employment allocations in Tables 4-1, 4-2, and 4-3 in local municipal Official Plans and use the allocations to determine the location and capacity of local infrastructure, public service facilities, and related programs and services to 2051.

4.A.7.2. Local Municipalities shall utilize the policies on intensification, the forecasted greenfield densities, and the housing mix policies of this Plan in updating their Official Plans and Zoning By-laws.

4.A.7.3. Local Municipalities shall plan for the following Settlement Area expansions in their growth planning. Based on work that has been completed as part of this Official Plan, the following settlement area expansion are required at this time:

a) 10.1 hectares of additional land for population related employment in the Town of Amherstburg;
b) 45.8 hectares of additional land for employment purposes in the Town of Essex;
c) 31.1 hectares of additional land for employment purposes and 4.7 hectares of additional land for population related employment in the Town of Kingsville;
d) 58.9 hectares of additional land for employment purposes in the Town of LaSalle;
e) 87.1 hectares of additional land for employment purposes in the Municipality of Lakeshore;
f) 87.1 hectares of additional land for new housing in the Municipality of Leamington.

The County, in consultation with Local Municipalities shall review these settlement area expansion requirements every five years and revise these land requirements as necessary based on changing demographic and economic circumstances.

4.A.7.4. Local municipal Official Plans are to establish land requirement needs based on the provision of sufficient land for industrial, commercial, residential, recreational, open space and institutional uses to promote employment opportunities and for an appropriate range and mix of housing, to accommodate projected growth to a horizon of up to 25 years. Residential growth projections for Local Municipalities are to be in accordance with the population and housing projections contained within this Plan, as well as the intensification, greenfield density, and housing mix policies.

4.A.7.5. Local municipal Official Plans are to establish land requirement needs based on densities which meet the following:

a) Efficient use of land, resources, infrastructure and public service facilities.
b) Avoid the need for unnecessary and/or uneconomical expansion of infrastructure, and the unnecessary conversion of agricultural land for urban purposes.
c) Support the use of public transit where available, or the extension of such services where it can be provided in future.
d) Are appropriate for the type of sewage and water systems that are planned or available.

4.A.7.6. Local municipal Official Plans are to provide for an appropriate range of housing types and densities to meet the projected requirements of current and future residents of the regional market area as outlined below:

a) Maintaining at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification, redevelopment, and, if necessary, lands which are designated and available as defined by Provincial Policy.
b) Maintaining at all times, where new development is to occur, land with sufficient servicing capacity to provide at least a 3-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.
c) Permitting and facilitating all forms of housing, including special housing needs, required to meet the social, health and well-being requirements of current and future residents.

4.A.7.7. Local municipal Official Plans shall include growth management strategies as part of their Official Plans and establish the type, amount, location and timing of growth and development and redevelopment including a servicing and financial strategy that is in keeping with the growth projection policies

contained within this Plan and the Infrastructure Master Plans for the municipality.

4.A.8 – County Settlement Area Review

4.A.8.1. Throughout the life of this Plan, it will be necessary to review and update the forecasted growth for population, employment, and housing as well as the natural heritage system.

4.A.8.2. The County Settlement Area Review will include:

a) A review of population, jobs and housing, that shall be completed every five years;
b) An analysis of land supply, intensification, and absorption of land for housing and jobs in the preceding 5 years;
c) The ten-year review will include:
    a. Updating the forecasts for population, employment, and housing;
    b. Updating the available land supply to accommodate the forecasted growth;
    c. Assessing the available land supply to ensure sufficient land is available for the planning horizon to accommodate growth; and,
    d. Determining the need for Settlement Area expansions within the County and within each local municipality.
d) Removal of Regional Significant Employment Areas to non-employment uses will only be considered through the ten-year County Settlement Area Review.

4.A.9 – Local Settlement Area Review

4.A.9.1. Expansions to the aggregate amount of land within the “Settlement Areas” is not permitted unless a Settlement Area expansion has been identified in this Plan. The County requires each local municipality to undertake a Local Settlement Area Review (LSAR) of its “Settlement Areas” that would identify the most and least appropriate locations for growth. A LSAR is distinguished from a comprehensive review, as defined in this Plan and the Provincial Planning Statement.

4.A.9.2. A LSAR may recommend alterations to the boundary of one or more “Settlement Areas” provided such adjustment would maintain or reduce the aggregate amount of land within the “Settlement Areas” in the municipality. A LSAR may recommend a new settlement area.

4.A.9.3. The preparation of a LSAR shall follow, at a minimum, the requirements listed below:

a) Pre-consult with the County to establish the appropriate methodology, analysis and level of detail to be undertaken to sufficiently qualify the conclusions of the LSAR. The County will recognize methodology established in a local Official Plan dealing with the transfer of a designation, provided the requirements of 4.A.9.3 b) to h) are met.
b) A LSAR may focus on residential or employment land transfer, or both. Where the focus is only on either residential or employment, the LSAR shall consider whether there are lands suitable for conversion to a different land use. For example, if the LSAR is focused on employment land transfer, then the merits of converting residential lands within the existing "Settlement Areas" to employment should also form part of the LSAR.
c) Compile the aggregate amount of employment and/or residential land, depending on the focus of the review, including vacant, built, brownfield and other land within each "Settlement Area".
d) Identify and assess the extent of primary and secondary constraints to build-out of each "Settlement Area". Primary constraints may include such factors as environmental, hazards, lack of services, soil types, topography and traffic. Secondary constraints may include isolated locations, contamination, fragmented ownership, and incompatible surrounding land uses. Local Municipalities may identify additional constraints.
e) Determine the population and/or employment, depending on the focus of the review, that could be accommodated in each "Settlement Area" under existing conditions given the site and area characteristics and constraints.
f) Identify and analyze the intensification opportunities within the built-up and greenfield areas of each "Settlement Area" consistent with the requirements of this Plan.
g) Prepare a Master Servicing Report and Financial Strategy outlining the method of servicing available and planned for all "Settlement Areas". This Report must include an analysis of costs and efficiencies associated with expanding or altering any Primary Settlement Area.
h) In the event that the review concludes that one or more "Settlement Area" boundaries should be altered, or a new settlement area is identified, then any adjustment must meet the following tests:
    a. That there are no reasonable alternatives which avoid prime agricultural areas.
    b. There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.

c. The lands do not comprise specialty crop areas.
d. The expansion of any area shall be limited to only Primary Settlement Areas.
e. The aggregate amount of land within all "Settlement Areas" shall be maintained or reduced as a result of the "Settlement Areas" boundary adjustment(s). For example, if a Primary Settlement Area is recommended for expansion, then the corresponding area within an existing Secondary Settlement Area shall be reduced. The areas removed from the Secondary Settlement Area(s) shall be redesignated to "Agriculture" in this Plan and the local Official Plan.
f. That the Primary Settlement Area(s) to be expanded are fully serviced with municipal water services, municipal sewage services and stormwater management facilities subject to policy 4.A.9.3 g).
g. The infrastructure and public service facilities which are planned or available are suitable for the development over the long-term and protect public health and safety.
h. The negative impacts from expansions to a Primary Settlement Area boundary on agricultural operations which are near or adjacent to the Primary Settlement Area are mitigated to the extent feasible. Specific policy shall be established in local municipal Official Plans for criteria promoting the establishment of buffers, berms and subdivision design that reduce the impact on surrounding agricultural land, operations and infrastructure. The approval authority may also require the erection of fencing as a condition of approval to reduce trespass on adjacent agricultural land.
i. A new settlement area shall be identified only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.

i) In determining the most appropriate direction for an expansion to the boundaries of a Primary Settlement Area, the County shall ensure consistency with Chapter 4: Wise Use and Management of Resources and Chapter 5: Protecting Public Health and Safety of the Provincial Planning Statement (as amended from time to time).
j) The recommendations of the LSAR will not be finalized until the County and local municipal Official Plans have been amended to incorporate any proposed "Settlement Area" boundary alterations.
k) In Kingsville and Leamington, the County's Settlement Area Review has identified the need for settlement area boundary adjustments due to local circumstances. In the case of Leamington, this relates to the Caldwell First Nation reserve being removed from the Primary Settlement Area, and in the case of Kingsville, this relates to approximately 90 hectares of land in Secondary Settlement Areas to be removed from the Secondary Settlement Area and added to the Primary

Settlement Area. The Local Settlement Area Reviews will address the preferred location for the lands to be added to the Primary Settlement Area.

4.B – HOUSING

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

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

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

GOALS

a) Providing an adequate supply of housing;
b) Providing housing to meet changing needs throughout all stages of life;
c) Prioritizing increasing the supply of affordable housing;
d) Aligning with the Windsor Essex Housing and Homelessness Master Plan;
e) Identifying land use tools and targets to improve access to housing;
f) Supporting a mix and range of housing;
g) Supporting innovation in housing design and mitigate the impacts of climate change; and,
h) Providing a range and mix of housing options that are essential for the creation of complete communities.

4.B.1 – Supply of Land for Housing

4.B.1.1. The County requires that each local municipality achieve a minimum affordable housing target of 20 percent of all new development.

4.B.1.2. Local Municipalities shall establish targets in local municipal Official Plans for an overall housing mix by density type and affordability based to achieve the County's housing mix target and the minimum affordable housing targets outlined in Policy 4.A.1.7.

4.B.1.3. Local municipal Official Plans are to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area.

4.B.1.4. The County encourages Local Municipalities to establish targets for purpose built rental units as part of local Official Plan updates.

4.B.2 – Provide a Mix of Housing Options

The County prioritizes providing a variety of housing types to satisfy the present and future social, health, safety, and well-being requirements of residents. A key focus is housing accessibility and affordability.

This plan supports housing opportunities that address the needs of seniors and persons with physical, sensory, and mental health disabilities and those residents who are most vulnerable. County residents are to be able to remain in a neighbourhood as housing needs change over time. It will be important to consider innovative housing opportunities (i.e. life lease, cooperative housing, or "lifestyle" communities). These neighborhoods and facilities should be age-friendly and encouraged within urban settings with appropriate services.

4.B.2.1. The County in collaboration with Local Municipalities, senior levels of government, the development industry, community partners and other stakeholders shall ensure a mix and range of housing options suitable for all ages, household sizes and abilities including:

a) Affordable housing to address need throughout the income spectrum, including market and community housing;
b) Emergency and transitional housing;
c) Co-housing, group rooming and senior housing, special needs housing; and,
d) Purpose-built rental housing.

4.B.2.2. Local Municipalities are to include Official Plan policies supporting innovative housing types such as non-traditional building types. In addition, municipalities shall implement standards of development to achieve the density targets of this Plan, increased walkability, and affordability of housing.

4.B.2.3. New residential development and residential intensification should incorporate universal design standards to meet housing needs at all stages of life.

4.B.2.4. New residential development and residential intensification are to be planned and designed to mitigate and adapt to the impacts of climate change by:

a) facilitating compact built form;
b) ensuring that infrastructure is available to promote safe and convenient mobility for walking, cycling and other forms of non-motorized transportation; and
c) incorporating sustainable housing construction materials or practices, green infrastructure, energy conservation standards, water efficient technologies, and low impact development.

4.B.2.5. The County will promote opportunities for flexible, experimental seniors housing to assist in accommodating an aging population. Essex County is focused on providing a variety of options that would account for their psychological, physical, and social needs.

Some of the accommodation options supported include: 'adult lifestyle communities' and 'adult day programs', which both typically look at opportunities to enhance recreational amenities, social supports, and are health oriented. Facilities such as senior citizen homes, nursing homes, and rest homes will be supported in urban areas where other supportive services exist.

4.B.3 – Affordable and Attainable Housing

The term "affordable housing" is often used interchangeably with "social housing"; however, social housing is just one category of affordable housing and usually refers to rental housing owned and/or subsidized by one or more levels of government. Affordable housing is a much broader term and includes housing provided by the private, public, and not-for-profit sectors as well as all forms of housing tenure (i.e. rental, ownership and cooperative ownership). It also includes temporary as well as permanent housing. In other words, the term "affordable housing" can refer to any part of the housing continuum from temporary emergency shelters through transition housing, supportive housing, subsidized housing, market rental housing, or market homeownership.

The Housing Continuum – Canadian Mortgage Housing Corporation (CMHC)



4.B.3.1. To encourage the development of affordable and attainable housing, the following minimum targets will be implemented to the horizon of this Plan, unless local targets are higher in which case those apply:

a) 20 percent of all new rental housing is to be affordable and attainable; and,
b) 10 percent of all new ownership housing is to be affordable and attainable. As work progresses provincially and locally the definition of attainable housing will be developed.

4.B.3.2. The County shall consult with Local Municipalities, school boards, and Federal and Provincial agencies to:

a) Identify surplus lands and/or buildings that may be suitable for affordable and attainable housing development;
b) Prioritize the sale or lease of suitable surplus publicly owned lands for affordable and attainable housing;
c) Identify brownfield and greyfield sites, including underutilized commercial sites or strip plazas, outside employment areas for affordable and attainable housing development; and,
d) Develop a land bank strategy to explore opportunities to secure lands that are suitable for affordable and attainable housing.
e) Establish targeted grant and incentive programs to increase the supply and availability of affordable housing County-wide.

4.B.3.3. Local Municipalities will develop Official Plan policies and implementing Zoning By-laws to permit and facilitate special needs housing within all residential designations, mixed use corridors, and downtowns.

4.B.3.4. The County shall consider the different existing and future housing needs of each local municipality separately, and recognize that new affordable housing units should be targeted towards certain municipalities, as assessed through one or more of the following criteria:

a) Those municipalities with the largest affordable housing supply shortages;
b) Those municipalities that already possess the services and amenities necessary for supporting residents of social and special housing units;
c) Those municipalities with existing low ratios of social housing units compared to the County average;
d) Those municipalities that are forecast to experience the greatest amount of population and housing growth.

4.B.3.5. The County shall partner with housing providers and service managers to increase the supply of affordable and special needs housing units that are reflective of existing waiting list and trends in new applications, with an appropriate mix of 1-, 2-, and 3-bedroom units, targeting seniors, young adults, families, and single adults.

4.B.3.6. New social housing units and affordable housing should be focused within Primary Settlement Areas which offer residents easy access to existing services, facilities and infrastructure.

4.B.3.7. The County encourages Local Municipalities to eliminate (in full or in part) municipal fees to support the development of affordable housing. The County will undertake a similar fee review to support the development of affordable housing.

4.B.3.8. Local Municipalities shall identify areas where “missing middle” housing can be accommodated to provide more affordable housing options for Essex County residents, and where appropriate pre-zone these lands.

4.B.3.9. The County supports Additional Residential Units within all single detached, semi-detached, and townhouse dwellings, as well as detached ancillary structures located in residential areas in Settlement Areas, subject to appropriate sewer and water services.

4.B.3.10. Local municipal Official Plans and implementing Zoning By-laws will contain detailed policies and provisions relating to the creation of Additional Residential Units that comply with applicable provincial policies and legislation, including but not limited to the following:

a) Areas of the municipality where Additional Residential Units would be inappropriate such as flood prone areas or areas with inadequate servicing;
b) Minimum unit size, access and parking requirements;
c) Whether additional residential units will be phased into new developments, at the time of development/design/construction;
d) The health and safety requirements for Additional Residential Units to be contained within an accessory structure; and,
e) Garden suites.

4.B.4 – Planning Tools to Achieve Affordable and Attainable Housing

4.B.4.1. The following tools will be considered to support the development of affordable and attainable housing:

a) Flexibility in the scale, form, and types of residential uses permitted as-of-right, including additional residential units and other alternative housing forms;
b) Streamlining of planning approvals for the development of affordable housing, attainable housing, and community housing, with a priority for developments receiving time-sensitive government funding;
c) Financial incentive programs, such as grants, development charge deferrals, property tax reductions that promote brownfield and greyfield redevelopment and affordable housing options, including purpose-built rental housing;
d) The inclusion of a mix of unit sizes in multi-unit developments to accommodate a diverse range of household sizes and incomes; and,
e) Site standards that facilitate the development of additional residential units, such as non-hazard related setbacks, narrower lot sizes, and reduced parking standards.

4.B.4.2. Local Municipalities are encouraged to use Community Improvement Plans for affordable housing.

4.B.4.3. Local Municipalities, in consultation with the County, are encouraged to develop local housing strategies that:

a) Identify land use planning tools and other housing initiatives and programs, that support housing need within the local municipality;
b) Outline opportunities to increase the supply of affordable housing consistent with the Windsor Essex Housing and Homelessness Master Plan;
c) Establish affordable housing targets that contribute to achieving targets of this Plan; and,
d) Identify performance indicators that monitor the achievement towards the strategies targets and objectives.

4.B.5 – Shoreline Protection Development Policies

4.B.5.1. Areas susceptible to Flooding are identified on Schedule “C1”.

4.B.5.2. The County will work in collaboration with Local Municipalities, Conservation Authorities, and other affected stakeholders to determine the most appropriate management approach for new development within these areas.

The County will work in collaboration with relevant agencies and the local municipalities to determine unique areas of severe natural hazards in which new development may be limited, severely limited or restricted.

4.B.5.3. All local municipal Official Plans are required to address existing shoreline residential areas, including policies addressing safe access requirements and the policies of this Plan.

4.B.5.4. Local Municipalities shall update their Zoning By-laws in conformity with this Plan and address setbacks to appropriate levels based on the individual waterbody conditions and regulations.

4.B.5.5. The County is committed to updated shoreline and shoreline hazard mapping which is in preparation. The revised mapping and any updated policies will be included in this Plan.

4.C – EMPLOYMENT

GOALS

a) Prioritizing and preparing a regional employment area strategy for economic growth for the County of Essex;
b) Planning for employment lands for long-term protection in local municipal Official Plans;
c) Protecting employment areas from the encroachment of sensitive uses;
d) Planning for the full range of employment in the County of Essex;
e) Supporting economic growth in the green economy, advanced manufacturing and logistics, agriculture, agri-tourism and other sectors of the County's economic base;
f) Identifying and making efficient use of existing employment lands through local municipal Official Plans, Zoning By-laws and support for growth in employment lands;
g) Recognizing the importance of tourism, viticulture, and the greenhouse industry to the County's economy;
h) Identifying opportunities for strategic investments and partnerships that further economic prosperity;
i) Supporting full municipal servicing for employment lands and areas, and making the necessary financial investments to ensure that the required infrastructure is available to have these lands "shovel-ready"; and,
j) Emphasizing the importance of continued coordination between the County of Essex, the City of Windsor, Local Municipalities and Invest Windsor-Essex in planning for and implementing employment and job growth.

4.C.1 – Employment Uses

4.C.1.1. Economic growth in the County of Essex will be broad based including a multitude of economic sectors. Economic growth will include:

a) Traditional employment land uses such as, but not limited to, manufacturing, wholesaling, logistics, warehousing, and more;
b) Population related employment that are businesses and services to fulfill the needs of citizens of the County of Essex;
c) Institutional employment, which provides services to citizens of the County of Essex;
d) Primary employment, which is largely, but not entirely, located outside settlement areas;
e) Work at home employment;
f) No Fixed Place of Work employment, which are jobs that do not work from a specific location.

4.C.1.2. Local Municipalities will plan for the full range of employment uses in their Official Plans and Zoning By-laws. This includes ensuring appropriate servicing provision for employment to capitalize on investment and opportunity.

4.C.1.3. The County of Essex will review the employment forecasts and implementation as part of its County Settlement Area Review.

4.C.2 – Employment Policies

4.C.2.1. Planning for jobs shall be undertaken jointly with Local Municipalities. It is the policy of the County that:

a) Sensitive land uses that are not ancillary to primary employment uses shall be limited in size;
b) Minimum density targets for employment lands shall be achieved in accordance with the policies of this plan and through local municipal Official Plans and Zoning By-laws;
c) Development and redevelopment will be utilized to achieve the jobs and job density targets; and,
d) Local Municipalities shall ensure compatibility between employment lands and non-employment lands.

4.C.2.2. The County supports employment areas and employment lands by:

a) Improving County transportation networks and supporting provincial investment in transportation;

b) Avoiding or minimizing any potential adverse effects from contaminants to minimize risks to public health;
c) Supporting Local Municipalities in planning and implementing job growth through supportive programs and strategic funding investments to advance County Goals; and,
d) Directing office and manufacturing uses to locations that support active transportation and transit.

4.C.2.3. The County and Local Municipalities will protect, maintain and enhance the long-term supply and viability of all Employment Areas and Employment Lands designated in local municipal Official Plans to meet demand and locational requirements for a diverse range of employment uses.

4.C.3 – Regional Significant Employment Areas

4.C.3.1. The County is committed to co-operation between the City of Windsor, the County, Invest Windsor-Essex and Local Municipalities to support Regional Significant Employment Areas.

4.C.3.2. The following are prohibited in all Regional Significant Employment Areas:

a) residential uses;
b) institutional uses;
c) public service facilities;
d) office uses not associated with the primary employment use; and,
e) retail / commercial uses not associated with the primary employment use.

4.C.3.3. Sensitive land uses that are not ancillary to the primary employment use shall be limited in employment areas and only permitted if such use can comply with D-6 Guidelines. More specifically, on lands within 300 metres of employment areas, development shall avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long term economic viability of employment uses within existing or planned employment areas, in accordance with provincial guidelines.

4.C.3.4. Regional Significant Employment Areas are clusters of employment uses that range from traditional manufacturing, warehousing, goods movement, knowledge and innovation, and offices or office parks. Detailed land use strategies will be implemented in the local municipal Official Plan and Zoning By-law.

4.C.3.5. Removal of lands within Regional Significant Employment Areas shall not be permitted except during the County's Settlement Area review. The County

will work with Local Municipalities to review and update employment area minimum density targets through the County's Settlement Area Review. Removal of lands from a Regional Significant Employment Area shall address:

a) there is an identified need for the removal and the land is not required for employment area uses over the long term;
b) the proposed uses would not negatively impact the overall viability of the employment area by:
    i. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses;
    ii. maintaining access to major goods movement facilities and corridors;
c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

4.C.3.6. The County shall work with the City of Windsor, Invest Windsor-Essex, the Local Municipalities, and other stakeholders to identify additional Regional Significant Employment Areas.

4.C.3.7. The identification of Regional Significant Employment Areas shall address the following through a separate implementation study of this Plan. The Regional Significant Employment Areas study shall be implemented through an amendment to this plan including identification of such areas on a Schedule to this plan as a land use designation.

a) Completing a future economic and land use analysis to identify additional Regional Significant Employment Areas;
b) Utilizing the following key locational criteria to guide the identification of Regional Significant Employment Areas:
    a. The importance of the Windsor-Essex economy including infrastructure and employment areas in the County and the City;
    b. Connections to key transportation infrastructure and leveraging transportation infrastructure for economic growth:
        i. Highway 401;
        ii. Other provincial highways;
        iii. County Roads;
        iv. International Border Crossings;
        v. Windsor International Airport;

vi. Rail infrastructure;
vii. Port lands;
viii. Connectivity between modes of transportation infrastructure; and,
ix. Transit.

c. Availability of sewer and water infrastructure to service planned Employment Areas;
d. Identifying area(s) of sufficient size to address economic opportunity;
e. Ensuring a range of parcel sizes to support small and medium enterprises; and,
f. A financial strategy to implement necessary infrastructure for development of employment areas.

c) Ensuring the employment areas are within Primary Settlement Areas with full urban servicing planned or available;
d) Ensuring key requirements for land use compatibility can be achieved including protecting employment areas from sensitive land uses; and,
e) Ensuring proposed employment areas support and can be located to co-exist with the agricultural system.

4.C.3.8. Oldcastle is a settlement area and a significant employment area in the Town of Tecumseh. Oldcastle is historically a significantly important agricultural hub that evolved into an important employment center due to its strategic location. The recent investment in sanitary services and the existing forms of development make it an ideal location to focus continued employment growth subject to the following policies:

a) Oldcastle shall be developed with employment uses, while recognizing that opportunities exist to expand upon the existing residential clusters that are situated in the area. The local Official Plan will more specifically designate the lands in appropriate land use designations. A land use study is currently underway for Oldcastle and the Town will take the necessary steps to incorporate new and or revised policies in the Tecumseh Official Plan based on the results of the study.
b) A mixture of lot sizes shall be provided, including large lots that would be suitable for employment uses that may not be appropriately located within other nearby Primary Settlement Areas due to their size or impacts.
c) The local Official Plan shall contain policies to ensure orderly and appropriate development.
d) All new development shall be on full municipal sewage services and municipal water services except where interim services are permitted in Official Plan policy.

e) Cost effective development patterns and those which reduce servicing costs are encouraged. Land use patterns which may be detrimental to the environment, conservation of cultural heritage resources or public health and safety shall be avoided.

4.C.3.9 Parcels of land within Employment Areas that were used for uses excluded from the definition "area of employment" in paragraph 2 of subsection 1 (1) of the *Planning Act*, that were lawfully established on or before October 19, 2024, may continue to be used for such purposes pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act.*

4.C.4 – Employment Lands

4.C.4.1. Employment Lands are to be identified in local municipal Official Plans. Employment Lands are locally significant and are to be planned to achieve the County's forecast for employment land jobs.

4.C.4.2. Local municipal Official Plans shall include the following:

a) Mapping and policies for Employment Lands;
b) Policies identifying how protection of Employment Lands from sensitive land uses will be achieved;
c) Ensuring Employment Lands are located adjacent to, or in proximity of, goods movement facilities and corridors, including existing and future major highways and interchanges, for manufacturing, warehousing, logistics, and appropriate associated uses;
d) Adopting policies for the efficient use of existing Employment Lands, including vacant and underutilized Employment Lands, by increasing employment densities where appropriate;
e) Developing and implementing infrastructure plans, including an acceptable financial strategy, for servicing Employment Lands;
f) Planning for future transit to support talent and business attraction by aligning current and planned transit service with current and planned Employment Lands;
g) Updating and implementing the standards of development through revised Zoning By-laws for Employment Lands;
h) Detailed policies and Zoning By-law requirements that:
    a. improve connectivity with transit and active transportation networks;
    b. provide for an appropriate mix of amenities and open space to serve the workforce;
    c. plan for the intensification of employment uses;
    d. ensure that the introduction of non-employment uses would be limited and not negatively impact the primary function of the area;

e. encourage approaches to transportation demand management that reduce reliance on single-occupant vehicle use.

4.C.4.3. Local Municipalities shall protect and plan for a diverse mix of lot sizes in Employment Lands.

4.C.4.4. Conversion of Employment Lands to non-employment uses shall only be considered through a Local Settlement Area Review in accordance with the policies of this Plan.

4.C.5 – Green Economy

4.C.5.1. The County supports investment in job creation in the green economy.

4.C.5.2. The County supports skill development and job training to support growth in the green economy.

4.C.5.3. Implementation of the Essex County Regional Energy Plan will be used to undertake initiatives to invest in the green economy.

4.C.6 – Tourism and Recreation

4.C.6.1. The County supports the tourism sector as a component of the County economy.

4.C.6.2. Development of new high-quality attractions, facilities, services, and events which will enhance and complement the existing tourism economy in the County are to be supported and identified in local municipal Official Plans.

4.C.6.3. The County supports the promotion of natural landscapes and trail networks to advance tourism development opportunities.

4.C.6.4. Point Pelee National Park is a key tourist destination that supports the tourism economy in the County of Essex. Point Pelee National Park is governed by the federal Government of Canada. However, as a tourist destination, Point Pelee National Park is part of the overall attractiveness to the County of Essex for its natural heritage and destination features.

Point Pelee National Park is on the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibwa, the Odawa, and the Potawatomi. This is the home of Caldwell First Nation, and part of the house of Walpole Island First Nation.

4.C.6.5. Tourism uses shall be encouraged in close proximity to areas of natural and recreational amenity, areas of natural heritage appreciation, shorelines, the Downtown Areas and waterfronts of Settlement Areas, where appropriate.

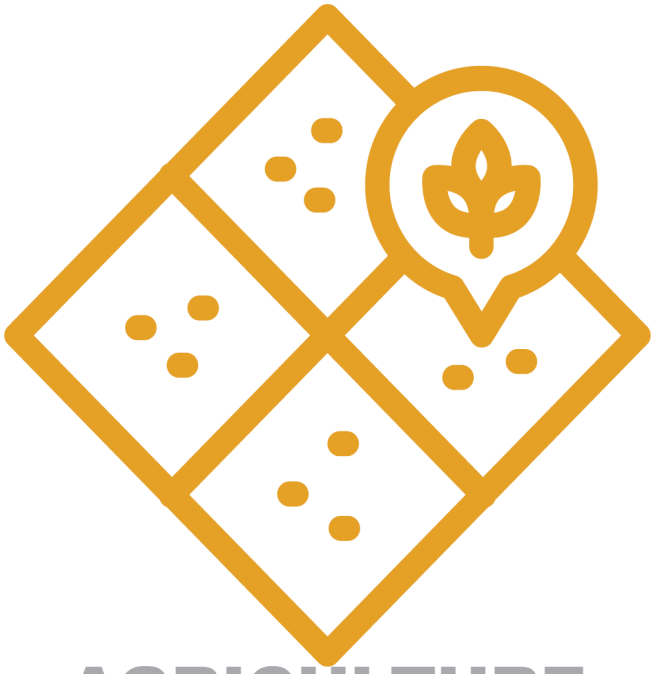
4.C.6.6. The County of Essex is home to significant historic sites, landscapes, and monuments. These include historic Amherstburg, Fort Malden, Ojibway Park, and more. Local Municipalities should recognize these sites, landscapes, and monuments through their Official Plans and Zoning By-laws.

4.C.6.7. The County of Essex is one of the richest areas of farmland in Ontario and Canada. The agricultural landscape is an important component of tourism as is the agricultural economy. Agri-tourism is broadly supported as part of the tourism economy. Local Municipalities shall incorporate agri-tourism policies in their Official Plans. The County Road 50 Corridor is identified as a priority for agri-tourism.

4.C.6.8. The County shall support ecotourism destinations that promote learning from and experiencing natural features and wildlife, and shall work in conjunction and cooperation with ecotourism operators and special interest groups. Subject to the policies of this Plan, ecotourism shall generally be permitted throughout the County.

4.C.6.9. The County supports the development of appropriate infrastructure to accommodate visitors to communities, the lakeshore and other tourism attractions throughout the County. Tourism infrastructure may include bicycle and vehicle parking, washroom facilities and handwashing facilities, picnic areas, boating slips and marinas. Connectivity to the County's active transportation network is a priority for infrastructure development.

CHAPTER 5



AGRICULTURE AND AGGREGATE RESOURCES

5.0 Agriculture and Aggregate Resources

5.A – AGRICULTURE

This section contains the general directive, goals and policies for lands designated "Agricultural" on Schedule "A1" of this Plan. The "Agricultural" designation pertains to all of the lands that are not otherwise designated as "Settlement Areas" or "Natural Environment".

The Agricultural System is an important component of the County of Essex, supporting a vibrant agricultural community and contributing to the economy, quality of life and natural heritage legacy. Essex County offers one of the most diverse and technologically advanced agricultural areas in Ontario, resulting in the agriculture and agri-food sector playing an important role in the County of Essex Economy. It is the policy of this Plan to protect the agricultural land base to support a robust, productive and sustainable agri-food network.

The Agri-food network includes infrastructure, services and assets important to the viability of the agri-food sector. All lands outside of those designated as "Settlement Areas" and "Natural Environment" are considered the County's prime agricultural area in accordance with Provincial Policy. The County promotes a diverse, innovative and economically strong agricultural industry and settlement area expansions with lot creation for establishment of non-agricultural uses being carefully managed, and where necessary, restricted.

Because the County is rich in natural resources, it is also acknowledged that there is a need to permit other types of land use in the "Agricultural" designation such as the extraction of gas and oil and the extraction of mineral aggregate. These extractive uses are also permitted in accordance with Provincial Policy as interim uses and agricultural rehabilitation is required, in accordance with Section 5.B of this Plan.

The County's southern location provides the longest growing season for the entire Province. In addition to this, the mitigating effect of the Lake Erie and Lake St. Clair shorelines provide an overall climatic advantage for the growing of specialty crops. These climatic conditions, coupled with the high-quality soils found here, means that the County has a high potential for a diverse variety of specialty crops to be grown equally in both greenhouses as well as in the field. Evidence of specialty crop production in the County is obvious, and necessary supporting infrastructure such as natural gas, hydro, irrigation and processors are constantly improving. Consequently, the County shall undertake studies to identify specialty crop areas in consultation with the Province and Local Municipalities. If specialty crop areas are identified, this Plan will be amended to incorporate appropriate mapping and policies to better promote and manage these important agricultural resources.

GOALS

a) Protecting prime agricultural areas, and promoting responsible growth management within designated settlement areas to minimize the extent of existing agricultural land resources being converted to urban land uses,
b) Promoting agricultural uses, agri-related land uses and on-farm diversified uses that support all types of agriculture,
c) Restricting non-farm uses and discouraging lot creation;
d) Completing a Specialty Crop study for the County of Essex which shall include, but not be limited to, infrastructure and land use impacts;
e) Completing a Greenhouse study for the County of Essex;
f) Complying with Minimum Distance Separation Formulae;
g) Protecting Specialty Crop lands from non-agricultural uses and land fragmentation and to ensure that these valuable lands are utilized for their fullest potential;
h) Recognizing and protecting the County Road 50 Corridor as a unique agricultural and agri-tourism area; and,
i) Supporting sustainable farm practices, and encouraging the retention of woodlots, hedgerows, protection of water resources, and other natural features as integral and vital components of the farm operation, and to retain the cultural landscape of agriculture.

5.A.1 – General Agricultural Policies

The following general policies are established for those lands shown as “Agricultural” on Schedule “A1”:

5.A.1.1 In Agricultural Areas, as shown on Schedule “A1”, agricultural uses and normal farm practices will be promoted and protected.

5.A.1.2 The removal of land from the “Agricultural” designation shall only be considered for settlement area expansions, or identification of settlement areas and limited non-agricultural uses, provided that the following conditions are met:

a) the land does not comprise a specialty crop area;
b) there is a demonstrated need as part of a Local Settlement Area Review within the planning horizon for additional land to be designated to accommodate the proposed use;
c) there are no reasonable alternative locations which avoid the “Agricultural” designation;
d) there are no reasonable alternative locations in the “Agricultural” designation with a lower priority Canada Land Inventory soils classification; and,

e) impacts from any new or expanding non-agricultural use on surrounding agricultural operations and lands should be mitigated to the extent feasible.

5.A.1.3 Some of the policies contained within Section 5.B, Aggregates, of this Plan may also pertain to lands designated “Agricultural”.

