

Appendix B

Record of Consultation



Public Consultation Centre No. 1 Summary Report

County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8
and 9 Municipal Class Environmental
Assessment

May 3, 2024

Submitted by:
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Table of Contents

1.0 INTRODUCTION	1
1.1 Study Area	1
2.0 PUBLIC AND AGENCY CONSULTATION	3
2.1 Public Contacts	3
2.2 Agency and Stakeholder Contacts.....	3
2.3 Indigenous Peoples Contacts	4
2.4 Advertisements.....	4
2.5 Essex County Website	6
3.0 PCC COMMENTS	7
3.1 Summary of Comments.....	8
4.0 CONCLUSIONS	9

List of Figures

Figure 1: Study Area	2
Figure 2: Sample Facebook Social Media Post	5
Figure 3: Sample X Social Media Post	6

List of Tables

Table 1: Comments from PCC No. 1	8
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List of Photos

Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 1.....	7
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List of Appendices

- Appendix A Notice of Study Commencement and PCC No.1
- Appendix B PCC Exhibits
- Appendix C PCC Comment Sheets

1.0 INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh is conducting a Municipal Class Environmental Assessment (MCEA) for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road) and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The Study will develop and evaluate alternatives for the roadway improvements and identify the property requirements (if required) to implement the improvement alternatives.

The Study has been initiated as a Schedule C Class EA for the County Road 46 EA Study and a Schedule B Class EA for the Concession Roads 8 and 9 EA Study, based on the range of anticipated effects in accordance with the Municipal Class Environmental Assessment (2023). The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study by BT Engineering Inc. (BTE) on behalf of the County of Essex and the Town of Tecumseh due to the proximity of the roads and the interconnected operational improvements required. The “EA Study” in this document refers to all three roads under study. The County of Essex will be the Proponent for the overall study. The Study will be documented in one Environmental Study Report, which is a summary of all public consultation, data, recommendations, and reports produced for the project.

The first Public Consultation Centre (PCC) for this study was held on Thursday, April 4, 2024, from 5:00 to 8:00 pm at the Ciociaro Club in Oldcastle, Ontario. This report provides an overview of the comments received during the PCC No. 1 review period. The PCC No. 1 exhibits presented an overview of the MCEA process, background information, the need and justification of the study, alternative solutions, the project schedule, and next steps.

All members of the public and interest groups were encouraged to provide a written response to any issues or concerns.

1.1 Study Area

The Study Area is located in the Town of Tecumseh, within the County of Essex, Ontario and is shown in **Figure 1**.

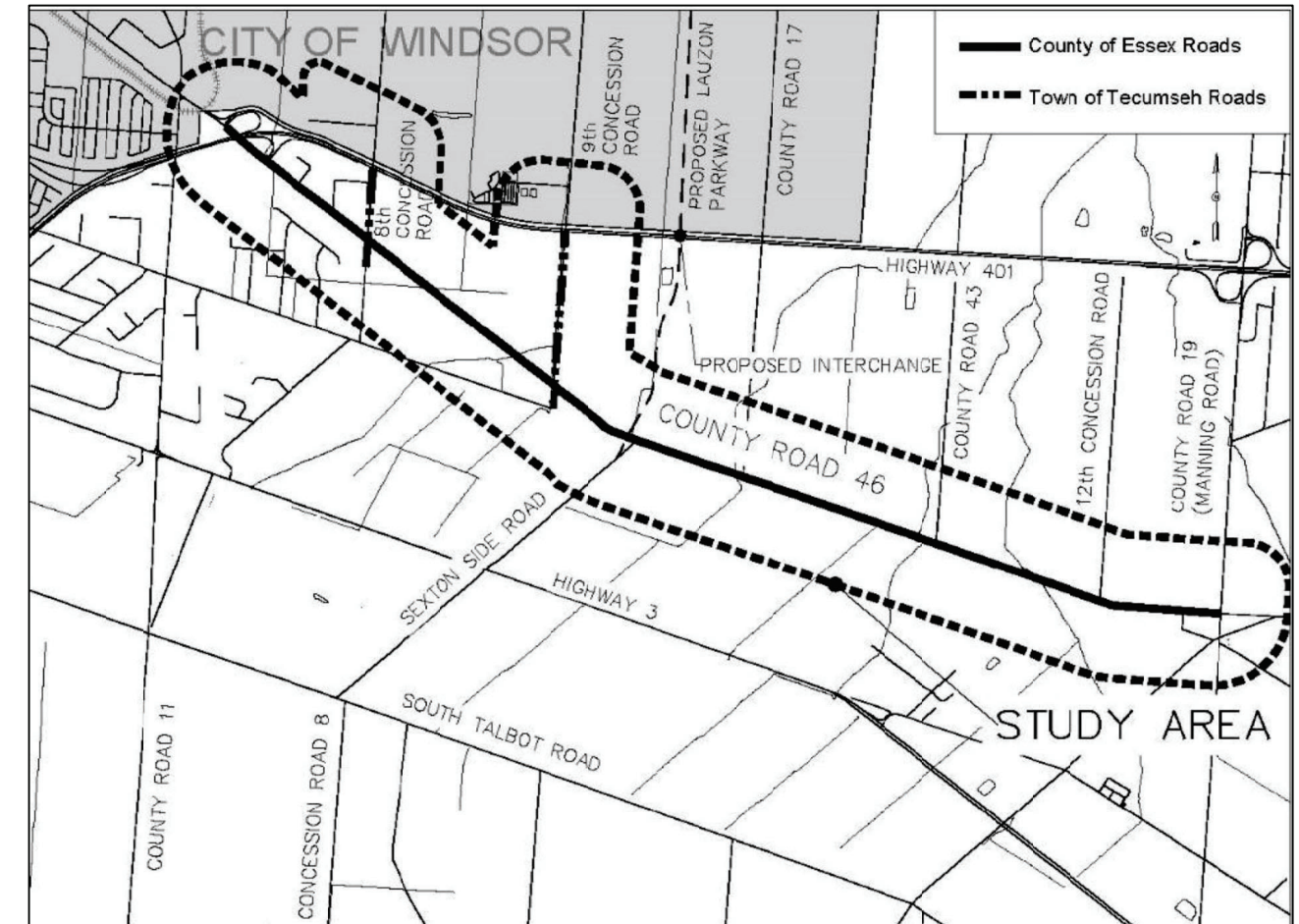


Figure 1: Study Area

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the study is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections.

2.1 Public Contacts

Notices were mailed to adjacent property owners and business owners along County Road 46 and Concession Roads 8 and 9, within the Study Area. The notice was to advertise the Study Commencement and invite them to attend the first PCC. In total, 80 individual letters were distributed to adjacent property owners.

2.2 Agency and Stakeholder Contacts

The following ministries, agencies and stakeholders were invited to attend PCC No. 1:

- Youth Advisory Committee, Municipality of Lakeshore
- Lakeshore Ontario Provincial Police
- Active Living Coalition, Windsor-Essex County Health Unit
- Hydro One Telecom Inc.
- Enbridge Gas Inc.
- Ministry of Transportation (MTO)
- Ministry of the Environment, Conservation and Parks
- Ministry of Tourism, Culture and Sport (London)
- Ministry of Municipal Affairs and Housing
- Fisheries and Oceans Canada (DFO)
- Walkers & Runners Around the County of Essex (WRACE)
- Ciociaro Cycling Club
- Greater Essex County District School Board
- Windsor-Essex Catholic District School Board
- Lakeshore Discovery Public School
- St. Anne's Catholic High School
- Optimist Club
- Citizens Environment Alliance of Southwestern Ontario & Southeast Michigan
- Conseil Scolaire de District Des Écoles Catholiques du Sud-ouest
- Windsor-Essex Student Transportation Services
- VIA Rail Canada
- Sun Parlour Emergencies Inc.
- Belle River Public School
- St. John the Baptist Catholic School
- Belle River District High School
- Ecole Elementaire catholique Pavillon des Jeunes
- St. William Catholic Elementary School
- Essex County Accessibility Advisory Committee
- Municipality of Lakeshore Accessibility Committee
- Essex Region Conservation Authority
- Windsor-Essex County Health Unit
- Ontario Trails Council Inc.
- Windsor-Essex Regional Chamber of Commerce
- Lower Thames Valley Conservation Authority
- Share the Road Cycling Coalition
- Bike Windsor Essex
- Windsor Bicycling Committee
- Rotary Club of Amherstburg
- Rotary Club of Essex
- Rotary Club of LaSalle Centennial
- Kingsville Lions Club
- The Corporation of the Town of Tecumseh
- The Corporation of the Town of Lakeshore
- NAV Canada
- Stevenson G & L Transport

2.3 Indigenous Peoples Contacts

Individual letters were sent to the following Indigenous Peoples, to notify them of the Study Commencement and invite them to attend the in-person PCC No. 1:

- Caldwell First Nation
- Chippewas of the Thames First Nation
- Chippewas of Kettle and Stony Point First Nation
- Aamjiwnaang First Nation
- Delaware Nation at Moraviantown
- Métis Nation of Ontario
- Mississaugas of the New Credit First Nation
- Munsee-Delaware Nation
- Oneida Nation of the Thames
- Southern First Nation
- Walpole Island First Nation, Bkejwanong Territory

The contact letter also included an offer to meet in person at a time and location of the Indigenous communities' choosing.

2.4 Advertisements

The Notice of Study Commencement/PCC No. 1 was advertised on Facebook and X (formerly known as Twitter) on March 26, 2024, and April 4, 2024. The Notice of Study Commencement and PCC No. 1 is found in **Appendix A** and screenshots of the social media posts are shown in **Figure 2** and **Figure 3**.

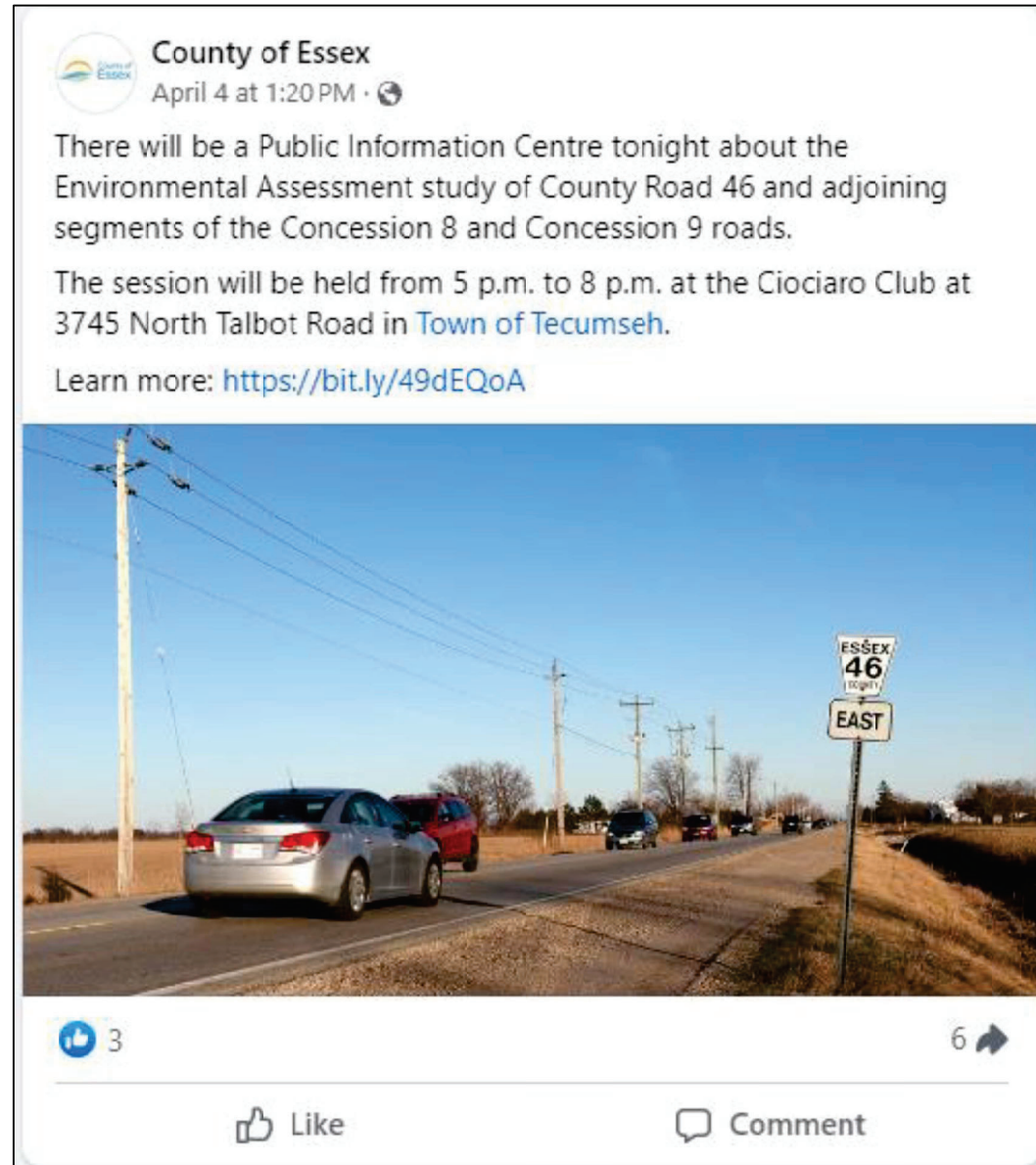


Figure 2: Sample Facebook Social Media Post

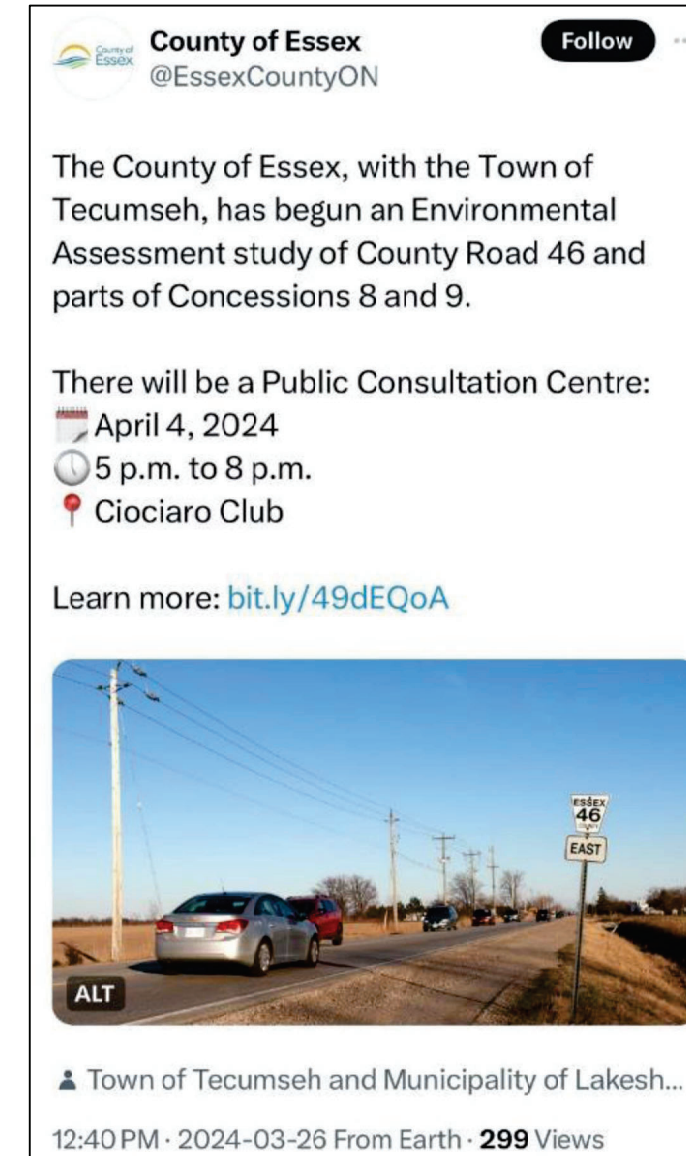


Figure 3: Sample X Social Media Post

2.5 Essex County Website

The Notice of Study Commencement/PCC No. 1 was posted on the Essex County website inviting interested persons to attend the first PCC. The study website link is:

<https://www.countyofessex.ca/en/resident-services/county-road-46-corridor-enhancement.aspx>

3.0 PCC COMMENTS

PCC No. 1 exhibits were provided online for public/agencies to view at their leisure. Due to the high attendance, a brief presentation was provided by Mr. Steve Taylor, the consultant Project Manager, to review the materials on the exhibits around the room. The presentation was followed by a question-and-answer period. The PCC No. 1 exhibits are provided in **Appendix B**.

Sixty-five (65) people registered at PCC No. 1, see **Photo 1**. Comments were received from those that participated in the PCC or who reviewed the exhibits online. Nine (9) comment sheets were submitted at PCC No. 1 and during the subsequent two-week comment period. Copies of the written comments, excluding personal information, are provided in **Appendix C**.



Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 1

3.1 Summary of Comments

The comments submitted by members of the public are summarized in **Table 1**.

Table 1: Comments from PCC No. 1		
Comment	Number of Respondents	Comment Sheet No.
Recommendation that road improvements include a centre turn lane along the entire length of County Road 46 as well as left turning lanes at Concession Roads 8 and 9 to reduce traffic congestion.	1	1
Tributaries of Little River within the Study Area should be naturalized to address local stormwater retention issues and expand wildlife habitat. Natural heritage areas should be protected and preserved. These initiatives will improve the health of Detroit River's Watershed.	1	2
Riparian zone of the Manning Road Drain provides wildlife habitat that would be impacted by the provision of a roundabout at the intersection County Road 46 and County Road 19.	1	3
Support for connecting Highway 3 and Lauzon Parkway to improve safety and reduce the flow of traffic along County Road 17, County Road 46, and County Road 19.	1	3
Support for an active transportation route along County Road 46 that connects to Chrysler Canada Greenway.	1	3
Support for deterring transport trucks from travelling along County 46.	1	3
Concern for traffic detours and phasing of the project during construction.	1	4
Concern the construction of Lauzon Parkway Extension will influence improvements to County Road 46.	1	5
Curve in the road at the intersection of County Road 46 and Concession Road 12 impacts sightlines and is unsafe.	1	6
Support for left turning lanes on County Road 46.	1	6
Support for proposed paved shoulders on County Road 46 and Concession Roads 8 and 9.	1	6
Support for the inclusion of a roundabout as opposed to traffic lights.	1	6
Request to review active transportation plans.	1	9
Request that the roadway improvements also include planning for municipal services as part of the project.	1	Verbal

4.0 CONCLUSIONS

The primary conclusions from the meeting include:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

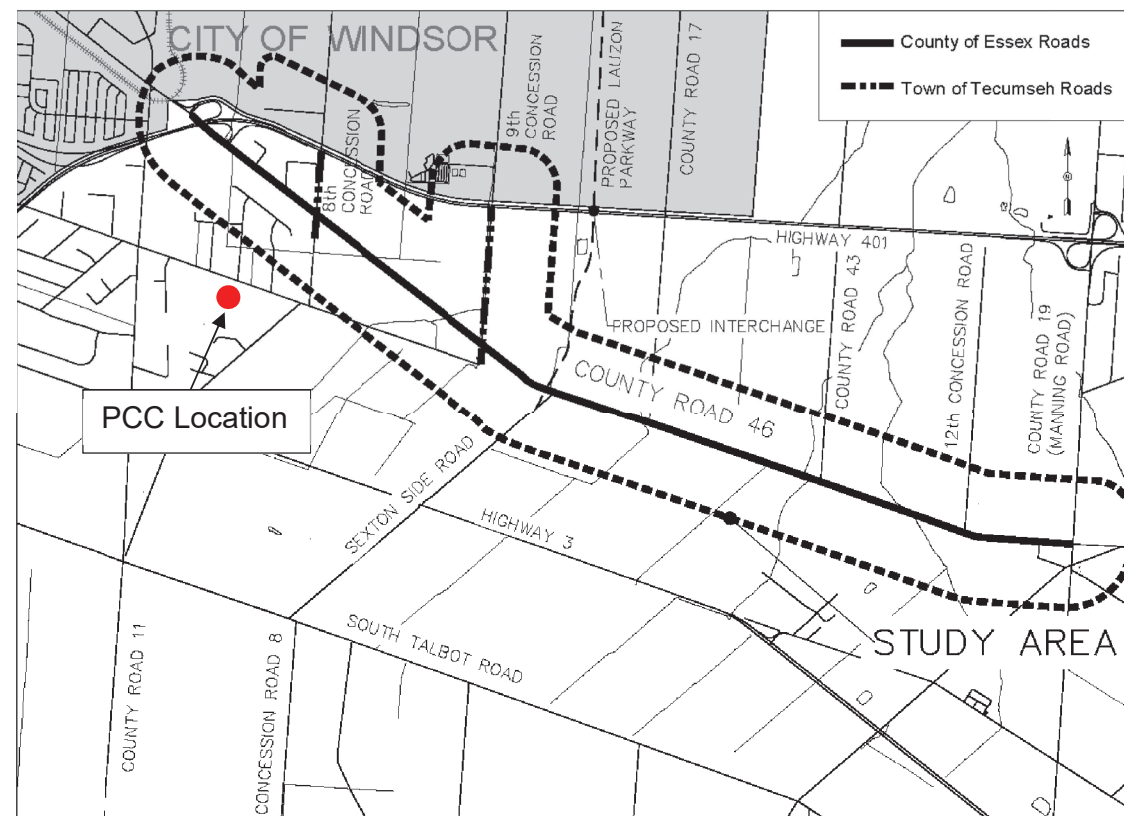
Appendix A

Notice of Study Commencement and PCC No.1

Notice of Study Commencement and Public Consultation Centre (PCC) No. 1
County of Essex and Town of Tecumseh
County Road 46 from Highway 401 to County Road 19
Town of Tecumseh Concession Roads 8 and 9
from County Road 46 northerly to the Town Boundary
Municipal Class Environmental Assessment

INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. to complete a Schedule C Municipal Class Environmental Assessment (MCEA) for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road), and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The study is being conducted as a Schedule C project under the MCEA (2023). The study will evaluate alternatives to improve the operation and safety of the roadways.



STUDY PROCESS

The Study will follow the MCEA process by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively consulting with the public, stakeholders and Indigenous Peoples.

PUBLIC CONSULTATION

Public consultation process is vital to this Study and the County wants to ensure that anyone with interest in the project has the opportunity to provide input. The public is encouraged to visit <https://www.countyofessex.ca/CR46/> or scan the QR code for knowing more about the project. An in-person Public Consultation Centre (PCC) is being held as follows:



[countyofessex.ca/CR46/](https://www.countyofessex.ca/CR46/)

Date: April 4, 2024
Time: 5:00 pm to 8:00 pm
Location: Ciociaro Club
 3745 North Talbot Road, Oldcastle, ON N0R 1L0

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns. Personal information collected as a result of this public consultation centre is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

For more information or if you wish to be placed on the Study's mailing or emailing contact list, contact one of the following:

Steve Taylor, P.Eng., M.Eng.
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 360 Fairview Ave. W. Suite 315, Essex
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 Email: JBehl@countyofessex.ca
 Phone: 519-776-6441 ext. 1316

Alessia Mussio, P.Eng.
Engineering Project Manager
 Town of Tecumseh
 917 Lesperance Road
 Tecumseh, ON N8N 1W9
 Email: amussio@tecumseh.ca
 Phone: 519-735-2184, ext. 140

This notice is issued March 26, 2024.

Appendix B

PCC Exhibits



Welcome! County of Essex County Road 46/Concession Roads 8 and 9 Improvements



Welcome to the first Public Consultation Centre (PCC) for the County of Essex and Town of Tecumseh County Road 46 and Concession Roads 8 and 9 Improvements Environmental Assessment (EA) Study.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact any of the following by **April 19, 2024**:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
Email: stevenj.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P.Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
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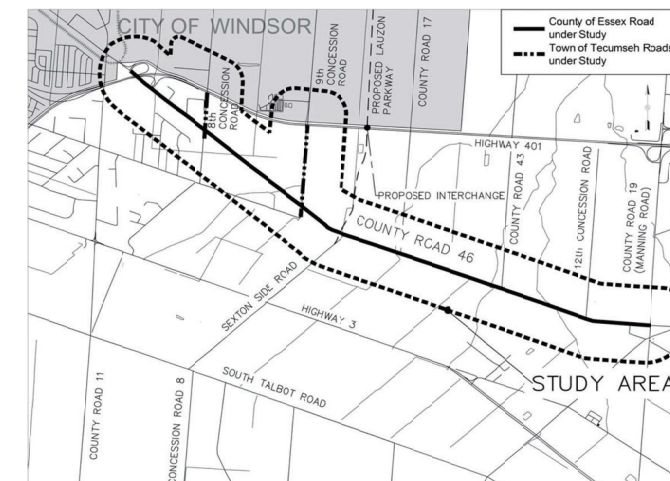
Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
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Phone: 519-735-2184, ext. 140



Introduction

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road), and a schedule B class EA for Concession roads 8 and 9.

