

November 17, 2025

Corporation of the Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Attention: Shane McVitty, P.Eng.
Development Engineer

1 Riverside Drive W
12th Floor
Windsor, Ontario
Canada
N9A 5K3
Telephone
519.948.5000

***Tecumseh Hamlet Infrastructure Improvements
Schedule C Municipal Class Environmental Assessment
Completion***

The purpose of this letter is to document the comments received for the Tecumseh Hamlet Secondary Plan Area (THSPA; “the Project”), Schedule C Municipal Class Environmental Assessment (EA) during the 30-day review period. This letter outlines how the comments have been addressed and identifies future commitments in addition to those included in the ESR. This letter and associated attachments functions as a new *Appendix K – 30-day Review Period Consultation and ESR Revisions* that will be appended to the ESR.

Overview

The Town of Tecumseh retained Dillon Consulting Limited (Dillon) to complete a Schedule C Municipal Class Environmental Assessment (EA) for the THSPA, in the Town of Tecumseh. The study was completed in accordance with the requirements for Schedule C projects under the EA (February 2024). The Environmental Study Report (ESR) documents the EA planning and design process leading to the selection of the preferred municipal infrastructure servicing strategy to facilitate development within the THSPA.

The Notice of Completion for the Project was issued on June 27, 2025:

- Mailed to property owners within the limits delineated by EC Row to the north, County Road 42 to the south, Lesperance Road to the east, and Banwell Road/Windsor City Limits to the west.
- Emailed to the project contact list which includes federal agencies, provincial agencies, municipalities, indigenous communities, interest groups, and members of the public.
- Posted on the Town’s website and social media.

A copy of the Notice of Completion is provided in **Attachment A**.



The study was completed in conjunction with the Town of Tecumseh's Hamlet Secondary Plan Official Plan amendment process undertaken by DIALOG and adopted by [Official Plan Amendment No. 5](#) to the Town of Tecumseh Official Plan, by way of By-law 2025-009, on January 28, 2025. Amendments to land use and/or zoning cannot be implemented through the EA process.

This letter and associated attachments functions as a new Appendix K – 30-day Review Period Consultation and ESR Revisions that will be appended to the ESR. The purpose of this letter is to document the comments received during the 30-day review period, outline how the comments have been addressed, and identify future commitments in addition to those included in the ESR.

Summary of Comments Received

Copies of all comments received during the 30-day review period and the responses provided by the Project Team are documented in **Attachment B-1, B-2 and B-3**. This section provides an overview of the key feedback received and how concerns have been or will be addressed.

Resident Comments

Several comments were received from residents regarding the ESR and proposed land use plan. Many of the comments received fall under similar themes and concerns related to the new development and expansion of municipal infrastructure. Each comment received is summarized in **Attachment B-1** and included in **Attachment B-2**.

Comments received from residents centered on the following concerns:

- Road network expansion and traffic impacts including concerns related to parking and future transit routes. Concerns included noise, safety, air emissions, and congestion;
- Emergency preparedness related to the proximity to the battery plant and increased population density;
- Lack of opportunities to provide input and communication;
- Impacts to Species At Risk and wildlife;
- Removal of mature trees due to road widening;
- Safety and maintenance concerns related to snow removal of the proposed multi-use pathways; and
- Proposed land use designations within the THSPA including higher density residential, commercial and main street uses.



In addition to comments received during the 30-day review period, a group of residents requested a meeting with the Town to discuss their concerns regarding this project. In response, a meeting with seven (7) residents was held on August 11, 2025, where Town administration provided a presentation to the residents. Dillon Consulting was also in attendance. The minutes of that meeting and the presentation can be found in **Attachment D**. Additional comments were provided by this group to the Town of Tecumseh following this August 11th meeting. A comment and response matrix summarizing Town Administration's response was sent to the resident group and has also been included in **Attachment D**.

On November 14, 2025, responses were provided to all residents who have commented during the 30-day review period. A copy of this correspondence is provided in **Attachment B-3**. Also on November 14, 2025, the above noted comment and response matrix provided in **Attachment D**, was sent to the resident group that attended the August 11th meeting.

Agency Comments

Ministry of Citizenship and Multiculturalism

In a letter dated August 22, 2025, the Ministry of Citizenship and Multiculturalism (MCM) provided comments on the Project. **Attachment C-1** documents and addresses comments received from MCM.

These responses have been provided directly to the MCM on November 3, 2025.

Ministry of the Environment, Conservation and Parks

The MECP confirmed that the final ESR has addressed most of their initial comments with the exception of the timing associated with the completion of a D4 Landfill Land Use Guideline study (D4 study) for the former landfill site, owned by the Ministry of Transportation (MTO), located adjacent to the upper north-east corner of the THSPA.

- As requested, the Town will complete a D4. This study will be appended to the publicly available ESR and provided to the MECP for their records. Recommendations of this study shall be followed as improvements are implemented.
- MECP requires that the proposed infrastructure plan accommodate minimum land use setback limits outlined in the D4 Guidelines. As such, the proposed Gouin Stormwater Management Pond footprint must remain a minimum of 30 m from the landfill site. A copy of the revised ESR and Functional Design figures are provided in **Attachment E**. These figures shall replace Figures 5.8 and 4.2 included



in the June 2025 ESR and Functional Servicing Report (Appendix E of the ESR), respectively.

Attachment C-2 documents and addresses comments received from the MECP during the 30-day review period.

Indigenous Community Comments

Caldwell First Nation (CFN)

On November 5, 2025, CFN confirms they have reviewed the final ESR report and area satisfied with the final recommendations. Comments and communication from CFN is summarized in **Attachment B-1** and is included in **Attachment B-2**.

Implementation

In addition to those identified in the ESR, the following next steps will be undertaken in response to feedback received during the 30-day review period:

- The Town of Tecumseh will complete a D4 Guideline Study relating to the proximity of the Gouin Stormwater Management Pond to the former landfill site. The study is anticipated to be completed in 2026.
- The D4 study will be appended to the ESR upon completion for future reference during the detailed design and pond construction.
- Minimum setback requirements for the Gouin Stormwater Management Facility are now stipulated to meet the requirements of the D4 Landfill Guidelines.
- A copy of this letter and associated attachments will be communicated to Town Council and become part of the public record. A copy will also be posted on the Town's website.

Conclusion

This letter summarizes the comments received during the 30-day review period, documenting the Project Team's responses and outlining the future commitments made to address feedback received.

This letter summarizes the completion of this EA and allows the Town and developers to proceed with design and implementation of municipal road, stormwater, watermain, storm and sanitary sewer projects. Projects may proceed to the next planning and engineering stage including environmental permitting, agency



approvals, archaeological assessment studies, and other more site-specific environmental and engineering studies.

We recommend that this letter and attachments be kept on file with the ESR for future reference.

Sincerely,

DILLON CONSULTING LIMITED

Laura Herlehy
Project Manager

Attachments: Attachment A – Notice of Completion
Attachment B-1 – Review Period Consultation Log
Attachment B-2 – Review Period Comments
Attachment B-3 – Review Period Response
Attachment C-1 – MCM Correspondence
Attachment C-2 – MECP Correspondence
Attachment D – August 11, 2025, Resident Meeting Presentation,
Minutes, Comments/Response Matrix
Attachment E – Revised ESR Figures

Our file: 23-5735

Attachment A

Notice of Completion



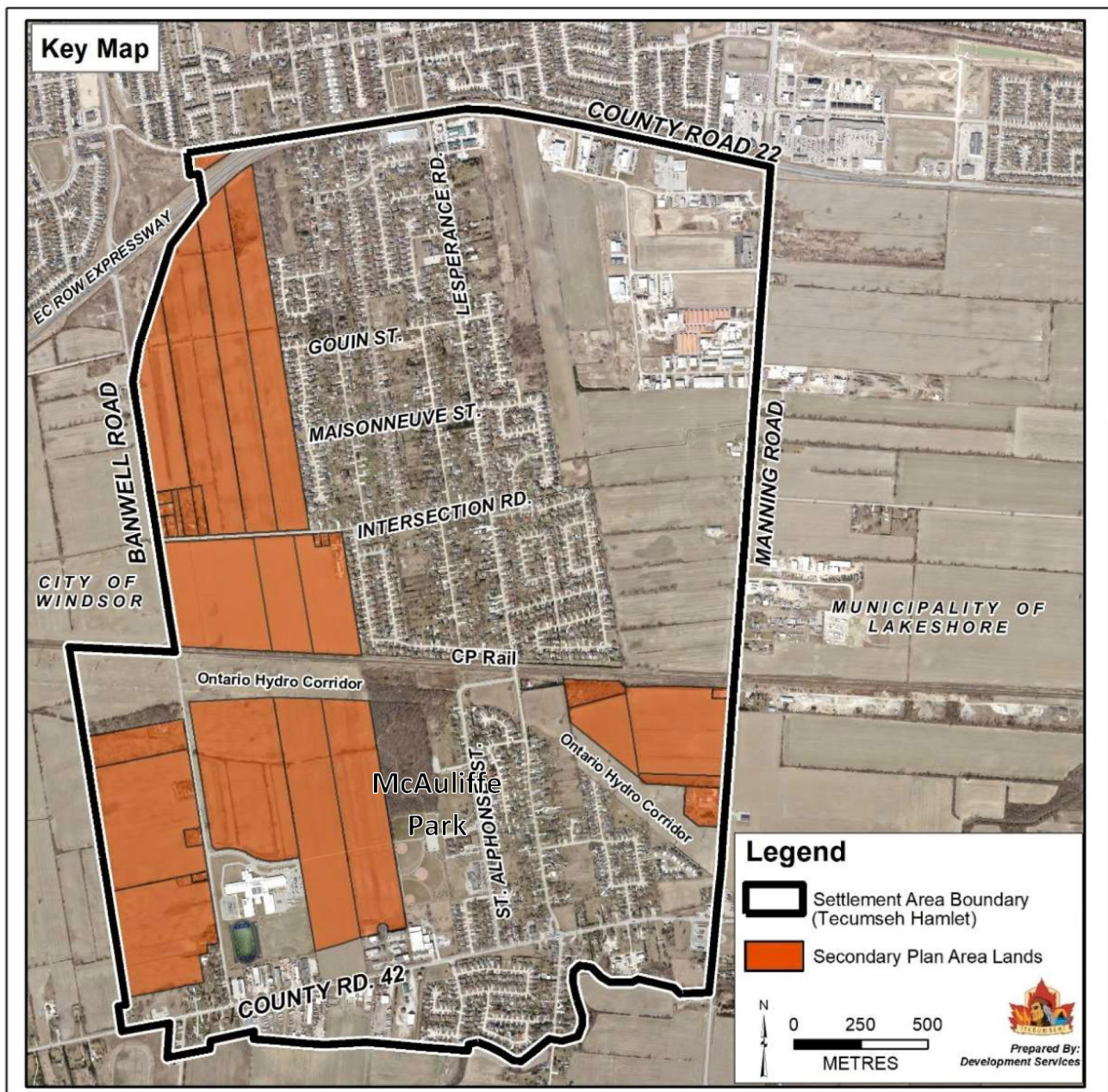
Notice of Completion



Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements

Municipal Class Environmental Assessment (EA) and Functional Design

In support of the completed Tecumseh Hamlet Secondary Plan study (Council approved January 2025), affecting the southerly and westerly portions of the Tecumseh Hamlet (the Hamlet, shown in orange in the Key Map), the Town retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater, and stormwater infrastructure required to service the area for future development opportunities. This study has been completed in accordance with the planning and design process for Schedule 'C' projects under the *Municipal Class EA* (2000, as amended).



The following projects have been recommended:

Schedule C Projects

1	Gouin Street New Urban Collector Roadway
2	Maisonnette Street New Urban Collector Roadway
3	Intersection Road Reconstruction from Rural cross-section to Urban cross-section
4	Shields Street New Urban Collector Roadway and North-South Urban Collector Roadway
5	West Tecumseh Trunk Watermain, CR 22 to CP Railway
6	West Tecumseh Trunk Watermain, CP Railway to CR 42
7	West Tecumseh Trunk Sanitary Sewer, CR 22 to CP Railway
8	West Tecumseh Trunk Sanitary Sewer, CP Railway to CR 42
9	Intersection Road and Shields Street Relief Sanitary Sewers including decommissioning of the St. Alphonse Pump Station.
10	Gouin Stormwater Management Facility
11	Lachance Stormwater Management Facility
12	Desjardins Stormwater Management Facility
13	Southeast Hamlet Stormwater Management Facility

This **Environmental Study Report (ESR)** has been prepared to document the planning and design process leading to the selection of the preferred municipal servicing improvements required to facilitate development within the Hamlet. The ESR will be made available for a 30-day comment period from **June 27, 2025 to August 8, 2025** on the Town's website www.tecumseh.ca. Hard copies of the ESR are available to the public upon request. Subject to comments received as a result of this Notice, the Town may proceed with the implementation of these projects in partnership with developers and relevant agencies.

We encourage interested parties to review the ESR and provide any comments to the project team by **August 8, 2025** by contacting one of the project team members listed below.

Shane McVitty, P.Eng.
Development Engineer
Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario, N8N 1W9
Tel: 519-735-2184 ext. 180
Email: smcvitty@tecumseh.ca

Laura Herlehy, P.Eng
Project Engineer
Dillon Consulting Limited
1 Riverside Drive West, 12th Floor
Windsor, Ontario, N9A 5K3
Tel: 519-948-4243 ext.3216
Email: herlehy@dillon.ca

A hard copy of the report can be reviewed at the Town of Tecumseh's Clerk's Office located at 917 Lesperance Road, Tecumseh, Ontario.

Section 16 Order (Aboriginal and Treaty Rights)

A request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study, or that conditions be imposed (that is, requires further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and Treaty Rights. Requests on other grounds will not be considered.

Requests should include the requester's contact information and full name and specify what kind of order is being requested (request for conditions or a request for an additional/comprehensive EA), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and Treaty Rights, and any information in support of the statements in the request. The request should be sent in writing or by email to both the following contacts and copied to the project team members listed above, no later than **August 8, 2025**.

**Minister of the Environment,
Conservation and Parks**

Ministry of the Environment, Conservation
and Parks
777 Bay Street, 5th Floor
Toronto, Ontario, M7A 2J3
Email: Minister.MECP@ontario.ca

**Director, Environmental Assessment
Branch**

Ministry of the Environment, Conservation
and Parks
135 St. Clair Ave W, 1st Floor
Toronto, Ontario, M4V 1P5
Email: EABDirector@ontario.ca

Further information on requests for orders under Section 16 of the Ontario *EA Act* is available on the MECP website at: <https://www.ontario.ca/page/class-environmental-assessments-section-16-order>

Information collected for this study will be used in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Issue Date: Friday, June 27, 2025

Attachment B-1

Review Period Consultation Log



TOWN OF TECUMSEH

Tecumseh Hamlet Infrastructure Improvements Municipal Class EA

Attachment B-1: 30-day Review Period Consultation Log

Line Item	Date of Consultation	Name of Agency and/or Contact	Summary of Comment	Date of Response	Response and Issue Resolution (if applicable)
Provincial Agencies					
1.	June 23, 2025	Katie Stammer (Essex Region Conservation Authority - ERCA)	Question regarding sanitary sewer discharge volume to the Little River WWTP, given its location within the IPZ-2 for the Windsor intake (Source Water concerns).	July 10, 2025	Confirmed that the design used the maximum sewage generation allowable release rate per the Town's Wastewater Agreement with the City of Windsor, based on full build-out of the THSPA. Protections include 20% capacity increases and safeguards against future densification. Flow and volume were considered in the City of Windsor Sewer Master Plan.
2.	June 24, 2025	Greg Koppeser (Windsor-Essex Catholic District School Board - WECDSB)	Was unable to attend the Special Council Meeting. Expressed interest in the proposed development and requested to be added to the contact list for information regarding services, stormwater management, and growth.	June 24, 2025	Acknowledged request; confirmed WECDSB will be added to the contact list. Noted the Environmental Assessment report would be available on the Town's website later that week for review and comment.
3.	July 17, 2025	Jake Noordhof (MECP)	MECP requested a meeting to discuss issues seen with the Municipal Class EA, focusing particularly on the stormwater pond near the former landfill.	July 24, 2025	Meeting held July 22, 2025. See letter for details of MECP's comments and the plan to address the comments.
	July 25, 2025		MECP confirmed responses to comments unrelated to the landfill are acceptable, provided commitments are acted on. Recommended additional groundwater sampling events (including general chemistry, nitrogen-suite, metals, PHCs, VOCs, and PAHs) to better understand contaminants.	September 24, 2025	Provided update on D4 Landfill Study noting that the study is estimated to be completed in Fall 2026. Also outlined strategy for finalizing the EA, future pond design including providing a summary letter documenting all comments and addressing D4 study commitment.
	October 17, 2025		MECP provided additional clarification on the requirements for the D4 Study indicating that the D4 Guidelines must be adhered to in the absence of a regulatory standard. MECP noted that the D4 Guidelines require no land use within 30 metres of a landfill's perimeter. The MECP also clarified that the information provided to-date in the ESR is insufficient to support a reduction of the D4 setback distances.	October 20, 2025	Confirmed receipt of comments. Requested additional feedback be provided as early as possible.
	October 21, 2025		MECP provided additional clarification on the commitments and next steps to complete the Class EA requirements. The Town is required to complete a D4 Study, adhere to the setback limits outlined in the D4 Guidelines by moving the stormwater pond 30 metres from the landfill, appending the letter to the ESR along with MECP's comments and posting it publicly, and providing MECP with a copy of this letter. MECP also confirmed that they are willing to review and provide comments on the D4 Study.	October 27, 2025	Confirmed receipt of additional feedback. Acknowledgment of the Ministry's position that the D4 guideline should be adhered to, including the specified setback distances. Agreement on the planned strategy to communicate this study's completion.
4.	August 22, 2025	Ministry of Citizenship and Multiculturalism (MCM)	Recommended specifying PIF#s and attaching all Stage 2 Archaeological Assessments (AA) reports/registration letters to the ESR. Stressed that further AA stages should occur early in detailed design before ground disturbance. Continued to recommend a Heritage Impact Assessment (HIA) be completed for the Banwell Cemetery (CHL 2) during detailed design. Included recommended text updates to the ESR.	November 2025	Response memo provided to the MCM documenting the responses and requested report modifications. Responses will be included in the ESR's Appendix K.

Line Item	Date of Consultation	Name of Agency and/or Contact	Summary of Comment	Date of Response	Response and Issue Resolution (if applicable)
Utility and Transportation Providers					
5.	July 2, 2025	Hydro One Networks Inc.	Hydro One has existing high voltage Transmission and Distribution facilities in the area but lacks sufficient information to comment on impacts. Must be kept informed of more information to advise on conflicts and incurred costs. Reminder that potential line replacement/relocation may trigger a separate Hydro One EA (6 to 18 months) and requested assurances regarding clearances, access, and controlled drainage/grading near their corridor.	July 4, 2025	Acknowledgment of receipt of the letter and noted that if future works impact or require encroachment onto Hydro One lands, necessary coordination and agreements will be facilitated.
	July 24, 2025		Requested detailed drawings associated with the plan and asked to be informed if any proposed work may enter or impact the Hydro corridor, requiring review and approval.	July 25, 2025	Acknowledgment of comments received during the 30-day review period.
	July 29, 2025		Alan Liu (Hydro One) confirmed he is the real estate contact for approvals/permitting. Requested the submission package, including the attached Compatibility Review Checklist form, outlining the impact on the Hydro corridor with detailed drawings.	N/A	N/A
6.	July 23, 2025	Paul Charbach (VIA Rail)	Detailed request for required submissions (engineering drawings, locates) and adherence to numerous safety standards and guidelines (Transport Canada, CSA, FCM/RAC). Requested assurances regarding utilities, drainage, construction impacts (noise/vibration), pedestrian flow, station access, and a commitment to indemnify VIA against claims.	July 24, 2025	Acknowledged receipt. Confirmed that proposed improvements do not have direct impacts to VIA Corridors, but necessary consultation and engineering reviews with affected rail authorities will be undertaken as required.
Landowners and Residents					
7.	July 10, 2025	Felina Salas	Concern regarding location of Desjardins Stormwater Management Pond in proximity to residential property.	July 2, 2025 November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up letter response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
8.	July 10, 2025	Mena Tomaselli	Concerned about increased traffic, construction, emergency service access.	July 2, 2025	Email response regarding the traffic control and updates on road closure status was provided.
9.	July 11, 2025	Brett Mayville (Resident)	Concern regarding the proposed off-street cycling facility (MUP) on Gouin St. Due to business needs, his work vehicle is parked on his driveway and would extend into the proposed MUP corridor. Requested accommodations or adjustments.	July 28, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
10.	July 22, 2025	Nicole Vanstone (Resident)	Concerns that the plan ignores existing residents' values (quiet streets). Opposes the Maisonneuve "shotgun thoroughfare" and it becoming a public transit route. Suggests a circuitous approach (e.g., Arbour/Lanoue Street). Criticized outreach/communication as unacceptable.	July 22, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.

Line Item	Date of Consultation	Name of Agency and/or Contact	Summary of Comment	Date of Response	Response and Issue Resolution (if applicable)
11.	July 28, 2025	Joanne Andkilde (Resident)	Inquiry about the meaning of the August 8th EA deadline (e.g., if the plan is "written in stone") and the purpose of accepting comments if the final report was submitted.	July 18, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025, and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
12.	August 2, 2025	Monica Windram (Resident)	Very concerned about increased traffic, population, commercial elements, and high-density dwellings near her home. Requested specifics on how the Town is guarding her against these concerns.	August 5, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
13.	August 4, 2025	Elaine Jraige (Resident)	Submitted numerous collective questions regarding separating new tall buildings from existing homes, managing impacts on roads/water/schools, protecting home values/privacy/sunlight, addressing affordability/unit types, emergency/evacuation plans (for potential 13,000+ residents), and questioning the use of a non-local consultant.	August 5, 2025; August 6, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025 and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
14.	August 5, 2025	Linda Stular (Resident)	Concerns about the 1.5-meter wide pathway on Maisonneuve Street. Questions if the Town will clear snow/ice, arguing it is an unacceptable safety/health barrier for a 75+ year old senior to clear 1,200 sq ft. Concerned about potential destruction of fifteen 80+ year old evergreen trees due to the path development.	August 5, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
15.	August 7, 2025	Andrew Haydon (Resident)	Concerns about the massive influx of people/vehicles (minimum 8800 people, 8800 new vehicles) being squeezed into a small area, worsening traffic congestion (especially with battery plant traffic using local roads as shortcuts). Suggests local taxes should be adjusted due to resulting dropping property values.	August 7, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
16.	August 7, 2025	Carlo & Concetta Cafueri (Residents)	Concerns regarding Maisonneuve aligning with the Battery Plant exit. Questions the rationale for designating Maisonneuve and Gouin as collector roads. Highlighted regular sightings of the Butler's Garter Snake (SAR) and requested habitat protection. Questions planned changes to the Gouin Drain.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025 and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.

Line Item	Date of Consultation	Name of Agency and/or Contact	Summary of Comment	Date of Response	Response and Issue Resolution (if applicable)
17.	August 7, 2025	George Jraige (Resident)	Extensive questions regarding traffic safety (Maisonneuve shortcut/Battery Plant exit). Disputes population projections, demanding new studies. Opposes collector road designation for residential streets. Questions storm/wastewater capacity, pump failure mitigation for SWM ponds, parking issues, and lack of transparency regarding environmental conclusions.	August 5, 2025; August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025 and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
18.	August 7, 2025	Megan Maenpaa-Karnot (Resident)	Speaking for 20 neighbors regarding extreme traffic danger on Shawnee Road; fears Maisonneuve/Gouin opening will worsen it. Notes displacement of wildlife (eagles, deer, skunks, frogs) into residential yards due to habitat destruction. Felt "duped" by lack of communication about all construction aspects.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
19.	August 7, 2025	Monica Brotto (Resident/Company President)	Requested that residents be allowed to speak and weigh in further on the development, stating the plan was neither properly nor clearly communicated. Requested the Tecumseh Hamlet Plan be reopened for everyone to be heard.	August 7, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
20.	August 7, 2025	Trish Slaughter (Resident)	Criticized the perceived "arbitrary silencing" of resident voices. Raised serious safety concerns regarding the emergency evacuation plan in case of fire/toxic gas release at the Nextstar battery plant. Questioned the plan and funding for increasing the capacity of the largely volunteer fire department to service the doubled population.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
21.	August 8, 2025	Chelsea Coumoundouros (Resident)	Concerns about traffic/safety (noise/air pollution) and environmental impacts (destruction of mature trees and green spaces). Criticized the plan for prioritizing cars over true walkability. Expressed disappointment in poor communication (relying on newspaper/hard-to-find reports).	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
22.	August 8, 2025	Joanne & Ted Andkilde (Residents)	Extensive concerns regarding SAR sightings (Butler's Garter Snake/Bats) and biologist's single site visit. Major concerns over unmanageable emergency evacuation plan given high density and proximity to the battery plant fire risks. Questioned MUP location (removal of mature trees) and lack of transparency/reliance on outdated studies.	August 11, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025 and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.

Line Item	Date of Consultation	Name of Agency and/or Contact	Summary of Comment	Date of Response	Response and Issue Resolution (if applicable)
23.	August 8, 2025	Katherine Coumoundouros (Resident)	Emphasized the importance of preserving mature trees and natural areas. Concerns about traffic congestion (already inadequate capacity). Objects to turning Maisonneuve into a busy street and removing mature trees along it. Advocated for urban planning that respects green space for water absorption/flood prevention.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
24.	August 8, 2025	Linda Lacombe (Resident)	Requested a more detailed analysis of the environmental impact on local ecosystems, particularly wetlands and natural green spaces. Also stressed the need for further traffic studies as existing infrastructure cannot support the increased volume.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
25.	August 8, 2025	Mary Vanstone (Resident)	Distressed at the poorly communicated plan. Objects to Maisonneuve becoming a "Main Street" and the location of commercial three-story buildings near Corbi Lane. Concerned about the widening of the street leading to mature tree removal. Repeated statement that Council believes the time for changes is over.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period. Town Administration and Dillon Consulting will endeavor to provide a response. A follow up response was provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
26.	August 8, 2025	Dennis Standon (Resident)	Concerns that proposed through streets will turn the entire south side of Tecumseh into a thoroughfare, hindering pedestrians and dog walkers. Suggested Battery Plant workers should use major roads like E.C. Row/Banwell.	August 8, 2025; November 14, 2025	Acknowledgment of comments received during the mandatory 30-day public review period and noted that Town Administration and Dillon Consulting will endeavor to provide a response. Meeting with resident, Town, and Dillon on August 11, 2025 and follow up response provided on November 14, 2025. A copy of the response is provided in EA Closure Letter Attachment B-3.
Indigenous Communities					
27.	July 9, 2025 Nov. 5, 2025	Caldwell First Nation - CFN	Interested in reviewing the Environmental Study Report (ESR) using CFN's cost recovery model via a Technical Review Agreement (TRA), requesting the Proponent sign the attached document. Noted the August 8 deadline as a target review threshold.	July 9, 2025 Sept. 10, 2025 Oct. 28 2025 Nov. 5, 2025	Acknowledgment of receipt of the email and the attached document (TRA), including follow ups on the status of agreement and review. No comment for concerns on the matter and letter provided.

Attachment B-2

Review Period Comments

RE: Notice of Completion- Tecumseh Hamlet

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Wed, Jul 2, 2025 at 8:40 AM

To: Mena Tomaselli [REDACTED], Lisa Delange <lidelange@dillon.ca>
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Hi Mena,

Thank you for your comments. I think that you will find from the Environmental Assessment that there has been a considerable amount of thought put into traffic movement as part of the planning and engineering for the Tecumseh Hamlet Secondary Plan Area. Things are certainly hectic now, especially with all of the ongoing construction. Much of the construction is occurring outside of the Town's control, with work at the Battery Plant and Banwell taking place in the City. Moreover, County Road 42 and Manning Road projects are under the County's control. The project on Intersection Road is a Tecumseh project, but is somewhat caught in the middle of all of these larger jobs. We are doing our best to keep residents informed of disruptions with social media and web-site postings, as well as using Municipal 511, which is a portal that tracks all construction related road closures. Also, with respect to emergency services, we consult directly with EMS during all projects so that they are aware and can make the necessary adjustments to their operations. Every road closure is sent to EMS in advance.

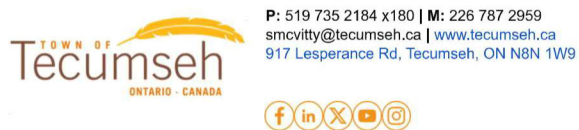
For more information on the Tecumseh Hamlet Environmental Assessment, please visit the Town's web-site specifically dedicated to this project:

<https://www.tecumseh.ca/town-government/plans-studies-projects-and-reports/tecumseh-hamlet-secondary-plan-area-infrastructure-improvements-municipal-class-environmental-assessment/>

Under Appendix E – Functional Servicing Report, you will see that there is an entire section dedicated to the a Transportation Study. Appendix I also includes the Town of Tecumseh Transportation Master Plan. Both of these studies lay the groundwork for traffic movement within the Hamlet as well as within the greater municipality.

Regards,

Shane McVitty P.Eng.
Development Engineer



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Mena Tomaselli <[REDACTED]>
Sent: June 27, 2025 5:14 PM
To: Lisa Delange <lidelange@dillon.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Re: Notice of Completion- Tecumseh Hamlet

Thanks

For Information. I wish that planning would have included a thoughtful traffic control for us residents living between ec row 42 banwell to manning. With traffic from the new plant construction on manning and 42 construction on Lesperance and today blocking Intersection completely I see that thoughtful traffic control was not considered. I pray that in the event of an emergency that emergency vehicles can reach people in need. Because from what I have been experiencing around us this past week access to residents will be difficult.

A frustrated resident on Corbi lane specifically 1839

Corbi Lane

Mena Tomaselli

Sent from my iPhone

On Jun 27, 2025, at 8:42 AM, Delange, Lisa <lidelange@dillon.ca> wrote:

Hello,

Town of Tecumseh's Tecumseh Hamlet Infrastructure Improvements Environmental Assessment is now complete and available for review. Please refer to the Notice of Completion

attached along with a list of the Schedule C projects that may proceed subject to comments received as a result of this Notice.

The Environmental Assessment report can be obtained by visiting the Town's Website.

Interested persons may provide written comments to our project team by August 8, 2025. All comments and concerns should be sent directly to contacts listed in the attached Notice.



UPCOMING VACATION: June 30 to July 4, 2025

Inclusiveness: Enabling belonging to draw strength from our differences.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

<Notice of Completion June 27.pdf>

From: Fely Salas <[REDACTED]>
Sent: July 10, 2025 1:08 PM
To: Shane McVitty
Subject: Re: Tec Hamlet Environmental Assessment Report as well as other issues regarding the rain water management in the south western part of the Tecumseh Hamlet Project

Good morning Mr. McVitty,

This is following our meeting yesterday at the Tecumseh town hall to pick up the hard copy of the EAR.

At the meeting we have also discussed a few topics including the several Water Drainages affecting the process in the development of the area particularly directly affecting our property at 2325 Banwell rd,....

You have indicated, according to the proposed plan(which is almost at the last stage of approval and implementation

by the town , etc), the installation of a pond on the majority part of our land for the collection of waste water (waste water management) coming from the south western areas of the Tecumseh Hamlet is the best option that the Engineering Group has concluded .

However we have expressed our great concerns to you prior that we absolutely do not agree having a pond installed next to our home, suggested if it could be re-routed to another area for several reasons :1...For health reasons leaving stagnant water which is a good breeding grounds for mosquitoes.2....the noise level created by people trekking the trails, 4... the noise levels from the Pump System 24/7 and its operation. 5... most importantly , for our own safety ... in close proximity to the public exposure 24/7 with no safety guards to our young grandchildren (youngest ,age 4).

According to you , it is crucial , that pond is installed in conjunction with the Desjardin Drainage . That indeed will occupy at least 6 - 7 acres of our property (from our first meeting), leaving us hardly anything for further development. If it is of great importance to install this waste water management project on our property, then the developers and other property owners who benefit from the pond must provide us a fair Compensation for the use of our land as well as provide the maintenance and operation for the existence of the completed project.

Please note , that I have attended all the scheduled meetings on the subject as given notice.

Thank you for your immediate attention on the above issues.

It is of utmost importance to us to get it resolved best sooner not later before the commencement of development especially the south western part of the Tecumseh Hamlet. Hoping to hear from you soon.

Regards,
Felina Salas

[REDACTED]

Please forward the above issues to Engineering & others concerns.

further develop

Sent from my iPhone

On Jul 7, 2025, at 9:32 AM, Shane McVitty <smcvitty@tecumseh.ca> wrote:

Good Morning Felina,

The Environmental Assessment report that you requested is now available for you to pick-up at Town Hall. I'd like to coordinate a pick-up time for you so that I can be here to present them to you. Please give me a call at the office so that we can discuss. I can be reached at (519) 735-2184 (ext. 180). If you call and get my voicemail, please leave me a message and I will get back to you.

Thank you,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | **M:** 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Shane McVitty
Sent: June 27, 2025 4:23 PM
To: Fely Salas [REDACTED]
Cc: Herlehy, Laura <lherlehy@dillon.ca>; Kristine Wilkinson (kwilkinson@dillon.ca) <kwilkinson@dillon.ca>
Subject: Tec Hamlet Environmental Assessment Report

Good Morning Felina,

I'd like to follow-up on our phone conversation today where we discussed getting to you a copy of the Tecumseh Hamlet Environmental Assessment Report. We can certainly provide you with a hard copy of the report, and will get started on putting the document together. In the meantime, if you'd like to review the EA, the entire document is now published to our web-site and can be found at the link below:

<https://www.tecumseh.ca/town-government/plans-studies-projects-and-reports/tecumseh-hamlet-secondary-plan-area-infrastructure-improvements-municipal-class-environmental-assessment/>

The EA document is very lengthy and is comprised of a number of large supporting Appendices. Once we have it printed and ready for you, I will send you an email to let you know that it can be picked up at Town Hall.

Thank you,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

RE: Tecumseh Hamlet / environmental assessment.

1 message

Phil Bartnik <pbartnik@tecumseh.ca>

Fri, Jul 18, 2025 at 10:12 AM

To: Joe Bachetti <jbachetti@tecumseh.ca>, joanne andkilde <[REDACTED]>, Brian Houston <bhouston@tecumseh.ca>, Shane McVitty <smcvitty@tecumseh.ca>, "lherlehy@dillon.ca" <lherlehy@dillon.ca>
Cc: Brian Hillman <bhillman@tecumseh.ca>

Good morning Joe and Joanne,

I am confirming receipt of your email and questions. Please know that the Town and our consultant will be reviewing and responding to all of the comments received during the 30-day review period of the Tecumseh Hamlet EA.

Thank you,

Phil Bartnik P.Eng.

Director Public Works & Engineering Services



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Joe Bachetti <jbachetti@tecumseh.ca>

Sent: July 18, 2025 9:20 AM

To: joanne andkilde <[REDACTED]>; Brian Houston <bhouston@tecumseh.ca>; Shane McVitty <smcvitty@tecumseh.ca>; lherlehy@dillon.ca

Cc: Brian Hillman <bhillman@tecumseh.ca>; Phil Bartnik <pbartnik@tecumseh.ca>

Subject: Re: Tecumseh Hamlet / environmental assessment.

Thank you Joanne for your email and raising these concerns.

I will forward this to our town administration who can help respond to your inquiries.

Joe Bachetti

Deputy Mayor



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: joanne andkilde <[REDACTED]>

Sent: Friday, July 18, 2025 8:54:28 AM

To: Joe Bachetti <jbachetti@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>; Shane McVitty <smcvitty@tecumseh.ca>; lherlehy@dillon.ca <lherlehy@dillon.ca>

Subject: Tecumseh Hamlet / environmental assessment.

Just a few questions. I am still working my way through the report.

- 1) how was Maisonneuve chosen as the main street of the Hamlet? Why wasn't there a cross street that runs parallel to Banwell made the main street. This would limit the disruption to either Maisonneuve or Gouin.
- 2) what actual changes are to be made to the existing part of Maisonneuve and Gouin.
- 3) How can an environmental assessment be approved when the biologist only looked at the site for one day in March. And only notes that things "maybe" present but no one bothered to look. (ie snake hibernaculum, or bat maternity roosts).

4) Does the lackaday approach to wildlife imply a lackaday approach to the other sections of the study.

5) What exactly are waterfowl abatement methods? If new retention ponds are to be added how does the town intend to prevent issues between waterfowl and air planes. If South Windsor is an example of waterfowl abatement. It clearly does not work.