5.A.1.4 Normal farm practices, including but not limited to, agroforestry and spraying, are permitted on all lands designated “Agricultural”. If tree harvesting is to occur it should be based on acceptable forest management practices. Advice from a qualified specialist and the use of woodlot management plans by landowners is required.

5.A.2 – Permitted Uses

5.A.2.1 The following uses are permitted within the “Agricultural” designation subject to the policies of this section:

a) Agricultural Uses, Agriculture-Related Uses and On-Farm Diversified Uses.
b) Forestry, conservation uses, wildlife and fisheries management.
c) Watershed management and flood and erosion control projects carried out or supervised by a public agency.
d) A single detached dwelling in conjunction with an agricultural use, on an existing lot of record, and on a newly created lot approved as a residence surplus to a farming operation.
e) Accessory farm accommodation, in accordance with the policies in this Plan.
f) Additional residential units in accordance with the provisions in the *Planning Act* and the Provincial Planning Statement (2024). Where two additional residential units are proposed, at least one of these additional residential units is to be located within or attached to the principal dwelling, and any additional residential units shall comply with the Minimum Distance Separation Formulae.
g) Public active transportation uses such as pedestrian trails and bicycle lanes.
h) The extraction of petroleum resources, mineral aggregate resources and mineral resources shall be permitted in accordance with the policies in Section 5.B of this plan.

5.A.2.2 Agriculture-related uses are farm-related commercial and farm-related industrial uses that are small-scale and directly related to the farm operation

and are required in close proximity to the farm operation. Examples include but are not limited to the following:

a) Seed, pesticide, fertilizer storage (including distribution).
b) Agricultural storage and processing facilities involving the storage and processing of crops and/or livestock from a local farm operation in the area.
c) Fruit/vegetable/flower stands & farm markets that retail produce derived from the principal agricultural use on the property.
d) Wineries and associated uses, which are secondary and directly related to the principal agricultural use on the property. Local municipal Official Plans shall contain policies for agriculture-related uses.

5.A.2.3 On farm-diversified uses include but are not limited to: home occupations, home industries, agri-tourism ventures, and uses that produce value-added agricultural products from the farm operation on the property. Local municipal Official Plans shall contain criteria for the establishment of on-farm diversified uses that address the following:

a) The use shall not hinder surrounding agricultural uses.
b) The amount of land and size of the building devoted to the use is limited in proportion to the principal use and buildings on the property such that the use is clearly secondary to the principal use - agriculture.
c) The zoning or sign by-law shall regulate signage.
d) The use must integrate with the agricultural character of the area.
e) The use does not create a safety hazard or become a public nuisance, particularly in regard to traffic, parking, noise, noxious odours or other emissions.
f) Outdoor storage related to on-farm diversified uses shall be limited in area, integrate with the agricultural character of the area, and does not create a safety hazard.

5.A.3 – Farm Accommodation

5.A.3.1 The County supports Local Municipalities to include policies in their Official Plans permitting the construction of additions to existing structures or additional structures, including seasonal or temporary accommodations in relocatable structures such as trailers, recreational vehicles and non-traditional building types such as tiny homes for on-farm accommodations for housing for the agricultural economy. Furthermore, additional lodging, washroom dining and/or laundry facilities are to be permitted on a semi-permanent basis or temporary basis.

5.A.3.2 The County supports Local Municipalities to include policies in their Official Plans permitting off-farm accommodations for housing for the agricultural economy in proximity to the existing farm building complex on agricultural parcels, and/or settlement areas to accommodate housing for the agricultural economy, including those whose employment is beyond seasonal. In addition, Local Municipalities shall develop criteria to ensure off-farm accommodation is appropriate given the size of the parcel and farm operations on or surrounding the parcel.

5.A.3.3 The County supports Local Municipalities to develop locational criteria for off-farm accommodations to address the need for housing.

5.A.3.4 The County supports Local Municipalities to include policies in their Official Plans to facilitate on-farm and off-farm accommodation in appropriate locations with access to amenities, recreational opportunities, active transportation, transit, commercial and social services.

5.A.3.5 The County supports Local Municipalities to include Official Plan policies for on-farm and off-farm accommodations in agricultural areas are adequately separated from building storing chemicals, fuel, pesticides, insecticides, solid or liquid agricultural waste or other noxious items, packing and/or shipping, or any mechanical equipment producing noise or vibrations, except where separation is not feasible and can be adequately mitigated.

5.A.3.6 The County supports seasonal or temporary farm accommodations to be located in proximity to safe transportation routes for housing for the agricultural economy between housing and work and between farms.

5.A.3.7 The County supports farm worker accommodation to include place-making and public realm improvements to support inclusion and quality of life.

5.A.3.8 Severances of the lands that are the site of farm accommodation in the Agricultural designation shall not be permitted.

5.A.4 – Surplus Farm Dwellings

5.A.4.1 The severance of a residence surplus to a farming operation may be permitted under the following circumstances:

a) The surplus dwelling is at least 20 years old as of the date of adoption of this Official Plan;
b) The size of any new lot shall be an area of approximately 0.4 hectares except to the extent of any additional area deemed necessary to support

an on-site private water supply and private sewage disposal system as determined by Provincial and County requirements to a maximum of one hectare in lot area;

c) Site constraints, such as, but not limited to, protection of the natural heritage system may be permitted to a maximum of one hectare in lot area;
d) Proposals that exceed one hectare in lot area may be considered subject to an amendment to this Plan;
e) To reduce fragmentation of the agricultural land base where a contiguous farm parcel is owned by the same property owner, the retained lot shall be merged with an abutting parcel. The retained farm parcel shall be zoned to preclude its use for residential purposes;
f) The proposal shall meet the Minimum Distance Separation (MDS) Formulae established by the Province, as amended from time to time; and
g) In order to maintain County-wide consistency in the implementation of this policy, farm consolidation will be interpreted to permit both contiguous and non-contiguous farm parcel consolidations. Local Municipalities may establish a minimum lot size for the remnant farm parcel in accordance with this Policy.

5.A.5 – Lot Creation

5.A.5.1 Lot creation in the "Agricultural" designation is discouraged and will only be permitted in accordance with Provincial Policy and the following:

a) New agricultural lots may be permitted where the severed and retained lots are for agricultural uses and are equal or greater than 40 hectares in area. These agricultural lots shall also comply with the Minimum Distance Separation Formulae.
b) Lot creation to permit new infrastructure uses is permitted where the facility or corridor cannot be accommodated through the use of easements or rights of-way.
c) Lot adjustments for legal or technical reasons, such as for easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot are also permitted. In order to maintain County-wide consistency in the implementation of this policy, minor boundary adjustments will be interpreted to prohibit the creation of new residential or non-farm parcels.

5.A.5.2 New lot creation policies may be introduced through an amendment to this plan permitting alternative lot sizes for Speciality Crop lands, following the completion of a Specialty Crop Study.

5.A.6 – Minimizing Conflicts of Non-Agricultural Uses

5.A.6.1 Non-agricultural uses must comply with the Province's Minimum Distance Separation formulae, as amended from time to time.

5.A.6.2 Applications for non-agricultural uses shall require completion of an Agricultural Impact Assessment.

5.A.6.3 In Agricultural areas lands shall not be redesignated in local Official Plans for non-agricultural uses except for:

a) Refinements to the agricultural area designations: or

b) Settlement area boundary expansions, as well as the identification of new settlement areas, that implement the County of Essex Settlement Area Review and the Local Settlement Area Review in accordance with the policies of this Plan. In this instance, upon approval of this Plan, settlement area boundary expansions, as well as the identification of new settlement areas, shall not be permitted in specialty crop areas. Settlement area boundary expansions, as well as the identification of new settlement areas, shall comply with the Minimum Distance Separation Formulae, in addition to the other policies of this Plan.

5.A.6.4 Local Municipalities shall include policies in their Official Plans that address measures to avoid, minimize or mitigate impacts of non-agricultural development on agricultural operations and the Agricultural System.

5.A.6.5 New non-agricultural uses should not be located in prime agricultural areas. except those permitted above. Pending the completion of a specialty crop area study, non-agricultural uses shall also not be located in Specialty Crop areas.

5.A.7 – Non-Conforming Uses in the Agricultural Area

5.A.7.1 In addition to the policies outlined in Chapter 12 of this Plan, the following policies shall apply to non-conforming uses in the agricultural area.

5.A.7.2 This Plan shall not prohibit the continued operation of legally established uses, such as residential, commercial, employment, agricultural, and institutional uses on lands designated Agriculture in this Plan that legally existed as of the date of adoption of this new plan.

5.A.7.3 Expansions to existing buildings and structures, accessory structures and existing uses, as well as conversions or redevelopment of legally existing uses that bring the use more into conformity with this Plan, are permitted, solely on the existing property, subject to demonstration of the following:

a) New municipal services are not required;
b) The proposal does not expand into natural heritage features and hydrological features, unless there is no other alternative in which case, any expansion shall be limited in scope and kept within close geographical proximity to the existing structure;
c) For conversions or redevelopments only, the completion of an agricultural impact assessment by a qualified professional;
d) The proposed use does not result in the intrusion of new incompatible uses in the Agriculture designation;
e) The proposed use is solely on the existing property;
f) The proposed use complies with the Minimum Distance Separation formulae;
g) The impact on surrounding agricultural operations is mitigated to the extent feasible; and,
h) Policies 5.A.7.3 a) and 5.A.7.3 b) apply to all non-conforming uses in the agricultural area.

5.A.7.4 Schedule "A3" identifies those sites that have existing or approved non-agricultural uses and are located outside of settlement areas. These sites are legacy uses or planned functions for non-agricultural uses as identified in local Official Plans. The following policies apply:

a) The sites identified on Schedule "A3" have fixed boundaries. No expansion of the land area of these sites is permitted.
b) An application for expansion of the land area through the provisions of the *Planning Act* including, but not limited to, consent, subdivision, merging on title, is contrary to this Official Plan and shall require an amendment to this Official Plan.
c) The sites shown on Schedule "A3" are not settlement areas within the meaning of this Plan and the Provincial Planning Statement (2024). No application to change a site on Schedule "A3" to Primary or Secondary Settlement Area will be supported.
d) Development of these sites, within the boundaries of sites as identified on Schedule "A3", shall comply with the policies of the local Official Plans.

5.A.7.5 There are areas which are within the Agricultural Designation in the County Official Plan that contain legacy designations in local Official Plans. These existing land use designations are acknowledged to remain until such time, as the local Official Plan is updated at which point these land use designations shall be brought into conformity with the County Official Plan. Where these local Official Plan designations may allow for development, the other policies in the County Official Plan pertaining to wise growth management, servicing, natural heritage and agricultural land protection should be considered and applied. The uses in these areas are considered legal uses and are only intended to support minor in-fill development based on the County and local servicing policies and be located on improved local or County roads. The boundary of the land use designation in the local Official Plan shall not be extended beyond the existing property. Any request for a boundary adjustment consent shall require an amendment to the County Official Plan.

5.A.8 – Specialty Crop Areas

5.A.8.1 The County shall complete a Specialty Crop Study for the Agriculture area of this Plan.

5.A.8.2 Specialty crop areas have the highest protection of Agricultural land in the County. Accordingly, the following shall apply:

a) Settlement areas are not permitted to expand into Specialty Crop Areas. Where a settlement area expansion is being considered, a Specialty Crop Area Study shall be required as part of the County Settlement Area Review and Local Settlement Area Review.
b) Specialty crop areas shall not be redesignated in local Official Plans for non-agricultural uses.
c) In the interim, until the County completes a Specialty Crop Study, where the expansion of a non-agricultural use is proposed in an area that exhibits the characteristics of a specialty crop area, an agricultural impact assessment shall be required which shall include an assessment of whether the lands are specialty crop.

5.A.8.3 The placement of fill in Specialty Crop Areas and prime agricultural areas is prohibited except for normal farm practices conducted in accordance with Ontario Regulation 409/19 and the Rules for Soil Management and Excess Soil Quality Standards.

5.A.8.4 The County shall complete a separate implementation study of Greenhouses in Essex County. This study is to address the location needs, infrastructure

needs, water quality impacts, road impacts and more related to the Greenhouse use and the Greenhouse economy.

5.A.9 – County Road 50 Agri-Tourism Area

The County Road 50 Corridor is a scenic tourism route along Lake Erie recognized for its farmland, agri-tourism, and waterfront vistas. The corridor is located between Amherstburg and Kingsville and includes active transportation. In recent years, economic activity along the corridor has been comprised of mixed farming, agri-businesses catering to tourists, and residential development. Notable establishments along the corridor include: wineries, an existing golf course, and the John R Park Homestead Conservation Area and an increasing active transportation route. In addition, various designated historic properties and bed and breakfast establishments can also be found, which further enhance the character of the area as a vibrant and growing agri-tourism district.

The County Road 50 Corridor has important agriculture, agriculture-related uses, and on-farm diversified uses. The Corridor is an area of the County that showcases the important economic opportunities of agriculture, growing the agricultural economy, and tourism. In order to protect and enhance the character of the area, the following policies are provided.

5.A.9.1 The County shall collaborate with Tourism Windsor Essex and Local Municipalities to promote the County Road 50 Corridor and its attractions, events, and scenic/active transportation route.

5.A.9.2 The County shall ensure that the County Road 50 Corridor design is context sensitive and active transportation will be promoted and implemented in the form of safe cycling and walking` routes along the corridor.

5.A.9.3 The County will encourage and support high-quality attractions, facilities, services, and events along the County Road 50 Corridor where they are permitted in the Local Official Plan and Zoning By-law. Such uses must be compatible with the countryside and agricultural character of the County and are encouraged to be year-round to promote economic development throughout the year.

5.A.9.4 Local Municipalities shall identify the County Road 50 Corridor in their Official Plans and include policies addressing the following:

a) The appropriate land uses for lands on the corridor;
b) Supporting and implementing agriculture, agriculture-related uses, and on-farm diversified uses;
c) Ensuring the protection, maintenance and enhancement of views and vistas along the Corridor and to the Lake Erie shoreline are maintained and enhanced;

d) Mitigating, the visual impacts of development by addressing signage, parking, access, and billboards; and,
e) Addressing flood prone lands and future development in the County Road 50 Corridor including ingress and egress requirements for these lands and ensuring new development is restricted in hazard lands through local official plans and appropriately mitigated where it can be permitted and that ingress and egress requirements are addressed for these lands.

5.B – AGGREGATES

In accordance with the Provincial Planning Statement, it is the policy of this Plan that mineral resources, including mineral aggregates, minerals, and petroleum resources, as generally depicted on Schedule "E1" of this Plan, will be protected for long-term use. In that regard, it is the policy of this Plan that local Official Plans shall include policies that ensure the following policy direction is realized.

GOALS

a) Supporting the long-term protection of mineral aggregate resources for extraction;
b) Supporting the long-term protection of petroleum resources;
c) Minimizing conflict between resource operations and surrounding land uses; and,
d) Supporting the long-term rehabilitation of aggregate sites.

5.B.1 – Petroleum Resources

5.B.1.1 Throughout Essex County there is a potential for the exploration, discovery, and production of petroleum deposits. A number of areas of petroleum production also exist as depicted on Schedule "E1" of this Plan. While activities associated with petroleum resources rarely involve *Planning Act* controls, the policies of this Plan address the issue of new development encroaching on known deposits and existing producing well areas.

5.B.1.2 Petroleum resource operations shall be identified and protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. New development shall be setback a minimum of 75 metres from existing wells. This setback is equivalent to the setback required under the *Oil, Gas and Salt Resources Act* for new wells from existing development.

5.B.1.3 Petroleum resource operations, exploration and drilling under the *Oil, Gas and Salt Resources Act* will be permitted within the "Agricultural" designation provided the site is rehabilitated to agricultural use and, will minimize impacts by following Provincial Operating Standards, Provincial regulations, and local planning requirements. Should the policies of this Plan, regarding development within "Natural Environment" areas, affect potential petroleum activities, the Province shall be consulted regarding mechanisms to evaluate the value of competing resources and ensure that if drilling occurs, there is minimal policy conflict.

5.B.2 – Mineral Aggregate Resources

5.B.2.1 It is the policy of this Plan that as much of the mineral aggregate resources as is realistically possible will be made available to supply mineral resource needs as close to markets as possible. To that end, mineral aggregate operations will be protected from activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety, or environmental impact. In areas adjacent to or in known deposits of mineral aggregate resources, shown on Schedule "E1" and including salt deposits, agricultural development will be permitted however, development which would preclude or hinder the establishment of new operations or access to the resources will only be permitted if:

a) resource use would not be feasible; or
b) the proposed land uses or development serves a greater long term public interest; and
c) issues of public health, public safety and environmental impact are addressed.

5.B.2.2 As established in the policies contained within this Plan for lands designated "Agricultural", extraction of mineral aggregate resources will be permitted in agricultural areas in those areas shown as "Mineral Aggregate Resources" on Schedule "E1" without an amendment to this Plan provided the site is rehabilitated in accordance with the policies of this Plan. Final rehabilitation shall take surrounding land and approved land use designations into consideration. For lands within the Agricultural designation, rehabilitation to an agricultural condition is required.

5.B.3 – Mineral Resources

5.B.3.1 Mineral resources will be protected from activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety, or environmental impact. In areas adjacent to known mineral resources, development which would preclude or

hinder the establishment of new operations or access to the resource will only be permitted if:

a) resource use would not be feasible; or
b) the proposed land uses or development serves a greater long term public interest; and
c) issues of public health, public safety and environmental impact are addressed.

5.B.3.2 Rehabilitation will be required after extraction and other related activities have ceased. Progressive rehabilitation will be undertaken where feasible. As established in the policies contained within this Plan for lands designated "Agricultural", extraction will be permitted in agricultural areas provided the site is rehabilitated to an agricultural condition. Final rehabilitation shall take surrounding land and approved land use designations into consideration.

5.B.4 – Wayside Pits and Quarries, Portable Asphalt Plants, and Portable Concrete Plants

5.B.4.1 Wayside Pits and Quarries, Portable Asphalt Plants, and Portable Concrete Plants used on public authority contracts will be permitted, without the need for an Official Plan amendment or Zoning By-law amendment under the *Planning Act* in all areas except those areas of existing sensitive land uses or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities as identified in local Official Plans. All areas used for either wayside pits and quarries, portable asphalt plants or portable concrete plans shall be rehabilitated. In the case of wayside pits and quarries, portable asphalt plans and concrete plants locating on agricultural lands, a long-term rehabilitation plan shall be established.

5.B.5 – Existing Mineral Aggregate Operations

5.B.5.1 Proposed new development or other activities in areas located within 500 metres (sand and gravel) and 1000 metres (bedrock) of existing mineral aggregate operations is not permitted, unless it can be demonstrated by the applicant that satisfactory mitigation measures can be put in place to ensure that the ongoing operation or expansion of the existing mineral aggregate operation will not be hindered. The cost and responsibility for any required mitigation measures shall be borne by the applicant.

5.B.5.2 Existing licensed mineral aggregate operations shall be permitted to continue without the need for an Official Plan amendment, Zoning By-law amendment or other approval under the *Planning Act*. When a license for a mineral aggregate operation ceases to exist, policies which protect deposits of

mineral aggregate resources will continue to apply where deposits are still present.

5.B.5.3 Existing licensed mineral aggregate operations will be permitted to continue extraction and expand where appropriate.

5.B.6 – Proposed Mineral Aggregate Operations

5.B.6.1 The establishment of new extractive operations outside of the areas identified as "Mineral Aggregate Resources" on Schedule "E1", or on lands designated as "Settlement Areas" or "Natural Environment" on Schedule "A1" will require an amendment to this Plan.

5.B.6.2 The County will consider applications for a mineral aggregate operation on Agricultural lands shown as "Mineral Aggregate Resources" on Schedule "E1" without the need for an amendment to this Plan.

5.B.6.3 An application to permit a mineral aggregate operation shall not be required to demonstrate the need for the resource.

5.B.6.4 New mineral aggregate operations are not permitted within settlement areas. The removal of economically viable material on site within a settlement area in advance of other approved development may be considered on a site-specific basis.

5.B.6.5 Applications to permit a mineral aggregate operation shall:

a) be consistent with the Provincial Planning Statement;
b) conform to the County and Local Official Plans;
c) consider policies of the Conservation Authority; and,
d) give due regard for other policies or guidelines that are consistent with the Provincial Planning Statement and the requirements under the *Aggregate Resources Act* and its regulations.

5.B.6.6 Applications to permit a mineral aggregate operation shall address the following:

a) potential for negative impacts on existing and future adjacent and surrounding land uses;
b) potential for negative impact on views and vistas;
c) potential for negative air quality, noise, vibration, social, and health impacts;

d) potential for negative impacts on significant built heritage resources, significant cultural heritage landscapes, and archaeological resources or areas of archaeological potential;
e) potential for negative impacts on the natural environment system;
f) proposed manner of operation and rehabilitation;
g) proposed haulage routes and the potential negative impacts on roads and other users of the infrastructure;
h) potential for impacts on County infrastructure and services;
i) potential economic and financial impacts/benefits;
j) potential for negative impacts on agricultural operations in prime agricultural areas through an Agricultural Impact Assessment;
k) potential geotechnical considerations as appropriate;
l) land use compatibility;
m) other potential impacts which may be specific to a proposed operation or site; and
n) Potential negative impacts on groundwater or surface water resources, highly vulnerable aquifers, or significant groundwater recharge areas.

5.B.6.7 An application for a new operation will be required to demonstrate how:

a) The connectivity between natural heritage features and hydrologic features will be maintained before, during, and after the extraction of mineral aggregate resources;
b) The operator can replace natural heritage features and hydrologic features that would be lost from the site with equivalent and/or enhanced features on another part of the site or on adjacent lands;
c) The water resource system will be protected and/or enhanced; and,
d) Any natural heritage features and hydrologic features and their associated buffers will be addressed.

5.B.6.8 To streamline the application process for a mineral aggregate operation, the County, in coordination with the Local Municipality and Conservation Authority, may establish a Joint Agency Review Team (JART). The JART process will be periodically monitored by County staff over time to ensure that it continues to meet the intended purpose of a streamlined review.

5.B.7 – Haul Routes and Aggregate Truck Traffic

5.B.7.1 Mineral aggregate truck traffic shall be directed away from settlement areas and sensitive land uses to the maximum extent feasible and make use of existing Provincial and County Road networks. Local road networks should be used as local access routes only. Each mineral aggregate operation shall have a defined haul route.

5.B.7.2 Applications to permit a mineral aggregate operation shall demonstrate how adverse impacts associated with mineral aggregate truck traffic will be mitigated and shall consider:

a) options for delivery of resources to the market, including alternative modes of transportation and alternative routes;
b) impacts on the road network and potential mitigation measures;
c) safety mitigation measures in all circumstances, with particular attention required where mineral aggregate truck traffic has the potential to mix with residential traffic, school buses, agricultural vehicles, pedestrian, cyclists, and other sensitive road users;
d) land use compatibility with sensitive land uses; and,
e) social and environmental impacts and any mitigation measures.

5.B.7.3 The County may require applicants to enter into Haul Route Agreements as part of the process to permit a mineral aggregate operation to ensure haul routes are defined and utilized; to secure for improvements and additional maintenance in accordance with the *Aggregate Resources Act*; and to outline the formula for the method of payment by a licence-holder, where required. Improvements required to a County or Local road due to a new or expanded mineral aggregate operation shall not be at the public expense.

5.B.7.4 Haul routes for existing mineral aggregate operations are not currently strictly defined. As haul routes for new mineral aggregate operations are established, the County will prepare and maintain a map indicating approved haul routes as an Appendix to this Plan.

5.B.7.5 Over time there may be changes that provide opportunities for more suitable haul routes, such as haulage patterns, highway and road improvements, measures to manage dust, and changes in municipal development patterns. Changes to defined haul routes may be permitted through a formal amendment to the Haul Route Agreements and shall not require an amendment to this Plan.

5.B.7.6 Mineral aggregate resources are generally transported using trucks to access the market. The County also encourages and supports opportunities for alternative ways to transport mineral aggregate resources to the market, including the use of railways and shipping routes.

5.B.8 – Rehabilitation

5.B.8.1 Applications to permit a mineral aggregate operation shall include a rehabilitation plan to satisfy the requirements of the Province, the County, Conservation Authority, and the Local Municipality.

5.B.8.2 Progressive and final rehabilitation for mineral aggregate operations is required. Rehabilitation plans must achieve the following:

a) accommodate subsequent land uses;
b) promote compatibility with surrounding land uses and approved land use designations;
c) recognize the interim nature of extraction; and,
d) mitigate negative impacts to the extent possible.

5.B.8.3 Comprehensive rehabilitation planning is required where there is a concentration of mineral aggregate operations.

5.B.8.4 For rehabilitation of new mineral aggregate operation sites, the following apply:

a) the disturbed area of a site shall be rehabilitated to a state of equal or greater ecological value and, for the entire site, long-term ecological integrity shall be maintained or enhanced;
b) if there are natural heritage features and areas, natural heritage features or hydrologic features on the site, or if such features existed on the site at the time of an application:
    i. the health, diversity and size of these natural heritage features and areas,–natural heritage features and–hydrologic features shall be maintained or enhanced; and,
    ii. any areas where extraction of mineral aggregates was permitted within a natural heritage feature and area, natural heritage feature or hydrologic feature shall be rehabilitated as early as possible in the life of the operation;
c) aquatic areas remaining after extraction shall be rehabilitated to an aquatic environment representative of the natural ecosystem in that particular setting or eco district, and the combined terrestrial and aquatic rehabilitation will meet the intent of this Plan; and,
d) outside the natural heritage system, final rehabilitation shall appropriately reflect the long-term land use of the general area and the policies of this Plan. In agricultural areas, the site shall be rehabilitated in accordance with Provincial policy and the requirements of this Plan.

5.B.8.5 In agricultural areas, extraction of mineral aggregate resources is permitted as an interim use provided that the site will be rehabilitated back to an agricultural condition. Complete rehabilitation to an agricultural condition is not required if:

a) the depth of planned extraction in a quarry makes restoration of pre-extraction agricultural capability unfeasible; and,
b) agricultural rehabilitation in remaining areas is maximized.

5.B.8.6 Where the after-use of a mineral aggregate operation is proposed to be recreation, natural area, or an open space use, the County supports opportunities for public access and/or ownership.

5.B.9 – Aggregate Recycling

5.B.9.1 Mineral aggregate resource conservation shall be undertaken, including through the use of accessory aggregate recycling facilities within operations, wherever feasible.

5.B.9.2 Local Municipalities shall develop and implement official plan policies and other strategies to conserve mineral aggregate resources including the recovery and recycling of manufactured materials derived from mineral aggregate resources and utilization or extraction of on-site mineral aggregate resources prior to development.

CHAPTER 6



COMMUNITY DEVELOPMENT

6.0 Community Development

The World Health Organization defines healthy communities as those communities that are *"continually creating and improving those physical and social environments and expanding those community resources which enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential."* Healthy communities improve the quality of natural resources; provide the necessary lands, hard and soft infrastructure to support existing and future growth; promote public participation in community activities; provide improved access to health and social services; and provide the necessary facilities, programs and infrastructure that promote healthy active lifestyles and a caring community for County residents of all ages and abilities to ensure their full participation.

The policies in this section are intended to help create well-designed complete communities that manage and protect their natural resources, have integrated greenspace, trails, pedestrian, biking and transit networks, and that offer a variety of housing, transportation, accessible human services, and employment options.

GOALS

a) Promoting inclusive, healthy, and resilient communities;
b) Promoting a safe, attractive, and vibrant built environment, where residents of all ages and abilities are able to walk, cycle or take transit within their neighbourhoods and to/from schools, parks, places of work, and to participate in daily living;
c) Supporting residents' basic and daily needs by providing adequate and convenient access to a range of housing, employment, services, community infrastructure, and facilities;
d) Managing, protecting, and distributing resources responsibly and equitably; and,
e) Fostering and co-ordinating the desirable physical improvements and maintenance of community areas for environmental, social, or community economic reasons through Local Municipal Official Plans.

6.A – CULTURAL HERITAGE AND ARCHAEOLOGICAL RESOURCES

6.A.1. It is the policy of this Plan that the County will identify, recognize, and conserve archaeological resources and built heritage resources, and cultural heritage landscapes. To achieve these goals, and to encourage the restoration, protection and maintenance of the County's heritage resources, all new development or redevelopment shall be consistent with the Provincial Planning Statement on cultural heritage resources. Cultural heritage resources include

archaeological resources, built heritage resources and cultural heritage landscapes.

6.A.2. Local Official Plans shall include policies to conserve significant cultural heritage resources, including significant archaeological resources, significant built heritage resources and significant cultural heritage landscapes as required in cooperation with the County, other agencies, and Indigenous communities, as appropriate.

6.A.3. The County shall encourage and support the Local Municipalities to prepare and maintain a Cultural Heritage Master Plan that provides, but is not limited to, an inventory of cultural heritage resources, and guidelines for the identification, evaluation, conservation, and direct/indirect impact mitigation activities to consider in decision making on cultural heritage resources.

6.A.4. The County will conserve and manage its heritage resources and cultural heritage landscape by requiring a cultural heritage impact assessment for infrastructure projects.

6.A.5. The Local Municipalities shall ensure that it has accurate and adequate architectural, structural, and economic information to determine the feasibility of rehabilitation and reuse versus demolition when considering demolition applications for designated heritage properties. All cultural heritage resources to be demolished or significantly altered are subject to a Heritage Impact Assessment and documented for archival purposes with a history, photographic record and measured drawings prior to demolition or alteration: such documentation shall be the responsibility of the applicant in consultation with relevant heritage committees.

6.A.6. Development and site alteration on protected heritage property or adjacent lands shall not be permitted, except where the proposed development and site alteration has been evaluated through a heritage impact assessment and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

6.A.7. For the purposes of Section 6.A of this Plan, ‘adjacent lands’ means those lands, neighbouring to a specific protected heritage property, where it is likely that development or site alteration would have a negative impact on protected heritage property. The adjacent land widths listed below are approximate values to be used in this Plan. Different values may be established through a local official plan supported by a technical study prepared by a qualified cultural heritage professional.

Feature or Area	Adjacent Land Width
Protected heritage property	**50 metres**

6.A.8. Local municipal clerks shall maintain a Register of Properties which will include properties that have been designated under Part IV and V of the *Ontario Heritage Act*, and properties that have not been or cannot be designated but that municipal council has determined to be of cultural heritage value or interest.

6.A.9. The County make grants or loans to local municipalities for the purposes of carrying out local municipalities' Community Improvement Plans to assist municipalities in their efforts to conserve cultural heritage of regional significance.

6.A.10. When development has the potential to impact a known or suspected cemetery or burial site, local municipalities shall require an archaeological assessment by a licensed consultant archaeologist. Provisions under both the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall apply. Development shall be guided by this legislation and any direction from the Ministry of Public and Business Service Delivery and Procurement.

6.B – CANADIAN HERITAGE RIVER DESIGNATION

6.B.1. The Canadian Heritage River System identifies and celebrates unique rivers within our country that best reflect Canadian history, recreation, and environment. Established in 1984, this cooperative Federal-Provincial-Territorial program was developed to help preserve the future of significant national rivers through community efforts. As part of the nomination and designation process, a Management Strategy was prepared by a community-based committee consisting of representation along the Detroit River Corridor. This strategy was supported by a number of signatories including mayors from each of the municipalities along the Detroit River.

6.B.2. It is the policy of this Plan to support the natural heritage, human heritage and recreational initiatives as described in the Management Strategy dated June 21, 2001, for the Detroit River as a designated Canadian Heritage River. Local Official Plans should include policies incorporating the initiatives described in the Management Strategy.

6.B.3. The Thames River is also designated a Canadian Heritage River and local Official Plans should include policies recognizing this designation and any applicable Management Strategy.

6.C – ARCHAEOLOGICAL RESOURCES

The County of Essex is located on the traditional territory of the Three Fires Confederacy of First Nations, comprise of the Ojibway, Odawa, and Potawatomie Peoples. Both Indigenous and European archeological resources contribute to the County's cultural identity.

GOALS

a) support the identification of archaeological resources and areas of archaeological potential; and,
b) ensure archaeological resources are conserved in accordance with Provincial requirements.

6.C.1. The County will prepare and maintain an Archaeological Management Plan, containing mapped areas of archeological potential. The existence and specific location of archaeological sites will be kept confidential to protect against vandalism, disturbance, and the inappropriate removal of artifacts and cultural heritage resources. The Archaeological Management Plan will be prepared in partnership with Indigenous communities, and Local Municipalities.

6.C.2. Development and site alteration shall not be permitted on lands containing archeological resources or areas of archeological potential unless significant archeological resources have been conserved by removal and documentation or preservation on site, or the land has been investigated and cleared or mitigated following clearance from the Province. Where significant archeological resources must be preserved on site, only development and site alteration which maintain the heritage integrity or the site, as outlined in the assessment, will be permitted.

6.C.3. Planning authorities shall engage with Indigenous communities and consider their interests when identifying, protecting, and managing archaeological resources. The County shall keep an updated list of Indigenous communities' contacts.

6.C.4. In considering applications for waterfront development, cultural heritage resources both on shore and in the water shall not be adversely affected. Where partially or fully submerged marine features such as ships, boats, vessels, artefacts, from contents of boats, old piers, identified and may be impacted by shoreline and waterfront developments, a marine archaeological assessment prepared by a licensed archeologist pursuant to the *Ontario*

Heritage Act will be required. Satisfactory measures to mitigate any negative impacts will be required.

6.C.5. Archaeological assessments are required as part of Essex County's public works projects with ground disturbance and/or work on undisturbed ground in areas of archaeological potential.

6.C.6. Local Municipal Official Plans shall contain policies consistent with Provincial direction on the conservation of archaeological resources.

6.D – COMMUNITY IMPROVEMENT

Local municipal councils, under the *Planning Act* may choose to designate Community Improvement Areas. Identifying a Community Improvement Area must be carried out through a by-law designating the whole, or any part of the local municipality as a Community Improvement Area.

The goal of any Community Improvement Area is to foster and co-ordinate the physical improvements and investment in a community for environmental, social, or community economic reasons.

6.D.1. The County in collaboration with the Local Municipalities, may designate, Community Improvement Project Areas.

6.D.2. The County of Essex may use Community Improvement Plans for:

a) Infrastructure that is within the County of Essex's jurisdiction;
b) Lands and buildings within and adjacent to existing or planned mixed use and transit corridors that have the potential to provide a focus for higher density residential and mixed-use development and redevelopment;
c) Affordable Housing and Economic Development;
d) Other matters as the Province may prescribe in accordance with the *Planning Act*.