The study will evaluate alternatives to improve the operation and safety of the roadways.



Purpose of Public Consultation Centre No. 1

The purpose of this event is to engage the public/stakeholders on their perspectives and interests in the Study. We are looking to identify any issues and/or concerns from the public/stakeholders. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

This PCC is presenting:

- A study introduction.
- An overview of the Municipal Class Environmental Assessment Process.
- The Need and Justification for the Study.
- A summary of work completed to date.
- A description of the existing conditions in the area.
- Alternative Solutions.
- Next Steps.

Municipal Class Environmental Assessment (Class EA) Process

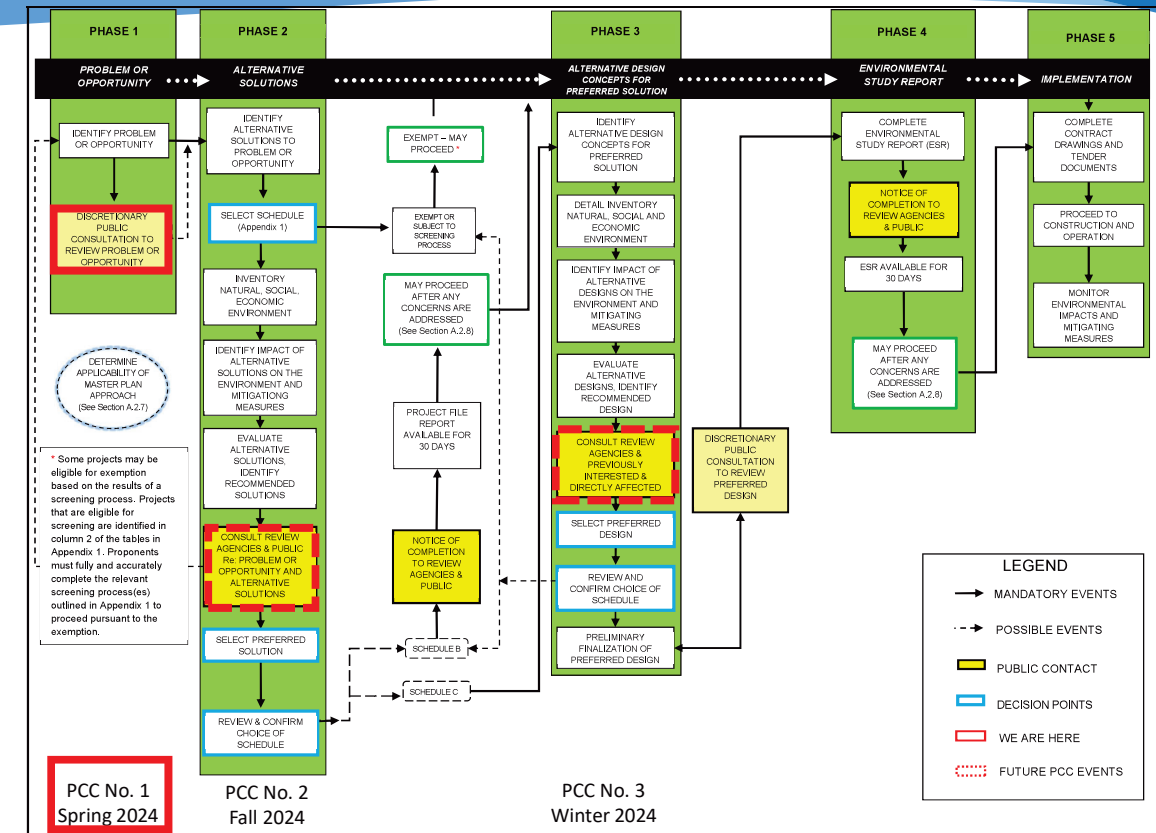


The Municipal Class Environmental Assessment (MCEA) process follows 5 phases, as shown in more detail in the next slide. We are currently in Phase 1. The final document will be the Environmental Study Report.

Two more PCC events will be held as part of this study. If after viewing the PCC exhibits and making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the County/Town website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.



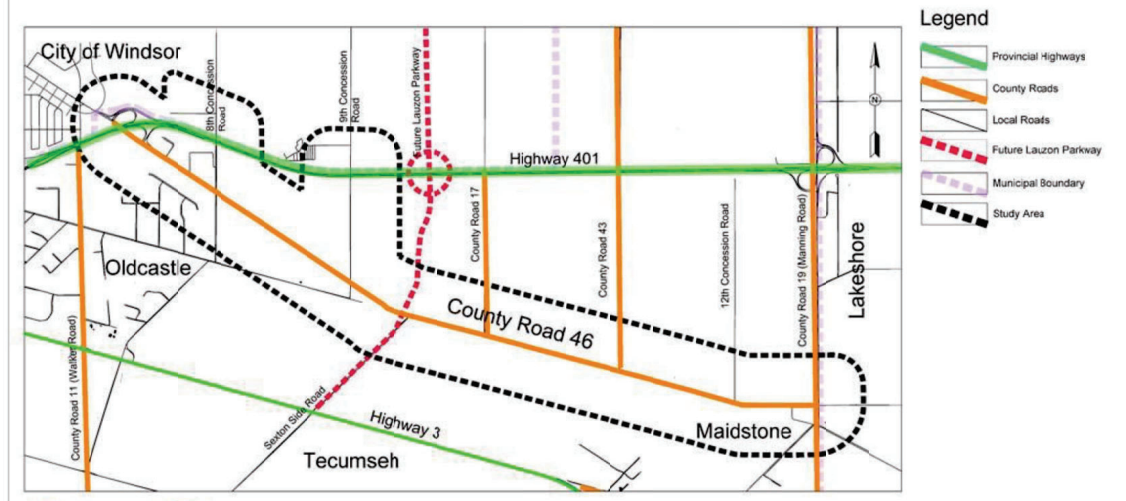
Needs and Justification

Road network improvements are required within the western sectors of the County to accommodate proposed development and improve traffic operations and safety.

The Study will provide an opportunity to:

- Improve efficiency of the roads considered.
- Improve access and reduce traffic delays.
- Implement active transportation policies and improvements consistent with the TMP and the County Wide Active Transportation System (CWATS).
- Assess current and projected traffic demands along County Road 46 and Concession Roads 8 and 9 to identify areas for improvement, such as intersection enhancements and capacity expansions.
- Consider road safety.

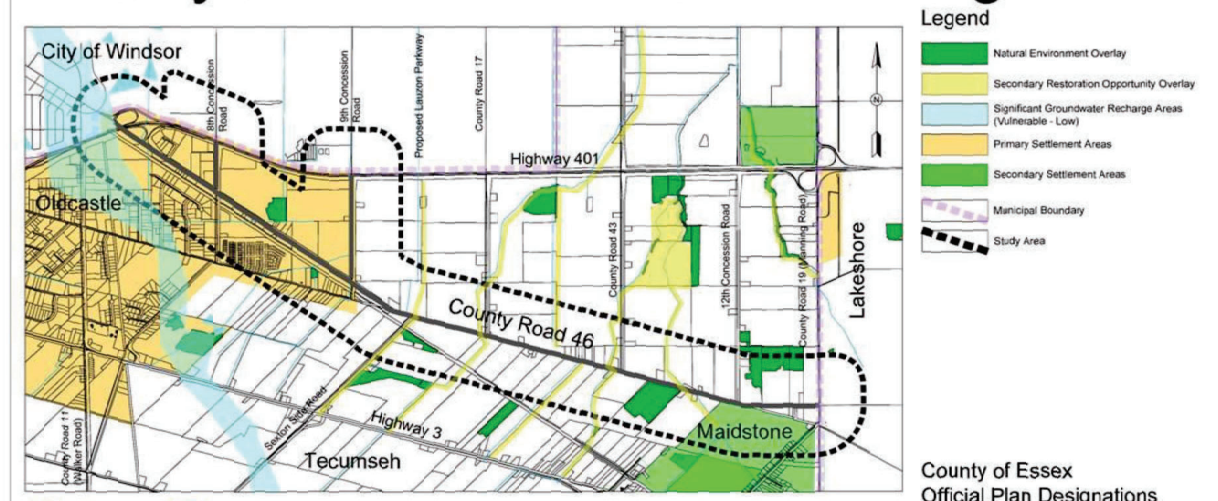
Existing and Proposed Transportation Network



County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study NTS

Sources:
 1. County of Essex Official Plan, 2014.
 1.1. Schedule D1 Road System, 2022.

County of Essex Official Plan Designations

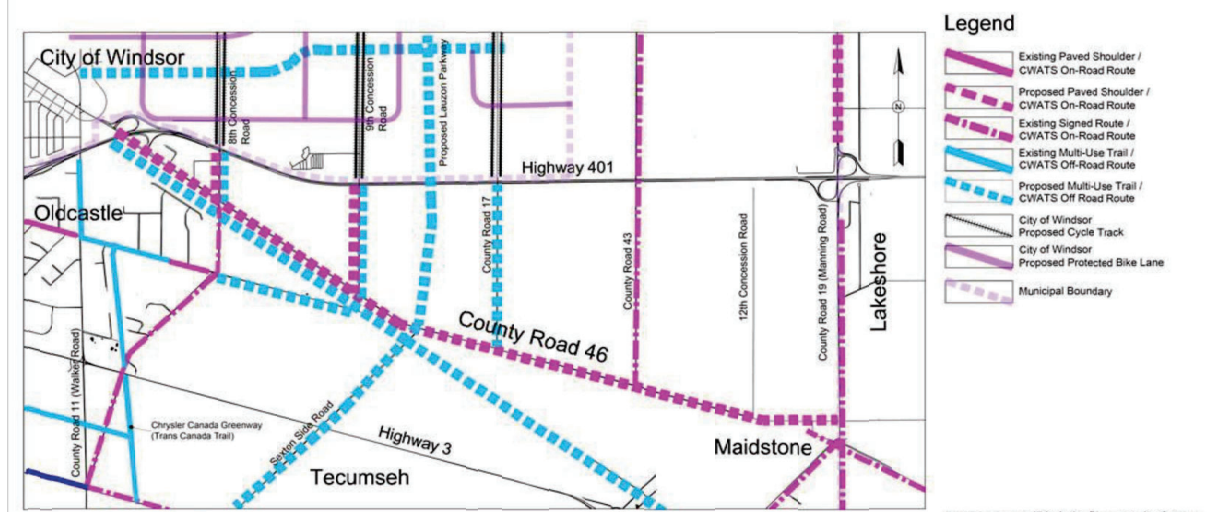


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study NTS

County of Essex Official Plan Designations

Sources:
 1. County of Essex Official Plan, 2014.
 1.1. Schedule A2 Settlement Structure Plan
 1.2. Schedule E2 Natural Heritage System
 1.3. Schedule E3 Natural Heritage System Restoration Overlay
 1.4. Schedule C5 Groundwater Recharge Areas

Existing and Proposed Active Transportation Network

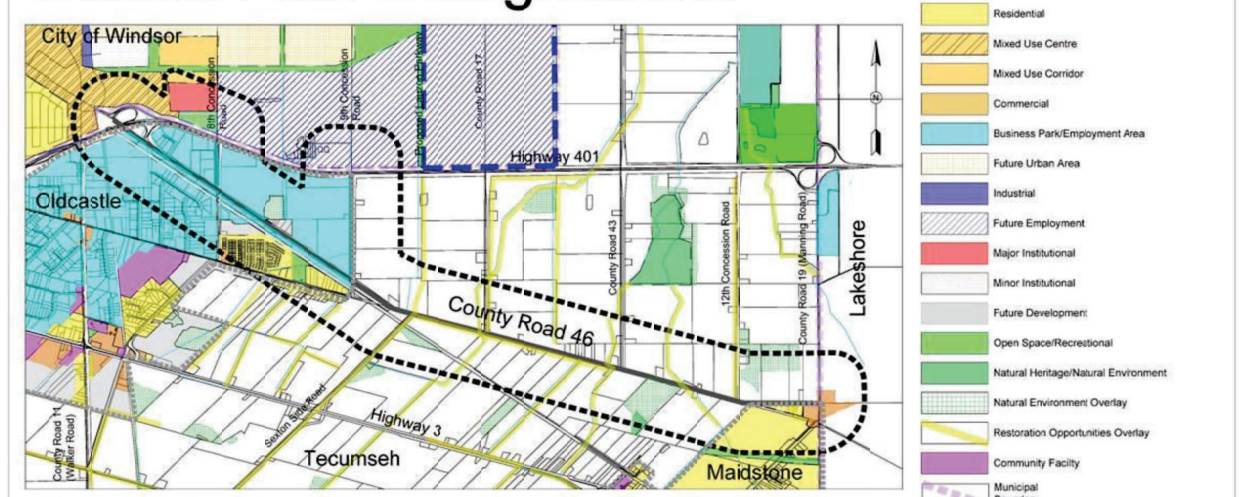


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study NTS

CWATS: County Wide Active Transportation System

Sources:
 1. County of Essex Official Plan, Schedule D2
 2. Town of Tecumseh Official Plan, SCHEDULE "E-2"
 3. City of Windsor, Sandwich South Master Servicing Plan

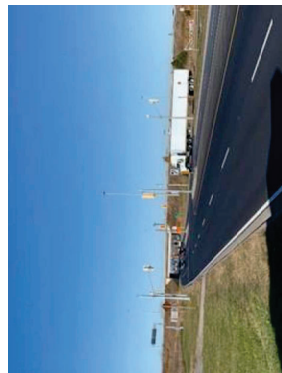
Official Plan Designations



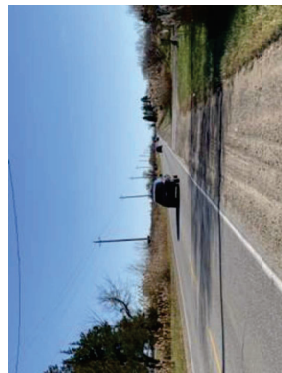
County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study NTS

Sources:
 1. Town of Tecumseh Official Plan, adopted February 2021.
 2. City of Windsor Official Plan Volume I Schedule D: Land Use January 15, 2024.
 3. Town of Lakeshore Schedule "C. 1" Land Use (Rural Area), 2012.

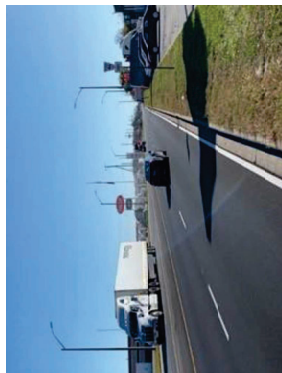
Existing



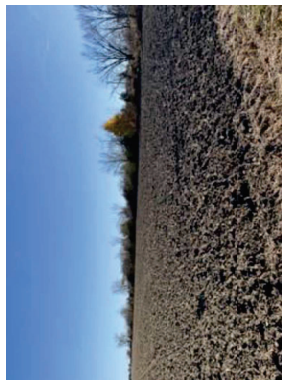
401 overpass in the west terminus of the Study Area.



View facing east of the Right-of-Way of County Road 46 in the Study Area. Residential homes abut this portion of County Road 46.



The west terminus of the Study Area is designated Business Park/ Employment Area in the Town of Tecumseh Official Plan and is comprised mainly of commercial and industrial businesses along County Road 46.



The predominant land use in the Study Area is Agricultural.

Natural Environment Features



County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study

Existing Conditions - Aquatic Features

The Study Area is located within the Pike Creek and Little River Watersheds. Nine (9) watercourses intersect with County Road 46 within the Study Area limits.

Records available via Aquatic Resource Area Line Segments (ARALS) mapping by Land Information Ontario (LIO) indicate Watercourse Crossings 4, 5, and 6 within the Study Area limits are direct fish habitat, and include accounts of the following fish species:

- Banded Killfish
- Bluntnose Minnow
- Central Mudminnow
- Common Carp
- Creek Chub
- Pumpkinseed
- Flathead Minnow
- Golden Shiner
- Goldfish
- Green Sunfish
- Northern Pike
- White Sucker



Watercourse Crossing 9 runs parallel to County Road 19 and is conveyed under County Road 46.

Existing Conditions - Species at Risk

The following Species at Risk (SAR) have been recorded within the Study Area:

- Blanding's Turtle (Threatened)
- Northern Map Turtle (Special Concern)
- Snapping Turtle (Special Concern)
- Eastern Foxsnake (Endangered)
- Eastern Massasauga (Endangered)
- Butler's Gartersnake (Endangered)
- Eastern Musk Turtle (Special Concern)
- Eastern Wood-pewee (Special Concern)

Species of Special Concern are not afforded protection under the Endangered Species Act (ESA) as they are not yet considered Endangered or Threatened.

The Natural Environment Memorandum is on the Resource Table.

Alternative Solutions

The following alternatives and preliminary assessment are presented for public review and comment.

Alternative Solution 1 - Do Nothing

- The Do Nothing Alternative must be considered as mandated by the Class EA. It represents a baseline from which other alternatives can be compared.
- This alternative would maintain the existing road network and encourage the use of local roads to reduce the demand on County Road 46.

Alternative Solution 2 - Transportation Demand Management (TDM) and Transportation Systems Management (TSM)

- TDM: This strategy would reduce vehicular demand and encourage alternative work hours, work at home, more active modes of transportation (cycling and walking) and the use of transit.
- TSM: More efficient use of existing infrastructure such as traffic signal optimization to limit or avoid the need for expansion.

Alternative Solution 3 - Active Transportation

- This alternative would maintain the existing road network with the addition of bicycle lanes and multi-use pathways within the right-of-way.

Alternative Solution 4 - Roadway Improvements

- This alternative would increase the capacity of the road by considering changes such as additional lanes, turning lanes and intersection improvements.

15

Next Steps

Following this Public Consultation Centre, we will:

- Review all comments and prepare a Summary Report.
- Second Public Consultation Centre (present Preliminary Design Alternatives and Preliminary Evaluation).
- Third Public Consultation Centre (present Technically Preferred Plan/study recommendations).
- Present recommendations to County and Town Council.
- Study Completion Notice (advertise in local papers and on the County/Town website).
- 30-day public review period of the Environmental Study Report (ESR).
- Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).

16

Your Involvement

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by **April 19, 2024**.
- Contact the County or Town representatives or the Consultant at any time. Contact information is provided below.

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
Email: stevenj.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P.Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
Email: JBehl@countyofoessex.ca

Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140

Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated.

Personal information collected as a result of this PCC is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA), the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

17

Appendix C

PCC Comment Sheets

Hello

My name is [REDACTED] and I am the home owner at [REDACTED]. I have lived here for 19 yrs and this is my take on the traffic in the area.

It starts at 4am when the semi trucks start leaving the Husky Station to avoid the traffic and make it to Toronto by 8am. As it gets closer to 5am the regular traffic starts up and by 6am it's a pretty steady flow most of which is headed ^{west} to Windsor. There is plenty of east bound traffic as well either headed home from a midnight shift or headed to the county for their day shift.

Any traffic leaving Windsor on County Rd. #42 is
#1- is avoiding Windsor traffic to get to the east side via Lauzon Parkway.

#2- live on the backside of either Tecumseh, Puce, Emeryville or Belle River where all the new housing developments have sprung up in the last 10 yrs or so and are still growing

#3- is the rest of the traffic on #42 that happens to turn right on either conc. #9, county Rd #17 or conc. #11 because they either live on those roads or they are on their way to Cty Rd #46 to get the hell out of town quicker than they can on #42. Cty Rd #46 is 80km/hr #42 is 60km/hr and sometimes 50km/hr. It also

has only 1 traffic light between 8th conc and Manning Rd. making it a much faster route to the county than #42 that is until you have to stop for traffic turning left or right on to one of the concessions because of a lack of turning lanes.

So any traffic coming out of Windsor along Cty Rd. #46 most likely work on or near the Howard Ave corridor and know it is a quicker route to the county than #42.

Once on #46 at Walker Rd. they either jump on the 401 hwy or drive straight through to Cty Rd #17 or on to Manning Rd. Little to none will turn right at Conc. #9 because that will just take you back to Windsor via North Tabbot Rd. Anyone turning left at conc. #9 either live on it or head down to #42 to catch the intersection at #42 and Lawson Parkway.

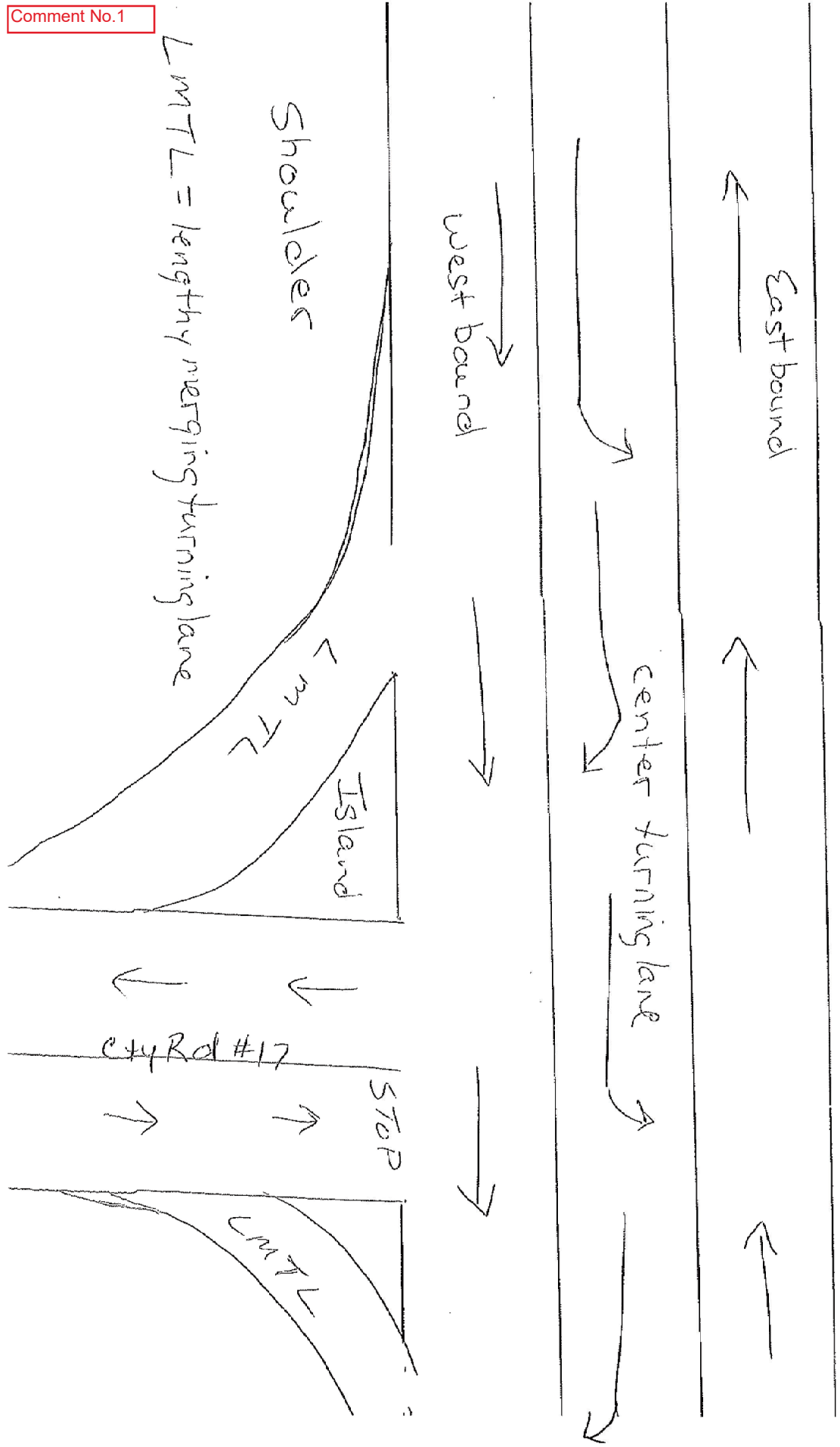
The rest of the traffic is passing through to get to Manning Road where at that point 6 out of 10 cars will turn right and head to the county, 1 will turn left, 3 will go through with one of them turning into the Esso Station and the other 2 will head further on to Woodlee. One of the 2 that go through at Manning is probably a semi truck headed to either Puce Road or Belle River Rd in order to get onto the 401 Hwy and avoid the truck inspection station just east of Manning road on 401 Hwy

So in conclusion, Cty Rd #46 is just a through way to get to the county quickly (80km) so in my opinion you can save a lot of time and money by just adding a center turn lane and lengthy merging turn lanes at the concessions keeping traffic flowing in both directions with very little to no congestion.

the whole length →

Thank You for listening 😊





LMTL = Lengthy merging turning lane

Same idea at Conc. #9 & conc. #11
 You would only need a short turning lane at 9th conc. eastbound because it just goes back to Windsor via North Talbot. I have rarely seen anyone turning right at that corner.