6) Are there any plans for traffic calming in the existing neighborhood? Or are Maisonneuve and Gounin going to become like Tecumseh Rd or Riverside Drive where people ignore the posted speed limit and drive 80km/hr.

7) What is the proposed evacuation plan for the Hamlet and existing neighbourhoods when there is a fire at the battery plant. Banwell Road will become a "no go" since it is close to the plant. Is the plan to evacuate 10,000+ people down Lesperance Road?

More questions to follow.

Sincerely

Joanne Andkilde

RE: Hamlet EA

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Mon, Jul 28, 2025 at 4:11 PM

To: joanne andkilde [REDACTED]
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>, Phil Bartnik <pbartnik@tecumseh.ca>

Hi Joanne,

Thank you for your question.

Under the Ontario Environmental Assessment Act, once the report has been "completed," the public must be notified and given an opportunity to provide comments over a 30-day period. Through Dillon's submission of the report, Council authorized moving into this review period, which is currently scheduled to end on August 8th.

All comments received during this time will be reviewed and considered, and the report may be updated if necessary. Once the public review period has ended and all feedback has been evaluated, Dillon will finalize the report. It will then be presented to Council for final adoption as the completed version.

Please note that we have received your comments submitted on July 18th and are in the process of reviewing them, along with others received to date. A response will be provided to you prior to the close of the public review period.

Best regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: joanne andkilde [REDACTED]
Sent: July 28, 2025 3:50 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Hamlet EA

Good Afternoon,

Can you explain to me what the 8 August deadline for the EA report means? For example does it mean the plan is now written in stone or simply that now the town will pay Dillon for the work? And what is the point of the taking comments if the final report had already been submitted?

Joanne Andkilde

J



Herlehy, Laura <lherlehy@dillon.ca>

RE: Concern Regarding Proposed MUP Location - Gouin St – Tecumseh Hamlet Secondary Plan Area Improvements

1 message

Shane McVitty <smcvitty@tecumseh.ca>

To: Brett Mayville <[REDACTED]>
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Morning Brett,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the ma
consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the
intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not
copy, use or disclose it. Messages sent to and from us may be monitored.

From: Brett Mayville <[REDACTED]>
Sent: July 11, 2025 9:45 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Concern Regarding Proposed MUP Location - Gouin St – Tecumseh Hamlet Secondary Plan Area Improvements

Dear Mr. McVitty,

I hope this message finds you well.

My name is Brett Mayville, and I reside at 1797 Hebert Street. I'm writing to express my concern regarding Design Concept #2 of the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements, specifically the proposed off-street cycling facility (MUP) which is located on Gouin St.

As a small business owner, I rely on my garage for the storage of work-related materials and equipment. Due to the garage's size and layout, I'm unable to park my work vehicle inside. As a result, I regularly park my truck on my driveway, directly in front of my garage.

Based on the proposed MUP alignment, it appears that my vehicle would be positioned directly in the path of the cycling facility. This presents a significant concern—not only in terms of compliance with the new infrastructure but also with the continued day-to-day operation of my business, as I ha

I've attached a photo that illustrates the situation. In the image, my truck is parked fully against my garage, and a tape measure is extended from the edge of the existing roadway to where my vehicle is always parked. The tape is measuring approximately 5.75 meters. As shown, the truck clearly

While I fully support the town's efforts to enhance active transportation and improve road safety, I respectfully ask that the town consider cases like mine where the proposed design directly impacts the daily function of both my residential property and my small business. I would greatly appreciate

Thank you very much for your time and for considering my concern. I would welcome any feedback or suggestions you may have and am happy to provide further information or discuss this in more detail.

Warm regards,

Brett Mayville
[REDACTED]





RE: Tecumseh Hamlet Secondary Plan

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Mon, Jul 28, 2025 at 11:19 AM

To: Nicole Vanstone [REDACTED]
Cc: Brian Houston <bhouston@tecumseh.ca>, Joe Bachetti <jbachetti@tecumseh.ca>, "Herlehy, Laura" <lherlehy@dillon.ca>

Good Morning Nicole,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Nicole Vanstone [REDACTED]
Sent: July 22, 2025 7:19 AM
To: Brian Houston <bhouston@tecumseh.ca>; Joe Bachetti <jbachetti@tecumseh.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet Secondary Plan

Dear Brian and Joe.

I'm addressing this letter to you directly not only as a concerned citizen but also as your neighbour affected by the Tecumseh Hamlet Secondary Plan. As a resident of this quaint neighbourhood located on Maisonneuve Street I do not feel this plan takes into consideration what many residents of this area value most - quiet streets to raise families and properties with space around them where they don't feel crowded.

I am not against any plan to develop the area, making it more bike and pedestrian friendly or even adding vehicular connections between Lesperance and Banwell but the shotgun thoroughfare proposed for Maisonneuve is insensitive to its current residents as it would be such a drastic change from its current state. I quite often try to find similar examples around our town and always come back to the "Arbour/Lanoue Street" approach as it intersects into the newer development of Lanoue St. Diverting traffic in a more circuitous approach provides a deterrent for a speedway between two major North/South arteries. Beyond my own street, it is also concerning to see a similar straight thoroughfare dissecting our beloved McAuliffe Park. The most nauseating aspect to this plan is having the already established portion of Maisonneuve Street become a public transit route. Gone would be the days of having my windows open to a nice quiet neighbourhood. I have read through the report available on the town's website and there is also not enough information in the report about traffic calming measures to give me the confidence that the town is handling this project well.

Being in the design industry myself and working for consulting firms with strong Urban Planning Studios there are other possible solutions out there. These straight road connections simply come across as the "easiest" solution with little consideration given to increased traffic management. Being residents of this neighbourhood yourselves could you imagine your quiet street being turned into "Main Street"? There are so many qualities to this neighbourhood that have drawn several of my own family members to live here and my fear is that many of these qualities will indefinitely become devalued if these plans don't evolve from their current proposed state.

There are great aspects to these new plans that I support but I urge you to have more empathy for those you will disrupt the most. I personally don't feel like the outreach or communication to those being affected by these plans has been acceptable and I think the town can do better.

In the end with all these changes, I would hope to be able to look out my front window and feel like our neighbourhood hasn't changed beyond much more than a couple sidewalks.

Appreciate your time.

Nicole Vanstone



1 message

Thu, Jul 31, 2025 at 7:55 PM

George Jraige

Elaine & George Jraige

 Hamlet Development - Community Petition.pdf
37K

DATE: August 1, 2025

TO: Tecumseh Town Council

From: Tecumseh Hamlet Residents

Submitted for meeting on August 12, 2025

Re: Hamlet Site Development – issues and concerns

We have been following the proposed development plans for the Tecumseh Hamlet and we have concerns. **We are bringing them up now so there is plenty of time to address and rectify the problems.**

We are not against developing the Tecumseh Hamlet. We are against BAD development which we consider much of the proposal for the Hamlet area to be.

A Few of the Issues:

1. Location of multi unit buildings
2. Improper placement of commercial hubs.
3. Outdated traffic master plan (pre- battery plant) upon which this development seems to be formulated.
4. The concept of 'sustainable growth' is a faulty premise to use when developing the Hamlet.
5. Making Maisonneuve and Gouin streets an Arterial Road when they are clearly designated residential/urban streets.
6. Inconsistent designs/requirements for multi-use trails and sidewalks.
7. Emergency vehicle access and ability to service the increased population and residences.

Commercial, Apartment building location, and dwelling density location

Based on the plan for the Commercial and the Apartment buildings planned for the Hamlet development, it appears that the apartments will be about Corbi Lane and behind these apartments, the commercial buildings will be located. We believe this plan will:

- degrade the privacy of the homeowners on Corbi Lane and the surrounding areas;
- reduce the neighbouring property values;
- increase noise pollution from increased population;
- Parking issues – on-site and overflow onto to neighbouring streets.
- Increased safety risks for our children and residents

Community Proposal:

1. Locate the commercial buildings along Banwell Road for easy access for potential customers;

2. Put the Apartment buildings right behind the commercial buildings.
3. Increase the buffer zone between the multi-use buildings and the single family homes already established in the Hamlet. See the attached proposed sketch.
4. The highest density dwellings should be aligned facing Banwell Road and the lowest density dwellings should abut the existing single family homes.

Outdated Traffic Plan

You are relying on a Transportation Plan that was devised in 2017. It is not up to date. There is already tremendous traffic congestion and the battery plant will double that. A new traffic study and transportation Plan must be done before any further development plans be undertaken.

Premise of Sustainable Growth for Tecumseh

We agree there is room for some growth in the Tecumseh Hamlet area. However, Tecumseh does not have to ruin the existing neighbourhoods simply to provide housing units for the anticipated workers at the Battery Plant. The plant is located in Windsor, so the majority of the housing units and growth must be in Windsor, not Tecumseh. It is not the responsibility of Tecumseh to provide all the housing to benefit the prosperity of Windsor's battery plant.

What is Windsor doing for its part to provide necessary housing?

The potential property tax revenues will be helpful to the Town but not at the cost of ruining the community that has been here for years. We have been good stewards of this area and deserve more consideration from Council.

Traffic Concerns: Connection from Maisonneuve and/or Gouin Street to Banwell

The Hamlet Development plan calls for Maisonneuve and Gouin streets to connect directly to Banwell. Here are the problems with that:

- Significant Increase in traffic through the residential neighbourhoods of Maisonneuve and Gouin Streets; This will be treated as a short cut thoroughfare from Banwell to Lesperance.
- This was never the plan for this community – when we all researched, investigated and invested in homes in this area.
- These streets are not arterial streets, but your ill-advised plan treats them as such.
- We are concerned for the safety of residents, especially our children.
- The noise and speed issues from the increased traffic will ruin the neighbourhood.

Community Proposal:

We propose the following:

Option A – Most Desirable Option

- Close the Maisonneuve & Gouin Streets to the Hamlet Development Site. These should NOT be thoroughfares connecting Banwell and Lesperance.
- Utilize removable bollards for Maisonneuve and Gouin streets which will be utilized only in the event of emergency ingress and egress.

Option B – If option A cannot be implemented

- Any road from Banwell must make a right- or left-hand turn, and swirl North and south to dissuade non-residents of the Hamlet site development from using the connection from Banwell to Maisonneuve Street and/or Gouin as a short cut to Lesperance. Confine traffic to the residents of the Hamlet Development, as per attached proposed sketch.
- A maximum of 40 KM/hr speed limit is absolutely imperative. This will further dissuade individuals from racing to make connections between Banwell and Lesperance. A lower speed limit will maintain the safety of all residents.
- Strategically locate speed bumps and four-way stops along all roads (especially Maisonneuve and Gouin streets as traffic calming measures.

Walk/Bike Path and Planting zone proposal

- There is no consistency in the Hamlet Development plan regarding bike and walking path metrics. Consistency is key to maintaining the character of the neighbourhoods.
- Your Plan has bike paths that are a variable distance from the curb.
- The proposed walk/bike paths on the north side of the streets are much wider than the side of the roads.
- Also, the proposed planting zone varies from a minimum of 20 Meters to 31.67 Meters across the Hamlet development.

Community Proposal:

1. Keep walk paths no more than 18 inches from the curb of the road, to maintain standardization across the community and minimize encroachment onto existing residential green space.

2. Match the walk paths on the north side of the roads with the walk paths on the south side of the roads. The residents don't need the wider bike/walk paths. A 3-foot sidewalk on both sides is acceptable. This will allow more open ground for water uptake during storms and mitigate potential flooding.
3. Standardize the planting zones – No more than 10 meters from the center of the road should be planned for the Planting zones - across the entire Hamlet development. This will maintain a consistent look and feel and minimize encroachment on existing residential properties.

Going Forward:

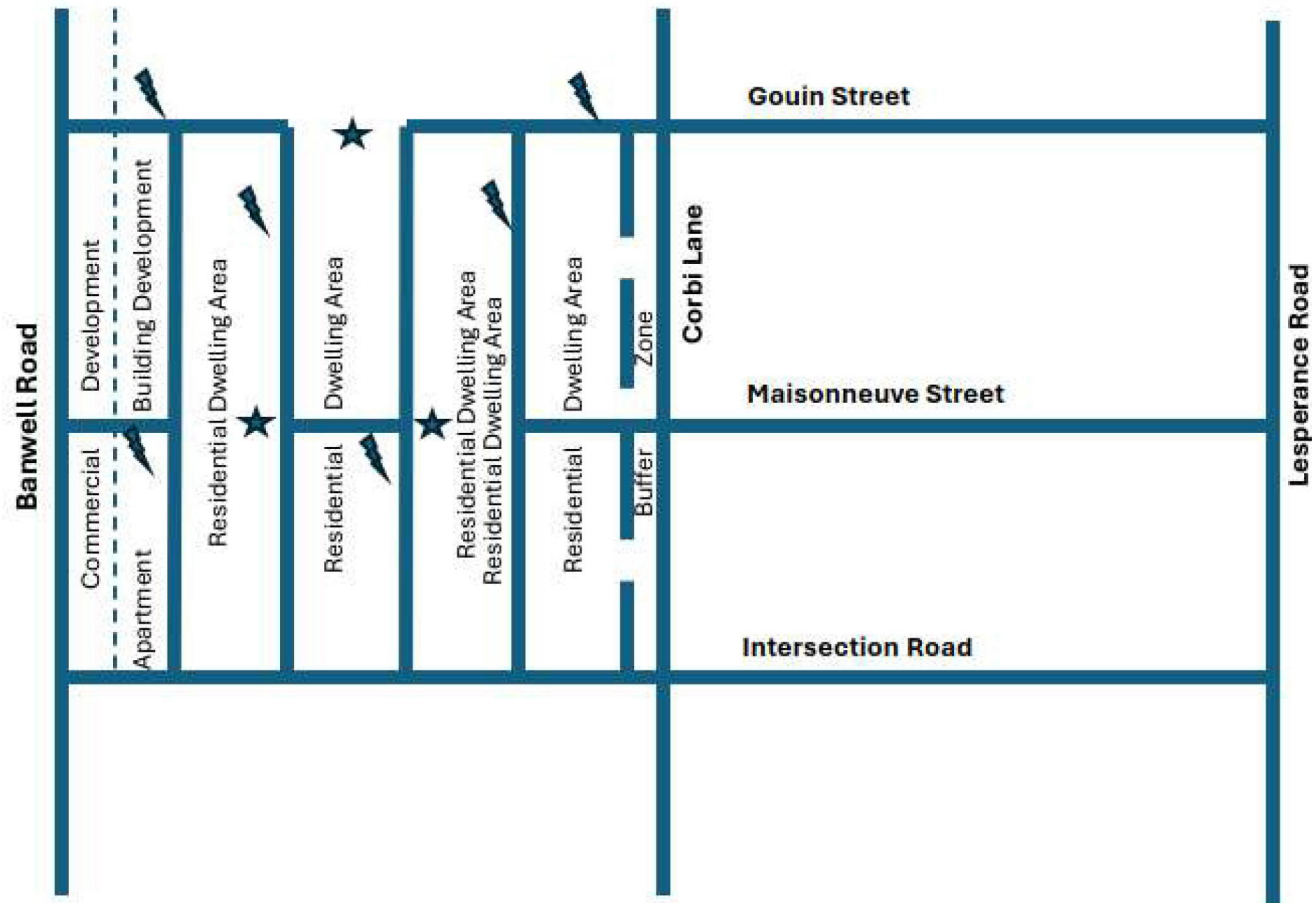
The current residents understand the need to build communities like the Hamlet development, ***but the elements of the proposals in this document provide minimum protection of the existing community residents quality of life, maintain the property values and most importantly maintain the general safety and peacefulness of the community we love.***

AS STAKEHOLDERS, WE ARE REQUESTING A SERIES OF MEETINGS BETWEEN OUR COMMUNITY REPRESENTATIVES, THE DEVELOPERS AND THE TOWN PLANNING DEPARTMENT TO ENSURE THAT A **GOOD** PLAN IS PREPARED THAT WILL CREATE ADDITIONAL HOUSING AND MAINTAIN THE LOOK AND CHARACTER OF THE EXISTING NEIGHBOURHOODS.

We realize that you have already held a Public Open House and a Public meeting, but that is insufficient when you are talking about totally changing the Tecumseh Official Plan and harming the existing neighbourhoods created under that Plan. Residents need more time to reflect, absorb, confer and strategize about what you are proposing. And we deserve more input. We are the ones who live here now and pay property taxes now.

There is time to do the right thing and allow these planning meetings to take place so that ALL stakeholders, including the most important ones – the current residents – are heard.

I look forward to arranging some mutually convenient times for such meetings as soon as possible.



Legend

- ★ Street breaks to dissuade from non residents from taking short cuts to Lesperance
- ⚡ Post 40 KM/hr speed Limit signs & apply speed bump road strips.

RE: Tecumseh Hamlet - Concerns and Questions

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Tue, Aug 5, 2025 at 1:25 PM

To: Elaine Jraige <[REDACTED]>, "lherlehy@dillon.ca" <lherlehy@dillon.ca>

Cc: Joe Bachetti <jbachetti@tecumseh.ca>, Brian Houston <bhouston@tecumseh.ca>

<pbartnik@tecumseh.ca>

Phil Bartnik

Good Afternoon Elaine,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Elaine Jraige <[REDACTED]>

Sent: August 4, 2025 10:36 PM

To: lherlehy@dillon.ca; Shane McVitty <smcvitty@tecumseh.ca>

Cc: Joe Bachetti <jbachetti@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>

Subject: Tecumseh Hamlet - Concerns and Questions

Hello,

With regards to the Tecumseh Hamlet there are many concerns from myself and my fellow residents of this Town.

Please see below questions that we the Residents of the North and South side of Tecumseh are asking collectively:

1. How will the new tall and busy buildings be kept separate from our homes?
2. What are you doing to make sure the big buildings don't tower right over our quiet streets and homes?
3. show us the buffer between where new buildings and old homes be ?
4. How will roads, water, and schools cope with all the new people moving in?
5. What are the plans to keep traffic safe for people walking and biking around the neighborhood?
6. Why were we only invited to open houses and not given more chances to actually help shape the plans?
7. Will there be more meetings or chats with locals before you approve the big changes?
8. How will you make sure our opinions actually change the plans, not just get ignored?
9. How will you protect our home values, privacy, and sunlight with all these new buildings and congestion this new development ?
10. What rules/ bi-laws will make sure there's enough space, trees, and that new buildings fit in with old ones?
11. How many affordable homes will actually be built, and will they be spread out to keep our neighborhood balanced ?
12. Are there going to be rental units, airbnb units, home ownership ?
13. How will shops and fast-food places be set up so they don't cause noise, traffic, or bother us at night?
1. Are there rules to stop drive-thru or big box stores from popping up right next to houses?

Are there any developments in this area that are designed well so we can borrow off from ?

why are we getting a consultants from Toronto than using consultants locally that knows and understand the Fabric of our community ?

what is the fire, emergency and evacuation plan in the event of any fires ?

how many people are actually going to reside in each units ? Town website states total of 8800 people but it seems to be double that, is 8800 correct ?

is there more than 4300 units planned or is that number correct ?

what are the units going to look like ?

What was the thinking of establishing a main street corridor mix, this is a huge concern for noise , congestion, a hang out place throughout the day and night, thief, crime etc... ?

this is similar to the Forest Glade community where there are low, high, medium density population and crimes are high in this area.

Sincerely,

Elaine Jraige

**Re: Tecumseh Hamlet Secondary Plan Infrastructure Improvements - Tecumseh Hamlet Proposed Collector Road Alignment
Maisonneuve Street Figure 6.2**

1 message

Brian Houston <bhouston@tecumseh.ca>
To: Shane McVitty <smcvitty@tecumseh.ca> [REDACTED]
[REDACTED], "Herlehy, Laura" <lherlehy@dillon.ca>

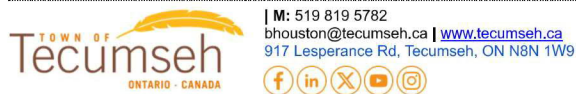
Tue, Aug 5, 2025 at 3:37 PM

Hi Linda, I also did not receive your letter as it was caught in the spam folder. Thanks Shane for passing it along.

The design and the upgrade of the section of roadway beside your property is many years into the future. My best guess is it could be 7-10 years or more before these upgrades would happen.

I'd be happy to discuss this with you further Linda and my direct number is 519-819-5782.

Brian Houston
Councillor Ward 4



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Shane McVitty <smcvitty@tecumseh.ca>
Sent: Tuesday, August 5, 2025 2:20:22 PM
To: LINDA STULAR [REDACTED]
Cc: Brian Houston <bhouston@tecumseh.ca> [REDACTED], Herlehy, Laura <lherlehy@dillon.ca>
Subject: RE: Tecumseh Hamlet Secondary Plan Infrastructure Improvements - Tecumseh Hamlet Proposed Collector Road Alignment Maisonneuve Street Figure 6.2

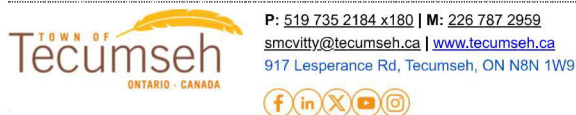
Good Afternoon Linda,

It looks like your original email was having trouble breaking through our security systems. I was able to sort this out on our end and can confirm receipt of your email and attached letter.

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards

Shane McVitty P.Eng.
Development Engineer



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: LINDA STULAR [REDACTED]
Sent: August 5, 2025 10:55 AM
To: Shane McVitty <smcvitty@tecumseh.ca>
Cc: Brian Houston <bhouston@tecumseh.ca>; cricket [REDACTED]
Subject: Tecumseh Hamlet Secondary Plan Infrastructure Improvements - Tecumseh Hamlet Proposed Collector Road Alignment Maisonneuve Street Figure 6.2

Mr. McVitty

Attached is a letter (Maisonneuve Letter.docx) with my comments regarding the proposed above subject.

Please confirm receipt of this email and the attached letter via email to [REDACTED]

Thank you.

Linda Stular
That's all for now

Linda Stular

Tecumseh, ON N8N 1Y5

August 5, 2025

Shane McVitty, P. Eng.
Development Engineer
Town of Tecumseh
917 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Mr. McVitty:

Subject: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements

Reference: Tecumseh Hamlet Proposed Collector Road Alignment Maisonneuve Street Figure 6.2

With reference to the above, as requested by the Notice of Completion issued by the Town of Tecumseh requesting comments by August 8, 2025, I have the following concerns and questions with regard to the proposed "sidewalk" on the south side of Maisonneuve Street:

- As per our conversation on July 22, 2025, you indicated the proposed pathway on the south side of Maisonneuve Street would be approximately 1.5 meters wide, anywhere between four to five feet wide. You also mentioned that this would not be happening within the next five years. I am on the [REDACTED]
[REDACTED] The depth of my lot is 235 feet. The width of this pathway is a smaller version of a multi-use trail, not a sidewalk. No Canadian city would ever expect residents to keep the roads bordering their property clear of snow and ice. Everyone uses the roads. Everyone pays the municipal tax levy to provide those services. As well, the town clears the snow and ice from the Lesperance Road multi-use trail. The


multi-use trail is available to everyone. Everyone pays. It should be no different for a smaller version of a multi-use pathway. Like drinking water and street lights that work, clear sidewalks or pathways are a basic municipal service. Will the town also be clearing the snow and ice from the pathway on the south side of Maisonneuve Street? If the answer is yes, then my following concern is negated; otherwise, it is completely unreasonable to expect a senior citizen, aged 75+ years to shovel and de-ice an extra-wide pathway of four to five feet wide for 235 feet, totalling approximately 1,200 square feet. Expecting a 75+ year old tax paying senior citizen, with an accessibility issue (which is medically documented) would severely jeopardize my health and put me at risk of severe injury or death. This would be totally unreasonable and unacceptable. As stated in the Tecumseh Accessibility Advisory Committee (TAAC) five-year accessibility plan, "the Town of Tecumseh continues to strive to prevent and remove barriers for all persons within the municipality." A 75+ year old senior expected to clear snow and ice from almost 1,200 square is a barrier to their safety, health and well-being. Since this is not happening for at least five years, the town has plenty of time to accept responsibility of clearing pathways and incorporate their clearing into the municipal tax levy or plan for physically incapable seniors with a taxpayer-funded assistance program (i.e. Seniors and Persons with Disabilities Sidewalk Clearing Program) to ensure their health is not jeopardized, but protected by any action or development the town implements. Seniors should not be expected to or coerced into doing the municipality's job. There are many Canadian cities, including Winnipeg, Ottawa, Montreal, and the majority of Metro Toronto that manage to keep pathways clear as part of their routine duties. The attitude of a municipality towards its pathways speaks volumes. This responsibility should NOT be off-loaded, especially to physically incapable seniors. It is the municipal tax levy that is responsible for charging residents for services and infrastructure and the maintenance of those services and infrastructure that are available to everyone. Snow and ice on pathways are the legal responsibility of the municipality, not the property owner, as they are part of transportation infrastructure.

- The south side of Maisonneuve Street has fifteen (15) evergreen trees which were planted in the early 1940's, making them 80+ years old. In this era of climate change it is redundant for me to remind the town how important mature trees are for the environment and climate change. The bigger and

older the tree, the more benefit they provide to the environment. Trees give off moisture which help reduce temperatures by up to six degrees celsius. The cooling effect of trees has been proven. Trees act like a giant lung ventilating and filtering out air pollutants, which will be critical with the increased traffic when Maisonneuve Street becomes a "New Urban Collector Roadway". Trees also absorb rainwater which helps prevent flooding in nearby homes. The more mature the tree, the more moisture expelled, the more water absorbed and the more air filtration provided. Residents who are surrounded by trees also are happier than those surrounded by concrete. Trees provide tremendous mental and physical health benefits. Given the disastrous state of climate change, green corridors should be maintained and not destroyed at their expense of concrete corridors. Concrete is an environmental dead zone. The basic premise should be not to lose any existing greenery as it is the earth's life support system. All environmental actions implemented by the town should be aligned and not contradictory. Will these fifteen 80+ year old trees remain with the above mentioned "improvements"? With the plan showing a multi-use trail on the north side of Maisonneuve Street, why is this smaller version of a trail on the south side even in the plan?

Please retain this letter in your records.

Please respond to my "specific" concerns and questions as discussions and plans develop.

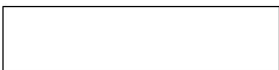
Please acknowledge receipt of this letter via email. My email is 

Thank you.

Respectfully,

Linda Stular

B.A., B. Comm., M.B.A.



Cc: Brian Houston, Ward 4, Councillor (Bhouston@tecumseh.ca)



Herlehy, Laura <lherlehy@dillon.ca>

RE: Tecumseh Hamlet Development Site Concerns

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Tue, Aug 5, 2025 at 1:22 PM

To: monica windram [REDACTED], "lherlehy@dillon.ca" <lherlehy@dillon.ca>

Good Afternoon Monica,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: monica windram [REDACTED]
Sent: August 2, 2025 2:20 PM
To: Shane McVitty <smcvitty@tecumseh.ca>; lherlehy@dillon.ca
Subject: Tecumseh Hamlet Development Site Concerns

Shane/Laura,

I am very concerned about the Hamlet Development being planned for my area.

My concerns are [specifically](#) related to the increased traffic, population, commercial and high density dwellings on my back door.

Please provide, with specifics on how the town of Tecumseh is guarding me against these concerns.

Thank you

Monica Windram
[REDACTED]

Get [Outlook for Android](#)

Tecumseh Hamlet Secondary Plan Environmental Assessment concerns

1 message

Carlo C <[REDACTED]>

Thu, Aug 7, 2025 at 8:27 PM

To: smcvitty@tecumseh.ca, lherlehy@dillon.ca

Cc: "jbachetti@tecumseh.ca" <jbachetti@tecumseh.ca>, "CC: Brian Houston" <bhouston@tecumseh.ca>, minister.mecp@ontario.ca, Concetta DiCesare-Cafueri

[REDACTED]

Shane/Laura,

My name is Carlo Cafueri and my property is at 1875 Corbi Lane. My wife Concetta and I are submitting the attached powerpoint with some concerns/questions in regards to the Tecumseh Hamlet Secondary Plan Environmental Assessment. If you can please have my PPT submitted and provide comments.

Thanks

Carlo and Concetta Cafueri

[1875 Corbi Lane](#)



Tecumseh Hamlet Secondary Plan Environment Assessment Concerns - 20250807.pptx
3782K

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment

Tecumseh Resident Questions/Concerns.

Aug 7/2025

- In the "Assessment Appendix H – Collector Road Recommended Alignment Figures" document (Page 2), Maisonneuve is shown as a collector road aligned with an exit from the Battery Plant. This alignment does not appear to have been made public in the original plans. Could you please provide clarification on this change? Additionally, has this updated information been shared with all affected residents—specifically those in the area spanning east from Banwell to Lesperance (and beyond), and south from EC Row to North Pacific—through letters or other means, offering the community an opportunity to review and respond?

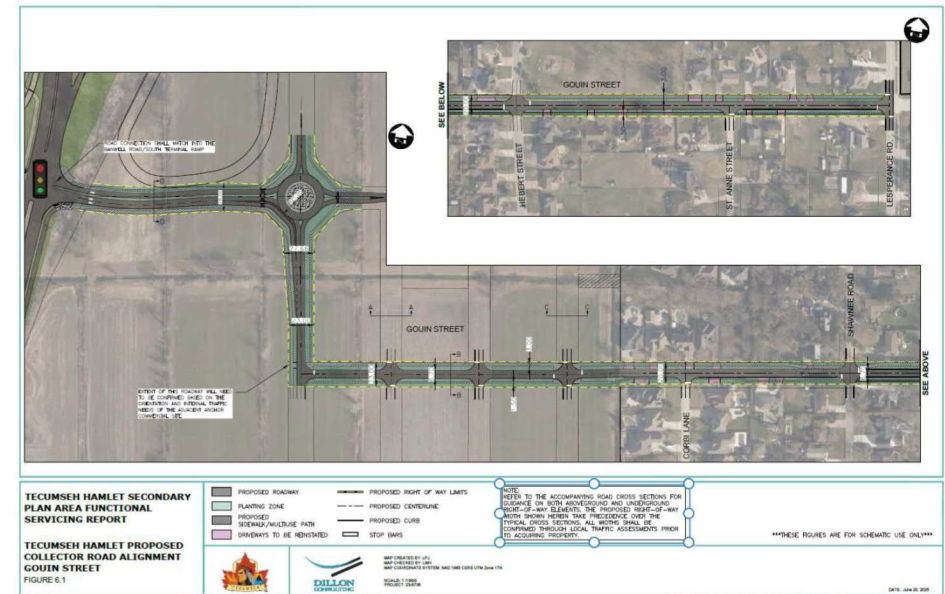
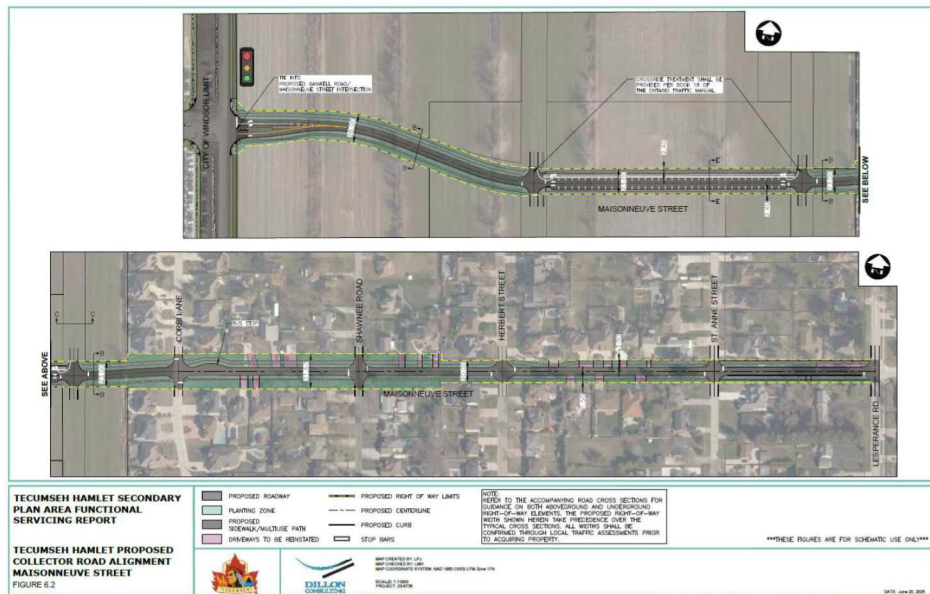


- In the *Assessment Appendix H – Collector Road Recommended Alignment Figures* document (Pages 1–2), Maisonneuve and Gouin Streets are shown as collector roads. This designation does not appear in the original public plans.

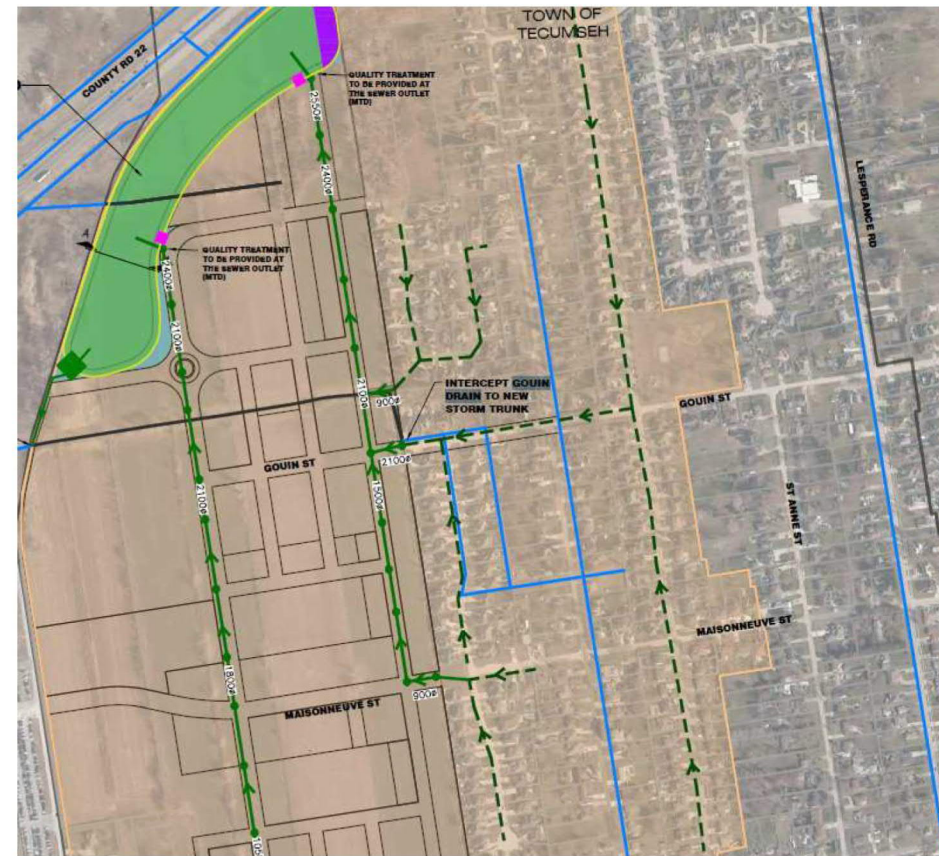
Can the Town provide evidence or rationale for the requirement to designate both Maisonneuve and Gouin as collector roads in connection with the Hamlet development? Currently, both streets dead-end at Corbi Lane, and there is no apparent need for them to function as collectors under existing conditions. Therefore, this designation seems to be driven solely by the demands of the new Hamlet project.

Are we to understand that Banwell Road alone cannot accommodate the full volume of traffic generated by the Hamlet addition? Consequently, some traffic relief would likely be expected via Lesperance Road?

As part of community feedback, could the planning team please clarify why Maisonneuve and Gouin could not remain as non-through roads, preserving the existing residential character of the area?



- In the *Tecumseh Hamlet Class EA – Final* (Page 110), the Gouin Drain is identified.
I would like to understand what changes, if any, are planned for the Gouin Drain as part of the Hamlet development.
Additionally, any changes from when the original plans for the Gouin Drain were established years ago.



Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C"- Concerns

1 message

George Jraige - [REDACTED]

Thu, Aug 7, 2025 at 7:55 PM

To: "smcvitty@tecumseh.ca" <smcvitty@tecumseh.ca>, "lherlehy@dillon.ca" <lherlehy@dillon.ca>

Cc: "bhouston@tecumseh.ca" <bhouston@tecumseh.ca>, "jbachetti@tecumseh.ca" <jbachetti@tecumseh.ca>, "minister.mecp@ontario.ca" <minister.mecp@ontario.ca>, "eabdirector@ontario.ca" <eabdirector@ontario.ca>

Greetings Shane/Laura/Minister of the Environment/Director, Environmental Assessment Branch,

Please find the attached word document with all the concerns that I have with the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C" Prepared on June 2025. Please review and provide the answers in writing as soon as possible.