6.D.3. The County encourages Local Municipalities to use Community Improvement Areas and Plans within the following focus areas in local municipal Official Plans:

a) Redevelopment and rehabilitation of brownfield and greyfield sites;
b) Conservation of cultural heritage resources;
c) Provision of affordable housing;

d) Provision of mixed-use developments and accessible, pedestrian-oriented streetscape in downtown and uptown areas, and along transit corridors;
e) Reduction of greenhouse gas emissions; and
f) Preparation for impacts of a changing climate.

6.D.4. The Community Improvement provisions of the *Planning Act* provide for and co-ordinate comprehensive improvements in identified areas of a community. Community improvement policies are intended to provide a planning mechanism for improvements, access to cost sharing programs and encouragement for private investment. In order to assist with regional and local economic development initiatives targeted to attracting new large scale industrial and commercial developments to locate in Essex County, the County encourages and supports local municipalities preparing Industrial and Economic Development Community Improvement Plans.

Where such Local Municipal Community Improvement Plans are in effect, in keeping with the provisions as set out in Section 28 of the *Planning Act*, County Council may make grants for the purpose of rebating the County's portion of any approved Tax Increment Rebate Grant that is being provided by the Local Municipality, for a maximum of up to ten years for eligible projects.

A description of what constitutes an eligible project for the purpose of the County's participation in this Tax Increment Rebate Grant Program, together with a detailed outline of the County's program conditions are set out in a Program Guide that has been prepared by County Administrative Staff.

6.D.5. In order to assist with affordable housing initiatives targeted to addressing housing needs in Essex County, the County encourages and supports local municipalities preparing Affordable Housing Community Improvement Plans.

Where such Local Municipal Community Improvement Plans are in effect, in keeping with the provisions as set out in Section 28 of the *Planning Act*, County Council may make grants for the purpose of rebating the County's portion of any approved Tax Increment Rebate Grant that is being provided by the Local Municipality, for a maximum of up to ten years for eligible projects. County Council may also utilize other programs to support affordable housing through Community Improvement Plans.

A description of what constitutes an eligible project for the purpose of the County's participation in this Tax Increment Rebate Grant Program, together

with a detailed outline of the County's program conditions are set out in a Program Guide that has been prepared by County Administrative Staff.

6.E – COMPLETE COMMUNITIES

Complete communities are designed as accessible, dense, and walkable, where most amenities are in close proximity, and meet people's needs for daily living through their lifetime. They provide for a full range of uses including local community centres, schools, places of worship, greenspaces, and other uses to increase greater human interaction and create a sense of community. The policies in this section will help create and maintain well-designed communities that have integrated greenspace, trails, pedestrian, and transit networks, and that offer a variety of housing, transportation, accessible human services, and employment options.

Human health is strongly related to the built and natural environments. Designing and building communities to encourage active lifestyle choices, protect the natural environment and ensure access to clean air, water, and healthy food can significantly improve overall health and well-being. Community design has an important role to play in increasing levels of physical activity. Reducing automobile dependency helps prevent obesity and other physical and mental health diseases related to physical inactivity, adverse air, and environmental quality.

Human services such as healthcare, education, community, and social services, have a significant impact on the quality of life for residents and workers. The needs of individuals and families vary with age, ability, background, and interests. As a result, expectations for basic needs, learning, recreation, public safety, health, well-being, and social supports differ by household and over time.

6.E.1. Complete communities shall be planned to include:

a) creating built form and transportation-related infrastructure that promotes and supports active healthy living;
b) planning for all ages, incomes, abilities, and populations;
c) supporting walkable and bikeable neighbourhoods and districts through active transportation;
d) implementing an interconnected network of open space and parks that facilitate physical activity, social cohesion and support mental health;
e) providing a full range of housing types and tenures including supportive housing;
f) planning for and providing public service and community facilities with convenient access; and,

g) planning for housing and jobs to support sustainable economic growth and development.

6.E.2. The planning, design and evaluation of existing and new communities shall incorporate:

a) Public Health considerations to promote wellness and quality of life;
b) The provision of human service facilities reflecting the demographic and socio-economic needs of the County;
c) Foster physical and mental health;
d) Crime Prevention Through Environmental Design Principles; and,
e) Facilitate inclusivity and accessibility for people of all ages and abilities, and the County's ethnically diverse population.

6.E.3. The County, in collaboration with Local Municipalities, School Boards, and the Province, shall coordinate and deliver social and community services to meet the needs of Essex County residents by permitting and supporting the co-location or clustering of facilities in strategic locations, where feasible, to facilitate equitable access for residents and visitors. This may include the use of schools, libraries, health services, food venues and communities centres as community hubs across the County.

6.E.4. Local Municipalities are to develop policies in their official plans to support seniors to age in place within their communities, in accordance with current best practices and guidelines.

6.E.5. Local Municipalities shall implement the use of universal accessibility in the design of the built environment to create a safe, barrier-free, and more inclusive environment that will enhance the mobility and independence of residents of all ages and abilities, including seniors.

6.E.6. The County in collaboration with Local Municipalities shall assess supporting services and the built environment in neighbourhoods where there is a predominance of seniors to identify gaps with respect to universal accessibility and opportunities to better support Essex County residents.

6.E.7. A continuous, connected, safe and attractive outdoor public realm will be provided to facilitate pedestrian movement throughout the County utilizing public roads, parks, multi-use trails and natural greenway corridors. Walking distances between housing, parks, open space, recreation centres, shopping and other local destinations will be minimized by providing direct and convenient pedestrian linkages. All pedestrian linkages will be constructed in an accessible and barrier-free manner where feasible.

6.E.8. The County, when reviewing development applications and undertaking public works, shall support barrier-free design in order to eliminate barriers for people and visitors with disabilities.

6.E.9. The County shall remove barriers from existing County public facilities and outdoor public spaces in order to eliminate barriers for people and visitors with disabilities.

6.F – HEALTHY AND RESILIENT COMMUNITIES

The Official Plan recognizes that food is a basic human need, and the availability of safe, nutritious, affordable food is critical to the health and well-being of the citizens of Essex County. Sustainable food security and *food systems* planning represent a situation that exists when people have secure access to sufficient amounts of safe and nutritious food in order to lead an active and healthy life; whereas, food insecurity may be caused by the unviability of safe and nutritious food, economic conditions, or the inappropriate distributions of food and/or food outlets. Strategies that aid in minimizing food insecurity include improved access to local services such as grocery stores and community gardens close to where people live.

As a component of food security and overall food system, urban agriculture can help assist in supporting access to healthy foods. In general terms, urban agriculture is a type of sustainable land use in and around urban communities that provide an alternative source of economical food production for urban residents. Examples include private garden allotments, community gardens, edible landscaping, and rooftop gardens.

6.F.1. Through planning public projects, and investment, the County will encourage, foster and support:

a) Ready access to high quality retail grocery stores, farmers markets, and other food sources which provide affordable, safe, healthy, culturally diverse, and local foods.
b) Opportunities for urban food production on private and public lands.

6.F.2. Local Municipalities shall include in their Zoning By-law the provision of food sales, preferably through grocery stores and farmer's markets, in order to ensure residents live within close proximity to food within the County Primary and Secondary Settlement Areas.

6.F.3. Food production, processing, distribution, storage, and farmer's markets are supported throughout the County. In urban areas and villages, community gardens and small scale indoor and outdoor crop production which does not have an adverse effect on the surrounding area by virtue of appearance,

function, risk of rodent infestation or high volumes of vehicular traffic, are permitted.

6.F.4. Neighbourhood parks may be designed to provide space to support food systems, including food growing, composting, neighbourhood markets and other neighbourhood-based activities.

6.F.5. A *community garden* is defined as an area of land used to produce food, native and ornamental plants, edible berries, and food perennials. It is an area of publicly or privately owned land, a rooftop or other space managed and maintained by individuals, a non-profit co-operative, a condominium corporation and/or other community-based organizations, to grow and harvest food crops and/or non-food ornamental crops, such as flowers for personal or group use, consumption, or donation. Community gardens may be divided into separate plots or may be farmed collectively and may include common areas maintained and uses by community garden members.

6.F.6. The County will support community gardens by:

a) Offering, where appropriate, the use of County owned lands as a new community garden site, such as vacant, underutilized, or undeveloped parcels; and
b) Working with community organizations and stakeholders to help support suitable sites within Essex County for the development of community gardens, with consideration being given to the criteria identified in this Plan.

6.G – HEALTHY AND ACTIVE LIFESTYLES

6.G.1. Public spaces, including streets, parks, and buildings, should be designed to be accessible and safe for all members of the community, with locations that provide active transportation choices to complementary land uses. School locations that favour walking and biking are encouraged. The location of public buildings should be supportive of the development and growth strategies of this Plan. Accessibility to the largest concentrations of population will be a primary consideration in the planning of major facilities.

6.G.2. New developments will need to be designed to be walkable and bike friendly by including interconnected trails, sidewalks, and/or paved shoulders, dedicated cycle tracks, and multi-use paths where appropriate to integrate with the overall complete transportation system.

6.G.3. Local Municipalities shall integrate safe, convenient, and attractive pedestrian and cycling facilities such as sidewalks, cycling routes, corner

ramps, pedestrian signals and appropriate lighting as part of the transportation system, in conjunction with boulevard tree planting providing shade to reduce the urban heat island.

6.G.4. Local Municipalities shall develop and maintain a continuous sidewalk system and cycling routes to support accessible, safe, convenient, and enjoyable walking and cycling for all users.

6.G.5. The County, in collaboration with Local Municipalities, shall support through the land use and transportation planning process, the provision of accessible outdoor settings, including parklands, open spaces, active transportation networks and trails to enhance, encourage and enable an active community.

6.G.6. Design standards will be prepared, in collaboration with Local Municipalities, and utilized to provide for the needs of pedestrians and cyclists, including children, youth, seniors, persons with special needs, persons with disabilities, with the necessary infrastructure to make them safe, convenient, and accessible through the creation of a network of connected sidewalks, multi-use trails and cycling lanes throughout the community.

6.H – PUBLIC ART

6.H.1. Public art shall be incorporated into the design of major County developments, streetscapes, and public spaces.

6.H.2. The County will incorporate place-making elements in coordination with Local Municipalities along County Roads and at major entry points to communities to foster unique, authentic, memorable, and vibrant places.

6.H.3. The County supports the design and maintenance of County Roads within downtowns and community cores to function as flexible spaces to support place-making, temporary community events and initiatives to support complete communities.

6.I – URBAN DESIGN

Urban design is the practice of making places that are attractive, memorable, and functional. It involves the arrangement, appearance and relationship between buildings, outdoor spaces, transportation systems, services, and amenities.

6.I.1. Local Municipalities are to promote a high standard of urban design to create healthy communities which attract investment and promote social interaction for persons of all ages.

6.I.2. Local Municipalities are to pursue excellence and innovation in architecture, landscape architecture, site planning, streetscape design, and overall community design to ensure built environments are attractive, walkable, accessible, safe, diverse, and functional.

6.I.3. Local Municipalities are to promote revitalization and redevelopment within downtowns and community cores to enhance their existing character.

6.I.4. Local Municipalities are to require new developments to be designed to be walkable and bike friendly, with a highly interconnected network of trails, sidewalks, paved shoulders, and dedicated cycle tracks.

6.I.5. Local Municipalities are to enhance the public realm through urban design and improvements, and investment that contributes to safe, attractive complete streets and desirable communities.

6.I.6. Local Municipalities are to promote active transportation through the cohesive and collaborative design of streets, building interfaces and public spaces.

6.I.7. Local Municipalities are to apply sustainable design principles to the public realm, infrastructure, public service facilities, development, and streets.

6.I.8. Local Municipalities are to consider place-making elements along County Roads at major entry points to communities to foster unique, authentic, memorable, and vibrant places.

6.I.9. The County will implement the design of public service facilities, public spaces, and County Roads in coordination with Local Municipalities to promote:

a) civic pride, diversity, and community identity;
b) connectivity;
c) high quality architecture and urban design; and
d) multi-functional uses and activities throughout the year, as feasible.

6.I.10. Local Municipalities are to include policies in their Official Plans that support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED).

6.I.11. The County will prepare and utilize urban design guidelines for County Roads. Local Municipalities shall develop urban design guidelines generally as well as part of secondary plans, including for Employment Areas and Employment Lands.

CHAPTER 7



NATURAL HERITAGE AND WATER RESOURCES

7.0 Natural Heritage and Water Resources

In 2002 the Essex Region Biodiversity Conservation Strategy was prepared by the Essex Region Conservation Authority. This Strategy included a comprehensive spatial analysis of all natural areas within the Essex region which includes the County of Essex, the City of Windsor, and the Township of Pelee.

As part of the background work in support of the 2014 County Official Plan, the Essex Region Conservation Authority prepared an update to the strategy, referred to as the Essex Region Natural Heritage System Strategy (ERNHSS). The purpose of this updated strategy was to accurately map existing natural heritage features as well as to prioritize habitat restoration opportunities within the Essex region. The natural heritage system mapping contained in the updated Strategy remains the basis of the natural heritage system shown on Schedules “A1”, and “B” of this Plan.

There are a significant number of plant and animal species considered to be species at risk which includes endangered, threatened, and special concern species that are known to occur in Essex County. With its mild climate, Carolinian woodlands, prairie habitat and lush wetlands, this area is one of the most biologically diverse regions in Canada. This region has over 200 kilometres of shoreline on Lake St. Clair, Lake Erie, and the Detroit River. An extensive network of natural inland watercourses and municipal drains provide the drainage required to support the area’s productive agricultural industry, and to provide the storm drainage outlets required to support planned urban development and redevelopment. Since this part of Ontario was first settled by Europeans in the late 1700s many of the areas with significant natural features have been drained and cleared to make them available for crop production. Although good for farming, these past practices have resulted in limited habitat, fewer natural linkages between natural features and impaired water quality. As a result, it is increasingly important for the County to work with Local Municipalities, Indigenous Communities, private property owners, regional and provincial agencies and ministries to preserve these remaining ecologically significant natural areas and enhance their effectiveness and long-term sustainability through promoting the development or preservation of natural linkages between the areas and increasing the amount of core natural area. As part of good farm practices, restoring habitat along municipal and farm drains, maintaining hedgerows with good woodlands management, and overall woodland management contribute to the broader goals of this Plan of agricultural land stewardship and natural heritage systems stewardship.

7.A – NATURAL HERITAGE SYSTEM

GOALS

a) Protecting natural features and areas for the long term and maintain, restore or where possible, improve their diversity and connectivity.

b) Recognizing the Essex Region Natural Heritage System Strategy as the basis for the County's natural heritage system.
c) Increasing the size of core natural areas and to create and protect linkages and corridors as part of a linked natural heritage system.
d) Requiring inter-municipal coordination and the incorporation of appropriate policies in local Official Plans and Zoning By-laws to achieve the goals of this Plan.
e) Supporting partnerships with local Conservation Authorities, Local Municipalities, Indigenous Communities, Provincial and Federal Ministries and Agencies, landowners, and other partners to appropriately manage ecologically sensitive lands that are in public and private ownership.
f) Recognizing vegetated buffers along municipal drains, streams, shorelines, and wetlands to enhance the natural heritage system and to promote restoration opportunities adjacent to these important natural features.
g) Encouraging private individuals and businesses to support and to participate in tree planting, restoration and stewardship programs and other opportunities to enhance the County's natural heritage system.
h) Establishing capital and/or operating funding in partnership with Local Municipalities to implement initiatives to enhance the natural heritage system.

Overview of the Natural Heritage System

The components of the natural heritage system are listed in Table 7-1, and where appropriate, mapped on the Schedules to this Plan. For ease of review, the natural heritage system is found on the following Schedules to this Plan:

a) Schedule "A1" identifies lands designated "Natural Environment" which includes Provincially significant wetlands and significant terrestrial features that are designated as a natural heritage feature in a local Official Plan, or meet 5 out of 11 of the natural heritage feature criteria outlined in the Essex Region Natural Heritage System Strategy (ERNHSS) prepared by the Essex Region Conservation Authority.
b) Schedule "B" contains the following:
    i) the "Natural Environment" designation shown on Schedule "A1".
    ii) a "Natural Environment Overlay" of secondary priority natural heritage features in the County that meet 1 to 4 of the 11 criteria outlined in the ERNHSS report;
    iii) a "Restoration Opportunities Overlay" of restoration lands that meet either 3 to 5 (Priority) or 1-2 (Secondary) of the 11 criteria outlined in the ERNHSS report; and
    iv) Wildlife and Habitat Corridors.

TABLE 7-1: NATURAL ENVIRONMENT TYPES

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
1	Significant wetlands and significant coastal wetlands	Province through Ontario Wetland Evaluation System (OWES)	Significant Wetlands and Significant Coastal Wetlands can be identified by OWES certified evaluators.	High Priority Existing Feature within the "Natural Environment" designation on Schedule "A1" and Provincially significant wetlands within the "Natural Environment" designation on Schedule "B".	Development and site alteration shall not be permitted.
2	Habitat of endangered species and threatened species	Province	Delineating / describing, reviewing, and approving the work of others or establishing methods such as training and standards that ensures the work of others will be acceptable	Not specifically mapped on Schedules.	Development and site alteration shall not be permitted, except in accordance with provincial and federal requirements.
3	Lands adjacent to significant wetlands and significant coastal wetlands and significant habitat of endangered	County of Essex or Local Municipalities	A 120 metre adjacent lands width is identified from the extent of the identified feature.	Not specifically mapped on Schedules.	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
	species and threatened species				be no negative impacts on the natural features or on their ecological functions.
4	Lands designated in local Official Plans for natural heritage protection	County of Essex or Local Municipalities	Identified in local Official Plans.	High Priority Existing Feature within the "Natural Environment" designation on Schedules "A1" and Schedule "B".	Development and site alteration shall not be permitted.
5	Other High Priority Existing Natural Features	County of Essex, through local municipality	Existing natural features that satisfied between 5 and 11 criteria in the Essex Region Natural Heritage System Strategy.	High Priority Existing Feature. Designated "Natural Environment" on Schedule "A1" and as categorized on Schedule "B".	Development and site alteration shall not be permitted.
6	Fish habitat	Fisheries and Oceans Canada	Identified through pre-consultation with Fisheries and Oceans Canada.	High or Secondary Priority Existing Feature. Located within the "Natural Environment" designations on Schedules "A1" and "B".	Development and site alteration shall not be permitted, except in accordance with provincial and federal requirements.
7	Significant woodlands	County of Essex, Local Municipality	All woodlands 2 hectares in size or larger using the size criteria recommended in the Natural Heritage Reference Manual (MNR, 2010) and as	High or Secondary Priority Existing Feature. Located within the designations on	Development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
			per the Essex Region Natural Heritage System Strategy. Smaller woodlands may be considered significant if they exhibit composition, age or quality that is uncommon in the municipality or the region.	Schedules "A1" or "B".	the natural features or their ecological functions.
8	Significant areas of natural and scientific interest	Province	In accordance with the areas of natural and scientific interest confirmation process. Policies apply to both Earth and Life science areas of natural and scientific interest.	High or Secondary Priority Existing Feature. Located within the designations on Schedules "A1 or "B".	Development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
9	Significant wildlife habitat	County of Essex, Local Municipality	Using criteria recommended in the Natural Heritage Reference Manual (MNR, 2010), the Significant Wildlife Habitat Technical Guide and the EcoRegion Criteria Schedules and using Ecological Land Classification. Significant wildlife habitat has been divided into four	Not specifically mapped on Schedules.	Development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
			broad categories (1) seasonal concentration areas, (2) rare vegetation communities or specialized habitats for wildlife, (3) habitat of species of conservation concern (excluding the habitat of endangered and threatened species), and (4) animal movement corridors.		
10	Significant valleylands	County of Essex, Local Municipality	Significant valleyland features are identified utilizing guidelines provided in the Natural Heritage Reference Manual (MNR, 2010) and are based on the following features: A) more or less continuous natural areas providing connections within the watershed; B) contains a diversity of native species, natural communities, and landscapes; C) provides ecological functions such as habitat, passage, refuge, hydrological flow, and	High or Secondary Priority Existing Feature. Located within the "Natural Environment" designations on Schedules "A1" or "B".	Development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
			buffering from adjacent areas.		
11	Identified significant existing natural heritage feature	County of Essex	Existing natural feature that satisfied between 1 and 4 of 11 criteria in the Essex Region Natural Heritage System Strategy.	Secondary Priority Existing Feature. Located within designations on Schedules “A1” and “B”.	Development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
12	Adjacent lands to significant woodlands, significant valleylands, Provincial and regional ANSIs, and significant wildlife habitat and lands designated in local Official Plans for natural heritage protection and other high priority existing natural features	County of Essex	A 120 metre adjacent lands width is identified and referenced for all natural heritage features with the exception of Earth Science ANSI which have a recommended 50 metre adjacent lands width.	Not specifically mapped on Schedules.	Development and site alteration shall not be permitted on adjacent lands to the natural heritage feature and areas unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
13	Unevaluated wetlands	Qualified professional or, to determine provincial significance, a trained OWES Evaluator	Unevaluated wetlands can be identified by OWES certified evaluators. The County of Essex and Municipality are responsible for accepting all wetland evaluations.	Not specifically mapped on Schedules.	Development and site alteration will not be permitted until the significance of the feature has been determined using OWES. For wetlands determined to be Provincially significant see Item #1 of this table for the policies that will apply. For wetlands that have been determined to be locally significant, development and site alteration shall not be permitted unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.
14	Primary Restoration Opportunities	County of Essex, Local Municipality	Prioritized Restoration Opportunities that satisfied between 3 and 5 criteria in the Essex Region Natural Heritage System Strategy.	Restoration Opportunities on Schedule “B”.	Provide for a focused approach towards the implementation of the natural heritage system. Supported options may include focused land securement, stewardship activities, and volunteer restoration.

	Natural Heritage Feature	Agencies determining significance	Criteria and methods used to determine significance	Schedule	Policy
15	Secondary Restoration Opportunities	County of Essex, Local Municipality	Prioritized Restoration Opportunities that satisfied 1 or 2 criteria in the Essex Region Natural Heritage System Strategy.	Restoration Opportunities on Schedule “B”.	Provide for a focused approach towards the implementation of the natural heritage system. Supported options may include focused land securement, stewardship activities, and volunteer restoration.

7.A.1 – General Directive

This Plan acknowledges the importance of natural heritage features and considers them as integral parts of a healthy and vibrant community. Once destroyed, natural heritage features are difficult, if not impossible, to replace. The vision for lands designated "Natural Environment" and other areas with natural heritage features and lands adjacent to areas with significant natural heritage features is one which includes a strong commitment to protect, preserve and enhance those areas that exist within the County. Because many natural areas have been converted into farmland over the years (approximately 9 percent of the land in Essex County continues to contain natural area coverage), the County supports the efforts of the Conservation Authorities to increase natural area coverage with a goal of fifteen (15) percent natural area coverage. Accordingly, the protection and enhancement of all natural heritage features and the implementation of restoration opportunities will result in a healthier and more ecologically robust County natural heritage system.

Lands identified as Provincially significant wetlands, significant habitat of endangered and threatened species, lands designated in local Official Plans for natural heritage protection, and other high priority existing natural heritage features meeting 5 of the 11 criteria in the County of Essex Natural Heritage System Strategy shall be designated as "Natural Environment" in this Plan as identified on Schedule "A1" and further detailed in Schedule "B". These lands shall also be identified in a comparable designation in local Official Plans and Zoning By-laws.

Existing Secondary Priority natural heritage features that meet between 1 to 4 of the 11 criteria in the Essex Region Natural Heritage System Strategy shall be identified in an overlay designation on Schedule "B" of this Plan. Land uses follow the underlying designation; however, specific policies apply to these lands when subject to development review of a *Planning Act* application. These existing features, such as woodlands/woodlots, areas of natural and scientific interest, valleylands and wildlife habitat have, at a minimum, local or regional significance and they should be identified in local Official Plans. The County supports Local Municipalities to undertake Candidate Natural Heritage Studies to identify additional Provincially, regionally and locally significant natural heritage features and to incorporate those areas into their Official Plan and Zoning By-law.

Priority and Secondary restoration opportunity areas have been identified in an overlay designation on Schedule "B" of this Plan. The intent of this overlay designation is to promote opportunities to enhance the County's natural heritage system through policy, stewardship and education.

Wildlife and habitat corridors have been identified on Schedule "B" of this Plan. The basis for these corridors are Greenways maintained by the Essex Region Conservation Authority that are off-road and designed for hiking, cycling, nature observation, and in some areas, horseback riding. They also are valuable corridors for wildlife and habitat

given the connectivity they provide within the County and between natural heritage features. Although not depicted in this Plan, Local Municipalities should identify local wildlife and habitat corridors within their Official Plans that build on the wildlife and habitat corridors identified in this Plan.

The natural heritage system identified on Schedule "B" of this Plan, including restoration opportunity areas, covers approximately 20% of the County's land base. All lands within the natural heritage system do not at present contain natural heritage features. The County supports the efforts of the Conservation Authorities, Local Municipalities, and Private Landowners to increase natural area coverage within the natural heritage system to 15 percent. The County acknowledges increasing natural area coverage within the County will require an ongoing financial commitment from the County and Local Municipalities and the County and Local Municipalities adopting a no net loss approach to natural heritage planning and stewardship.

The goals and policies below are considered the minimum standards necessary to protect the County's natural heritage features and natural heritage system. Local Municipalities may go beyond the policies contained within this Plan and Provincial Policy to preserve, protect and enhance the natural environment of Essex County.

7.A.2 – Natural Environment Policies

The following policies apply to those lands designated as "Natural Environment" on Schedule "A1" as further detailed on Schedule "B" of this Plan.

7.A.2.1 Development and site alteration is not permitted on lands designated "Natural Environment".

These lands include Provincially significant wetlands and significant habitat of endangered species and threatened species, lands designated in local Official Plans, and high priority existing natural heritage features that meet five out of 11 of the natural heritage feature criteria outlined in the Essex Region Natural Heritage System Strategy (ERNHSS) prepared by the Essex Region Conservation Authority. Lands designated "Natural Environment" may also contain fish habitat, significant woodlands, areas of natural and scientific interest, significant wildlife habitat, and significant valleylands.

7.A.2.2 Permitted uses on lands designated "Natural Environment" shall be limited to passive recreational uses, and activities that create or maintain infrastructure authorized under an environmental assessment process or work subject to the Drainage Act.

7.A.2.3 Nothing in this Plan is intended to limit the ability of existing agricultural uses to continue on lands within the "Natural Environment" designation as well as lands designated "Agricultural" and that have significant natural heritage features or are adjacent to areas with significant natural heritage features.

However, the construction of new greenhouses and other new buildings within areas designated “Natural Environment” is prohibited.

Expansions and alterations to existing buildings and structures for agricultural uses, agriculture-related uses, or on-farm diversified uses may be permitted if it is demonstrated that:

a) there is no alternative, and the expansion or alteration in the feature is minimized and, in the buffer, is directed away from the feature to the maximum extent possible; and
b) the impact of the expansion or alteration on the feature and its functions is minimized and mitigated to the maximum extent possible.

7.A.2.4 Natural environment areas may contain features and/or functions that result in the area meeting the qualifications of more than one of the classifications in Table 7-1. In those instances where an area qualifies as being in more than one of the classifications, the Environmental Impact Study that requires the higher level of detail shall be required and the larger adjacent lands setback shall apply.

7.A.2.5 The significant habitat of endangered species and threatened species is not shown on the Land Use Schedules; however, this habitat can occur in natural heritage features and areas mapped on the Official Plan Schedules.

Species at Risk are identified as extirpated, endangered, threatened or species of special concern on the Species at Risk in Ontario List. The Province approved the *Endangered Species Act*, 2007 (ESA) to protect and conserve Species at Risk and their habitats, and provides technical advice to support the implementation of natural heritage policies found within the Provincial Planning Statement, 2024 (PPS). It is acknowledged that there is a Provincial permitting process related to Species at Risk in Ontario.

Environmental Impact Studies or other planning reports may help with identifying the extent of the habitat of endangered species and threatened species.

The significant habitat of endangered species and threatened species will be based on a consideration of the following:

a) Assessments reviewed and approved by the Province regarding the extent of the species’ habitat;
b) Habitats or areas delineated by Province and/ or regulated under the ESA; and,
c) Habitat that is necessary for the maintenance, survival, and/or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of

occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle.

7.A.3 – Natural Environment Overlay Policies

The following policies apply to those lands identified as “Natural Environment Overlay” on Schedule “B” of this Plan.

7.A.3.1 Development and site alteration is not permitted on lands within the “Natural Environment Overlay” unless it has been demonstrated to the satisfaction of the approval authority and/or the local municipality that there will be no net loss on the natural features or their ecological functions.

These lands may be adjacent to lands designated “Natural Environment” and/or may contain fish habitat, significant woodlands, areas of natural and scientific interest, significant wildlife habitat, significant valleylands, and secondary priority existing natural features that meet 1 to 4 of the 11 natural heritage feature criteria outlined in the Essex Region Natural Heritage System Strategy (ERNHSS) prepared by the Essex Region Conservation Authority.

Adjacent lands are defined as generally those lands within 120 metres of the “Natural Environment” designation and “Natural Environment Overlay”.

Assessment of negative impact is to be determined by conducting an Environmental Impact Study in accordance with relevant policies in Section 7.A.7 of this Plan.

7.A.3.2 Permitted uses on lands within the “Natural Environment Overlay” shall be in accordance with the underlying land use designation.

7.A.3.3 The County supports activities that preserve and enhance the features contained within the “Natural Environment Overlay”. Examples include, but are not limited to, tree preservation, tree planting, and establishing and improving linkages.

7.A.3.4 Harrow Site Esker ANSI

Earth science features are the physical elements of the natural landscape created by geological processes. These features are classed into geological themes and the best representative sites, not occurring in Provincial Parks, are considered Provincially significant areas of natural and scientific interest (ANSI). The Harrow Site Esker ANSI occurs in Lot 11, Concession II and Lot 14, Gore Concession and contains ill-defined esker-like ridges. The exact relationships of these features are not fully known; however, they may represent the oldest in Ontario. Earth Science ANSI’s are generally less sensitive to disturbance than Life Science ANSI’s. Ecological functions do not

need to be considered and mitigation should focus on the need to conserve topography, stratigraphy and geological features for which the area was identified. The approval authority will pre-consult with the Ministry of Natural Resources and Forestry prior to approving planning applications that may impact the Esker ridges.

7.A.4 – Restoration Opportunities Overlay Policies

The following policies apply to those lands identified as being a Restoration Opportunity on Schedule "B" to this Plan and outlined in the Essex Region Natural Heritage System Strategy (ERNHSS) prepared by the Essex Region Conservation Authority. The "Restoration Opportunities Overlay" applies to lands that do not contain existing natural heritage features; however, they have been identified as potential areas to enhance the natural heritage system in the County.

7.A.4.1 Prior to the approval of any local Official Plans, Official Plan amendments or Secondary Plans, Zoning By-law Amendments, plans of subdivision/condominium, or during the preparation of any Environmental Assessment for infrastructure, an Environmental Impact Study shall be undertaken that identifies and evaluates the feasibility of the following:

a) Opportunities to restore and enhance the natural heritage features in the area, including the establishment of linkages.
b) The incorporation of Low Impact Development elements into the project.
c) Opportunities to establish buffers into the project design that would promote the natural restoration of an area.
d) Opportunities to set aside strategic areas for restoration and enhancement.
e) Opportunities for local stewardship, naturalization, and education about the benefits of enhancing the area's natural heritage system.
f) Opportunities for Public acquisition and/or rezoning to protect important linkages.

7.A.4.2 Local Municipalities should require the establishment of vegetated buffers and potential new linkages to enhance the natural heritage system as part of the construction of any new municipal drains or any work completed under Section 78 of the *Drainage Act* within the "Restoration Opportunities Overlay" as shown on Schedule "B" of this Plan.

7.A.5 – General Policies

The following general policies apply to those lands designated as "Natural Environment" on Schedule "A1" of this Plan as well as areas designated "Agricultural" and "Settlement Areas" that have significant natural heritage features or are adjacent to areas containing significant natural heritage features as shown on Schedule "B".

7.A.5.1 Environmental Impact Studies

The purpose of an Environmental Impact Study is to:

a) collect and evaluate information to provide a more complete understanding of the boundaries, attributes and functions of natural heritage features and associated ecological and hydrological functions that exist;
b) determine whether there are any additional natural heritage features on the lands and adjacent lands; and,
c) make an informed decision as to whether the proposed development and/or site alteration will have an impact on the natural heritage features and ecological and hydrological functions.

The preparation of all Environmental Impact Studies referred to in this Plan shall be the responsibility of the landowner and shall be carried out by a qualified environmental professional.

Environmental Impact Studies are to be prepared in accordance with the guidelines in Appendix 3 of this Plan and on the basis of the natural features or the ecological function for which the area has been identified in Table 7-1 and the Schedules to this Plan. For example, if this Plan identifies a site as an ANSI or a significant woodland, the Environmental Impact Study shall be prepared on the basis of that environmental classification.

When conducting the Environmental Impact Study, the environmental professional must acknowledge in the report any new information, such as, but not limited to, findings of rare or significant species not previously known to exist on the site, and the impact which may result from any proposed development.

The County, Local Municipality and/or other approval authority shall have regard to such new information in its decisions regarding planning applications. If, based on the new information, the approval authority concludes that the “Natural Environment” classification should be altered, this Official Plan and/or the local Official Plan, depending on the significance of the change and its impact on the ability of the County to meet the goals of this Plan, will require amendment to implement the change.

Before development is approved in the area subject to the Environmental Impact Study, the Environmental Impact Study shall demonstrate that the relevant policies of this Plan and the local Official Plan are met. The Environmental Impact Study should also demonstrate that the development and site alteration will have no negative impact and no net loss of significant natural heritage features and related ecological functions.

Where an Environmental Impact Study has been completed, the County, as the approval authority for land use planning applications, must be satisfied it has been demonstrated that there will be no negative impacts and no net loss on the natural features or their ecological functions. A peer review of an Environmental Impact Study may be required by the County, with the cost borne by the applicant.

The County shall require reimbursement, in the form of compensation, for all healthy trees proposed to be removed in development applications, based on the findings of a Tree Inventory and Preservation Plan. The County shall require compensation for impacts/changes to the natural heritage system arising from a development application.

7.A.5.2 The required scope and/or content of an Environmental Impact Study may be modified through pre-consultation with the County, local municipality, and any other body having jurisdiction in accordance with the Guidelines provided in Appendix 3 to this Plan.

7.A.5.3 A site inspection may be needed where there is insufficient natural heritage data to determine whether an Environmental Impact Study is required. The purpose of the site inspection is to identify potential significant natural heritage features and areas that may require further study and evaluation. Once the significance is determined, the appropriate policies of this Plan apply.