City Rd #46 at crossroad City Rd #17

19.4

To:
 Steve Taylor, P.Eng. BT Engineering,
 Jerry Behl, P. Eng. County of Essex,
 Alessia Mussio, P. Eng. Town of Tecumseh.

Dear Steve, Jerry and Alessia,

We acknowledge that the Little River Watershed is in the traditional and ancestral territory of the Caldwell First Nation, a member of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa and the Potawatomi Peoples. We recognise that Indigenous Peoples had an original connection with their ancestral land. We are dedicated to learning about and helping Caldwell First Nation to protect, preserve and restore their ancestral lands and waters. We value and respect the contributions and relationships of the Indigenous Peoples in their ancestral territory.

Mnaadendamowidaa Shkaakaamikwe
 Respect Mother Earth

RE: Lil' Reg Comments: Public Consultation Centre (PCC) No. 1 (4 April, 2024)

Our focus is on the 3 Display Boards at the PPC # 1:

- Page 12 of the Study: Natural Environment Features
- Page 13: Existing Conditions - Aquatic Features
- Page 14: Existing Conditions - Species at Risk

Page 13: Existing Conditions - Aquatic Features

The following 3 watercourses have been identified as "Fish Habitat":
 Watercourse Crossing 3: Drain at the back of Windsor Campground property
 Watercourse Crossing 4: Drain beside Concession # 9 via Weston Park to Oldcastle
 Watercourse Crossing 5: (Proposed Lauzon Parkway extension watercourse)
 The physical environment and drainage pattern of the original Little River has been extensively altered by deforestation, clearing land for agriculture or damming streams to store and divert water. Changes like these have triggered climate change, soil erosion, poor air quality, undrinkable water and presents a considerable challenge for any fish species in the Little River Watershed to survive. Furthermore, restoration of wetlands throughout the drainage area will help in the critical issue of **stormwater retention**.

Observation: Little River Dragonfly Park (Twin Oaks) in East Windsor is an example of what can be designed to reestablish riparian habitat that is suitable for the survival of fish and other terrestrial wildlife (Snapping Turtle, Bobolink, Northern Map Turtle, Muskrats, Red-headed Woodpecker, and Eastern Musk Turtle). The design of this plan was to essentially return the Little River channel to its natural state that would address local stormwater retention issues and expand wildlife habitat. The aquatic knowledge gained from this demonstration project will be invaluable to improving/ restoring the drainage pattern in the Little River Watershed.

Page 14: Existing Conditions - Species at Risk (SAR)

Our group has a significant interest as to how and where the Town of Tecumseh and the County of Essex are going to address protecting and preserving existing natural heritage areas. As well, expanding existing and creating new wildlife habitat, especially for the benefit of the Species at Risk listed, will address the critical issue of

biodiversity:

- Blanding's Turtle (Threatened)
- Eastern Foxsnake (Endangered)
- Eastern Massasauga Snake (Endangered) and
- Butler's Gartersnake (Endangered)

Appropriately, expanding fish and wildlife habitat will help our Windsor-Essex community to delist the Detroit River as an Area of Concern (AOC) in the Great Lakes Basin. Specifically, these activities address two of the Beneficial Use Impairments (BUIs) of the Detroit River AOC:

- Degradation of fish and wildlife populations (BUI # 3).
- The loss of fish and wildlife habitat (BUI # 14).

The objectives above are critical for the improvement of the ecosystem health of the Detroit River Watershed.

As always, our group is available to discuss the above issues and concerns.

Warmest Regards,

[Redacted]
Little River Enhancement Group
A Committee of Essex County Nature

[Redacted]
[Redacted]
[Redacted]
[Redacted]



ESSEX COUNTY NATURE
Essex County Field Naturalists' Club

*"Looking behind I am filled with gratitude.
Looking forward I am filled with vision.
Looking upwards I am filled with strength.
Looking within I discover peace."
~Indigenous Wisdom*

Fw: County Road 46 Corridor

Alessia Mussio <amussio@tecumseh.ca>

Fri 2024-04-19 3:09 PM

To: Steve Taylor (London) <stevenj.taylor@bteng.ca>

Cc: Darcie Dillon <darcie.dillon@bteng.ca>; Jerry Behl <JBehl@countyofessex.ca>; Nithen Samuel <NSamuel@countyofessex.ca>

Hi Steve,

Please see the email from the resident at 8 County Road 46 below.

Thanks,

Alessia

From: [Redacted]

Sent: Friday, April 19, 2024 3:07 PM

To: Alessia Mussio <amussio@tecumseh.ca>

Subject: County Road 46 Corridor

Dear Ms. Mussio;

I am writing today as a follow-up to the open house that you held at the Ciociaro Club on April 4, 2024. In lieu of filling out the comment sheet I hope that you will accept this letter. My name is [Redacted]. We have lived here for over 30 years. Over this time we have lived through quite a few changes.

I have some concerns based on discussions that I heard while I was at the meeting. I worry about the impact on the gem of a habitat that we have in the Manning Road Drain. Over the years this ecosystem has had many impacts. The most recent was when many trees and vegetation were removed from the banks under the guise of improving sight lines.

It is early in the season but I have yet to hear the leopard frogs and green frogs that we normally hear in the spring. There is a noticeable lack of shade in the drain since the removal of the trees. Most recently we found a dead groundhog on the banks of the drain struck by a vehicle. This is a wildlife eco-system that is overlooked and I don't want it to be disregarded because I can attest to the variety of wildlife that benefits from this riparian zone. Every year, at least one pair of Orioles nests in a tree overhanging the drain. We have bats. I have documented four species of Woodpecker including Downy, Hairy, Red-bellied and Yellow-bellied Sapsucker. Woodpeckers are cavity nesters and there are trees with woodpecker holes visible in the drain. We have some very large snapping turtles. This habitat is regularly visited by Great Blue Herons. The fact that they hunt there lets you know that the invertebrates that they consume exist in this habitat. Barn swallows nest in the culvert underneath the roadway and successfully fledge their young each year.

There was discussion of a roundabout at County Road 46 and Manning Road. I believe that this would be devastating for the habitat, as well as my commercial neighbours, whose businesses would be severely disrupted and impacted. The majority of the traffic that uses this intersection approaches in the morning from the south, makes a left-hand turn and heads west on County Road 46. Many of these vehicles then make a right hand turn and travel further south on County Road 17 towards East Windsor. When their workday is completed, they make this journey in reverse. I know from other meetings over the years as regards these roads, that many people that live along 46 and 17 are concerned about the volume of traffic. This was the reason that the speed limit reduced to 60 km on County Road 17. It hasn't reduced the volume of traffic, however.

No matter how the road is engineered or how low you make the speed limit, the traffic will still flow here. A permanent solution that will keep all parties happy, will reduce the flow of traffic on 19, 46 and 17, was illustrated in one of the diagrams at the meeting. If I remember correctly the road was marked in red. It is a road that has been

proposed for decades that would connect Highway 3 to Lauzon Road. I believe now is the time to finally act upon this roadway. The City of Windsor has received funding from the province to connect Lauzon Parkway to the 401 with an interchange. The County could get on board and extend Lauzon Parkway from the 401 to Highway 3 and reduce the volume of traffic on the intersections at: Highway 3 and County Road 19; County Road 19 and County Road 34; County Road 19 and County Road 46; and County Road 46 and County Road 17.

Accidents happen at intersections. Police data will back this up. The fewer times that someone has to make a turn during their journey, the less likely they are to be involved in an accident. One straight road running directly from Highway 3 to Lauzon Parkway will eliminate many turns and journeys through intersections that commuters make twice daily. I also believe that the ambulances could benefit from this roadway, especially once the new hospital is opened on County Road 42. It would provide them with a very direct route from the county to the city.

There was discussion about an active transportation route along County Road 46. I believe that this is an excellent idea. It could connect with the Chrysler Canada Greenway in Oldcastle. We use the Chrysler Canada Greenway but we currently drive there. It would be really nice to have this connection. An active transportation route along 46 is a logical route as it is a direct connection into South Windsor and the Oldcastle area.

As I mentioned to many of the representatives at the open house, I believe the biggest detractor on our road is the volume of large transport trucks. I don't have a solution to eliminating them. I don't think that speed reduction would help. Perhaps having the active transportation lanes would cause them to drive with more care and concern. Ultimately, they travel here to avoid the possibility of being pulled into the MTO inspection station out on Highway 401 that lies almost parallel to our home. I would be grateful if someone could come up with a way to deter the transport trucks from travelling down County Road 46.

Thank you for the opportunity to comment and give my input. I would like be put on the mailing list for any future meetings.

Kind regards,



Comment 3

 **Alessia Mussio**
Engineering Project Manager
amussio@tecumseh.ca
Town of Tecumseh - - Tecumseh, ON. - N8N1W9
Phone: 519 735-2184 x140 Fax:
[www.tecumseh.ca]www.tecumseh.ca

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County of Essex and Town of Tecumseh
County Road 46 / Concession Roads 8 and 9 Improvements

Environmental Assessment Study
Public Consultation Centre No. 1

Thursday, April 4, 2024

Comment 4

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

My ONLY CONCERN IS THE TRAFFIC DETOURS, AND PHASING OF THE PROJECT AFTER THE STUDIES SHOW THE NEED AND ABILITY.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by April 19, 2024 to:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
Email: stevenj.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
360 Fairview Ave. W. Suite 315
Essex ON N8M 1Y6
Email: JBehl@countyofessex.ca

Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140



County of Essex and Town of Tecumseh
 County Road 46 / Concession Roads 8 and 9 Improvements
 Environmental Assessment Study
 Public Consultation Centre No. 1
 Thursday, April 4, 2024

Comment 5

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Please be aware of the point where the Lauzon park way meets Road 46. Do not let the supporters of the parkway call the shots. We have already Road 46. Lauzon-parkway does not exist.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **April 19, 2024** to:

Steve Taylor, P.Eng., M.Eng.
 Consultant Project Manager
 BT Engineering Inc.
 509 Talbot Street
 London, ON N6A 2S5
 Email: stevenj.taylor@bteng.ca
 Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
 Manager, Transportation Planning & Development
 County of Essex
 360 Fairview Ave. W. Suite 315
 Essex ON N8M 1Y6
 Email: JBehl@countyofessex.ca

Alessia Mussio, P.Eng.
 Engineering Project Manager
 Town of Tecumseh
 917 Lesperance Road
 Tecumseh, ON N8N 1W9
 Email: amussio@tecumseh.ca
 Phone: 519-735-2184, ext. 140



County of Essex and Town of Tecumseh
 County Road 46 / Concession Roads 8 and 9 Improvements
 Environmental Assessment Study
 Public Consultation Centre No. 1
 Thursday, April 4, 2024

Comment 6

2/3

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

My concern is with sight lines at the 12th Concession there is a curve in the road that is dangerous at busy times of the day. Left turn lanes would be good as well. Paved shoulders is a good idea, roundabouts seem to work better than traffic lights.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **April 19, 2024** to:

Steve Taylor, P.Eng., M.Eng.
 Consultant Project Manager
 BT Engineering Inc.
 509 Talbot Street
 London, ON N6A 2S5
 Email: stevenj.taylor@bteng.ca
 Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
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Alessia Mussio, P.Eng.
 Engineering Project Manager
 Town of Tecumseh
 917 Lesperance Road
 Tecumseh, ON N8N 1W9
 Email: amussio@tecumseh.ca
 Phone: 519-735-2184, ext. 140

RE: County Road 46 and Concession Roads 8 and 9 EA Study Commencement and Public Consultation Centre No. 1 Letter

Comment 9

Fri 2024-04-19 8:43 AM

To: Darcie Dillon <darcie.dillon@bteng.ca>

Hi Darcie

Sorry I was unable to attend the open house session. In terms of my comments would be more if the plans incorporate any active transportation into the area being assessed and are there any plans that I could review that outlines the areas.

Thank you

Kevin

Health Promotion Specialist | Chronic Disease and Injury Prevention



Healthy people in a healthy community.

Good oral health is a key part of our overall health and well being.

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From: Darcie Dillon <darcie.dillon@bteng.ca>

Sent: Monday, March 18, 2024 10:28 AM

Cc: Steve Taylor <steven.taylor@bteng.ca>; Jerry Behl <jbehl@countyofessex.ca>; Nithen Samuel <NSamuel@countyofessex.ca>; amussio@tecumseh.ca

Subject: County Road 46 and Concession Roads 8 and 9 EA Study Commencement and Public Consultation Centre No. 1 Letter

Caution: This is an external email and may be malicious. Please take care when clicking links or opening attachments.

Good Morning,

Please find attached the Notice of Study Commencement and Public Consultation Centre No. 1 for the County Road 46 and Concession Roads 8 and 9 EA Study, being completed by the County of Essex and the Town of Tecumseh.

We respectfully request any background data or concerns that you may have related to the Study Area. If you have any information such as reports, mapping, inventories, etc. that could assist us on this project, we would appreciate the opportunity to review this material. To maintain our study schedule, we are requesting this information or any comments by April 19, 2024.

Thanks!
Darcie



Darcie Dillon, P.Eng.

President, Transportation Engineer

E-Mail: darcie.dillon@bteng.ca

Phone: 1-613-228-4813

www.bteng.ca



Public Consultation Centre No. 2 Summary Report

County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8
and 9 Municipal Class Environmental
Assessment

January 2, 2025

Submitted by:
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
519-672-2222



Table of Contents

1.0 INTRODUCTION	1
1.1 Study Area	1
2.0 PUBLIC AND AGENCY CONSULTATION	2
2.1 Public Contacts	2
2.2 Agency and Stakeholder Contacts	3
2.3 Indigenous Peoples Contacts	3
2.4 Advertisements	4
2.5 Essex County Website.....	5
3.0 PCC COMMENTS	5
3.1 Summary of Question and Answer Period.....	5
3.2 Summary of Comments	7
4.0 SUMMARY	7

List of Figures

Figure 1: Study Area	2
Figure 2: Sample Facebook Social Media Post	4

List of Tables

Table 1: Comments from PCC No. 2	7
--	---

List of Photos

Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 2	5
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List of Appendices

Appendix A Notice of PCC No. 2	
Appendix B PCC No. 2 Exhibits and Presentation	
Appendix C PCC No. 2 Comment Sheets	

1.0 INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh is conducting a Municipal Class Environmental Assessment (MCEA) for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road) and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The MCEA Study involves developing and evaluating alternatives for the roadway improvements and identifying the property requirements (if required) to implement the improvement alternatives.

The Study has been initiated as a Schedule C Class Environmental Assessment (EA) for the County Road 46 EA Study and a Schedule B Class EA for the Concession Roads 8 and 9 EA Study, based on the range of anticipated effects in accordance with the Municipal Class Environmental Assessment (2023). The EA studies for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study by BT Engineering Inc. (BTE) on behalf of the County of Essex and the Town of Tecumseh due to the proximity of the roads and the interconnected operational improvements required. The “EA Study” in this document refers to all three roads under study. The County of Essex will be the Proponent for the overall study. The Study will be documented in one Environmental Study Report, which is a summary of all public consultation, data, recommendations, and reports produced for the project.

The second Public Consultation Centre (PCC) for this study was held on Wednesday, November 13, 2024, from 5:00 to 8:00 pm at the Ciociaro Club in Oldcastle, Ontario. This report provides an overview of the comments received during the PCC No. 2 review period. The PCC No. 2 exhibits presented an overview of the MCEA process, background information, the need and justification of the study, alternative solutions, the project schedule, and next steps.

All members of the public and interest groups were encouraged to provide a written response to any issues or concerns.

1.1 Study Area

The Study Area is located in the Town of Tecumseh, within the County of Essex, Ontario and is shown in **Figure 1**.

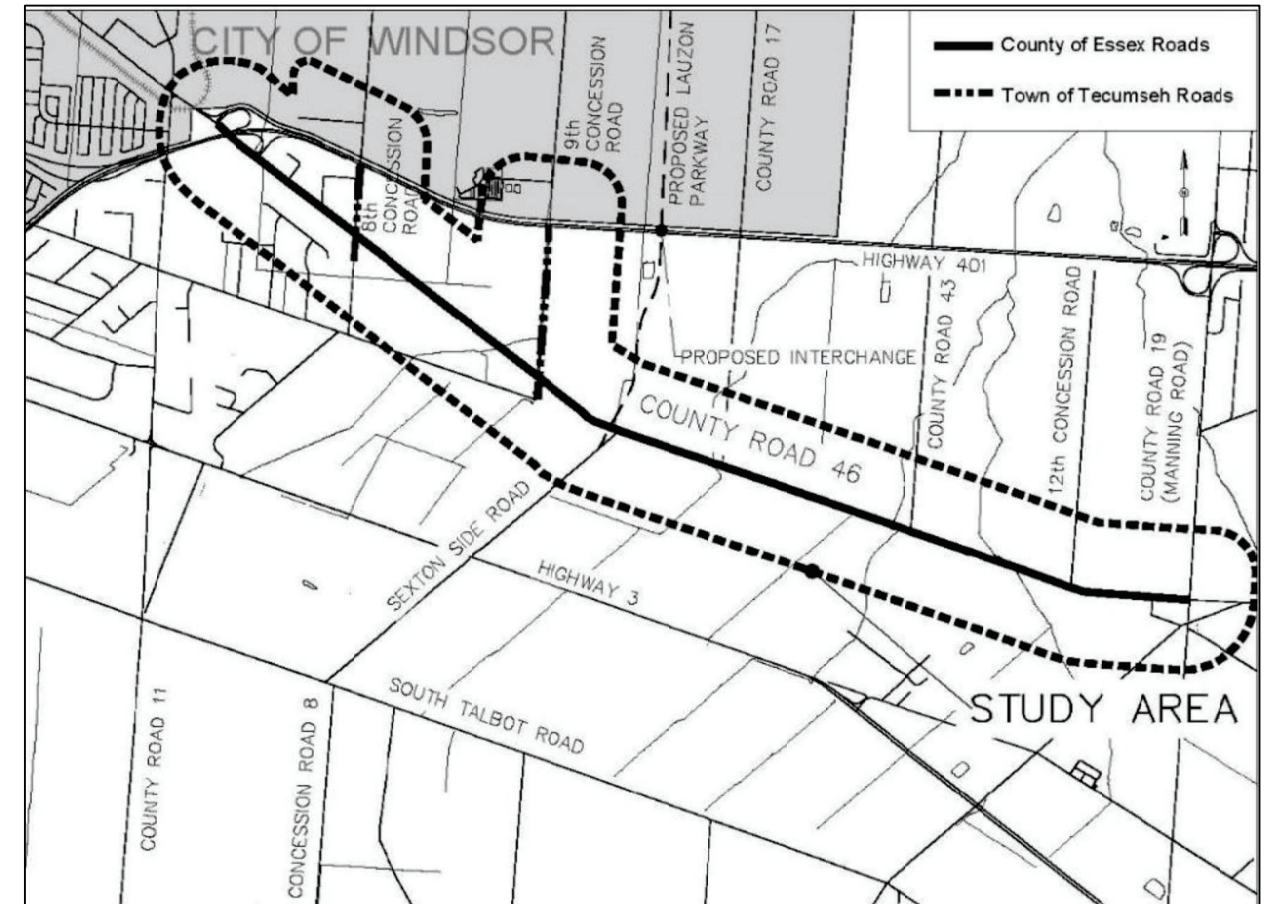


Figure 1: Study Area

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the study is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. In order to ensure this objective is met, a public and agency notification program was undertaken. The program includes a number of communication mechanisms, discussed in the following sections.

2.1 Public Contacts

Notices were mailed to adjacent property owners and business owners along County Road 46 and Concession Roads 8 and 9, within the Study Area. The notice was to invite the public to attend the second PCC. In total, approximately 140 individual letters were distributed to adjacent property owners, agencies and stakeholders.

2.2 Agency and Stakeholder Contacts

The following ministries, agencies and stakeholders were invited to attend PCC No. 2:

- Youth Advisory Committee, Municipality of Lakeshore
- Lakeshore Ontario Provincial Police
- Hydro One Telecom Inc.
- Enbridge Gas Inc.
- Plains Midstream Canada
- Ministry of Transportation (MTO)
- Ministry of the Environment, Conservation and Parks
- Ministry of Tourism, Culture and Sport (London)
- Ministry of Municipal Affairs and Housing
- Fisheries and Oceans Canada (DFO)
- Walkers & Runners Around the County of Essex (WRACE)
- Ciociaro Cycling Club
- Greater Essex County District School Board
- Windsor-Essex Catholic District School Board
- Lakeshore Discovery Public School
- St. Anne's Catholic High School
- Optimist Club
- Citizens Environment Alliance of Southwestern Ontario & Southeast Michigan
- Conseil Scolaire de District Des Écoles Catholiques du Sud-ouest
- Windsor-Essex Student Transportation Services
- VIA Rail Canada
- Sun Parlour Emergencies Inc.
- Belle River Public School
- St. John the Baptist Catholic School
- Belle River District High School
- Ecole Elementaire catholique Pavillon des Jeunes
- St. William Catholic Elementary School
- Essex County Accessibility Advisory Committee
- Municipality of Lakeshore Accessibility Committee
- Essex Region Conservation Authority
- Windsor-Essex County Health Unit
- Ontario Trails Council Inc.
- Windsor-Essex Regional Chamber of Commerce
- Lower Thames Valley Conservation Authority
- Share the Road Cycling Coalition
- Bike Windsor Essex
- Windsor Bicycling Committee
- Rotary Club of Amherstburg
- Rotary Club of Essex
- Rotary Club of LaSalle Centennial
- Kingsville Lions Club
- The Corporation of the Town of Tecumseh
- The Corporation of the Town of Lakeshore
- NAV Canada
- Stevenson G & L Transport
- County of Essex EMS

2.3 Indigenous Peoples Contacts

Individual letters were sent to the following Indigenous Peoples, to notify them of the Study Commencement and invite them to attend the in-person PCC No. 2:

- Aamjiwnaang First Nation
- Caldwell First Nation
- Chippewas of Kettle and Stony Point First Nation
- Chippewas of the Thames First Nation
- Delaware Nation at Moraviantown
- Métis Nation of Ontario
- Mississaugas of the New Credit First Nation
- Munsee-Delaware Nation

- Oneida Nation of the Thames
- Southern First Nations Secretariat
- Walpole Island First Nation, Bkejwanong Territory

The Indigenous Peoples contact letters also included an offer to meet in person at a time and location of the Indigenous communities' choosing.

2.4 Advertisements

The Notice of PCC No. 2 was advertised on Facebook and X (formerly known as Twitter) on October 31, November 6 and November 13, 2024. The Notice of PCC No. 2 is found in **Appendix A** and a sample social media post is shown in **Figure 2**.