My general feeling of the report, is that it discusses roads, water supply, waste water management, and other environmental considerations. All conclusions seem to ignore the what is right within the community and address what is wrong and attempt to correct it. I see the opposite being done making what's right in our community wrong, which is perplexing.

Thank you for your time.

EGeorge Jraige
11933 Maisonneuve Street
[REDACTED]



THSP Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule C- Questions-Concerns - 2025-08-07.docx
22K

Thursday, August 7, 2025

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class
Environmental Assessment (EA) Schedule "C" - Concerns

Att: Shane McVitty & Laura Herlehy

From: George Jraige – 11933 Maisonneuve Street, Tecumseh

Re: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class
Environmental Assessment (EA) Schedule "C" - Concerns

Below are questions and concerns that I have related to the report for the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) Schedule "C". Please review and provide feedback for each item below.

1. With the Battery Plant open and the discharge road at the first light on Banwell leads directly into Maisonneuve will be a direct road to Lesperance as a Bypass to Banwell and will bring with a lot of noise pollution and safety risks to the residents of the community. This needs to be mitigated. What is the plan to mitigate this situation.
2. How did the number of people projected in the Hamlet Development add up to 8,800 people. If we take the 4,300 Units and multiply by a factor of 2.6 people/unit [the average number of people per household in Tecumseh] average you would get 11,180. I think this is more of a reasonable estimate. A New Environmental Impact assessment needs to be done to assess the impact on water usage, sewer demand, and storm sewer demand & Traffic congestion for the at least 11,180 people. I would assume a larger number of people should be considered [say 16,000 for just this development] to incorporate a margin for error. Please explain how the waste & storm water systems will be able to accommodate the largest possible population on top of the current demands which should be a known quantity.
3. In light of the recent reports that there is a surplus of condo's in Toronto and are not selling, Tecumseh needs to do another study for the need of high density residential dwellings. The more High & Medium density dwellings that are planned in the Hamlet development, the greater the strain on the water, sewer and storm system and the greater the risk of flooding in our community.
4. How will Banwell and Lesperance handle the increased volume of traffic? Has there been a transportation study done with the consideration of the battery plant traffic volume and the over 11,000 residents planned for the Hamlet.
5. Why is Gouin, Maisonneuve, Intersection & Shields considered Urban collector roads, since the EA report states that the "Additional traffic anticipated to be routed to external arterial roadways owned and operated by CR22, Banwell, CR42 and Manning Road". These 4 roads need to remain as residential streets and not be straight thoroughfares so people can cut through from the battery plant to get to/from Banwell when traffic is heavy at rush hour(s). I currently see traffic at Banwell between 3:30 - 6:00 PM backed up a long way and Lesperance backed up, making these roads as

Thursday, August 7, 2025

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class
Environmental Assessment (EA) Schedule "C" - Concerns

additional opportunities for short cut traffic to Lesperance. The four roads in our area will bring a lot of Air Pollution, Traffic congestion and safety risks. This community is not in support of this. Make these roads hard for people to use as short cuts. What is the plan to do that?

6. Is the Sanitary and Storm water systems tied into the Sanitary and storm water systems of the current residential homes? Is there a larger capacity of wastewater handling capacity per home than there is today after the improvement? What was the wastewater handling capacity before the upgrade and after the upgrade of the Hamlet Development area?

7. If these ponds overflow there will be a disaster with flooding. The plan to keep water pumping is critical. What is the mitigation plan for pump(s) failure from the 4 SWM ponds that are planned?

8. With all the high & medium density dwellings there is a reduction in green space which will ultimately fill these ponds pretty fast. Are there Pump backups automatically turned ON when the primary pump is down? Is there a notification system that will notify repair personnel when one or both pumps are down for any given pond?

9. Under the Transportation, Gouin, Maisonneuve, Intersection, & Shields. The preferred Design concept is Concept #2 for the first three and #4 for Shields. Maisonneuve road appears to be routed to intersect with one of the Battery plant exits. This would be a certain significant uptake in traffic down Maisonneuve to Lesperance with high speeds as people rush to get home. This will bring a high amount of traffic, increase noise & air pollution, congestion and safety risks to the residents. No one wants this. The following items need to be considered and addressed:

- The Maisonneuve street entrance needs to be moved away from the exit from the battery plant and make the Maisonneuve street winding north and south as one travels east to west, and use speed limiting measures to dissuade traffic short cuts. The same format needs to be done to all interior roads since they are intended for community traffic and not external traffic, as per the EA report.
- This preferred concept does not allow for any parking on the roads, where today residents park on the road for the local benefit, particularly if they have company or a party's they are hosting. Where will there be parking available for the residents and their visitors be located? If there is road work planned and if no parking the road is blocked.

10. What are the endangered species that are resident to the Hamlet Development site and what plan exists to handle the handling of situations where a developer comes in contact with one or more of the endangered species.

11. What elements are resident underground to the Hamlet development. The existence and levels of Radon, and other gases that have a toxicity level that dangerous to humans, infants and animals?

Thursday, August 7, 2025

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class
Environmental Assessment (EA) Schedule "C" - Concerns

12. Section 3.3.4.1, Air Quality and Greenhouse Gases, it uses West Windsor and Downtown Windsor Stations to estimate what Air Quality will be emitted into the atmosphere at the Hamlet Development Site. The Hamlet site is not comparable to west Windsor, as the Traffic now without the development from Battery Plant is packed on Banwell. When you add the over 11,000 people from the development and the current traffic load from battery plant I believe the pollution levels would be higher than west Windsor, particularly at these high peak conditions.

13. Section 4.1 – Road Projects. The following are the concerns with this section:

- From inference the rural collector roads collect traffic from Banwell to & through Gouin, Maisonneuve, Intersection, and Shields streets to Lesperence road and visa versa. But in another section of the EA study it states that, "Additional traffic anticipated to be routed to external arterial roadways owned and operated by CR22, Banwell, CR42 and Manning Road". These appear contradictory. If the Rural collector roads are indeed dedicated to the community residents, what is the plan to dissuade non-residents from taking any of these roads? If they are not dedicated to the community, what is the plan to reduce noise and air pollution, traffic safety concerns and congestion which will restrict residents from getting out of their drive ways. Design Option#1 is the best option for the residents.

14. Please provide a layout for all roads, water mains for storm & sewer and the retention ponds for the Hamlet development. Some of the graphics are not clear and we are flipping between 3-6 different views to get a complete picture, which I never seem to do, unless I spend a lot of time, which I don't have. Please provide a complete layout with all critical planned developments shown.

15. Will retention ponds keep moving water to avoid insects populating around the pond?

16. Page 64 of the report it states that Design Option #2 requires less capital than Design Options 1 & 3. I disagree with this conclusion. Since the road exists today with two lanes and one parking spot, it would be little to no cost for Design Option#1.

17. Section 7.3.1 Community and Residents Table, specifically Table 15: Assessment of Potential Effects on the Socio-Economic Environment sounds like construction will follow the Tecumseh noise by-laws. This bylaw was not followed during the construction of the battery plant and the pipe installation in the Hamlet development. So how will this really be policed so that the residents are not impacted by the noise, lights, and traffic during all construction periods?

RE: Tecumseh Hamlet

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Thu, Aug 7, 2025 at 4:27 PM

To: andrew haydon <[REDACTED]>

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Afternoon Andrew,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: andrew haydon <[REDACTED]>
Sent: August 7, 2025 4:08 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet

My concerns about the new Hamlet has always been the amount of new residence and people being squeezed into such a small area.

4400 new residence, minimum of 8800 people,

8800 new vehicles in an area that we can't maneuver in now and that doesn't include the 2500 hundred vehicles at the Betty plant on a 24 hour shift rotation.

We have vehicles racing up Shawnee Rd to get out at Westlake Road to beat the traffic on Banwell and Lesperance .

It will get worse when they open up the side roads east from the plants .

House taxes this year increased by 4.3 % , a statement from Tecumseh Council stated it was a \$100 increase for people with a house value of

\$275,000. Where are you going to find a home in Tecumseh for that value.

We the residence of Tecumseh close to the plant are seeing house values dropping. People are trying to move out.

We should have our taxes adjusted according to these property values being lower.

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment June 2025

1 message

Joanne Andkilde

Fri, Aug 8, 2025 at 1:22 PM

To: smcvitty@tecumseh.ca, lherlehy@dillon.ca, Brian Houston <Bhouston@tecumseh.ca>, Joe Bachetti <Jbachetti@tecumseh.ca>

See the attached PDF outlining some concerns for the proposed Hamlet project. The PDF is by no means exhaustive. It unfortunately does not address, many issues including but not limited to; pollution (air, light and noise), the larger actual number of people vs the assumed number of people and their impacts on the sewers, water and traffic, storm water, the reduction of green space, turning an existing urban road into a "main street", an MTO study that has not yet been completed, the complete lack of transparency with the entire process, the "editing" of which residents get to see what part of the project, and the fact that the entire plan is based off outdated studies completed 2016/2017 before the battery plant was even considered. Not to mention that the approved 2025 budget does not match the numbers proposed in this report which was completed only 6 months later. And the additional costs to the town of Tecumseh that were left out of the EA, for example who is paying for the connections to the city of Windsor owned Banwell road. But If I voice all of my concerns it would probably exceed the total 2093 pages that the residents are expected to read, understand and provide comments on in only 30 days.

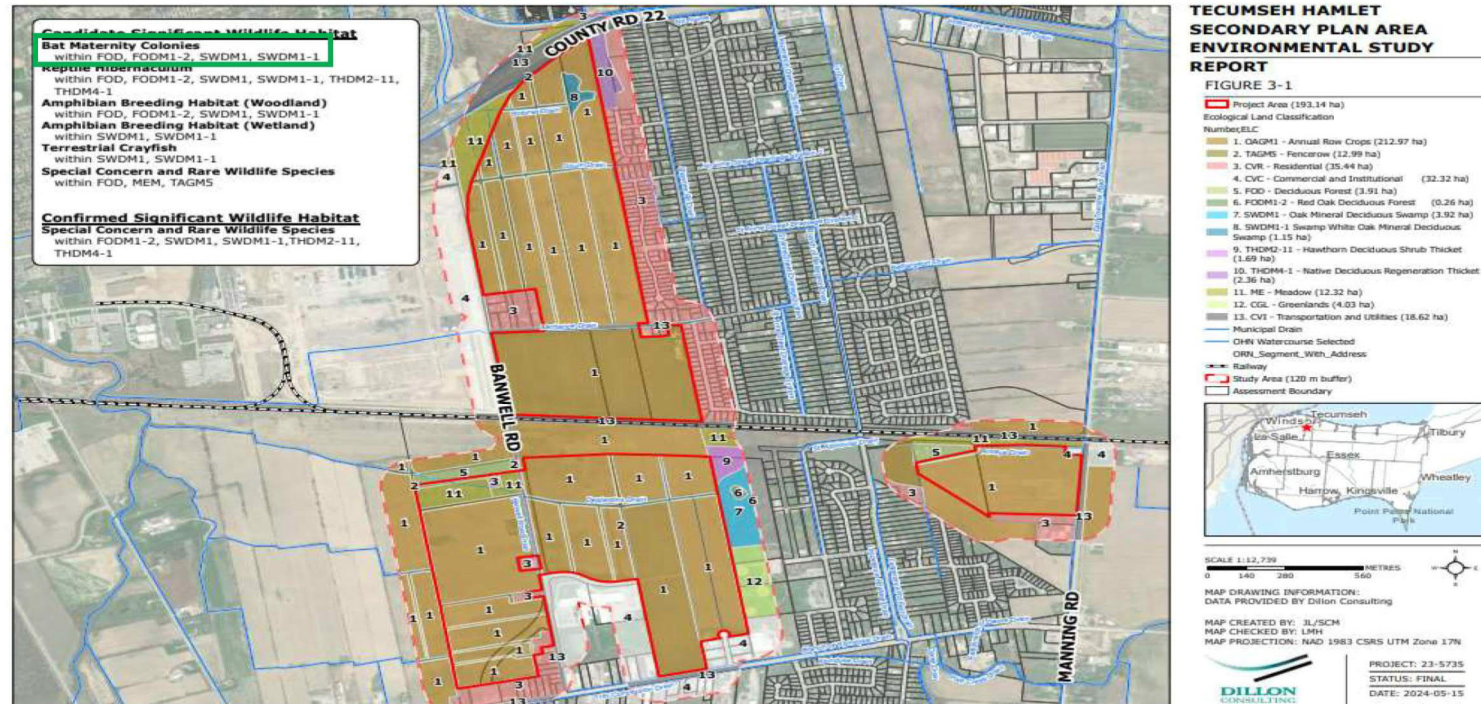
Sincerely,
Joanne Andkilde

 **HAMLET CONCERNS _ ANDKILDE.pdf**
1664K

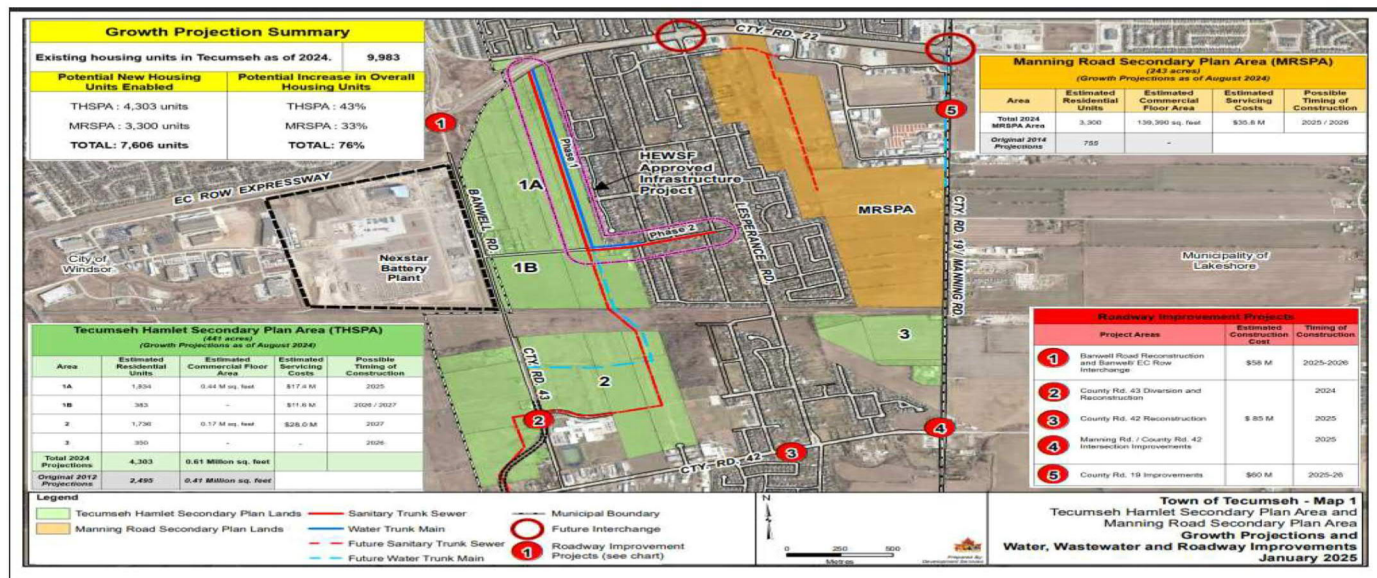
Tecumseh Resident Questions & Concerns
about the
Tecumseh Hamlet Secondary Plan Area Infrastructure
Improvements Municipal Class Environmental Assessment
June 2025

Joanne and Ted Andkilde
11962 Maisonneuve St
Tecumseh, On
Aug 7/2025

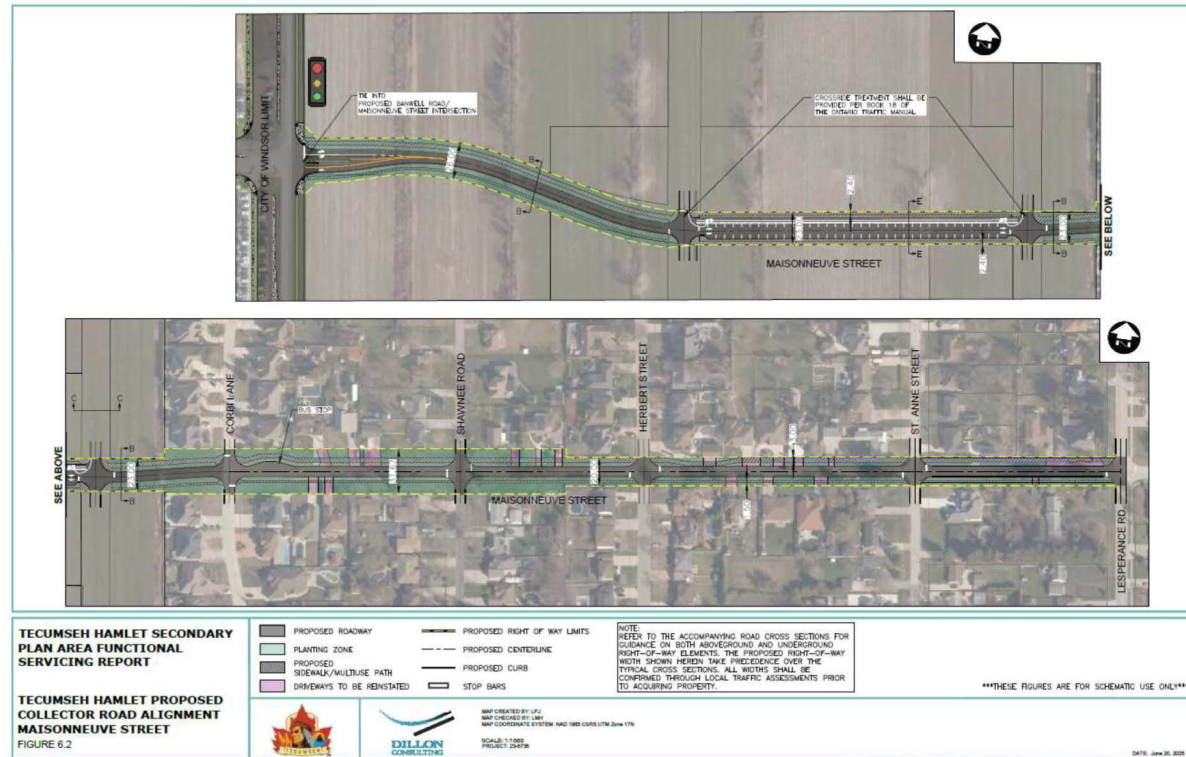
- In the *Assessment Tecumseh Hamlet Class EA – Final* (Page 43), Bats are identified as a Species at Risk.(SAR). According to the EA “The following candidate SWH have the potential to occur within the Study Area. Bat Maternity Colonies”
- The Little Brown Myotis, Northern Myotis and Tri-colored Bat are listed as endangered. All are found in Essex county. All are protected under by the Ontario's Endangered Species Act (ESA) and the Federal Species at Risk Act (SARA).
- Bats are seen nightly along the Maisonneuve corridor.
- i) What kind of bats are in the area? Why wasn't there an attempt made to identify the species?
- ii) Why didn't the Dillon biologist make any attempt to find the bat maternity colonies?
- iii) Why did the Dillon biologist only attend the site once in March 2023 before any of the flora and fauna were present?



- According to the EA the plan is to put 2217 new residential units, and 440,000 sq/ft of new commercial space directly next the battery plant. These numbers do not account for the existing homes.
- In the event of an emergency, such as a fire at the battery plant or train derailment.
- i) What is the evacuation plan for the area? Banwell will be off limits, too close to the fire and will need to be kept open for emergency vehicles. There could be 15,000 plus people that would have to travel down Maisonneuve and Gouin to get to Lesperance. This would be completely unmanageable.
- If the high-density neighbourhood and commercial district were in area “2” on the map below, then in the event of an emergency, people could evacuate via Banwell to County Rd 42. Both of those roads would be better equipped to handle large amounts of traffic.
- ii) Why wasn’t this option considered?
- iii) Was a risk assessment done as part of the EA? If so, why was it not included with the report? **If not, justify why not.**



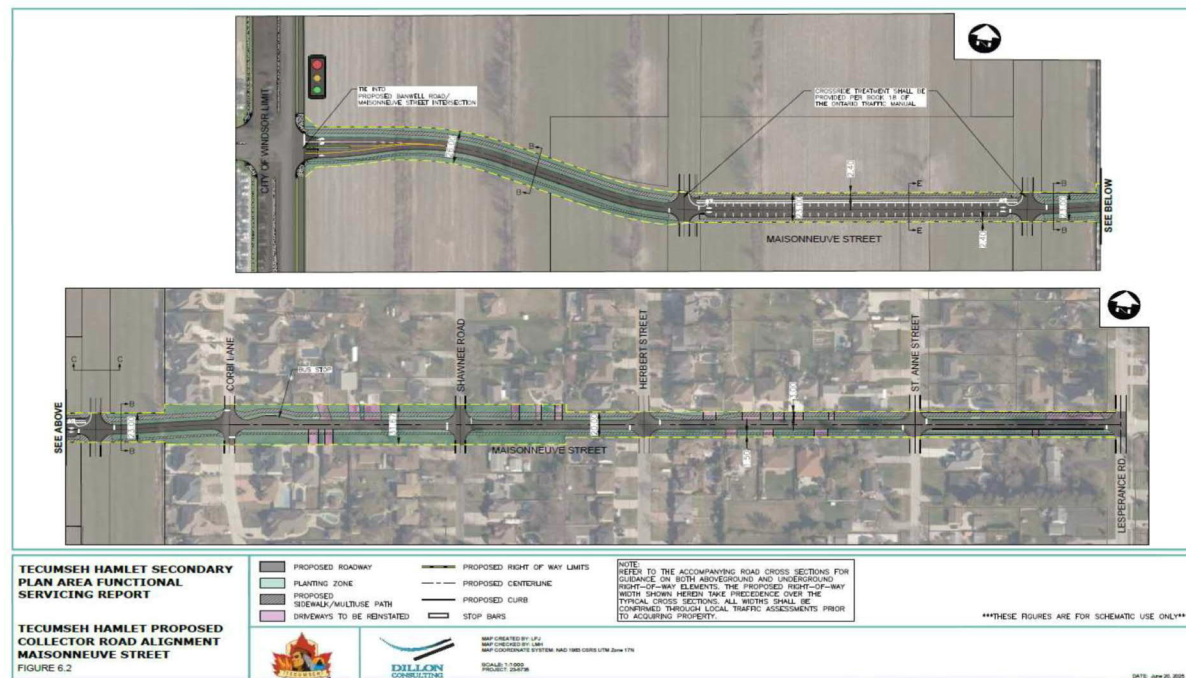
- In the "Assessment Appendix H – Collector Road Recommended Alignment Figures" document (Page 2), Maisonneuve is shown as a collector road aligned with an exit from the Battery Plant. This alignment does not appear to have been made public in the original plans.
- i) Provide clarification on this change? Additionally, has this updated information been shared with all affected residents—specifically those in the area spanning east from Banwell to Lesperance (and beyond), and south from EC Row to North Pacific—through letters or other means, offering the community an opportunity to review and respond?
- ii) It show a bus stop directly in front of existing homes. What is the intended bus route? Will the bus be driving down Lesperance and turning on Maisonneuve? Is Maisonneuve designed for buses? Do you expect the size of the Tecumseh bus will have to increase due to the higher volume of people in the Hamlet?
- iii) The cross section shows a multi-use path on the South side of the road. How was the south side chosen? The south side will require 15 driveways to be damaged and at least 15 mature trees to be removed. If it is on the North side of the road, only 6 driveways damaged, and 1 mature tree will be need to be removed.



- In the Assessment Appendix H – Collector Road Recommended Alignment Figures document (Page 2). This document shows Maisonneuve as a collector road and aligned with an exit from the Battery plant. This was not made public in original plans.
- i) Provide evidence that this additional volume from the battery plant has been included in all studies?

According to the Town of Tecumseh Amendment NO. 5 Official Plan, Maisonneuve is to be designated the “Main Street”, “functioning as a convenient destination for residents outside the immediate area”

- i) Explain the contradiction to the opportunity statement of the EA “*The facilities shall be planned and designed to avoid impacts on significant natural heritage, water and cultural resources and minimize other environmental impacts, including impacts on the existing Hamlet*”
- ii) Main street should run north south along a new road to limit the impacts to existing neighbourhoods. **Why wasn’t this considered?**
- iii) The commercial district should be located near Banwell road. This would provide a convenient destination and encourage visitors to leave via Banwell and not drive thru the existing neighbourhoods. Which in turn would minimize the impact on the existing Hamlet.
- iv) **Was Amendment NO.5 presented to the public for comment before it was voted on by council? How were the residents notified?**



RE: Tecumseh Hamlet Environmental Assessment report

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 11:36 AM

To: [REDACTED]
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Thank you once again for your comments. As indicated in my previous email, we are collecting comments received from members of the public and interested stakeholder. Both of your August 7th emails will form part of our review.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: [REDACTED]
Sent: August 7, 2025 4:48 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: RE: Tecumseh Hamlet Environmental Assessment report

Thank you, Shane, for your reply.

In follow up to my email my concerns are specifically around the proposal to connect the 'Hamlet' roads as through fares from Banwell to Lesperance right through long-existing neighborhoods. This would create a huge change (not for the better) for all those with homes on those east/west, and what are now, quiet residential streets. This is not fair to the existing residents and I am sure another solution can be found.

Additionally, the proposed location of high density, medium density housing, and commercial buildings does not respect the well established single family, neighbourhoods that already exist. This type of proposed housing and commercial development should be concentrated on the Banwell side rather than butting up against the existing residential areas.

There are definitely ways to make this development have less of an impact on the existing neighbourhoods – our residents have a lot of great ideas if they have the opportunity to be heard.

This development proposal was not adequately communicated to residents. Many community members were unaware of the development details and timelines and thus had no opportunity to voice their concerns or provide input.

Again, please reopen the development plan for public input through accessible town hall meetings, mail-outs, and digital platforms.

Thank you.

Moncia Brotto

[367 Kensington Blvd](#)

Monica Brotto HBSc, MBA

President

NovaMed Diagnostics Inc.

From: Shane McVitty <smcvitty@tecumseh.ca>
Sent: Thursday, August 7, 2025 2:22 PM

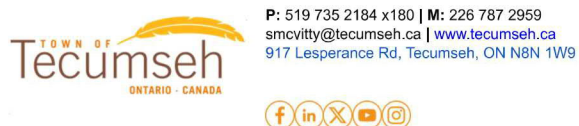
To: [REDACTED]
Cc: Herlehy, Laura <lherlehy@dillon.ca>
Subject: RE: Tecumseh Hamlet Environmental Assessment report

Good Afternoon Monica,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: [REDACTED]
Sent: August 7, 2025 2:05 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet Environmental Assessment report

In reference to the above subject, please take this is my strong position in requesting that **residents of Tecumseh be allowed to speak and weigh in further on this proposed development.**

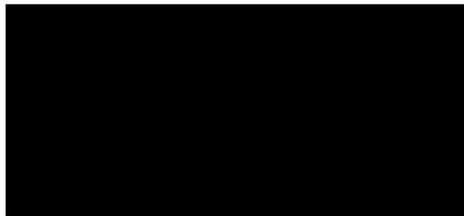
The plan for the 'Hamlet' was neither properly nor clearly communicated to the residents. I can attest this as a taxpayer in the Town of Tecumseh for the past 11+ yrs, that I only became aware of this project through the HAF Initiative issue.

This development is huge and will have far reaching effects for all residents. Ample opportunity must be given to everyone to firstly be **properly informed** and secondly have the **opportunity to weigh in.**

Please REOPEN the Tecumseh Hamlet Plan for everyone to be heard!

Regards,

Moncia Brotto
[367 Kensington Blvd](#)



RE: Tecumseh Hamlet Environmental Assessment report

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 8:56 AM

To: Chelsea

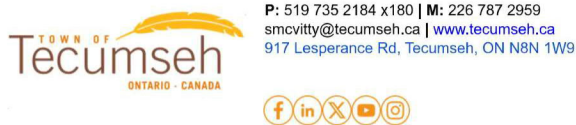
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Morning Chelsea,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Chelsea <[REDACTED]>
Sent: August 8, 2025 7:43 AM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet Environmental Assessment report

Dear Shane,

I am writing to express my **concerns regarding the proposed development plan for the Tecumseh Hamlet Secondary Plan Area**, as outlined in the Environmental Study Report. I feel the current plan will have significant negative impacts on both the quality of life, health and well-being of existing residents, and the health of existing ecosystems in the area. **The concerns of residents should be leveraged to support creation of an improved development plan** that meets the needs of the town, residents and local wildlife.

My primary concerns include:

- Traffic and safety concerns** - the current development and planned roads will **significantly increase traffic** in a currently quiet, residential neighbourhood. This will create **noise and air pollution**, negatively impacting the health, well-being and safety of residents and wildlife.
 - Proposals created by the residents of the area have been ignored.** This includes refusal to consider a resident-led proposal containing actionable suggestions to reduce the impact of the development on traffic in existing neighbourhoods (e.g. alternatives to turning the current quiet, small, side streets of Maisonneuve and Gouin into main roads).
 - Your plans claim to want to create a "walkable" neighbourhood - however, **your plans show the prioritization of cars** as you create busy streets which support walkability solely by the addition of **sidewalks that will allow pedestrians to walk next to cars driving quickly by while they can breath in the exhaust fumes** - a reality already seen on Lesperance Road with the creation of the unsightly "Trail" with almost no shade coverage. Walkability and creation of an active living environment that promotes walking and physical activity needs to consider more than simply installing a sidewalk. How is shade being created in walking areas? What is being done to minimize air pollution from cars in walking areas?
 - Existing traffic is already unmanageable and extremely busy** during typical commuting times (e.g. on Lesperance Road) - how is this development plan alleviating this?
- Environmental concerns** - the development plan involves the **destruction of valuable natural land and green spaces that support local wildlife**. These environments include mature, healthy trees which will likely be destroyed as part of this development - **trees that take decades to grow and are not replaceable**. Additionally, the diversity of birds already seen in this neighbourhood brings joy not only to myself but my neighbours - **I am saddened to think of how the diversity of birds in the area will likely disappear as the homes of these animals are irrevocably destroyed**.
 - Green space is crucial for **local wildlife, water drainage and flood prevention, air quality, temperature regulation, and supporting our physical and mental health**. The **destruction of existing green spaces** to create non-essential plazas (of which a number already exist in the area) **needs to be reconsidered and minimized**.
 - How is this plan protecting and preserving the ecosystems** that are established in this area? **What is being done to avoid the destruction of mature trees** wherever possible?

I also want to express my **disappointment at the poor and inadequate communication of this plan from the Town of Tecumseh to local residents**. Relying on an article in the Windsor Star (which is not read by all residents of Tecumseh) and hard to find 50+ page reports on your website is unacceptable.

I urge you to consider the concerns of local residents and re-evaluate the development plans to ensure the safety, character and quality of life of existing neighbourhoods and natural areas are maintained.

Sincerely,

Chelsea Coumoundouros



Herlehy, Laura <lherlehy@dillon.ca>

RE: Tecumseh Hamlet Environmental Assessment

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 4:15 PM

To: [REDACTED]

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Afternoon,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Lastly, to help us track all the comments that we receive, it would be helpful if you would please provide your name and address.

Regards,

Shane McVitty P.Eng.
Development Engineer
P: 519 735 2184 x180 | M: 2267872959
smcvitty@tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9

This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

-----Original Message-----

From: [REDACTED]

Sent: August 8, 2025 4:05 PM

To: Shane McVitty <smcvitty@tecumseh.ca>

Subject: Tecumseh Hamlet Environmental Assessment

The through streets that are proposed will make the entire south side of Tecumseh, from E.C. Row Expressway to Intersection Road, a thoroughfare for all kinds of traffic. People have a hard enough time walking themselves or their dogs in this area without dodging traffic.

The workers for the battery plant should use E.C. Row and Banwell Rd.

or Hwy 42 and Banwell to get to work. For those who may live in the small area, Intersection road should be sufficient to handle their traffic. There is a new traffic light at Banwell and Intersection after all.

Fw: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C"- Concerns

1 message

Elaine Jraige <[REDACTED]>

Fri, Aug 8, 2025 at 12:26 AM

To: Shane McVitty <smcvitty@tecumseh.ca>, "lherlehy@dillon.ca" <lherlehy@dillon.ca>

Cc: Brian Houston <bhouston@tecumseh.ca>, Joe Bachetti <jbachetti@tecumseh.ca>, "minister.mecp@ontario.ca" <minister.mecp@ontario.ca>, "eabdirector@ontario.ca" <eabdirector@ontario.ca>


Good Evening, Shane/Laura/Minister of the Environment/Director, Environmental Assessment Branch,

Please find the attached word document with all the concerns that I have with the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C" Prepared on June 2025.

Please review and provide the answers in writing as I would like to review them.

Thank you,

Elaine Jraige

 ea tecumseh hamlet- concerns.pdf
220K

1. How will residents' concerns about impacts to their neighborhoods and their personal well being, be addressed within the formal record of the Schedule C EA process?
2. Were any resident recommendations or feedback adopted as changes to the plan? If so, please specify them. If not, please explain.
3. Why did the 7 landowners receive changes and 100's and 100's of other residents did not and they too voiced they're concerns on their environment surroundings such as noise, congestion, light pollution from the factory etc... **Amendment #5. This all or nothing approach was presented'.**
4. Has the infrastructure capacity analysis for transportation, water, and stormwater will suffice for the 4300 units at an average of 3 person per unit (13000 people in THSP) ?
5. Did the consolidated Schedule C EA introduce new or updated environmental risk findings (e.g., flood risk, groundwater protection, loss of habitat) compared to prior Master Plans? Were any previously recommended protections removed or altered to expedite development?
6. Did the new Schedule C EA find any extra risks—like flooding or damage to green space—not mentioned in earlier plans?
7. Were any earlier environmental protections removed or weakened to make development easier?
8. What assurances exist that proposed upgrades will precede new high-density so existing residents are not subject to overloaded systems?
9. How will you avoid traffic jams and safety problems when people in the THSP have jobs outside of the Hamlet? Where are the cars going to park ?
10. If there was a fire, at the battery plant, it releases toxic gases like Hydrogen Fluoride (poses a health dangers to workers and nearby residences), how are you going to handle the emergency? How are you going to clear the traffic and reduce the spread of fire and gasses in the environment?
11. Because of 1000's of sq ft commercial on Maisonneuve Street, and if a fire happens to be there, how is the ambulance to handle the traffic, fire and the 15000 plus people that needs to evacuate? what is your plan?

12. Based on the population of 4300 units x 3 people in each unit= 13000, how are the little children with adults to reach the green area to play outside safely amongst the traffic? Do they walk to the park and potentially get hit by a car that was driving fast as they need to work at the Battery Plant, i.e, day, night, afternoon shifts?

Please read this article:

<https://www.am800cklw.com/news/banwell-road-corridor-construction-to-soon-begin-following-environmental-delay.html>

13. Why are there not more green spaces for the kids to play so they can be in a safe environment without guardians worrying about high volume traffic when they cross the streets?
14. We live in a 4-season area. In Winter, children often cannot play outside due to very little front and back lawns because of the density builds. They would have to Cross the streets to get to the park. Why are we not building more green space for the little ones Who would live near by?
15. There were many wildlife animals (snakes, possums, that lived in the farmland, now they are going to people's backyard as they have no where to go. How are you currently handling wildlife ? Kids are being exposed and potentially can get sick or allergic reaction.



Herlehy, Laura <lherlehy@dillon.ca>

RE: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C"- Concerns

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 8:24 AM

To: George Jraige <[REDACTED]> "lherlehy@dillon.ca" <lherlehy@dillon.ca>
Cc: Brian Houston <bhouston@tecumseh.ca>, Joe Bachetti <jbachetti@tecumseh.ca>

Good Morning George,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: George Jraige <[REDACTED]>
Sent: August 7, 2025 7:56 PM
To: Shane McVitty <smcvitty@tecumseh.ca>; lherlehy@dillon.ca
Cc: Brian Houston <bhouston@tecumseh.ca>; Joe Bachetti <jbachetti@tecumseh.ca>; minister.mecp@ontario.ca; eabdirector@ontario.ca
Subject: Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C"- Concerns

Greetings Shane/Laura/Minister of the Environment/Director, Environmental Assessment Branch,

Please find the attached word document with all the concerns that I have with the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA) - Schedule "C" Prepared on June 2025. Please review and provide the answers in writing as soon as possible.

My general feeling of the report, is that it discusses roads, water supply, waste water management, and other environmental considerations. All conclusions seem to ignore the what is right within the community and address what is wrong and attempt to correct it. I see the opposite being done making what's right in our community wrong, which is perplexing.