7.A.5.4 The County shall requirement reimbursement, in the form of compensation, for all healthy trees proposed to be removed in development applications, based on the findings of a Tree Inventory and Preservation Plan. The County shall require compensation for impacts/changes to the natural heritage system arising from a development application.

7.A.5.5 On lands that contain natural heritage features, avoidance and dedication of the land associated with the feature shall allow a transfer of density to the lands proposed for development.

7.A.5.6 If a site is identified as having a higher or lower classification by the Province or by a local municipality through a special planning study which is completed in accordance with Provincial guidelines, this Plan and/or the local Official Plan will require an amendment to implement the change. The aforementioned amendments will generally occur at the five-year review of the County Official Plan. In the interim, where the lands are identified as

having a higher classification, this Plan will apply the relevant policies as if these lands had been designated as "Natural Environment" on Schedule "A1" of this Plan. In all cases, the approval authority shall be consistent with the Provincial Planning Statement when making decisions regarding any planning applications affecting areas with natural heritage features and/or functions.

7.A.5.7 Unauthorized removal of a natural heritage feature will not result in a reduction or elimination of constraints on development or site alteration otherwise required by this Plan.

7.A.5.8 Conveyance of lands within the natural heritage system to a public authority, where appropriate, as part of the *development approval* process should be required at minimal or no cost to the receiving public authority. Conveyance of lands within the natural heritage system shall not be considered as contributing towards the parkland dedication requirements under the *Planning Act*.

7.A.5.9 To assist with determining the alteration of a natural environment area over time, the approval authority will use available aerial imagery as one of the tools to establish the alteration in relation to the enlargement or retraction of a feature.

7.A.5.10 The extent and diversity of natural heritage features in an area, and the natural connections between them, should be preserved and enhanced where possible. The development of policies to protect and enhance natural connections is encouraged. The County and Local Municipalities are to identify natural connections through initiatives such as the preparation of Biodiversity Conservation Strategies. Natural connections will generally follow watercourses and the lakeshore with their associated flood and erosion susceptible areas, unstable lands, steep slopes and other physical conditions that create hazards and will also generally follow the woodlots in the areas of the County outside of settlement areas. Natural restoration, riparian buffering and other similar initiatives are required along greenways and parkways that are being created and maintained by provincial and regional agencies, the County, Local Municipalities, and other community partners.

7.A.5.11 In addition to the above policies, Local Municipalities are to undertake the following in consultation with the County:

a) Cooperate in identifying and protecting inter-municipal natural connections regarding multi-purpose (recreational/utility/natural) connections and linkages which cross municipal boundaries.

b) Establish goals and strategies to increase the amount of natural heritage area. One way to achieve this is to have a “State of the Environment Report” prepared and presented to Council on a regular basis.
c) Require that when considering development proposals, the approval authority may require the landowner to enter into an agreement regarding the preservation and enhancement of the trees and vegetation on the property. Where forest cover is to be provided as a condition of a development approval, the use of a variety of indigenous species of vegetation shall be required.

7.A.5.12 The County recognizes woodlots as viable components of farming operations.

7.A.5.13 On lands designated “Agricultural” that have significant natural heritage features or are adjacent to areas with significant natural heritage features, the construction of greenhouses and other agricultural buildings is strongly discouraged. In most instances the construction of greenhouses and large agricultural buildings within such areas will have negative impact and therefore would not be permitted. Other locations on the farm can be used for such purposes.

7.A.5.14 The participation of woodlot owners in voluntary stewardship agreements, and where eligible, in conjunction with compensation programs such as Ecogifts, the Managed Forest Tax Incentive Program and the Conservation Land Tax Incentive Program will be encouraged.

7.A.5.15 The urban forest in existing and expanded settlement areas will be protected, enhanced, and integrated into complete communities by:

a) implementing the enhancement of a resilient and healthy urban forest by increasing tree canopy coverage and encouraging a diversity of tree species through tree planting and restoration of public lands in appropriate locations;
b) providing sustainable growing environments for trees by allocating adequate soil volumes and landscaped area through development, redevelopment and site alteration and infrastructure; and
c) reviewing applications for development, redevelopment and site alteration to minimize impacts on the urban forest. Where woodlands or other trees cannot be retained in situ, as supported by appropriate studies in accordance with the policies of this Plan, compensation will be provided in accordance with Council policy.

7.A.5.16 The natural areas under private ownership continue to be private and their identification as natural areas in no way increases their accessibility to the public or their eligibility for acquisition by any public authority or any other conservation group or agency.

7.A.5.17 The County will develop programs to support Local Municipalities, Indigenous Communities, and partners to protect and enhance natural heritage features and natural heritage systems. This shall include programs to fund restoration opportunities that increase natural area coverage and/or enhance the ecological or hydrological function of natural heritage features and natural heritage systems. These programs shall also address increasing the natural area coverage on publicly owned lands. These programs will minimize the impact on agricultural operations.

7.A.5.18 The County recognizes Greenways maintained by the Essex Region Conservation Authority provide members of the public access to nature and safe off-road routes for active transportation within the County and function as corridors for wildlife. The County will support the protection and enhancement of greenways as wildlife and habitat corridors to improve the ecological function of the natural heritage system in the County.

7.A.5.19 The County shall work with municipal partners, Conservation Authorities, the City of Windsor, Indigenous communities, landowners and provincial/federal partners to develop a natural heritage strategy to connect Ojibway National Urban Park with Lake Erie.

7.A.5.20 Local Municipalities shall incorporate the mapping and policies of the Natural Heritage System into their Local Official Plans and Secondary Plans in a manner that implements the County Official Plan. To provide greater clarity on the General Directives in Section 7.A.1 of this Chapter, Local Official Plans may exceed the minimum standards of the County Official Plan to protect natural heritage features and the Natural Heritage System provided the Local Official Plan mapping and policies do not conflict with the County Official Plan and are consistent with Provincial Policy.

7.A.5.21 During the preparation of local Official Plans and Secondary Plans, Local Municipalities shall undertake additional refinement of the natural heritage system. The implementation of tools to enhance the system such as more detailed land use designations, overlay designations, promotion of stewardship and voluntary landowner actions shall be required as part of the preparation of local Official Plans.

7.A.5.22 During the preparation of local Official Plans, Local Municipalities shall identify and prioritize strategic actions and funding requirements for lands identified as restoration opportunities on Schedule "B" of this Plan.

7.A.5.23 The need for infrastructure in or adjacent to the natural heritage system shall demonstrate the need for the infrastructure as well as identify no reasonable alternative exists through the appropriate study. The impact of the infrastructure shall be minimized and mitigated by:

a) Avoiding natural heritage and hydrologic features where possible;
b) Avoiding provincially significant wetlands except where addressed through an environmental assessment process; and
c) providing appropriate mitigation measures to address the impacts on *natural heritage and hydrologic features*.

7.A.5.24 The County shall provide funding to assist in implementing strategic actions identified by County Council and/or Local Municipalities in accordance with the policies of this Plan. This funding may also be used to support such other initiatives as the Essex Region Conservation Authority's Clean Water - Green Spaces program in achieving the objectives of this Plan, including increasing natural area coverage within the County.

7.A.5.25 The County will update the Essex Region Natural Heritage System within 5 years of adopting this Plan.

7.B – WATER RESOURCES

GOALS

a) Protecting, improving and restoring the quality and quantity of ground and surface water in the County.
b) Protecting all municipal drinking water supplies and designated vulnerable areas in the County.
c) Identifying water resource systems and maintain linkages and related functions among water resource system components in the County.
d) Considering the cumulative impacts of development on the quality and quantity of ground and surface water in the County.
e) Preparing for the impacts of a changing climate on water resource systems in the County.
f) Supporting sustainable and efficient use of water resources.
g) Minimizing stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

7.B.1 – Water Resource Management

7.B.1.1 The County and Local Municipalities shall protect, improve or restore the quality and quantity of water by:

a) Using the watershed as the ecologically meaningful scale for integrated and long-term planning, which can be a foundation for considering cumulative impacts of development.
b) Minimizing potential negative impacts, including cross-jurisdictional and cross-watershed impacts.
c) Evaluating and preparing for the impacts of a changing climate to water resource systems at the watershed level.
d) Identifying water resource systems consisting of ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas, which are necessary for the ecological and hydrological integrity of the watershed.
e) Maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features including shoreline areas.
f) The County and Local Municipalities shall implement necessary restrictions on development and site alteration to:
    i) protect all municipal drinking water supplies and designated vulnerable areas; and
    ii) protect, improve or restore vulnerable surface and groundwater, sensitive surface water features and sensitive ground water features, and their hydrologic functions.
g) Planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;
h) Ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

7.B.1.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

Mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive surface water features, sensitive ground water features, and their hydrologic functions.

7.B.1.3 The County shall support the development and implementation of watershed and subwatershed plans for the Primary Settlement Areas focusing first on areas where pressure for development or intensive uses exist, where significant environmental concerns are identified, and/or where funding permits.

7.B.1.4 The preparation of watershed and subwatershed studies may include the following components:

a) A water budget.
b) Determination of subwatershed boundaries.
c) Identification of the location, extent, sensitivity and significance of natural heritage features, and habitats and surface and groundwater systems and their hydrologic functions.
d) Land and water linkages and processes.
e) Factors influencing the viability of the identified resources, including identification of existing and proposed land uses and modelling of potential development impacts.
f) Identification of land and water use and management strategies.
g) Criteria to protect water quality and quantity and the functions of hydrological features, and strategies to achieve protection, rehabilitation and/or enhancement.
h) Goals and objectives for public health and safety, aquatic life, resource management, flood plain management, and land uses.
i) Identification of areas requiring protection, rehabilitation and/or enhancement.
j) Water resource management practices and protection measures such as well decommissioning, pesticide best practices and road salt management.
k) Establishing a framework for implementation, which includes more detailed plans covering smaller areas.
l) An implementation plan and monitoring program.

7.B.2 – Source Water Protection

7.B.2.1 Within Essex County two Source Protection Plans have been prepared in compliance with the *Clean Water Act*, 2006. These plans are the Thames-Sydenham and Region Source Protection Plan and the Essex Region Source Protection Plan. Both plans have been approved by Ministry of the Environment, Conservation and Parks. Readers should refer to these plans for specific policies and for specific policies that may apply to the vulnerable areas which may restrict or prohibit certain land uses or activities.

The Source Protection Plans and associated technical studies (Assessment Report) look at the current and future sources of municipal residential drinking water, identify the potential threats to these sources and include policies for actions and programs to reduce or eliminate these risks.

All municipal decisions under the *Planning Act* shall conform to the significant threat policies and have regard for other policies in the applicable Source

Protection Plan. The policies apply to 'vulnerable areas' identified in the technical studies (Assessment Report) for the Source Protection Plan, including 'Intake Protection Zones' (IPZs), 'Events-Based Areas' (EBAs), 'Highly Vulnerable Aquifers' (HVAs) and 'Significant Groundwater Recharge Areas' (SGRAs). Mapping of each of these features is found in Schedules "C3", "C4", "C5" and "C6" of this Plan. According to the Source Protection Plans, the most prevalent type of Significant Drinking Water Threat in the Essex Region is the storage, handling, or transportation of large volumes of liquid fuels.

INTAKE PROTECTION ZONE AND EVENTS-BASED AREAS

7.B.2.2 Intake Protection Zones are areas of land and water, where run-off from streams or drainage systems, in conjunction with currents in lakes and rivers, could directly impact on the source water at the municipal drinking water intakes. Schedule "C3" maps the three Intake Protection Zones within and surrounding the County.

7.B.2.3 Intake Protection Zone 1 (IPZ-1) is the area immediately surrounding the intake crib, defined for Type A (Lake Erie) and D (Lake St. Clair) intakes by a one kilometre radius centered on the crib of the intake, and for Type B (Detroit River) intakes, by a semi-circle within a one kilometre radius upstream from the centre of the intake crib and 100 metres downstream of the same point. Where the IPZ-1 abuts land, it shall only include a setback on the land that is the area of land that drains into the surface water body measured from the high-water mark and is not more than 120m or a Conservation Authority Regulation Limit whichever is greater.

7.B.2.4 Intake Protection Zone 2 (IPZ-2) is the area of water and land that is outside IPZ-1 and accounts for the influence of nearby watersheds, where runoff may pick up pollutants and affect water quality in the near-shore water at municipal intakes. IPZ-2 areas generally encompass areas within a few kilometres of the intakes and are based on a two-hour time of travel for the flow of water along the shores and in the tributary watersheds.

7.B.2.5 Intake Protection Zone 3 (IPZ-3) extends outward from IPZ-2 and covers larger watershed areas generally within a specific time of travel related to the transport of specific contaminants reaching the intake. IPZ-3 includes all rivers and tributaries where modelling demonstrates that contaminant spills may reach the intake during an extreme rainfall or windstorm event.

7.B.2.6 All IPZs also include lands within 120 metres of the top-of-bank of the subject waterways, or the flood plain regulated area, whichever is greater.

7.B.2.7 An Event Based Area (EBA) is an area where modeling has demonstrated that a spill from a specific activity can or could cause deterioration to the raw water quality at the drinking water system. An activity is deemed a significant threat and subject to Source Protection Plan policies if the modeling test is met. EBAs in the County encompass the combination of the three IPZs identified in the Plan for modeled activities to which associated significant threat policies apply. Schedule "C4" maps the EBAs within and surrounding the County.

7.B.2.8 Reference must be made to the Source Protection Plan and accompanying Assessment Report for more complete details and explanations regarding these IPZs and EBAs, the threats to drinking water sources, and associated policies.

7.B.2.9 The *Clean Water Act* requires that all decisions under the *Planning Act* or *Condominium Act* made by municipal planning authorities must conform to significant threat policies and have regard for other policies in an approved Source Protection Plan.

Within areas identified in an approved Source Protection Plan any use or activity that is, or would be, a significant drinking water threat is required to conform to all applicable Source Protection Plan policies and, as such, may be prohibited, regulated or otherwise restricted by those Source Protection Plan policies.

Where required by policies in an approved Source Protection Plan, the Local Municipalities shall circulate all development land use changes that propose any of the applicable drinking water threat activities contained in applicable source protection plans to the Risk Management Official (RMO). Where the Source Protection Plan does not require an RMO notice, the local municipality should be satisfied that the proposal will not include activities which would be a significant threat in the location proposed.

7.B.3 – Groundwater

The protection, conservation and careful management of groundwater resources is necessary to meet both the present and future needs of residents, businesses and the natural environment. As groundwater and aquifer contamination is extremely difficult and costly to rectify, prevention of contamination is the most realistic strategy. Aquifers need to be protected across the County to ensure a clean groundwater supply for private water systems, as well as to provide baseflow for creeks and streams, and water sources for ponds and *wetlands*.

Schedules "C5" and "C6" map the Highly Vulnerable Aquifers (HVA) and Significant Groundwater Recharge Areas (SGRA) within the County and the following policies apply:

7.B.3.1 The County will support initiatives of the Ministry of the Environment, Conservation and Parks, the Conservation Authorities, the City of Windsor, the Municipality of Chatham-Kent, and other agencies, including the implementation of the Essex Region/Chatham-Kent Regional Groundwater Study in identifying strategies to protect groundwater resources.

7.B.3.2 Development and site alteration that may be a significant threat will only be permitted within an HVA or SGRA where it has been demonstrated by way of the preparation of a groundwater impact assessment that there will be no negative impact on the HVA or SGRA.

7.B.3.3 Where a local municipality contains Highly Vulnerable Aquifers or Significant Groundwater Recharge Areas, as part of the update of their Official Plan, an assessment of the appropriate list of permitted uses shall be undertaken to ensure that no negative impact will occur on a HVA or SGRA.

CHAPTER 8



NATURAL AND HUMAN MADE HAZARDS

8.0 Natural and Human Made Hazards

8.A – NATURAL HAZARDS

Provincial Policy acknowledges Planning Authorities, Conservation Authorities, and the Province will need to work together to mitigate potential risk to public health or safety or of property damage from natural hazards, including risks that may be associated with the impacts of a changing climate.

It is the policy of this Plan that local Official Plans generally direct development to areas outside of areas susceptible to flood or other hazards as depicted on Schedule "C1" of this Plan.

The delineation of areas susceptible to flood and/or erosion as depicted on Schedule "C1" of this Plan are subject to refinement based on local implementation of the *Conservation Authorities Act* regulations and policies.

Local Official Plans and Zoning By-laws shall contain the most current and detailed descriptions of the Limit of Regulated Areas, based on information provided by and in consultation with the Conservation Authorities.

Local Official Plans and Zoning By-laws shall distinguish between the floodway (the area subject to deeper, faster flows, which acts as the channel in times of flooding) and the and the flood fringe (the outer portion of the floodplain between the floodway and the flooding hazard limit, which are subject to depths and velocities of flooding that are generally less severe than those experienced in the floodway) and shall establish the regulations pertaining to each in accordance with the policy direction contained within this Plan and Provincial Policy.

An amendment to this plan is not required to adjust the flooding limits on Schedule "C1" provided the adjustment is minor and approved by both the County and the applicable Conservation Authority.

GOALS

a) Reducing risk to people and property associated with natural hazards.
b) Directing development to areas not susceptible to flooding, erosion, or other natural hazards.
c) Ensuring that development and site alteration do not create new hazards, aggravate existing ones, or have negative environmental impacts.
d) Protecting people and property from flooding, and ensuring development has safe ingress and egress in flood prone areas of the County.
e) Preparing for the impacts of a changing climate on natural hazards, especially those occurring adjacent to Lake St. Clair, the Detroit River, and Lake Erie.

8.A.1 – Lake St. Clair, Detroit River and Lake Erie

8.A.1.1 It is a policy of this Plan to identify the Lake St. Clair, Detroit River and Lake Erie flood prone areas as being susceptible to flooding and erosion hazards. The regulatory flood standard for flood plains will be the one in one-hundred-year (1:100) or maximum observed flood condition for the Essex Region watersheds and the one in one-hundred-year (1:100) or maximum observed flood condition which is the two hundred- and fifty-year (1:250) flood condition affecting the Thames River and its tributaries for the Lower Thames Valley watersheds.

8.A.1.2 Local Municipalities will identify areas susceptible to flood and/or erosion along areas of Lake St. Clair, Detroit River and Lake Erie in consultation with local Conservation Authorities in their local Official Plan. It is the policy of this Plan that Local Municipalities establish policies in local Official Plans that direct development outside of areas susceptible to flooding and/or erosion and identify these areas in local Zoning By-laws.

8.A.1.3 Development and site alteration shall only be permitted in those portions of areas identified as being susceptible to flooding and/or erosion where the effects and risk to public safety are minor and can be mitigated in accordance with provincial standards, and:

a) Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards;
b) New hazards are not created and existing hazards are not aggravated;
c) No adverse environmental impacts will result (preparation of an Environmental Impact Study may be required);
d) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion or other emergencies; and,
e) The development does not include institutional uses or essential emergency services or uses associated with the disposal, manufacture, treatment or storage of hazardous substances.

8.A.1.4 Local Municipalities will identify dynamic beaches in local Official Plans in consultation with local Conservation Authorities, to conserve and safeguard the natural ecosystem, tourism potential, adjacent land uses and related public safety. Development will not be permitted within defined portions of the dynamic beaches except for situations of existing development.

8.A.1.5 For development fronting on Lake St. Clair, Detroit River and Lake Erie shoreline, Local Municipalities will establish more detailed policies and regulations that provide development setbacks, minimum elevations and

shoreline protection measures. In preparing these detailed policies and regulations, consideration shall be given to increased risks that may result from a changing climate.

8.A.1.6 Development setbacks are the preferred method for protecting new development as opposed to relying on structural or non-structural protection measures that require maintenance and upgrading over time. Local Municipalities are to develop policies that address existing development in areas susceptible to flood and/or erosion along areas of the Lake St. Clair, Detroit River and Lake Erie Shorelines and provide options to address the issues of building repair and maintenance, minor building additions and interior alterations and the maintenance and repair of appropriate shore protection.

8.A.1.7 The County, in consultation with Local Municipalities and provincial ministries and regional agencies, will explore opportunities for longer term solutions to recurring flooding where there is existing development within shoreline flood prone areas.

8.A.1.8 The County will support the preparation of detailed studies to identify and define natural hazard areas for streams, rivers, lakefronts and connecting channels in cooperation with local Conservation Authorities and Local Municipalities. These studies will be undertaken to conserve natural heritage features and the natural heritage system, capitalize on tourism potential, protect adjacent land uses, people and property, and enhance public safety.

8.A.2 – Inland Watercourses

8.A.2.1 Local Official Plans will identify areas susceptible to flooding due to 1:100 year or maximum observed flood conditions based on information provided by the local Conservation Authorities. It is the policy of this Plan that local Official Plans direct development to areas outside of areas susceptible to flooding and/or erosion.

8.A.2.2 Local Official Plans and Zoning By-laws will distinguish between the floodway and the flood fringe areas, in consultation with or confirmed by the applicable Conservation Authority. Development will not be permitted in the floodway, except in accordance with Provincial Policy.

8.A.2.3 Development and site alteration shall only be permitted in flood fringe areas where the effects and risk to public safety are minor and can be mitigated in accordance with provincial standards, and:

a) Development and site alteration is carried out in accordance with floodproofing standards, protection works standards, and access standards.
b) New hazards are not created and existing hazards are not aggravated.
c) No negative environmental impacts will result (preparation of an Environmental Impact Study may be required).
d) Vehicles and people have a way of safely entering and exiting the area during times of flooding, erosion or other emergencies.
e) The development does not include institutional uses or essential emergency services or the disposal, manufacture, treatment or storage of hazardous substances.

8.A.3 – Southeast Leamington Floodprone Area

8.A.3.1 Notwithstanding the policies of 8.A.1 and 8.A.2, within the Southeast Leamington Flood Prone Area identified on Schedule "C1", development is prohibited, except where it satisfies Provincial Policy, receives approval from the Essex Region Conservation Authority if within their regulated area, and conforms to the local Official Plan.

8.A.3.2 The local Official Plan shall provide policies to address development within the Southeast Leamington Flood Prone Area, particularly the redevelopment or expansion of existing buildings and structures, as well as conversion of existing uses, in accordance with the permitted uses in the local Official Plan, and in keeping with Provincial policies and best practices that are intended to protect people and property from known hazards.

8.A.3.3 Where the local Official Plan does not provide policies to address development within the Southeast Leamington Flood Prone Area, it is the policy of the County that new development shall not be permitted and that only minor expansions to existing buildings and structures as well as conversion of existing uses, in accordance with the permitted uses in the local Official Plan, be permitted subject to approval of a permit by the Essex Region Conservation Authority under the Conservation Authorities Act.

8.B – HUMAN MADE HAZARDS

GOALS

a) Ensure lands affected by human-made hazards are rehabilitated, remediated, and/or determined to be safe before development is permitted, including on abutting or adjacent lands.

8.B.1 Local Official Plans shall include policies to establish that development on, abutting or adjacent to lands affected by former mineral resource operations and petroleum resource operations will be permitted only if rehabilitation measures to address and mitigate known or suspected hazards are under-way or have been completed. It is the policy of this Plan that contaminated sites shall be remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

8.B.2 In addition to policy 8.B.1, for any known human made hazards local Official Plans shall include the following:

a) policy direction relevant for the specific type of hazard known to exist; and,
b) policy direction for the re-use of contaminated and hazardous sites and adjacent lands specifically including:
    i) the need to document past and present uses prior to the approval of an Official Plan amendment, Zoning By-law amendment, plan of subdivision or condominium and consent;
    ii) the possible need to restore the site prior to approvals being granted or prior to development occurring;
    iii) the requirement that site restoration is to occur in accordance with Ontario Regulation 153/04 Record of Site Condition – PART XV.1 of the *Environmental Protection Act* as may be amended from time to time; and,
    iv) where contamination has been identified, the requirement for a letter from the Ministry of the Environment, Conservation and Parks acknowledging receipt of a "Record of Site Condition" prior to development approvals being granted.

8.B.3 As a condition of approving development, the local municipality will require that improperly abandoned wells that are known or discovered on the lands during development will be properly plugged in accordance with Provincial regulations.

8.B.4 In locations or areas of known historic salt solution mining activity, proponents are required to submit with any development application, a geo-technical study, completed by a qualified engineer that concludes the site is safe for the proposed development. Any associated wells shall be plugged according to Provincial regulations and standards.

8.B.5 Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire.

8.B.6 Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards, as identified by the province.

CHAPTER 9



INFRASTRUCTURE

9.0 Infrastructure

This Plan recognizes that successfully planning and managing infrastructure is key to achieving the vision for a sustainable, liveable, and competitive Essex County. The County of Essex does not fund or maintain watermains, sanitary sewers, storm sewers, or utilities – the provision of those services is the responsibility of the Local Municipalities. However, it is important to ensure that local infrastructure goals and policies align with the County. The County promotes efficient and environmentally responsible development and encourages new development and redevelopment to proceed on the basis of full municipal sewage services and municipal water services, as per the Provincial Planning Statement. Local Municipalities are encouraged to co-ordinate their approach to, and timing of, the provision of municipal water and municipal sewage through the preparation of an overall servicing strategy.

This Plan also recognizes the role of infrastructure planning and management in climate change mitigation and adaptation. This requires the County and the Local Municipalities to consider opportunities to reduce the demand for additional infrastructure and to optimize the use of existing infrastructure. In addition, infrastructure can be used to help reshape the County's urban form, create healthy, sustainable, safe and accessible communities and maximize the potential to capitalize on economic opportunities. It is important to ensure that long-term infrastructure plans incorporate conservation strategies and the protection of the natural environment, including key natural heritage and hydrological features.

The policies in this Chapter address the infrastructure needs to support the planned growth and protection of resources. These infrastructure needs include water systems, wastewater systems, stormwater management, solid waste management, electricity utilities including battery storage, and the provision of other utility services. Infrastructure master plans are used to plan and develop initiatives requiring significant infrastructure investment and/or having multiple stakeholders. These master plans will support the County Structure of this Plan and will also be used to set County-wide priorities for decisions on infrastructure investments in order to promote a coordinated approach to managing urban development. The policies in this Chapter also set out requirements regarding the review of development applications relating to the assessment of the potential impacts that development can have on existing or planned infrastructure.

GOALS

a) Support the role of all types of infrastructure in shaping the community through growth management and infrastructure asset management;
b) Promote a sustainable and healthy community through a climate-change lens that includes infrastructure optimization, retrofits, and adaptive re-use wherever feasible;

c) Prioritize investments as part of fully serviced primary settlement areas and planning, building and maintaining infrastructure to support planned housing and job growth;
d) Ensure Local Municipalities plan for safe, clean drinking water and long-term water and wastewater services that are safe, well-managed, and sustainable;
e) Apply an integrated approach to water management that reduces water demand, achieves efficiency of water use, and protects, improves or restores water quality and quantity;
f) Encourage municipal wastewater systems to reduce future treatment capacity requirements, optimize the use of existing wastewater treatment plans, and protect, improve, or restore water quality and quantity; and,
g) Integrate climate change considerations into water and wastewater planning, including innovative approaches to water efficiency and wastewater treatment.

9.A – WATER AND WASTEWATER SERVICING

Water and wastewater infrastructure are critical in supporting well-managed growth in the County, healthy and safe communities, and in facilitating compact and vibrant communities. With the reality of our climate future, it is key to understand how climate change impacts servicing and infrastructure, and to integrate climate change considerations in long-term planning for water and wastewater servicing. The County supports infrastructure asset management and integrated water management that promotes water conservation, reuse, and efficiency to adapt to and mitigate the impacts of climate change. Climate change will impact communities across the County – it is crucial to promote an integrated approach to water management, ensuring water resources are managed holistically and collaboratively to meet the water needs of communities and reduce the need for new infrastructure.

9.A.1. Full municipal wastewater services and municipal water services are the preferred form of servicing for all settlement areas. New plans of subdivision shall only be approved if municipal water and wastewater is the form of servicing.

9.A.2. The use of private communal wastewater services and private communal water services or individual on-site wastewater services and individual on-site water services must be consistent with the Provincial Planning Statement (PPS) and shall only be used when municipal wastewater and municipal water services are not available and the area being serviced is limited to small-scale infill sites.

9.A.3. The use of partial services shall only be used where necessary to address failed individual on-site wastewater services and individual on-site water services in existing development, within settlement areas, to allow for infilling

and minor rounding out of existing development on partial services provided the following is met:

a) the development is within the reserve sewage and water system capacity; and
b) site conditions are suitable for the long-term provision of such services with no negative impacts.

9.A.4. Public or private investment in upgrading or expanding municipal wastewater services or municipal water services should be focused within the Primary Settlement Areas identified on Schedule "A2" of this Plan. The County recognizes that circumstances may warrant infrastructure investment in Secondary Settlement Areas.

9.A.5. Where local official plans permit minor infill in Hamlets on private individual wastewater systems consistent with current Provincial guidelines, these systems will be permitted only if it can be demonstrated to the local municipality that there are no adverse impacts on soil, surface or groundwater quality and quantity, and in accordance with applicable policies in the Essex Region Source Protection Area Plan.

9.A.6. Local Municipalities are to review the long-term impacts of private on-site water and wastewater servicing on the environmental health, rural character, and feasibility of other forms of servicing as consistent with the PPS. Once this review is complete, local Official Plans should be amended to incorporate additional policies pertaining to the long-term use of on-site private water and wastewater services.

9.A.7. Local Municipalities should implement monitoring and proper maintenance of private wastewater treatment systems in the County in order to protect water resources and the natural heritage system.

9.A.8. Local Municipalities must confirm the availability of the required servicing capacity prior to development being approved. For those developments that purchase services, in accordance with inter-municipal servicing agreements, from an abutting municipality, the local municipality must confirm that the required capacity is provided for in the agreement. Ministry of the Environment guidelines shall be used when determining the remaining uncommitted reserve capacity for municipal water services and municipal wastewater services.

9.A.9. Local Municipalities are to prepare comprehensive master servicing plans for the planning, expansion and on-going operation of sanitary wastewater

treatment and water treatment facilities, pumping stations, force mains and trunk distribution and collection systems. Where appropriate, joint servicing plans are encouraged to ensure that infrastructure is built and maintained in a cost effective, environmentally sound and co-ordinated manner that meets the long-term needs of the communities affected. Local Municipalities shall map the locations of all municipal/communal sewage treatment plants in their Official Plans and reference the appropriate Ministry of the Environment Guideline for compatibility to sensitive land uses. Planning for infrastructure should leverage the capacity of development proponents, where appropriate.

9.A.10. Local Municipalities are to review and update master servicing plans every 5 years to ensure that the water and wastewater servicing strategy is sufficient to support planned growth and to consider the impacts of climate change.

9.A.11. Planning efforts for municipal water and wastewater treatment facilities and infrastructure are to be coordinated with surrounding municipalities and shall be in accordance with Provincial regulations, guidelines, standards and procedures and where possible minimize and mitigate any potential adverse affects from odour, noise and other contaminants.

9.A.12. The planning and design of water and wastewater infrastructure will consider potential impacts of climate change.

9.A.13. The County recognizes that inflow and infiltration (I&I) reduces the capacity and efficiency of the wastewater treatment system, increases costs of water to residents, and poses issues for wastewater infrastructure. Local Municipalities are responsible for monitoring inflow and infiltration and are encouraged to prepare an Inflow and Infiltration Study to establish a program reducing the amount of I&I in local wastewater systems.

9.A.14. Water and wastewater systems shall be sized to consider the potential for expansion of the service area, intensification and increased servicing allocation, where permitted by the County Official Plan, local municipal official plans, applicable master plans, and Provincial plans.

9.A.15. The County encourages Local Municipalities to adopt innovative water/wastewater and energy efficiency methods such as grey water reuse, rainwater harvesting, naturalized wastewater treatment, and water recycling in their water and wastewater systems.

9.A.16. Regular maintenance and inspection of County and local infrastructure shall be completed to increase resiliency to climate change and/or extreme weather events.

9.A.17. The County shall collaborate and partner with Local Municipalities, the City of Windsor, Conservation Authorities, and public agencies to build knowledge and a shared database of climate risks in the region, supporting infrastructure and climate change planning throughout the County.

9.B – STORMWATER

Stormwater refers to rainwater or snow that falls on the ground and runs off overland (runoff), or infiltrates into the ground (infiltration). Stormwater flows from properties and is either intercepted by vegetation and infiltrates into the ground, where it is naturally filtered, or it runs off into streets, ditches, storm drains, and waterways. Our communities have a bearing on runoff and infiltration – paved areas with less vegetation will result in less infiltration and greater runoff. Increased runoff causes flooding, erosion risks, high contaminant loads and increased water temperatures that degrade the quality of our waterways and ecosystems. As a result of climate change, changing weather patterns such as increasingly frequent and severe weather events will elevate risks of flooding and erosion, posing a risk to our communities, infrastructure, and environment.

Stormwater management plays a crucial role in climate change adaptation and mitigation. Although the County does not operate or manage stormwater facilities, Local Municipalities are encouraged to employ an integrated approach to stormwater management that includes low impact development (LID), green infrastructure, stormwater attenuation and re-use, and water conservation and efficiency. These methods build upon the principles of water reuse, conservation, and efficiency, viewing water management through a holistic lens. Beyond mitigating the impacts of stormwater runoff and climate change, green infrastructure has multiple benefits such as carbon sequestration, climate regulation, improved air and water quality, water storage, and improved health and well-being of our communities.

9.B.1. The County will encourage Local Municipalities in their planning for stormwater management to:

a) Have regard for stormwater drainage and surface water infiltration;
b) Minimize, or where possible, prevent increases in contaminant loads and stormwater volumes;
c) Minimize changes in water balance, erosion, and off-site flooding;
d) Not increase risks to human health and safety and property damage;
e) Maximize the extent and function of vegetative and pervious surfaces;
f) Utilize stormwater management best practices, including, where appropriate, stormwater attenuation and re-use, green infrastructure, and low-impact development;
g) Require development proposals to meet applicable stormwater management policies, guidelines, and best practices;

h) Carry out regular maintenance and inspection of stormwater infrastructure; and
i) Plan for the impacts of climate change.

9.B.2. The County shall carry out the regular maintenance and inspection of County stormwater infrastructure to ensure that they are built, maintained, and financially sustained for the lifecycle of the asset in accordance with applicable legislation and guidelines.

9.B.3. Stormwater on County roads shall be managed to protect the natural environment, maintain the County's infrastructure, provide resiliency for a changing climate, and minimize damage to people and property.