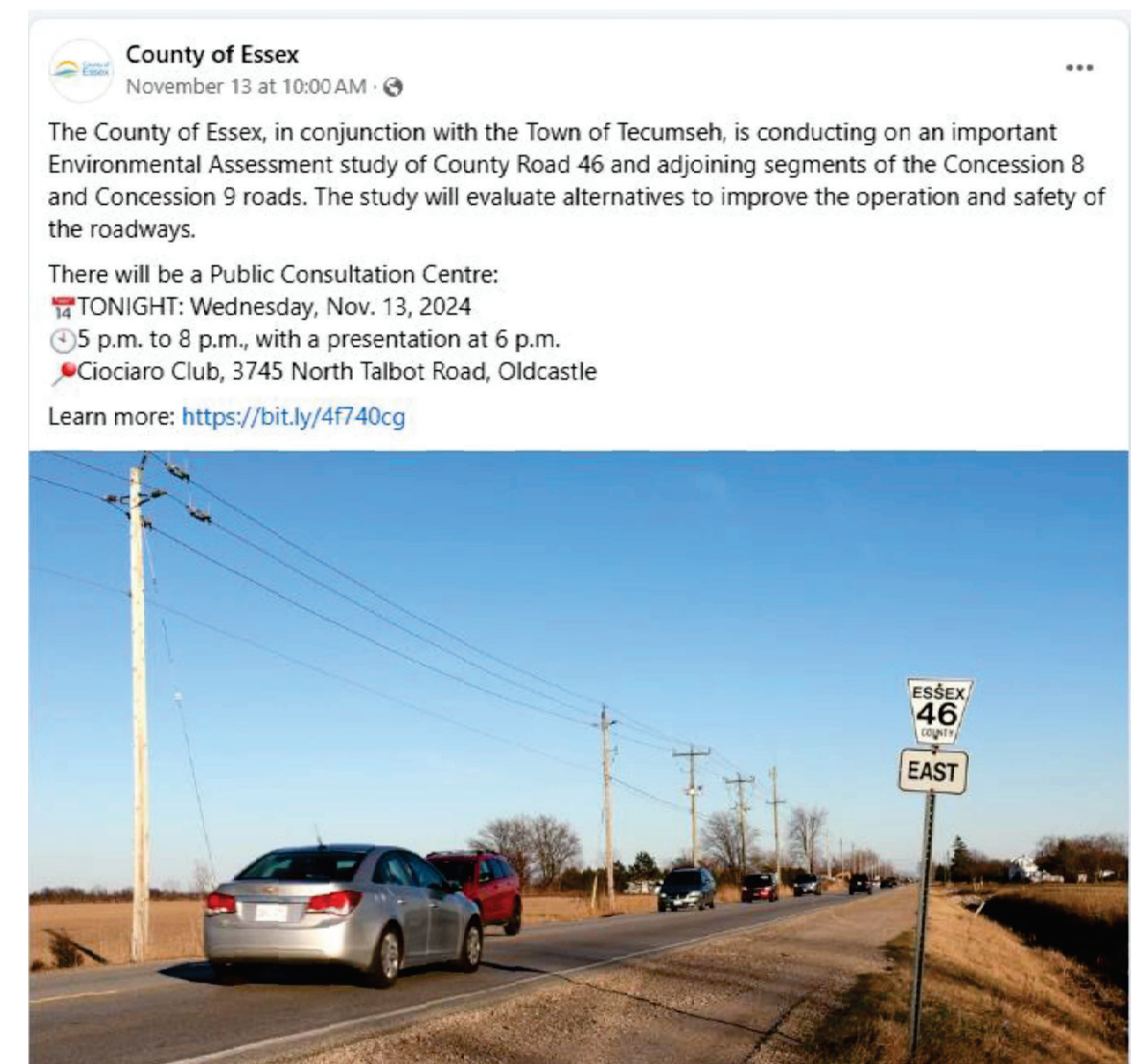


Figure 2: Sample Facebook Social Media Post

2.5 Essex County Website

The Notice of PCC No. 2 was posted on the Essex County website inviting interested persons to attend the second PCC. The study website link is: <https://www.countyofessex.ca/en/resident-services/county-road-46-corridor-enhancement.aspx>

3.0 PCC COMMENTS

PCC No. 2 exhibits were placed around the perimeter of the room for attendees to view at their leisure. A brief presentation was provided by Mr. Steve Taylor, the consultant Project Manager, to review the materials on the exhibits around the room. The presentation was followed by a question-and-answer period. The PCC No. 2 exhibits and presentation are provided in **Appendix B**.

Twenty-four (24) people registered at PCC No. 2, see **Photo 1**. Comments were received from those that participated in the PCC or who reviewed the exhibits online. Five (5) comment sheets were submitted at PCC No. 2 and during the subsequent two-week comment period. Copies of the written comments, excluding personal information, are provided in **Appendix C**.



Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 2

3.1 Summary of Question and Answer Period

The following is a record of the answers that were provided during the Question-and-Answer period:

- Property will be protected from development, but the purchase is typically completed nearer to construction. As an example, land has not been acquired yet to construct the roadway improvements identified in two previous EAs for Manning Road and the Lauzon Parkway. The timeline between EA and land purchase may be a decade(s) after the EA.
- It was explained that improvements should continue to be made to buildings by property owners and to maintain the property. Any property purchase(s) will not be until a future date. Examples

from MTO projects were given by Mr. Taylor that on several Ministry projects many decades have passed since corridors were designated and houses have been bought and sold several times.

- The Lauzon Parkway extension will relieve some of the traffic demand on County Road 46.
- Environmental protection will be included in the mitigation for this EA study, and the EA will consider the Pike Drain at Manning Road for restoration after relocation. There have been Carolinian Zone plant species and pike fish that have used the watercourse for spawning.
- The phasing will be based on the pace of development and traffic growth. It will also be based on Council priorities with other projects and availability of funding.
- Property owners will be compensated at fair market value for the highest and best use of the land at the time of the future purchase.
- No property acquisition is being undertaken at this time for the road project. Future acquisition is typically completed just in advance of the construction project(s).
- Consider the safety of school busses on Concession Road 9 servicing the residential development (under construction).
- Typically, as the development occurs, and the new road is built for an urban area the speed limit will be reduced to 60 km/h (western portion of the Study Area). This is expected on County Road 46.
- The Old Castle Settlement Area will be reflected in the design accommodating active transportation and being recognized as entering the settlement area.
- Any municipal drains that are impacted will be relocated to maintain drainage and the municipal drains network.
- The illustrated right-of-way widths include allowance for active transportation.
- The flattening of horizontal curves is desirable to improve safety and will be considered as part of this study. The type of intersection design may influence the need to flatten curves near the intersection(s).
- The impacts of the various widening alternatives, and the recommended improvements will be presented at the third PCC. It is expected that the recommendations will minimize impacts.
- The recommendation for the Manning Road/North Talbot Road/Middle Road/Malden Road intersection and the access restrictions to the south of County Road 46 will include consideration of the previous EA recommendations.
- Agricultural uses and farming activity in the area including field entrances, the need for movement of farm machinery and the accommodation of large farm vehicles within the intersections and travelling along the County 46 corridor will be considered.

3.2 Summary of Comments

The comments submitted by members of the public are summarized in **Table 1**.

Table 1: Comments from PCC No. 2		
Comment	Number of Respondents	Comment Sheet No.
Is phasing of the project starting from Windsor easterly towards County Road 19?	1	1
Will sewers be installed at the same time as the roadworks?	1	1
Will sewers be extended on Concession Road 9?	1	1
Review the structure of Concession Road 9.	1	2
Right angle turns from north Talbot to Concession Road 9 is a safety issue for school buses.	1	2
Consider hydro poles on north side of County Road 46 in the evaluation of widening alternatives.	1	4
The Land Use Report to reflect the details of the Maidstone Secondary Plan Area. There are 900 new homes proposed.	1	5
The final recommendations should reflect the needs of large agricultural vehicles.	1	5

4.0 SUMMARY

Questions and concerns from the public are documented in **Section 3.0**. The primary findings from discussion with the public include:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

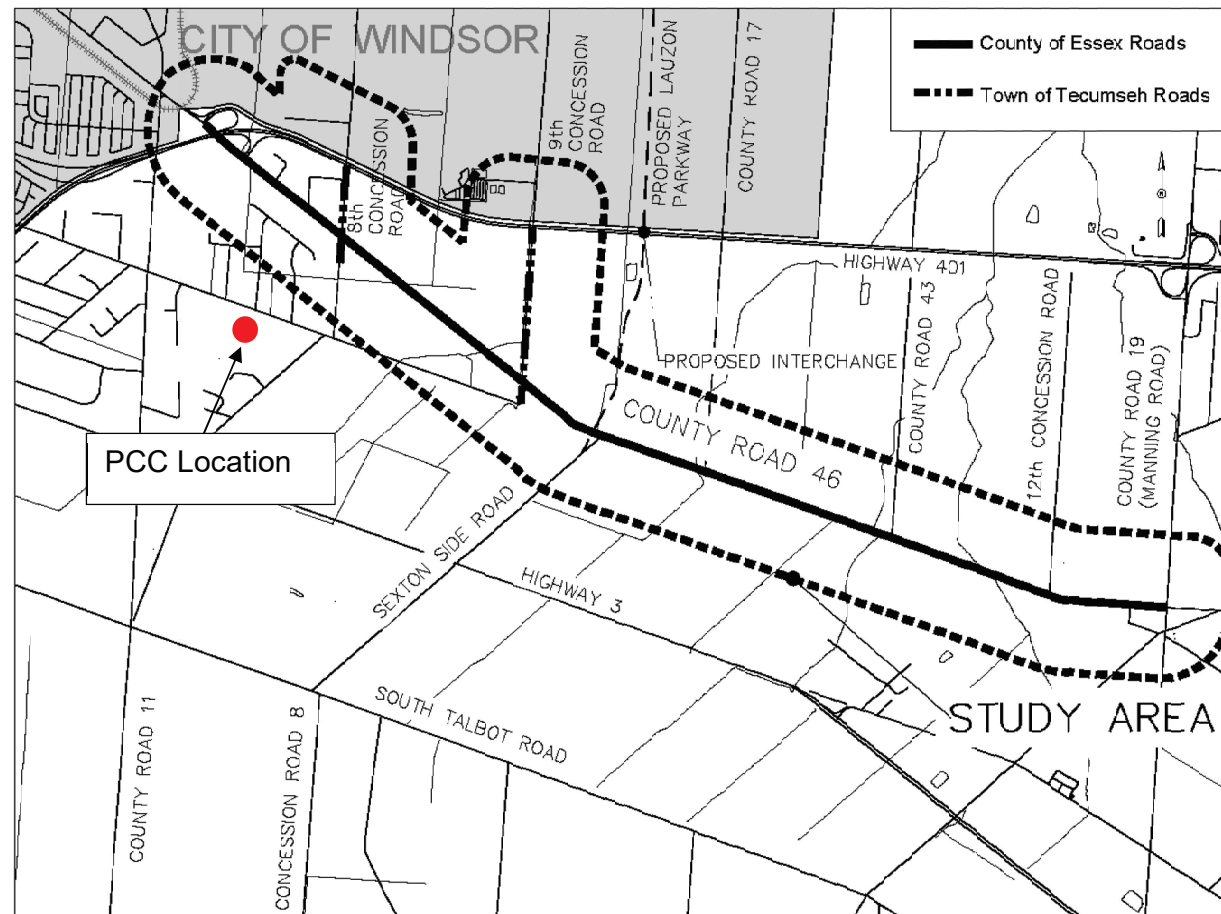
Appendix A

Notice of PCC No. 2

Notice of Public Consultation Centre (PCC) No. 2
County of Essex and Town of Tecumseh
County Road 46 from Highway 401 to County Road 19
Town of Tecumseh Concession Roads 8 and 9
from County Road 46 northerly to the Town Boundary
Municipal Class Environmental Assessment

INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. to complete a Schedule C Municipal Class Environmental Assessment (MCEA) for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road), and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The study is being conducted as a Schedule C project under the MCEA (2023). The study will evaluate alternatives to improve the operation and safety of the roadways.



STUDY PROCESS

The Study will follow the MCEA process by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively consulting with the public, stakeholders and Indigenous Peoples.

PUBLIC CONSULTATION

Public consultation process is vital to this Study and the County wants to ensure that anyone with interest in the project has the opportunity to provide input. The public is encouraged to visit <https://www.countyofessex.ca/CR46/> or scan the QR code to know more about the project. A second in-person Public Consultation Centre (PCC) is being held as follows:



Date: Wednesday, November 13, 2024
Time: 5:00 pm to 8:00 pm
 Presentation at 6:00 pm
Location: Ciociaro Club
 3745 North Talbot Road, Oldcastle, ON NOR 1L0

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns. Personal information collected as a result of this public consultation centre is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

For more information or if you wish to be placed on the Study's mailing or emailing contact list, contact one of the following:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
 509 Talbot Street
 London, ON N6A 2S5
 Email: stevenj.taylor@bteng.ca
 Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
 County of Essex
 360 Fairview Ave. W. Suite 315, Essex
 ON N8M 1Y6
 Email: JBehl@countyofessex.ca
 Phone: 519-776-6441, ext. 1316

Alessia Mussio, P.Eng.
Engineering Project Manager
 Town of Tecumseh
 917 Lesperance Road
 Tecumseh, ON N8N 1W9
 Email: amussio@tecumseh.ca
 Phone: 519-735-2184, ext. 140

This notice issued October 30, 2024.

Appendix B

PCC No. 2 Exhibits and Presentation



Welcome! County of Essex County Road 46/Concession Roads 8 and 9 Improvements



Welcome to the second Public Consultation Centre (PCC) for the County of Essex and Town of Tecumseh County Road 46 and Concession Roads 8 and 9 Improvements Environmental Assessment (EA) Study.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Early identification of individual and group concerns greatly aids in addressing these concerns.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact any of the following by **November 29, 2024**:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
Email: steven.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P.Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
Email: jBehl@countyofessex.ca

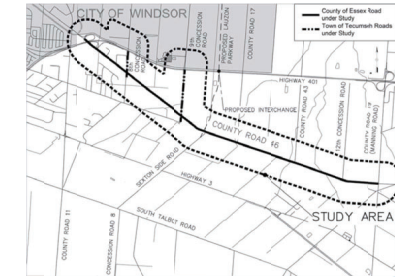
Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140



Introduction

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study will evaluate alternatives to improve the operation and safety of the roadways.



What we Heard at Public Consultation Centre No. 1

The first PCC was held on April 4, 2024. Sixty-five (65) people attended the PCC, and nine (9) comment sheets were submitted during the two-week comment period. The primary conclusions from the meeting include:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

Purpose of Public Consultation Centre No. 2

The purpose of this event is to engage the public/stakeholders on their perspectives and comments on the evaluation of Alternative Planning Solutions, and the Preliminary Design Alternatives to identify the Preferred Alternative Planning Solution. The Study will proactively involve the public, stakeholders and Indigenous Peoples.

In this PCC we are presenting:

- An update on the Study and a summary of work completed to date.
- A description of the existing conditions in the area.
- Analysis and Evaluation of the Alternative Planning Solutions.
- Preliminary Design Alternatives.
- Draft Evaluation Criteria.
- Next Steps.

Municipal Class Environmental Assessment (Class EA) Process



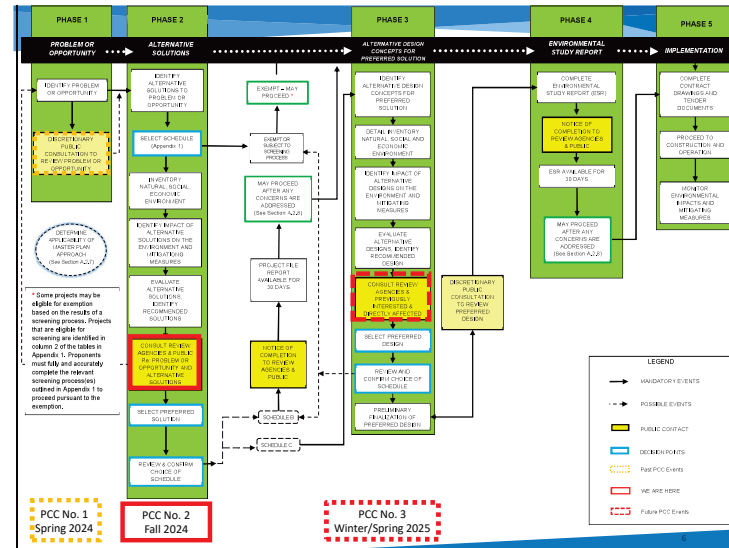
The Municipal Class Environmental Assessment (MCEA) (Amended 2023) process follows 5 phases, as shown in more detail in the next slide. We are currently in Phase 2.

PCC No. 1 took place in April 2024 and PCC No. 3 will be held in 2025.

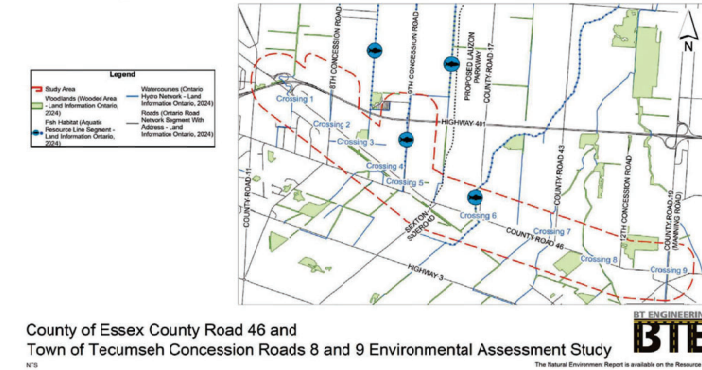
If, after making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the County/Town website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.

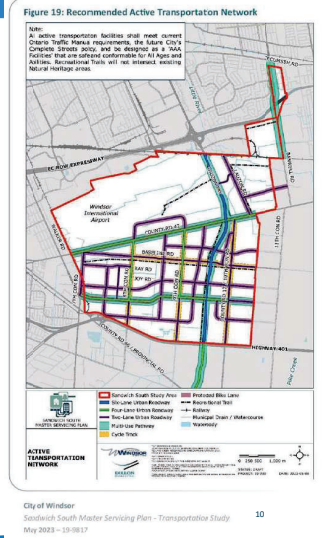


Existing Conditions: Natural Environment Features



City of Windsor Sandwich South Master Servicing Plan

The City of Windsor is planning for a large development area to the north of the Study Area. Improvements within the County of Essex will need to be integrated with the proposed Windsor development plan. The County TMP modelling incorporates increases of population and employment within the City of Windsor.



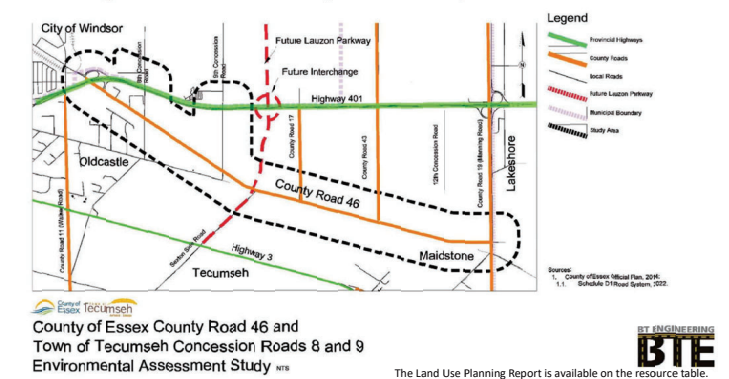
Need and Justification

An update to the Transportation Master Plan (TMP) is currently underway for the entire County as a separate study. Information on the TMP is available on the County's website. Road network improvements will be required within the County to improve traffic operations and safety and accommodate growth in the region.

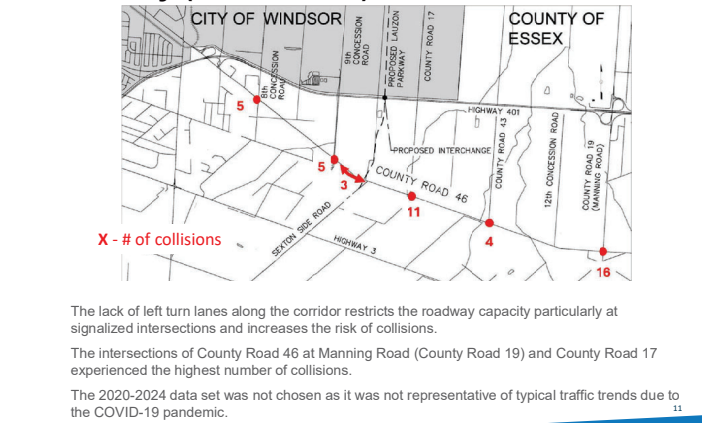
This Study is focusing on the County Road 46 and Concession Roads 8 and 9 and will provide an opportunity to:

- Assess traffic operations within the Study Area to the 2051 planning horizon.
- Improve safety, accessibility for all modes and reduce traffic delays.
- Accommodate future growth and identify the long-term right-of-way requirements.
- Promote active transportation, consistent with the County's objectives (County Wide Active Transportation System (CWATS)).
- Consistency with the County's Strategic Plan and Official Plan.
- Assess phasing of improvements to stage study recommendations along County Road 46 and Concession Roads 8 and 9.
- Integrate projects between the MTO, City of Windsor, Town of Tecumseh, and County of Essex.

Existing Conditions and Proposed Transportation Network



Existing Conditions: 5 Year Collision History (2015 – 2019)



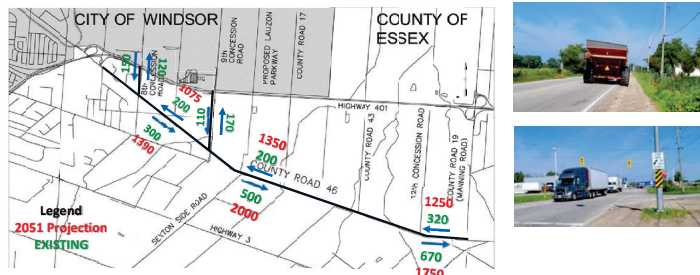
Existing Conditions: Active Transportation

Supporting active transportation to foster a safe, comfortable, bicycle and pedestrian friendly environment is a key element of the County of Essex's Vision for the future and consistency with CWATS. Provision of a multi-use trail along the former railway corridor (south of County Road 46) will provide access for recreational and commuter cyclists.

- Alternative provisions for pedestrians and cyclists include:
- Paved Shoulders
 - Sidewalks
 - Separated Cycle Tracks
 - Multi-use Trails / Pathways



Existing Conditions: PM Peak Hour Traffic Demands



The existing corridor must accommodate a range of traffic that includes a high volume of truck traffic, and farm machinery.

The TMP 2051 projected traffic demands confirm the need for widening County Road 46 and maintain two lanes on Concession Roads 8 and 9.

The diversion of traffic to the proposed Lauzon Parkway with a Highway 401 interchange will reduce the projected traffic on County Road 46, east of Sexton Side Road.

Alternative Solutions

The following alternatives and preliminary assessment are presented for public review and comment.

X Alternative Solution 1 - Do Nothing

- The Do Nothing Alternative must be considered as mandated by the Class EA. It represents a baseline from which other alternatives can be compared. This alternative would maintain the existing road network and encourage the use of local roads to reduce the demand on County Road 46, and Concession Roads 8 and 9. This alternative does not accommodate future planned growth and is not carried forward.

✓ Alternative Solution 2 - Transportation Demand Management (TDM)/Active Transportation

- This strategy would reduce vehicular demand and encourage more active modes of transportation (cycling and walking) and the use of transit. TDM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

✓ Alternative Solution 3 - Transportation Systems Management (TSM)

- More efficient use of existing infrastructure such as traffic signal optimization, or roundabout control, to limit or defer the need for expansion. TSM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

✓ Alternative Solution 4 - Roadway Improvements

- This alternative would increase the capacity of the road by considering changes such as additional lanes, turning lanes and intersection improvements.

The Interim Analysis and Evaluation Report is available on the Resource Table.

14

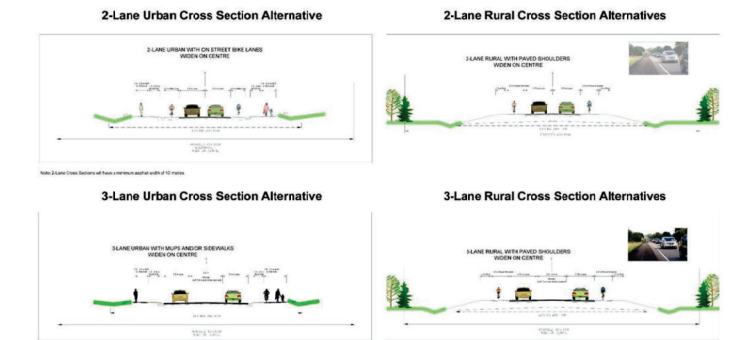
Cross Section Alternatives

Cross section and alignment alternatives have been developed for County Road 46, and Concession Roads 8 and 9. The alternatives are illustrated on the following exhibits.

The preliminary evaluation sections for County Road 46, as identified on the previous exhibit, will be evaluated separately, based on traffic engineering work that will be completed in the future.

17

County Road 46 Cross Section Alternatives



County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

BTE

Preliminary Design Alternatives

The following exhibits present Preliminary Design Alternatives, evaluation sections and preliminary coarse screening.

The Preliminary Design Alternatives include:

- Cross Sections (including rural/urban, widening and active transportation elements).
- Alignment Alternatives (widening to the north, on centre, or south).
- Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
- Intersection Alternatives (signalized and roundabout designs).