Thank you for your time.

EGeorge Jraige
[11933 Maisonneuve Street](#)





RE: Tecumseh Hamlet Environmental Assessment report concerns

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 8:37 AM

To: Megan Maenpaa-Karnot [REDACTED]

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Morning Megan,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards

Shane McVitty P.Eng.
Development Engineer
P: 519 735 2184 x180 | M: 2267872959
smcvitty@tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9

This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

-----Original Message-----

From: Megan Maenpaa-Karnot [REDACTED]

Sent: August 7, 2025 9:40 PM

To: Shane McVitty <smcvitty@tecumseh.ca>

Subject: Tecumseh Hamlet Environmental Assessment report concerns

Hello,

I speak for myself and about 20 other of my neighbours on Shawnee, Hebert and Corbi Lane about serious concerns about the Tecumseh hamlet project. The traffic on Shawnee road which I live at with my four small children is already at an extremely dangerous high, so much so that we've had to keep our kids off the road when it comes to walking down the road or biking, it is completely unsafe and once the opening of Maisonneuve and Gouin street happen it will be even more dangerous. You are taking our safe neighbourhood and turning it into a place we no longer want to live. I've lived here for almost 40 years and we now contemplating if this is a community we want to live in or not, and this was my dream to raise my kids here as well but it's now turned into a nightmare.

A second issue we have, being one of the only treed lots since the construction started we now have a huge wildlife population living with us because they've been pushed out of their habitats in the back fields and seven ponds area where they all used to live. We now share our yard with bald eagles, hawks, frogs (not toads all of a sudden real frogs), skunks, raccoons, opossums and not to mention we even had a deer in our yard (never in my life have I had a deer in my yard). Since when are we on the side of animal habitat destruction, it is appalling and shameful that the township would allow this to happen.

We feel very duped by the town, we were only delivered letters about the Gouin drain repair and how that was going to affect us but there was no bother mentioning all the rest of the construction until we heard the trucks and checked for ourselves.

As a tax paying citizen I'm ashamed of our town right now and the fact that we are now being denied to speak about it.

I look forward to a prompt response. Thanks you Sincerely, Megan Maenpaa-Karnot

RE: Concerns regarding the Tecumseh Hamlet Environmental Assessment report

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 11:28 AM

To: Gilles Lacombe <[REDACTED]>

Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Good Morning Linda,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Gilles Lacombe <[REDACTED]>

Sent: August 8, 2025 11:10 AM

To: Shane McVitty <smcvitty@tecumseh.ca>

Subject: Concerns regarding the Tecumseh Hamlet Environmental Assessment report

To Mr. McVitty,

I am writing as a concerned resident to provide feedback on the current plans for the Tecumseh Hamlet. While I appreciate the Town's efforts to plan for sustainable growth and development, I have several concerns that I would like to share. First the environmental impact: I would like to see a more detailed analysis on how the proposed developments will affect local ecosystems, especially wetlands and natural green spaces. Protecting these areas is crucial for maintaining biodiversity and preventing long term environmental degradation. Traffic and infrastructure: the current road infrastructure may not adequately support the increased traffic the hamlet development will bring. Further traffic studies should be addressed. It is important the residents feedback is collected and reflected in the final report.

My husband and I moved to Tecumseh and have resided here for 55 years. We are not against more housing but I think the planning was not entirely shared with the residents. Most of the residents who have lived here for years strongly object to all the changes in our quiet safe area that do not benefit our community.

Thank you for your time on this matter,

Lynda Lacombe

RE: Tecumseh Hamlet development

1 message

Shane McVitty <smcvitty@tecumseh.ca>
To: Trish Slaughter [REDACTED]
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>

Fri, Aug 8, 2025 at 11:25 AM

Good Morning Trisha,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Trish Slaughter [REDACTED]
Sent: August 7, 2025 2:30 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet development

Dear Mr. McVitty:

I understand that the Tecumseh Council has decided not to allow any further discussions or representations from taxpayers about the proposed Tecumseh Hamlet because "the time for changes to the plan is over." This arbitrary silencing of voices with legitimate interests makes it appear that there may be some secondary agenda of which we're unaware that requires speed and secrecy. Since the Hamlet plan was never properly presented to the Tecumseh residents whose lives will be most impacted, and legitimate questions about it have either been ignored or obfuscated, it seems more important than ever to ensure that every voice is heard and every concern addressed. I am particularly concerned with the problem of fires at the Nextstar battery plant immediately adjoining the hamlet. While fighting fires at the plant will be a Windsor responsibility, what is the plan for possible evacuation for the many, many people crammed into the Hamlet? The Hamlet and new apartments will nearly double the Tecumseh population. Our fire department is largely volunteers. What's the plan for increasing the size of the department? Will we need a professional department, or are we just going to count on the kindness of residents to increase our volunteer pool? What happens if we don't get enough volunteers? How do we pay for the additional equipment which will be required? If we go to a fully professional department, how will that be financed? If there is no plan, why not? If there is a plan, why not tell us what it is? A truly democratic process requires complete transparency. I urge you to make that clear to city council.

Sincerely,

Trish Slaughter

RE: Tecumseh Hamlet Environmental Assessment

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Aug 8, 2025 at 2:43 PM

To: Mary Vanstone

Cc: [REDACTED] Gary McNamara <gmcnamara@tecumseh.ca>, Brian Houston <bhouston@tecumseh.ca>, Joe Bachetti <jbachetti@tecumseh.ca>, "Herlehy, Laura" <lherlehy@dillon.ca>

Good Afternoon Mary,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Mary Vanstone

Sent: August 8, 2025 2:28 PM

To: Shane McVitty <smcvitty@tecumseh.ca>

Cc: [REDACTED] Gary McNamara <gmcnamara@tecumseh.ca>; Brian Houston <bhouston@tecumseh.ca>; Joe Bachetti <jbachetti@tecumseh.ca>

Subject: Tecumseh Hamlet Environmental Assessment

Tecumseh Council:

I am a resident of Tecumseh, 1863 St Anne Street, three homes north of Maisonneuve.

I am saddened and distressed at the poorly communicated **proposed** plan for the "Hamlet" project.

Living close to farm fields in Tecumseh, it was always realized that housing expansion would take place there as previous housing development have - Hebert, Corbi, on the Shawnee Tavern lands etc. as well as building on the eastern side of Lesperance). This type of building was in keeping with the homes built earlier. Nine years ago, I was aware that the extension of Gouin and Maisonneuve Streets was on the Town's master plan. This was prior to the building of the Battery Plant in Windsor. That plan did not reflect the poor planning of your consultants and the neglected thought to the present neighbourhoods which are quiet, people friendly and family welcoming. Turning Maisonneuve Street into a "Main Street" is not only wrong but dangerous. Adding commercial three storey buildings just the other side of Corbi Lane is not something ANY housing neighbourhood would welcome.

Another issue is the widening of the street. Although the property is mostly belonging to the Town, through road easement, a question is why was the building of the homes along the street approved to be located in close proximity of the **proposed** street. Since these homes were approved and built well before the **proposed** plan, this should have been red flag to your consultants. The widening will also result in the removal of many mature trees.

My son and his family are residents of [REDACTED] They have recently been in contact with Deputy Mayor Joe Bachetti. He assured them that this was a **proposed plan** and that changes could and would be made in the process. But, I have received an email from Joanne Andkilde yesterday stating that Council would not allow delegates at the next meeting "because they believe the time for any changes to the "Hamlet" is over". This **proposed plan**, to my knowledge, was not shared with residents on adjacent streets. The only information that we received was the extension of Maisonneuve and Gouin Streets with commercial buildings that were thought to be on Banwell. That plan was worrisome enough — but this plan is a slap in the face of the taxpayers of this area of Tecumseh.

In closing, the word Hamlet is described as small settlement of less than 200 people and without incorporated status. That does NOT describe what the Council is ramming through this lovely neighbourhood.

Respectfully,

Mary Vanstone

[REDACTED]

Fwd: Tecumseh Hamlet Environmental Assessment Report

Herlehy, Laura <lherlehy@dillon.ca>
To: Katie Durfy <kdurfy@dillon.ca>

Sun, Aug 10, 2025 at 1:23 PM

----- Forwarded message -----

From: **Shane McVitty** <smcvitty@tecumseh.ca>
Date: Fri, Aug 8, 2025, 2:40 p.m.
Subject: RE: Tecumseh Hamlet Environmental Assessment Report
To: Kathy c - [REDACTED]
Cc: Herlehy, Laura <lherlehy@dillon.ca>

Good Afternoon Katherine,

Thank you for your comments and interest in the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment (EA). In accordance with the Ontario Environmental Assessment Act, the EA is presently in the mandatory 30-day public review period. During this period, Town Administration will be collecting comments received from members of the public and interested stakeholder. With the assistance of our engineering consultants from Dillon Consulting Ltd., we will endeavour to provide you with a response to your email that addresses your comments and concerns. Please note that Public comments will be documented as part of the final EA report.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

From: Kathy c - [REDACTED]
Sent: August 8, 2025 2:25 PM
To: Shane McVitty <smcvitty@tecumseh.ca>
Subject: Tecumseh Hamlet Environmental Assessment Report

Dear Shane,

After reviewing some of the information regarding the proposed development for the Tecumseh Hamlet Secondary Plan Area outlined in the Environmental Study Report, I feel there is an opportunity to make adjustments to this plan that respectfully preserves aspects of the natural environment. In the plans, there does not appear to be any notation to preserve natural areas that are inhabited by mature trees which is something that I feel is important. Wooded areas and groups of mature trees are a treasure.

It also concerns me regarding the undetermined plans related to existing roadways. The Maisonneuve street next to St. Anne street and Lesperance road is of a particular concern and any removal of the mature trees that run along this street feels unconscionable and unnecessary. Noise, traffic and decreased air quality levels are not welcome. The traffic congestion is an ever-growing problem with many arteries impacted (i.e. EC Row Expressway, Tecumseh Road, Lesperance Road, etc.) and I cannot imagine the impact on traffic in view of the expansion being proposed. The capacity of roadways is already inadequate to handle the volume of traffic that currently exists.

I want an urban plan that respects green space and nature. With increasing temperatures, supporting trees to grow is challenging and makes no sense to destroy mature trees that are well established. This must and should be a consideration. I don't feel it is necessary to have both asphalted and sidewalk pathways on every street and without a canopy of trees to provide relief from the sun, the thought of actually using these paths on sunny days is not appealing or healthy. What are the targets to increase the green canopy of trees in our area?

We certainly don't need another plaza in our area covering up beautiful green space that supports health and well-being. There are already too many plazas that **do not** add value to the quality of life. One major cause of flooding in cities and towns can be attributed to asphalted and concrete-covered areas. Creating an environment that support nature allows for the absorption of precipitation during heavy rainfall.

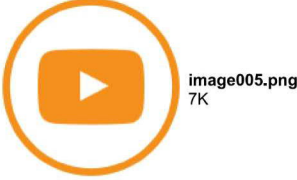
I hope that there is an openness to amend the plans that respects nature to enhances the quality of life in our area while making decisions to eliminate unacceptable traffic volumes that benefit on one. I want to continue to see owls, Nuthatches, Juncos, Blue Jays, Thrushes, Chickadees, woodpeckers and all the other lovelies that visit my yard and the surrounding areas. Nature matters!!! Trees matter!!! The loss of trees and natural plots of land is decreasing rapidly and I ask you to act in a more balanced way when making decisions about the planning of this community.

Respectfully,

Katherine Coumoundouros

dez

6 attachments



Attachment B-3

Review Period Responses

Tecumseh Hamlet Secondary Plan Area - Environmental Assessment - Resident Response

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Nov 14, 2025 at 4:32 PM

Good Afternoon,

Thank you for taking the time to review and provide your comments regarding the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment.

Please find attached a memorandum that addresses the comments and questions you submitted during the 30-day public review period. Please note that both your comments and the attached response memo will be placed on the public record and included as part of the final Environmental Assessment Report.

The final Environmental Assessment Report is scheduled to be presented to Town Council at the November 25th, 2025, Regular Council Meeting. Please note that the 30-day review period closed on August 8th, 2025, and there are no further opportunities to provide comment or submit appeals in relation to the Environmental Assessment.

For more information about upcoming Council meetings, news and notifications, or to request to appear as a delegate before Council, please use the links below:

[Town of Tecumseh website](#)

[News & Notices Notification Subscription](#)

[Council Meeting Notification Subscription](#)

[Appearing before Council](#)

Thank you again for your participation and valuable input in this process.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

 251114 - THSPA Resident Concerns - Response Memo November 2025.pdf
875K

SUBJECT: Response to Resident Comments and Questions
Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements
Environmental Assessment - 30 Day Review Period

FROM: Laura Herlehy, P. Eng., Project Manager, Dillon Consulting Limited

cc: Shane McVitty, P. Eng., Development Engineer, Town of Tecumseh

DATE: November 14, 2025

Dear Residents,

We wish to acknowledge and thank you for your valuable comments and interest in the **Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements, Schedule C Municipal Class Environmental Assessment (THSPA EA)**. We appreciate the time and effort you have taken to submit your concerns during the mandatory 30-day public review period, which commenced with the Notice of Completion issued on June 27, 2025. Comments received have been thoroughly reviewed by the Town Administration and the engineering consultant, Dillon Consulting Limited, and will be documented as part of the final EA report. Comments were received via email by property owners between June 2025 and August 2025, those comments will be documented as part of the final EA communications.

Responses to your comments and concerns are provided below under relevant category headings. The responses must be reviewed in conjunction with the following documents:

- THSPA EA document and provided appendices
 - <https://www.tecumseh.ca/town-government/plans-studies-projects-and-reports/tecumseh-hamlet-secondary-plan-area-infrastructure-improvements-municipal-class-environmental-assessment/>
- Tecumseh Hamlet Secondary plan, Official Plan Amendment No. 5
 - <https://www.tecumseh.ca/business-and-development/planning-and-development/tecumseh-hamlet-secondary-plan/>
- August 11, 2025 Resident Presentation
 - <https://www.tecumseh.ca/media/bqvfe2nc/thspa-ea-resident-presentation.pdf>

It should be noted that the above noted presentation on August 11, 2025, was given to a small group of residents who had specifically contacted the Town of Tecumseh to request a meeting with Administration to discuss their concerns regarding the THSPA EA. This was not a formal or statutory public meeting, and no members of Tecumseh Council were in attendance.

Tecumseh Hamlet Secondary Plan and Future Land Use

Secondary Plan Adoption

The Official Plan Amendment No. 5, and the adoption of the Tecumseh Hamlet Secondary Plan (THSP) followed a formal process following the requirements of the Ontario Planning Act. The policies and land use designations included within the THSP have been approved by Council and are no longer subject to appeals. Consultation touch points with the public and Town Council are summarized below:

- December 7, 2022 - Secondary Plan Project Re-initiation Open House.
- April 13, 2023 – Secondary Plan & EA Notice of Project Commencement and Public Information Centre No.1.
- November 27, 2023 – EA Public Information Centre No. 2 & Secondary Plan Area Update.
- September 24, 2024 – Statutory Public Council Meeting.
- January 28, 2025 – Regular Council Meeting where Council adopted Official Plan Amendment (OPA) No. 5 to incorporate the THSP into the Town's Official Plan
- March 4, 2025 – OPA No.5 was approved by the County of Essex, which is the designated approval authority under the *Planning Act*. The Appeal Period for the OPA No. 5 passed with no appeals received.
- June 24, 2025 – Council issued the "Notice of Study Completion" for the THSPA EA and commenced the 30-day public review period. The complete Environmental Study Report (ESR), which summarizes the EA, was made available for public viewing.

In addition to the above, meetings with property owners, agencies and stakeholders were held throughout the Secondary Plan and EA process to discuss the proposed plans and to receive feedback. Those meetings and their outcomes are summarized in the EA report. Comments received after the Notice of Study Completion and during the 30-day public review period will be summarized, along with Town responses and record of consultation, all of which will become part of the final EA as an Appendix.

Land Use Along Maisonneuve Street

Within the new development area, along Maisonneuve Street, the THSPA includes land use plans for Main Street mixed use which will accommodate at-grade commercial use with residential use above. This land use designation mandates the implementation of smaller scale commercial at-grade buildings, with on-site parking to the rear of the buildings. Based on input provided by the community, immediately east of the THSPA boundary, the Town modified the planning policy to address concerns regarding privacy. Per Section 5.2.4.2 Policies, iv. in the Secondary Plan, "*the maximum building height is 3 storeys for all uses*" will be permitted along the Main Street.

Population Density/Land Use

The THSP projected an approximate total of 4,300 units which are estimated to accommodate approximately 8,800 people. These estimated totals are used to establish servicing requirements and are based on variable unit densities. Values range from 1.5 to 3 people per unit for land uses between high to low density. The person/unit assumptions used to estimate population are consistent with planning and servicing documents such as the Town's Water/Wastewater Master Plan and Tecumseh Development Charges Background study.

The remainder of the development area consists of other land uses including commercial, institutional, stormwater management ponds, green space and municipal right of way.

Environmental Assessment (EA)

In addition to the THSP, the Town initiated the completion of a Schedule C Municipal Class EA for Municipal Infrastructure to develop a comprehensive plan to service new development and improve levels of service for the existing residential development areas. The EA process is a crucial planning and decision-making tool, regulated through the Provincial Environmental Assessment Act and used to evaluate the potential environmental effects of a proposed project. Its primary goal is to promote environmentally responsible decisions while ensuring the public has opportunity to be informed and provide feedback.

The focus of this EA was to develop functional designs for road, stormwater, sanitary sewer, and water infrastructure that will be used to provide a basis for future servicing. Functional designs are based on the land use and planning policies adopted through the Official Plan and previously completed Master Plans. Amendments to land use or zoning cannot be implemented through the EA process.

Completion of this EA allows the Town and developers to proceed with design and implementation. This EA does not replace the need for the work to be approved through planning and engineering processes including environmental permitting, Essex Region Conservation Authority approvals, archaeological assessment studies, traffic impact and other engineering studies. The timing of projects identified through this process is not known at this time nor are they included in the Town's 10-year capital budget plan. Given that the EA addresses infrastructure needs within existing lands that are mostly privately owned, implementation of the EA recommendations is expected to be landowner driven.

Traffic and Road Infrastructure

Sustainable Road Network

To provide a long-term, sustainable plan to support future travel and accommodate development in the THSPA, an expanded road network is necessary to improve connectivity. This network consists of arterial roads (County Road 22, Banwell Road/CR43, CR42, and

CR19/Manning Road) that support the internal collector and local roadways required to facilitate neighborhood-level travel. The balanced road network proposes several collector roads that will facilitate travel within the THSPA and improve traffic flow, both internal and external. A sustainable road network includes evenly spaced collector roads that provide both north-south and east-west connectivity. The proposed plan provides a balanced approach to managing traffic while supporting a diverse development plan.

The proposed road network satisfied the following required objectives:

- **Improve Connectivity:** The proposed grid road network includes implementation of additional east-west and north-south collector road corridors which integrate existing and future development areas. These corridors will feature short blocks to encourage walking and cycling. A well-interconnected network will distribute traffic more evenly, reducing reliance on a single point of entry or exit.
 - Under existing conditions, there is 2.5 kilometres between CR22 and CR42, for which Intersection Road is the sole east/west collector roadway, west of the THSPA. This configuration will not support organized development of the THSPA and without the introduction of additional east/west connections, traffic congestion will be concentrated to the existing corridor which is unsustainable.
 - Along the west boundary of the THSPA, reconstruction of Banwell Road (Mulberry Road to CP Rail) by the City of Windsor has commenced. Upon completion of this construction, Banwell Road will be a 6-lane road (3 northbound and 3 southbound lanes) between the Banwell/E.C Row interchange and Intersection Road. The improvements will facilitate traffic movements from the battery plant north to the future Banwell/E.C Row interchange. The section of Banwell Road between Intersection Road and the newly constructed section south of CP Railway will be 4 lanes. The number of lanes and traffic operations of Banwell Road have considered the expansion of the THSPA, the battery plant and all other surrounding development growth.
 - The proposed road network required to support development and long-term traffic movements in the THSPA was developed over the course of many years as demonstrated in Slide 9 of the August 11, 2025, Resident Presentation. The use of Intersection Road, Maisonneuve Street and Gouin Street as collector roads providing shared use for traffic routing east and west has been a fundamental transportation movement strategy that has been presented through many previous public reports and comprehensive public consultation processes, including:
 - Tecumseh Hamlet Secondary Plan Transportation Study (2015);
 - Banwell Road Environmental Assessment (2016);
 - Tecumseh Transportation Master Plan and Complete Streets Design Manual (2017);
 - Twin Oaks Drive Manufacturing Facility (Battery Plant)- Transportation Impact Study (2023); and

- Tecumseh Hamlet Secondary Plan Transportation Study Addendum (2024) and Updates.
 - The August 11, 2025 Resident Presentation lists the many transportation studies completed for the internal and external road network proposed to serve the THSPA. Transportation network planning and engineering has begun as early as 2015, through the completion of the Tecumseh Hamlet Secondary Plan Transportation Study (2015) and continued with the completion of various additional transportation studies, each building upon the last, to develop a cohesive plan. The final Tecumseh Hamlet Secondary Plan Transportation Study Addendum, completed in 2024, considered updated movement patterns, development densities and the introduction of the battery plant. This study can be found in the Appendix E Functional Servicing Report, under Sub-appendix K.

Enhance Mobility: The network must be designed to accommodate all modes of traffic, including vehicles, cyclists, pedestrians, and public transit. This is consistent with the recommendations of the Town's Transportation Master Plan (TTMP) and the Complete Streets Design Manual. This includes supporting a future public transit system, which will provide an equitable transportation system for people of all ages, incomes, and abilities. Transit is also a vital alternative to personal vehicles, helping to reduce traffic congestion, greenhouse gas emissions, and air pollution.

Complete Street: The proposed plan allows the Town to implement a "Complete Streets" approach to the planning, design, operation, and maintenance of its roads, shifting the focus from prioritizing car mobility to balancing the needs of all users. The Town's Complete Street Design Manual, included as an appendix to the TTMP, guides the reconstruction of streets to safely and comfortably accommodate pedestrians, cyclists, transit riders, and motorists.

Transit: Schedule "H-1" of the Secondary Plan establishes a transportation system that lays out the foundation for future public transit options. Future expansion of public transit is anticipated to be required to support the traffic movement as well as provide enhanced mobility as noted above. The timing and extent of transit needs will be monitored as development occurs. The bus stop shown on Maisonneuve Street (Figure 6-2), immediately east of Corbi Lane, is shown incorrectly and represents the existing Canada Post box lane. This will be clarified in the final report.

Ensure Accessibility: All existing roads will be upgraded to be fully accessible for all ages and abilities, in accordance with the Accessibility for Ontarians with Disabilities Act, 2005 (AODA). All new roadways proposed within the THSPA will be designed to be compliant with the AODA.

Addresses Safety Concerns

- **Calming Measures:**
 - The Town's Speed Mitigation and Traffic Calming Policy establishes a clear, transparent framework for assessing, designing, and implementing measures to reduce and maintain appropriate traffic speeds and volumes on municipal roads to enhance safety for all users. Where warranted, the measures noted in this policy may be implemented to control speeds and improve safety.
 - It should be noted, that the conceptual road design presented in the THSPA EA mandates that collector roads consist of two narrow lanes in the section of Maisonneuve Street between Corbi Lane and Lesperance Road.
- **Traffic Volume**
 - As noted above, collector roads, Gouin, Maisonneuve and Shields, will extend from Banwell Road to Lesperance Road as shown in the road network plan. Under ultimate conditions, once all vacant lands have been developed, the traffic volumes along these corridors are expected to reach an average of between 2,000-2,500 vehicles/day. For context, this volume is similar to current traffic volumes observed along St. Thomas Street between Lesperance Road and Manning Road.
 - The Town understands that temporary road closures and detours on Banwell Road, Intersection Road, CR42 and Manning Road have caused temporary traffic congestion and driver frustration. Improvements currently underway to those corridors will have long-term benefit to the region and will greatly improve the level of service.
- **Pedestrian and Cycling Facilities**
 - Providing dedicated and off-road walking and cycling facilities will provide the safest active transportation network. The exact orientation and location of pedestrian facilities is subject to refinement during the detailed design process. Designs will be based on the existing conditions of the collector road corridors and will consider driveways, existing trees, utilities and other site constraints.

Collector Road Right of Way

- Under ultimate conditions, the EA proposed a conceptual design plan that shows the revisions to the existing roads (Intersection Road, Gouin Street and Maisonneuve Street) that will aim to calm traffic and provide accessible cycling and pedestrian facilities. The road right of way modifications are intended to include the elements below:
 - Reducing lane widths from approximately 4 m wide to 3.35 m wide to discourage speeding;
 - Addition of curbs and gutters to channel rainwater and improve roadside safety;

- Introduction of storm sewers to provide drainage for road and private property and to improve the existing drainage system;
 - Updated streetlighting;
 - Boulevards that promote tree canopy and safe sidewalk setbacks; and
 - Where required, pedestrian crossings, cross walks and other traffic calming measures.
- The future design will be refined based on the conditions of the corridor at that time. Roadway cross section details will be subject to refinement during the detailed design process based on the existing conditions of these collector road corridors and will consider driveway access needs, existing trees, and utilities.
- Regarding parking, proposals for commercial, residential or mixed-use developments must include provisions for parking where warranted. The Main Street section of Maisonneuve within the future development of the THSPA will have local on-street parking permitted as well as rear lot parking. This is illustrated by Figures 6.2 and 6.10 of the Functional Servicing Report (Appendix E).

Emergency Preparedness

- The Town's fire department is currently working on a Fire Master Plan which encompasses a comprehensive review of the Tecumseh Fire & Rescue Services strength's, weaknesses, opportunities and challenges for the next 10 years. The Plan will consider the expansion of the THSPA, increased traffic and implications of the battery plant. This plan will address the Town's future Fire Protection Services needs in compliance with the "Fire Protection and Prevention Act" and will address staffing, equipment and facility requirements going forward.
- Tecumseh Fire has toured the Nexstar Plant and has found them well prepared with a robust fire suppression system in place in the event of a fire. Trained personnel are on duty 24 hours a day at the plant, which also has a site-specific emergency plan. This is a normal arrangement for a industrial facility of this size.
- Given that the battery plant is located in the City of Windsor, Windsor Fire would be the first respondent on the scene in the event of an emergency. If the City of Windsor had a large-scale event, they would activate their Emergency Operation Center. Tecumseh Fire would be kept updated and provide mutual aid if requested. Regional fire chiefs work cooperatively through mutual aid agreements that are in place to ensure that support is provided across municipalities when needed in an emergency.
- The Town is prepared to implement evacuation plans for any area of Town depending on the scale of the emergency incident.

- The proposed fully interconnected road network in the THSPA offers the most effective access and exit routes for emergency vehicles serving this neighbourhood.

Environmental and Green Space Concerns

Wildlife and Species at Risk

- Butler's Garter Snake and various other Species at Risk (SAR) were identified as potential to occur in this area as part of this EA. The 2023 THSPA Natural Environment Existing Conditions Report summarizes the existing site conditions and identifies where wildlife may exist in this area and provides recommendations on future mitigation measures to minimize the potential impacts. This report is provided under Appendix 'B' of the EA.
- Regarding the timing or extent of field assessments performed as part of the EA's Existing Condition Report, specific SARs/Species may or may not be present during actual field assessments. Therefore, lands are classified based on whether habitat is suitable, the likelihood of those species being present, and whether those species are listed in the Ministry of Natural Resources databases.
- This 2023 Natural Environment Existing Condition Report notes that *"Future studies will be required at the draft plan or site plan stage Additional studies may be required in order to identify additional Significant Wildlife Habitat (SWH) and Species at Risk (SAR) habitat, as well as to formally stake the limits of woodlands, wetlands, and the top of bank of watercourses."* As development proposals come forward, developers must complete more current and site-specific field investigation to confirm presence of species and develop plans to protect or mitigate impacts. Investigations may include snake and wildlife surveys, tree inventories, and wildlife monitoring.
- Residents noted that Species at Risk (SAR) (Butler's Garter snakes, various bat species) are observed in the Maisonneuve residential area (lands classified as low-density Residential (CVR) in the 2023 Natural Environmental Report). This report did acknowledge that there are areas within the THSPA that are candidate habitat for these species. During detailed design, due to the potential presence of these species, environmental permitting will be required including a more detailed and updated site assessment and mitigation plan.
- As part of comments received during the 30-day public EA review period, a request was made by a resident to include existing CVR in areas candidate for SAR habitat – specifically to the existing properties backing onto the undeveloped THSPA. The Natural Environment Report will not be revised to include those existing residential areas as they are already developed and therefore cannot be assigned their own Ecological Land Classification. Moreover, protection of species is not possible for areas already zoned/developed residential lands as there are no limitations or controls that can be put into place to prevent homeowners/property owners from removing vegetation, or

habitat within their properties, nor is it possible to access those properties for investigation.

- Due to the proximity of the THSPA to the Windsor Airport, waterfowl mitigation measures are required to reduce safety risk associated with the implementation of relevant stormwater pond. This EA recommends the implementation of a dry pond which will be designed to only hold water temporarily after a storm. This lack of permanent standing water makes the area unattractive as long-term habitat for most waterfowl, which prefer permanent water bodies for nesting, feeding, and resting. These recommendations are consistent with the Supplementary Waterfowl Adaptive Mitigation Plan for Stormwater Management Facilities prepared for the Sandwich South Master Servicing Plan, City of Windsor (May 17, 2023).

Greenspace

- Under current conditions, about 85% of the THSPA area is agricultural and is not suitable land for habitat requiring protection as described in the 2023 Natural Environment Existing Conditions report (Appendix B). This report classifies areas within the THSPA that require protection and stipulates policies that prohibit development on those lands. Those areas are shown on Figure 3-1 of the report, and includes existing woodlots, wetlands/swamps, and McAuliffe Woods which totals more than 10 hectares of the Secondary Plan area. These areas identified to be significant woodlands or natural heritage features which will be maintained and protected. The THSPA includes park space and stormwater management pond areas that may be used for recreational purposes and provide linkages to the Natural Environment areas listed above. Section 6.0 of the 2023 Natural Environment report describes the proposed Natural Heritage System which provides aid in the movement of species within the THSPA area.
- As part of the development approval process, land designated for open space, stormwater and recreational use shall be consistent with Schedule "H-11" of the Secondary Plan. Developers are obligated to contribute to the overall park land plan including dedication of land to support the open space and recreational needs of the community. The proposed THSPA proposes approximately 20 hectares of recreational greenspace, 22 hectares of stormwater management ponds, which makes up a total of 22% of the THSPA area.

Drainage

- Any modifications to existing municipal drains will be communicated through the Drainage Act, which is the governing Ontario Regulation that provides the legal framework and establishes processes relating to municipal drains in Ontario. Ultimately, sections of the existing Gouin Drain, for example, could be abandoned in accordance with the provisions of the *Drainage Act*.

- Existing drainage currently serviced by the Gouin Drain will be directed to the proposed Gouin Stormwater Management Pond. This pond has been sized to accommodate increased drainage from the existing residential areas within the Gouin Drain watershed to improve the drainage level of service for existing developed areas. For example, the Gouin Stormwater Management Pond has been sized to control runoff from 67 hectares of new development and 54 hectares of existing development, meaning 44% of the pond size is attributable to improving drainage service to the existing development lands located east of the THSPA.

Air Quality, Noise and Light Conditions

- Noise or air quality assessments may be required during the planning approval stage of development, pending the type of development and proximity to sensitive receptors.
- Municipal By-Laws must be adhered to as it relates to noise, air quality and lighting conditions.
- Section 7.0 of the ESR further discusses Environmental Impacts and Mitigation Measures.

Communication and Process Transparency

- The Town of Tecumseh followed the systematic consultation and public engagement processes mandated through the Ontario *Planning Act* and Municipal Class EA process. This includes a combination of hard copy mail out notifications, newspaper (Windsor Star) advertisements, social media communications and email, and posts on the Town's website. A detailed list of consultation touch points and communications are included in the August 11, 2025 Resident presentation and in Section 8.0 in the EA report.
- The project information and public consultation materials have been available on the Town's website and social media platforms throughout the duration of this study.
- Throughout the study, stakeholders and property owners have come forward and participated in direct consultation with the Town. Where questions or comments were raised, those comments were addressed directly with the applicable party. Comments pertaining to infrastructure design and municipal servicing solutions are documented in the EA.
- Your comments provided during the mandatory 30-day public review period have been officially received and filed, ensuring your perspective is documented as part of the public record for the Municipal Class EA.

Schedule

The Town of Tecumseh has completed Phases 1 through 4 of the Municipal Class Environmental Assessment (MCEA) process, which establishes the preferred infrastructure and design solutions

for municipal servicing in the THSPA. As highlighted in the EA document, Phases 1 and 2 (Problem and Solution Development), were completed previously through the Town's Water/Wastewater Master Plan (2018), Transportation Master Plan (2017) and the Upper Little River Watershed - Drainage and Stormwater Management Master Plan (2023). Since 2023, Phases 3 and 4 (Design Concept Development and Reporting) have been completed. Each of these Master Plans underwent a vigorous public consultation process. The Town, landowner or developer may now proceed to Phase 5 - Project Implementation which includes detailed design, approvals and construction.

Road, watermain, sewer, and stormwater management pond construction will proceed based on development demand and may be initiated by property owners through development proposals to the Town of Tecumseh. If the Town secures government grant funding, it may proceed with THSPA infrastructure projects tied to those grants. For example, the Town has made application to the Federal Government for the Gouin Stormwater Management Facility. If this application is successful, the detailed design and construction of the facility may proceed independently of private development timelines.

All infrastructure design will be refined based on the final development plans, site conditions, and detailed engineering and regulatory standards that are applicable during the time of implementation.

Conclusion and Next Steps:

- Comments and feedback received by the Town during this 30-day review period will be documented and appended to the final EA Report which will be presented at an upcoming regular public Council meeting. This concludes the EA process.
- The THSPA (Official Plan Amendment No.5) has been adopted by Council and approved by the County of Essex. There are no remaining avenues of appeal relating to the Official Plan Amendment.
- The Town, landowner or developer may now proceed to Phase 5 - Project Implementation which includes detailed design and construction.

Sincerely,

A handwritten signature in cursive script, reading "Laura Herlehy".

Laura Herlehy, P.Eng.
Project Manager
Dillon Consulting Limited

Tecumseh Hamlet Secondary Plan Area - Environmental Assessment - Response to Comments

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Nov 14, 2025 at 4:24 PM

To: Fely Salas <felysalas@tecumseh.ca>
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Good Afternoon Ms. Falas,

Thank you for taking the time to review and provide your comments regarding the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment.

Please find attached a letter that addresses the comments and questions you submitted during the 30-day public review period. Please note that both your comments and the attached response letter will be placed on the public record and included as part of the final Environmental Assessment Report.

The final Environmental Assessment Report is scheduled to be presented to Town Council at the November 25th, 2025, Regular Council Meeting. Please note that the 30-day review period closed on August 8th, 2025, and there are no further opportunities to provide comment or submit appeals in relation to the Environmental Assessment.

For more information about upcoming Council meetings, news and notifications, or to request to appear as a delegate before Council, please use the links below:

[Town of Tecumseh website](#)

[News & Notices Notification Subscription](#)

[Council Meeting Notification Subscription](#)

[Appearing before Council](#)

Thank you again for your participation and valuable input in this process.

Regards,

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

November 14, 2025

Ms. Felina Salas
[REDACTED]

***Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements,
Municipal Class Environmental Assessment (EA)
Property Owner Concerns***

Dear Ms. Salas,

Thank you for consulting with the Town of Tecumseh in regarding the Notice of Completion for the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements, Municipal Class Environmental Assessment (EA) and Functional Design.

This letter provides a comprehensive response to the questions and concerns you have provided regarding the Tecumseh Hamlet EA, specifically regarding the configuration and location of the West Desjardins Stormwater Management (SWM) pond. This information draws from recommendations of this EA and is consistent with previous discussions and correspondence, aiming to provide clarity on the project's rationale, design, and benefits to your land.

Stormwater Management Pond (SWM) Facilities

The West Desjardins SWM Pond will not be used for the storage of wastewater. This pond will collect and store rainwater runoff only. This pond is required to store rainwater runoff resulting from future development of the Tecumseh Hamlet area.

The pond is required to prevent flooding and reduce erosion to the downstream drainage areas serviced by the existing Desjardins Drain. It is crucial to understand that this SWM pond is specifically designed to handle only rainwater from the development and no sanitary sewer discharge (sewage) is permitted. Sanitary discharge will be conveyed through an independent underground sewer system that is completely separate from the storm sewer system and the Desjardins SWM pond.