9.B.4. Stormwater management reports/plans, acceptable to the County, Local Municipalities, local Conservation Authorities, and the Ministry of the Environment will generally be required in advance of draft approval of subdivision plans or site plans, in accordance with acceptable design principles and practices. For those developments located adjacent to or in the vicinity of a Provincial Highway, Stormwater Management plans and reports must be reviewed and approved by the Ministry of Transportation.

9.B.5. Local Conservation Authorities are encouraged to participate in pre-consultation on matters concerning stormwater management works. The County will consult with the Province, where required, pursuant to Section 53 of the *Ontario Water Resources Act*. The preparation of stormwater management plans on a watershed or subwatershed basis is encouraged.

9.B.6. Stormwater management reports and plans shall be prepared to the satisfaction of the County using the 2003 Ministry of the Environment Stormwater Management Guidelines, as amended, the Windsor/Essex Region Stormwater Management Standards Manual, and other resource materials.

9.B.7. The County shall support Local Municipalities to prepare subwatershed plans and asset management plan to support planned growth. These plans should consider and integrate the impacts of climate change in planning for new and retrofitting existing stormwater infrastructure.

9.B.8. Local Municipalities are encouraged to establish and operate stormwater quality treatment facilities, where feasible and practical, informed by watershed and sub watershed studies.

9.B.9. The County supports collaboration and partnership with Local Municipalities, Conservation Authorities, Indigenous Communities, the Province, and other agencies in the implementation of initiatives and guidelines to protect the natural environment, manage hazards, and reduce risks; and,

9.B.10. The County supports the co-location of stormwater facilities with parking, trails and parkland to facilitate the benefits of healthy community building, while cost-effectively addressing long-term climate change resiliency.

9.C – SOLID WASTE MANAGEMENT

The County of Essex has a partnership with the City of Windsor regarding solid waste management. In 1993 the County of Essex adopted the Essex-Windsor Solid Waste Management Master Plan, and it has been reviewed and updated on a number of occasions, the most recent in 2011/2012. The Plan is the primary guide for all waste management matters in the County and the City. The Essex-Windsor Solid Waste Authority is responsible for recycling, yard waste and waste disposal in Windsor and Essex County, whereas Local Municipalities handle garbage collection services. It is noted that the Essex-Windsor Solid Waste Authority will facilitate an organics collection program for all Local Municipalities.

The County supports a sustainable approach to solid waste management that prioritizes a circular economy. The current practice in waste management is a linear economy, wherein resources are extracted, used, and disposed of. In a circular economy, nothing is considered waste, with a focus on the continual use of valuable resources in wise and innovative ways to better the environment and economy. This is guided by the principles of reuse, reduce, recycle, and recover.

In addition, solid waste management has a role to play in climate change mitigation as waste contributes to greenhouse gas (GHG) emissions from landfills and waste combustion facilities. The circular economy promotes climate change mitigation as waste is diverted from the landfill, which extends the lifecycle of materials and products. Local Municipalities are encouraged to identify former landfill sites in their local Official Plans, which includes the Essex/Windsor Regional Landfill site and two closed County landfill sites shown on Schedule “E”, and a list of areas thought to be former landfill sites shown in Appendix Two. This Plan encourages the continuation of policies in local Official Plans that limit development in areas surrounding these landfill sites.

9.C.1. There may be a need during the planning period of this Plan to establish new waste management related facilities, such as transfer stations, within the County of Essex. This Plan supports the development of such facilities, when required, provided all applicable statutory approvals from the Ministry of the Environment are obtained, and the facilities are located in accordance with

the land use policies contained within this Plan and the local Official Plan, or amendments are obtained where necessary.

9.C.2. Any development that requires an application under the *Planning Act* on or within 500 metres of the perimeter of the Essex-Windsor Regional Landfill site or on or within 500 metres of the perimeter of any active or closed waste disposal site is discouraged and will be subject to consultation with the County and the Ministry of the Environment. As a minimum, a study will be required that evaluates the presence and impact of environmental contaminants including, but not necessarily limited to, methane gas and leachate. The study will address the feasibility of mitigation measures if required. If it is found that a potential adverse effect or potential risk to health and safety does exist, development will be restricted and/or refused.

9.C.3. Development applications for a change in land use for lands formerly used for the disposal of waste must first satisfy the requirements of the Ministry of the Environment and obtain an approval pursuant to Section 46 of the *Environmental Protection Act*, if applicable, prior to the issuance of necessary Planning Act approvals and building permits.

9.C.4. The County encourages a circular approach to waste management and in conjunction with Local Municipalities will undertake programs to reduce, reuse, recycle, and recover waste at the source provided the programs and facilities are environmentally, socially, economically and technically sound.

9.C.5. The County recognizes that the recycling, organic waste, and backyard composting programs play a key role in diverting waste from landfills and will promote these programs to achieve improved waste diversion.

9.C.6. It is encouraged that the Essex-Windsor Solid Waste Authority reviews and updates the Solid Waste Management Master Plan every five years, as necessary, to address changes in demographic trends and best practices.

9.C.7. The County supports the development of a monitoring and evaluation framework of the solid waste management strategy to manage system performance and ensure the achievement of waste management goals and objectives.

9.C.8. The County will support full participation in waste management master plan initiatives and its investigation of the full range of waste management options.

9.C.9. The County encourages the industrial, commercial, and institutional sectors to develop waste reduction programs that support the County's waste management goals.

9.C.10. The County supports collaboration and partnerships with the Essex-Windsor Solid Waste Authority, Local Municipalities, the Province, Indigenous Communities, and the federal government to advance the circular economy.

9.C.11. The County and Local Municipalities will lead by example in showing leadership by encouraging reduction in material consumption and waste production, and by increasing waste diversion and reuse within its municipal culture, decision-making, and operations.

9.C.12. The County and Local Municipalities shall consider how development and land-use planning impacts waste generation, management and diversion.

9.D – UTILITIES

Utility networks are required to transmit electricity, gas, broadband, and communication/telecommunication services, which supports a high quality of life in the County for residents and businesses. The County will ensure that utility corridors, including communication corridors and transmission facilities, are designed in a manner that minimizes potentially negative impacts where possible. Generally, when determining the most appropriate location for future utility corridors, agriculturally designated land, the natural heritage system, rural areas, and cultural heritage resources will be conserved, protected and preserved to the greatest extent possible. Such corridors shall be located in a manner that minimizes their impact on settlement areas.

9.D.1. It is acknowledged that the utility corridor policies of this Plan, in some circumstances, must be considered in conjunction with or may be superseded by other legislative requirements.

9.D.2. The County supports the provision of high-quality telecommunication services such as high-speed internet and cellular services, which is key to support business development opportunities.

9.D.3. Preferred routes for utility corridors are those that:

a) Follow existing rights-of-way, property lines and fence lines.
b) Avoid built-up areas and heavily populated areas if they cannot be accommodated within existing rights-of-way.
c) Do not infringe upon environmentally significant areas including natural heritage corridors.

9.D.4. Minimizing the impact on agricultural lands, the natural heritage system, and cultural heritage resources is a high priority.

9.D.5. The County may review and comment on Environmental Assessment Studies and may participate in the Environmental Assessment process for large utility-related projects to ensure matters of County and Provincial interest are addressed.

9.D.6. Measures to mitigate impacts on agriculture during and after construction will be required including such things as:

a) Replacement of soils with topsoil layers in their original condition and order.
b) Timing of construction to minimize crop losses.
c) Stripping, treatment and disposal of surplus materials from trenching in an acceptable manner.
d) The repair of all damage;
e) Avoidance of prime agricultural lands when possible;
f) Siting of towers or other fixtures adjacent to existing buildings, fence lines, hedge rows, or property boundaries where possible; and
g) Use of narrow base towers on specialty crop lands for in-field locations and for fence and property line locations on prime agricultural lands.

9.D.7. The design, planning and maintenance of the corridor will consider the effects on the natural heritage system and will implement restoration techniques consistent with natural heritage policies.

9.D.8. Design, construction, site restoration, and maintenance should ensure proper mitigation of impacts on natural heritage, cultural heritage resources, rural lands, and the built environment.

9.D.9. Access points to existing roads will be reviewed with the proper road authority.

9.D.10. Consideration will be given to ensuring that above-ground facilities or structures are aesthetically pleasing and visually harmonious with the surrounding area.

9.D.11. The utility company will maintain and be ultimately responsible for the corridor and the decommissioning and/or removal of facilities upon the abandonment of the utility line.

9.D.12. The County and Local Municipalities will confirm as part of the development process that utility services are available to support the proposed development in a timely manner.

9.D.13. The County will encourage and support secondary and/or complementary uses on utility corridors, such as recreational uses, low-impact development, active transportation uses, trails, parking, agriculture, and community gardens, where compatible with surrounding land-uses.

9.D.14. The County will collaborate with Local Municipalities and utility providers to plan for and protect utility corridors and right-of-way such as electricity generation facilities and transmission systems to meet the community's current and future needs.

9.D.15. Local Municipalities are to identify the location of utility corridors in their planning documents, where feasible, to ensure the appropriate setbacks and emergency response planning zones.

CHAPTER 10



ENERGY, AIR QUALITY AND CLIMATE CHANGE

10.0 Energy, Air Quality, and Climate Change

Energy efficiency and energy conservation are important elements of sustainable communities. Reduced energy demand allows for a more sustainable approach to the management of energy use and improved housing affordability. In addition, opportunities for local renewable energy projects in the County of Essex may present opportunities for reducing greenhouse gas emissions.

By reducing the impacts of greenhouse gas emissions, energy conservation is an important part of addressing climate change. Energy conservation facilitates the replacement of non-renewable resources with renewable energy sources.

GOALS

a) Supporting the development of sustainable, resilient, compact, mixed-use, affordable and transit-supportive communities that use less energy, reduce greenhouse gas emissions and support active transportation, protect natural systems, features and functions, and promote renewable energy, energy conservation and efficient design.
b) Assessing the potential impacts and associated risks of climate change to infrastructure and incorporating appropriate measures to reduce or mitigate vulnerabilities, impacts and risks.
c) Supporting and encouraging renewable and alternative energy systems.
d) Promoting and supporting the use of green infrastructure and low impact development technologies.
e) Improving air quality and reducing the emission of air pollutants.

10.A – ENERGY

Energy is central to the provision of goods and services, production by industry and agriculture, mobility, and comfort and liveability within the community. Energy conservation reduces costs to businesses and households, and is beneficial for the environment as it reduces the demand on resources to create energy and the infrastructure resources required for its distribution. Energy conservation can also help reduce greenhouse gases and other air emissions from the combustion of fossil fuels, which can positively affect climate change and air quality. Policies that promote reduced energy consumption can be integrated into land use planning and responsible growth management, resulting in compact, walkable and mixed-use communities that are better oriented to active transportation and public transit. When coupled with the use of environmentally responsible materials, alternative fuels and multimodal mobility and transit options, energy consumption levels in the region can be significantly reduced.

10.A.1. The County and Local Municipalities shall implement the recommendations and direction from the Regional Energy Plan (REP) regarding energy transition, energy efficiency for transportation, buildings and greenhouses, and built form.

10.A.2. The REP shall be monitored and updated every five years to respond to changes in climate policy, energy policy, technology, and global best practices.

10.A.3. The County shall engage and collaborate with Local Municipalities, local utilities and other stakeholders in the provision of energy conservation, demand management, district energy, alternative energy systems and local regeneration.

10.A.4. The County shall encourage the use of renewable energy and alternative energy systems for residential, commercial, institutional, and industrial buildings, with guidelines, regulations and incentive programs developed in collaboration with Local Municipalities to ensure high quality and consistent design standards county-wide.

10.A.5. The County will contribute to, and show leadership by, considering energy conservation and efficiency within its municipal decision making and operations.

10.A.6. The County shall promote land-use planning policies that support and encourage energy conservation and energy efficient developments through:

a) Compact, walkable and mixed-use built forms,
b) Active transportation,
c) Green infrastructure,
d) Enhancement and preservation of natural areas and features; and
e) Optimization of existing physical and community infrastructure, designed to create safe, energy-efficient, inviting, and attractive places for people of all ages and abilities.

10.A.7. The County shall support water re-use, conservation, and efficiency measures through community energy planning such as green building design and retrofitting.

10.A.8. The County shall promote and support a culture of energy conservation through initiatives and educational outreach and encouraging public agencies, private industries and individuals to participate in energy conservation programs and measures.

10.A.9. The County and Local Municipalities will promote the use of green infrastructure and Low Impact Development technologies when considering new developments and redevelopment proposals.

10.A.10. Local Municipalities shall include Official Plan policies that support renewable energy projects and alternative energy systems throughout the County where:

a) They are compatible with community and neighbouring land uses and;
b) Municipal services and infrastructure are not negatively impacted;

10.A.11. The County recognizes that legislation places renewable energy projects within the responsibility of Local Municipalities. Renewable energy proponents are to strive for the highest levels of cooperation, consideration, and communication with the County, Local Municipalities, host property owners, and the local community during all phases of project development and operation.

10.A.12. The County will require Local Municipalities to establish requirements and key considerations for renewable energy projects to ensure land-use compatibility and to minimize and address impacts on sensitive land-uses.

10.A.13. The County will require that energy proponents enter into agreements with respect to the use and crossing of County roads for the delivery or construction of renewable energy project components and the long-term use of road allowances for transmission and distribution lines.

10.A.14. The County shall encourage Local Municipalities to include Official Plan policies and standards addressing renewable energy use and impacts.

10.A.15. The County shall encourage the preparation of local energy plans to assist with the implementation of the Regional Energy Plan (REP).

10.B – AIR QUALITY

Having clean air to breathe is a prerequisite to health and liveability. Provincial legislation and County strategic directions strongly promote efforts to reduce the potential for climate change and poor air quality through the land use planning process. Essex County's dependence on the use of private automobiles, the need to heat homes, and industrial activities, all result in the emission of air pollutants and greenhouse gases. Although the County does not regulate emissions, actions within its authority can significantly influence air quality and can help mitigate and adapt to climate change. As a result, the policies in

this Plan seek to improve air quality in the County through a variety of measures to help support a healthy and liveable community.

10.B.1. The County shall improve air quality and help reduce the impacts of climate change by conserving energy and reducing emission of air pollutants and greenhouse gases.

10.B.2. The County and Local Municipalities shall protect and enhance existing natural areas as components of improving air quality.

10.B.3. The County, in partnership with Local Municipalities, Indigenous Communities, and local Conservation Authorities, shall explore opportunities to increase natural areas/forest cover throughout the County through tree planting, landscaping, and naturalization initiatives, where appropriate, to improve air quality.

10.B.4. The County, working collaboratively with Local Municipalities, shall establish county-wide standards for tree planting in urban neighbourhoods, along streets and boulevards, in parks and open space areas, and in the rural countryside, to improve air quality and to help communities adapt to a changing climate.

10.B.5. The County shall promote and support compact land-uses, active transportation and a reduced reliance on private automobiles.

10.B.6. The County working collaboratively with Local Municipalities shall develop an anti-idling campaign to encourage drivers to avoid idling their engines.

10.C – CLIMATE CHANGE

The County's climate is changing. Climate change is a serious issue that affects people, communities and ecosystems at the global, national and local levels. It is anticipated that changes to the County's climate will result in higher annual average temperatures, and more extreme, unpredictable weather. Over time, climate change will adversely impact the makeup and function of natural systems, increase the risk of flooding, damage infrastructure and negatively impact public health. As the County continues to grow, the challenge of reducing greenhouse gas emissions, as well as managing the risks and vulnerabilities associated with climate change, will increase. Climate change impacts will not be experienced equally by individuals and communities. Underlying social inequities will also need to be addressed as climate change will disproportionately affect those with lower socio-economic and/or health status. All of these changes will increase costs and demand for government programs and services.

Resilience, mitigation and adaptation are core strategies for reducing and managing the risks related to climate change. Mitigation refers to actions that reduce or eliminate the sources and emissions of greenhouse gases. Adaptation refers to actions that reduce the vulnerability of communities to the impacts of climate change and improve the resilience of communities to respond and recover when impacts occur.

The County, in conjunction with the Local Municipalities, agencies, other orders of government and in consultation with Indigenous Communities have an important role in mitigating the impacts of climate change and reducing community vulnerability through adaptation while taking advantage of opportunities to strengthen economic prosperity, social well-being and environmental and fiscal integrity. This can be achieved through land use and infrastructure planning and adjusting County and local programs and services to reduce emissions and improve resiliency. As a result, the policies in this Plan, seek to address and mitigate the impacts of climate change.

10.C.1. The County shall support the preparation of a climate change impact study on County infrastructure and transportation systems to better understand priorities for asset management and risk-reduction.

10.C.2. The County and Local Municipalities shall consider the impacts of climate change such as more frequent and severe weather events when retrofitting/upgrading existing or planning for new infrastructure.

10.C.3. The County shall partner and collaborate with Local Municipalities and other levels of government and consult with Indigenous Communities to prepare a comprehensive climate change adaptation strategy.

10.C.4. The County, working collaboratively with Local Municipalities, shall prepare and implement urban design and development standards to reduce climate change impacts on neighbourhoods and districts where people live and work, and on public works and infrastructure including roads, bridges, water and wastewater systems and energy distribution systems.

10.C.5. The County shall encourage its corporate internal governance and culture to consider impacts of climate change, and to make strategic decisions and investments through a climate change lens.

10.C.6. The County shall address climate change considerations, including planning for more environmentally sustainable, resilient communities and infrastructure by advancing the County's energy transition from fossil fuels to renewable/alternative energy and reducing greenhouse gas emissions.

10.C.7. The County will support collaboration and engagement with Local Municipalities and agencies to ensure an integrated and coordinated

approach to addressing climate change that involves various sectors such as infrastructure, transportation, energy and housing.

10.C.8. The County shall build knowledge of climate risks through partnerships to share knowledge and data between Local Municipalities, public and private agencies, Conservation Authorities, Indigenous Communities, and other levels of government to inform policy making.

10.C.9. The County shall encourage cross-cultural climate conversations with Indigenous communities to gather traditional knowledge to inform policy making and stewardship practices.

CHAPTER 11



TRANSPORTATION

11.0 Transportation

Transportation planning plays a significant role in shaping communities, and in creating healthy, sustainable, and vibrant communities. The County's transportation network consists of Provincial, County, and local roads in addition to railway lines, water ferries, harbours, marinas, a commercial airport, several private air strips and an active transportation network, including pedestrian and bicycle paths.

The County supports the integration of land-use planning and transportation planning, recognizing that communities that move people and goods primarily by truck and automobiles lead to a sprawling and auto-centric urban form, whereas a human-centric and multi-modal approach creates vibrant, compact, and pedestrian-oriented communities. This Plan recognizes that not everyone in the community will have access to private automobiles either by choice or due to financial, physical, or age limitations. Therefore, the Plan promotes an integrated and multi-modal transportation network to facilitate compact, connected communities that reduce reliance on private automobiles, provide sustainable and reliable mobility options, expand access to jobs and housing, and respond to the impacts of climate change. Notably, public transit and active transportation play key roles in climate change mitigation and in creating more liveable, sustainable, and healthy communities with less noise and less pollution. The County shall also encourage, where feasible and appropriate, the identification and protection of historic transportation routes, which contribute to the special character of the community.

The policies in this Chapter address the different components of the multi-modal network, promoting a human-centric transportation design. The transportation policies seek to support an integrated transportation network; contribute to vibrant streetscapes and complete streets; facilitate compact, connected built forms; provide for a variety of mobility options; promote active healthy lifestyles; and promote safe and efficient movement of people and goods throughout the County's communities. This Chapter also includes rail and airport policies to further support the transportation needs of the community.

GOALS

a) Supporting a comprehensive and integrated multi-modal transportation system network throughout the County that provides transportation choice, promotes sustainability, and provides efficient movement of people and goods;
b) Promoting vibrant and safe streetscapes and complete streets that integrate transportation planning with land-use planning and urban design, attracts commercial and recreational opportunities, and creates healthy, liveable, and people-centric communities;
c) Facilitating equitable outcomes that ensure multi-modal transportation infrastructure and public transit are available to provide opportunities for people with disabilities, low-income persons, recent immigrants, migrant workers, youth, and seniors;

d) Promoting transportation planning that reinforces a sense of place, supports the County's unique identity, facilitates active healthy lifestyles, and fosters inclusion and community; and,
e) Ensuring coordination between transportation infrastructure, land-use planning, and growth management.

11.A – GENERAL TRANSPORTATION POLICIES

11.A.1. When considering matters of land use planning, the County shall:

a) Facilitate the safe, sustainable, and economical movement of people and goods throughout the County;
b) Develop a hierarchy of roads and mobility corridors throughout the County through the regular update of the County's Transportation Master Plan;
c) Ensure that appropriate right-of-way widths for all existing and proposed roads are provided in accordance with the *Planning Act*;
d) Develop a complete streets approach to the planning and design of the road network that will be shared by all modes of transportation, while maximizing road safety for all users and minimizing environmental impacts;
e) Promote the continual development and improvement of the County Wide Active Transportation System (CWATS);
f) Support the development of convenient and efficient public transit services throughout the County;
g) Plan for and protect corridors for all forms of mobility, including transit and active transportation, and corresponding infrastructure;
h) Ensure safe, feasible, and appropriate access management on County roads;
i) Support the continuation and improvement of the railway system;
j) Support the provision of air services for both passengers and goods;
k) Address new development proposed on adjacent lands to existing or planned corridors and transportation facilities so development should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities; and,
l) Restrict lot creation on private roads, except for plans of condominium, where appropriate.

11.A.2. The County has a Transportation Master Plan (TMP), prepared in 2005, which contains policies and implementation strategies to meet the region's needs for 20 years. Since preparation of the TMP, the County has

experienced fundamental changes because of climate change, and demographic, economic and technological changes. The recommendations in the 2005 TMP are currently being reviewed and updated and will be implemented by way of a future amendment to this Plan upon completion of an updated TMP.

11.A.3. The Transportation Master Plan (TMP) shall be reviewed and updated every five to ten years, in consultation with Local Municipalities and the appropriate stakeholders, to ensure that the County's transportation framework meets the goals and objectives of this Plan. Updates to the TMP should consider, but not be limited to, the following:

a) Identifying right-of-way (ROW) allowances that support a multi-modal transportation network;
b) Updating County road classifications to ensure it supports the goals and vision for the County's transportation system;
c) Facilitating equity and inclusion in transportation planning;
d) Planning and designing of the County's transportation system to address the impacts of climate change, and to meet the needs of all users including cyclists, pedestrians, and transit riders;
e) Implementing transportation demand management strategies; and,
f) Identifying and designating truck routes on County roads.

11.A.4. The County encourages the planning and coordination of cross-boundary transportation matters to improve connectivity with larger transportation systems and modes with adjacent municipalities and appropriate agencies

11.A.5. The planning and design of existing and future transportation corridors shall prepare for the impacts of climate change.

11.A.6. The County shall identify, evaluate and protect existing heritage streetscapes and historical transportation routes.

11.A.7. Local Municipalities shall plan, design, and construct finer grid street networks to support through movement, accommodate and support transit facilities and active transportation infrastructure, and sustainable transportation options.

11.A.8. In the planning and design of new neighbourhoods adjacent to County roads, Local Municipalities should:

a) Where appropriate, in keeping with context sensitive design solutions, consolidate access along County roads;

b) Minimize the use of cul-de-sacs and dead-ends that limit connectivity and integration with existing communities; and,
c) Implement a street network that supports the delivery of emergency services.

11.A.9. The County shall support Transportation Demand Management (TDM) strategies that seek to reduce demand on roadways and single-occupancy automobile trips, and promote other modes of transportation (walking, cycling, transit, carpooling, ridesharing, etc.).

11.B – ROADS

11.B.1 This Plan acknowledges the strong relationship between roads, their function, land use and development. Schedule "D1" of this Plan identifies Provincial Highways and County Roads.

11.B.2 Provincial Highways are under the jurisdiction of the Ministry of Transportation and are subject to permit control and approval under the *Public Transportation and Highway Improvement Act*. In addition to all municipal requirements under the *Planning Act*, Ministry of Transportation permits are required for access to Provincial Highways, where permitted, and for the construction of buildings, structures and signs in proximity to the Provincial Highways. All applicants proposing new development or changes to existing development on lands adjacent to a Provincial Highway are advised to consult with the Ministry of Transportation prior to making formal applications under the *Planning Act*.

11.B.3 In reviewing development applications and proposed road improvements, the County shall:

a) Take into consideration the need to improve regional traffic flow in the vicinity of the City of Windsor.
b) Consider whether resources are available to ensure the transportation system meets the needs of the road users and the growth policies of the County.
c) Identify measures to optimize roadway network capacity through roadway access management and intersection improvement.
d) Identify measures to reduce transportation needs such as managing the appropriate type and scale of growth through compact transit-supportive built forms, transportation demand management (TDM) strategies, and the development and maintenance of an active transportation system.
e) Strive to minimize conflict between local and non-local traffic by protecting the County Road system depicted on Schedule "D1". The County shall discourage new development that would adversely impact

the safe movement of people and goods along the County Road system unless road improvements can be undertaken to eliminate the adverse impact. New development proposing access onto County Roads outside of "Settlement Areas" shall be managed according to the County's access policies.

f) Restrict new development on private roads to Plans of Condominium.

g) Ensure that development proposals that are likely to generate significant traffic are accompanied by a Traffic Impact Study addressing the potential impact on the Provincial and County Road systems and the surrounding land uses and how to minimize any identified negative impact.

h) Ensure integration of transportation facilities provided by Local Municipalities, adjacent municipalities and the Province.

i) Ensure safe, convenient and visually appealing pedestrian and cycling facilities, where appropriate, along County Roads.

11.B.4 The County may review road corridors, in consultation with Local Municipalities and the Province, to determine if a change in classification is necessary. Transfer of road jurisdiction to or from the County shall not require an amendment to this Plan.

11.B.5 County road classifications are identified in the County's Transportation Master Plan and should be reviewed and updated prior to the implementation by way of future amendment to this Plan.

11.B.6 The County may address the matter of cross boundary traffic with adjacent municipalities and establish a planned network of roads that considers and coordinates the road hierarchy across municipal boundaries.

11.B.7 The County, working in collaboration with Local Municipalities, shall prepare and maintain a County-wide transportation guideline document which establishes the required right-of-way widths, setback requirements, access requirements, complete streets design requirements, lighting requirements, presence of existing and future Connecting Links, conformity with the policies of this Plan, and other related matters. Where necessary, noise attenuation measures should also be established. These guidelines will include standards and requirements that will vary based on planned function of the County Road, and the context of the community, neighbourhood, district and area that the road is travelling through.

11.B.8 The design of County and local roads shall ensure a context-sensitive design approach.

11.B.9 Road and street design should consider farm vehicles where there is a demonstrated need to travel through Settlement Areas or Hamlets that provide direct access to agricultural lands.

11.B.10 The County recognizes that a number of County Roads are characterized by natural and cultural heritage features, which contribute to the scenic value and historic character of these County Roads. The County will strive to evaluate, protect and enhance these features during any construction or upgrade, where possible.

11.B.11 Local Municipalities are to establish policies to protect the scenic values of historic roads, where appropriate, such as views to prominent heritage buildings or natural landscape features.

RIGHT-OF-WAY WIDTHS AND ROAD WIDENINGS

11.B.12 The appropriate right-of-way widths shall be included in the County's transportation guideline document. The need for road widenings will be included in the Transportation Master Plan, (which will be updated by amendment to this Plan) as well as being identified in local Official Plans.

11.B.13 As a condition of a development approval, land for road widenings or daylight triangles shall be conveyed at no expense to the County in accordance with the provisions of the *Planning Act*.

TABLE 11-1 COUNTY ROAD ALLOWANCES

ROAD NO.	ROAD NAME	FROM	TO	DESIGNATED ROAD ALLOWANCE (metres – up to the maximum)
1	Lauzon Parkway Extension	Highway 401	Highway No. 3	50 m
2	County Road 42	City/County Boundary	County Road 43	40 m
3	County Road 42	County Road 43	Shiff Drive	35 m
4	County Road 42	Shiff Drive	St. Alphonse Avenue	30 m
5	County Road 42	St. Alphonse Avenue	County Road 19	35 m
6	County Road 42	County Road 19	W. Puce Road	36 m

ROAD NO.	ROAD NAME	FROM	TO	DESIGNATED ROAD ALLOWANCE (metres – up to the maximum)
7	County Road 42	W. Puce Road	Puce River Bridge	36 m
8	County Road 43	City Boundary at CPR tracks	Shields Avenue	50 m
9	County Road 43	Shields Avenue	County Road 42	50 m
10	County Road 43	County Road 42	760m south of CR42	50 m
11	County Road 19	CPR south	Highway No. 3	40 m
12	County Road 22	CR 25	West Belle River Road	36 m
13	County Road 3	Todd Lane	Cahill Drain	30 m
14	County Road 3	Cahill Drain	Meagan Drive	30 m
15	County Road 7	Cousineau Road	Sandwich W. Parkway	35 m

11.C – GOODS MOVEMENT NETWORK

11.C.1 The County will work with the Province, Local Municipalities, the City of Windsor, and adjacent municipalities to plan for, protect, and promote an interconnected and efficient multimodal goods movement network that links Local Municipalities, Employment Areas and surrounding areas, and that utilizes freight-supportive infrastructure (Provincial highways, airports, County roads, international crossings and rail corridors) to meet current and future needs.

11.C.2 Freight-intensive land-uses shall be focused in areas well-served by major highways, airports, and rail facilities.

11.C.3 Freight and logistics use are encouraged to locate in groups that create synergies and efficiencies within the goods movement industry.

11.C.4 The County shall work with Local Municipalities and with Invest Windsor-Essex to direct activities with heavy truck traffic to locate along major

designated county truck routes and in areas near or adjacent to Provincial highway interchanges where appropriate municipal servicing is available, and to protect land in those locations for that purpose.

11.C.5 The County shall direct the movement of hazardous goods to rail and roadways outside of Settlement Areas and Hamlets to minimize risks and ensure the safe and efficient movement of goods, wherever possible.

11.C.6 Transportation planning and goods movement shall support and enhance the agricultural system to ensure uses and infrastructure are compatible with agricultural uses, where possible, in terms of size, scope, and impact.

11.D – TRANSIT

11.D.1 Public transit is recognized as an important investment in supporting the County's urban structure, economy, and transportation system planning, and is key to climate change mitigation.

11.D.2 The County recognizes that public transit is a sustainable modal option to connect communities and provide greater access to employment opportunities across the region, particularly for those individuals and households that do not have access to a private automobile.

11.D.3 The County shall support the planning, design, and creation of a County-wide public transit system that integrates with existing transit services in the City of Windsor and Local Municipalities, in collaboration with the City of Windsor, Local Municipalities, and other stakeholders, as appropriate.

11.D.4 In planning for transit, the County supports effective and integrated transit services that offer inter- and intra-regional connections, multi-modal connections, and is accessible to people of all ages and abilities.

11.D.5 The County shall encourage Local Municipalities to explore local transit feasibility where appropriate, and to identify local transit corridors as part of their local Official Plans.

11.D.6 The County shall encourage a pedestrian-friendly and barrier-free design for transit facilities, which may include, but is not limited to, providing covered bus shelters, suitable lighting, signage, street furniture, and shade trees.

11.E – ACTIVE TRANSPORTATION

11.E.1 The County Wide Active Transportation System (CWATS) Master Plan provides the road map for implementing the County's active transportation

system, in partnership with Local Municipalities and other stakeholders. The current CWATS network is outlined in Schedule D2. Updates to the CWATS network will be implemented by way of amendment to this Plan, except as otherwise noted.

11.E.2 The CWATS Master Plan should be periodically reviewed and updated every five to ten years, or at the time of a County Settlement Area Review, whichever comes first.

11.E.3 The County recognizes that the primary tool to implement and enhance the Active Transportation System is through the CWATS Master Plan, the capital budget for County and local municipal infrastructure projects, and through the review of development applications.

11.E.4 The County and Local Municipalities shall work together to provide connected, comfortable, safe, and accessible pedestrian and cycling facilities to meet the needs of County residents, workers, and visitors, including people of all ages and abilities. This includes continuous linkages between strategic growth areas, adjacent neighbourhoods, main streets, tourism districts, places of employment, major trip generators, and transit stations.

11.E.5 The County's Active Transportation System will continue to evolve over time through the addition of missing links and the incorporation of additional linkages such as the use of unopened right-of-ways, hydro right-of-ways, existing or abandoned rail corridors, open green-space, and along watercourses and future roadway improvements. Amendments to this Plan are not required for route or facility type revisions, provided the continuity and functionality of the network is maintained in the same general location and/or is consistent with the route selection principles contained within the CWATS Master Plan.

11.E.6 Transit-oriented development, mixed use development, and higher residential densities are encouraged within the Primary Settlement Areas to minimize walking distances, promote increased quality of life, and facilitate active transportation within the community.

11.E.7 The County supports pedestrian-oriented and active transportation friendly planning and design, through human-centric streetscaping, urban design, mixed-uses, and compact built forms.

11.E.8 The County supports active transportation through improvements in the public realm and transit facilities, such as providing safe and separated cycling facilities, bicycle racks and storage at transit stops, providing bicycle racks on buses, and facilitating improved access for pedestrians and cyclists

at transit stops and terminals, commuter lots, and more, where feasible and appropriate.

11.E.9 During the review of development applications, Local Municipalities will require the integration of pedestrian and cycling linkages to commercial uses, transit, schools, trails, parks and municipal facilities. Active transportation integrations may also include, but are not limited to:

a) Interconnections between local streets, cul-de-sacs, and across greenspaces;
b) Connections between developments and adjacent sidewalks;
c) Connections across commercial developments; and,
d) Easements across condominium developments.

11.E.10 Local Municipalities are to enhance the pedestrian and cycling environments so there are greater opportunities for active transportation for convenient travel, recreational, health, environmental, and economic reasons by:

a) Requiring the design of new local roads in residential areas in a grid street pattern with shorter block lengths that are generally less than 250 metres between intersecting streets to encourage walking and cycling;
b) Requiring the design of roads on mixed use corridors to use shorter block lengths that are generally 120 metres between intersecting streets to encourage walking and cycling;
c) Integrating transit supportive design;
d) Providing consistent information and signage to support exploration and travel throughout the community on foot, bicycle, and other non-motorized forms of transport;
e) Integrating pedestrian and cycling facilities into existing, expanded, and new development areas;
f) Creating urban design guidelines that support pedestrian and cycling activity;
g) Implementing Crime Prevention Through Environmental Design (CPTED) principles;
h) Securing dedication for trail corridors; and,
i) Providing pedestrian and cyclist connections to transit stops.