Preliminary Evaluation Sections

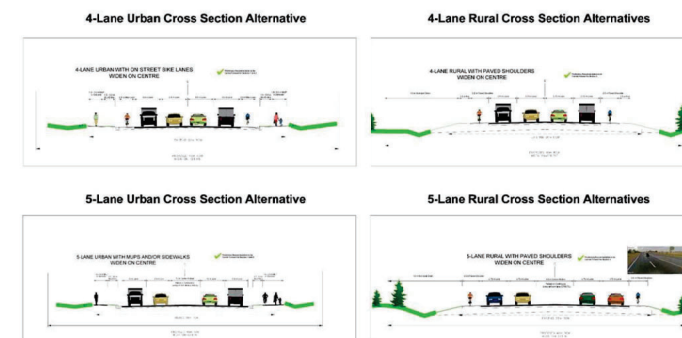


County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

BTE

15

County Road 46 Cross Section Alternatives



County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

BTE

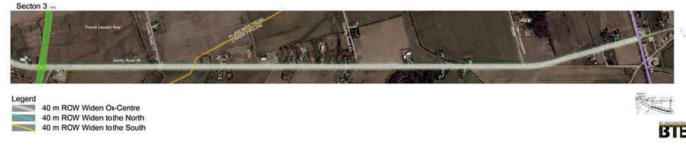
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County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study



Legend
40 m ROW Widen Cn-Centre

BTE



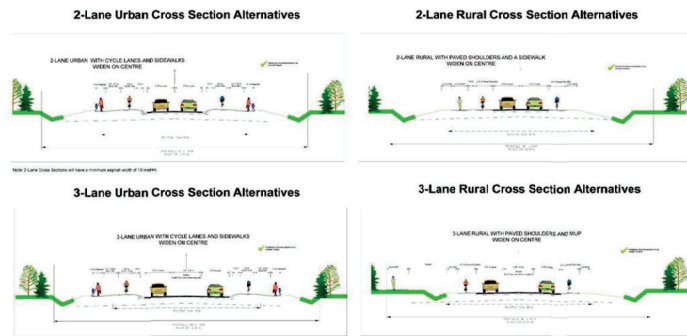
Concession Road 8



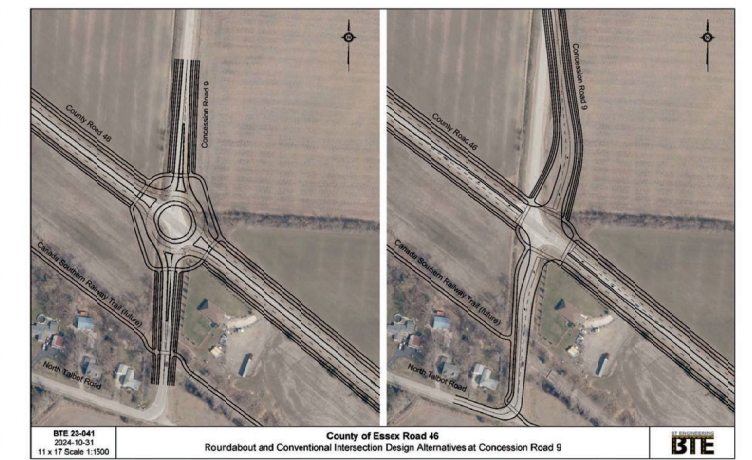
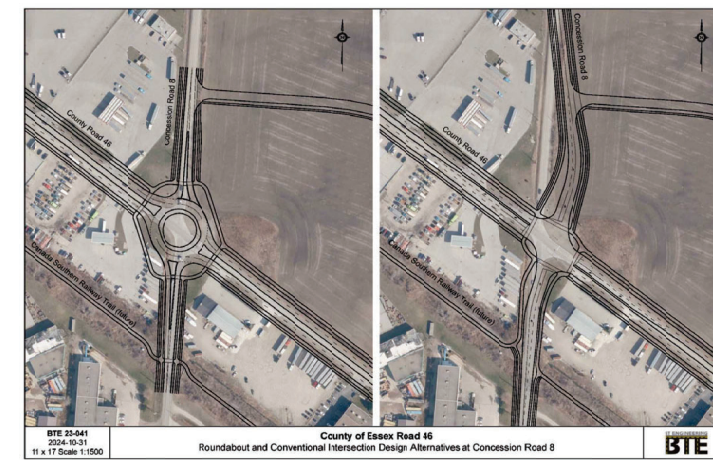
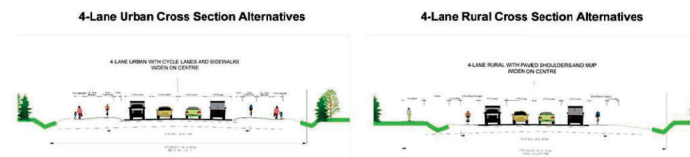
Concession Road 9

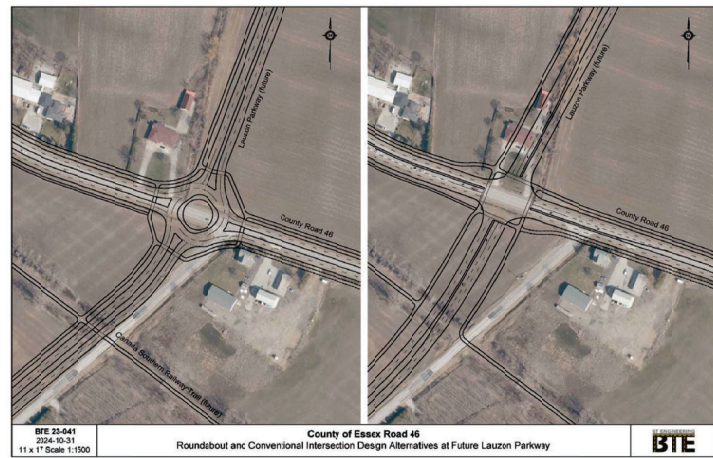


Concession Roads 8 and 9 Cross Section Alternatives



Concession Roads 8 and 9 Cross Section Alternatives





BTE 22-041
2024-10-31
11 x 17 Scale 1:1500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at Future Lauzon Parkway

BTE



BTE 22-041
2024-10-31
11 x 17 Scale 1:1500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at County Road 17

BTE



BTE 22-041
2024-10-31
11 x 17 Scale 1:2500

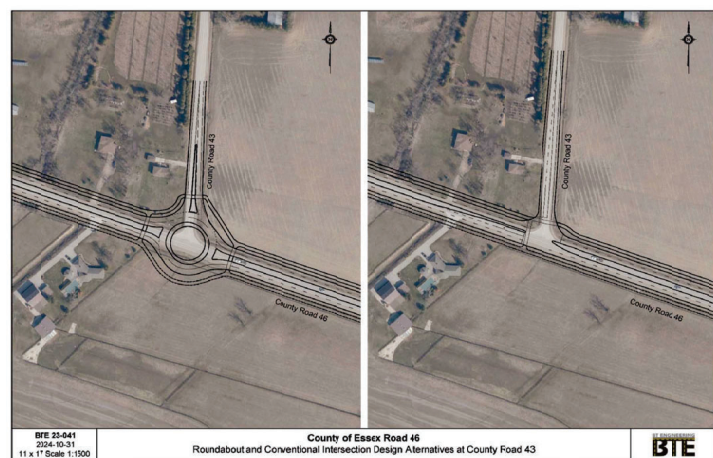
County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at County Road 19

BTE

Evaluation Methodology and Criteria

The following draft evaluation criteria may be used in the evaluation of the Preliminary Design Alternatives presented on the previous exhibits.

- | | |
|---|---|
| <p>Transportation</p> <ul style="list-style-type: none"> • Traffic operations • Safety • Accommodate agricultural vehicles • Connectivity for pedestrians and cyclists • Intersection spacing • Constructability/traffic staging <p>Cultural Environment</p> <ul style="list-style-type: none"> • Heritage views and cultural landscapes • Archaeological potential <p>Socio-Economic Environment</p> <ul style="list-style-type: none"> • Emergency services • Noise and air quality • Contaminated property | <p>Natural Environment</p> <ul style="list-style-type: none"> • Loss of vegetation • Effect on Species at Risk • Loss of habitat • Aquatic disturbance <p>Property and Land Use</p> <ul style="list-style-type: none"> • Impact on existing properties • Size of development parcels • Staging of municipal services • Impacts to Plains Midstream Canada Pipeline • Utility impacts <p>Cost</p> <ul style="list-style-type: none"> • Capital cost • Operation and maintenance cost |
|---|---|



BTE 22-041
2024-10-31
11 x 17 Scale 1:1500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at County Road 43

BTE



BTE 22-041
2024-10-31
11 x 17 Scale 1:1500

County of Essex Road 46
Roundabout and Conventional Intersection Design Alternatives at 12th Concession Road

BTE

Next Steps

Following this Public Consultation Centre, we will:

- Review all comments and prepare a Summary Report.
- Hold a Third Public Consultation Centre (present Technically Preferred Plan/study recommendations).
- Present recommendations to County and Town Council.
- Issue a Study Completion Notice (advertise in local papers and on the County/Town website).
- Have a 30-day public review period of the Environmental Study Report (ESR).
- Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).

Your Involvement

How can you remain involved in the Study?

- Request that your name/email be added to the Study Mailing List.
- Provide a comment by **November 29, 2024**.
- Contact the County or Town representatives or the Consultant at any time. Contact information is provided below.

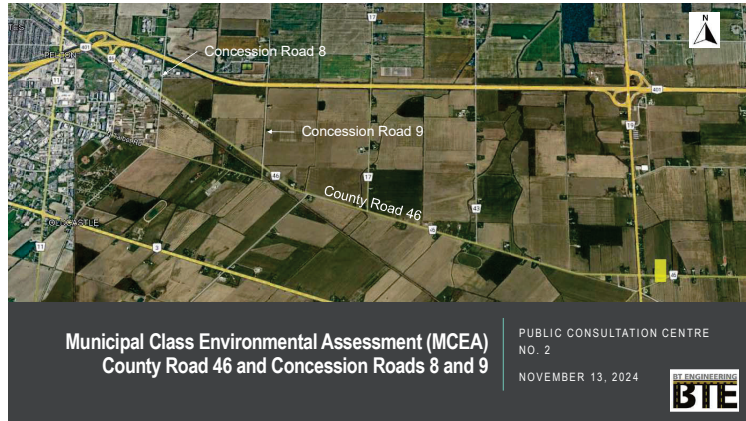


<p>Steve Taylor, P.Eng., M.Eng. Consultant Project Manager BT Engineering Inc. Email: stevetaylor@bteng.ca Phone: 519-672-2222</p>	<p>Jerry Behl, P.Eng., PMP, PTOE, RSP1 Manager, Transportation Planning & Development County of Essex Email: JBehl@countyessex.ca</p>	<p>Alessia Mussio, P.Eng. Engineering Project Manager Town of Tecumseh Email: amusio@tecumseh.ca Phone: 519-735-2184, ext. 140</p>
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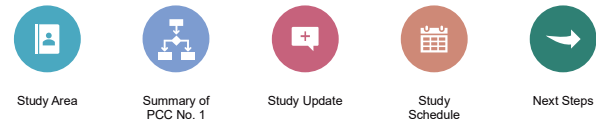
Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated.

Personal information collected as a result of this PCC is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act* (MFIPPA), the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic, 360 Fairview Avenue West, Essex, ON, N8M 1Y6.



Meeting Overview



Summary of PCC No. 1

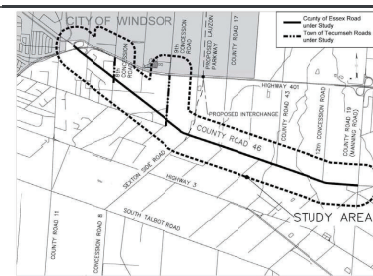
Summary of PCC No. 1

The first PCC was held on April 4, 2024. Sixty-five (65) people attended the PCC, and nine (9) comment sheets were submitted during the two-week comment period.



Study Area

Study Area



Summary of PCC No. 1

The primary conclusions from the meeting include:

- There was general agreement that improvements are required for County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

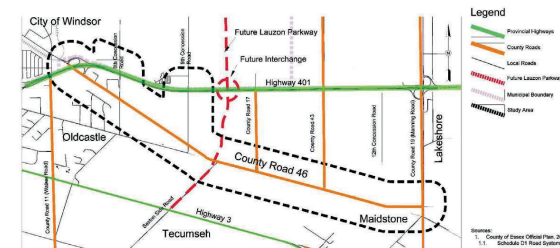
Study Update

Purpose of Public Consultation Centre No. 2

In this PCC we are presenting:

- An update on the Study and a summary of work completed to date.
- A description of the existing conditions in the area.
- Analysis and Evaluation of the Alternative Planning Solutions.
- Preliminary Design Alternatives.
- Draft Evaluation Criteria.
- Next Steps.

Existing Conditions and Proposed Transportation Network



County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study



Preliminary Evaluation Sections

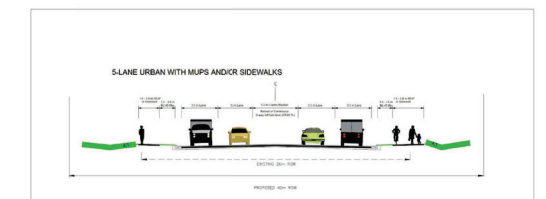


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study



County Road 46 Cross Section Alternatives

5-Lane Urban Cross Section Alternative



Alternative Solutions

Alternative Solution 1 - Do Nothing

This alternative does not accommodate future planned growth and is not carried forward.

Alternative Solution 2 - Transportation Demand Management (TDM)/Active Transportation

TDM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

Alternative Solution 3 - Transportation Systems Management (TSM)

TSM does not accommodate the future planned growth as a standalone solution; however, it will be considered as part of the Preferred Alternative Solution.

Alternative Solution 4 - Roadway Improvements

This alternative would increase the capacity of the road by considering changes such as additional lanes, turning lanes and intersection improvements.

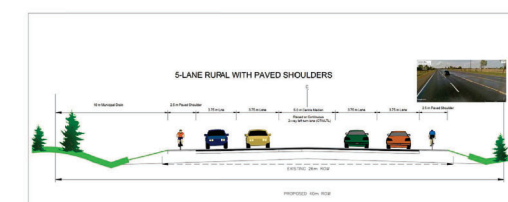
Preliminary Design Alternatives

The Preliminary Design Alternatives include:

1. Roadway Cross Sections (including rural/urban, widening and active transportation elements).
2. Alignment Alternatives (widening to the north, on centre, or south).
3. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
4. Intersection Alternatives (signalized and roundabout designs).

County Road 46 Cross Section Alternatives

5-Lane Rural Cross Section Alternatives



County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study

Section 1



Legend
40 m ROW Widen On-Centre

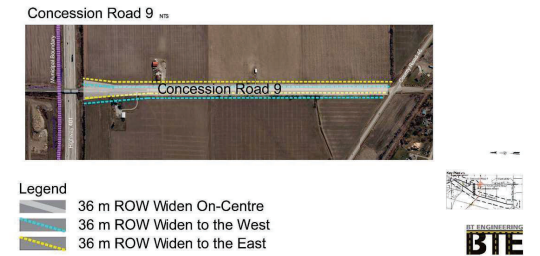




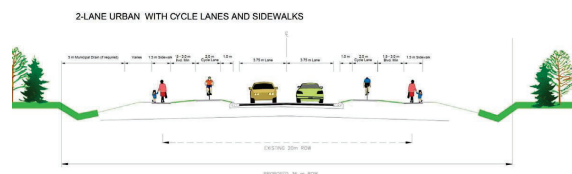
County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study



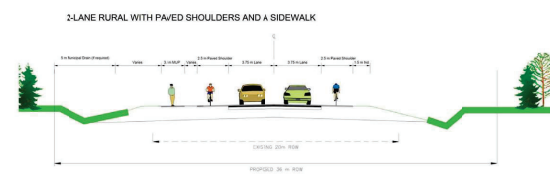
County of Essex
County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study



Concession Roads 8 and 9 Cross Sections



Concession Roads 8 and 9 Cross Sections



Sample Roundabout Banwell Road



Sample Roundabout McNeely Avenue





Study Schedule

Appendix C

PCC No. 2 Comment Sheets

Study Schedule

Task	Date
Project Start-up Meeting	December 2023
Draft Study Design Report (incl. Alternative Solutions)	Spring 2024
Notice of Study Commencement	Spring 2024
Traffic Analysis (Requires TMP Input)	Spring 2024
Public Consultation Centre No. 1	April 4, 2024
Environmental Inventories and Technical Investigations	Spring/Summer 2024
Development and Analysis of Alternatives	Summer 2024
Evaluation of Alternatives and Selection of TPA	Summer/Fall 2024
Public Consultation Centre No. 2	November 13, 2024
Public Consultation Centre No. 3 (Present TPA)	Spring 2025
Draft Environmental Study Report	Summer 2025
Final Environmental Study Report	Summer 2025
Preliminary Design of the Preferred Solution	Summer 2025

Questions



County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
Environmental Assessment Study
Public Consultation Centre No. 2
Wednesday, November 13, 2024

Comment 1

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

PLEASE EMAIL ME A COPY OF THE ENTIRE PRESENTATION
INCLUDING THE 3 MAPS/PICTURES THAT WERE
LAID OUT ON THE TABLE

THANK YOU



Would phasing in of this roadwork on
City Rd 46 go from Windsor border towards
City Rd 19 ?

If Town has identified lands as future business
Park, will sewers be installed @ same time as
roadwork

Will sewers be extended on 9th to 46th once
hospital is built @ 9th + 42

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided
OR send your completed comment sheet by **November 29, 2024** to:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
Email: steven.taylor@bteng.ca
Phone: 519-672-2222

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Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
917 Lesperance Road
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County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
Environmental Assessment Study
Public Consultation Centre No. 2
Wednesday, November 13, 2024

Comment 2

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

9th Concession - review the structure
of the road - right angle turn from
north talbot to 9th is a safety
issue for school buses.

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided
OR send your completed comment sheet by **November 29, 2024** to:

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County of Essex and Town of Tecumseh
 County Road 46/Concession Roads 8 and 9 Improvements
 Environmental Assessment Study
 Public Consultation Centre No. 2
 Wednesday, November 13, 2024

Comment Sheet 3
Tecumseh
ONTARIO CANADA

Comment 4

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

on 46 Hwy on the North side there are hydro line posts.

So it would be taken in consideration to have the road equal or take more on the South side of 46 Hwy

I do have a bussiness on the curve on 46. please take the above in consideration.

Thank you

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by November 29, 2024 to:

Steve Taylor, P.Eng., M.Eng. Consultant Project Manager BT Engineering Inc. 509 Talbot Street London, ON N6A 2S5 Email: stevenj.taylor@bteng.ca Phone: 519-672-2222	Jerry Behl, P. Eng., PMP, PTOE, RSP1 Manager, Transportation Planning & Development County of Essex 360 Fairview Ave. W. Suite 315 Essex ON N8M 1Y6 Email: JBehl@countyofessex.ca Phone: 519-776-6441, ext. 1316	Alessia Mussio, P.Eng. Engineering Project Manager Town of Tecumseh 917 Lesperance Road Tecumseh, ON N8N 1W9 Email: amussio@tecumseh.ca Phone: 519-735-2184, ext. 140
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Outlook

Phone Call - CR 46

From Steve Taylor (London) <stevenj.taylor@bteng.ca>
 Date Wed 2024-11-27 1:10 PM
 To Kristine Dimoff <kristine.dimoff@bteng.ca>
 Cc Stephen Brook <stephen.brook@bteng.ca>; Anil Seegobin <anil.seegobin@bteng.ca>; Daniel Riendeau <daniel.riendeau@bteng.ca>; Darcie Dillon <darcie.dillon@bteng.ca>

called to give feed back. These can go into the PIC report.

1. Comment the land use report was light on details of the Maidstone Secondary Plan Area. Kris she suggested we find text from the Tecumseth OP which has a section on it. There are 900 new homes proposed. We should reflect that new trips when we get to intersection volumes.
2. She asked that we reflect the needs of large agricultural vehicles. (which we will)



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 Toll Free: 1-866-218-1001
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**Public Consultation Centre No. 3
Summary Report**

County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8
and 9 Municipal Class Environmental
Assessment

July 10, 2025

Submitted by:
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
519-672-2222



Table of Contents

1.0 INTRODUCTION1
1.1 Study Area1
2.0 PUBLIC AND AGENCY CONSULTATION2
2.1 Public Contacts2
2.2 Agency and Stakeholder Contacts3
2.3 Indigenous Peoples Contacts3
2.4 Advertisements4
2.5 Essex County Website5
3.0 PCC COMMENTS5
3.1 Summary of Question and Answer Period 5
3.2 Summary of Comments 6
4.0 SUMMARY6

List of Figures

Figure 1: Study Area 2
Figure 2: Sample X Social Media Post 4

List of Tables

Table 1: Comments from PCC No. 3 6

List of Photos

Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 3 5

List of Appendices

Appendix A PCC No. 3 Notice
Appendix B PCC No. 3 Exhibits and Presentation
Appendix C PCC No. 3 Comment Sheets

1.0 INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh is conducting a Municipal Class Environmental Assessment (MCEA) for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road) and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The MCEA Study involves developing and evaluating alternatives for the roadway improvements and identifying the property requirements (if required) to implement the improvement alternatives.

The Study was initiated as a Schedule C Class Environmental Assessment (EA) for the County Road 46 EA Study and a Schedule B Class EA for the Concession Roads 8 and 9 EA Study, based on the range of anticipated effects in accordance with the Municipal Class Environmental Assessment (2023). The EA studies for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study by BT Engineering Inc. (BTE) on behalf of the County of Essex and the Town of Tecumseh due to the proximity of the roads and the interconnected operational improvements required. The “EA Study” in this document refers to all three roads under study. The County of Essex is considered to be the Proponent for the overall study. The Study will be documented in one Environmental Study Report, which is a summary of all public consultation, data, recommendations, and reports produced for the project.

The third Public Consultation Centre (PCC) for this study was held on Monday, June 2, 2025, from 5:00 to 8:00 pm, with a presentation at 6:00 pm, at the Ciociaro Club in Oldcastle, Ontario. This report provides an overview of the comments received during the PCC No. 3 event and subsequent 2-week review period. The PCC No. 3 exhibits presented the evaluation of roadway, widening and intersection alternatives, the Technically Preferred Plan and mitigation measures for potential effects/concerns.

All members of the public and interest groups were encouraged to provide a written comment on any issues or concerns.

1.1 Study Area

The Study Area is located in the Town of Tecumseh, within the County of Essex, Ontario and is shown in **Figure 1**.

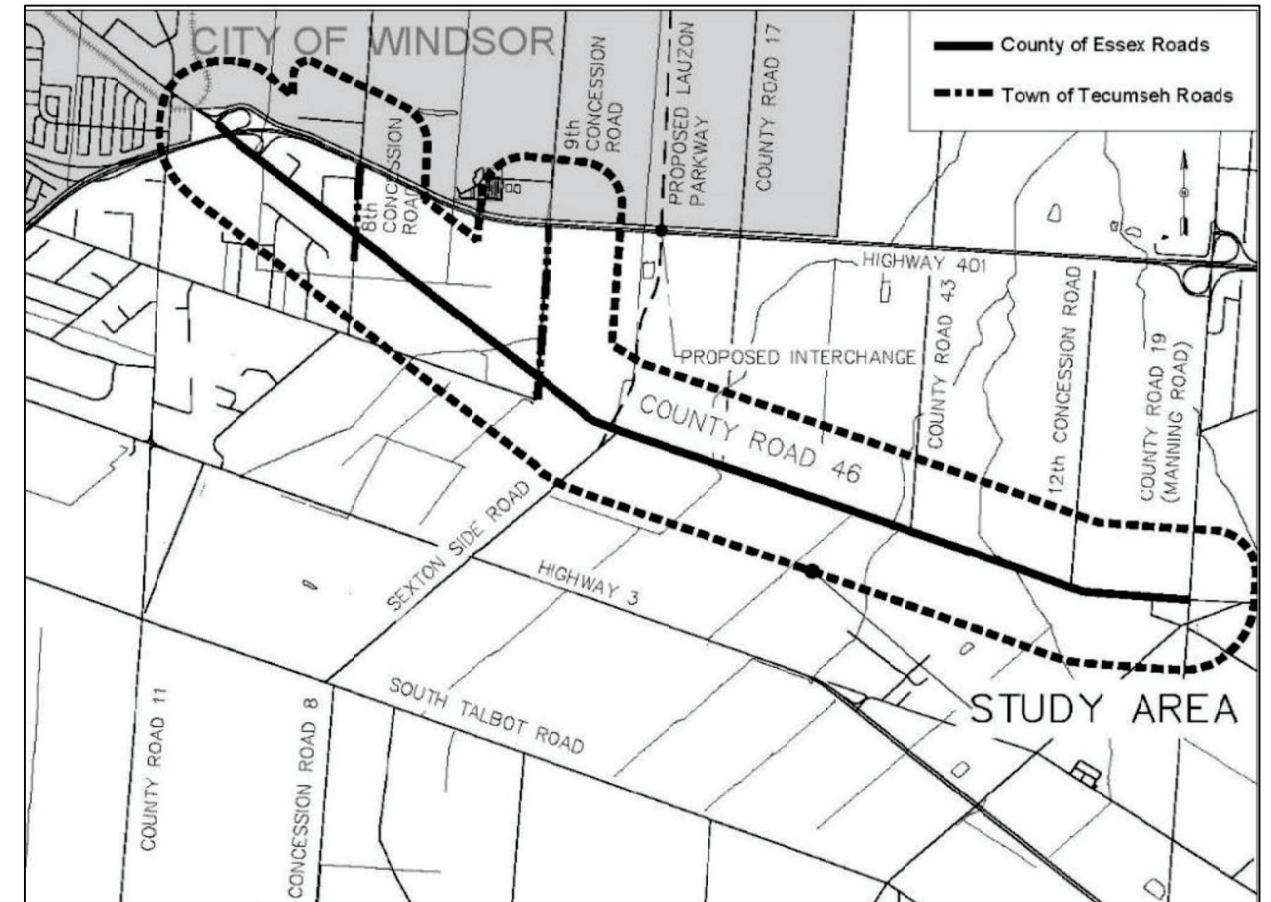


Figure 1: Study Area

2.0 PUBLIC AND AGENCY CONSULTATION

One of the key aspects of the study is to provide the public, interested parties, affected agencies and municipalities with the opportunity for input. To ensure this objective is met, a public and agency notification program was undertaken. The program includes a variety of communication mechanisms, discussed in the following sections.