Desjardins Pond Location

We understand that there are questions regarding the location of the proposed West Desjardins Pond as it relates to the [REDACTED] property. In response to comments received from yourself, early in the consultation process of this study, the planning and engineering teams reviewed feasibility of relocating this pond. Due to several factors, the strategic location of the West Desjardins Pond has been established as presented in the final Environmental Assessment Report.



1 Riverside Drive W
12th Floor
Windsor, Ontario
Canada
N9A 5K3
Telephone
519.948.5000

Dillon Consulting
Limited



Below summaries the rationale for the placement of the SWM Pond in it's presented location:

- The property at [REDACTED] is bisected by the Desjardins Drain, which naturally channels rainwater runoff from both the north ([REDACTED] and Smith Cemetery) and south.
- To minimize extensive excavation and minimize the pond footprint, the pond will be built along the drain's current path. Relocating the pond south would necessitate additional construction including filling the drain and adjacent lands, making adjustment to existing topographical conditions and rerouting of overland flow routes that would result from moving the pond off the Desjardin Drain alignment. These additional efforts would lead to increased disruption, added costs, and project delays.
- It's crucial to recognize that the Desjardins Drain currently limits development on your land, particularly due to its presence and the 1:100 year flood limits set by the Essex Regional Conservation Authority (ERCA). By constructing the pond along the drain, this floodplain will be eliminated, enhancing future development potential for the remaining developable areas of the property.
- On May 9, 2023, the Town of Tecumseh's planning and engineering teams met with you to discuss this plan in more detail. As discussed during this in-person meeting, the Tecumseh Hamlet Secondary Plan and Environmental Assessment aims to facilitate long-term development. These stormwater ponds are essential for achieving that goal at [REDACTED] and other developments west of CR43. The pond's construction will depend on development demand, so a specific construction date has not yet been set. The Town of Tecumseh does not plan to construct this pond. It is anticipated the developers will plan to construct the pond to service development and will coordinate and enter into direct agreements with affected property owners.
- The Desjardins Pond location was pre-determined through the Upper Little River Environmental Assessment, which was completed jointly by the City of Windsor and the Essex Region Conservation Authority (ERCA) in January 2023. This document established the SWM strategy and locations of the stormwater management ponds within the Tecumseh Hamlet Secondary Plan area.
Refer to Stormwater Management Pond Concept 3, Figure 22, in Part 1, Figures Appendix. (Page 206 of the PDF located here:
<https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/upper-little-river-ea>
- The Tecumseh Hamlet Secondary Plan was adopted by Town Council January 23, 2025. This document establishes the distribution of land uses, the establishment



of a transportation network and a range of servicing policies. The objective of this Secondary Plan is to ensure development of individual properties proceeds in a coordinated and orderly fashion.

The Secondary Plan is intended to integrate new development amongst existing development and ensure that adequate and suitable infrastructure is ultimately constructed to support the proposed development. This includes the establishment of regional stormwater management ponds in locations that support appropriate quantity and quality stormwater controls. The Desjardins Pond is essential to ensure the developability of [REDACTED] and other developments west of CR43. Also noted in this Secondary Plan, CR43 is an arterial roadway, and the lands fronting this corridor have been designated medium density residential.

Development Opportunities

When considering the location of the pond, it's important to highlight that the Desjardins Drain, in its current form, represents an existing impediment to your land. The ability to develop in the areas surrounding the drain is greatly hindered by the drain itself. There are currently development restrictions along your land since your property is located within the 1:100 year regulatory flood limits that have been established by ERCA.

By constructing the pond along the existing alignment of the Desjardins Drain, this floodplain hazard area and associated flood risk will be reduced. In addition, the Town feels that the pond should be considered an amenity to add a beautified space with walking trails surrounded by natural vegetation.

The Secondary Plan discusses the development potential of the portion of your property, north of the Desjardins Drain, and proposes [REDACTED] as an area for future medium-density residential development. Maintaining the pond configuration as recommended in the Secondary Plan and Environmental Study Report will permit development on the northern portions of your property in the future.

Access to these development areas would be provided from Banwell Road. The County of Essex has also confirmed that you, as the property owner of [REDACTED], may apply in the future for a permit to increase the current driveway access on CR43 to further facilitate these development opportunities. Medium density neighborhoods can include structures up to four storeys, such as townhouses, stacked townhouses, row houses, walk-ups, and small-scale apartments, with a permitted density ranging from 20 to 50 units per hectare.

Shifting the pond further south would render the lands between the pond and Desjardins Drain undevelopable which, under ultimate development conditions,



would not be an efficient use of lands, nor would it be consistent with standard planning practices and the Secondary Plan.

Environmental and Safety Concerns

As previously clarified, the ponds will only contain rainfall water and are designed to manage water quantity and quality. The pond's design will include vegetation and natural filtration features that help break down organic materials, reducing the likelihood of unpleasant odors.

The natural features such as trees or shrubs that are existing on your land or the vegetation integrated into the landscape plan at the pond's edge will help to limit noise created from visitors. Pathways and other pedestrian and active transportation facilities are normal urban features that commonly exist throughout residential neighbourhoods. The proposed location for the pumping station is at the northwest limit of the existing property. The distance from your home combined with natural features should assist in reducing the noise. Pump stations will be equipped with noise barriers which are designed to mitigate noise impacts to adjacent lands. In addition, the pump will only operate in response to rain events or during periods of ice thaw. During dry weather periods, the pump will operate less frequently.

The Town prioritizes safety in the design of any area accessible to residents. To mitigate safety concerns regarding open water, specific efforts will be incorporated into the pond design to limit pedestrian access. SWM ponds are required to adhere to provincial guidelines that regulate the slope of the land surrounding the ponds to prevent accidental falls. Additionally, vegetation will be integrated into the landscape plan at the pond's edges to further limit easy access to the water. While trails will be created around the ponds for public enjoyment, they will be set back from the water's edge to maintain a safe distance.

These engineered safety features are intended to reduce the need for fencing, which could detract from the natural beauty the pond aims to provide as a public space. The ponds are viewed as an amenity and will be developed into naturalized green space, with safeguards built into the design.

Schedule and Compensation

The construction of the SWM pond is contingent on future development demands, and as such, there is currently no specific construction date set. The pond implementation is solely based on development demand and shall be initiated by property owners as a development proposal to the Town of Tecumseh.

Development of the Tecumseh Hamlet Secondary Plan area, east of CR43, requires the extension of the Town's sanitary sewer trunk infrastructure. This trunk



infrastructure is not scheduled within the Town's current 10-year Capital budget. The Tecumseh Hamlet Secondary Plan and the Tecumseh Hamlet Environmental Assessment are foundational documents designed to prepare the area for future long-term development.

The West Desjardins Pond is crucial for enabling that long-term development for your property at [REDACTED] and other developments west of CR43.

Prior to implementation, the SWM pond design requires refinement based on the final development plans, site conditions and engineering and regulatory standards that are applicable during the time of implementation. The Town is involved in the final approval and permitting associated with this infrastructure.

Closure

We hope that the clarifications offered above provided the necessary insight in response to your questions and comments. Additionally, we'd like to highlight the long-term nature of this Secondary Plan and Environmental Assessment and infrastructure strategy.

The objectives of these studies are to develop long-standing engineering and planning practices to support sustainable development and infill of the Tecumseh Hamlet Secondary Plan Area.

Sincerely,

DILLON CONSULTING LIMITED

Laura Herlehy, P.Eng.
Project Manager, Dillon Consulting Limited

LH:ldm

cc: Shane McVitty, P.Eng., Town of Tecumseh

Our file: 23-5735

Tecumseh Hamlet Secondary Plan Area - Environmental Assessment - Response to Comments

1 message

Shane McVitty <smcvitty@tecumseh.ca>

Fri, Nov 14, 2025 at 4:26 PM

To: [REDACTED]
Cc: "Herlehy, Laura" <lherlehy@dillon.ca>, Phil Bartnik <pbartnik@tecumseh.ca>, Brian Hillman <bhillman@tecumseh.ca>, Chad Jeffery <cjeffery@tecumseh.ca>, Enrico De Cecco <edececco@tecumseh.ca>

Hello Mr. Mayville,

Thank you for your comments regarding the Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements Municipal Class Environmental Assessment. We understand your concern regarding the placement of future sidewalk or pathways with respect to your driveway. Please note the following,

- The design of the future Gouin Street improvements will consider the needs of local property owners and will aim to provide necessary active transportation while maintaining access and use of existing driveways. Location of garage openings and parking requirements are also considered.
- The reconstruction of Gouin Street is not currently scheduled under the Town's long term Capital Plan. Once prioritized by Council, a fulsome engineering review will take place to determine the exact road alignment, width and road right-of-way modifications. This will include review of existing site conditions and right-of-way constraints, existing street trees and landscaping, etc.
- During the detailed design stage of Gouin Street, Public Information Centres will be held to provide residents with the design information of the project. Residents will be notified to discuss scope of work, site specific impacts and timing.

Please note that your comments and the Town's response will be placed on the public record and included as part of the final Environmental Assessment Report.

The final Environmental Assessment Report is scheduled to be presented to Town Council at the November 25th, 2025, Regular Council Meeting. Please note that the 30-day review period closed on August 8th, 2025, and there are no further opportunities to provide comment or submit appeals in relation to the Environmental Assessment.

For more information about upcoming Council meetings, news and notifications, or to request to appear as a delegate before Council, please use the links below:

[Town of Tecumseh website](#)

[News & Notices Notification Subscription](#)

[Council Meeting Notification Subscription](#)

[Appearing before Council](#)

Thank you again for your participation and valuable input in this process.

Shane McVitty P.Eng.
Development Engineer



P: 519 735 2184 x180 | M: 226 787 2959
smcvitty@tecumseh.ca | www.tecumseh.ca
917 Lesperance Rd, Tecumseh, ON N8N 1W9



This e-mail and any attachment(s) are confidential and may be privileged. If you are not the intended recipient, please notify me immediately by return e-mail, delete this e-mail and do not copy, use or disclose it. Messages sent to and from us may be monitored.

Attachment C-1

MCM Correspondence

RE: MCM Response: Notice of Completion- Tecumseh Hamlet

1 message

Abrazhevich, Anastasia (MCM) <Anastasia.Abrazhevich@ontario.ca>

Fri, Nov 7, 2025 at 11:02 AM

To: "Herlehy, Laura" <lherlehy@dillon.ca>

Cc: "smcvitty@tecumseh.ca" <smcvitty@tecumseh.ca>, "Hamilton, James (MCM)" <James.Hamilton@ontario.ca>, "Barboza, Karla (She/Her) (MCM)" <Karla.Barboza@ontario.ca>, "Macki, Monika (MECP)" <Monika.MacKi@ontario.ca>, "EA Notices to SWRegion (MECP)" <eanotification.swregion@ontario.ca>

Good morning Laura,

I am acknowledging receipt of your email.

Thank you for sending your response for the above referenced project for MCM's review.

We will provide our comments by the end of next week.

Please do not hesitate to contact me with any questions or concerns.

Thank you in advance,

Anastasia Abrazhevich

Heritage Planner | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism | Ontario Public Service

437 240 2379 anastasia.abrazhevich@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: November 3, 2025 5:40 PM

To: Abrazhevich, Anastasia (MCM) <Anastasia.Abrazhevich@ontario.ca>

Cc: smcvitty@tecumseh.ca; Hamilton, James (MCM) <James.Hamilton@ontario.ca>; Barboza, Karla (She/Her) (MCM) <Karla.Barboza@ontario.ca>; Macki, Monika (MECP) <Monika.MacKi@ontario.ca>; EA Notices to SWRegion (MECP) <eanotification.swregion@ontario.ca>

Subject: Re: MCM Response: Notice of Completion- Tecumseh Hamlet

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Anastasia

In response to MCM's comment letter dated August 22, 2025, the Environmental Study Report for the Tecumseh Hamlet Secondary Plan Area, Infrastructure Improvements EA will include the details in the attached memo. This memo and the ESR revisions will be made available on the Town's website later this Fall.

Thanks and feel free to let us know if you have any questions.

Laura



— PROUDLY CANADIAN SINCE 1946 —



Platinum member

Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T - 519.948.4243 ext. 3216
M - 519.818.3105
L.Herlehy@dillon.ca
www.dillon.ca

On Fri, Aug 22, 2025 at 4:24 PM Abrazhevich, Anastasia (MCM) <Anastasia.Abrazhevich@ontario.ca> wrote:

Dear Lisa Delange,

Apologies for the late response.

Thanks for sending the Notice of Completion for the above-referenced project to the Ministry of Citizenship and Multiculturalism.

Please find MCM's comments on this project attached.

If you have any questions or require clarification, do not hesitate to contact us.

Kind regards,

Anastasia Abrazhevich

Heritage Planner | Citizenship, Inclusion and Heritage Division

Ministry of Citizenship and Multiculturalism | Ontario Public Service

437 240 2379 anastasia.abrazhevich@ontario.ca



Taking pride in strengthening Ontario, its places and its people

From: Delange, Lisa <ldelange@dillon.ca>
Sent: Friday, June 27, 2025 8:32 AM
Subject: Notice of Completion- Tecumseh Hamlet

CAUTION – EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

Town of Tecumseh's Tecumseh Hamlet Infrastructure Improvements Environmental Assessment is now complete and available for review. Please refer to the Notice of Completion attached along with a list of the Schedule C projects that may proceed subject to comments received as a result of this Notice.

The Environmental Assessment report can be obtained by visiting the Town's Website.

Interested persons may provide written comments to our project team by August 8, 2025. All comments and concerns should be sent directly to contacts listed in the attached Notice.



UPCOMING VACATION: June 30 to July 4, 2025

Inclusiveness: Enabling belonging to draw strength from our differences.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

Memo



To: Anastasia Abrazhevich, Ministry of Citizenship and Multiculturalism (MCM)

From: Laura Herlehy, Project Manager, Dillon Consulting Limited
Elizabeth Wittman, Environmental Planner, Dillon Consulting Limited

CC: Shane McVitty, Development Engineer, Town of Tecumseh

Date: November 4, 2025

Subject: Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment
Attachment C – Revisions to Section 3.5 and 7.4 (Cultural Environment) of the ESR

Our File: 23-5735

The Town of Tecumseh retained Dillon Consulting Limited (Dillon) to complete a Municipal Class Environmental Assessment (MCEA) for the Tecumseh Hamlet Secondary Plan Area (THSPA; “the Project”). The study was completed in accordance with the requirements for Schedule C projects under the MCEA, as amended (February 2024). The Environmental Study Report (ESR) documents the planning and design process leading to the selection of the preferred municipal infrastructure servicing strategy to facilitate development within the THSPA.

The purpose of **Attachment C** is to document and address comments received from the Ministry of Citizenship and Multiculturalism (MCM) on August 22, 2025 (**Attachment C-1**). **Table 1** provides an overview of how the comments were addressed. These documents will be appended to the EA and included in the final ESR that is available to the public online. This communication will also be documented in the final 30 day review period consultation records. Text herein should be referenced when reviewing Sections 3.5 and 7.4 (Cultural Environment) of the ESR.



Table 1: MCM Comment-Response Table

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
1	3.5 Cultural Environment p. 34	<p>MCM recommends revising this section to align with current legislation and terminology. Please note that cultural heritage resources include all three types: archaeological resources, built heritage resources (BHRs), and cultural heritage landscapes (CHLs).</p> <p>Additionally, the findings and recommendations of technical cultural heritage studies (including archaeological assessments) should inform this section. MCM recommends referencing the archaeological assessments that were completed as part of the EA Study and attaching them as an appendix to the report.</p>	<p>Recommended organization and text</p> <p>3.5 Cultural Environment</p> <p>(Replace the text as follows:)</p> <p>“Cultural Environment describes the existing conditions of the heritage components of the environment. Cultural heritage resources include: archaeological resources, built heritage resources, and cultural heritage landscapes.”</p> <p>3.5.1 Archaeological Resources</p> <p>[Please refer to the comments provided in the cover letter above. MCM recommends specifying the associated PIF#s for the Stage 2 archaeological assessments. We also recommend attaching all AA reports as an appendix to this report and all associated MCM letters that the report has been registered into the Ontario Register of Archaeological Assessments.]</p>	<p>The text proposed by MCM is added to Section 3.5 – Cultural Environment by way of this memo.</p> <p>The Stage 2 Archaeological Assessment completed in 2023 under PIF P1189-0023-2023, along with the associated MCM confirmation letter, is provided as Attachment C-2 to this memo.</p>
2	7.4.1 Built Heritage Resources and Cultural Heritage Landscapes Table 17 p. 112-113	<p>This section should be revised to describe any known and potential built heritage resources and cultural heritage landscapes within the study area. The findings of the Cultural Heritage Assessment Report (2024)</p>	<p>Recommended organization and text (Replace the text as follows:)</p> <p>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (included as Appendix D) was undertaken on [date] by</p>	<p>The Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (CHR) was completed in September 2023 by Archaeological Services Incorporated (ASI) for the Project and is provided in Appendix D of the ESR and is outlined in Section 3.5.2 Built Heritage Resources and Cultural Heritage</p>

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
		will be discussed and referenced within this section of the ESR.	<p>[heritage consultant] for [name of project or study area]. A total of # (known and potential) built heritage resources, cultural heritage landscapes and cultural features were identified within the Study area. The following table (Table 17) provides a brief description of the anticipated project impacts based on the preliminary design. The table also describes the mitigation measures and recommendations included in the technical study.</p> <p>MCM recommends that Table 17 be expanded to include the following sections as columns in the following order to ensure the information and level of detail for impact assessment and mitigation measures are sufficient:</p> <ul style="list-style-type: none"> • CHR Reference # • Type of Property • Heritage Recognition • Type and Description of Potential/Anticipated Impacts • Mitigation Measures (mitigation options and mitigation recommendations based on the preferred option and alternative options). <p>This section should be revised to clearly outline the recommendations and timing of any future technical cultural heritage studies required (i.e.,</p>	<p>Landscapes of the ESR. No changes are required to Section 7.4.1 of the ESR.</p> <p>Section 3.5.2 of the ESR details that there is one known cultural heritage landscape, three potential cultural heritage landscapes, one potential built heritage resource, and one commemorative feature within the study area. This information is also included in Section 7.4.1 of the ESR.</p> <p>Details on the CHR Reference #, Type of Property, Heritage Recognition are provided in Section 6.0 of the CHR (Appendix D).</p> <p>Potential impacts and recommended mitigation measures are provided in Table 17 of the ESR. Additionally, Section 6.3 of the CHR (Appendix D) outlines the following recommendations for detailed design that must be considered:</p> <ol style="list-style-type: none"> 1. Construction activities and staging should be suitably planned and undertaken to avoid impacts to identified C.H.L.s., B.H.R., and C.F. 2. Suitable mitigation including establishing no-go zones with fencing and issuing instructions to construction crews to avoid identified C.H.L.s., B.H.R., and C.F should be considered to mitigate any unintended impacts during construction. 3. Where soil excavation, grading, and tree removals are anticipated, post-construction rehabilitation

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
			<p>Cultural Heritage Evaluation Reports, Heritage Impact Assessments) or general mitigation measures that may have been identified (avoidance, vibration monitoring, etc.).</p> <p>MCM notes that completion of an HIA for the Banwell Cemetery (CHL 2) is required as mentioned in the cover letter above. This is mentioned within Table 17: Summary of Cultural Heritage Resources. Please provide MCM with a copy of the report for our review and comment and include the final HIA report as an appendix to the report once it has been finalized.</p>	<p>including planting with sympathetic plant species should be considered to mitigate any impacts. In this respect, post-construction rehabilitation is required for:</p> <ul style="list-style-type: none"> a. C.H.L. 1 (11945 Intersection Road for the road, watermain, sewer, and drain construction. b. C.H.L. 4 (Banwell Road) for road, watermain, and sewer improvements. c. C.H.L. 2 (Banwell Cemetery) following construction associated with the Desjardins West Pond. <p>4. As the proposed West Desjardins Pond construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the Ontario Heritage Act, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible and be sent for review and comment to the Ministry of Citizenship and Multiculturalism, the Town of Tecumseh, and any other interested parties.</p>

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
				<p>5. To ensure the structures and other identified heritage features are not adversely impacted during construction, where required, a baseline vibration assessment should be undertaken during preliminary or detailed design (timed appropriately to the relevant segment if construction is completed in stages). In this respect, baseline vibration assessment should be carried out for the following properties:</p> <ul style="list-style-type: none"> a. C.H.L 1 (11945 Intersection Road) for the transportation and sewer improvements required along Intersection Road; and b. C.H.L. 2 (Banwell Cemetery) from the proposed stormwater management improvements. <p>6. Should future work require an expansion of the Study Area then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on B.H.R.s, C.H.L.s, and C.F.</p> <p>7. This report should be submitted by the proponent to heritage staff at the Town of Tecumseh, the Ministry of Citizenship and Multiculturalism, and any other relevant stakeholder with an interest in this project.</p> <p>It is noted that the CHR was previously submitted to the MCM for review and comments were received on</p>

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
				November 6, 2023 (Attachment C-3). Updates were subsequently made to the CHR to incorporate MCM's feedback.
3	7.4.2 Archaeological Resources p. 113	<p>MCM recommends revising Section 7.4.2 to include the following:</p> <ul style="list-style-type: none"> an overview of all stages of archaeological assessment undertaken (e.g., Stage 1, 2) and the objective of the stage of assessment. The outcomes (conclusions and recommendations) of the archaeological assessment(s) completed in support of this undertaking. all associated PIF#s, AA report(s) and MCM letter(s) indicating that the report has been entered into the Ontario Public Register of Archaeological Reports. 	<p>MCM recommends including the following in Section 7.4.2: a description and map showing areas of archaeological potential as identified in the archaeological assessments. We also recommend that Figure 3-4 Areas of High Archaeological Potential be moved to this section.</p> <p>The ESR should disclose the information and outcomes of the archaeological assessments.</p> <p>Recommended organization and text (Replace the text as follows:)</p> <p>The recommendations of the Stage 1 archaeological assessment (AA) will be followed. Any further recommended assessment (e.g., Stage 2, 3, and 4 AAs) will be completed as early as possible in the detailed design phase and prior to any ground disturbing activities.</p> <p>Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of</p>	<p>Figure 7 of the Stage 1 Archaeological Assessment (Appendix C) identifies the areas of high and low archaeological potential within the study area.</p> <p>The text proposed by MCM is added to Section 7.4.2 – Archaeological Resources by way of this memo as follows:</p> <p>The recommendations of the Stage 1 Archaeological Assessment (AA) will be followed. Any further recommended assessment (e.g., Stage 2, 3, and 4 AAs) will be completed as early as possible in the detailed design phase and prior to any ground disturbing activities.</p> <p>Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act.</p>

#	Document Section	MCM Comment	MCM Proposed Action/Solution	Project Team Response
			<p>the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the Ontario Heritage Act.</p> <p>The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."</p>	<p>The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act."</p>

**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Toronto, ON M5G 1S7
Tel.: 437.240.2379

**Ministère des Affaires civiques
et du Multiculturalisme**

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
5e étage, 400, av. University
Toronto, ON M5G 1S7
Tél.: 437.240.2379



August 22, 2025

EMAIL ONLY

Laura Herlehy, P. Eng
Project Engineer
Dillon Consulting Limited
1 Riverside Drive West, 12th Floor
Windsor, Ontario, N9A 5K3
lherlehy@dillon.ca

MCM File : 0018706
Proponent : Town of Tecumseh
Subject : Municipal Class Environmental Assessment– Schedule C – Notice
of Completion
Project : Tecumseh Hamlet Secondary Plan Area Infrastructure
Improvements
Location : Town of Tecumseh, Essex County

Dear Laura Herlehy:

Thank you for sending the Notice of Completion and associated technical cultural heritage studies for the above-referenced project to the Ministry of Citizenship and Multiculturalism (MCM) for review and comment.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage.

Project Summary

The Town of Tecumseh has retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater, and stormwater infrastructure required to service the area for future development opportunities to support the Tecumseh Hamlet Secondary Plan (THSP) study initiated in 2022 for the southerly and westerly portions of the Tecumseh Hamlet (the Hamlet). This study is following the planning and design process for Schedule 'C' projects under the Municipal Class EA (2000, as amended).

Comments

We have reviewed the following documents:

- *Town of Tecumseh – Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements – Municipal Class Environmental Assessment Schedule ‘C’ - Environmental Study Report* (ESR, dated June 2025, prepared by Dillon Consulting Ltd);
- *Tecumseh Hamlet Servicing Plan Between County Roads 22 & 42 (Geographic Township of Sandwich East), Town of Tecumseh, Essex County, Ontario. Archaeological Stage 1: Background Study* (Project Information Form P042-288-2012, dated April 2, 2013, and prepared by Fisher Archaeological Consulting (included as Appendix C of the ESR)
- *Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment – Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment – Town of Tecumseh, County of Essex, Ontario* (Draft Report) dated August 2023 (revised September and November 2023) and prepared by Archaeological Services Inc. (included as Appendix D of the ESR).
- *Town of Tecumseh-Public and Agency Consultation Record* (included as Appendix G of the ESR).

We have the following comments:

Archaeological Resources

Our records indicate that a Stage 1 archaeological assessment (AA, under Project Information Form (PIF) P042-288-2012) has been carried out for the proposed project. The report has been entered into the Ontario Public Register of Archaeological Reports.

The results of the Stage 1 AA indicated high archaeological potential within the Study Area and recommended that Stage 2 AA be carried out for areas of high potential, with special attention to the Smith Black Cemetery. It was mentioned in the ESR that a Stage 2 AA was completed in 2023, and that the Town is partnering with stakeholders to complete further Stage 2 AA within the Tecumseh Hamlet Secondary Plan (THPS) study area, which is expected to be completed by the fall of 2025.

MCM recommends specifying the associated PIF#s of the Stage 2 AA in the ESR and attaching the associated AAs as an appendix to the report and the associated MCM letters confirming that the report(s) have been entered into the Ontario Register of Archaeological Assessments.

Proponents must follow the recommendations of the archaeological assessment report(s). MCM recommends that further stages of archaeological assessment (e.g., Stage 2) be undertaken as early as possible during detailed design and prior to any ground-disturbing activities.

Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment was completed to identify any known or potential built heritage resources and cultural heritage landscapes (BHRs/CLs) within and adjacent to the study area that may be directly or indirectly impacted by the project and recommend mitigation measures for identified impacts.

The Cultural Heritage Report concluded that a total of one known cultural heritage landscape, three potential cultural heritage landscapes, one potential built heritage resource, and one commemorative feature were found within the Study Area and recommended mitigation measures.

On November 6, 2023, MCM provided comments on the Cultural Heritage Report. The report has since been revised to include MCM's suggested text and comments. We have reviewed the Cultural Heritage Report and find that our comments have been addressed, and that overall, the

report is consistent with requirements, guidance, and standards of the MCEA and best practices prepared by MCM.

In MCM's comment letter dated November 6, 2023, it was recommended within the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (PIA) dated August 2023 (revised September 2023) that a Heritage Impact Assessment (HIA) be completed for the Banwell Cemetery (CHL 2). To ensure that due diligence related to cultural heritage resources is fulfilled, MCM continues to recommend that an HIA be completed for the Banwell Cemetery (CHL 2). MCM notes that the HIA is referenced in Table 17: Summary of Cultural Heritage Resources in the ESR and we continue to recommend that the HIA be completed as early as possible during detailed design and sent for review and comment to MCM, the Town of Tecumseh, and any other interested parties, prior to any ground disturbing activities.

The HIA should include a Statement of Cultural Heritage Value with a description of heritage attributes, which should be updated in consultation with the Town. The HIA should also confirm the cemetery boundaries with information based on archaeological assessments.

Thank you for making the ESR available for our review and comment. We have attached tables with more detailed comments and some suggested revisions. We may have additional comments on the ESR once it has been revised and the associated archaeological assessments have been submitted and, subsequently, entered into the Register.

If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Anastasia Abrazhevich
Heritage Planner
Anastasia.Abrazhevich@ontario.ca

Copied to: Shane McVitty, Development Engineer, Town of Tecumseh
Lisa Delange, Project Administrator, Dillon Consulting Ltd.
Monika Macki, Environmental Resource Planner & EA Coordinator, MECP
EA Notices to Southwest Region- MECP
James Hamilton, Manager, Heritage Planning Unit, MCM
Karla Barboza, Team Lead, Heritage Planning Unit, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Comment #	Document Section	Comment	Proposed Action/Solution
Town of Tecumseh-Schedule C Municipal Class Environmental Assessment. Environmental Study Report (ESR) dated June 2025			
1	3.5 Cultural Environment p. 34	<p>MCM recommends revising this section to align with current legislation and terminology. Please note that cultural heritage resources include all three types: archaeological resources, built heritage resources (BHRs), and cultural heritage landscapes (CHLs).</p> <p>Additionally, the findings and recommendations of technical cultural heritage studies (including archaeological assessments) should inform this section. MCM recommends referencing the archaeological assessments that were completed as part of the EA Study and attaching them as an appendix to the report.</p>	<p><i>Recommended organization and text</i></p> <p>3.5 Cultural Environment</p> <p><i>(Replace the text as follows:)</i></p> <p>“Cultural Environment describes the existing conditions of the heritage components of the environment. Cultural heritage resources include: archaeological resources, built heritage resources, and cultural heritage landscapes.”</p> <p>3.5.1 Archaeological Resources</p> <p>[Please refer to the comments provided in the cover letter above. MCM recommends specifying the associated PIF#s for the Stage 2 archaeological assessments. We also recommend attaching all AA reports as an appendix to this report and all associated MCM letters that the report has been registered into the Ontario Register of Archaeological Assessments.]</p>
2	7.4.1 Built Heritage Resources and Cultural Heritage Landscapes Table 17 p. 112-113	<p>This section should be revised to describe any known and potential built heritage resources and cultural heritage landscapes within the study area. The findings of the Cultural Heritage Assessment Report (2024) will be discussed and referenced within this section of the ESR.</p>	<p><i>Recommended organization and text (Replace the text as follows:)</i></p> <p>A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (included as Appendix D) was undertaken on [date] by [heritage consultant] for [name of project or study area]. A total of # (known and potential) built heritage resources, cultural heritage landscapes and cultural features were identified within the Study area. The following table (Table 17) provides a brief description of the anticipated project impacts based on the preliminary design. The table also describes the mitigation measures and recommendations included in the technical study.</p> <p>MCM recommends that Table 17 be expanded to include the following sections as columns in the following order to ensure the information and</p>

Comment #	Document Section	Comment	Proposed Action/Solution
Town of Tecumseh-Schedule C Municipal Class Environmental Assessment. Environmental Study Report (ESR) dated June 2025			
			<p>level of detail for impact assessment and mitigation measures are sufficient:</p> <ul style="list-style-type: none"> • CHR Reference # • Type of Property • Heritage Recognition • Type and Description of Potential/Anticipated Impacts • Mitigation Measures (mitigation options and mitigation recommendations based on the preferred option and alternative options). <p>This section should be revised to clearly outline the recommendations and timing of any future technical cultural heritage studies required (i.e., Cultural Heritage Evaluation Reports, Heritage Impact Assessments) or general mitigation measures that may have been identified (avoidance, vibration monitoring, etc.).</p> <p>MCM notes that completion of an HIA for the Banwell Cemetery (CHL 2) is required as mentioned in the cover letter above. This is mentioned within Table 17: Summary of Cultural Heritage Resources. Please provide MCM with a copy of the report for our review and comment and include the final HIA report as an appendix to the report once it has been finalized.</p>
3	7.4.2 Archaeological Resources p. 113	<p>MCM recommends revising Section 7.4.2 to include the following:</p> <ul style="list-style-type: none"> - an overview of all stages of archaeological assessment undertaken (e.g., Stage 1, 2) and the objective of the stage of assessment. - The outcomes (conclusions and recommendations) of the archaeological assessment(s) completed in support of this undertaking. - all associated PIF#s, AA report(s) and MCM letter(s) indicating that the report has been entered into the Ontario Public Register of Archaeological Reports 	<p>MCM recommends including the following in Section 7.4.2: a description and map showing areas of archaeological potential as identified in the archaeological assessments. We also recommend that Figure 3-4 Areas of High Archaeological Potential be moved to this section.</p> <p>The ESR should disclose the information and outcomes of the archaeological assessments. <i>Recommended organization and text (Replace the text as follows:)</i></p> <p>The recommendations of the Stage 1 archaeological assessment (AA) will be followed. Any further recommended assessment (e.g., Stage 2,</p>

Comment #	Document Section	Comment	Proposed Action/Solution
Town of Tecumseh-Schedule C Municipal Class Environmental Assessment. Environmental Study Report (ESR) dated June 2025			
			<p>3, and 4 AAs) will be completed as early as possible in the detailed design phase and prior to any ground disturbing activities.</p> <p>Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</p> <p>The <i>Funeral, Burial and Cremation Services Act</i>, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i>."</p>

Ministry of Citizenship and Multiculturalism (MCM)

Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto ON M7A 2R9
Tel.: (416) 414-7787
Email: Jessica.Marr@ontario.ca

Ministère des Affaires civiques et du Multiculturalisme (MCM)

Unité des programme d'archéologie
Direction du patrimoine
Division de la citoyenneté, de l'inclusion et du patrimoine
5e étage, 400 ave. University
Toronto ON M7A 2R9
Tél. : (416) 414-7787
Email: Jessica.Marr@ontario.ca



Aug 28, 2023

Kelly Gostick (P1189)
Timmins Martelle Heritage Consultants Inc.
105 - 1108 Dundas LONDON ON N5W3A7

RE: Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, "Stage 2 Archaeological Assessment Proposed Residential Development Tecumseh Hamlet: North of Intersection Road Town of Tecumseh Part of Lots 144 to 148, Concession 1 & 3 Petite Cote Geographic Township of East Sandwich Essex County, Ontario", Dated Aug 23, 2023, Filed with MCM Toronto Office on N/A, MCM Project Information Form Number P1189-0023-2023, MCM File Number 37EA049

Dear Mrs. Gostick:

The above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18, has been entered into the Ontario Public Register of Archaeological Reports without technical review.¹

Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require further information, please do not hesitate to send your inquiry to Archaeology@Ontario.ca

cc. Archaeology Licensing Officer
Shane McVitty, Town of Tecumseh
Shane McVitty, Town of Tecumseh

¹In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

**Stage 2 Archaeological Assessment
Proposed Residential Development
Tecumseh Hamlet: North of Intersection Road
Town of Tecumseh
Part of Lots 144 to 148, Concession 1 & 3 Petite Cote
Geographic Township of East Sandwich
Essex County, Ontario**

Original Report

Submitted to:
Ministry of Citizenship and Multiculturalism

Prepared for:
Shane McVitty, P. Eng.
Town of Tecumseh
Tecumseh, ON, N8N1W9

Prepared by:
TMHC Inc.
1108 Dundas Street, Unit 105
London, ON N5W 3A7
519-641-7222
tmhc.ca



Licensee: Kelly Gostick, MA P1189
PIF No: P1189-0023-2023
Project No: 2023-139
Dated: August 23, 2023



EXECUTIVE SUMMARY

A previous Stage 1 archaeological assessment was conducted in 2013 by Fisher Archaeological Consulting (FAC) for a proposed subdivision development located within part of Lots 142 to 148, 153, 155 and 156, Concession 3 Petite Cote in the Geographic Township of East Sandwich, Essex County (FAC 2013). The Stage 2 subject property is roughly 58.78 ha (145.1 ac) in size and contains several agricultural fields, a grassy meadow, and a small woodlot. Historically the subject property is in parts of Lot 144 to 148, Concession 1 and 3 Petite Cote, in the Geographic Township of East Sandwich, now the Town of Tecumseh, Essex County, Ontario. The Stage 1 background research determined that the entirety of the subject property retained archaeological potential and requires a Stage 2 assessment. In 2023 TMHC was contracted by the Town of Tecumseh to carry out the Stage 2 assessment, which was conducted in accordance with the provisions of the *Planning Act* and *Provincial Policy Statement*. The purpose of the assessment was to determine whether there were archaeological resources present within the subject property.

The subject property consists of ploughable and non-ploughable lands; these were subject to Stage 2 assessment via standard pedestrian survey at a 5 m transect interval (88.87%; 52.19 ha) and standard test pit survey at a 5 m transect interval (0.87%; 0.51 ha), respectively, in keeping with provincial standards. A small section of the subject property was found to contain disturbed soils and was subject to a test pit survey at a 10 m interval (0.12%; 0.06 ha) to determine the limits and depth of the observed disturbance. Approximately 9.21% (5.41 ha) of the subject property consists of built features that were previously disturbed, deemed of low archaeological potential and were photo-documented. The remainder of the subject property (0.93%; 0.55 ha) consists of low and wet areas and were photo-documented.