11.E.11 The County supports the use of best practices when planning, designing, constructing, maintaining and operating active transportation facilities.

11.E.12 The County will continue to coordinate the implementation of the Active Transportation Network with the County's Transportation Services Department Five-Year Road Rehabilitation planning process.

11.E.13 The County strongly encourages Local Municipalities to develop their own active transportation master plans, in compliance with the County's TMP and CWATS.

11.E.14 Local municipal Zoning By-laws, or other local planning instruments, shall establish standards for bicycle parking that is adequate to meet demands.

11.E.15 The County encourages bicycle parking to be secure, illuminated, highly visible, sheltered and convenient.

11.E.16 The County will partner with Local Municipalities and community groups to create promotional and educational initiatives on walking, cycling, and transit, and that addresses key issues such as safe behaviour by all road-users, personal security, barrier-free access, the health and environmental benefits of active transportation, and the comparative costs of private and public travel choices.

11.F – COMPLETE STREETS AND CONTEXT SENSITIVE DESIGN

11.F.1 All County and local municipal roads are to adopt a complete streets approach. The complete streets approach is encouraged for Highways 3 and 77. The complete streets approach shall be implemented through the following:

a) providing for the safe and efficient movement of all vehicles and modes of travel, including automobiles, goods movement, emergency vehicles, transit, active transportation (walking and cycling), and users of all ages and abilities;
b) integrating landscaping, street trees, and green infrastructure within the public right-of-way;
c) ensuring the safety of users of all ages and abilities;
d) encouraging intermodal design that promotes the use of sustainable modes of transportation and reduces reliance on single-occupancy automobiles;
e) providing space for other street elements such as utilities and services, on-street parking, stormwater management, snow storage, wayfinding signage, and street furniture, where appropriate; and,
f) ensuring a design that reflects the local context and character of the community and balances the needs of different users.

11.F.2 The County supports integrating road corridor design with land use planning.

11.F.3 Local Municipalities should identify mixed used corridors and main streets in their Official Plan. The planning and design of complete streets in mixed use corridors and main streets for County Roads should include:

a) An integration of the built form and planned land use function with the design of the road corridor;
b) Transit and active transportation are the priority for transportation focus;
c) Reduced setbacks from the road right-of-way to integrate access to buildings and/or groups of buildings from the public sidewalk;
d) The provision of pedestrian sidewalks, crosswalks, and other active transportation services for pedestrians on both sides of the street;
e) The provision of any planned transit lanes, high-occupancy vehicle lanes, queue jump lanes for transit, and other transit signal priority needs to support an integrated mobility network;
f) Cycling facilities including parking for bicycles;
g) High quality landscaping that supports a human-centric urban design approach for the mixed-use corridor and main streets;
h) Landscaped island refuge areas on longer blocks of greater than 120 m between intersecting streets;
i) On-street parking may be permitted; and,
j) A height to corridor ratio that creates a generally consistent street enclosure and a high quality pattern of development.

11.F.4 The County supports the agricultural economy and supports the agricultural community through County transportation that provides the necessary road infrastructure for agriculture. To achieve this, the following shall be undertaken:

a) A focus on the movement of agricultural vehicles and goods movement vehicles;
b) Active transportation through safe cycling infrastructure on routes identified by the County Wide Active Transportation Study;
c) Setbacks shall be consistent with an agricultural landscape with provision for roadside markets;
d) The provision of pedestrian facilities will be to ensure safe access to agricultural uses;
e) Landscaping and design shall support the agricultural needs of the local municipality; and,
f) On-street parking shall be limited.

11.F.5 The County supports the design of pedestrian-friendly streets through a safe, attractive, and accessible built environment, which includes, but is not limited to:

a) Making visually appealing streetscapes to make walking more inviting;
b) Separating vehicular, pedestrian, and cycling road users to the greatest degree possible;
c) Providing lighting and street trees and where possible street furniture such as benches;
d) Ensuring safe pedestrian crossings;
e) Implementing complete street designs and layout, which reduces and minimizes the need for future traffic calming; and,
f) Providing for pedestrian linkages throughout neighbourhoods.

11.F.6 The County shall implement the establishment of a continuous grid network that allows for efficient through movement that accommodates multi-modal options, provides ease of access to transit facilities, and supports the delivery of emergency services.

11.F.7 The County and Local Municipalities shall establish appropriate rights-of-ways that support complete streets and place-making opportunities.

11.F.8 Local Municipalities shall include polices in their Official Plans and secondary plans that require sidewalks, street lighting, and should include street furniture within Settlement Areas and Hamlets as a condition of development.

11.F.9 The County shall prepare a Complete Streets Design Manual and Guidelines in collaboration with Local Municipalities and update it periodically to reflect best practices and innovations in the field.

11.G – RAIL AND MARINE

11.G.1 Existing operating rail lines within Essex County are shown on Schedule D1.

11.G.2 Local Municipalities are to develop policies that take into consideration safe and reasonable pedestrian movement between residential development and commercial uses and other services across the rail tracks. Other requirements pertaining to development proposed in proximity to rail lines is contained in subsection 11.I - Noise and Vibration of this Plan.

11.G.3 County Council acknowledges the importance of the rail infrastructure and recognizes its critical role in long-term economic growth and the efficient and

effective movement of goods and people. Council shall ensure the continued viability and ultimate capacity of the rail corridors and yards (if applicable) is protected and shall identify and support strategic infrastructure improvements such as targeted grade separations, where feasible.

11.G.4 New sensitive land uses will not be encouraged adjacent or in proximity to rail facilities.

11.G.5 All proposed residential or other sensitive use development within 300 metres of a railway right-of-way will be required to undertake noise studies, to the satisfaction of the local municipality in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from noise that were identified. All available options, including alternative site layouts and/or attenuation measures, will be thoroughly investigated and implemented if practicable to ensure appropriate sound levels are achieved, particularly with respect to the 55 dBA outdoor living area criterion.

11.G.6 All proposed residential or other sensitive use development within 75 metres of a railway right-of-way will be required to undertake vibration studies, to the satisfaction of the local municipality in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse effects from vibration that were identified.

11.G.7 All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the local municipality in consultation with the appropriate railway. Where applicable, the local municipality will ensure that sightline requirements of Transport Canada and the railways are addressed.

11.G.8 Implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses and/or environmental easements, will be secured through appropriate legal mechanisms, to the satisfaction of the local municipality and the appropriate railway.

11.G.9 New residential development or other sensitive land uses will not be permitted within 300 metres of a rail yard (if applicable).

11.G.10 All residential development or other sensitive land uses located between 300 metres and 1000 metres of a rail yard should be required to undertake noise studies, to the satisfaction of the local municipality and the appropriate railway, to support its feasibility of development and, if feasible, shall

undertake and implement appropriate measures to mitigate any adverse effects from noise that were identified.

11.G.11 Where possible, grade separation of railways and major streets shall be protected.

11.G.12 The County will work with Local Municipalities to evaluate the potential use of abandoned rail corridors for recreation, transportation, and/or utility corridor purposes. This will require consultation between the County, local municipality, community groups, potential users, affected landowners, applicable utility companies, Conservation Authorities, or agencies, and other interested parties before any development of the abandoned railway occurs.

11.G.13 The County and partner agencies may develop public trails on abandoned rail corridors in certain communities, where the rail can provide an active transportation link within and between communities.

11.G.14 It may not be appropriate or necessary to develop an abandoned rail corridor immediately. In these instances, ownership should remain with the municipality or partner agency for the planning period of this Plan so that it is available for potential future recreation, transportation, and/or utility corridor purposes.

11.G.15 Policies 11.G.4 and 11.G.5 shall apply to sensitive land uses and marine facilities.

11.H – AIRPORT

11.H.1 The County recognizes the importance of airports in providing an important economic advantage, as well as contributing to the quality of life in the community, and shall support and protect airport infrastructure. In addition to the Windsor Airport, there are a number of private air strips that are located within the County of Essex.

11.H.2 Planning for land uses in the vicinity of airports shall be undertaken so that:

a) The long-term operation and economic role of airports is protected; and,
b) Airports and sensitive land uses are appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants.

11.H.3 Airports shall be protected from incompatible land uses and development by:

a) Prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF (Noise Exposure Forecast), as set out on maps (as revised from time to time) that have been reviewed by Transport Canada;
b) Considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and,
c) Prohibiting land uses which may cause a potential aviation safety hazard.

11.H.4 The County supports efficient transportation connections from the County of Essex to the Windsor Airport and airport facilities.

11.H.5 In planning for land-uses in the vicinity of airport infrastructure, Local Municipalities shall require the provision of warning clauses advising property owners in the vicinity of Airport lands of potential development restrictions such as outdoor lighting height limitations, and potential noise-related impacts.

11.I – NOISE AND VIBRATION

11.I.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, in accordance with Provincial guidelines, standards, and procedures.

Without limiting the generality of the foregoing, prior to permitting development that may be affected by noise, vibration and/or safety, a study may be required to assess the impact of the noise, vibration and safety on proposed residential or other sensitive land uses. Noise, vibration and/or safety attenuation measures will be implemented to reduce the impact to levels recommended by the Ministry of the Environment. Local Official Plans are also encouraged to include specific policies to address requirements where development of a sensitive land use is proposed in proximity to rail lines and other source of noise, vibration and/or safety, and those policies shall include:

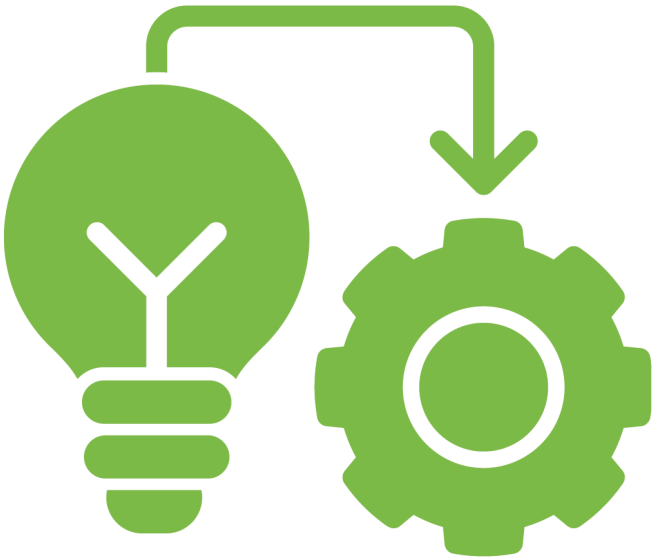
a) Prior to the approval of any applications for Official Plan amendments, Zoning By-law amendments, plans of subdivision or condominium, land division, committee of adjustment approval or any development that is subject to site plan control on lands that are within 100 metres of a

railway line right-of-way, Provincial Highway, or stationary sources of noise, a noise feasibility study shall be completed and submitted to the appropriate agencies and appropriate railway companies for review and comment. Appropriate measure to mitigate any adverse impacts from noise and or vibration that were identified shall be undertaken.

b) Prior to the approval of any applications for Official Plan amendments, Zoning By-law amendments, plans of subdivision or condominium, land division, committee of adjustment approval or any development that is subject to site plan control on lands that are within 500 metres of a Principal Main Railway Line right-of-way, Provincial Highway or stationary sources or where the projected noise exceeds the Ministry of the Environment recommended noise criteria by more than 5dBa, a noise and vibration and impact mitigating study shall be completed and submitted to the appropriate agencies and appropriate railway companies for review and comment. Appropriate measures to mitigate any adverse impacts from noise and or vibration that were identified shall be undertaken."

11.I.2 Setbacks, berming, fencing or other safety measures may be required to the satisfaction of the Approval Authority, Ministry of Transportation, and/or local municipality. The conclusions and recommendations of the noise and vibration studies shall be incorporated as conditions of approval in all development agreements.

CHAPTER 12



IMPLEMENTATION

12.0 Implementation

Implementing policy is one of the core planning responsibilities of the County of Essex. Council implements the policies within this Plan through the authority given to them by the *Planning Act* and the *Municipal Act* as well as other legislation.

Implementation is a shared responsibility with Local Municipalities, Indigenous communities, community organizations, stakeholders and partners. Implementation requires collaboration, partnership and a mutual commitment to A Successful County as outlined in Chapter 2. The success of this Plan will be achieved through the following:

a) Delineating the roles, responsibilities, accountability, expectations and authorities of various stakeholders and agencies in implementing the policies;
b) Providing a clear description of how the Plan is to be read and interpreted;
c) Providing clear direction of the timelines for reviewing and updating the Plan;
d) Explaining how conformity with this Plan, and consistency with Provincial Policies can be met;
e) Outlining the various implementation tools that can be used to ensure the vision and goals of this Plan are realized;
f) Outlining the process by which an application for an amendment to this Plan can be made;
g) Ensuring the policies of this Plan are implemented in a fiscally and environmentally responsible manner;
h) Developing a system for monitoring and reviewing the policies within this section, and the Plan in general.

This section outlines these elements, in addition to tools available to be used in order to effectively implement the goals and policies established throughout this Plan. The policies in this section are intended to be used and read in conjunction with other policies of this Plan.

Partnerships and collaboration are critical when it comes to implementation, and the Region relies upon the strong relationships that have been developed with the Province, Area Municipalities, the City of Windsor, Indigenous communities, the Municipality of Chatham-Kent, Conservation Authorities, Township of Pelee, other government agencies, the private sector and the broader community.

Finally, this Chapter establishes a framework for ongoing monitoring that support the effectiveness of the policies in this Plan. Only through monitoring can the County assess the success of specific policies and subsequently undertake updates to the Plan to ensure its success.

GOALS

a) Providing direction on how to interpret and apply the policies of this Official Plan;
b) Identifying responsibilities of the County of Essex and the Local Municipalities in implementing this Official Plan;
c) Outlining the approach to working in partnership with Local Municipalities;
d) Committing to reconciliation and engagement with Indigenous communities;
e) Committing to engagement with the broader County of Essex members of the public and stakeholders; and,
f) Identifying how monitoring and evaluating of the Official Plan will occur to provide accountability to County Council, the Local Municipalities, and the broader County of Essex public.

12.A – INTERPRETATION OF THE OFFICIAL PLAN

12.A.1 When reading and interpreting this Plan, the goals and policies should be read in their entirety.

12.A.2 This Plan contains Schedules, Tables, Maps and Appendices. For the purposes of implementation:

a) A Schedule is part of the policy framework and forms part of this Plan;
b) A Table is a summary of policy requirements in a graphic form and is part of this Plan;
c) A Map is a visual guide or aid provided to assist the reader in understanding the geographic location or context of a policy and does not form part of this Plan;
d) The Glossary of Terms provides definitions integral to policy interpretation and forms part of the new Official Plan;
e) An Appendix is intended to provide policy context to the reader and does not form part of this Plan;
f) Comment boxes occur alongside policy. Comment boxes supplement and provide context to policy and are not considered part of the new Official Plan.

12.A.3 When interpreting the Schedules of this Plan the following shall apply:

a) The boundaries on Schedule “C3” – Source Protection - are definitive.
b) All Schedules other than Settlement Areas and Source Protection are not definitive. Each Schedule and/or Map will contain information on the notes as to the level of accuracy of the particular Schedule and/or Map.
c) The boundaries of the Natural Heritage System and Natural Hazards are based on the best available natural heritage mapping available at

the time of publication. Refinements to the Natural Heritage System and the Natural Hazard boundaries are subject to the policies of this Plan.

d) Boundaries of land use designations coincide with distinguishable features such as roads, public laneways, utility corridors, railroads, watercourses or other clearly defined physical features. In all other instances, the boundaries of land use designations will be determined by review of: existing zoning by-laws; prevailing lot depths; orientation of lot frontages; lot patterns; and land use patterns.

12.A.4 In the case of a conflict between two policies in the County Official Plan, the more restrictive policy shall take precedence.

12.A.5 The background or explanatory notes contained within the side margins of this Plan do not constitute part of this Plan.

12.B – OFFICE CONSOLIDATION OF THE OFFICIAL PLAN

12.B.1 Minor variations in numbers written in this Plan may be permitted without an amendment to this Plan provided the intent and goals of the Plan are achieved while meeting provincial standards.

12.B.2 An amendment to this Plan is not required and changes may be made during office consolidations for:

a) altering the numbering and arrangement of provisions in this Plan;
b) updating the base mapping used in this Plan or adding base information to maps to show existing and approved infrastructure;
c) correcting clerical, grammatical, spelling and technical mapping errors (including colour adjustments on Schedules or Maps);
d) changing format or presentation; or,
e) altering punctuation to obtain a uniform mode of expression.

12.C – NON-CONFORMING USES

12.C.1 Certain lands within the County have been developed for a use other than that which is permitted within the applicable designation. The County policy on these uses is as follows:

a) Nothing in this Plan will affect the continuance of uses legally existing on the date this Plan was adopted by Council.
b) For non-conforming non-agricultural uses, the policies of Chapter 5 and Schedule “A-3” apply. In the event of a conflict between policies related

to non-conforming non-agricultural uses, the more restrictive policies apply.

c) Local Municipalities, in co-operation with residents, will attempt to reduce the number of non-conforming uses whenever and wherever possible according to the policies of this Plan.

d) An application for the enlargement or extension of an existing use will be reviewed as follows:
    a. The proposed expansion does not significantly increase the size of the existing use.
    b. The proposed expansion does not require an adjustment to the boundary between two areas of different land use on the land use schedules.
    c. The proposed expansion does not increase its incompatibility with the surrounding area.
    d. Conditions that may minimize any potential nuisances can be imposed including but not limited to, landscaping, screening, and setbacks; and factors such as traffic safety, parking, loading, and municipal services are not adversely affected.

e) Existing uses destroyed by fire or natural disaster may be rebuilt provided that the dimensions of the building or structure are not significantly increased.

f) Existing uses which may still be in operation or may have ceased to exist leaving substantial vacant buildings, most commonly commercial or industrial in nature (both those with legally existing uses and those with vacant buildings) may be zoned in the Zoning By-law to permit the existing uses, if there is one, or the previous use if the buildings are presently vacant provided:
    a. The buildings lawfully existed prior to the date of adoption of this Plan.
    b. The use to be permitted does not interfere with the desirable development or enjoyment of neighbouring properties.
    c. The use does not constitute a danger to surrounding uses and persons because of its hazardous nature or traffic generated.
    d. The by-law reasonably limits the amount of expansion that is to be permitted to ensure that the use does not become larger than would be appropriate for the area.

12.C.2 Applications to amend the Zoning By-law to permit a use that is as, or more compatible with, the surrounding area may also be approved by the local municipality without an amendment to this Plan provided the proposed use satisfies the above criteria. Also, there are a number of parcels with current zoning that is not in conformity with this Plan. The current zoning can be

carried forward in the Zoning By-law without requiring an amendment to this Plan.

12.C.3 Local Municipalities may permit the severance of uses that existed prior to the approval of this Plan, provided the application is consistent with Section 2.3.5 of the Provincial Planning Statement.

12.D – AMENDMENTS TO THE COUNTY OFFICIAL PLAN

12.D.1 This Plan has been prepared to manage growth and land use changes until the year 2051. An amendment to this Plan is required to permit the establishment of uses not provided for in this Plan, for changes to the "Settlement Area" boundaries identified on Schedules "A1" and "A2"" and for changes to the planning direction contained herein.

12.D.2 When submitting an application to amend this Plan, the applicant shall provide supporting documentation, to the satisfaction of the County of Essex, which adequately addresses the following:

a) Whether the amendment is consistent with the Provincial Planning Statement and any other Provincial Plans, policies, and guidelines.
b) Whether the amendment proposes a new settlement area or the expansion of a "Settlement Area" boundary which has been justified as part of a Comprehensive Review or a Local Settlement Area Review.
c) Whether the amendment proposes the conversion of lands within an employment area to non-employment uses which has been justified as part of a Comprehensive Review that demonstrates that the land is not required for employment purposes over the long-term and that there is a need for the conversion.
d) Whether the amendment is in keeping with the general intent or purpose of the policy direction of this Plan, including growth projections and targets.
e) The benefit to the County including, but not limited to, social, environmental and financial benefits.
f) The impact of the proposal on the County's financial, natural and human resources.
g) The impact of the proposal on the local municipality and if it is in keeping with the general intent or purpose of the policy direction contained in the local Official Plan.
h) The impact of the proposal on the transportation network.
i) The extent to which the amendment should be addressed as part of the ten-year review of this Plan.

j) The engagement with Local Municipal partners on proposed Amendments including the feedback from Local Municipal partners.
k) The engagement with Indigenous communities.
l) The impact on prime agricultural lands and specialty crop lands.
m) The impact on adjoining municipalities.

12.E – MUNICIPAL PLAN REVIEW

12.E.1 The Ministry of Municipal Affairs and Housing is the approval authority for new Official Plans. County Council is the approval authority for exempt County Official Plan Amendments (OPAs). The Ministry and County Council will be consulted accordingly, prior to the approval of any Plan or Amendment.

12.E.2 The County of Essex is the approval authority for local Official Plans and amendments, as well as plans of subdivision and condominium, as well as part lot control applications. The local municipality and/or the applicant shall consult with the County, and appropriate agencies. The County will work with the local municipality to facilitate pre-consultation between applicants and the relevant Provincial agencies and the Conservation Authorities to ensure that all legislative requirements related to any given development proposal are identified and understood at the outset of the planning approval process.

12.E.3 Where this Plan requires an evaluation, demonstration or other action "to the satisfaction of" one or more of the Provincial Ministries, the policy should generally be interpreted to mean that it is the responsibility of the County of Essex to ensure consistency with Provincial policies, standards or guidelines.

12.F – LOCAL OFFICIAL PLANS

12.F.1 It is the intent of the County, and a requirement of the *Planning Act*, that all future amendments and new planning documents conform to the County Official Plan. Local Official Plans will be one of the primary means of implementing the policies contained in this Plan. It is recognized however, that some time may elapse between the adoption of this Plan and the updating of the local Official Plans.

12.F.2 Updates to Local Official Plans will be completed:

a) On a regular basis consistent with the requirements of the *Planning Act*;
b) After the completion of an update to the County Official Plan or the adoption of a new County Official Plan; and,

c) May occur to address significant changing local circumstances.

12.F.3 Local Official Plans shall be updated to address the following:

a) Addressing matters of Provincial interest in the *Planning Act*;
b) Maintaining consistency with Provincial guidelines and standards;
c) Conformity with the County of Essex Official Plan;
d) Conformity with the Source Water Protection Plan;
e) Completion of an Intensification Strategy with policies and mapping included in the Official Plan;
f) Reasonable efforts in the Local Official Plan to accommodate matters encouraged by the policies of this Plan, or indication why such a policy direction is not appropriate or feasible in the local context; and,
g) Completion of a Local Settlement Area Review in accordance with the County of Essex Official Plan.

12.F.4 In the event of a conflict between the policies of a local Official Plan and the policies of this Plan in the interim period, the policies of the County Official Plan shall prevail to the extent of that conflict, unless the proposal involves lands already designated in the local Plan to permit the proposed development. Any amendment to a local Official Plan must be in conformity with the policies and designations contained within this Plan.

12.F.5 The County requires local Official Plans to contain policies promoting meaningful Indigenous consultation. The County shall consult with Indigenous communities on the approval of local Official Plans.

12.G – IMPLEMENTATION TOOLS

12.G.1 The County supports the use of a variety of implementation tools to achieve the policies of this Plan and the local Official Plans. Local Municipalities shall use a broad range of implementation tools as appropriate including;

a) Secondary Plans
b) Local Zoning By-laws
c) Holding Zones
d) Temporary Use By-laws
e) Interim Control By-laws
f) Site Plan Control, Subdivision and Consent Agreements
g) Transportation and Infrastructure Master Plans
h) Community Improvement Plans
i) Housing Action Plans and Economic Development Strategies
j) Development Charge Studies

k) Urban Design Guidelines
l) Archaeological Master Plans;
m) Natural Heritage Studies; and,
n) Watershed or Subwatershed Plans.

12.H – SITE PLAN CONTROL

12.H.1 This Plan supports the use of site plan control by Local Municipalities. Provisions for site plan control shall be detailed in the local Official Plans and should include urban and architectural design guidelines that enhance the development of the local municipality.

12.H.2 Those developments that propose to obtain access from a County Road or may impact the County Road network are required to consult with the County regarding access requirements, setbacks, widenings and daylight triangle requirements, and possible road improvements.

12.I – PLANS OF SUBDIVISION AND CONDOMINIMUM

12.I.1 The plan of subdivision process is required for lot creation where four or more new lots result from the application or where a service extension is required except where lot frontages for the new lots currently exist on a public road. Notwithstanding, in existing registered plans of subdivision, relotting can occur through the use of deeming by-laws in conjunction with the consent process.

12.I.2 It shall be the policy of the County to approve only those plans of subdivision and condominium which are in conformity with the policies of this Plan and which, to the satisfaction of the County, can be supplied with adequate public utilities, power transmission and street lighting, and services such as water supply, sanitary sewage treatment and transmission and storm drainage facilities as required by this Plan. The County shall approve only those plans of subdivision or condominium which comply with the provisions of the *Planning Act*, this Plan and the local municipal Official Plan. All new lots created by plan of subdivision must front onto and obtain their access from a municipally owned and maintained public road.

12.I.3 Plans of subdivision and condominium shall include conditions of approval which must be fulfilled prior to registration of the plan.

12.I.4 The County shall work with Local Municipalities to review all registered plans of subdivision to ensure timely implementation occurs. The County may

recommend that plans of subdivision, or parts thereof, that have been registered for eight years or more, have had no construction occur or infrastructure installed on-site, and do not meet the growth management objectives of this Plan, to no longer be a registered plan of subdivision.

12.I.5 The County may consider extending the approval date of a lapsed plan of subdivision. In these instances, the proponent shall:

a) Confirm that the requirements of the *Planning Act* have been fulfilled;
b) Address matters of natural heritage, density, infrastructure, and housing mix to achieve the policies of this Plan; and,
c) Ensure appropriate consultation with the local municipality and Indigenous communities.

12.J – PART LOT CONTROL

12.J.1 If the County and the local municipality determines that the proposal is appropriate, the Council of the local municipality will pass a by-law under Section 50(7) of the *Planning Act*. The By-law will be sent to the County for final approval.

12.J.2 An application for Part Lot Control will generally only be considered appropriate when it has been deemed that an application for consent is not necessary.

12.J.3 Part Lot Control Exemption will be considered appropriate in the following applications:

a) Creation of a new individual lot(s) for single, semi-detached or row housing;
b) A minor re-design to lots or blocks in a Registered Plan of Subdivision;
c) Sale of a part lot that was created due to a road widening where abutting land is retained;
d) Creation of servicing easements in a Registered Plan of Subdivision; and,
e) Long term lease for stores in a shopping centre on a Registered Plan.

It is noted that Part Lot Control Exemption cannot be utilized in an instance where the road does not exist and for purposes of creating (re-aligning) a part intended as a municipal road.

12.K – CONSENTS

12.K.1 The County has delegated approval authority for consent applications to the Local Municipalities.

12.K.2 Applications to create lots through the consent to sever process will continue to be the responsibility of Local Municipalities in accordance with the policies contained in local Official Plans which are required to be in conformity with the policies contained herein and to be consistent with Provincial Policy. The County may comment on consent applications particularly those that involve lands abutting County Roads. Consents shall not be granted if the application is contrary to the policies of this Plan or local Official Plans. Appeals may be lodged by the County for approved consent applications that are contrary to the policies of this Plan.

12.K.3 In commenting on applications for consent, the County shall review the following:

a) The need for the consent as established in the policies of the local Official Plan;
b) The agricultural policies of this Plan and the Provincial Planning Statement;
c) The policies of this Plan;
d) The requirements of the *Planning Act* for consents; and,
e) The County transportation network, including active transportation.

12.L – PUBLIC ENGAGEMENT

12.L.1 County Council and the local municipal Councils shall ensure that the public is adequately notified and consulted. The measures utilized to facilitate public participation will be consistent with the scope and nature of the planning matter being addressed. Prior to making decisions related to planning matters, County Council and the local municipal Councils will take appropriate steps to resolve conflicting issues associated with the proposal. Where conflicting issues remain unresolved, these issues and the measures taken to respond to these issues shall be identified as part of any planning report prepared. Measures such as peer review and Alternate Dispute Resolution will be used when determined to be appropriate.

12.L.2 County Council is committed to transparent decision making. To this end, the County shall:

a) Communicate in plain language on land use planning matters;

b) Employ appropriate tools and techniques to inform, consult, involve, collaborate with or empower where appropriate;
c) Provide responses to feedback received, including how feedback has been considered in the matter being addressed; and,
d) Provide a safe environment for individuals to communicate their feedback.

12.M – RECONCILIATION WITH INDIGENOUS COMMUNITIES

12.M.1 County Council and local municipal Councils shall actively encourage meaningful public participation by seeking the opinions and the advice of Indigenous communities.

12.M.2 The County will explore opportunities for collaboration on common objectives and build relationships with Indigenous communities to advance reconciliation.

12.M.3 The County and Local Municipalities will consider the consultation protocols of the Indigenous communities that have traditional territory in this area, including Indigenous communities, when engaging on planning matters and public works projects.

12.M.4 Consultation/engagement protocols between Local Municipalities and individual Indigenous communities will be established focused on early and meaningful engagement. Engagement shall support consideration of Indigenous interests in land use decision-making, including archaeology, and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

12.N – LOCAL MUNICIPAL PARTNERSHIPS

12.N.1 The County is committed to working partnership with Local Municipalities, the City of Windsor, the Municipality of Chatham-Kent, the Township of Pelee, and Indigenous communities. Key areas of partnership will be:

a) Coordination of inter-municipal infrastructure,
b) Shared policy development, particularly with respect to transportation and regional economic development;
a) Growth management and implementation of growth management;
b) Watershed and natural heritage planning;
c) Development implementation; and,
d) Emergency management coordination.

12.N.2 Regular coordination will occur through the creation of the Intermunicipal Planning Coordinating Committee with appropriate representation from the County, the Local Municipalities, Indigenous communities, Local Conservation Authorities, the Municipality of Chatham-Kent, and the City of Windsor.

12.O – RENTAL HOUSING PROTECTION

12.O.1 The County of Essex does not support the conversion of rental units to condominium tenure in order to protect the existing stock of rental and affordable housing. The County may consider condominium conversions only where:

a) The applicant has demonstrated to the County's and local municipality's satisfaction that the supply of rental housing has not been reduced;
b) There is provision for the existing tenants to retain secure housing at current rental rates for the duration of their tenure; and,
c) Renovation of the units will not result in permanent displacement of existing tenants.

12.O.2 In assessing applications for condominium conversion, the County shall consider the number of new rental units being constructed, as well as the existing supply of affordable housing.

12.P – DELEGATION OF DECISIONS

12.P.1 Council may, in accordance with the *Planning Act*, delegate approvals of matters stipulated in this Official Plan to a Committee of Council or an individual who is an officer, employee, or agent of the County. Every delegation of approval shall be done through the passage of a delegation By-law by Council.

12.P.2 Every delegated approval decision shall conform with the policies and designations of the Official Plan.

12.Q – THE ROLE FOR PROCESS

12.Q.1 The role of the Official Plan is to provide general guidance for development that applies on a County wide basis related to land use including designations and permissions. The policies of this Plan also provide guidance to inform development application and all planning processes. The specific role for development applications like Official Plan Amendments, Zoning By-law

Amendments and plans of subdivision applications acknowledge that County wide policy cannot anticipate every circumstance related to a site or a development. The Official Plan has policies to ensure that development applications are considered against the policies of this Plan to ensure the outcome of a development application addresses the public interest.

12.R – PRE-CONSULTATION

12.R.1 Prior to the submission of an application for a County or local Official Plan amendment, plan of subdivision/condominium, condominium conversion, or part lot control, applicants should meet with the County and local municipality to determine what studies, plans and other information will be required. The purpose of the pre-consultation is to determine the scale and scope of any required study or plan relative to the size and complexity of the proposal and potential impacts on adjacent uses and the County or local municipality.

12.S – COMPLETE APPLICATIONS

12.S.1 To determine whether an application for which the County is the approval authority is complete, the following will be required:

a) If requested by the applicant, pre-consultation meeting(s) which involve the County, Local Municipality, Conservation Authority, or other agencies that may have an interest in the application as determined by the County, in order to determine the required information and consistency with the Provincial Planning Statement;
b) a completed Application Form;
c) a draft of the proposed plan including the proposed text and all proposed schedules where applicable;
d) supporting studies, drawings and reports completed in full, as determined through the pre- consultation meeting;
e) electronic submission of all documents in compliance with Provincial accessibility regulations; and
f) payment of the established application fee.

12.T – SUPPORTING STUDIES

12.T.1 Information and/or reports shall be prepared by a qualified professional and submitted in an electronic format compliant with Provincial accessibility regulations, to the County as requested to make this information readily available to the public and commenting agencies. Where the County, Local Municipality, Conservation Authority or other agency has requested additional information and/or reports, there may be a request for a peer

review of any information and/or report. The applicant shall be responsible for all costs for a peer review which shall be payable upon submission of an invoice from the County, Local Municipality, Conservation Authority or other agency.

12.T.2 The following represents a list of supporting studies that the County and/or local municipality may require as part of the development and infrastructure approval process:

a) Affordable Housing Report
b) Agricultural Impact Assessment, which may include, but would not be limited to: Minimum Distance Separation analysis, impacts on soil quality, drainage impacts, mitigation efforts, i.e., berming or vegetative screening, analysis to develop on lower priority agricultural land, etc.
c) Archaeological Assessment
d) Cost/Benefit Analysis Study
e) Cultural Heritage Evaluation Report and/or Conservation Plan
f) D-4 Landfill Study
g) Environmental Impact Study
h) Financial Impact Study
i) Fisheries Impact/Marina Impact Study
j) Flooding, Erosion, Slope Stability Reports including Coastal Engineering Studies
k) Functional Servicing Report
l) Geotechnical/Soil Stability Study
m) Heritage Impact Assessment
n) Hydrogeological Study/Hydrology Study
o) Illumination Study
p) Market Impact Assessment
q) Master Drainage Plan/Site Specific Grading & Drainage Plan
r) Master Servicing Study
s) Mineral Aggregate Resource Potential Assessment and/or Mineral Aggregate Resource License Compatibility Assessment
t) Mineral Aggregate Resource Studies (related to/and in compliance with the requirements of the Ministry of Natural Resources license, for new and expansion to existing pits and quarries)
u) Noise and/or Vibration Study
v) Odour/Dust/Nuisance Impact Analysis Study
w) Oil and Gas Well Study
x) Overshadowing Study/Plan
y) Planning Justification Report
z) Resource Management Report
aa) Servicing Options Report

bb) Stormwater Management Report and Plan
cc) Traffic Impact Study
dd) Tree Inventory and Preservation Report and Plan
ee) Urban Design Study
ff) Water Conservation Plan
gg) Watershed/Subwatershed Plan
hh) Source Water Protection – Environmental Assessment Report
ii) Any other studies required by the County which are not reflected in the above list.