2.1 Public Contacts

Notices were mailed to adjacent property owners and business owners along County Road 46 and Concession Roads 8 and 9, within the Study Area. The notice was to invite the public to attend the third PCC. In total, approximately 85 individual letters were distributed to adjacent property owners, agencies and stakeholders.

2.2 Agency and Stakeholder Contacts

The following ministries, agencies and stakeholders were invited to attend PCC No. 3:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Youth Advisory Committee, Municipality of Lakeshore • Lakeshore Ontario Provincial Police • Hydro One Telecom Inc. • Enbridge Gas Inc. • Plains Midstream Canada • Ministry of Transportation (MTO) • Ministry of the Environment, Conservation and Parks • Ministry of Tourism, Culture and Sport • Ministry of Municipal Affairs and Housing (London) • Fisheries and Oceans Canada (DFO) (Sarnia) • Walkers & Runners Around the County of Essex (WRACE) • Ciociaro Cycling Club • Greater Essex County District School Board • Windsor-Essex Catholic District School Board • Lakeshore Discovery Public School • St. Anne's Catholic High School • Optimist Club of Essex • Citizens Environment Alliance of Southwestern Ontario & Southeast Michigan • Conseil Scolaire de District Des Écoles Catholiques du Sud-ouest • Sun Parlour Emergencies Inc. • Belle River Public School | <ul style="list-style-type: none"> • St. John the Baptist Catholic School • Belle River District High School • Ecole Elementaire catholique Pavillon des Jeunes • St. William Catholic Elementary School • Essex County Accessibility Advisory Committee • Municipality of Lakeshore Accessibility Committee • Essex Region Conservation Authority • Windsor-Essex County Health Unit • Ontario Trails Council Inc. • Windsor-Essex Regional Chamber of Commerce • Lower Thames Valley Conservation Authority • Share the Road Cycling Coalition • Bike Windsor Essex • Windsor Bicycling Committee • Rotary Club of Amherstburg • Rotary Club of Essex • Rotary Club of LaSalle Centennial • Kingsville Lions Club • The Corporation of the Town of Tecumseh • The Corporation of the Town of Lakeshore • Stevenson G & L Transport • County of Essex EMS • Windsor Essex County Health Unit |
|---|--|

2.3 Indigenous Peoples Contacts

Individual letters were sent to the following Indigenous Peoples, to notify them of the Study Commencement and invite them to attend the in-person PCC No. 3:

- Aamjiwnaang First Nation
- Caldwell First Nation
- Chippewas of Kettle and Stony Point First Nation
- Chippewas of the Thames First Nation
- Delaware Nation at Moraviantown
- Métis Nation of Ontario
- Mississaugas of the New Credit First Nation
- Munsee-Delaware Nation
- Oneida Nation of the Thames

- Southern First Nations Secretariat
- Walpole Island First Nation, Bkejwanong Territory

The Indigenous Peoples contact letters also included an offer to meet in person at a time and location of the Indigenous communities' choosing.

2.4 Advertisements

The Notice of PCC No. 3 was advertised Facebook and X (formerly known as Twitter) on May 22, 2025. As well, a notice was posted on the Windsor Star website. The Notice of PCC No. 3 is found in **Appendix A** and a sample social media post is shown in **Figure 2**.

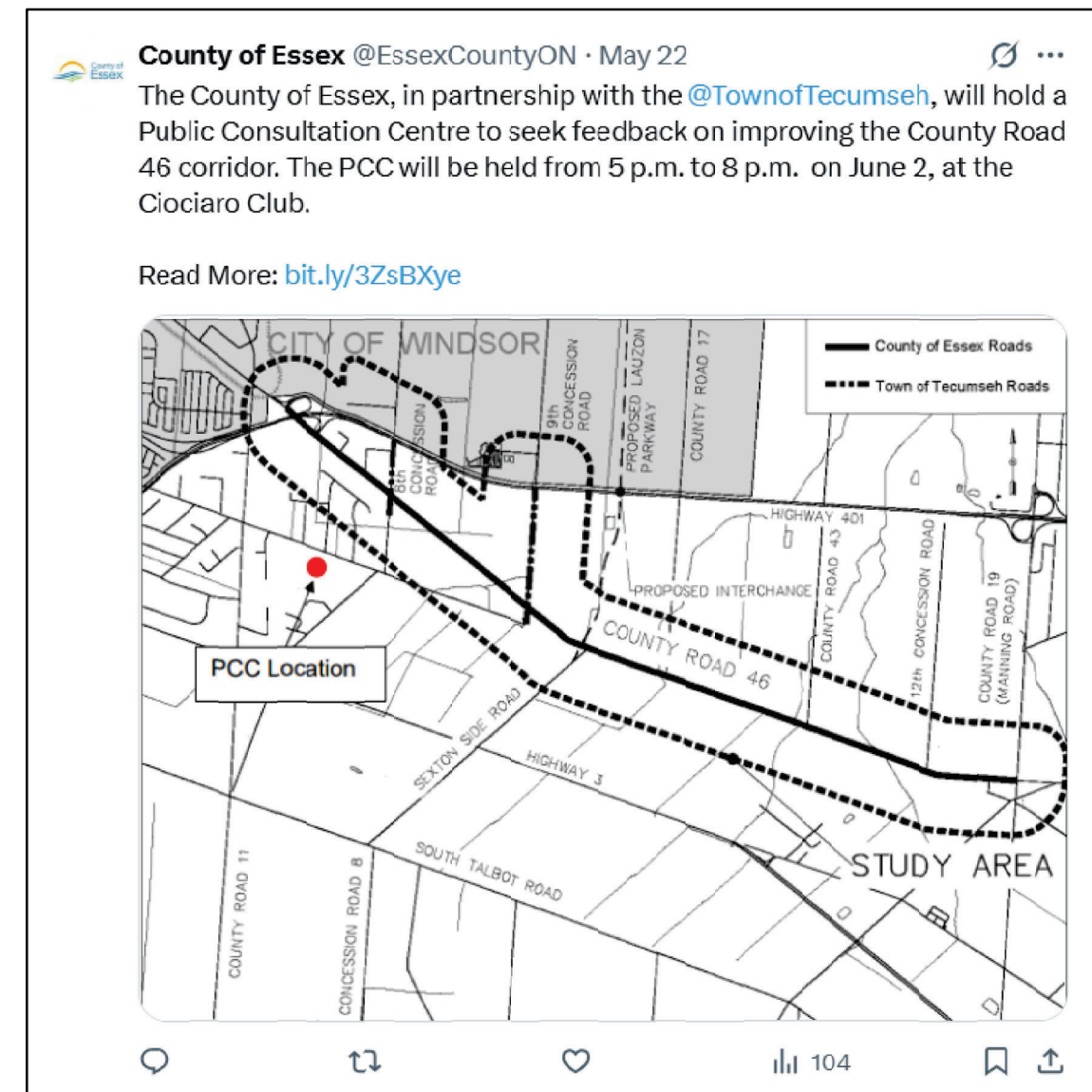


Figure 2: Sample X Social Media Post

2.5 Essex County Website

The Notice of PCC No. 3 was also posted on the Essex County website inviting interested persons to attend the third PCC. The study website link is: <https://www.countyofessex.ca/CR46>

3.0 PCC COMMENTS

PCC No. 3 exhibits were placed around the perimeter of the room for attendees to view at their leisure. A brief presentation was provided by Mr. Steve Taylor, the consultant Project Manager, to review the materials on the exhibits around the room. The presentation was followed by a question-and-answer period, see **Photo 1**. The PCC No. 3 exhibits and presentation are provided in **Appendix B**.

Twenty (20) people registered at PCC No. 3. Comments were received from individuals who either participated in the PCC or reviewed the exhibits online. Six (6) comment sheets were submitted at PCC No. 3 and during the subsequent two-week comment period. Copies of the written comments, excluding personal information, are provided in **Appendix C**.



Photo 1: County Road 46/Concession Roads 8 and 9 PCC No. 3

3.1 Summary of Question and Answer Period

The following is a record of the answers that were provided during the Question-and-Answer period:

- The need for this EA is to establish a long range plan for the road expansion for growth that can occur within the existing expansion areas identified in the Official Plans.
- Construction of roadway improvements will occur based on the pace of development and no date of construction is known at this time. Construction will be subject to availability of funding and other competing council priorities.
- By completing the EA at this time it will allow the County or Town to apply for grant programs when they occur as these projects would technically be "shovel ready" (approvals in place).

- By completing the planning it allows integration with other planning (MTO, Windsor and stormwater planning in Old Castle).
- This study establishes the boundary of future right-of-ways to preclude any construction to occur that will impact the road designs of the EA.

3.2 Summary of Comments

The comments submitted by members of the public are summarized in **Table 1**.

Table 1: Comments from PCC No. 3		
Comment	Number of Respondents	Comment Sheet No.
Put a bike path on the former railroad corridor.	1	1
Concern for the property requirements for the road widening and intersection improvements	1	2
Pleased that the section of County Road 46 going through the primary settlement of Oldcastle will have the characteristics of an urban area.	1	3
Should implement "right turns only" on County Road 46.	1	4
From Highway 3 plow a road through old Dunn Paving to get to Walker Road.	1	4
Consider a roundabout at County Road 46 / Lauzon Parkway, and County Road 46 / County Road 19.	1	5
Request presentation be provided via email.	1	6

4.0 SUMMARY

Questions and concerns from the public are documented in **Section 3.0**. The primary findings from discussion with the public include:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

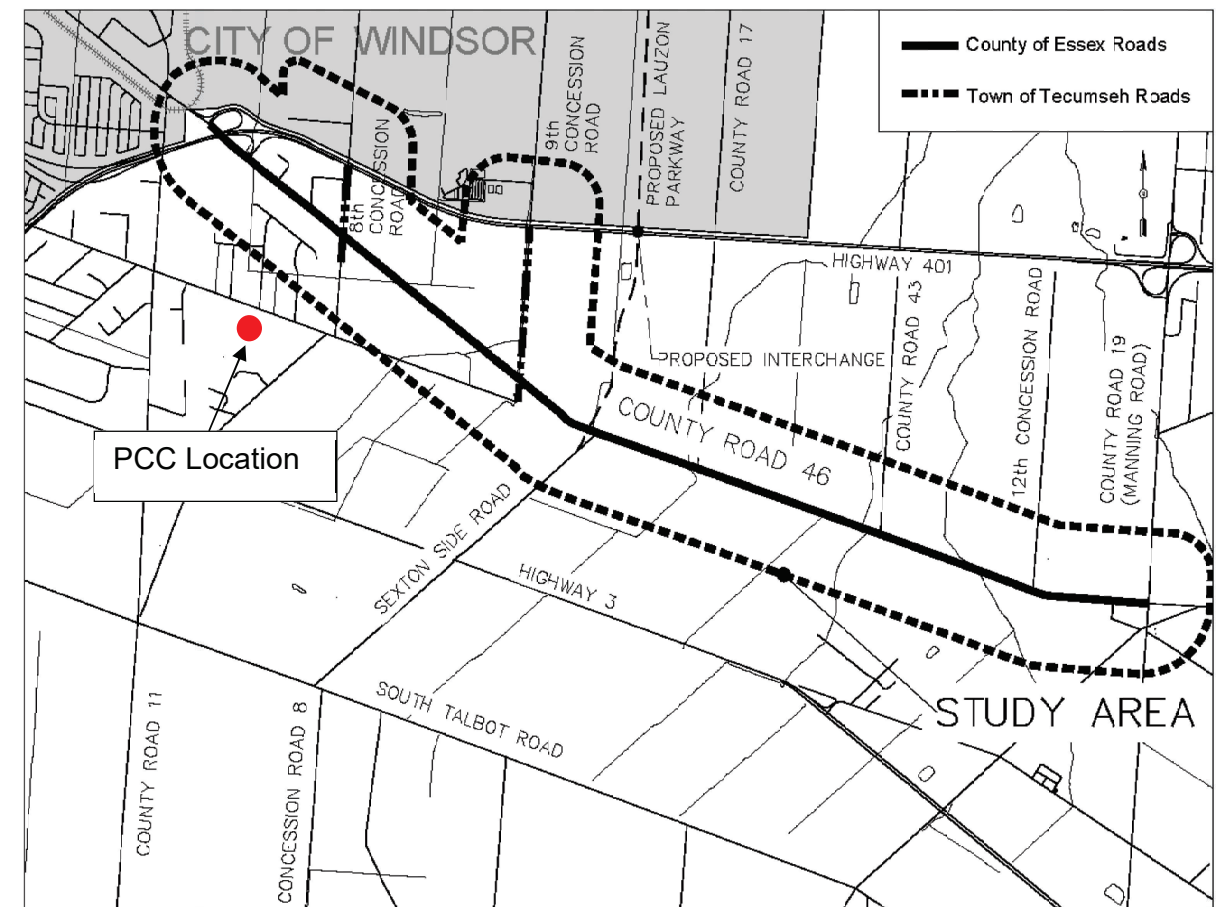
**Notice of Public Consultation Centre (PCC) No. 3
County of Essex and Town of Tecumseh
County Road 46 from Highway 401 to County Road 19
Town of Tecumseh Concession Roads 8 and 9
from County Road 46 northerly to the Town Boundary
Municipal Class Environmental Assessment**

Appendix A

PCC No. 3 Notice

INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh have retained BT Engineering Inc. to complete a Schedule C Municipal Class Environmental Assessment (MCEA) Study for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road), and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The Environmental Assessment is being conducted as a Schedule C project under the MCEA (2023). Alternatives to improve the operation and safety of the roadways were evaluated and EA Study recommendations are being presented at this PCC.



STUDY PROCESS

The Study is following the MCEA process by establishing the need and justification for the project, considering all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively consulting with the public, stakeholders and Indigenous Peoples.

PUBLIC CONSULTATION

The public consultation process is vital to this Study and the County and Town want to ensure that anyone with interest in the project has the opportunity to provide input. The public is encouraged to visit <https://www.countyofessex.ca/CR46/> or scan the QR code to know more about the project. The third and final PCC is being held as follows:



Date: June 2, 2025
Time: 5:00 pm to 8:00 pm
Presentation at 6:00 pm
Location: Ciociaro Club
3745 North Talbot Road, Oldcastle, ON N0R 1L0

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Personal information collected as a result of this public consultation centre is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

For more information or if you wish to be placed on the Study's mailing or emailing contact list, contact one of the following:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
Email: stevenj.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
360 Fairview Ave. W. Suite 315, Essex
ON N8M 1Y6
Email: JBehl@countyofessex.ca
Phone: 519-776-6441, ext. 1316

Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140

Appendix B

PCC No. 3 Exhibits and Presentation

Welcome! County of Essex County Road 46/Concession Roads 8 and 9 Improvements



Welcome to the third and final Public Consultation Centre (PCC) for the County of Essex and Town of Tecumseh County Road 46 and Concession Roads 8 and 9 Improvements Environmental Assessment (EA) Study. There is an opportunity at any time during the Class EA process for interested persons to provide comments. Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact any of the following by **June 16, 2025**:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
Email: steven.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P.Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
Email: jbeh@countyessex.ca

Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140



What We Heard at Public Consultation Centre (PCC) No. 2

The second PCC was held on Wednesday, November 13, 2024. Twenty-four (24) people registered at PCC No. 2. Five (5) comment sheets were submitted at PCC No. 2 and during the subsequent two-week comment period.

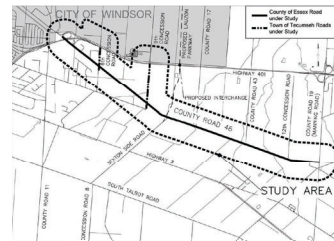
The primary findings from discussion with the public included:

- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for consideration of widened shoulders along County Road 46 and Concession Roads 8 and 9.
- Support for active transportation routes.
- Support for protecting natural heritage areas and restoring riparian zones, wildlife habitat, and stormwater retention areas.

Introduction

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study has evaluated alternatives to improve the operation and safety of the roadways.

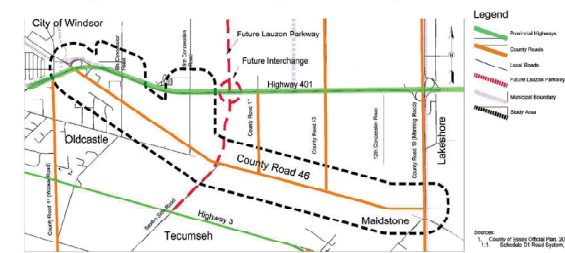


Purpose of Public Consultation Centre No. 3

The purpose is to consult the public and stakeholders on their perspectives and seek comments on the Recommended Plan, Mitigation Measures and Next Steps. In this PCC we are presenting:

- Noise Mitigation Findings
- Road widening alignment alternatives, evaluation, and technically preferred alternatives.
- Roadway cross section alternatives, evaluation and recommended cross sections.
- Recommended Cross Sections for each road section.
- County Road 46 intersection alternatives, evaluation and recommendations.
- Technically Preferred Plan.
- Next Steps.

Existing Conditions and Proposed Transportation Network



County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study

The Land Use Planning Report is available on the resource table.

Noise Mitigation

- A future total sound level of 65 dBA in the outdoor living area (OLA) is required for a property to be considered for noise mitigation. A 5 dBA increase from the existing to proposed condition also warrants mitigation. None of the receiver sites had a 5 dBA increase as a result of the proposed improvements.

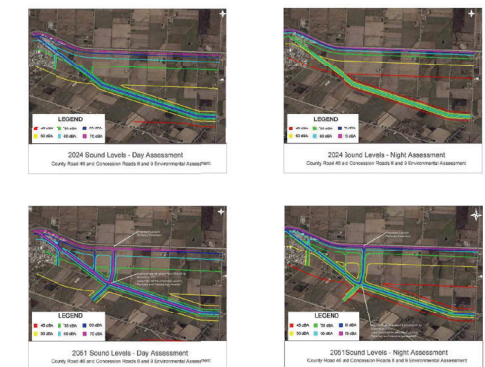
- Sound level changes as a result of the project are forecast to be less than 3 dBA. Sound level changes of 3 dBA or less are generally imperceptible to the human ear.

Findings

- Noise barriers are not required due to sound level changes less than 3 dBA.
- It is not feasible to achieve a 5 dBA sound level reduction without a continuous noise barrier which is not possible due to the entrances on County Road 46.
- The 60 km/h speed limit should be extended to the east of the Lauzon Parkway intersection to reduce noise impacts at 6703 County Road 46.

Noise Report is available on the Resource Table.

Noise Analysis

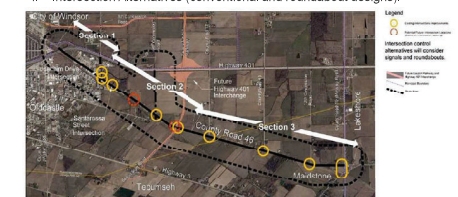


Preliminary Design Alternatives

The following exhibits present evaluation sections, Preliminary Design Alternatives, and preliminary evaluation.

The Preliminary Design Alternatives include:

1. County Road 46 Alignment Alternatives (widening to the north, on centre, south or meandering to avoid constraints).
2. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
3. Cross Sections (including rural/urban, widening and active transportation elements).
4. Intersection Alternatives (conventional and roundabout designs).



County Road 46 Alignment Evaluation Section 1

Evaluation Criteria	Alternative 1-1 - Widen On-Centre	Alternative 1-2 - Widen to the South	Alternative 1-3 Widen to the North
Active Transportation	All equal. —	All equal. —	All equal. —
Property Impacts: Loss of access due to entrance changes	Minor reduction in turning movement ability. —	No change. ✓	Major reduction in turning movement ability. ✗
Employment Area Lands Required	All equal. —	All equal. —	All equal. —
Residential Visual Intrusion (widening within 100 m)	1 ✗	0 ✓	0 ✓
Residential Buyout	0 ✓	1 ✗	0 ✓
Industrial Buildings Buyouts	0 ✓	7 ✗	0 ✓
Utility Corridor Relocation	Relocation. —	✓	Major relocation. ✗
Cost	All equal. —	All equal. —	All equal. —
Recommendation	Recommended to be Carried Forward. ✓	Not recommended to be Carried Forward due to impact to industrial buildings. ✗	Not recommended to be Carried Forward due to property impacts. ✗

Legend	Good ✓	Fair —	Poor ✗
--------	--------	--------	--------

County Road 46 Alignment - Technically Preferred Alternative (TPA) Section 1



Recommended Alternative: Alternative 1-1
This alternative widens County Road 46 on the existing centre line, resulting in an additional seven (7) metres of land required on both sides of the existing right-of-way for the road widening and impacts to both sides of the roadway. Moderate impacts include loss of frontage with modifications to existing driveways and parking lots and visual intrusion to an existing residence.

County Road 46 Alignment Evaluation Section 3

Evaluation Criteria	Alternative 3-1 - Widen On-Centre	Alternative 3-2 - Widen to the South	Alternative 3-3 Widen to the North	Alternative 3-4 - Meandering
Active Transportation	All equal. —	All equal. —	All equal. —	All equal. —
Agricultural Land Required	1.7 ha ✓	3.9 ha —	5.5 ha ✗	4.4 ha —
Woodlot Impacted	0.3 ha —	0.5 ha ✗	0 ha ✓	0.3 ha —
Residential Visual Intrusion (widening within 100 m)	26 ✗	3 ✓	8 —	7 —
Residential Buyout	2 —	3 —	11 ✗	0 ✓
Municipal Drain Relocation	Relocation. —	Relocation. ✗	No relocation. ✓	Partial Relocation. —
Overhead Utility Relocation	Relocation. —	No relocation. ✓	Major relocation. ✗	Relocation. —
Cost	All equal. —	All equal. —	All equal. —	All equal. —
Recommendation	Not Carried Forward. ✗	Not Carried Forward. ✗	Not Carried Forward. ✗	Carried Forward. ✓

Legend	Good ✓	Fair —	Poor ✗
--------	--------	--------	--------

County Road 46 Alignment TPA Section 3



Recommended Alternative: Alternative 3-4 Meandering
Meandering the alignment avoids constraints on both sides of the roadway. This alignment contains roadway sections where the right-of-way transitions between widening on-centre, north or south of the existing right-of-way and uses subtle shifts in the alignment to avoid short curve radii and reduce the number of curves required to avoid constraints (minimum R=500 m). This alignment has two (2) residential buyouts. Other impacts include eight (8) residences with increased visual intrusion and relocation of the municipal drain to the south and minor relocation of the overhead utility lines to the north.

County Road 46 Alignment Evaluation Section 2

Evaluation Criteria	Alternative 2-1 - Widen On-Centre	Alternative 2-2 - Widen to the South	Alternative 2-3 Widen to the North	Alternative 2-4 - Meandering
Active Transportation	All equal. —	All equal. —	All equal. —	All equal. —
Future Development Lands Required	0.03 ha —	0 ha ✓	0.3 ha —	0.03 ha —
Employment Area Lands Required	2 ha —	2.6 ha ✗	1.5 ha —	1.2 ha ✓
Agricultural Land Required	0.7 ha —	0.8 ha ✗	0.5 ha ✓	0.6 ha —
Residential Visual Intrusion (widening within 100 m)	11 ✗	3 —	2 ✓	7 —
Residential Buyout	0 ✓	1 —	5 ✗	0 ✓
Industrial Buildings Buyouts	0 ✓	4 ✗	0 ✓	0 ✓
Utility Corridor Relocation	Relocation. —	Major relocation. ✗	No relocation. ✓	Relocation. —
Cost	All equal. —	All equal. —	All equal. —	All equal. —
Recommendation	Not Carried Forward. ✗	Not Carried Forward. ✗	Not Carried Forward. ✗	Carried Forward. ✓

Legend	Good ✓	Fair —	Poor ✗
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County Road 46 Alignment TPA Section 2



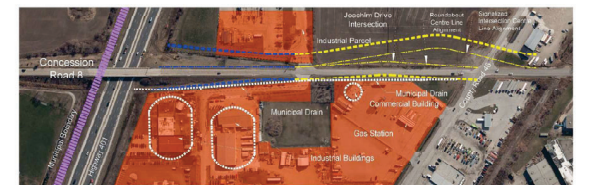
Recommended Alternative: Alternative 2-4
The County Road 46 Alignment Alternative 2-4 Meandering is widened on-centre or to the north and to the south approaching the future Lauson Parkway intersection. Where the right-of-way transitions between widening on-centre and to the north of the existing right-of-way there will be gradual shifts in the alignment to avoid most constraints (minimum R=500 m). There will be one (1) residential buyout and ten (10) residences with greater visual intrusion. The overhead utilities will require some relocation along the south side of the right-of-way.