All work met provincial standards and one archaeological location was documented during the Stage 2 assessment. Despite the intensification of the survey when cultural material was identified, Location 1 only recovered two mending pieces of a celt. As such, Location 1 is an Indigenous site for which a more specific cultural or temporal affiliation cannot be assigned. Location 1 does not have further cultural heritage value or interest (CHVI) under the *Standard and Guidelines*, does not meet provincial criteria for Stage 3 assessment, and no further work is recommended as it is considered fully documented. As such, the subject property should be considered free of archaeological concern and no further archaeological assessment is recommended.

Our recommendations are subject to the conditions laid out in Section 4.0 of this report and to the MCM's review and acceptance of this report into the provincial registry.



TABLE OF CONTENTS

Executive Summary	i
Table of Contents	ii
List of Images	iii
List of Maps	iii
List of SD Maps	iv
List of Tables	iv
Project Personnel	v
Acknowledgements	vi
Territorial Acknowledgement	vii
Indigenous Participants	viii
About TMHC	ix
Key Staff Bios	x
Statement of Qualifications and Limitations	xi
Quality Information	xii
I Project Context.....	I
I.1 Development Context.....	I
I.1.1 Purpose and Legislative Context.....	2
I.2 Project Context: Archaeological Context	3
I.2.1 Subject Property: Overview and Physical Setting.....	3
I.2.2 Summary of Registered or Known Archaeological Sites	4
I.2.3 Summary of Past Archaeological Investigations within 50 m.....	4
I.2.4 Dates of Archaeological Fieldwork	6
I.3 Project Context: Historical Context.....	7
I.3.1 Indigenous Settlement in Essex County	7
I.3.2 Treaty History	9
I.3.3 Nineteenth-Century and Municipal Settlement.....	9
2 Stage 2 Archaeological Assessment	13
2.1 Field Methods.....	13
2.2 Record of Finds	14
2.2.1 Location I (no Borden number assigned).....	14
2.3 Analysis and Conclusions	15
2.4 Recommendations	16
3 Summary.....	17
4 Advice on Compliance with Legislation	18
5 Bibliography.....	19
6 Images	22
7 Maps.....	33
SUPPLEMENTARY DOCUMENTATION	46
Summary of Indigenous Engagement	49



LIST OF IMAGES

Image 1: Pedestrian Survey at 5 m Interval.....	23
Image 2: Pedestrian Survey at 5 m Interval.....	23
Image 3: Pedestrian Survey at 5 m Interval.....	24
Image 4: Surface Visibility.....	24
Image 5: Surface Visibility.....	25
Image 6: Surface Visibility.....	25
Image 7: Location 1, Intensification	26
Image 8: Test Pit Survey at 5 m Intervals.....	26
Image 9: Typical Test Pit.....	27
Image 10: Typical Test Pit.....	27
Image 11: Judgemental Test Pit Survey at 10 m Intervals.....	28
Image 12: Disturbed Test Pit	28
Image 13: Drainage Ditch Along Field Edge.....	29
Image 14: Overview of Drainage Ditch Between Fields.....	29
Image 15: Overview of Drainage Ditch Between Fields.....	30
Image 16: Wetland within Woodlot	30
Image 17: Low and Wet Area.....	31
Image 18: Location 1, Celt.....	32

LIST OF MAPS

Map 1: Location of the Subject Property in Essex County, ON.....	34
Map 2: Aerial Photograph Showing the Location of the Subject Property.....	35
Map 3: Physiography Within the Vicinity of the Subject Property	36
Map 4: Soils Within the Vicinity of the Subject Property.....	37
Map 5: ASI (2006) Stage 1 Archaeological Assessment - Banwell Road Extension Improvements	38
Map 6: Stantec (2015) Stage 1 Archaeological Assessment - Upper Little River Stormwater and Drainage Master Plan.....	39
Map 7: TMHC (2016) Stage 2 Methods – Banwell Road and E.C. Row Proposed Development	40
Map 8: LEC (2022) Stage 1-2 Methods and Results – Proposed NextStar Site	41
Map 9: FAC (2013) Stage 1 Archaeological Assessment – Tecumseh Hamlet Servicing Plan	42
Map 10: Location of the Subject Property Shown on the 1877 Map of Essex County	43
Map 11: Location of the Subject Property Shown on the 1881 Map of Essex and Kent County	44
Map 12: Stage 2 Field Conditions and Assessment Methods.....	45



LIST OF SD MAPS

SD Map 1: Stage 2 Field Conditions, Assessment Methods and Location of Archaeological Site.....	48
---	----

LIST OF TABLES

Table 1: Registered Archaeological Sites within 1 km of the Subject Property	4
Table 2: Dates of Fieldwork, Weather Conditions and Field Director	6
Table 3: Chronology of Indigenous Settlement in Essex County	7
Table 4: The Four Phases of the Western Basin Tradition.....	8
Table 5: Landowners Depicted on the 1877 Map of Essex County	9
Table 6: Location 1, Stage 2 Artifact Catalogue	14
Table 7: Documentary Records	14



PROJECT PERSONNEL

Project Manager	Matthew Severn, BA (R1093)
Project Administrators	Kellie Theaker, CHRP Breanne Reibl, MSc (R1292) Victoria Scott, MA, MLis
Health and Safety Coordinator	Wendi Jakob, C.Tech, CAPM
Fieldwork Coordinators	Johnathan Freeman, MA (P274) Andrew Turner, BA (R1042)
Field Director	Arwen Johns, MA (R1330)
Field Technicians	Breanne Reibl, MSc (R1292) Sarah Eaton, MA Daniel Amacker, BSc Katherine Chamorro, BSc Ian Graham, BA Elizabeth MacIver, BA Keegan McNeight, BA Ashely Ward, BA Chloe Wilson, BA Tristan Cook Ezekiel Girardin Lia Melohe James Syme
Lab Technician	Rachelle Carter, BA
GIS Mapping Technician	David Gostick, BA
Report Writer	Matthew Severn, BA (R1093)
Artifact Analysis	Matthew Severn, BA (R1093)
Senior Review	Matthew Beaudoin, PhD (P324)



ACKNOWLEDGEMENTS

Shane McVitty, P. Eng.

Development Engineer

Town of Tecumseh



TERRITORIAL ACKNOWLEDGEMENT

This archaeological assessment is being undertaken within the Treaty and Traditional Territories of the Three Fires Confederacy of Ojibwa, Odawa, and Potawatomie Nations. Together with local Wendat many of these nations signed the McKee Treaty (Treaty No. 2). The Three Fires Confederacy is represented by the contemporary Anishinaabe nations of Southwestern Ontario including the Walpole Island (Bkejwanong), Chippewas of the Thames, Aamjiwnaang, and Caldwell First Nations. Anishinaabe peoples have lived, fished, hunted, and traded throughout these traditional lands for generations and continue to do so today.



INDIGENOUS PARTICIPANTS

Deshkan Zibiing (Chippewas of the Thames First Nation)

Coordinators:	Fallon Burch	Carolyn Albert	Jennifer Mills
Archaeological Field Liaison:	Jennifer Antone	Alyssa Henry	

Caldwell First Nation (Caldwell)

Coordinators:	Zack Hamm	Michael McMaster
Fieldwork Monitor:	Bethany Findlay	



ABOUT TMHC

Established in 2003 with a head office in London, Ontario, TMHC Inc. (TMHC) provides a broad range of archaeological assessment, heritage planning and interpretation, cemetery, and community consultation services throughout the Province of Ontario. We specialize in providing heritage solutions that suit the past and present for a range of clients and intended audiences, while meeting the demands of the regulatory environment. Over the past two decades, TMHC has grown to become one of the largest privately-owned heritage consulting firms in Ontario and is today the largest predominately woman-owned CRM business in Canada.

Since 2004, TMHC has held retainers with Infrastructure Ontario, Hydro One, the Ministry of Transportation, Metrolinx, the City of Hamilton, and Niagara Parks Commission. In 2013, TMHC earned the Ontario Archaeological Society's award for Excellence in Cultural Resource Management. Our seasoned expertise and practical approach have allowed us to manage a wide variety of large, complex, and highly sensitive projects to successful completion. Through this work, we have gained corporate experience in helping our clients work through difficult issues to achieve resolution.

TMHC is skilled at meeting established deadlines and budgets, maintaining a healthy and safe work environment, and carrying out quality heritage activities to ensure that all projects are completed diligently and safely. Additionally, we have developed long-standing relationships of trust with Indigenous and descendent communities across Ontario and a good understanding of community interests and concerns in heritage matters, which assists in successful project completion.

TMHC is a Living Wage certified employer with the [Ontario Living Wage Network](#) and a member of the [Canadian Federation for Independent Business](#).



KEY STAFF BIOS

Matthew Beaudoin, PhD, Principal, Manager – Archaeological Assessments

Matthew Beaudoin received a PhD in Anthropology from Western University in 2013 and became a Principal at TMHC in 2019. During his archaeological career, Matthew has conducted extensive field research and artifact analysis on Indigenous and Settler sites from Labrador and Ontario. In addition, Matthew has also conducted ethnographic projects in Labrador. Since joining TMHC in 2008, Matthew has been involved with several notable projects, such as the Imperial Oil's Waterdown to Finch Project, the Camp Ipperwash Project, and the Scugog Island Natural Gas Pipeline Project.

Matthew is an active member of the Canadian Archaeological Association, the Ontario Archaeological Society, the Ontario Historical Society, the World Archaeology Congress, the Council for Northeastern Historical Archaeology, the Society for American Archaeology, and the Society for Historical Archaeology.

Matthew Severn, BA – Archaeology Specialist

Matthew has worked as an Ontario archaeologist for nearly a decade. Throughout that time, he has developed extensive experience participating in or directing numerous archaeological surveys across all stages of assessment. These surveys have spanned Ontario with numerous surveys involving complex field methods and time-sensitive deadlines. In addition, Matthew has worked with and maintains respectful relationships among numerous Indigenous communities throughout Ontario. Outside of the fieldwork, Matthew has catalogued and analysed Indigenous artifacts and written numerous archaeological reports required by the Ministry of Citizenship and Multiculturalism. Matthew received a BA in Anthropology from York University in 2012. After an extensive break, Matthew returned to school and began his MA at Western University in 2020. Matthew is in the final stage of his thesis which focuses on two sites near Sarnia that span the Woodland period. Matthew is currently a member of the Ontario Archaeological Society and Canadian Archaeological Association.



STATEMENT OF QUALIFICATIONS AND LIMITATIONS

The attached Report (the “Report”) has been prepared by TMHC Inc. (TMHC) for the benefit of the Client (the “Client”) in accordance with the agreement between TMHC and the Client, including the scope of work detailed therein (the “Agreement”).

The information, data, recommendations and conclusions contained in the Report (collectively, the “Information”):

- is subject to the scope, schedule, and other constraints and limitations in the Agreement and the qualifications contained in the Report (the “Limitations”);
- represents TMHC’s professional judgment in light of the Limitation and industry standards for the preparation of similar reports;
- may be based on information provided to TMHC which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context; and
- was prepared for the specific purposes described in the Report and the Agreement.

TMHC shall be entitled to rely upon the accuracy and completeness of information that was provided to it and has no obligation to update such information. TMHC accepts no responsibility for any events or circumstances that may have occurred since the date on which the Report was prepared and, in the case of subsurface, environmental or geotechnical conditions, is not responsible for any variability in such conditions, geographically or over time.

TMHC agrees that the Report represents its professional judgement as described above and that the Information has been prepared for the specific purpose and use described in the Report and the Agreement, but TMHC makes no other representations, or any guarantees or warranties whatsoever, whether express or implied, with respect to the Report, the Information or any part thereof.

Except (1) as agreed to in writing by TMHC and Client; (2) as required by-law; or (3) to the extent used by governmental reviewing agencies for the purpose of obtaining permits or approvals, the Report and the Information may be used and relied upon only by Client.

TMHC accepts no responsibility, and denies any liability whatsoever, to parties other than Client who may obtain access to the Report or the Information for any injury, loss or damage suffered by such parties arising from their use of, reliance upon, or decisions or actions based on the Report or any of the Information (“improper use of the Report”), except to the extent those parties have obtained the prior written consent of TMHC to use and rely upon the Report and the Information. Any injury, loss or damages arising from improper use of the Report shall be borne by the party making such use.

This Statement of Qualifications and Limitations is attached to and forms part of the Report and any use of the Report is subject to the terms hereof.



QUALITY INFORMATION

Report prepared by:

A handwritten signature in black ink, appearing to read 'Matthew Severn', written over a horizontal line.

Matthew Severn, BA (R1093)

Archaeology Specialist

Licensee:

A handwritten signature in black ink, appearing to read 'Kelly Gostick', written over a horizontal line.

Kelly Gostick, MA (PI 189)

Archaeology Project Lead

Report reviewed by:

A handwritten signature in black ink, appearing to read 'Matthew Beaudoin', written over a horizontal line.

Matthew Beaudoin, PhD (P324)

Principal/Manager of Archaeological Assessment



I PROJECT CONTEXT

I.1 Development Context

A previous Stage 1 archaeological assessment was conducted in 2013 by Fisher Archaeological Consulting (FAC) for a proposed subdivision development located within part of Lots 142 to 148, 153, 155 and 156, Concession 3 Petite Cote in the Geographic Township of East Sandwich, Essex County (FAC 2013). The Stage 2 subject property is roughly 58.78 ha (145.1 ac) in size and contains several agricultural fields, a grassy meadow, and a small woodlot. Historically the subject property is in parts of Lot 144 to 148, Concession 1 and 3 Petite Cote, in the Geographic Township of East Sandwich, now the Town of Tecumseh, Essex County, Ontario. The Stage 1 background research determined that the entirety of the subject property retained archaeological potential and requires a Stage 2 assessment. In 2023 TMHC was contracted by the Town of Tecumseh to carry out the Stage 2 assessment, which was conducted in accordance with the provisions of the *Planning Act* and *Provincial Policy Statement*. The purpose of the assessment was to determine whether there were archaeological resources present within the subject property.

All archaeological assessment activities were performed under the professional archaeological license of Kelly Gostick, MA (PI 189) and in accordance with the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011, "Standards and Guidelines"). Permission to enter the property and carry out all required archaeological activities, including collecting artifacts when found, was given by the private landowners and was obtained by the Town of Tecumseh.



1.1.1 Purpose and Legislative Context

The *Ontario Heritage Act* (R.S.O. 1990) makes provisions for the protection and conservation of heritage resources in the Province of Ontario. Heritage concerns are recognized as a matter of provincial interest in Section 2.6.2 of the *Provincial Policy Statement* (PPS 2020) which states:

development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

In the PPS, the term conserved means:

the identification, protection, management and use of *built heritage resources, cultural heritage landscapes and archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Sections 2 (d) and 3.5 of the *Planning Act* stipulate that municipalities shall have regard for their conservation of features of significant architectural, cultural, historical, archaeological or scientific interest. Therefore, the purpose of a Stage 1 background study is to determine if there is potential for archaeological resources to be found on a property for which a change in land use is pending. It is used to determine the need for a Stage 2 field assessment involving the search for archaeological sites. In accordance with *Provincial Policy Statement* 2.6, if significant sites are found, a strategy (usually avoidance, preservation or excavation) must be put forth for their mitigation.



1.2 Project Context: Archaeological Context

1.2.1 Subject Property: Overview and Physical Setting

The subject property is located between the E.C. Row Expressway and Intersection Road and east of Banwell Road, in the Town of Tecumseh, Ontario. The limits of the subject property were determined in conversation with the Township of Tecumseh and consist of the local property owners who have indicated an interest to participate in the long-term hamlet development planning. As such, no formal project specific mapping is available at this time and the limits were based on the legal property parcel limits.

The subject property is roughly 58.72 ha (145.1 ac) in size and is located within part of Lots 144 to 148, Concession 1 and 3 Petite Cote, in the Geographic Township of East Sandwich, now the Town of Tecumseh, Essex County, Ontario (Map 1 and 2). The subject property contains agricultural fields and treed areas.

The subject property falls within the St. Clair Clay Plains physiographic region, as defined by Chapman and Putnam (1984:147; Map 3). The region consists of an extensive clay plain covering over 2,000 square miles east of the St. Clair River and south of the Lake Huron shoreline (Chapman and Putnam 1984:147). The plain shows very little notable relief yet minor elevation changes have a marked effect on soils and vegetation (Chapman and Putnam 1984:147). The St. Clair Clay Plain was formerly the bed of glacial lakes Whittlesey and Warren (Chapman and Putnam 1984:147) and the former shorelines of these and related glacial lake phases have been documented along the eastern edge of the plain.

The soils within the subject property are identified as Brookston Clay and Brookston Clay – Sand Spot Phase (Map 4). Brookston Clay soil has the greatest occurrence within Essex County. Brookston Clay is characterized as having poor drainage. It is generally free of stone within the top 50 cm to 100 cm. Brookston Clay typically has a high amount of organic matter within the surface soil and exhibits characteristics of the Dark Grey Gleisolic soils (Richards et al. 1949: 35). The sand spot phase of Brookston Clay occurs when shallow sandy knolls are scattered across an area of Brookston Clay (Richards et al. 1949: 36).

The subject property is situated between the Pike River and Little River. Due to the poor drainage of the soils in this area, numerous drains have been constructed to aid with agricultural pursuits. Two named drains, Gouin and Robinet, cut through the middle and northern end of the subject property respectively (Map 1).



1.2.2 Summary of Registered or Known Archaeological Sites

According to PastPortal (accessed April, 26 2023) there are eight registered archaeological sites within 1 km of the subject property (Table 1). Many of these sites are located just east of Banwell Road and are associated with the early Black settlement in the area. One Early Archaic period findspot was also identified within the area.

Table 1: Registered Archaeological Sites within 1 km of the Subject Property

Borden Number	Site Name	Time Period	Affinity	Site Type	Status
AbHr-46		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-45		Archaic, Early		findspot	No Further CHVI
AbHr-44		Post-Contact		residential	No Further CHVI
AbHr-43		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-42		Post-Contact	Afro-Canadian	residential	No Further CHVI
AbHr-41		Post-Contact		residential	No Further CHVI
AbHr-40	Location 2	Post-Contact		farmstead	Further CHVI
AbHr-4					

1.2.3 Summary of Past Archaeological Investigations within 50 m

During the course of this study, records were found for three archaeological investigations within 50 m of the subject property. Two of the investigations are within the current subject property; one is the Stage 1 Assessment for the current project and another encompasses the northern portion of the subject property. The final investigation is immediately adjacent to the current subject property. However, it should be noted that the MCM currently does not provide an inventory of archaeological assessments to assist in this determination.

1.2.3.1 Stage 1 Archaeological Assessment – Banwell Road Extension Improvements (Map 5)

In 2006 Archaeological Services Inc. (ASI) was contracted by the City of Windsor to conduct a Stage 1 archaeological assessment for the Banwell Road Extension Improvements Class EA and Preliminary Design. The study corridor spanned 2.75 km from the Canadian Pacific Rail Line north to Tecumseh Road. It was determined that most of the northern portions of the study corridor was previously impacted by development, however the southern segments retained archaeological potential. The results of this assessment are presented in a report entitled *Stage 1 Archaeological Assessment, Banwell Road Extension Improvements Class EA and Preliminary Design, CP Rail Line northerly to Tecumseh Road, City of Windsor, Ontario* (ASI 2007; Licensee, Robert Pihl, PIF P057-0345-2006).



1.2.3.2 Stage 1 Archaeological Assessment – Upper Little River Watershed Master Plan (Map 6)

In 2013 Stantec Consulting LTD. (Stantec) was retained by the City of Windsor to conduct a Stage 1 assessment throughout various Lots and Concessions within the Geographic Townships of Sandwich East and South, now the City of Windsor and Town of Tecumseh, Essex County, Ontario. The Stage 1 assessment was conducted to fulfill the requirements of the Master Plan Municipal Class Environmental Assessment under the *Environmental Assessment Act*. The assessment determined that portions of the study exhibited moderate to high archaeological potential which were recommended for Stage 2 assessment. The results of this assessment are presented in a report entitled *Stage 1 & 2 Archaeological Assessment, Proposed Development Property Banwell Road and E.C. Row Expressway Part of Lots 140, 141, 142 & 143, Concession 3 Geographic Township of Sandwich East, City of Windsor, Essex County, Ontario* (Stantec 2014; Licensee, Walter McCall, PIF P389-0040-2014).

1.2.3.3 Stage 1 & 2 Archaeological Assessment – Proposed Development Property Banwell Road (Map 7)

Between 2014 and 2015 TMHC conducted a Stage 1 and 2 archaeological assessment for a proposed development property southwest of the intersection of E.C. Row Expressway and Banwell Road located within parts of Lots 140 to 143, Concession 3 in the Geographic Township of Sandwich East, Essex County, Ontario. The Stage 1 background research determined that the property retained archaeological potential and Stage 2 assessment was recommended. The Stage 2 survey consisted of a pedestrian and test pit survey at 5 m intervals and photo documentation of previously disturbed areas. The Stage 2 assessment resulted in the identification of eight archaeological locations, most associated with the early Black Settlement in the area. The locations identified during this assessment fall outside the 50 m limit for the current subject property. The results of this assessment are presented in a report entitled *Stage 1 & 2 Archaeological Assessment, Proposed Development Property Banwell Road and E.C. Row Expressway Part of Lots 140, 141, 142 & 143, Concession 3 Geographic Township of Sandwich East, City of Windsor, Essex County, Ontario* (TMHC 2016; Licensee, Janet Gardner, PIF PI020-0003-2014).

1.2.3.4 Stage 1-2 Archaeological Assessment – NextStar Site (Map 8)

In 2022, Lincoln Environmental Consulting Corp. (LEC) was retained by Dillon Consulting Limited to complete a Stage 1-2 archaeological assessment of the NextStar Site consisting of 6.3 hectares and located in part of Lots 141, 142, and 143 Concessions 1 & 3 Petite Cote, Former Township of Sandwich, now City of Windsor, Essex County, Ontario. No archaeological materials were identified during the assessment; however, it should be noted that this report did not acknowledge the Black history of the area. The results of this assessment are presented in a report entitled *Stage 1 & 2 Archaeological Assessment of The NextStar Site in Part of Lots 141, 142, & 143, Concessions 1 & 3 Petite Cote, Former Township of Sandwich, Now City of Windsor, Essex County, Ontario* (LEC 2022; Licensee, Kara Adams, PIF PI289-0314-2022).



Previous Assessment Related to the Current Project

1.2.3.5 Stage 1 Archaeological Assessment – Tecumseh Hamlet Servicing Plan (Map 9)

In 2012, Fisher Archaeology Consulting (FAC) was contracted by Dillon Consulting to undertake a Stage 1 Background Research archaeological assessment for the proposed Tecumseh Hamlet Servicing Plan. The study area comprised four different sections totalling 227 hectares. The subject property that is the focus of this report is one of those four sections. The assessment determined several areas had high archaeological potential and those were recommended for Stage 2 assessment. The results of this assessment are presented in a report entitled *Tecumseh Hamlet Servicing Plan Between County Roads 22 & 42 (Geographic Township of Sandwich East), Town of Tecumseh, Essex County, Ontario. Archaeological Stage 1: Background Study* (FAC 2013; Licensee, Jacqueline Fisher, PIF P042-0288-2012).

1.2.4 Dates of Archaeological Fieldwork

The Stage 2 fieldwork was conducted between May 17 and May 19 and on June 20, 2023. Specific dates of fieldwork, associated weather conditions, and the licensed field director are provided in Table 2.

Table 2: Dates of Fieldwork, Weather Conditions and Field Director

Dates of Fieldwork	Weather Conditions	Field Director
May 17, 2023	Sunny and cool	A. Johns, MA (R1330)
May 18, 2023	Sunny and cool	A. Johns, MA (R1330)
May 19, 2023	Sunny and warm	A. Johns, MA (R1330)
June 20, 2023	Sunny and hot	A. Johns, MA (R1330)



1.3 Project Context: Historical Context

1.3.1 Indigenous Settlement in Essex County

The previous Stage 1 assessment report (FAC 2013) provided a detailed summary of Indigenous settlement in Essex County. As such, the same information is only provided in tabular format here (Tables 3 and 4)

Table 3: Chronology of Indigenous Settlement in Essex County

Period	Time Range	Diagnostic Features	Archaeological Complexes
Early Paleo	9000-8400 BCE	fluted projectile points	Gainey, Barnes, Crowfield
Late Paleo	8400-8000 BCE	non-fluted and lanceolate points	Holcombe, Hi-Lo, Lanceolate
Early Archaic	8000-6000 BCE	serrated, notched, bifurcate base points	Nettling, Bifurcate Base Horizon
Middle Archaic	6000-2500 BCE	stemmed, side & corner notched points	Brewerton, Otter Creek, Stanly/Neville
Late Archaic	2000-1800 BCE	narrow points	Lamoka
Late Archaic	1800-1500 BCE	broad points	Genesee, Adder Orchard, Perkiomen
Late Archaic	1500-1100 BCE	small points	Crawford Knoll
Terminal Archaic	1100-950 BCE	first true cemeteries	Hind
Early Woodland	950-400 BCE	expanding stemmed points, Vinette pottery	Meadowood
Middle Woodland	400 BCE-500 CE	dentate, pseudo-scallop pottery	Saugeen/Couture
Transitional Woodland	500-900 CE	first corn, cord-wrapped stick pottery	Princess Point/Riviere au Vase
Late Woodland	900-1300 CE	first villages, corn horticulture, longhouses	Glen Meyer/Young
Late Woodland	1300-1400 CE	large villages and houses	Uren, Middleport/Springwell
Late Woodland	1400-1650 CE	tribal emergence, territoriality	Attawandaron
Contact Period - Indigenous	1700 CE-present	treaties, mixture of Indigenous & European items	
Contact Period - Settler	1796 CE-present	industrial goods, homesteads	



Table 4: The Four Phases of the Western Basin Tradition

Phase	Date	Settlement and Subsistence	Pottery
Riviere au Vase	600-900 CE	<ul style="list-style-type: none"> developed directly from the Middle Woodland Couture complex seasonal mobility geared toward resource availability summer base camps by lakeshores, fall/winter in interior no corn or beans present 	<ul style="list-style-type: none"> Wayne ware: small, thin walled, vertical cord-marking later wares are tool impressed
Younge	900-1200 CE	<ul style="list-style-type: none"> corn and beans present settlement & subsistence continues as before with focus on warm season gathering of groups and winter dispersals 	<ul style="list-style-type: none"> pottery is larger, more elaborately decorated body of vessels are corded, coarsely & irregularly multiple bands of tool impression
Springwells	1200-1400 CE	<ul style="list-style-type: none"> larger more permanent warm season settlements longhouses & palisades present more intensive horticulture locations near arable lands, and along the shorelines of marshes, river and lakes possible use wattle & daub 	<ul style="list-style-type: none"> ceramics large & bag-shaped collars & castellated rims decorated with horizontal bands of incised or impressed decoration roughened, self slip & ribbed paddle surfaces first appear
Wolf	1400-1600 CE	<ul style="list-style-type: none"> few examples of sites known distribution limited to around Lake St. Clair, St. Clair River large warm weather villages, often fortified by earthworks nature of these sites is attributed to the westward expansion of Ontario Iroquoians that resulted in abandonment by the Western Basin peoples in the early 1600 	<ul style="list-style-type: none"> diagnostic characteristic of Wolf phase is Parker Festooned pottery undulating bands of dentate stamped impressions or stamped applique strips on vessel necks after 1500 CE most vessels with strap handles & notched lips or notched horizontal rim strips, plus shell temper

CRM Group Ltd. et al. 2005:2-13



1.3.2 Treaty History

The subject area is encompassed by the McKee Purchase (Treaty No. 2). The treaty was signed May 19, 1790 between the Deputy Agent of Indian Affairs—Alexander McKee, and 27 chiefs of local Ojibwa, Odawa, Pottawatomie, and Wendat nations (Canada 1891; Surtees 1984). The treaty covered a significant area including what became Elgin, Kent, and Essex counties along the north shore of Lake Erie including the entirety of West Tilbury and Rochester Townships in Essex County, and East Tilbury, Raleigh, and Harwich Townships in Kent County. At the time of signing, only two reserves were created. What became known as the Huron and the Huron Church Reserves near what would become Windsor were the domain of all signatories (Surtees 1984). During the 19th century, the reserves ostensibly became Wendat territory and were gradually sold off until the Anderdon Wendat dissolved their Canadian status (Canada 1891).

The traditional territories of several contemporary Anishinaabe First Nations encompass the subject property including Aamjiwnaang First Nation, Chippewas of the Thames First Nation and Walpole Island First Nation (Bkejwanong). The traditional territory of Caldwell First Nation, an Anishinaabe nation who did not sign Treaty No. 2, also encompasses the subject area. Caldwell First Nation settled their initial land claim with the federal government in 2010-11 (Canada 2020).

1.3.3 Nineteenth-Century and Municipal Settlement

Historically the subject property is located within parts of Lot 144 to 148, Concession 1 and 3 Petite Cote, in the Geographic Township of Sandwich, now the Town of Tecumseh, Essex County, Ontario. The previous Stage 1 assessment report (FAC 2013) provided a summary of 19th century settlement and municipal settlement. As such, the same information is not repeated here; although, the specific details about the property are provided as context for the current project.

The 1877 map of Essex County depicts several owners within the subject property and are provided in Table 5 (Map 10). The Lots depicted on the 1877 map show more division compared to the 1881 map. The Concession limits are not clearly depicted on either the 1877 or 1881 map. No structures are shown within or near the subject property. Banwell Road and E.C. Row Avenue are shown as open at this time.

Table 5: Landowners Depicted on the 1877 Map of Essex County

Lot	Concession	Owner
144	3	C. Parent
145	3	A. Parent
146	3	Jos. Arcbent
147 N1/2	3	J.B. Duchan
147 S1/2	1	Duchene
148	3	H. Campeau

The 1881 Historical Atlas of Essex and Kent Counties does not depict any landowners occupying the Lots within the subject property (Map 11). No structures are shown within or near the subject property. Banwell Road and E.C. Row Avenue remain open.



1.3.3.1 History of the Sandwich Institution (An Early Black Community)

Given the proximity of the subject property to a known and significant historical Black Community, a brief history detailing this settlement is provided below.

The Sandwich Institution (also known as the Sandwich Mission, the Colored Industrial Society, and the Industrial Institution) was similar to many other Black settlements, or agricultural communities designed to help the settlement of refugees from the American Slave system in the United States during the same period. These planned communities were in response to the difficulties encountered by Black refugees trying to acquire land and become farmers. While some Black settlers migrated to Canada with some capital, the majority arrived with little to no capital, and were forced to either lease or squat on land.

The Sandwich Institution was composed of only 200 acres, subdivided into 22 lots. The lots were only 10 acres in size and in the case of lot A, only 5 acres. Lots 10 and 11 were reserved for a church and school, and were retained by the trustees, while the other lots were sold to Black settlers between 1853 and 1866. While the Sandwich Institution remained small, the presence of a church and cemetery on the reserved lots mean that it had an impact on the neighbouring community (Henry n.d.: 2-3).

The Sandwich Institution is quite different from the other planned communities because it was the result of fundraising for a Black church in 1847. At the same time that Rev. Rice was describing discussions about land settlements in the Western District, the Canada Conference of the African Methodist Episcopal Church (hereinafter AME), which met in conference in Hamilton, Canada West, decided to send the Rev. Thomas Willis to raise funds to raise an AME chapel in Amherstburg. While the money was initially earmarked for the building of a chapel, and it is quite possible that some of the money raised by Rev Willis was used for this purpose, it was eventually used for a grander scheme. Because there are few records of the AME church minutes during that time period, we must rely on newspaper accounts from the *Voice of the Fugitive* and other abolitionist papers to follow the evolution of the project that became the Sandwich Institution. At some time between 1847 and 1850, members of the AME congregation of Sandwich decided to use the money raised by Rev. Willis to buy land to help settle newly arrived refugees from slavery. While the passage of the Fugitive Slave Law by the American Congress in 1850 had an impact on the settling of the Sandwich Institution, the project had started before the law was passed and the dislocation it caused to Refugees from the Slavery system in the Northern States.

The land in lots 142 and 143 was acquired from Josette Berthelet in February 1850, and the negotiations had probably started before that, possibly as early as 1848, and might have been why Josette Berthelet finally patented the lots of waste land she had received from the Crown in 1839. The cost to purchase the two lots was £125 or \$500 for 200 acres, or \$2.50 per acre. What is interesting is that 200 acres of land were purchased in February 1850, before the official formation of the “Colored Industrial Society,” and the deed was issued to George Williams, Alfred Kelly, and Philip Morton, as trustees of the AME church of Sandwich, and not as Trustees of the “Colored Industrial Society”. Since the trust was never changed, the lots remained associated with the AME church in Sandwich (Essex County LRO 1850: 24 – 26).

According to Henry Bibb, and as reported in the *Voice of the Fugitive* (hereinafter VF), the Constitution for the “Colored Industrial Society” was adopted at a meeting held in Sandwich on May 20, 1850. The constitution of the “Colored Industrial Society” as it was named in 1850, was similar to others in the time period. Its emphasis was on independence and freedom from vices, especially alcohol. It can be compared to the similar constitution of the Elgin Settlement or the RHS which were done about the same time, and it reflects a need for respectable behaviour (Charlesimo 1971: 13 – 17).



In the same issue of the VF where the Constitution was printed, Henry Bibb also described the aims of the new Settlement, and he gives a brief description of its genesis. It is notable that he states that some families had already, by January 1851, moved on the lots even though they were not surveyed yet.

The following is a new settlement in the township of Sandwich, which was commenced in 1845, then known as the Sandwich Mission; but which is now known as the Colored Industrial Society. The Rev. T. Willes, who was then its agent, succeeded in collecting several hundred dollars for it, which sum was expended in the purchase of 200 acres of timbered land, within eight miles of Detroit, but on the Canada side. The above land has now been divided into ten-acres lots and sold out to such colored persons as wished to avail themselves of its advantages (by complying with its rules and regulations), with a reservation of 25 acres for a church and schoolhouse for the institution. Several families have already moved on the premises **and** are clearing off their land. We are informed that the trustees intend to enlarge the settlement by the purchase of more land, as fast their means will allow them.

The 1852 census of Canada West for the Township of Sandwich was conducted in January 1852, and the Township of Sandwich was divided in three parts. The first part included the area of the Town of Sandwich, the Canard River and Petite Cote parish. The second part included the part of the Township that would later become The Town of Windsor and the area on the river, while the third part of the Township included the more Eastern side of the Township, including what would become Sandwich East and especially the area of the Sandwich Institution.

At the time the 1852 census was conducted, the area had not been surveyed yet by Philo D. Salter, and quite likely the limits were still unclear. As a result, the settlers of the Sandwich Institution residing on the land are listed on the Agricultural census as living in part of Lot 147, Concession 3. Lot 147 was actually owned by a French-Canadian named Thomas Duchesne, whose lot was never divided in parcels of 10 acres, while the supposed residents of Lot 147, Concession 3, are listed as farming 10 acres

Between February 1850 and 1853, the trustees of the Sandwich Institution had to tend to three different problems. The first one was to get the land surveyed by Philo D. Salter, which was done in 1852. The plan, listed as Plan 65, was then registered in 1853. It is probably during this survey that it was discovered that the original deed from Josette Bouchette was wrong as it referred to Lots 141 and 142, instead of Lots 142 and 143. So a corrective deed had to be written, signed, and registered in 1853 (Essex County LRO 1854: 24 – 26). In addition, the trustees entered into an agreement with their neighbours Henry Banwell and Richard Hunter, who owned Lot 144, Concession 3, and with the Township of Sandwich, so that a public road could be opened on the line between the Lots 143 and 144, from the front of the 3rd concession to the rear. This public road is now called Banwell Road. In addition, the trustees had to get the cooperation of the persons who had already contracted to purchase part of lot 143.

In September 1853, the first deeds were granted from the AME trustees to settlers of the Sandwich Institution. Of the twenty deeds issued to settlers of the Sandwich Institution by the AME trustees, ten, or half of them were issued by the trustees in September 1853.

There was often a delay between the settlement on the lot and the deed, which could be shorter if the settler had money to pay the full amount of the lot, or could take over three years, if the settler encountered difficulty in paying the full price. It is not unusual in Land registry records to find a delay between the obtention of the deeds by owners and the registration of the same. This can also be seen in the sometimes-



large delay between the date of the deeds issued by the AME trustees and the registration of said deeds in the Sandwich Land Registry office.

Some of the lots changed hands in the 1850s and 1860s and some were sold to Black settlers, but after the Civil War ended in 1865, some of the lots were sold to white farmers who lived in the neighbourhood, mostly French-Canadians.