12.T.3 The following policies provide guidance regarding supporting studies that may be required:

a) Supporting studies may be required as part of the development and infrastructure approval process or as a part of a more detailed planning study. The need and the timing of support studies may be determined by the County at the pre-consultation meeting on a site or area specific basis.
b) Where a supporting study is required, such a study shall be prepared in accordance with the provisions of this Plan, the local Official Plan, and Federal and Provincial legislation, policies and appropriate guidelines.
c) All supporting studies shall be prepared by qualified professionals to the satisfaction of the County and where appropriate, in consultation with the local municipality and relevant public agencies and affected parties.
d) A public participation program may be established as part of the preparation of a support study to allow interested or affected parties to participate in the process.
e) All mitigation recommendations included in a support study that are approved by the County and local municipality shall be considered as a condition of approval to be implemented by the proponent of a development.

12.U – ROLE OF COUNTY GUIDELINES

12.U.1 In order to assist in good planning, improving planning service delivery for end users, and ensuring land use impacts are appropriately addressed, the County may prepare guidelines and technical studies to assist with the implementation of the County Official Plan.

12.U.2 Implementation Guidelines are recognized as statements adopted by resolution of County Council which detail the manner in which policies established in this Plan will be implemented. The content and scope of these Implementation Guidelines will be determined by the County, in consultation

with Local Municipalities as appropriate, Conservation Authorities as appropriate, and will be updated from time-to-time and will be in conformity with the policies in this Plan.

12.U.3 County Implementation Guidelines will not be used as instruments to introduce new policy provisions that could be the basis for denying development applications under the *Planning Act*, or for interfering with the natural justice rights of landowners and the public.

12.U.4 Where a Guideline has been adopted by County Council, the County, Local Municipalities, local Conservation Authorities and proponents shall be consistent with the Guidelines in application, infrastructure planning, land use planning, and municipal documents.

12.V – FISCALLY RESPONSIBLE PLANNING

12.V.1 The County is committed to continuing to be fiscally responsible in all of its decision making, and ensuring that the planned growth is managed to create communities county-wide that are vibrant, sustainable and capable of meeting the evolving needs of a growing population. This includes using the tools available to finance infrastructure, create and maintain a sufficient inventory of shovel-ready building lots for housing and employment purposes, protect agriculture, and protect natural heritage, and create complete communities where residents of all ages and abilities can live healthy active lives.

12.V.2 County Development Charges are an important financial tool that can be used to help fund the transportation-related infrastructure that will be needed to support the planned growth. These charges, together with grants from other levels of government will be needed to assist with the funding of these major capital projects over the life of this Plan. Targeted tax increment financing, and the use of other financial tools such as front ending agreements and cost sharing agreements will also be required to achieve the planned growth in this Plan, and to encourage the construction of affordable housing units and to support regional economic development goals.

12.V.3 Grant programs shall be reviewed to support natural heritage stewardship.

12.V.4 Coordination and collaboration of financial expenditures related to services for development will be undertaken between the County and the Local Municipalities.

12.X – ONTARIO LAND TRIBUNAL DECISIONS

12.X.1 This Plan recognizes that decisions of the Ontario Land Tribunal may be implemented through the local Official Plan. Such decisions shall be considered to be in conformity with, or not in conflict with, this Plan.

12.Y – MONITORING AND EVALUATING THE OFFICIAL PLAN

12.Y.1 Monitoring the implementation of this Plan is critical to:

a) Analyzing the effectiveness of the policies in this Plan in meeting its overall goals and objectives;
b) Confirming targets are being achieved;
c) Responding to emerging issues; and,
d) Identifying and confirming if the direction of the Plan remains constant or if updates are required.

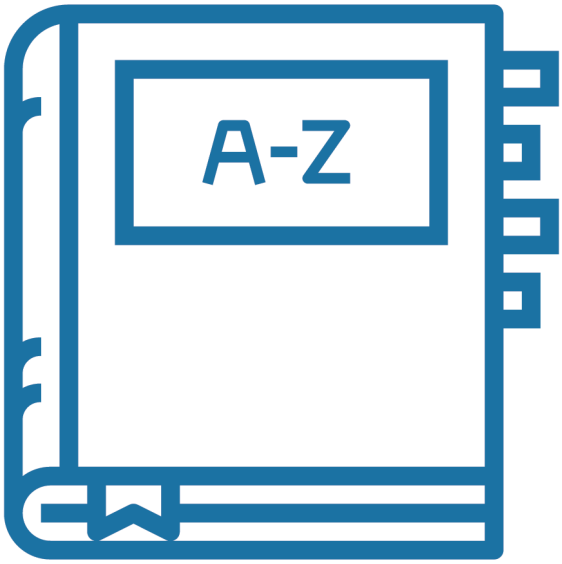
12.Y.2 To achieve effective monitoring, the following will be undertaken within the timeframes specified:

a) Updating population, housing, affordable housing and employment projections and in coordination with the City of Windsor every five years;
b) Tracking draft approved and registered vacant lots through the development approvals process annually; and,
c) Evaluating the effectiveness of Indigenous consultation through qualitative and quantitative measures annually.

12.Y.3 In addition, the following features and objectives will also be included for annual monitoring purposes:

a) Mix, range, and affordability of housing units;
b) Effectiveness and progress toward climate change mitigation and adaptation;
c) Protection of agricultural and natural areas and monitoring agricultural and natural heritage land retention;
d) Economic development and implementation of employment areas and employment land development; and,
e) Other potential policies that may require regular monitoring.

CHAPTER 13



GLOSSARY

13.0 Glossary

Abutting means a property with a specific feature or attribute that physically touches or shares a common boundary with the subject property.

Access standards means methods or procedures to ensure safe vehicular and pedestrian movement, and access for the maintenance and repair of protection works, during times of flooding hazards, erosion hazards and/or other water-related hazards.

Accessory uses means uses of land found on the same parcel as the principal use, but are subordinate and incidental and includes accessory structures.

Active transportation means human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

Additional residential unit means a self-contained dwelling unit with a private kitchen, bathroom facilities and sleeping areas within a single detached, semi-detached or townhouse dwelling, or a building or structure ancillary to a single-detached, semi-detached or townhouse dwelling.

Adjacent lands means:

a) those lands, contiguous to a specific natural heritage feature or area, where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on municipal approaches which achieve the same objectives.
b) those lands contiguous to existing or planned corridors and transportation facilities where development would have a negative impact on the corridor or facility. The extent of the adjacent lands may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives;
c) those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands may be recommended by the Province or based on County and/or local approaches which achieve the same objectives;
d) those lands contiguous to lands on the surface of known petroleum resources, mineral deposits, or deposits of mineral aggregate resources where it is likely that development would constrain future access to the resources. The extent of the adjacent lands may be recommended by the Province; and,
e) those lands contiguous to a protected heritage property or as otherwise defined in the local Official Plan.

Adverse effects as defined in the *Environmental Protection Act*, means one or more of

a) impairment of the quality of the natural environment for any use that can be made of it;
b) injury or damage to property or plant and animal life;
c) harm or material discomfort to any person;
d) an adverse effect on the health of any person;
e) impairment of the safety on any person;
f) rendering any property or plant or animal life unfit for human use;
g) loss of enjoyment of normal use of property; and
h) interference with normal conduct of business.

Affordable housing means:

a) in the case of ownership housing, the least expensive of:
    a. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low- and moderate-income households; or
    b. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area.
b) in the case of rental housing, the least expensive of:
    a. a unit for which the rent does not exceed 30 percent of gross annual household income for low- and moderate-income households; or
    b. a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Age Friendly means in an age friendly community, the policies, services and structures related to the physical and social environment are designed to help older adults “age actively”. In other words, the community is set up to help older adults live safely, enjoy good health and stay involved.

Agricultural condition means

a) in regard to specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored, the same range and productivity of specialty crops common in the area can be achieved, and, where applicable, the microclimate on which the site and surrounding area may be dependent for specialty crop production will be maintained or restored; and
b) in regard to prime agricultural land outside of specialty crop areas, a condition in which substantially the same areas and same average soil capability for agriculture are restored.

Agricultural system means a system comprised of a group of inter-connected elements that collectively create a viable, thriving agri-food sector. It has two components:

a) An agricultural land base comprised of prime agricultural areas, including specialty crop areas. It may also include *rural lands* that help to create a continuous productive land base for agriculture; and

b) An agri-food network which includes infrastructure, agricultural operations, services, and assets important to the viability of the agri-food sector.

Agricultural Impact Assessment means a study that evaluates the potential impacts of non-agricultural development on agricultural operations and the Agricultural System and recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts.

Agricultural uses means the growing of crops, including nursery and horticultural crops, raising of livestock and other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

Agriculture-related uses means those farm-related commercial and farm-related industrial uses that are small scale and directly related to the farm operation and are required in close proximity to the farm operation.

Agri-food network means within the agricultural system, a network that includes elements important to the viability of the agri-food sector such as regional infrastructure and transportation networks; agricultural operations including on-farm buildings and primary processing, and infrastructure; agricultural services, farm markets, and distributors, and vibrant, agriculture-supportive communities.

Agri-tourism uses means those farm-related tourism uses, including limited accommodation such as a bed and breakfast, that promote the enjoyment, education or activities related to the farm operation.

Airport(s) means all Ontario airports, including designated lands for future airports, with Noise Exposure Forecast (NEF)/Noise Exposure Protection (NEP) mapping.

Alternative energy system means a system that uses sources of energy or energy conversion processes to produce power, heat and/or cooling that significantly reduces the amount of harmful emissions to the environment (air, earth and water) when compared to conventional energy systems.

Archaeological resources means artifacts, archaeological sites and marine archaeological sites. The identification and evaluation of such resources are based upon archaeological fieldwork as defined under the *Ontario Heritage Act*.

Archaeological Sites means any property that contains an artifact or any other physical evidence of past human use or activity that is of cultural heritage value or interest.

Areas of archaeological potential means areas with the likelihood to contain archaeological resources, as evaluated using the processes and criteria that are established under the *Ontario Heritage Act*.

Areas of mineral potential means areas favourable to the discovery of mineral deposits due to geology, the presence of known mineral deposits or other technical evidence.

Areas of Natural and Scientific Interest (ANSI) means areas of land and water containing natural landscapes or features that have been identified as having life science or earth science values related to protection, scientific study, or education.

Artifact means any object, material or substance that is made, modified, used, deposited or affected by human action and is of cultural heritage value or interest.

Arterial road system means a system of roads that form the main traffic routes within the County. They are intended to provide fast, efficient vehicular connections from one part of the County to another. Generally, direct access from arterial roads is limited, except where these roads are travelling though main streets, downtown cores, and mixed-use corridors.

Attainable housing means housing that is adequate in condition (no major repairs needed), appropriate in size (bedrooms appropriate for household), reasonably priced (for lower and moderate income households) and available (a range of housing options).

Brownfield site means undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant.

Built heritage resources means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.

Coastal wetland means

a) any wetland that is located on Lake Erie, Lake St. Clair or the Detroit River; or
b) any other wetland that is on a tributary to any of the above-specified water bodies and lies, either wholly or in part, downstream of a line located 2 kilometres upstream of the 1:100-year floodline (plus wave uprush) of the large water body to which the tributary is connected.

Community Housing means affordable housing owned and operated by non-profit housing corporations, housing co-operatives and municipal governments or district social services administration boards. These providers offer subsidized or low-end-of market rents.

Community Hub means a community hub which makes it easier for local residents to access the health, social, cultural, recreational and other resources they need together in one spot. It can be located in a physical building or accessed through a digital service. Community hubs serve as a central access point, which offer services in collaboration

with different community agencies and service providers, reduce administrative duplication, improve services for residents and are responsive to the needs of their communities. Whether in a high-density urban neighbourhood or an isolated rural community, each hub is as unique as the community it serves and is defined by local needs, services and resources.

Complete Community means places within towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options, public service facilities and greenspaces. Complete communities are age friendly and may take different shapes and forms appropriate to their contexts.

Complete Streets means streets that are planned and designed to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. Complete streets focuses on a holistic approach to road design that creates safe and convenient streets for people of all ages and abilities, while considering other street activities and functions such as patios, street furniture, trees, utilities, and stormwater management, as appropriate to the community context.

Compact built form means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood or district, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods and districts can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Comprehensive rehabilitation means rehabilitation of land from which mineral aggregate resources have been extracted that is coordinated and complementary, to the extent possible, with the rehabilitation of other sites in an area where there is a high concentration of mineral aggregate operations.

Comprehensive review means an Official Plan review which is initiated by a planning authority, or an Official Plan amendment which is initiated or adopted by a planning authority, which:

a) is based on a review of population and growth projections and which reflect projections and allocations contained in this Plan and considers alternative directions for growth; and determines how best to accommodate this growth while protecting Provincial interests;

b) utilizes opportunities to accommodate projected growth through intensification and redevelopment; c) confirms that the lands to be developed do not comprise specialty crop areas;
c) is integrated with planning for infrastructure and public service facilities; and
d) considers cross-jurisdictional issues.

Conserved means the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches should be included in these plans and assessments.

Conservation Authority/Authorities means the Essex Region Conservation Authority or the Lower Thames Valley Conservation Authority.

Council means the Council of the Corporation of the County of Essex.

Crime Prevention Through Environmental Design means the proper design and effective use of the built environment can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. Crime Prevention Through Environmental Design (CPTED) principles provide one such conceptual framework to create a better designed physical environment that reduces the possibility of a crime.

Cultural heritage landscape means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association.

Defined portions of the one-hundred-year flood level along connecting channels means those areas which are critical to the conveyance of the flows associated with the one-hundred-year flood level along the Detroit River, where development or site alteration will create flooding hazards, cause updrift and/or downdrift impacts and/or cause adverse environmental impacts.

Deposits of mineral aggregates means an area of identified mineral aggregate resources as delineated in Aggregate Resource Inventory Papers or comprehensive studies prepared using evaluation procedures established by the Province for surficial and bedrock resources, as amended from time to time, that has a sufficient quantity and quality to warrant present or future extraction.

Designated and available means designated in this Official Plan for urban residential use.

Designated vulnerable area means areas defined as vulnerable, in accordance with provincial standards, by virtue of their importance as a drinking water source.

Development means the creation of a new lot, a change in land use, or the construction of buildings and structures, requiring approval under the *Planning Act*; but does not include: a) activities that create or maintain infrastructure authorized under an environmental assessment process or identified in provincial standards; b) works subject to the *Drainage Act*; or c) underground or surface mining of *minerals* or advanced exploration on mining lands in *significant areas of mineral potential* in Ecoregion 5E, where advanced exploration has the same meaning as under the *Mining Act*.

Dynamic beach hazard means areas of inherently unstable accumulations of shoreline sediments along the Great Lakes-St. Lawrence River System and large inland lakes, as identified by Provincial standards, as amended from time to time. The dynamic beach hazard limit consists of the flooding hazard limit plus a dynamic beach allowance.

Ecological function means the natural processes, products or services that living and non-living environments provide or perform within or between species, ecosystems and landscapes. These may include biological, physical and socio-economic interactions.

Employment Area means those areas designated in this Plan or local Official Plans for clusters of business economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities that meet the following:

i. Manufacturing uses.

ii. Uses related to research and development in connection with manufacturing anything.

iii. Warehousing uses, including uses related to the movement of goods.

iv. Retail uses and office uses that are associated with uses mentioned in subparagraphs i to iii.

v. Facilities that are ancillary to the uses mentioned in subparagraphs i to iv.

vi. Any other business and economic uses.

But shall not include:

i. Institutional uses.

ii. Commercial uses, including retail and office uses not referred to in subparagraph iv.

Environmentally Sensitive Areas are areas supporting fragile ecosystems susceptible, prone or vulnerable to human impact and/or development pressures.

Endangered species means a species that is classified as “Endangered Species” on the Species at Risk in Ontario List, as updated and amended from time to time.

Energy storage systems means a system or facility that captures energy produced at one time for use at a later time to reduce imbalances between energy demand and energy production, including for example, flywheels, pumped hydro storage, hydrogen storage, fuels storage, compressed air storage, and battery storage.

Environmental Assessment means an Environmental Assessment undertaken in accordance with the Environmental Assessment Act of Ontario, RSO 1990, as amended.

ERCA means the Essex Region Conservation Authority.

Erosion hazards means the loss of land, due to human or natural processes, that poses a threat to life and property. The erosion hazard limit is determined using the 100-year erosion rate (the average annual rate of recession extended over a one-hundred-year time span), an allowance for slope stability, and an erosion/erosion access allowance.

Essential emergency service means services which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

Excess Soil means naturally occurring soil or soil mixed with rock, commonly known as earth, topsoil, loam, subsoil, clay, sand or gravel, or any combination thereof, that has been excavated as part of a project and removed from the project area, typically as a result of construction activities, and cannot or will not be reused at the site where the soil was excavated and must be moved off site.

Fish means fish, which as defined in S.2 of the Fisheries Act, c. F-14, as amended, includes fish, shellfish, crustaceans, and marine animals, at all stages of their life cycles.

Fish habitat as defined in the Fisheries Act, c.F-14, means the spawning grounds and nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their life processes.

Flood fringe (for river, stream and small inland lake systems) means the outer portion of the flood plain between the floodway and flooding hazard limit. Depths and velocities of flooding are generally less severe in the flood fringe than those experienced in the floodway.

Flooding hazard means the inundation, under the conditions specified below, of areas adjacent to a shoreline or a river or stream system and not ordinarily covered by water:

a) Along the shorelines of the Great Lakes-St. Lawrence River System and large inland lakes, the flooding hazard limit is based on the one-hundred-year flood level plus an allowance for wave uprush and other water-related hazards.
b) Along river, stream, and small inland lake systems, the flooding hazard limit is the greater of:
    a. the flood resulting from the rainfall actually experienced during a major storm such as the Hurricane Hazel storm (1954) or the Timmins Storm (1961), transposed over a specific watershed and combined with the local

conditions, where evidence suggests that the storm event could have potentially occurred over watersheds in the general area;

b. the one-hundred-year flood; or
c. a flood which is greater than i) or ii) which was actually experienced in a particular watershed or portion thereof as a result if ice jams and which has been approved as the standard for that specific area by the Minister of Natural Resources. Except where the use of the one-hundred-year flood or the actually experienced event has been approved by the Minister of Natural Resources as the standard for a specific watershed (where the past history of flooding supports the lowering of the standard).

Floodproofing standard means the combination of measures incorporated into the basic design and/or construction of buildings, structures, or properties to reduce or eliminate flooding hazards, wave uprush and other water related hazards along the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes, and flooding hazards along river, stream and small inland lake systems.

Floodway (for river, stream and small inland lake systems) means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage. Where the one zone concept is applied, the floodway is the entire contiguous flood plain. Where the two-zone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two-zone concept applies, the outer portion of the flood plain is called the flood fringe.

Gentle Density means residential intensification within existing neighbourhoods, including small infill sites, where additional housing units are provided of slightly higher density than adjacent single detached dwellings (or low density), in a way that is compatible with the existing neighbourhood.

Globally or Provincially Rare Plants, Animals or Communities means plant or animal species or communities that have been assigned S1 (critically imperiled provincially), S2 (imperiled provincially), S3 (vulnerable provincially), G1 (extremely rare globally), G2 (very rare globally), or G3 (rare to uncommon globally) by the Provincial Natural Heritage Information Centre.

Great Lakes - St. Lawrence River System means the major water systems consisting of Lakes Superior, Huron, St. Clair, Erie and Ontario and their connecting channels, and the St. Lawrence River within the boundaries of the Province of Ontario.

Green infrastructure means natural and human-made elements that provide ecological and hydrological functions and processes. Green infrastructure can include components such as natural heritage features and systems, parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

Greyfields – Previously developed properties that are not contaminated. They are usually, but not exclusively, former commercial properties that may be underutilized, derelict, or vacant.

Ground water feature refers to water-related features in the earth's subsurface, including recharge/discharge areas, water tables, aquifers and unsaturated zones that can be defined by surface and subsurface hydrogeologic investigations.

Habitat of endangered species and threatened species means habitat within the meaning of Section 2 of the *Endangered Species Act,* 2007.

Hamlet means hamlets or similar existing small settlement areas that are long established and may be identified in Official Plans. These communities are smaller than villages and are serviced by individual private on-site water and/or private wastewater systems, or limited municipal services.

Hazardous forest types for wildland fire means forest types assessed as being associated with the risk of high to extreme wildland fire using risk assessment tools established by the Ontario Ministry of Natural Resources and Forestry, as amended from time to time.

Hazardous lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shorelines of the Great Lakes - St. Lawrence River System, this means the land, including that covered by water, between the international boundary, where applicable, and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along the shorelines of large inland lakes, this means the land, including that covered by water, between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems and small inland lake systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits.

Hazardous sites means property or lands that could be unsafe for development and site alteration due to naturally occurring hazards. These may include unstable soils (sensitive marine clays [leda], organic soils) or unstable bedrock (karst topography).

Hazardous substances means substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

Healthy communities means a broad and inclusive definition of health which refers to not merely the absence of disease, but also complete physical, mental and social well-being. This is a proactive model of wellness incorporating a person's perceptions of their quality of life, their chances for optimal social interaction, the availability of community activities and resources, and a monitoring of the link between daily stress and health. A healthy community is characterized by:

- a clean, safe, high quality physical environment;
- a stable ecosystem that is moving towards sustainability;
- a strong, mutually supportive and non-exploitative community;
- a high degree of participation by the public over decisions affecting their lives, health and well being;
- the meeting of basic needs for food, water, shelter, income, security and work for all the people of the community;
- access to a wide variety of experiences and resources, with the chance for a wide variety of contact, social interaction and communication;
- a diverse, vital and innovative economy;
- connectedness with the past and with the cultural and biological heritage of the community, groups and individuals;
- a form that is compatible with and enhances the preceding characteristics;
- an optimum level of appropriate health and sick care services available to all; and
- high levels of positive health and low levels of disease.

Heritage attributes means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).

High quality means primary and secondary sand and gravel resources and bedrock resources as defined in the Aggregate Resource Inventory Papers (ARIP).

Highly Vulnerable Aquifer means an aquifer that can be easily changed or affected by contamination from both human activities and natural process as a result of: a) its intrinsic susceptibility, as a function of the thickness and permeability of overlaying layers, or; b) by preferential pathways to the aquifer.

Housing options means a range of housing types such as, but not limited to single detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, apartment buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, additional needs housing, multi-generational housing, student housing, housing for the agricultural economy, culturally appropriate housing, supportive, community and transitional housing and housing related to employment, educational, or institutional uses, such as long-term care homes.

Human Services means supports for people at every stage of their life that strengthen our communities and positively influence a person's health and stability. Examples include healthcare, education, recreation, children's services, newcomer supports and local community outreach programs.

Hydrologic function means the functions of the hydrological cycle that include the occurrence, circulation, distribution and chemical and physical properties of water on the surface of the land, in the soil and underlying rocks, and in the atmosphere, and water's interaction with the environment including its relation to living things.

Impacts of a changing climate means the present and future consequences from changes in climate at local, regional and global levels including extreme weather events and increased climate variability.

Individual on-site sewage services means sewage systems, as defined in O. Reg. 332/12 under the *Building Code Act,* 1992, that are owned, operated and managed by the owner of the property upon which the system is located.

Individual on-site water services means individual, autonomous water supply systems that are owned, operated and managed by the owner of the property upon which the system is located.

Infilling/Infill Development means development on sites within established or developed areas that are vacant or underdeveloped.

Infrastructure means physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: sewage and water systems, septage treatment systems, waste management systems, electric power generation and transmission, communication/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

Intake Protection Zone (IPZ) means a zone established around a surface water intake of drinking water as prescribed in the Technical Rules: Clean Water Act, 2006.

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

a) Redevelopment, including the reuse of brownfield and greyfield sites;
b) The development of vacant and/or underutilized lots within previously developed areas;
c) Infill development; and
d) The expansion or conversion of existing buildings.

Large inland lakes means those waterbodies having a surface area of equal to or greater than 100 square kilometres where there is not a measurable or predictable response to a single runoff event.

Legal or technical reasons means severances for purposes such as easements, corrections of deeds, quit claims, and minor boundary adjustments, which do not result in the creation of a new lot.

Linkage means an area providing connectivity to support a range of community and ecosystem processes and enable plants and animals to move between natural heritage

features and areas over multiple generations. Linkages can include aquatic, riparian and terrestrial corridors that provide pathways for plants and animals to move or support functional processes between natural heritage features and areas, surface water features and ground water features. The location, width, length, structure and function of linkages should be determined in accordance with a natural heritage evaluation, hydrologic evaluation, environmental impact study or natural heritage system study. (Adapted from MNRF Natural Heritage Reference Manual, Second Edition)

Local municipality/municipalities refers to any of the seven lower-tier municipalities within the County of Essex.

Low- and moderate-income households means:

a) In the case of ownership housing, households with incomes in the lowest 60% of the income distribution for the regional market area; or
b) In the case of rental housing, households with incomes in the lowest 60% of the income distribution for renter households for the regional market area.

Low Impact Development means an approach to stormwater management that seeks to manage rain and other precipitation as close as possible to where it falls to mitigate the impacts of increased runoff and stormwater pollution. It includes a set of site design strategies and distributed, small-scale structural practices to mimic the natural hydrology to the greatest extent possible through infiltration, evapotranspiration, harvesting, filtration and detention of stormwater. Low impact development can include: bio-swales, permeable pavement, rain gardens, green roofs and exfiltration systems. Low impact development often employs vegetation and soil in its design, however, that does not always have to be the case.

LTVCA means the Lower Thames Valley Conservation Authority.

Major facilities means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.

Major goods movement facilities and corridors means transportation facilities and corridors associated with the inter- and intraprovincial movement of goods. Examples include: inter-modal facilities, ports, airports, rail facilities, truck terminals, freight corridors, freight facilities, and haul routes and primary transportation corridors used for the movement of goods. Approaches that are freight supportive may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.

Marine Archaeological Site means an archaeological site that is fully or partially submerged or that lies below or partially below the high-water mark of any body of water.

Marine facilities means ferries, harbours, ports, ferry terminals, canals and associated uses, including designated lands for future marine facilities.

Mine hazards means any feature of a mine as defined under the Mining Act or any related disturbance of the ground that has not been rehabilitated.

Mineral aggregate operation means

a) lands under license or permit, other than for wayside pits or quarries, issued in accordance with the Aggregate Resource Act, or successors thereto;
b) for lands not designated under the Aggregate Resources Act, established pits and quarries that are not in contravention of municipal Zoning By-laws and including adjacent land under agreement with or owned by the operator, to permit continuation of the operation; and
c) associated facilities used in extraction, transport, beneficiation, processing or recycling of mineral aggregate resources, and derived products such as asphalt and concrete, or the production of secondary related products.

Mineral aggregate resources means gravel, sand, clay, earth, shale, stone, limestone, dolostone, sandstone, marble, granite, rock or other material prescribed under the Aggregate Resource Act suitable for construction, industrial, manufacturing and maintenance purposes but does not include metallic ores, asbestos, graphite, kyanite, mica, nepheline syenite, salt, talc, wollastonite, mine tailings or other material prescribed under the Mining Act.

Mineral aggregate resource conservation means:

a) the recovery and recycling of manufactured materials derived from mineral aggregates (e.g. glass, porcelain, brick, concrete, asphalt, slag, etc.), for re-use in construction, manufacturing, industrial or maintenance projects as a substitute for new mineral aggregates; and
b) the wise use of mineral aggregates including utilization or extraction of on-site mineral aggregate resources prior to development occurring.

Mineral deposits means areas of identified minerals that have sufficient quantity or quality based on specific geological evidence to warrant present or future extraction.

Mineral mining operation means mining operations and associated facilities, or, past producing mines with remaining mineral development potential that have not been permanently rehabilitated to another use.

Mineral(s) means metallic minerals and non-metallic minerals as herein defined, but does not include mineral aggregate resources or petroleum resources. Metallic minerals means those minerals from which metals (e.g. copper, nickel, gold) are derived. Non-metallic minerals means those minerals that are of value for intrinsic properties of the minerals themselves and not as a source of metal. They are generally synonymous with industrial minerals (e.g. graphite, kyanite, mica, nepheline syenite, salt, talc, and wollastonite).

Critical minerals are a subset of raw materials that have specific industrial, technological or strategic applications for which there are a few viable substitutes.

Minimum Distance Separation Formulae means formulae developed by the Province to separate uses so as to reduce incompatibility concerns about odour from livestock facilities.

Missing Middle means residential buildings that contain a higher density than a single detached house but lower density than a midrise apartment building ideally at different thresholds of affordability to deliver a full range and mix of housing options.

Multi-modal transportation system means a transportation system which may include several forms of transportation such as automobiles, walking, trucks, cycling, buses, rapid transit, rail (such as commuter and freight), air and marine.

Municipal sewage services means a sewage works within the meaning of section 1 of the Ontario *Water Resources Act* that is owned or operated by a municipality, including centralized and decentralized systems.

Municipal water services means a municipal drinking-water system within the meaning of Section 2 of the *Safe Drinking Water Act,* 2002, including centralized and decentralized systems.

Natural heritage features and areas means features and areas, including significant wetlands, significant coastal wetlands, fish habitat, significant woodlands, significant valleylands, significant habitat of endangered and threatened species, significant wildlife habitat, and significant areas of natural and scientific interest, which are important for their environmental and social values as a legacy of the natural landscapes of an area.

Natural heritage system is defined as a system made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.

Negative impacts means

a) degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development or site alteration activities;
b) in regard to fish habitat, the harmful alteration, disruption or destruction of fish habitat, except where, in conjunction with the appropriate authorities, it has been authorized under the Fisheries Act, using the guiding principle of no net loss of productive capacity; and
c) in regard to other natural heritage features and areas, degradation that threatens the health and integrity of the natural features or ecological functions for which an

area is identified due to single, multiple or successive development or site alteration activities.

Non-traditional building types means flexibility in design and construction choices includes the consideration of non-traditional building types. Non-traditional building types include built forms designed to develop, intensify and bridge the gap between traditional housing options and high-density developments, aimed at bringing more affordable options to market. Examples may include tiny homes, multi-generational housing and laneway housing. Innovative design and construction works to decrease construction costs and examples may include modular housing, 3-D printing and building multi-residential developments using timber framing.

Normal farm practices means a practice, as defined in the *Farming and Food Production Protection Act*, 1998, that is conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or makes use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act*, 2002 and regulations made under that Act.

Oil, gas and salt hazards means any feature of a well or work as defined under the *Oil, Gas and Salt Resources Act*, or any related disturbance of the ground that has not been rehabilitated.

One-hundred-year flood means or river, stream and small inland lake systems, means that flood, based on an analysis of precipitation, snow melt, or a combination thereof, having a return period of 100 years on average, or having a 1% chance of occurring or being exceeded in any given year.

On-farm diversified uses means uses that are secondary to the principal agricultural use of the property, and are limited in area. On-farm diversified uses include, but are not limited to, home occupations, home industries, agritourism uses, and uses that produce value added agricultural products, and electricity generation facilities and transmission systems, and energy storage systems.

One-hundred-year flood level means

a) for the shorelines of the Great Lakes, the peak instantaneous stillwater level, resulting from combinations of mean monthly lake levels and wind setups, which has a 1% chance of being equaled or exceeded in any given year;
b) in the connecting channels (St. Clair, Detroit River) the peak instantaneous stillwater level which has 1% chance of being equaled or exceeded in any given year; and
c) for large inland lakes, lake levels and wind setups that have a 1% chance of being equaled or exceeded in any given year, except that, where sufficient water level

records do not exist, the one-hundred-year flood level is based on the highest known water level and wind setups.

Other water related hazard means water-associated phenomena other than flooding hazards and wave uprush which act on shorelines. This includes, but is not limited to ship generated waves, ice piling and ice jamming.

Partial services means

a) municipal sewage services or private communal sewage services combined with individual on-site water services; or,
b) municipal water services or private communal water services combined with individual on-site sewage services.

Petroleum resource operations means oil, gas and salt wells and associated facilities and other drilling operations, oil field fluid disposal wells and associated facilities, and wells and facilities for the underground storage of natural gas and other hydrocarbons.

Petroleum resources means oil, gas, and salt (extracted by solution mining method) and formation water resources which have been identified through exploration and verified by preliminary drilling or other forms of investigation. This may include sites of former operations where resources are still present or former sites that may be converted to underground storage for natural gas, other hydrocarbons, or compressed air energy storage.

Planned corridors means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation, Ontario Ministry of Energy, Northern Development and Mines or Independent Electricity System Operator (IESO) or any successor to those ministries or entities is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province.

Portable asphalt plant means a facility

a) with equipment designed to heat and dry aggregate and to mix aggregate with bituminous asphalt to produce asphalt paving material, and includes stockpiling and storage of bulk materials used in the process; and
b) which is not of permanent construction, but which is to be dismantled at the completion of the construction project.

Portable concrete plant means a building or structure

a) with equipment designed to mix cementing materials, aggregate, water and admixtures to produce concrete, and includes stockpiling and storage of bulk materials used in the process; and

b) which is not of permanent construction, but which is designed to be dismantled at the completion of the construction project.

Primary Settlement Area means "Settlement Areas" identified on Schedule "A2" of this Plan that are focal areas of public investment as well as a concentration of commercial, recreational, cultural and entertainment uses that accommodate a significant share of population and employment growth. Urban growth centres have compact built form, transit infrastructure and serve as high density major employment centres.

Prime agricultural area means areas where prime agricultural lands predominate. This includes areas of prime agricultural lands and associated Canada Land Inventory Class 4 through 7 lands, and additional areas with a local concentration of farms which exhibit characteristics of ongoing agriculture. Prime agricultural areas may be identified by the a planning authority based on provincial guidance or informed by mapping obtained from the Ontario Ministry of Agriculture, Food and Agribusiness and the Ontario Ministry of Rural Affairs or any successor to those ministries.

Prime agricultural land means land that includes specialty crop areas and/or Canada Land Inventory Classes 1, 2 and 3 soils in this order of priority for protection.

Private communal sewage services means a sewage works within the meaning of section 1 of the Ontario *Water Resources Act* that serves six or more lots or private residences and is not owned by a municipality.

Private communal water services means a non-municipal drinking-water system within the meaning of section 2 of the *Safe Drinking Water Act*, 2002 that serves six or more lots or private residences.