Concession Road 8 Alignment Evaluation

Evaluation Criteria	Alternative 1 - Widen On-Centre	Alternative 2 - Widen to the West	Alternative 3 Widen to the East	Alternative 4 - Meandering
Active Transportation	All equal. —	All equal. —	All equal. —	All equal. —
Aligns with the MTO Overpass	Yes ✓	No ✗	No ✗	Yes ✓
Employment Land Required	0.5 ha ✓	0.7 ha ✗	0.5 ha ✓	0.5 ha ✓
Municipal Drain Impacted	460 m ✗	460 m ✗	0 m ✓	230 m —
Commercial Building Buyout	1 ✗	1 ✗	0 ✓	0 ✓
Overhead Utility Relocation	Relocation. —	Major relocation. ✗	No relocation. ✓	Relocation. —
Cost	All equal. —	All equal. —	All equal. —	All equal. —
Recommendation	Not Carried Forward. ✗	Not Carried Forward. ✗	Not Carried Forward. ✗	Carried Forward. ✓

Legend	Good ✓	Fair —	Poor ✗
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Concession Road 8 Alignment TPA



Concession Road 8 Technically Preferred Alternative
Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no "Poor" scores and the greatest number of "Fair" scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass which is required.

Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no "Poor" scores and the greatest number of "Fair" scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass which is required.

Concession Road 9 Alignment Evaluation

Evaluation Criteria	Alternative 1 -Widen On-Centre	Alternative 2 -Widen to the West	Alternative 3 Widen to the East	Alternative 4 -Meandering
Active Transportation	All equal. —	All equal. —	All equal. —	All equal. —
Aligns with the MTO Overpass	Yes ✓	No ✗	No ✗	Yes ✓
Agricultural Land Required	0.6 ha —	0.6 ha —	0.6 ha —	0.6 ha —
Municipal Drain Impacted	1 km ✗	1 km ✗	0 m ✓	270 m —
Residential Building Buyout	0 ✓	1 ✗	0 ✓	0 ✓
Visual Intrusion	2 ✗	0 ✓	1 —	2 ✗
Overhead Utility Relocation	Relocation —	No relocation. ✓	Relocation. —	Relocation. —
Cost	All equal. —	All equal. —	All equal. —	All equal. —
Recommendation	Not Carried Forward. ✗	Not Carried Forward. ✗	Not Carried Forward. ✗	Carried Forward. This alternative aligns with the MTO overpass. ✓

Legend	Good ✓	Fair —	Poor ✗
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17

Concession Road 9 Alignment TPA



Concession Road 9 Technically Preferred Alternative

NTS

Alternative 4 Meandering alignment is tied with Alternative 3 with the same number of good criteria and poor criteria. However Alternative 4 aligns with the MTO overpass which is required and is the technically preferred alternative and recommended to be carried forward.

18

County Road 46 Cross Section Evaluation Section 2

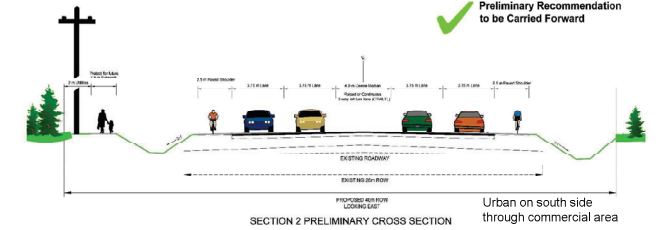
Evaluation Criteria	Alternative 1 - 2-Lane Rural Cross Section	Alternative 2 - 3-Lane Urban Cross Section	Alternative 3 - 3-Lane Rural Cross Section	Alternative 4 - 3-Lane Urban Cross Section	Alternative 5 - 4-Lane Rural Cross Section	Alternative 6 - 4-Lane Urban Cross Section	Alternative 7 - 5-Lane Rural Cross Section	Alternative 8 - 5-Lane Urban Cross Section
Meets Future Travel Demand	Does not meet future travel demand. ✗	Does not meet future travel demand. ✗	Does not meet future travel demand. ✗	Does not meet future travel demand. ✗	Meets future travel demand by providing 4-laning. ✓	Meets future travel demand by providing 4-laning. ✓	Meets future travel demand by providing 4-laning. ✓	Meets future travel demand by providing 4-laning. ✓
Provides a left-turn lane	No Left-Turn Lane. ✗	Left-Turn Lane provided. ✓	Left-Turn Lane provided. ✓	Left-Turn Lane provided. ✓	No Left-Turn Lane. ✗	No Left-Turn Lane. ✗	Left-Turn Lane provided. ✓	Left-Turn Lane provided. ✓
Accommodates pedestrians (Pedestrian may use the future multi-use trail.)	No ✗	Yes ✓	No ✗	Yes ✓	No ✗	Yes ✓	No ✗	Yes ✓
Accommodates municipal drain within the ROW.	Yes ✓	No ✗	Yes ✓	No ✗	Yes ✓	No ✗	Yes ✓	No ✗
Construction Cost	3-lane rural roadway with lowest cost. ✓	3-lane urban roadway with second-lowest cost. —	3-lane rural roadway with third-lowest cost. —	3-lane urban roadway with fourth-lowest cost. —	4-lane rural roadway with highest cost. —	4-lane urban roadway with highest cost. —	5-lane rural roadway with highest cost. ✗	5-lane urban roadway with highest cost. ✗
Recommendation	Not Carried Forward. Does not meet travel demand. ✗	Not Carried Forward. Does not meet travel demand. ✗	Not Carried Forward. Does not meet travel demand. ✗	Not Carried Forward. Does not meet travel demand. ✗	Carry Forward for further study. ✓	Carry Forward for further study. ✓	Carry Forward for further study. ✓	Carry Forward for further study. ✓

Legend	Good ✓	Fair —	Poor ✗
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21

County Road 46 Cross Section Recommendation for Section 2

Alternative 7 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists in addition to the future multi-use trail located to the south of County Road 46. Alternative 7 is technically preferred cross section for Section 2.



22

County Road 46 Cross Section Evaluation Section 1

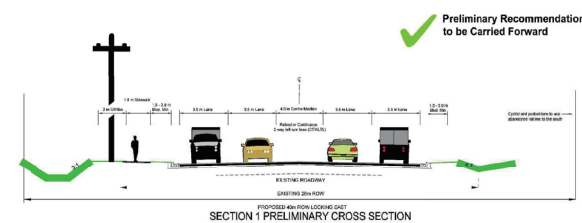
Evaluation Criteria	Alternative 1 - 2-Lane Urban Cross Section	Alternative 2 - 3-Lane Urban Cross Section	Alternative 3 - 4-Lane Urban Cross Section	Alternative 4 - 5-Lane Urban Cross Section
Meets Future Travel Demand	Does not meet future travel demand. ✗	Does not meet future travel demand. ✗	Meets future travel demand by providing 4-laning. ✓	Meets future travel demand by providing 4-laning. ✓
Provides a left-turn lane	No Left-Turn Lane. ✗	Left-Turn Lane provided. ✓	No Left-Turn Lane. ✗	Left-Turn Lane provided. ✓
Impacts to Business Park/Employment Area	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —
Construction Cost	2-lane roadway with lowest cost. ✓	3-lane roadway with median cost. —	4-lane roadway with higher cost. ✗	5-lane roadway with highest cost. ✗
Recommendation	Not Carried Forward. Does not meet travel demand. ✗	Not Carried Forward. Does not meet travel demand. ✗	Carry Forward for further study. ✓	Carry Forward for further study. ✓

Legend	Good ✓	Fair —	Poor ✗
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19

County Road 46 Cross Section Recommended for Section 1

Alternative 4 – 5-Lane Urban Cross Section provides the greatest flexibility for future growth and includes active transportation for pedestrians and cyclists in addition to the future multi-use trail located to the south of County Road 46. The 5-Lane Urban Cross Section is the technically preferred cross section.



20

County Road 46 Cross Section Alternatives Section 3

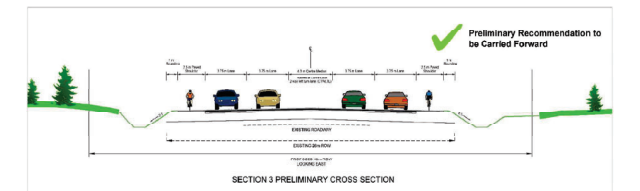
Evaluation Criteria	Alternative 1 - 2-Lane Rural Cross Section	Alternative 2 - 3-Lane Rural Cross Section	Alternative 3 - 4-Lane Rural Cross Section	Alternative 4 - 5-Lane Rural Cross Section
Meets Future Travel Demand	Does not meet future travel demand. ✗	Does not meet future travel demand. ✗	Meets future travel demand. ✓	Meets future travel demand. ✓
Provides a left-turn lane	No Left-Turn Lane. ✗	Left-Turn Lane. ✓	No Left-Turn Lane. ✗	Left-Turn Lane. ✓
Construction Cost	2-lane roadway with lowest cost. ✓	3-lane roadway with medium cost. —	4-lane rural roadway with higher cost. —	5-lane rural roadway with highest cost. ✗
Recommendation	Not Carried Forward. Does not meet travel demand. ✗	Not Carried Forward. Does not meet travel demand. ✗	Carry Forward for further study. ✓	Carry Forward for further study. ✓

Legend	Good ✓	Fair —	Poor ✗
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23

County Road 46 Cross Section Section 3

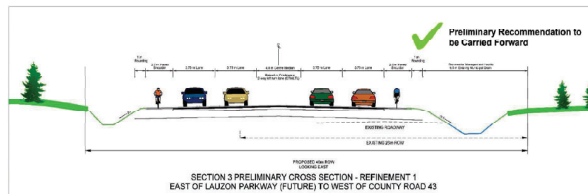
Alternative 4 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists. Alternative 4 is the technically preferred cross section for Section 3.



24

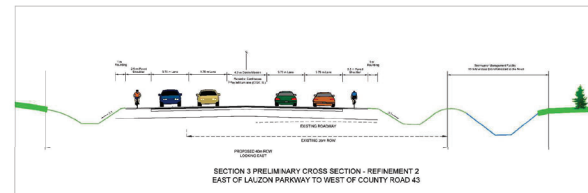
County Road 46 Cross Section Section 3 – Refinement 1

Alternative 4 – 5-Lane Rural Cross Section
Refinement 1 keeps the municipal drain where it is and widens the right-of-way to the north.



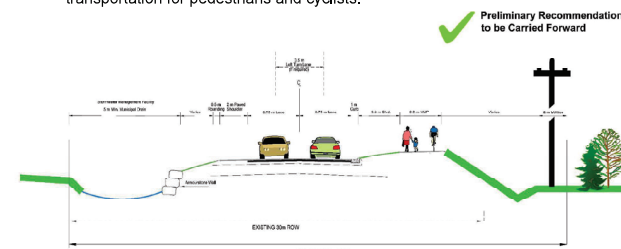
County Road 46 Cross Section Section 3 – Refinement 2

Alternative 4 – 5-Lane Rural Cross Section
Refinement 2 widens the right-of-way to the north. The municipal drain remains as is, in a separate easement from the arterial road right-of-way.



Concession Road 9 Cross Section Recommendation

The technically preferred cross section for Concession Road 9 is a **2-Lane Semi-Urban**. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



County Road 46 Intersection Evaluation

- Five (5) intersections were reviewed and are shown in the following exhibits. They include Concession Road 8, Concession Road 9, County Road 17, County Road 43 and Concession Road 12. The intersection evaluation is documented in the Draft Analysis and Evaluation Report located on the Resource Table.
- Future intersections, including the new Joachim Drive and Santarossa Street will be unsignalized and have not been included in this evaluation.
- Previously approved intersections designs for Lauzon Parkway and County Road 19 are carried forward unchanged.
- Sexton Sideroad will be closed/replaced when Lauzon Parkway is constructed and is not included in this evaluation.

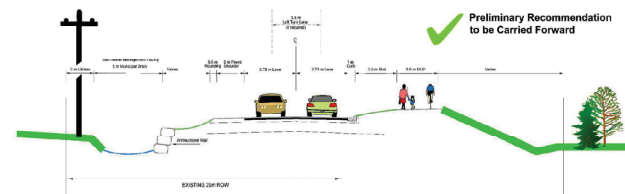
Concession Road 8 and 9 Cross Section Alternatives Evaluation

Evaluation Criteria	Alternative 1 – 2-Lane Rural Cross Section	Alternative 2 – 2-Lane Urban Cross Section	Alternative 3 – 3-Lane Rural Cross Section	Alternative 4 – 3-Lane Urban Cross Section
Meets Future Travel Demand	Meets future travel demand by providing 2-laning. ✓	Meets future travel demand by providing 2-laning. ✓	Exceeds future travel demand by providing 3-laning. ✗	Exceeds future travel demand by providing 3-laning. ✗
Matches the City of Windsor planning north of Highway 401.	No ✗	Yes ✓	No ✗	Yes ✓
Provide a left-turn lane	No Left-Turn Lane. ✗	No Left-Turn Lane. ✗	Left-Turn Lane provided. ✓	Left-Turn Lane provided. ✓
Accommodates farm vehicles	Yes ✓	No ✗	Yes ✓	No ✗
Impacts to Natural Environment / Storm Water Quality	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —
Construction Cost	2-lane rural roadway lowest cost. ✓	2-lane urban roadway 2nd lowest cost. ✓	3-lane rural roadway higher cost. ✗	3-lane urban roadway highest cost. ✗
Recommendation	Carry Forward for further study. ✓	Carry Forward for further study. ✓	Not Carried Forward. Exceeds travel demand. ✗	Carry Forward for further study at intersections. ✓

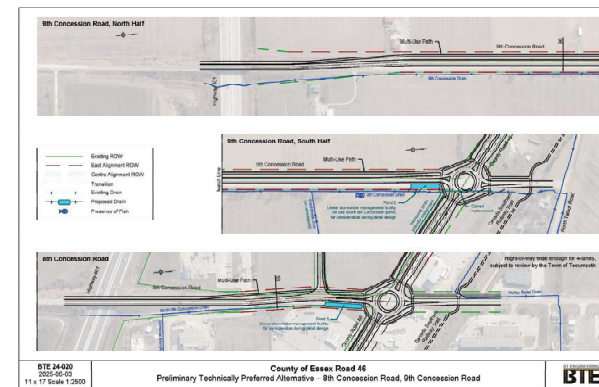
Legend	Good ✓	Fair —	Poor ✗
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Concession Road 8 Cross Section Recommendation

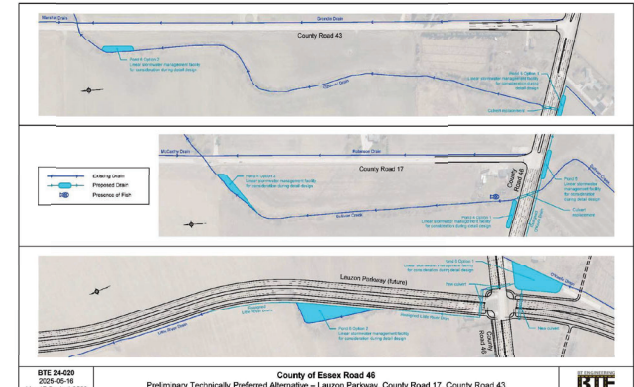
The technically preferred cross section for Concession Road 8 is a **2-Lane Semi-Urban**. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



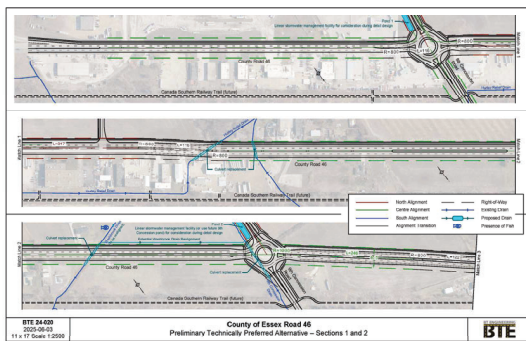
Technically Preferred Plan Concession Roads 8 and 9



Technically Preferred Plan County Road 43, County Road 17 and Lauzon Parkway

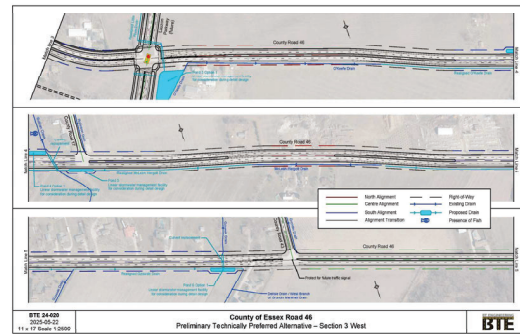


Technically Preferred Plan County Road 46 – Sections 1-2



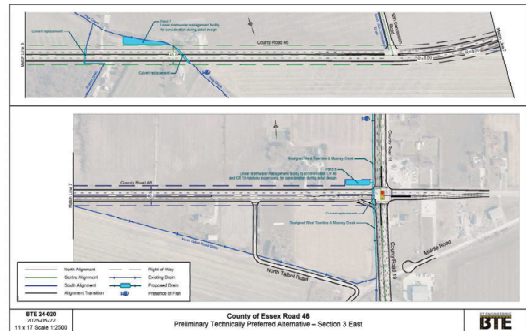
33

Technically Preferred Plan County Road 46 – Section 3 West



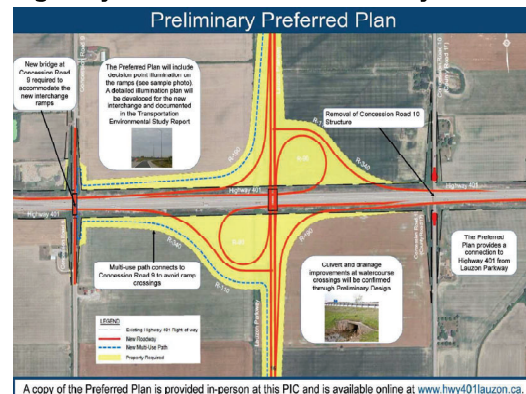
34

Technically Preferred Plan County Road 46 – Section 3 East



35

Highway 401 and Lauzon Parkway Preliminary Preferred Plan



36

Mitigation Table

Issue/Concern	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
Groundwater	MECP*	Protection of decommissioned and abandoned wells and septic systems from property acquisition, as per Ontario Water Regulations. Obtain Permit to Take Water.
Surface Water and Stormwater	MNR**/MECP/ ERCA***	Provide stormwater management ponds due to increased stormwater runoff with road widening. Realign municipal drains to stormwater pond west of Concession Road 9
Fish Habitat	MNR	<ul style="list-style-type: none"> Provide erosion and sediment controls. Minimize the delivery of sediments and associated pollutants to receiving watercourses. Minimize the impact of increased flows on receiving watercourses. Minimize potential erosion within the drainage system, and within the local receiving watercourses.
Wildlife Crossings		Provide culverts and permanent, directional wildlife fencing to permit wildlife passage across roadway at culverts.

* Ministry of Environment Conservation and Parks (MECP)
** Ministry of Natural Resources (MNR)
*** Essex Region Conservation Authority (ERCA)

37

Mitigation Table

Issue/Concern	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
Noise	Town of Tecumseh	Municipal Noise By-laws are to be followed during construction adjacent to residential areas. Reduce speed limits east of Lauzon Parkway (future)
Management of Surplus Materials	MECP	OPSS 180 apply MECP "Management of Excess Materials in Road Construction and Maintenance Guidelines", Management and Disposal of Wet Soils.
Driveways	Property Owners	Normal property negotiations during detail design. Landowner mitigation to be determined.
Impacts to Farming Operations	Property Owners	Maintain existing field access and tile drainage headers to be identified and accommodated.
Property Required	Property Owners	Undertake property negotiations during detail design.
Utilities		Liaison during detail design.
Changes to Emergency Services		Liaison during detail design.
Permits and approvals	MTO MECP ERCA	Permit Control Area (PCA) Permit to Take Water Permit for development and interference with wetlands, shorelines and other hazard lands under Ontario Regulation 41/24.

38

Mitigation Table

Issue/Concern	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
SAR	MECP	Undertake targeted, specialized SAR surveys during Detail Design as required depending on species conservation status designations as they exist at that time. Ensure the design and construction complies with the Endangered Species Act (ESA, 2007).
Migratory Birds	MNR	Any clearing and grubbing should be completed outside of the active breeding bird season of April 1 to August 31.
Turtles and Turtle Habitat	MNR	<ul style="list-style-type: none"> Install silt fencing before turtle nesting season (May 15 to Sept. 30). Protect and buffer active nests. Avoid groundwater alteration in nearby wetlands and creeks between October 1 and April 1 during turtle hibernation.
Water Quality and Stormwater	ERCA/MECP	Provide a Stormwater Management Plan.
Significant Woodlots	MNR	Avoid specimen trees and limit tree clearing.
Archaeological	MCIV*	<ul style="list-style-type: none"> Stage 2 Archaeological Field Assessment will be undertaken within newly acquired property. Secure clearance as required by the Ministry of Citizenship and Multiculturalism (MCM). Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 46(1) of the Ontario Heritage Act.

* Ministry of Citizenship and Multiculturalism

39

How can you remain involved in the Study?

- Request that your name be added to the Study Mailing List.
- Provide a comment by June 16, 2025.
- Contact the County or Town representatives or the Consultant at any time. Contact information is provided below.



Next Steps

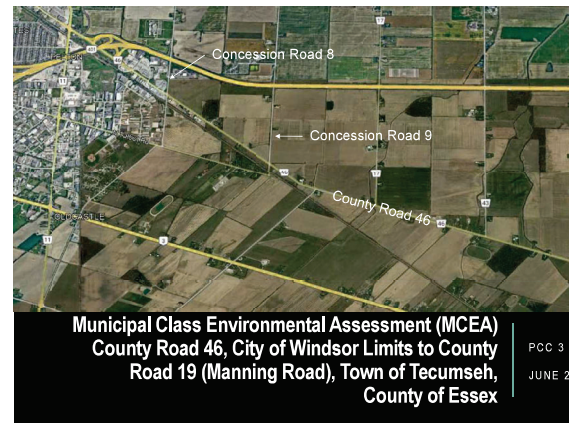
Following the Public Consultation Centre, we will:

- Review all comments and prepare a Summary Report.
 - Issue a Study Completion Notice (underwritten in local papers and on the County/Town website).
 - Have a 30-day public review period of the Preferred Plan.
 - Finalize the Preferred Plan and construction subject to availability of funding and Council processes, to be completed as a future stage of the project.
- If, after making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the County/Town website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:
- The need for a Part I Order (now referred to as a Section 15 Order) regarding potential adverse impacts to the environment.
 - The need for additional assessment and evaluation of all other non-biological issues and concerns.
- These steps and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.
- Thank you for your participation in the Public Consultation Centre.**
- Your input into this project is valuable and appreciated.
- Personal information collected as a result of the PCC is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act, and all other relevant legislation, and will be used to assist in making a decision on the matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Council, 367 Parkway Avenue West, Essex, ON, N8B 1Y6.

39

Resource Table

- Municipal Class EA
- Highway 401 and Lauzon Parkway Interchange Study Public Information Centre Exhibits
- Draft Analysis and Evaluation Report
- Mitigation Tables
- Possible Industrial Entrance
- Stage 1 Archaeological Assessment
- Natural Environment Memo
- Land Use Report



Preliminary Design Alternatives

The following exhibits present evaluation sections, Preliminary Design Alternatives, and preliminary evaluation. The Preliminary Design Alternatives include:

1. County Road 46 Alignment Alternatives (widening to the north, on centre, south or meandering to avoid constraints).
2. Concession Roads 8 and 9 Alternatives (including right-of-way widening for active transportation).
3. Cross Sections (including rural/urban, widening and active transportation elements).
4. Intersection Alternatives (conventional and roundabout designs).