2 STAGE 2 ARCHAEOLOGICAL ASSESSMENT

2.1 Field Methods

All fieldwork was undertaken in good weather and lighting conditions. No conditions were encountered that would hinder the identification or recovery of artifacts. The property boundaries were determined in the field based on proponent mapping, landscape features, property fencing, and GPS co-ordinates.

The majority of the subject property (approximately 88.87%; 52.19 ha) is comprised of agricultural fields, which were subject to pedestrian survey at a 5 m interval (Images 1 to 3) following ploughing and weathering under heavy rains (Images 4 to 6). Surface visibility was good to excellent (80% or greater). When cultural material was identified during the survey, the transects were reduced to 1 m or less for a minimum 20 m radius around each find and intensively examined to determine the spatial extent of each site (Image 7). Only a representative number of artifacts would be collected at each location to adequately date it, with the general aim being to leave enough in the field for site re-identification. However, if a location obviously did not meet the criteria for Stage 3 archaeological assessment at the time of the field survey, all surface artifacts would be collected and mapped using an E-Survey E-600 GPS/Glonass Network Rover.

The grassed and treed areas (approximately 0.87%; 0.51 ha) were subject to a standard test pit survey at a 5 m interval (Image 8). Each test pit measured at least 30 cm (shovel width) in diameter and was excavated into the first 5 cm of subsoil. The soil from each test pit was passed through 6 mm hardware cloth in an effort to retain any artifacts that may be present. Once screening was finished, the stratigraphy in the test pits was examined and then the pits were backfilled as best as possible, tamped down by foot and shovel and re-capped with sod. Test pitting extended up to 1 m from all standing features, including trees. It was anticipated that when cultural material was found, the test pit survey would be intensified (reduced to 2.5 m) to determine the size of the site. If not enough archaeological materials were recovered from the intensification test pits, a 1 m² test unit would be excavated atop of one of the positive test pits to gather additional information.

Typical test pits contained roughly 30 cm of dark brown clay soil over tan-orange clay subsoil (Images 9 and 10).

A small portion of the subject property containing a grassy meadow was determined to be disturbed in the field (0.12%; 0.06 ha). Consequently, a judgmental test pit survey at a 10 m transect interval was undertaken to confirm the spatial extent of the disturbance (Image 11). Test pits in this area contained 40 cm of brown clay mottled with orangey-grey clay. The test pits also had inclusions of modern garbage and construction fill (Image 12). The disturbance observed is likely associated with the construction of the adjacent drainage ditches and fencing.

Approximately 9.21% (5.41 ha) of the subject property was disturbed, consisting of drainage ditches which run between fields (Images 13 to 15). Roughly 0.93% (0.55 ha) of the subject property was determined to be low and wet and was photo documented (Images 16 and 17).

Map 12 illustrates the Stage 2 field conditions and assessment methods; the location and orientation of all photographs appearing in this report are also shown on this map. As no formal proponent mapping is available at this time, we have not presented the Stage 2 field conditions and assessment methods on the proponent mapping..



2.2 Record of Finds

One archaeological location was discovered during the Stage 2 assessment and was designated Location 1. A general description of the findings is provided below and more specific site location details appear in the Supplementary Documentation portion this report.

2.2.1 Location 1 (no Borden number assigned)

Location 1 is an Indigenous findspot consisting of the bit end of a celt and a mending fragment identified during standard pedestrian survey (Table 6). Despite the intensification of the survey interval to 1 m and careful examination of the surface within a minimum radius of 20 m from the find, no additional artifacts were observed on the surface.

The celt fragment (cat 1 and 2; Image 18) is incomplete and made on fine grained igneous rock. Celts are hafted, ground stone tools that taper to a symmetrical bit edge bevel which resembles an axe (Krakker 2011). Their function likely ranged from agricultural to woodcutting (Krakker 2011). The celt measures 60 mm long, 51 mm wide, and is 23 mm thick. The bit end is symmetrical and exhibits evidence of polishing through its smooth texture and faint, thin striations. The bit edge is lightly chipped. The pole end is not present. One face of the celt shows recent damage, likely from agricultural activities.

Table 6: Location 1, Stage 2 Artifact Catalogue

Cat.	Context	Layer/Depth	Artifact	n	Comments
1	Station 17001	surface	celt	1	bit end fragment; mends with cat. 2
2	Station 17002	surface	celt	1	fragment; mends with cat. 1

All files and artifacts are currently being stored at the TMHC corporate office located at 1108 Dundas Street, Unit 105, London, ON, N5W 3A7.

Artifacts are bagged individually with paper labels, sorted into larger bags according to context and/or artifact type, and organized by catalogue number. All within a larger project bag with project label:

Tecumseh – Proposed Residential Developments, Northern Section, 2023-139, Stage 2, Location 1, All Artifacts

This bag is located within the “Various Small Projects Completed in 2023” banker’s box.

Table 7: Documentary Records

Date	Field Notes	Field Maps	Digital Images
May 17, 2023	Digital and hard copies	Digital and hard copies	60 Images
May 18, 2023	Digital and hard copies	Digital and hard copies	77 Images
May 19, 2023	Digital and hard copies	Digital and hard copies	38 Images
June 20, 2023	Digital and hard copies	Digital and hard copies	39 Images



2.3 Analysis and Conclusions

A Stage 2 field assessment was conducted in keeping with the MCM's *Standards and Guidelines* (MTC 2011). During the assessment a single archaeological location was identified. Section 2.2 of the *Standards and Guidelines* establishes criteria whereby the cultural heritage value or interest (CHVI) of archaeological finds can be evaluated and the need for follow up Stage 3 testing and/or Stage 4 mitigation of construction impacts established. The archaeological location is evaluated below.

- Location 1 is an Indigenous findspot identified during standard pedestrian survey at 5 m intervals. The findspot consists of the bit end of a celt and a mending fragment that were 15 m apart. As the artifact is undiagnostic, no cultural or temporal affiliation can be assigned to the location at this time. Based on the recovery of fewer than 10 non-diagnostic artifacts within a 10 m by 10 m pedestrian survey area (MTC 2011:40; Section 2.2, Standard 1.a.i.3), Location 1 does not meet provincial standards for Stage 3 assessment and has no further CHVI within the provincial framework



2.4 Recommendations

A Stage 2 archaeological assessment was conducted for a proposed subdivision development in Essex County. All work met provincial standards and a single archaeological location was identified during the Stage 2 assessment. Our recommendations for Location 1 and the subject property as a whole are presented below.

- Location 1 is an isolated Indigenous findspot consisting of the bit end of a celt and mending fragment for which a more specific cultural or temporal affiliation cannot be assigned. This findspot does not meet provincial criteria for Stage 3 assessment and no further work is recommended as it is considered fully documented.
- As such, the subject property should be considered free of archaeological concern and no further archaeological assessment is recommended.

Our recommendations are subject to the conditions laid out in Section 4.0 of this report and to the MCM's review and acceptance of this report into the provincial registry.



3 SUMMARY

A Stage 2 archaeological assessment was conducted for a proposed residential development located in the Essex County, Ontario. The subject property is roughly 58.78 ha (145.1 ac) in size and is located within part of Lots 144 to 148, Concession 1 and 3 Petite Cote, in the Geographic Township of East Sandwich, Town of Tecumseh, Essex County, Ontario. The previous Stage 1 assessment (FAC 2013) revealed that the property had potential for the discovery of archaeological resources and a Stage 2 survey was recommended. The Stage 2 assessment (combined pedestrian and test pit assessment at a 5 m interval) resulted in the documentation of one archaeological location, which does not qualify for Stage 3 based on provincial criteria. As such, the subject property should be considered free of archaeological concern and no further archaeological assessment is recommended.



4 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the MCM as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c. 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the MCM, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

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 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and Crystal Forrest, Registrar of Burial Sites, Ontario Ministry of Government and Consumer Services. Her telephone number is 416-212-7499 and e-mail address is Crystal.Forrest@ontario.ca.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and any Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the *Ontario Heritage Act* and not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.



5 BIBLIOGRAPHY

Archaeological Services Inc. (ASI)

2006 *Stage 1 Archaeological Assessment, Banwell Road Extension Improvements Class EA and Preliminary Design, CP Rail Line northerly to Tecumseh Road, City of Windsor, Ontario*. Report on File with the MCM

Canadian Government (Canada)

1891 *Indian Treaties and Surrenders From 1680-1890*. Two Volumes. Ottawa: Brown Chamberlin, Printer to the Queen's most Excellent Majesty.

2020 *Specific Claims Branch Report: Caldwell*. Ottawa: Crown-Indigenous Relations and Northern Affairs Canada.

Carlesimo, Peter

1973 "The Refugee Home Society: Its Origins, Operations and Results, 1851-1876." M.A. thesis, University of Windsor

Chapman, L.J. and D.F. Putnam

1984 *The Physiography of Southern Ontario*. Two Volumes. Third Edition. Ontario Geological Survey. Toronto: Ontario Ministry of Natural Resources.

2007 *Physiography of Southern Ontario, Ontario Geological Survey, Ministry of Northern Development and Mines, Miscellaneous Release-Data 228*.

CRM Group Ltd. Fisher Archaeological Consulting, Historic Horizon Inc., and Dillon Consulting Ltd.

2005 *Archaeological Master Plan Study Report for the City of Windsor: Archaeological Potential Map*. [Website Link](#). Last Accessed September 20, 2022

Essex County Land Registry Office (LRO)

1850 Deed #111, between Josette Berthelet, of Detroit, widow, and George Williams, Alfred Kelley, and Philip Morton, as Trustees of the AME Church in the Town of Sandwich Copybook of deeds for the Township of Sandwich East, Volume B, pp. 24-26, Essex County LRO, RG 61-12, AO, microfilm GSU 160204, digital image at <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSLG-LQGW-D?i=96&cat=442459>

1854 Deed #17 Copybook of deeds for the Township of Sandwich East, Volume B, pp. 24-26, Essex County LRO, RG 61-12, AO, microfilm GSU 160204, digital image at <https://www.familysearch.org/ark:/61903/3:1:3Q9M-CSLG-LQGW-D?i=96&cat=442459>

Fisher Archaeological Consulting (FAC)

2013 *Tecumseh Hamlet Servicing Plan Between County Roads 22 & 42 (Geographic Township of Sandwich East), Town of Tecumseh, Essex County, Ontario. Archaeological Stage 1: Background Study*. Report on file with the MCM



Government of Ontario

- 1990 *Planning Act, R.S.O. 1990. (c. P.13).* Queen's Printer for Ontario. [Website Link](#). Accessed April 7, 2022.
- 1990 *Ontario Heritage Act, R.S.O. 1990. (c. 0.18).* Queen's Printer for Ontario. [Website Link](#). Accessed February 16, 2021.
- 2002 *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002. (c. 33).* Queen's Printer for Ontario. [Website Link](#). Accessed April 7, 2022.

Henry, Natasha

n.d Banwell Road Area Black Settlement. Report prepared for the Ontario Heritage Trust

Krakker, James

- 2011 A Hafted Stone Celt from Genesee County, Michigan and Implications for Ground Stone Tool Use in the Eastern Woodlands, *Midcontinental Journal of Archaeology*, 36:1, 5-28, DOI: 10.1179/mca.2011.002

Lincoln Environmental Consulting Corp. (LEC)

- 2022 *Stage 1 & 2 Archaeological Assessment of The NextStar Site in Part of Lots 141, 142, & 143, Concessions 1 & 3 Petite Cote, Former Township of Sandwich, Now City of Windsor, Essex County, Ontario.* Report on File with the MCM.

Microsoft

- 2019 Computer generated building footprints for Canada, *Microsoft Open Source*. [Website Link](#). Accessed: Nov 3, 2021.

Ministry of Tourism and Culture (MTC; now Ministry of Citizenship and Multiculturalism)

- 2011 *Standards and Guidelines for Consultant Archaeologists.* Toronto: Queen's Printer for Ontario.
- 2022 Ontario's Past Portal, Online Database. Queen's Printer for Ontario. [Website Link](#). Accessed April 26, 2023.

Ontario Geological Survey

- 2010 *Surficial Geology of Southern Ontario. Ontario Geological Survey, Ministry of Northern Development, Mines and Forestry, Miscellaneous Release-Data 128-REV.*

Ontario Ministry of Municipal Affairs and Housing (OMMAH)

- 2020 *Provincial Policy Statement, 2020.* Queen's Printer for Ontario. [Website Link](#). Accessed: April 7, 2022.

OpenStreetMap

- 2021 Geofabrik Extract. [Website Link](#). Accessed December 10, 2021.

Stantec Consulting Ltd. (Stantec)

- 2013 *Stage 1 & 2 Archaeological Assessment, Proposed Development Property Banwell Road and E.C. Row Expressway Part of Lots 140, 141, 142 & 143, Concession 3 Geographic Township of Sandwich East, City of Windsor, Essex County, Ontario.* Report on file with the MCM.



Surtees, R.J.

1984 *Indian Land Surrenders in Ontario 1763-1867*. Ottawa: Indian Affairs and Northern Development, Government of Canada

TMHC Inc.

2016 *Stage 1 & 2 Archaeological Assessment, Proposed Development Property Banwell Road and E.C. Row Expressway Part of Lots 140, 141, 142 & 143, Concession 3 Geographic Township of Sandwich East, City of Windsor, Essex County, Ontario*. Report on file with the MCM



6 IMAGES

Image 1: Pedestrian Survey at 5 m Interval

Looking Southwest



Image 2: Pedestrian Survey at 5 m Interval

Looking South



Image 3: Pedestrian Survey at 5 m Interval

Looking North



Image 4: Surface Visibility



Image 5: Surface Visibility



Image 6: Surface Visibility



Image 7: Location 1, Intensification

Looking Southeast



Image 8: Test Pit Survey at 5 m Intervals

Looking South



Image 9: Typical Test Pit

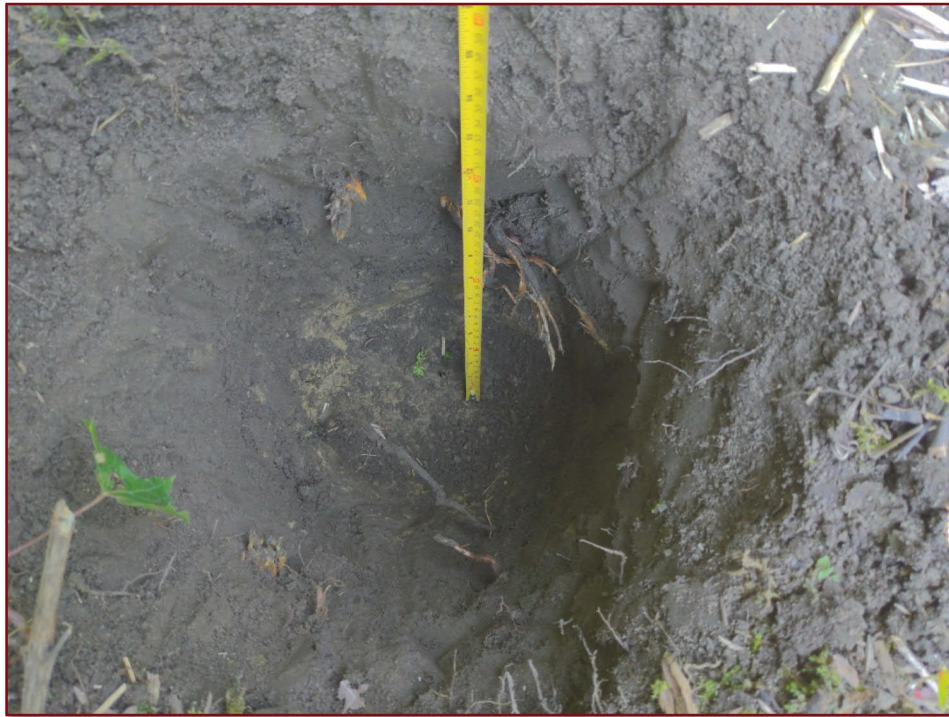


Image 10: Typical Test Pit



Image 11: Judgemental Test Pit Survey at 10 m Intervals

Looking Southwest



Image 12: Disturbed Test Pit



Image I3: Drainage Ditch Along Field Edge

Looking Northeast



Image I4: Overview of Drainage Ditch Between Fields

Looking North



Image 15: Overview of Drainage Ditch Between Fields

Looking Southeast



Image 16: Wetland within Woodlot

Looking Northeast

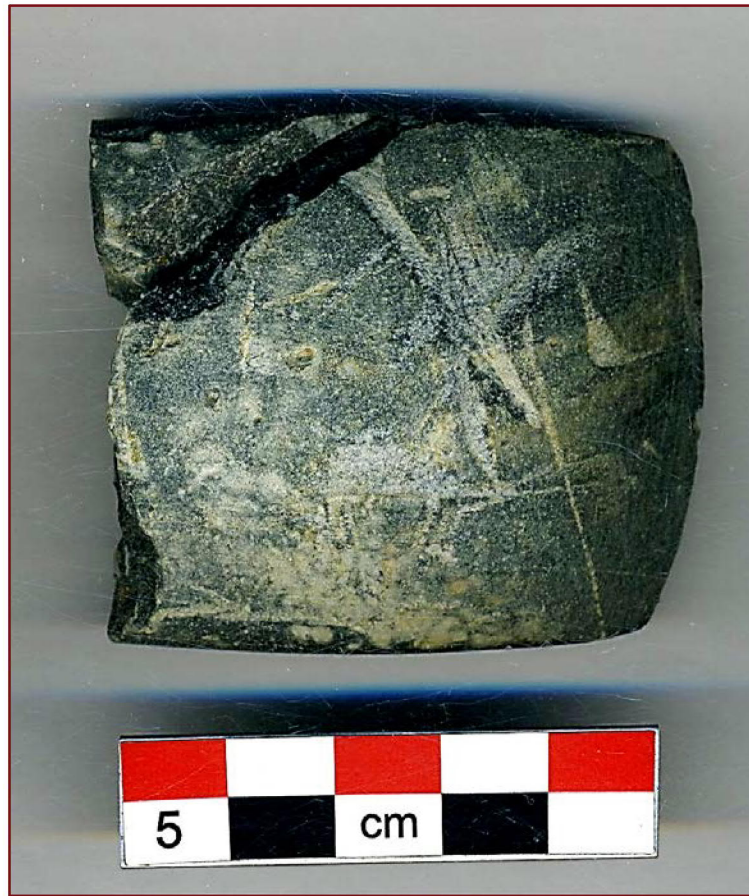


Image 17: Low and Wet Area

Looking East



Image 18: Location 1, Celt

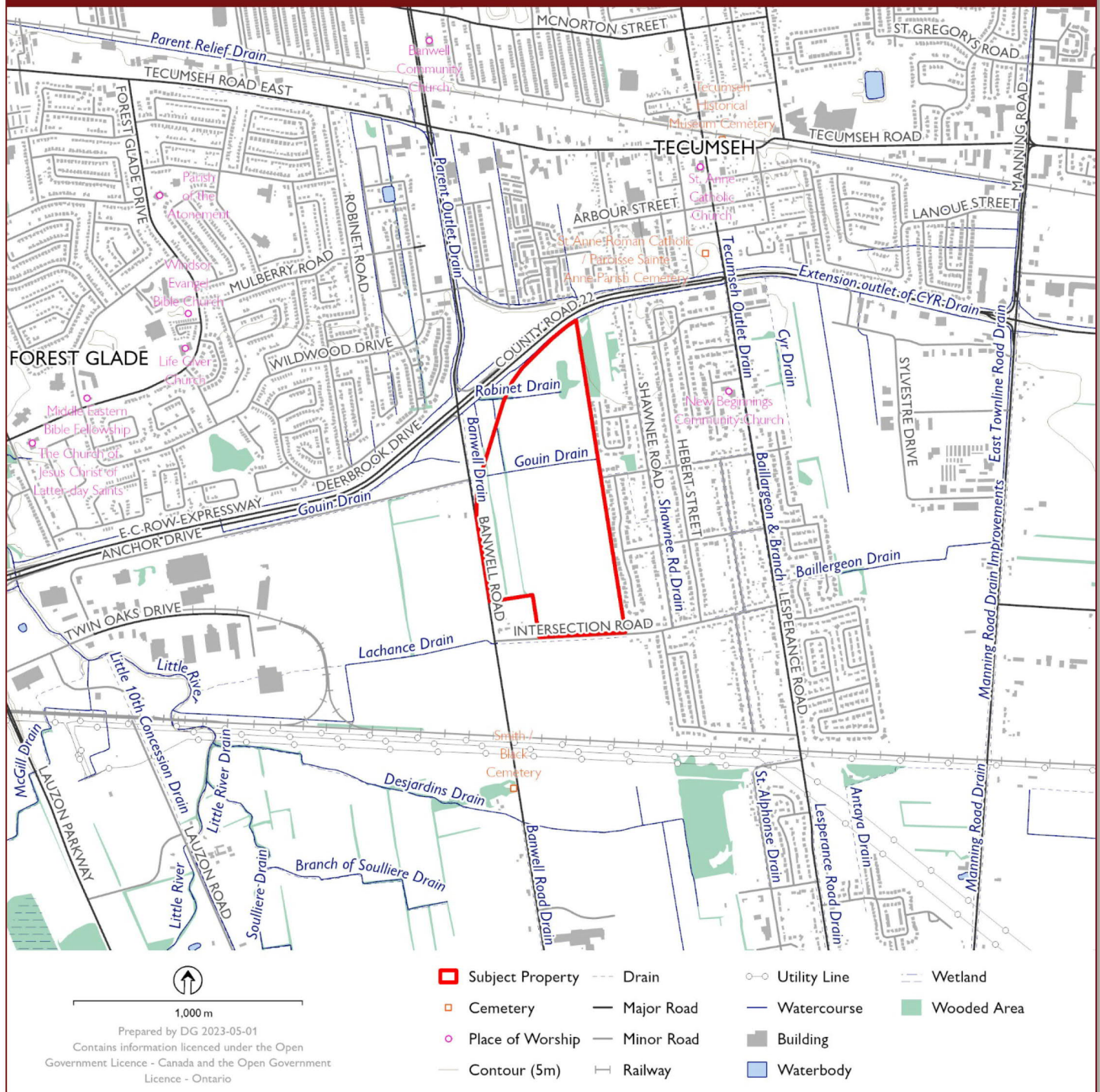


Mending bit end fragment, cat. 1 & 2



7 MAPS

PROJECT LOCATION



Map 1: Location of the Subject Property in Essex County, ON

AERIAL PHOTOGRAPHY

COUNTY OF ESSEX ORTHOPHOTOGRAPHY (2022)



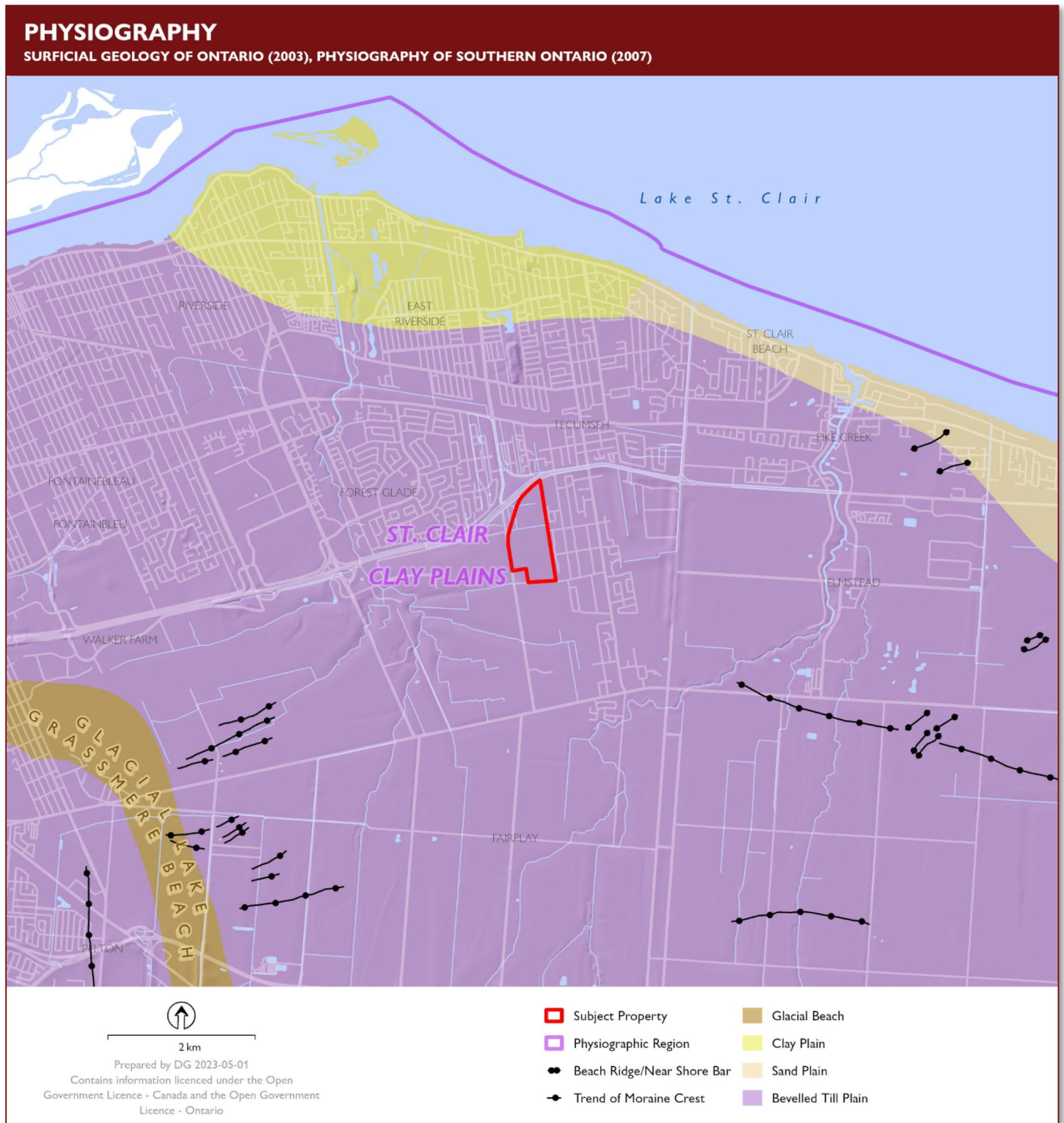
340 m

Prepared by DG 2023-05-01

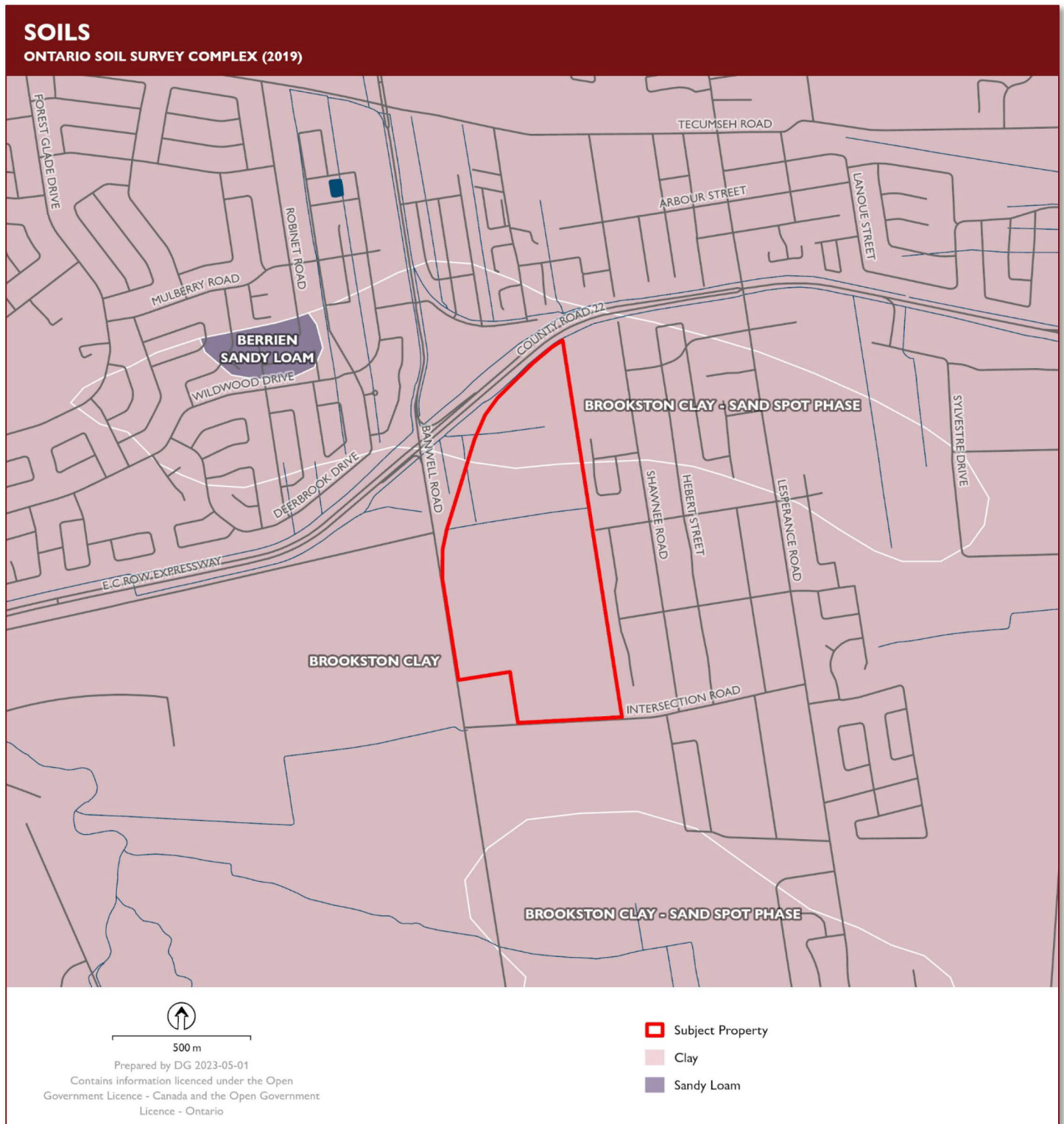
Contains information licenced under the Open
Government Licence - Canada and the Open Government
Licence - Ontario

 Subject Property

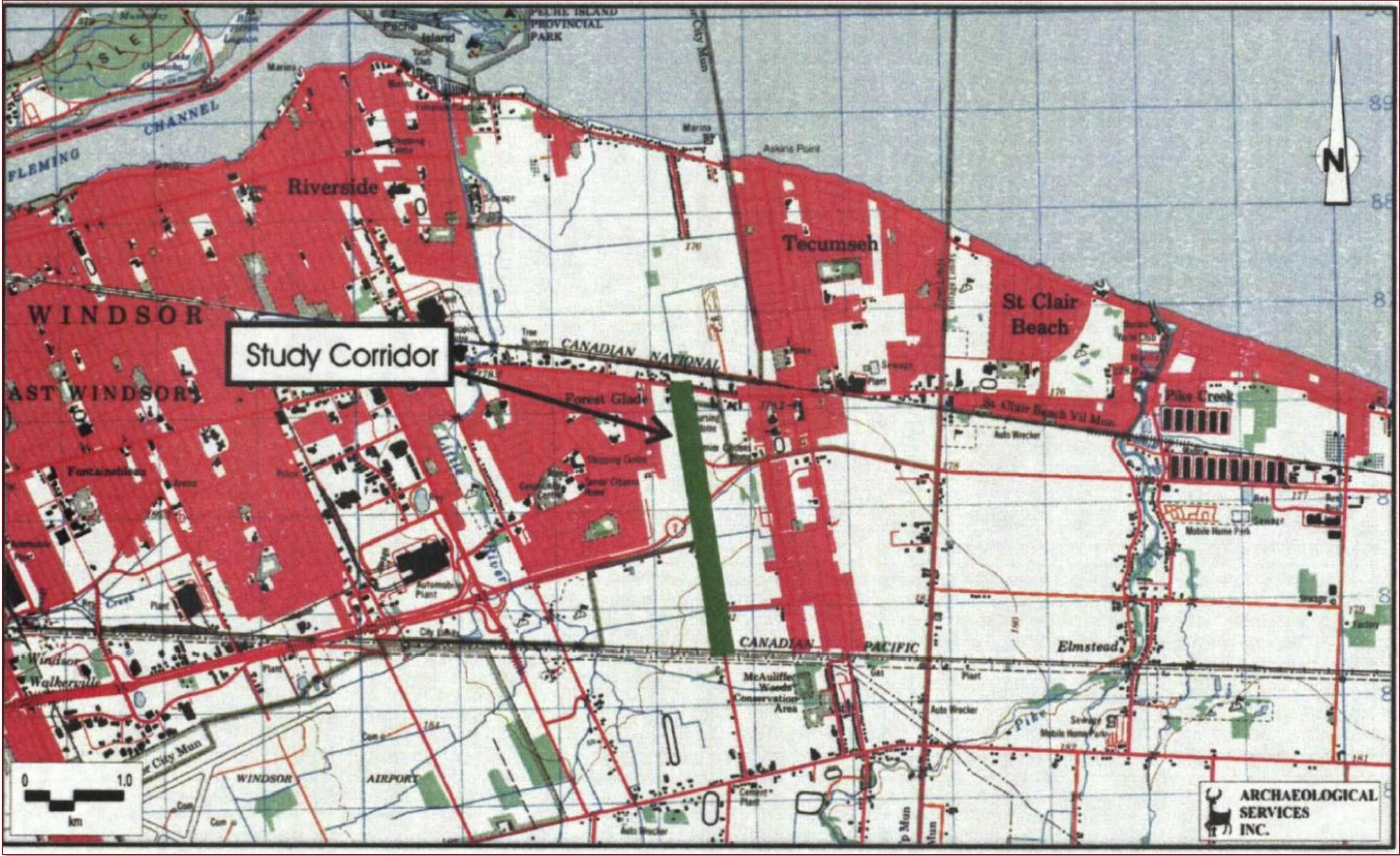
Map 2: Aerial Photograph Showing the Location of the Subject Property



Map 3: Physiography Within the Vicinity of the Subject Property



Map 4: Soils Within the Vicinity of the Subject Property



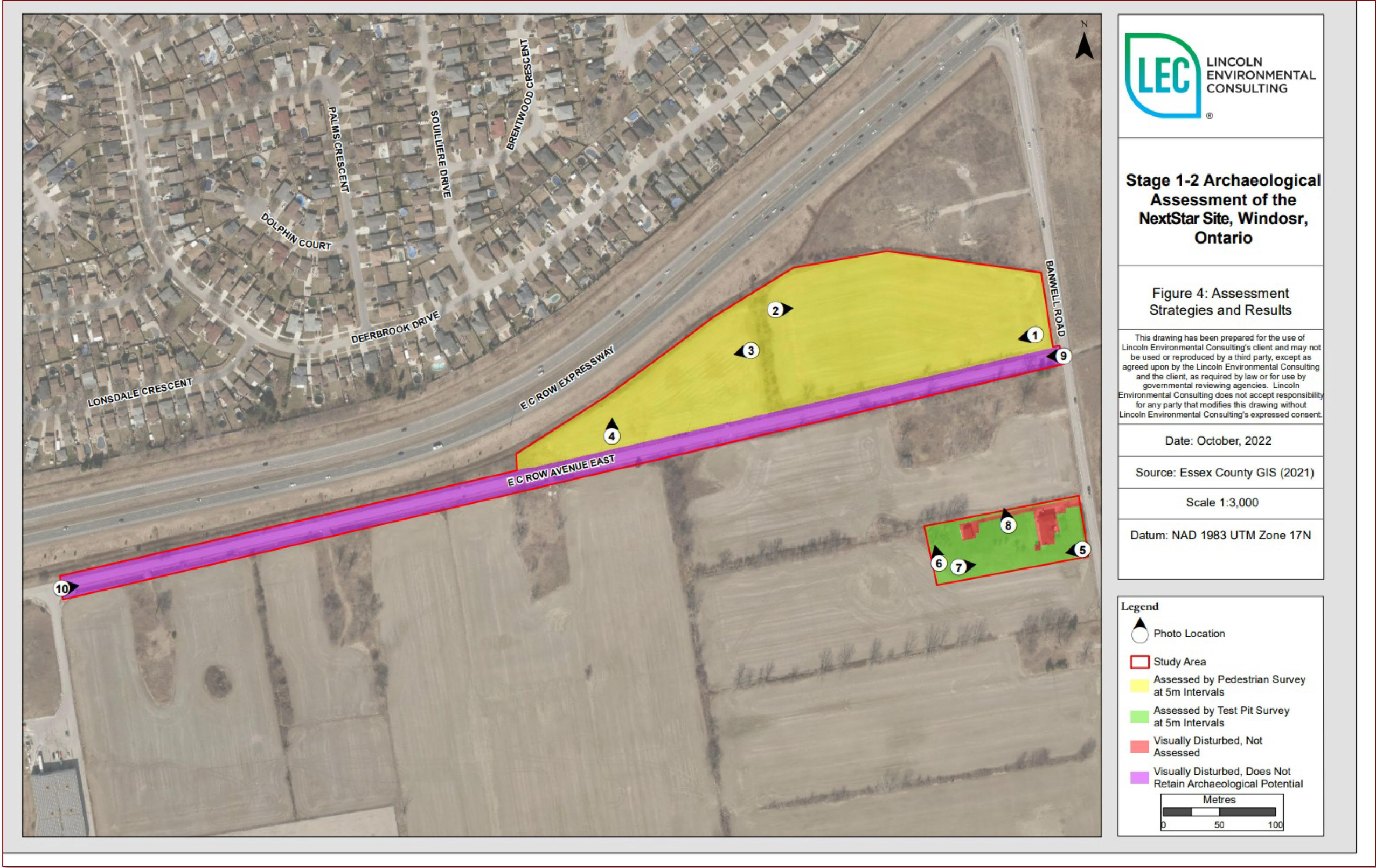
Map 5: ASI (2006) Stage I Archaeological Assessment - Banwell Road Extension Improvements