Protected heritage property means property designated under Parts IV, V or VI of the Ontario *Heritage Act;* property subject to a heritage conservation easement under Parts II or IV of the Ontario *Heritage Act*; property identified by the Province and prescribed public bodies as provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

Protection works standards means the combination of non-structural or structural works and allowances for slope stability and flooding/erosion to reduce the damage caused by flooding hazards, erosion hazards and other water-related hazards, and to allow access for their maintenance and repair.

Public service facilities means land, buildings and structures for the provision of public services, of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, policy and fire protection, health and educational programs, and cultural services. Public service facilities do not include infrastructure.

Quality and quantity (of water) is measured by indicators associated with hydrologic function such as minimum base flow, depth to water table, aquifer pressure, oxygen levels, suspended solids, temperature, bacteria, nutrients and hazardous contaminants, and hydrologic regime.

Rail facilities means rail corridors, rail sidings, train stations, inter-modal facilities, rail yards and associated uses, including designated lands for future rail facilities.

Recreation means leisure time activity undertaken in built or natural settings for purposes of physical activity, health benefits, sport participation and skill development, personal enjoyment, positive social interaction and the achievement of human potential.

Redevelopment means the creation of new units, uses or lots on previously developed land in existing communities, including brownfield and greyfield sites.

Regional market area refers to an area, generally broader than a lower tier municipality, that has a high degree of social and economic interaction. The County of Essex and the City of Windsor serve as the regional market area.

Renewable energy source means an energy source that is renewed by natural processes and includes wind, water, biomass, biogas, biofuel, solar energy, geothermal energy and tidal forces.

Renewable energy system means a system that generates electricity, heat and/or cooling from a renewable energy source.

Reserve sewage system capacity means design or planned capacity in a centralized wastewater treatment facility which is not yet committed to existing or approved development.

Reserve water system capacity means design or planned capacity in a centralized water treatment facility which is not yet committed to existing or approved development.

Residence surplus to an agricultural operation means one existing habitable detached dwelling, including any associated additional residential units, that are rendered surplus as a result of farm consolidation (the acquisition of additional farm parcels to be operated as one farm operation).

Residential intensification means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

a) Redevelopment, including the redevelopment of brownfield and greyfield 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.

River, stream and small inland lake systems means all watercourses, rivers, streams, and small inland lakes or waterbodies that have a measurable or predictable response to a single runoff event.

Secondary Settlement Area means "Settlement Areas" identified on Schedule "A2" of this Plan that are intended to develop within their existing boundaries as of the date of approval of this Plan.

Secondary uses means uses secondary to the principal use of the property, including but not limited to home occupations, home industries, and uses that produce value-added agricultural products from the farm operation on the property.

Sensitive in regard to surface water features and ground water features means areas that are particularly susceptible to impacts from activities or events including, but not limited to, water withdrawals, and additions of pollutants

Sensitive land uses means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

Settlement area(s) means Primary Settlement Areas and Secondary Settlement Areas as depicted on Schedules "A1" and "A2" of this Plan (such towns, villages and hamlets) that are:

a) Built-up areas where development is concentrated and which have a mix of land uses; and
b) Lands which have been designated in an Official Plan for development over the long-term planning horizon. In cases where land in designated growth areas is not available, the "Settlement Area" may be no larger than the area where development is concentrated.

Sewage and water systems includes municipal sewage services and municipal water services, private communal sewage services and private communal water services, individual on-site sewage services and individual on-site water services and partial services as further defined by the Provincial Planning Statement.

Significant means:

a) in regard to wetlands, coastal wetlands and areas of natural and scientific interest, an area identified as Provincially significant by the Ontario Ministry of Natural

Resources using evaluation procedures established by the Province, as amended from time to time.

b) in regard to the habitat of endangered species and threatened species, means the habitat, as approved by the Ontario Ministry of Natural resources, that is necessary for the maintenance, survival, and /or the recovery of naturally occurring or reintroduced populations of endangered species or threatened species, and where those areas of occurrence are occupied or habitually occupied by the species during all or any part(s) of its life cycle;
c) in regard to woodlands, an area which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past management history;
d) in regard to other features and areas in Section 3.4, ecologically important in terms of features, functions, representation or amount, and contributing to the quality and diversity of an identifiable geographic area or natural heritage system;
e) in regard to mineral potential, means an area identified as Provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time, such as the Provincially Significant Mineral Potential Index;
f) in regard to potential for petroleum resources, means an area identified as Provincially significant through comprehensive studies prepared using evaluation procedures established by the Province, as amended from time to time;
g) in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.
h) in regard to other matters, important in terms of amount, content, representation or effect.
i) While some significant resources may already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

Significant Groundwater Recharge Area means an area in which: (a) there is a high volume of water moving from the surface into the ground and (b) groundwater serves either as source water or the water that supplies a coldwater ecosystem such as a brook trout stream.

Site alteration means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site.

Special needs housing means any housing, including dedicated facilities, in whole or in part, that is used by people who have special needs beyond economic needs, including but not limited to, needs such as mobility requirements or support facilities required for daily living. Examples of special needs housing may include, but are not limited to,

housing for persons with disabilities such as physical, sensory or mental health disabilities, and housing for the elderly.

Special policy area means an area within a community that has historically existed in the flood plain and where site-specific policies, approved by the Ministers of Natural Resources and Municipal Affairs and Housing, are intended to provide for the continued viability of existing uses (which are generally on a small scale) and address the significant social and economic hardships to the community that would result from strict adherence to Provincial policies concerning development. The criteria and procedures for approval are established by the Province.

Specialty crop area means areas designated using evaluation procedures established by the Province, as amended from time to time, where specialty crops such as tender fruits (peaches, cherries, plums), grapes, other fruit crops, vegetable crops, greenhouse crops, and crops from agriculturally developed organic soil lands are predominantly grown, usually resulting from:

a) soils that have suitability to produce specialty crops, or lands that are subject to special climatic conditions or a combination of both; and/or
b) a combination of farmers skilled in the production of specialty crops and of capital investment in related facilities and services to produce, store or process specialty crops.

Source water means untreated water in streams, rivers, lakes or underground aquifers which is used for the supply of raw water for drinking water systems.

Source water protection means action taken to prevent the pollution and overuse of municipal drinking water sources, including groundwater, lakes, rivers and streams. Source water protection involves developing and implementing a plan to manage land uses and potential contaminants.

Strategic growth areas means within Primary Settlement Areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher- density mixed uses in a more compact built form.

Supportive housing means housing that provides affordable housing and accessible residential accommodation within an environment that provides individual based supports and services to persons who require them to live independently. Individual based supports and services can include on-site or partnership-based assistance with activities of daily living, assistance with medical care and other community supports.

Surface water means water collecting in a stream, river, lake, and wetland. It is the source for drinking water from the intakes in the Great Lakes.

Surface water feature means water-related features on the earth's surface including headwaters, rivers, stream channels, inland lakes, seepage areas, recharge/discharge

areas, springs, wetlands and associated riparian lands that can be defined by their soil moisture, soil type, vegetation or topographic characteristics.

Sustainable means activities that meet present needs without compromising the ability of future generations to meet their own needs.

Temporary residential unit is defined as a dwelling erected in such a way as to allow for its removal at a later date without leaving a foundation or other permanent services and/or facilities.

Threatened species means a species that is listed or categorized as a "Threatened Species" on the Ontario Ministry of Natural Resources' Species at Risk in Ontario (SARO) list, as updated and amended from time to time.

Transit supportive when referring to development, means compact, walkable, mixed-use development that has a high level of employment and residential densities to support frequent transit service. When used in reference to urban design, it refers to design principles that make development more accessible for transit users, such as roads laid out in a grid network rather than a discontinuous network; pedestrian-friendly built environment along roads to encourage walking to transit; reduced setbacks and placing parking at the sides/rear of buildings; and improved access between arterial roads and interior blocks in residential areas.

Transportation demand management means a set of strategies that result in more efficient use of the transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost.

Transportation system(s) means a system consisting of corridors and rights-of-way for the movement of people and goods and associated transportation facilities including transit stops and stations, cycle lands, bus lanes, high occupancy vehicle lanes, rail facilities, park'n'ride lots, service centres, rest stops, vehicle inspection stations, intermodal terminals, harbours and associated facilities such as storage and maintenance.

Two zone concept means an approach to flood plain management where the flood plain is differentiated in two parts: the floodway and the flood fringe.

Urban Agriculture means **t**he growing of crops, including nursery, biomass, and horticultural crops, within an urban or rural settlement area. It includes urban farms, community gardens, rooftop gardens and gardens on private lots and may include supporting structures such as hoophouses, raised beds, and cold-frames to improve production. Urban agriculture may include micro-scale aquaculture and the raising of livestock or insects, where permitted in local Official Plans and zoning by-laws.

Universal accessibility means products, services and environments that can be used by people of all ages, sizes and abilities, to the greatest extent possible, without the need for adaptation or specialized design.

Universal design means the overall goal of universal design is to ensure that spaces do not discriminate and that they benefit people regardless of their abilities, needs and cultural preferences.

Utility corridors means routes for the transmission of oil and natural gas, hydroelectric power transmission lines and transformer facilities, storm drainage systems, sanitary sewer pipelines, water pipelines and telephone and other communications trunk cables, etc.

Valleylands means a natural area that occurs in a valley or other landform depression that has water flowing through or standing for some period of the year.

Vulnerable means surface or groundwater that can be easily changed or impacted by activities or events, either by virtue of their vicinity to such activities or events or by permissive pathways between such activities and the surface and/or groundwater.

Waste management system means sites and facilities to accommodate solid waste from one or more municipalities and includes landfill sites, recycling facilities, transfer stations, processing sites and hazardous waste depots.

Watershed means an area that is drained by a river and its tributaries.

Wave uprush means the rush of water up onto a shoreline or structure following the breaking of a wave; the limit of wave uprush is the point of furthest landward rush of water onto the shoreline.

Wayside pits and quarries means a temporary pit or quarry opened and used by or for a public authority solely for the purpose of a particular project or contract of road construction and not located on the road right-of-way.

Wetlands means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes, bogs and fens. Periodically soaked or wetlands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

Wildland fire assessment and mitigation standards means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ontario Ministry of Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

Wildlife habitat means areas where plants, animals and other organisms live and find adequate amounts of food, water, shelter and space needed to sustain their populations. Specific wildlife habitats of concern may include areas where species concentrate at a

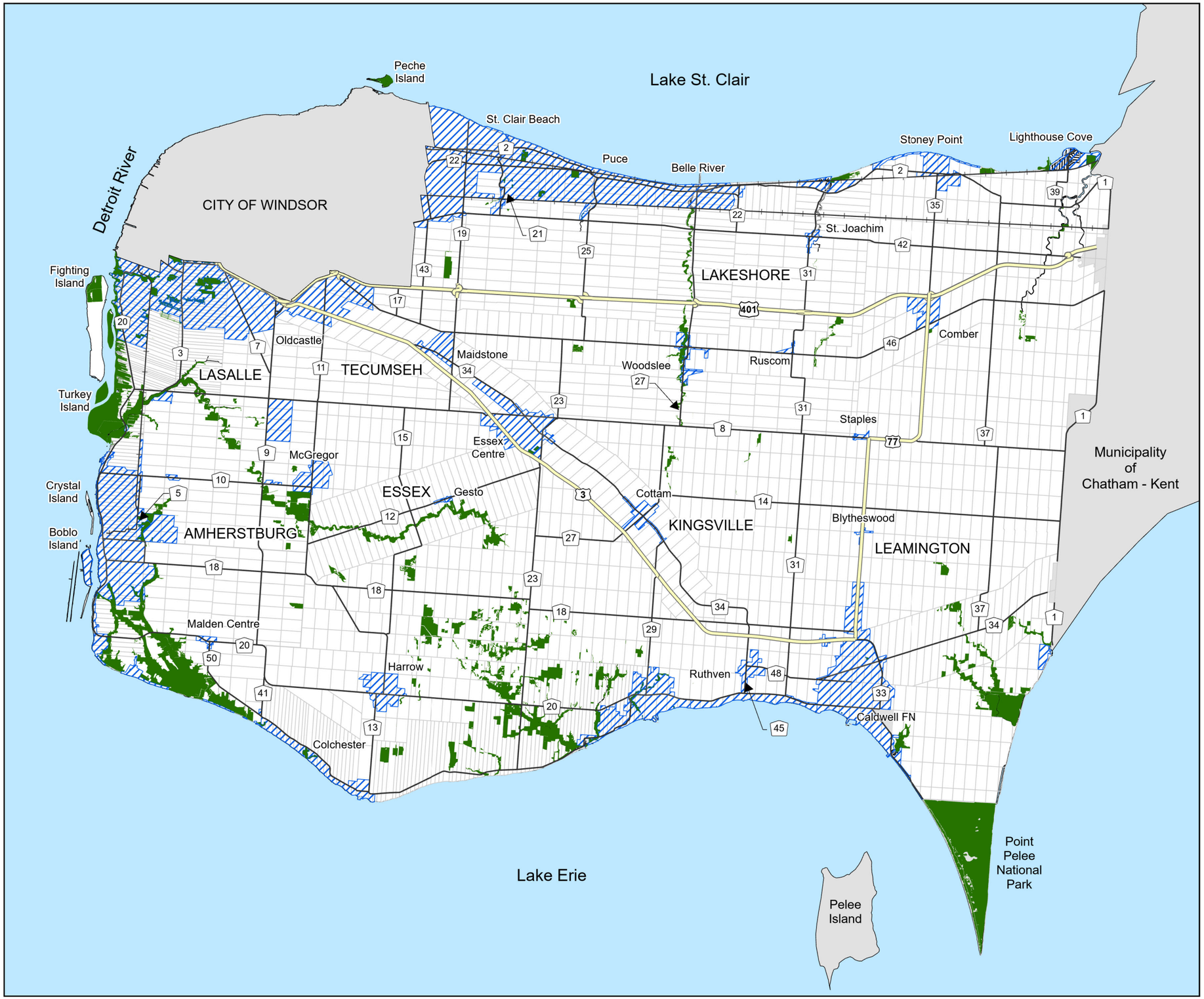
vulnerable point in their annual or life cycle; and areas which are important to migratory or non-migratory species.

Woodlands means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, and provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities and the sustainable harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and Provincial levels.



APPENDICES

Appendices



Schedule A1

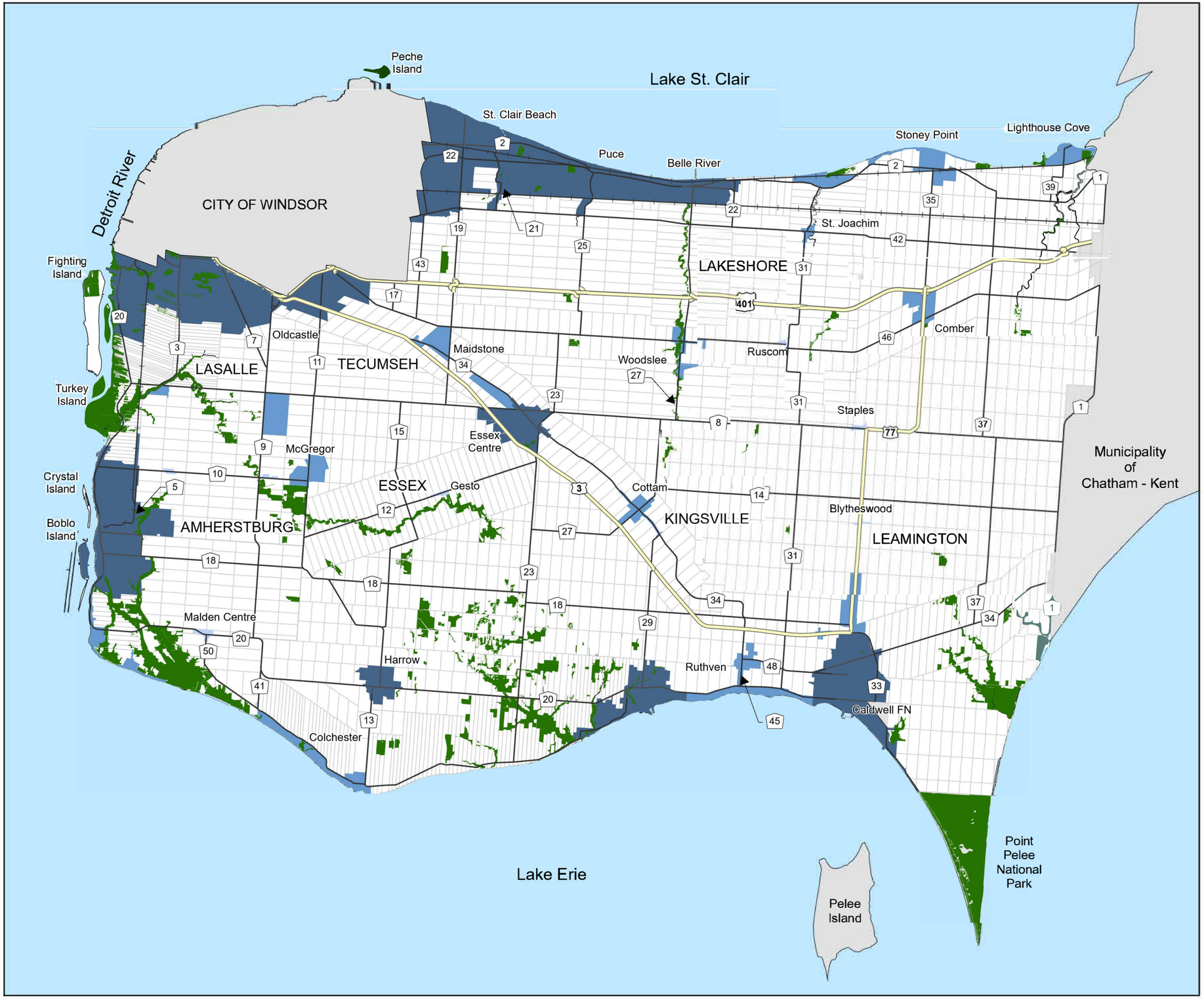
Land Use Plan

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Natural Environment
- Settlement Areas
- Agricultural

Created: April 2024
Last Revised: October 2024

N
W E
S

20 km



Schedule A2

Settlement Structure Plan

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Primary Settlement Areas
- Secondary Settlement Areas
- Hamlet
- Natural Environment Designation

Created: April 2024
Last Revised: October 2024

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Schedule A3

Existing or Approved Non-Agricultural Uses

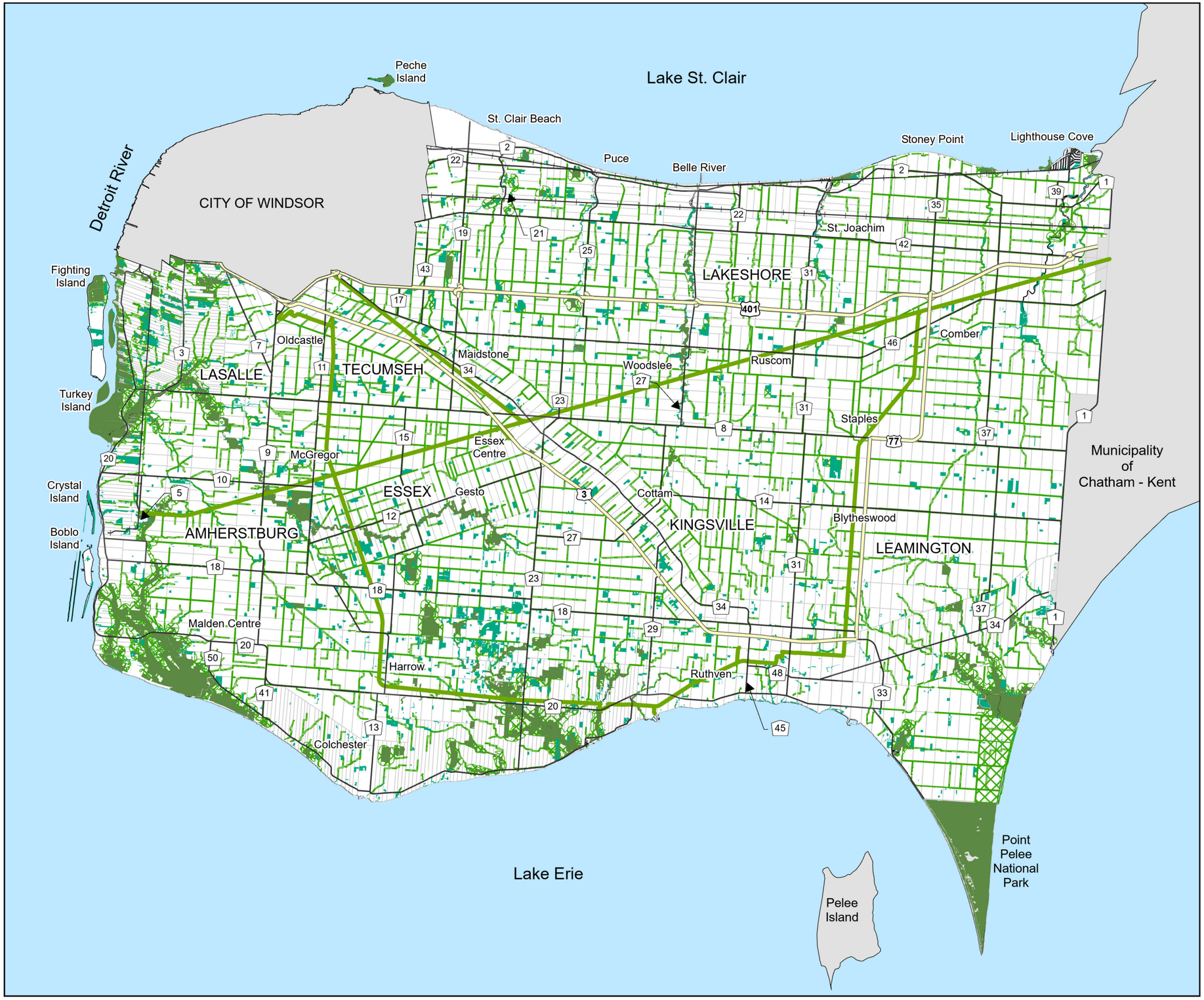
(Outside Settlement Areas)

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Sites with Existing or Approved Non-Agricultural Uses

Created: April 2024
Last Revised: October 2024

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Schedule B

Natural Heritage System

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Natural Environment Designation
- Natural Environment Overlay
- Restoration Opportunities
- Wildlife and Habitat Corridors

Created: April 2024
Last Revised: September 2024

N
W E
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20 km



Schedule C1

Areas Susceptible to Flooding

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Inland Flood Prone Areas
- Lake St Clair, Detroit River, Lake Erie Flood Prone Area
- Southeast Leamington Floodprone Area
- Max Flood (Exceeded the 100 yr Floodline)

Created: April 2024
Last Revised: September 2024

N
W E
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20 km



Schedule C2

Regulated Areas

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Regulated Areas Under The Conservation Authorities Act

Created: February 2024
Last Revised: September 2024

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20 km



Schedule C3

Intake Protection Zones

Railway
County Roads
Provincial Highway
Lot Fabric

Intake Protection Zones Under the Clean Water Act

1
2
3

Created: April 2024
Last Revised August 2024

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20 km



Schedule C4

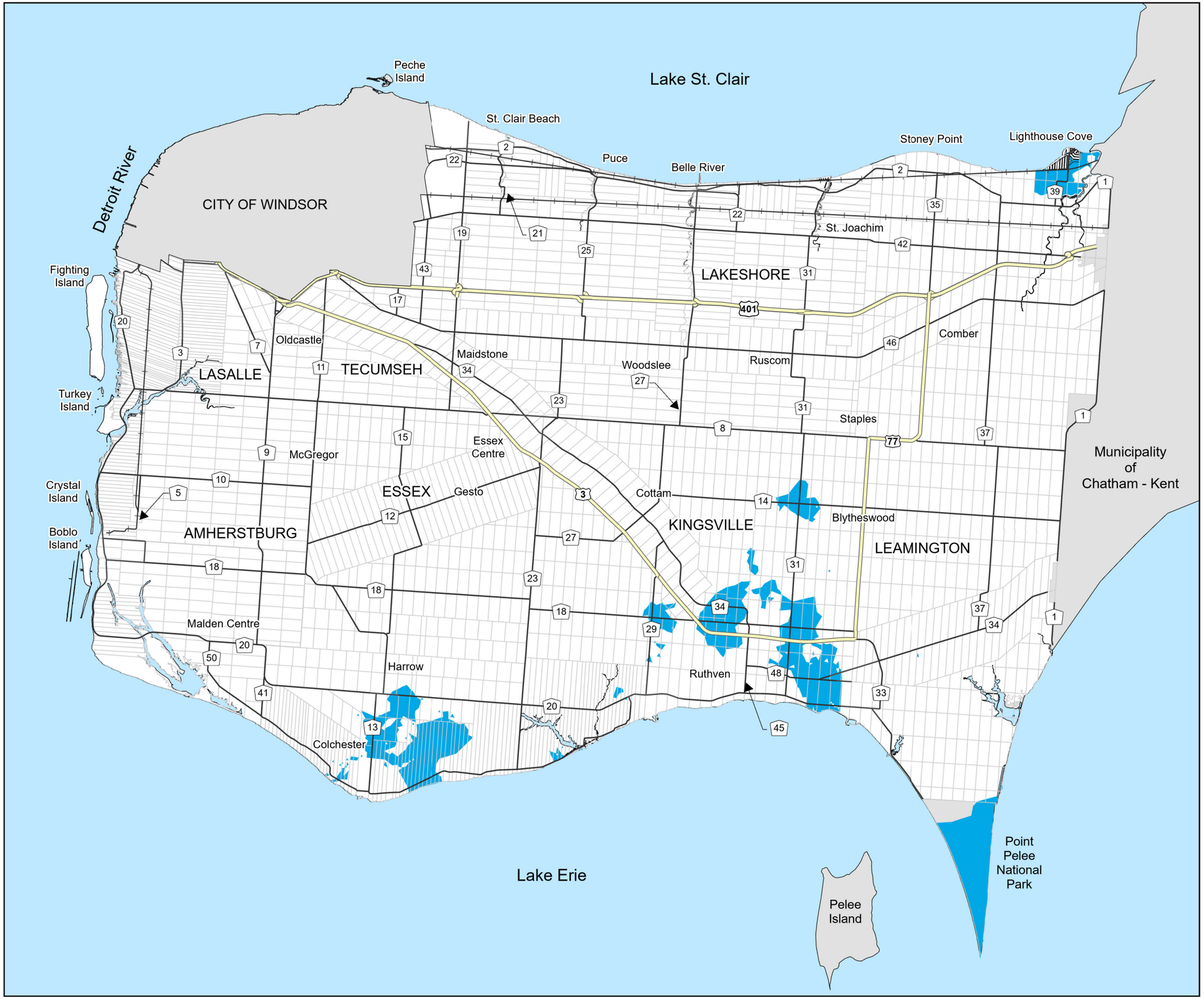
Event-Based Areas

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Events-Based Areas Under Clean Water Act

Created: April 2024
Last Revised: May 2024

N
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20 km



Schedule C5

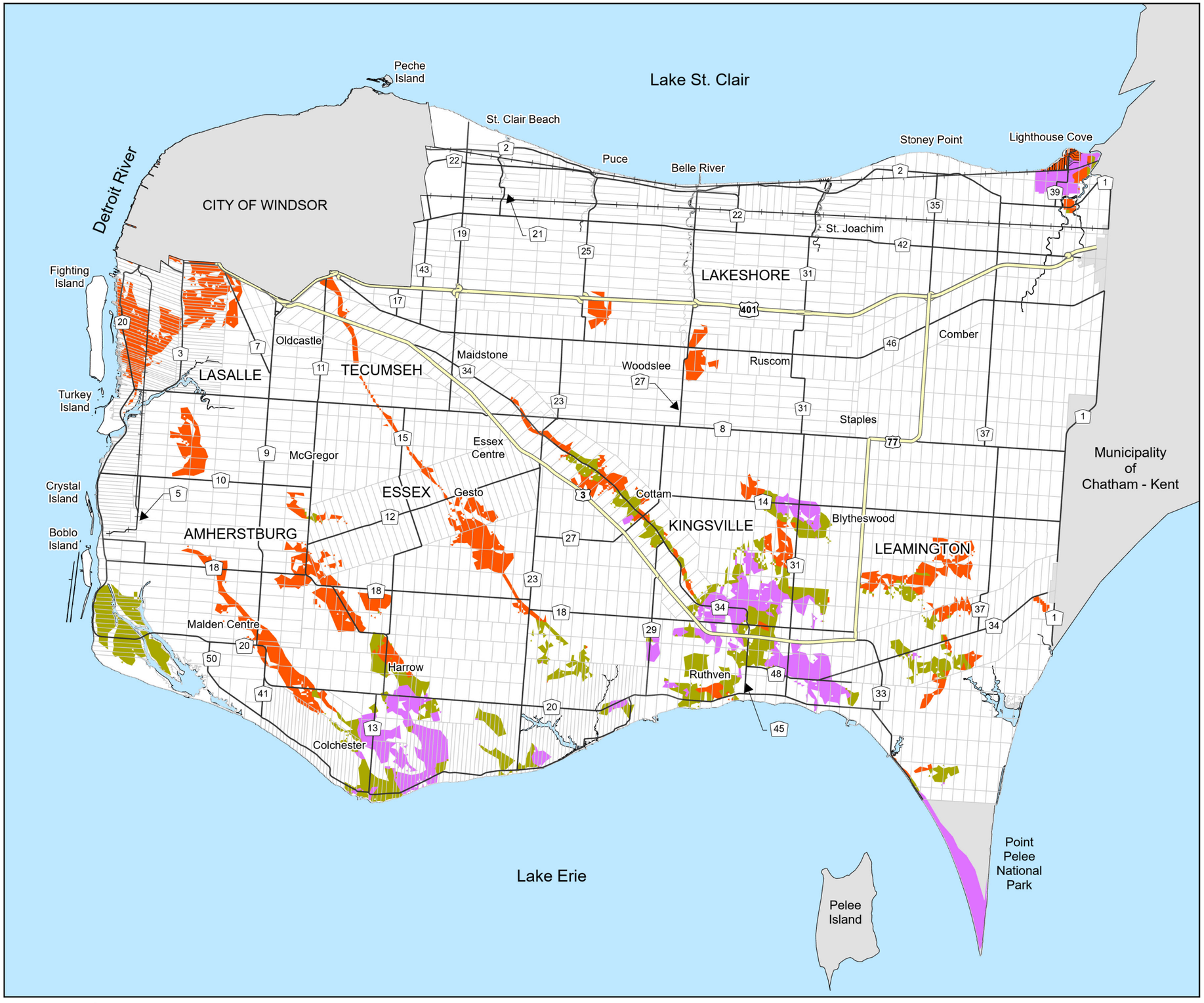
Highly Vulnerable Aquifers

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Highly Vulnerable Aquifers

Created: February 2024
Last Revised: May 2024

N
W E
S

20 km



Schedule C6

Significant Groundwater Recharge Areas

- Railway
- County Roads
- Provincial Highway
- Lot Fabric

Vulnerable

- Low
- Medium
- High

Created: February 2024
Last Revised:

N
W E
S

20 km



County of Essex

Schedule D1

Road System

- Railway
- Local Roads
- County Roads
- Provincial Highway
- Lot Fabric

Created: April 2024
Last Revised:

N
W E
S

20 km



Schedule D2

Active Transportation System

- Railway
- Local Roads
- County Roads
- Provincial Highway
- Lot Fabric
- Bike Lane, Existing
- Bike Lane, Proposed
- Context Sensitive Solution, Existing
- Context Sensitive Solution, Proposed
- Multi-Use Trail, Existing
- Multi-Use Trail, Proposed
- Paved Shoulder, Existing
- Paved Shoulder, Proposed
- Signed Route, Existing
- Signed Route, Proposed

Created: April 2024
Last Revised:

N
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20 km



Schedule E1
Resources

- Railway
- County Roads
- Provincial Highway
- Lot Fabric
- Open Waste Disposal Site
- Closed/Historic Waste Disposal Site
- Mineral Aggregate
- Petroleum
- Salt Deposits

Created: April 2024
Last Revised:

N
W E
S

20 km



Schedule F1

Windsor Airport

- Railway
- County Roads
- Provincial Highway
- Settlement Areas
- Lot Fabric
- Potential Noise Impact

Created: February 2024
Last Revised:

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20 km

The Corporation of the County of Essex

By-Law Number 2024-49

A By-law to Confirm the Proceedings of the Council of the Corporation of the County of Essex for the Regular Meeting held November 6, 2024.

Whereas pursuant to Section 5(1) of the *Municipal Act, 2001*, c.25 as amended, the powers of a municipality shall be exercised by its Council;

And whereas pursuant to Section 5(3) of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended, a municipal power, including a municipality's capacity, rights, powers, and privileges pursuant to Section 8 of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended, shall be exercised by By-law, unless the municipality is specifically authorized to do otherwise;

And whereas it is deemed expedient that the proceedings of the Council of the Corporation of the County of Essex, at these meetings be confirmed and adopted by By-law;

Now therefore the Council of the Corporation of the County of Essex hereby enacts as follows:

1) That the actions of the Council of the Corporation of the County of Essex in respect of all recommendations in reports of committees, all motions and resolutions and all other action passed and taken by the Council of the Corporation of the County of Essex, documents, and transactions entered into during the Regular meeting held November 6, 2024, is hereby adopted and confirmed as if the same were expressly embodied in this By-law;

2) That the Warden and proper officials of the Corporation of the County of Essex are hereby authorized and directed to do all the things necessary to give effect to the action of the Council of the Corporation of the County of Essex during the said Regular meeting held November 6, 2024 referred to in Section 1 of this By-law; and

3) That the Warden and the Clerk are hereby authorized and directed to execute all documents necessary to the action taken by the Council of the Corporation of the County of Essex during the said Regular meeting held November 6, 2024 referred to in Section 1 of this By-law and to affix the Corporate Seal of the Corporation of the County of Essex to all such documents.

This By-law shall come into force and take effect after the final passing thereof.

Read a first, second and third time and Finally Passed this Sixth day of November, 2024.

Hilda MacDonald, Warden

Katherine J. Hebert, Clerk

Clerk's Certificate

I, Katherine J. Hebert, Clerk of the Corporation of the County of Essex, do hereby certify that the foregoing is a true and correct copy, of **By-law Number 2024-49** passed by the Council of the said Corporation on this **Sixth day of November, 2024.**

_____

Katherine Hebert, Clerk
Corporation of the County of Essex