County Road 46 Alignment Evaluation Section 1

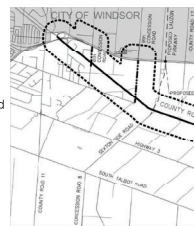
Evaluation Criteria	Alternative 1-1 -Widen On-Centre	Alternative 1-2 -Widen to the South	Alternative 1-3 Widen to the North
Active Transportation	All equal	All equal	All equal
Property Impacts: Loss of access due to entrance changes	Minor reduction in turning movement ability	No change	Major reduction in turning movement ability
Employment Area Lands Required	All equal	All equal	All equal
Residential Visual Intrusion (widening within 100 m)	1 x	0	0
Residential Buyouts	0	1 x	0
Industrial Buildings Buyouts	0	7 x	0
Utility Corridor Relocation	Relocation	Relocation	Major relocation
Cost	All equal	All equal	All equal
Recommendation	Recommended to be Carried Forward	Not recommended to be Carried Forward due to impacts to industrial buildings	Not recommended to be Carried Forward due to property impacts

Legend: Good ✓, Fair —, Poor x

Introduction

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. (BTE) to complete an Environmental Assessment for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road). Part of the EA Study involves improvements to the Town of Tecumseh Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study.

The study has evaluated alternatives to improve the operation and safety of the roadways.



Purpose of Public Consultation Centre No. 3

The purpose of this event is to engage the public/stakeholders on their perspectives and Recommended Plan (Technically Preferred Plan (TPP) and refinements), Mitigation Measures.

In this PCC we are presenting:

- Evaluation of Preliminary Design Alternatives.
- Technically Preferred Plan.
- Refinements.
- Recommended Plan.
- Next Steps.

County Road 46 Alignment - Technically Preferred Alternative (TPA) Section 1



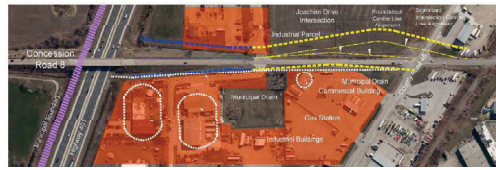
Recommended Alternative: Alternative 1-1

This alternative widens County Road 46 on the existing centre line, resulting in an additional seven (7) metres of land required on both sides of the existing right-of-way for the road widening and impacts to both sides of the roadway. Moderate impacts include loss of frontage with modifications to existing driveways and parking lots and visual intrusion to an existing residence.

County Road 46, Concession Road 8 and 9 Summary of Alignment Recommendations

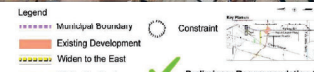
Alignment Recommendations	
Section 1	On Centre
Section 2	Meandering
Section 3	Meandering
Concession Road 8	Meandering
Concession Road 9	Meandering

Concession Road 8 Alignment TPA

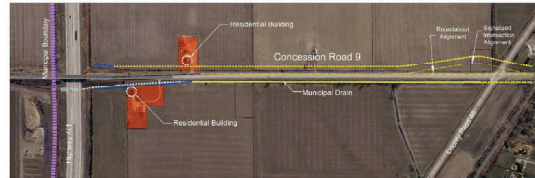


Concession Road 8 Technically Preferred Alternative

NTS
Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no "Poor" scores and the greatest number of "Fair" scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass which is required.



Concession Road 9 Alignment TPA



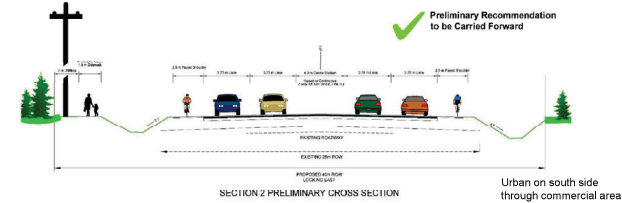
Concession Road 9 Technically Preferred Alternative

NTS
Alternative 4 Meandering alignment is tied with Alternative 3 with the same number of good criteria and poor criteria. However Alternative 4 aligns with the MTO overpass. Subsequently Alternative 4 is the technically preferred alternative and recommended to be carried forward.



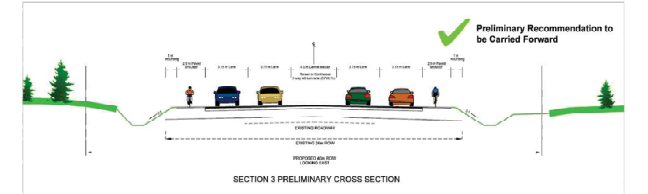
County Road 46 Cross Section Recommendation for Section 2

Alternative 7 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists in addition to the future multi-use trail located to the south of County Road 46. Alternative 7 is technically preferred cross section for Section 2.



County Road 46 Cross Section Section 3

Alternative 4 – 5-Lane Rural Cross Section provides the greatest flexibility for future growth, accommodates farm vehicles and includes active transportation for cyclists. Alternative 4 is the technically preferred cross section for Section 3.



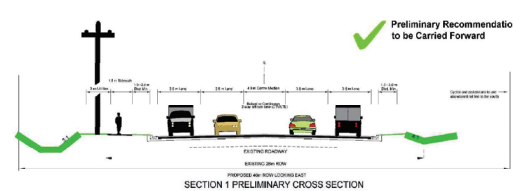
County Road 46 Cross Section Evaluation Section 1

Evaluation Criteria	Alternative 1 – 2-Lane Urban Cross Section	Alternative 2 – 3-Lane Urban Cross Section	Alternative 3 – 4-Lane Urban Cross Section	Alternative 4 – 5-Lane Urban Cross Section
Meets Future Travel Demand	Does not meet future travel demand. x	Does not meet future travel demand. x	Meets future travel demand by providing 4-laning. ✓	Meets future travel demand by providing 4-laning. ✓
Provide a left-turn lane	No Left-Turn Lane. x	Left-Turn Lane provided. ✓	No Left-Turn Lane. x	Left-Turn Lane provided. ✓
Impacts to Business Park/Industrial Area	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —
Construction Cost	2-lane roadway with lowest cost. ✓	3-lane roadway with median cost. —	4-lane roadway with highest cost. x	4-lane roadway with highest cost. x
Recommendation	Not Carried Forward. Does not meet travel demand. x	Not Carried Forward. Does not meet travel demand. x	Carry Forward for further study. ✓	Carry Forward for further study. ✓

Legend: Good **✓**, Fair **—**, Poor **x**

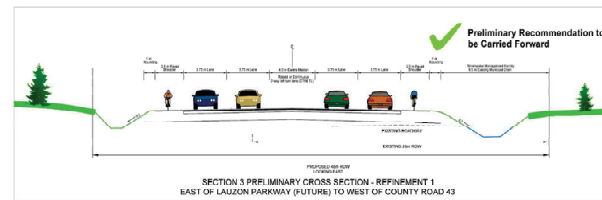
County Road 46 Cross Section Recommended for Section 1

Alternative 4 – 5-Lane Urban Cross Section provides the greatest flexibility for future growth and includes active transportation for pedestrians and cyclists in addition to the future multi-use trail located to the south of County Road 46. The 5-Lane Urban Cross Section is the technically preferred cross section.



County Road 46 Cross Section Section 3 – Refinement 1

Alternative 4 – 5-Lane Rural Cross Section
Refinement 1 keeps the municipal drain where it is and widens the right-of-way to the north.



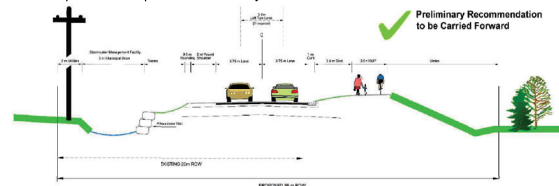
Concession Road 8 and 9 Cross Section Alternatives Evaluation

Evaluation Criteria	Alternative 1 – 2-Lane Rural Cross Section	Alternative 2 – 3-Lane Urban Cross Section	Alternative 3 – 3-Lane Rural Cross Section	Alternative 4 – 5-Lane Urban Cross Section
Meets Future Travel Demand	Meets future travel demand by providing 2-laning. ✓	Meets future travel demand by providing 2-laning. ✓	Exceeds future travel demand by providing 2-laning. x	Exceeds future travel demand by providing 2-laning. x
Matches the City of Windsor planning north of Highway 401.	No. x	Yes. ✓	No. x	Yes. ✓
Provide a left-turn lane	No Left-Turn Lane. x	No Left-Turn Lane. x	Left-Turn Lane provided. ✓	Left-Turn Lane provided. ✓
Accommodates farm vehicles	Yes. ✓	No. x	Yes. ✓	No. x
Impacts to Natural Environment/ Storm Water Quality	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —	All alternatives considered equal. —
Construction Cost	2-lane rural roadway lowest cost. ✓	2-lane urban roadway 2 nd lowest cost. ✓	3-lane rural roadway higher cost. x	3-lane urban roadway highest cost. x
Recommendation	Carry Forward for further study. ✓	Carry Forward for further study. ✓	Not Carried Forward. Exceeds travel demand. x	Carry Forward for further study at intersections. ✓

Legend: Good **✓**, Fair **—**, Poor **x**

Concession Road 8 Cross Section Recommendation

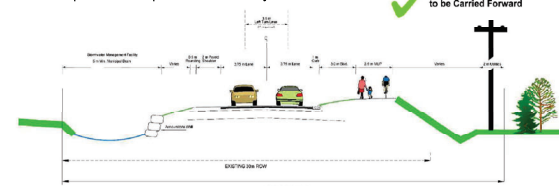
The technically preferred cross section for Concession Road 8 is a 2-Lane Semi-Urban. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



CONCESSION ROAD 8 PRELIMINARY CROSS SECTION

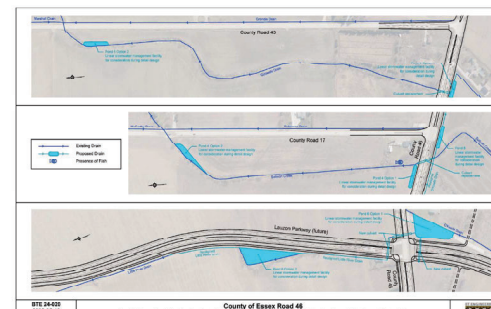
Concession Road 9 Cross Section Recommendation

The technically preferred cross section for Concession Road 9 is a 2-Lane Semi-Urban. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation for pedestrians and cyclists.



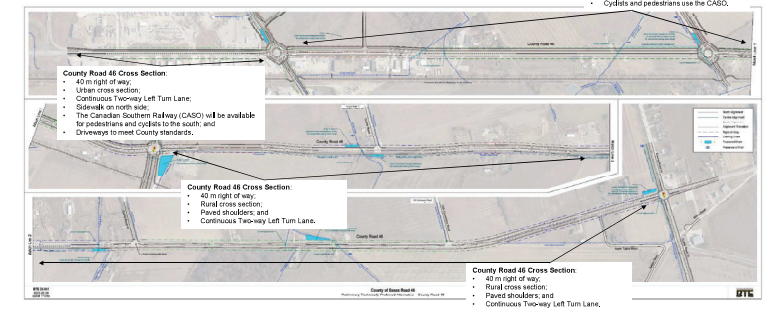
CONCESSION ROAD 9 PRELIMINARY CROSS SECTION

Technically Preferred Plan County Road 43, County Road 17 and Lauzon Parkway



County of Essex Road 46 Preliminary Technically Preferred Alternative - Lauzon Parkway, County Road 17, County Road 43

Technically Preferred Plan County Road 46



County Road 46 Cross Section

- 42 m right of way.
- Rural cross section.
- Painted shoulders.
- Continuous Two-way Left Turn Lane.
- Sidewalk on north side, and
- Cyclists and pedestrians use the CAG.

County Road 46 Intersection Evaluation

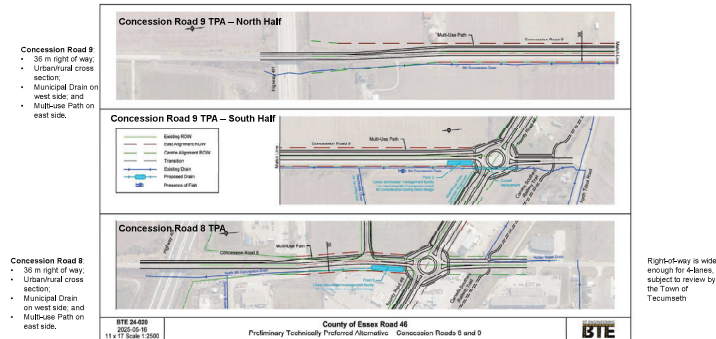
Five (5) intersections were reviewed and are shown in the following exhibits. They include Concession Road 8, Concession Road 9, County Road 17, County Road 43 and Concession Road 12. The intersection evaluation is documented in the Draft Analysis and Evaluation Report located on the Resource Table.

Future intersections, including the new Joachim Drive and Santarossa Street have not been included in this evaluation.

Previously approved intersections designs for Lauzon Parkway and County Road 19 are carried forward unchanged.

Sexton Sideroad will be closed when Lauzon Parkway is constructed and is not included in this evaluation.

Technically Preferred Plan Concession Roads 8 and 9



- Concession Road 9
- 36 m right of way.
 - Urban/rural cross section.
 - Municipal Drain on west side and Multi-use Path on east side.

- Concession Road 8
- 36 m right of way.
 - Urban/rural cross section.
 - Municipal Drain on west side and Multi-use Path on east side.

Right-of-way is wide enough for 4-lanes, subject to review by the Town of Tecumseh

County of Essex Road 46 Preliminary Technically Preferred Alternative - Concession Roads 8 and 9

Next Steps

How can you remain involved in the Study?
Request that your name/email be added to the Study Mailing List.
Provide a comment by **June 16, 2025**.
Contact the County or Town representatives or the Consultant at any time. Contact information is provided below.

- Following this Public Consultation Centre, we will:**
- Review all comments and prepare a Summary Report.
 - Issue a Study Completion Notice (advertise in local papers and on the County/Town website).
 - Have a 30-day public review period of the Environmental Study Report (ESR).
 - Future detail design and construction (subject to availability of funding and Council priorities, to be completed as a future stage of the project).

If, after making your concerns known to the project team, you still have concerns at the time the Notice of Study Completion is published in the media and on the County/Town website, you will have the right to request the Minister of Environment, Conservation and Parks to undertake a higher level of assessment on the project based on two criteria:

- The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.
- The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

These rights and guidance on how to contact the Minister of Environment, Conservation and Parks will be described in the Notice of Study Completion at the end of the Study.

Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated. Personal information collected as a result of this FCC is collected under the authority of the Municipal Act, the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), the Planning Act, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of the personal information may be directed to the Clerk, Essex County Civic, 350 Fairview Avenue West, Essex, ON, N8M 1Y5.

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
Email: steve.taylor@bteng.ca
Phone: 519-872-2222

Jerry Bell, P.Eng., P.M.P.
PTOE, RSP1
Manager, Transportation
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Email: jbell@countyofessex.ca

Alessia Muscio, P.Eng.
Engineering Project Manager
Town of Tecumseh
Email: amuscio@tecumseh.ca
Phone: 519-755-2184, ext. 140



County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
Environmental Assessment Study
Public Consultation Centre No. 3
Monday, June 2, 2025

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Please put a bike path on railroad tracks.
They have been talking about it for years. No where to walk or cycle.
Thank you.

Appendix C

PCC No. 3 Comment Sheets

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **June 18, 2025** to:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
509 Talbot Street
London, ON N6A 2S5
Email: stevenj.taylor@bteng.ca
Phone: 519-672-2222

Jerry Behl, P. Eng., PMP, PTOE, RSP1
Manager, Transportation Planning & Development
County of Essex
360 Fairview Ave. W. Suite 315
Essex ON N8M 1Y6
Email: JBehl@countyofessex.ca
Phone: 519-776-6441, ext. 1316

Alessia Mussio, P.Eng.
Engineering Project Manager
Town of Tecumseh
917 Lesperance Road
Tecumseh, ON N8N 1W9
Email: amussio@tecumseh.ca
Phone: 519-735-2184, ext. 140





County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
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Public Consultation Centre No. 3
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[Redacted]

- How much land would be acquired for Cty Rd 46 widening → ? How many feet in from current roadway

- How much land is required for ~~the~~ roundabout at 9th + 46 for the same property

- How much land is required if any along the length of 9th Concession for roadwork or potential Pond 2

(Please turn over if additional space is required.)

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- Very pleased that the section of county Rd 46 going through the primary settlement of Oldcastle will have the characteristic of a settlement.

(Please turn over if additional space is required.)

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Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

- Right hand turns only on 46
- from ~~MAA~~ Hwy 3 - Just
plow a road through old Dunn
paving, To get to Walker Rd.
~~St. Peter~~

(Please turn over if additional space is required.)

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County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
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Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

Concerned that the intersections of CR46 &
Lauzon Pkwy Ext and CR19 are signalized
rather than roundabouts. Current experience
at CR22 & CR19 indicates the shortcomings
on the ability of a signalized intersection.
Would ask that the study re-consider these
intersections.

Thank you

(Please turn over if additional space is required.)

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County of Essex and Town of Tecumseh
County Road 46/Concession Roads 8 and 9 Improvements
Environmental Assessment Study
Public Consultation Centre No. 3
Monday, June 2, 2025

Thank you for attending tonight's public meeting. Please provide your comments on any of the material presented.

May I please have a copy of the presentation
emailed to me,

[Redacted Name]

Thank you

[Redacted Name]

(Please turn over if additional space is required.)

Please complete your comment sheet this evening and place in the comment box provided OR send your completed comment sheet by **June 18, 2025** to:

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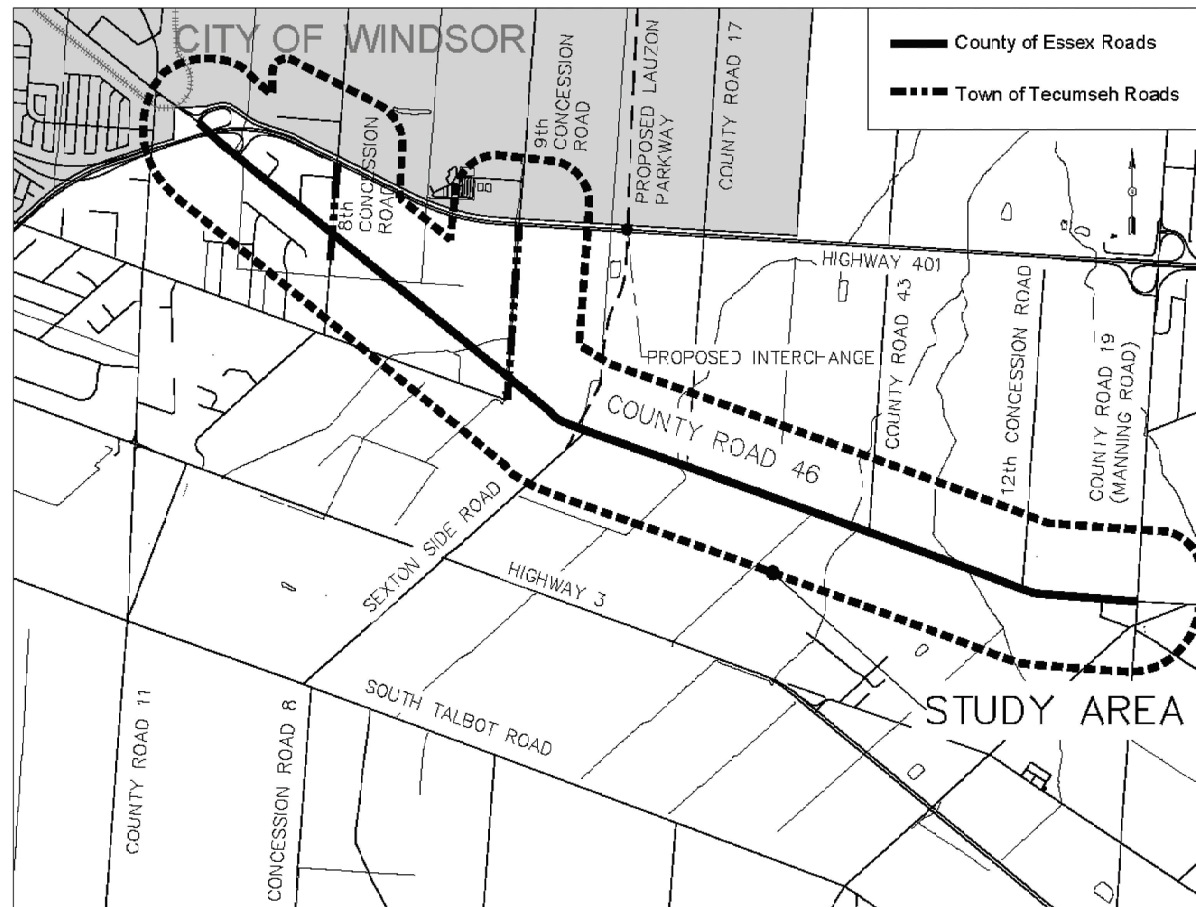
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Notice of Study Completion
County of Essex and Town of Tecumseh
County Road 46 from Highway 401 to County Road 19
Town of Tecumseh Concession Roads 8 and 9
from County Road 46 northerly to the Town Boundary
Municipal Class Environmental Assessment

INTRODUCTION

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. to complete a Schedule C Municipal Class Environmental Assessment (MCEA) Study for improvements to County Road 46 (Provincial Road/North Talbot Road/Middle Road) from Highway 401 to County Road 19 (Manning Road), and Concession Roads 8 and 9 from County Road 46 northerly to the Town boundary, in the Town of Tecumseh, Ontario. The Environmental Assessment was conducted as a Schedule C project under the MCEA (2023). Alternatives to improve the operation and safety of the roadways were evaluated and EA Study recommendations were presented at PCC No. 3.



STUDY PROCESS

The Study followed the MCEA process by establishing the need and justification for the project, considered all reasonable alternatives with acceptable effects on the natural, social and cultural environments, and proactively consulted with the public, stakeholders and Indigenous Peoples. The last step in the process is publishing the Environmental Assessment findings and the recommended plan in an Environmental Study Report for public review.

30-DAY PUBLIC REVIEW PERIOD OF Environmental Study Report (ESR)

The ESR will be available online at: <https://www.countyofessex.ca/CR46/> or scan the QR code.

It will also be available at the following locations:

- County Municipal Office, 360 Fairview Ave W, Essex ON N8M 1Y6;
- Tecumseh - Cada Library Branch 13675 St Gregory's Road Tecumseh, ON N8N 3E4; and
- Tecumseh Municipal Office, 917 Lesperance Road Tecumseh, ON N8N 1W9



[countyofessex.ca/CR46/](https://www.countyofessex.ca/CR46/)

The ESR will be available from November 20, 2025 until December 19, 2025 during business hours.

OUTSTANDING ISSUES AFTER ESR REVIEW

After reviewing the ESR if there are still outstanding issues, a request to the Minister of the Environment, Conservation and Parks for an order imposing additional conditions or requiring an individual environmental assessment may be made on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests to both the Minister and Director should include your full name and contact information.

Minister Andrea Khanjin
 Ministry of the Environment, Conservation and Parks
 777 Bay Street, 5th Floor
 Toronto, ON M7A 2J3
minister.mecp@ontario.ca

Director, Environmental Assessment Branch
 Ministry of the Environment, Conservation and Parks
 135 St. Clair Avenue West, 1st Floor
 Toronto, ON M4V 1P5
EABDirector@ontario.ca

Requests to the Minister of the Environment, Conservation and Parks should also be sent by mail or by email to the consultant EA Project Manager and City Project Manager (contact information at the end of this notice).

Please visit Ontario.ca for more information on requests for orders under section 16 of the *Environmental Assessment Act* at:

<https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

If there are any other outstanding concern(s), they should be directed to Consultant Project Manager or the County's Manager of Transportation Planning and Development listed at the end of this notice, no later than December 19, 2025.

There is an opportunity at any time during the Class EA process for interested persons to provide comments. Personal information collected as a result of this public consultation centre is collected under the authority of the *Municipal Act*, the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*, the *Planning Act*, and all other relevant legislation, and will be used to assist in making a decision on this matter. All personal information (as defined by MFIPPA), including (but not limited to) names, addresses, opinions and comments

collected will be made available for public disclosure to members of the public through requests and through the County of Essex website. Questions regarding the collection, use and disclosure of this personal information may be directed to the Clerk, Essex County Civic; 360 Fairview Avenue West, Essex, ON, N8M 1Y6.

For more information or if you wish to be placed on the Study's mailing or emailing contact list, contact one of the following:

Steve Taylor, P.Eng., M.Eng.
Consultant Project Manager
BT Engineering Inc.
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This notice issued week of November 17-20, 2025.