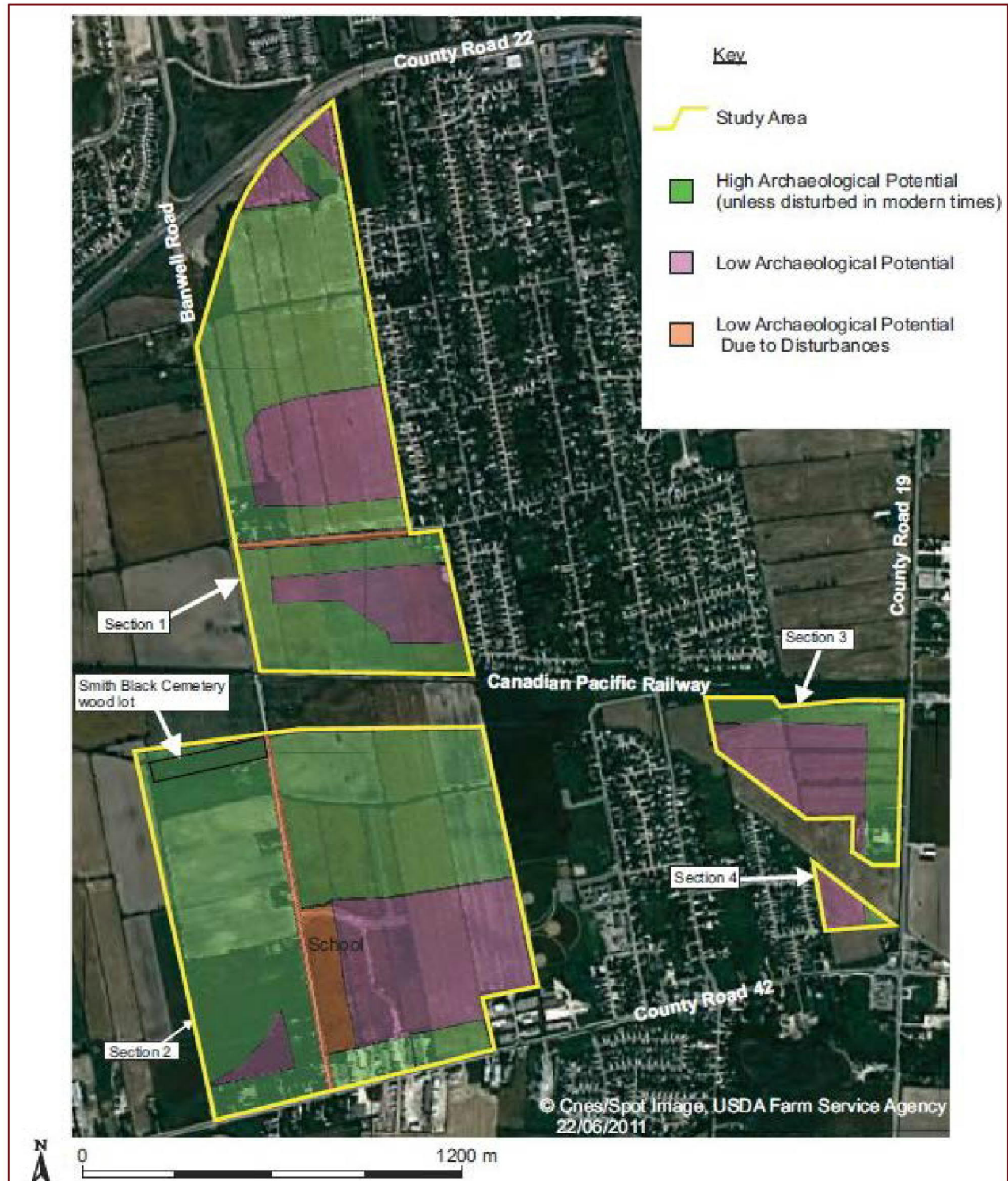
Map 6: Stantec (2015) Stage I Archaeological Assessment - Upper Little River Stormwater and Drainage Master Plan



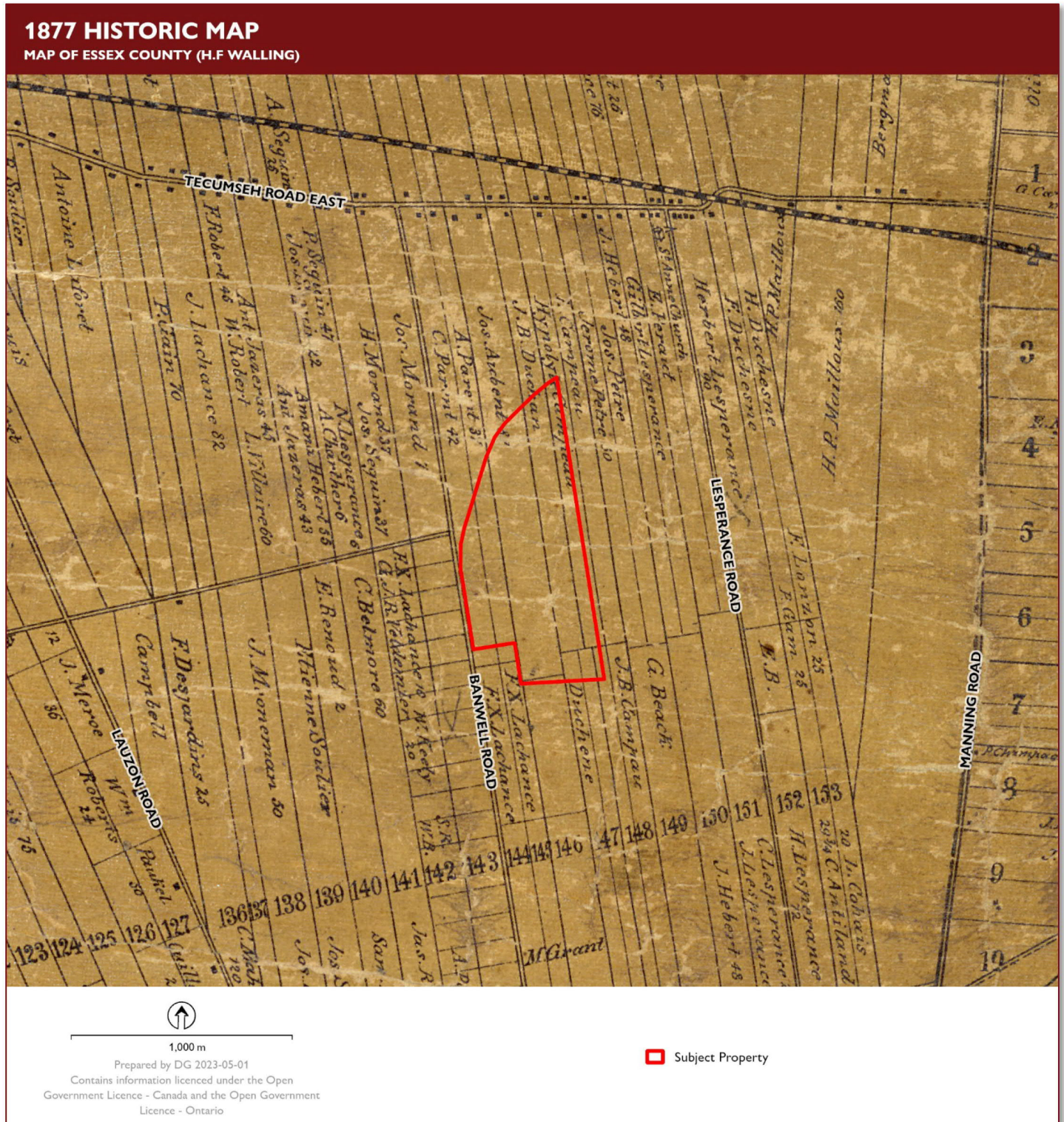
Map 7: TMHC (2016) Stage 2 Methods – Banwell Road and E.C. Row Proposed Development



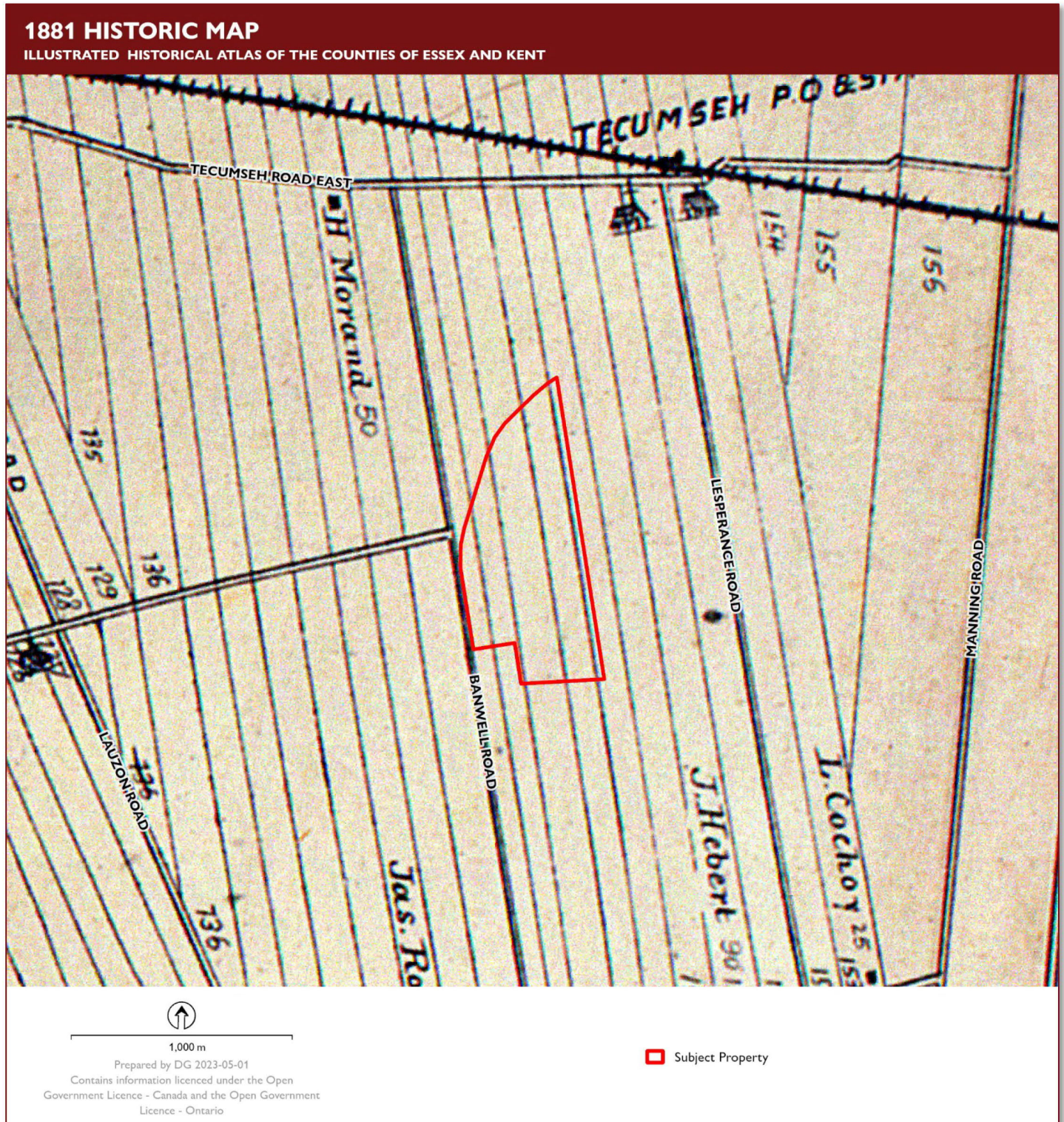
Map 8: LEC (2022) Stage I-2 Methods and Results – Proposed NextStar Site



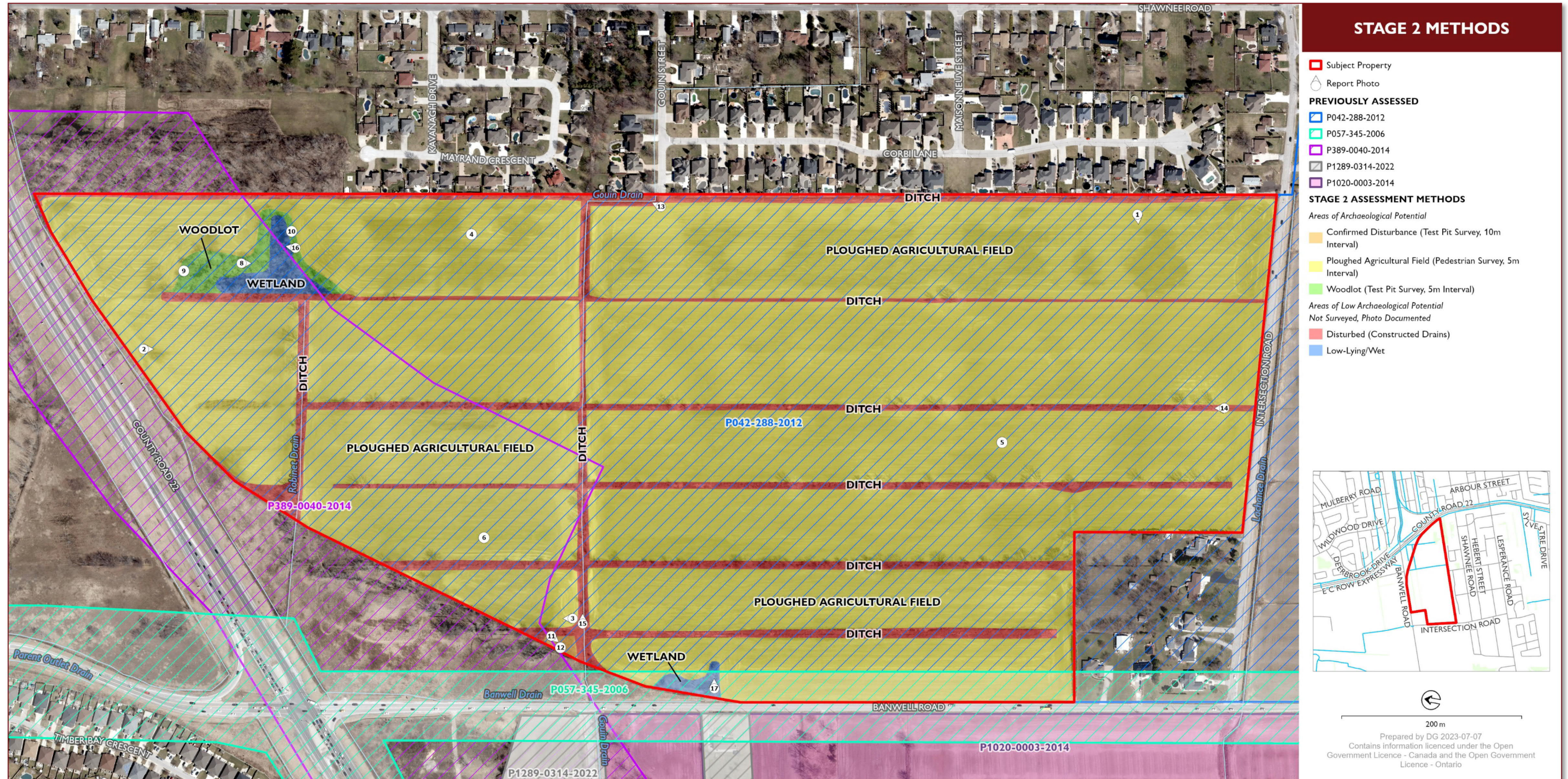
Map 9: FAC (2013) Stage I Archaeological Assessment – Tecumseh Hamlet Servicing Plan



Map 10: Location of the Subject Property Shown on the 1877 Map of Essex County



Map 11: Location of the Subject Property Shown on the 1881 Map of Essex and Kent County



**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Tel.: 613.242.3743

**Ministère des Affaires civiques
et du Multiculturalisme**

Unité de la planification relative au
patrimoine
Direction du patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
Tél.: 613.242.3743



November 6, 2023

VIA EMAIL ONLY

John Sleath, MA
Cultural Heritage Specialist
Project Manager - Cultural Heritage Division
ASI
528 Bathurst Street,
Toronto ON, M5S 2P9
jsleath@asiheritage.ca

MCM File : 0018706
Proponent : Town of Tecumseh
Subject : Cultural Heritage Report
Project : Tecumseh Hamlet Infrastructure Improvements MCEA & Functional Design and Tecumseh Hamlet Secondary Plan Project Update
Location : Town of Tecumseh, Essex County

Dear John Sleath:

Thank you for sending *the Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment* (dated September 2023, by ASI) prepared in support of the Tecumseh Hamlet Infrastructure Improvements Municipal Class Environmental Assessment to the Ministry of Citizenship and Multiculturalism (MCM) for review and comment.

Project Summary

the Town has retained Dillon Consulting Limited to complete a Municipal Class Environmental Assessment (EA) for the transportation, water, wastewater and stormwater infrastructure required to service the area for future development opportunities to support the Tecumseh Hamlet Secondary Plan study initiated in 2022 for the southerly and westerly portions of the Tecumseh Hamlet (the Hamlet). This study is following the planning and design process for Schedule 'C' projects under the Municipal Class EA (2000, as amended).

Comments

MCM has reviewed the Cultural Heritage Report and found that the Report is consistent with the requirements, guidance and standards of the Municipal Class EA and with best practice guidance prepared by MCM.

We note that a Heritage Impact Assessment is recommended to be completed for the Banwell Cemetery (C.H.L. 2, a.k.a. Smith Cemetery, located on Concession 3, North Part Lot 143 and Plan 65 Pt Lot 10), by a qualified heritage professional. We recommend that the HIA be completed as early as possible during detailed design and be sent for review and comment to MCM, the

Town of Tecumseh and any other interested parties prior to any ground disturbing activities. As part of the completion of the HIA, the Statement of Cultural Heritage Value, including a description of heritage attributes, should be updated in consultation with the Town. The HIA should also confirm the cemetery boundaries with information also based on archaeological assessments.

We have attached a table which includes some suggested revisions to the Cultural Heritage Report.

MCM recommends that the Cultural Heritage Report be included as an appendix in the Environmental Study Report and be provided to local heritage organizations or any individuals who express an interest throughout the EA process.

Thank you for the opportunity to review the Cultural Heritage Report and please continue to consult MCM throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
joseph.harvey@Ontario.ca

Copied to: Shane McVitty, Development Engineer, Town of Tecumseh
Kristine Wilkinson, Dillon Consulting Limited
Enrico De Cecco, Planner, Town of Tecumseh
Stacey Jeffery, Dillon Consulting

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Document Section	Given Text	MCM Comments
5.2 (Analysis and Potential Impacts) Table 5 - Preliminary Impact Assessment and Recommended Mitigation Measures Stormwater Management Improvements p. 71	<p>Feature I.D. C.H.L. 2</p> <p>Location/Name Part Lot 143, Concession 3 Petite Cote</p> <p>Heritage Status and Recognition Known CHL – Designated under Part IV of the <i>Ontario Heritage Act</i></p> <p>Type and Description of Potential/Anticipated Impact ...</p> <p>Mitigation Strategies Where feasible, the proposed work should be designed in a manner that avoids all impacts to C.H.L. 2.</p> <p>As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible. ...</p>	<p>MCM recommends revising this section in the following manner:</p> <p><i>Additional text provided in bold and text to be removed crossed out.</i></p> <p>Feature I.D. C.H.L. 2</p> <p>Location/Name Part Lot 143, Concession 3 Petite Cote</p> <p>Heritage Status and Recognition Known CHL – Designated under Part IV of the <i>Ontario Heritage Act</i></p> <p>Type and Description of Potential/Anticipated Impact ...</p> <p>Mitigation Strategies Where feasible, the proposed work should be designed in a manner that avoids all impacts to C.H.L. 2.</p> <p>As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required. as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design-as possible and be sent for review and comments to MCM, Town of Tecumseh, and any other interested parties.</p> <p>...</p>

Document Section	Given Text	MCM Comments
5.2.4 (Summary of Stormwater Management Improvements) p. 77	<p>The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated in stormwater management improvements (full description and proposed mitigation measures are included in Table 5):</p> <ul style="list-style-type: none"> • ... • Potential construction vibration impacts are anticipated for C.H.L. 2 as it is directly adjacent to the proposed Desjardin Pond West. As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). 	<p>MCM recommends revising this section in the following manner:</p> <p><i>Additional text provided in bold.</i></p> <p>The following potential impacts to identified C.H.L.s, B.H.R., or C.F. are anticipated in stormwater management improvements (full description and proposed mitigation measures are included in Table 5):</p> <ul style="list-style-type: none"> • ... • Potential construction vibration impacts are anticipated for C.H.L. 2 as it is directly adjacent to the proposed Desjardin Pond West. As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The Heritage Impact Assessment will be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design and be sent for review and comments to MCM, Town of Tecumseh, and any other interested parties.
5.2.5 (summary of Mitigation Measures for the Preferred Alternative) p. 78	<p>...</p> <p>As the proposed Desjardins Pond West construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per Section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early in preliminary or detailed design as possible.</p>	<p>MCM recommends revising this section in the following manner:</p> <p><i>Additional text provided in bold and text to be removed crossed out.</i></p> <p>...</p> <p>As the proposed Desjardins Pond West construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per Section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design as possible and be sent for review and comment to MCM, Town of Tecumseh, and any other interested parties.</p>

Document Section	Given Text	MCM Comments
6.2 (Results of Preliminary Impact Assessment) p. 80	<p>...</p> <p>The proposed stormwater management improvements are anticipated to result in the following impacts:</p> <ul style="list-style-type: none"> • ... • As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i> and is within 50 metres of the stormwater pond construction, a resource specific Heritage Impact Assessment (H.I.A.) is required as early in preliminary or detailed design as feasible as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). 	<p>MCM recommends revising this section in the following manner:</p> <p><i>Additional text provided in bold and text to be removed crossed out.</i></p> <p>...</p> <p>The proposed stormwater management improvements are anticipated to result in the following impacts:</p> <ul style="list-style-type: none"> • ... • As C.H.L. 2 is designated under Part IV of the <i>Ontario Heritage Act</i> and is within 50 metres of the stormwater pond construction, a resource specific Heritage Impact Assessment (H.I.A.) is required as early in preliminary or detailed design as feasible as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The Heritage Impact Assessment will be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design and sent for review and comment to MCM, Town of Tecumseh, and any other interested parties.
6.3 (Recommendations) p. 81	<p>Based on the results of the assessment, the following recommendations have been developed:</p> <p>...</p> <p>As the proposed South Hamlet Pond construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and</p>	<p>MCM recommends revising this section in the following manner:</p> <p><i>Additional text provided in bold and text to be removed crossed out.</i></p> <p>Based on the results of the assessment, the following recommendations have been developed:</p> <p>...</p> <p>As the proposed South Hamlet Pond construction is directly adjacent to C.H.L. 2 (Banwell Cemetery), which is designated under Part IV of the <i>Ontario Heritage Act</i>, a resource-specific Heritage Impact Assessment (H.I.A.) is required. as per section 3.4 of the Town of Tecumseh's Official Plan (Town of Tecumseh, 2021). The H.I.A. should be completed by a qualified heritage professional with recent and relevant experience as early as possible during preliminary or detailed design</p>

Document Section	Given Text	MCM Comments
	relevant experience as early in preliminary or detailed design as possible.	and be sent for review and comment to MCM, Town of Tecumseh, and any other interested parties.

Attachment C-2

MECP Correspondence

RE: Tecumseh follow up items

1 message

Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>

Tue, Oct 21, 2025 at 3:34 PM

To: "Herlehy, Laura" <lherlehy@dillon.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>, "Chevalier, Lane (MECP)" <LANE.CHEVALIER@ontario.ca>, "Pierard, Helene (MECP)" <Helene.Pierard@ontario.ca>, "Macki, Monika (MECP)" <Monika.Macki@ontario.ca>, Muntazir Pardhan <mpardhan@dillon.ca>, "235735@dillon.ca" <235735@dillon.ca>, Sabrina Wong <sabrinawong@dillon.ca>

Hi Laura.

Thanks again for the information you provided after our chat.

In addition to what I sent last week, the ministry would like to see the Town do the following for the Tecumseh Hamlet project, some of which is already committed to in your email below.

- Completion of a D4 study.
- Adhere to the setback limits outlined in the D4 guidelines and move the stormwater pond 30 m from the landfill to help mitigate the groundwater leachate issues identified in the ESR.
- Append the closure letter to the EA, along with MECP's comments, and post it publicly on the Town's website.
- Provide the MECP with a copy of the closure letter.

With respect to the question about the ministry's role in reviewing/approving the Town's D4 study, the ministry will not be making any approval decisions on the study, but is willing to review and provide comments on it.

I hope this helps.

Jake

From: Herlehy, Laura <lherlehy@dillon.ca>

Sent: October 20, 2025 2:44 PM

To: Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>

Cc: Shane McVitty <smcvitty@tecumseh.ca>; Chevalier, Lane (MECP) <LANE.CHEVALIER@ontario.ca>; Pierard, Helene (MECP) <Helene.Pierard@ontario.ca>; Macki, Monika (MECP) <Monika.Macki@ontario.ca>; Muntazir Pardhan <mpardhan@dillon.ca>; 235735@dillon.ca; Sabrina Wong <sabrinawong@dillon.ca>

Subject: Re: Tecumseh follow up items

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon Jake,

I am confirming that we have received your email below. If you can provide the additional feedback as early as possible for our review that would be appreciated.

Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T - 519.948.4243 ext. 3216
M - 519.818.3105
L.Herlehy@dillon.ca
www.dillon.ca

On Fri, Oct 17, 2025 at 3:56 PM Noordhof, Jake (MECP) <jake.noordhof@ontario.ca> wrote:

Hi Laura.

Sorry for the delay here. One thing I wanted to clarify is that in the absence of a regulatory standard, the D4 guideline is what should be adhered to in situations where development is planned in proximity to an active or non-active landfill. Furthermore, the direction included in the D4 guideline, including the setback distances, is not simply a recommendation or best management practice. Specifically, the guideline states that *"Where technical controls for leachate, or leachate and gas are required surrounding a fill area, no land use may take place within 30 metres of its perimeter. This distance maybe reduced to 20 metres in cases where only gas controls are necessary."* It is the ministry's position that the information collected to date is insufficient to support a reduction of the setback distances stipulated in the guideline.

I will be following up on the other EA related pieces next week.

Thanks.

Jake

From: Herlehy, Laura <lherlehy@dillon.ca>
Sent: September 24, 2025 4:53 PM
To: Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>; Chevalier, Lane (MECP) <LANE.CHEVALIER@ontario.ca>; Pierard, Helene (MECP) <Helene.Pierard@ontario.ca>; Macki, Monika (MECP) <Monika.Macki@ontario.ca>; Muntazir Pardhan <mpardhan@dillon.ca>; 235735@dillon.ca
Subject: Re: Tecumseh follow up items

CAUTION – EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Jake

Thank you for our phone yesterday regarding the Tecumseh Hamlet EA . Below summarizes our discussion.

D4 Study

- The Town working with Dillon to finalize the scope and timeline associated with the completion of a D4 Study.
- The D4 study is estimated to be completed by Fall 2026.

Gouin SWM Pond Placement

- MECP is recommending the SWM Pond boundary be placed outside of the 30 m D4 Guideline defined buffer zone. MECP noted that this recommendation is not a regulatory requirement; it is more of a best management practice according to this guideline.
- The D4 study and modifications to the pond will not change the overall servicing strategy and recommended solution of this EA.
- Dillon noted that the pond design included in the EA is at a functional level of design and pond footprint will be refined during the detailed design stage. There are a number of land constraints and additional site factors that need to be considered during that time. The D4 study and modifications to the pond will not change the overall servicing strategy and recommended solution of this EA.
- In the final closure letter for this EA, it will be noted that, during detailed design, considerations to shift the east pond bank outside of the 30 m buffer area pending findings of the D4 study.

EA Closure

- It was reiterated that the completion of the Tecumseh Hamlet EA is required in order to facilitate development. The Hamlet is a main development area in the Town and based on servicing needs this project will be one of the first EA projects to be undertaken. Separating the Gouin Pond from the EA to allow for other projects to proceed without delay is not an option.
- Similar to other EAs completed in this region, the intent is to prepare a final closing letter that will be included in the EA File. This letter will summarize all comments received and how those comments should be considered during the project's implementation stage. This will include commitment that the D4 Study would be undertaken.
- This letter will be made available to the public as part of the EA's final communication to Town Council and become part of public record, it will be included on the Town's website as well.
- Dillon reiterated that prior to implementation of the pond construction, the development that is served by this pond will need to go through a draft plan of subdivision process whereby the Town, County of Essex and stakeholders are engaged regarding this plan. Also, the design is required to be approved through an Environmental Compliance Approval at which time the Town will ensure that the design is in keeping with MECPs design standards.

Thanks again for the call yesterday. We hope this provides clarity on the next phase of this project.

Laura



Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T - 519.948.4243 ext. 3216
M - 519.818.3105
lherlehy@dillon.ca
www.dillon.ca

On Tue, Sep 16, 2025 at 6:14 PM Noordhof, Jake (MECP) <jake.noordhof@ontario.ca> wrote:

Thanks for the update Laura.

We will discuss internally and get back to you on a date for a follow up call.

Jake

From: Herlehy, Laura <lherlehy@dillon.ca>
Sent: September 16, 2025 8:12 AM
To: Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>; Chevalier, Lane (MECP) <LANE.CHEVALIER@ontario.ca>; Pierard, Helene (MECP) <Helene.Pierard@ontario.ca>; Macki, Monika (MECP) <Monika.Macki@ontario.ca>; Muntazir Pardhan <mpardhan@dillon.ca>; 235735@dillon.ca
Subject: Re: Tecumseh follow up items

CAUTION – EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Jake and Team,

We are following up on our previous discussions regarding the Tecumseh Hamlet Secondary Plan Infrastructure Improvements Environmental Assessment.

The Town acknowledges MECP's request for a D4 Study concerning the infrastructure recommendations within this EA.

We would like to schedule a follow-up discussion to outline the Town's proposed next steps in addressing MECP's request. Below is a summary of the key components of our planned next steps and specific items we wish to clarify with MECP.

Currently, the Town, in collaboration with Dillon, is finalizing the scope of the D4 study, including the monitoring plan and the list of analytical parameters. We are also considering supplemental monitoring well locations to meet the D4 study requirements.

The EA recommends municipal infrastructure, including the Gouin stormwater management pond. Given that the east slope of this pond overlaps the 30-meter Land Use Restriction Zone specified in the D4 Study Guidelines, engineering solutions have been proposed to mitigate potential groundwater impacts. We request MECP to confirm whether the pond's location will be required to be shifted outside of the 30-meter buffer area regardless of the findings of the D4 Study. This clarification is crucial, as the D4 study is expected to take approximately one year to complete, and we anticipate the pond's implementation shortly thereafter to meet housing market demands in this area. For reference, please refer to Dillon's letter dated March 2025 attached showing the location of the pond relative to the landfill site.

Upon completion of the D4 Study, it will be shared with MECP. We would like to understand MECP's role in reviewing / approving and commenting on this study.

It is the Town's intention to move forward with finalization and Council adoption of the Environmental Assessment report prior to the completion of the D4 study. To address the D4, and in response to MECP's comments and other feedback received during the 30-day review period, a supplemental summary will be added to the EA project file. This summary will detail the Town's commitment to completing the D4 Study before approving plans for the Stormwater Management Pond. This strategy will allow landowners to continue planning for the development of their lands without suffering any further delay due to the Environmental Assessment process. We are hoping that MECP understands the urgency to move forward

Please let us know if you are available during the times below to schedule a follow up call.

Mon Sept 22: 9 to 12 or after 2:30

Wed Oct 1: 10:30 to 12

Fri Oct 3: 9 to 12

Thanks,
Laura



Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T - 519.948.4243 ext. 3216
M - 519.818.3105
LHerlehy@dillon.ca
www.dillon.ca

On Fri, Jul 25, 2025 at 4:03 PM Noordhof, Jake (MECP) <jake.noordhof@ontario.ca> wrote:

Hi Laura.

Confirming that the comments provided in your letter that are unrelated to the landfill, are acceptable as long as the commitments you made to address them are acted on.

With respect to testing parameters, we offer the following. Based on the current information in the Dillon report, the parameters of concerns in groundwater are mostly metals, nitrogen-related, sodium, chloride and sulphate. Additional sampling events and a better synthesis of the information will help to understand the contaminants associated with the site. It is recommended that groundwater analytical parameters include general chemistry, nitrogen-suite, metals, PHCs, VOCs and PAHs for a few more sampling events. The analytical scope can be refined once we have sufficient data to draw a reasonable conclusion.

Please let me know if there are any questions.

Jake

From: Herlehy, Laura <lherlehy@dillon.ca>
Sent: Thursday, July 24, 2025 4:23 PM
To: Noordhof, Jake (MECP) <jake.noordhof@ontario.ca>
Cc: Shane McVitty <smcvitty@tecumseh.ca>; Chevalier, Lane (MECP) <LANE.CHEVALIER@ontario.ca>; Pierard, Helene (MECP) <Helene.Pierard@ontario.ca>; Macki, Monika (MECP) <Monika.Macki@ontario.ca>
Subject: Re: Tecumseh follow up items

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Jake,

As a follow up to our meeting Tuesday July 22 and your email. The Town and myself would like to confirm Item # 1. We have submitted responses to MECP's previous comments via letter dated March 26 2025 (attached), we would like to confirm that the comments that are unrelated to the Landfill are acceptable and those items are closed out. Can the MECP formally respond pertaining to the mandates explained in our call?

Also we discussed that there were comments or clarifications MECP had regarding the Groundwater/Methane Gas report previously submitted such as questions about testing parameters. Can these be provided. this will help inform the Town's next steps regarding additional testing.

The Groundwater/Methane Gas report can be downloaded using the link below, and downloading Appendix A

<https://www.tecumseh.ca/town-government/plans-studies-projects-and-reports/tecumseh-hamlet-secondary-plan-area-infrastructure-improvements-municipal-class-environmental-assessment/>

Thanks,

Laura



Laura Herlehy
Associate
Dillon Consulting Limited
1 Riverside Drive West, 12th floor
Windsor, Ontario, N9A 5K3
T - 519.948.4243 ext. 3216
M - 519.818.3105
L.Herlehy@dillon.ca
www.dillon.ca

On Tue, Jul 22, 2025 at 5:21 PM Noordhof, Jake (MECP) <jake.noordhof@ontario.ca> wrote:

Hi Shane and Laura.

Thanks again for the discussion today. I am following up on the action items:

1. Confirming that the only remaining issues for the Town to address in the EA are those discussed on the call today.
2. Below is a link to the D4 Guideline and some examples of D4 studies, but want to clarify that we have not reviewed these reports and so can't speak to their quality.
 - [Guideline D-4 Landfill Impact Assessment](#)
 - [5-21-0300-54-Pearson-Drive-Esten-Drive-D4-Assessment_2022-05-30_DRAFT-1.pdf](#)
 - [1213d4-landfill-study](#)
3. With respect to the MTO report, you may want to submit a FOI request to MTO to obtain a copy.

Please let me know if you have any further questions.

Jake

Jake Noordhof

Manager (A) | Environmental Assessment Services

Environmental Assessment and Permissions Branch

Ministry of the Environment, Conservation and Parks | Ontario Public Service

437-829-0941 | jake.noordhof@ontario.ca



Taking pride in strengthening Ontario, its places and its people

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

Attachment D

***August 11, 2025, Resident Meeting Presentation, Minutes,
Comments/Response Matrix***

Tecumseh Hamlet Secondary Plan Area Infrastructure Improvements

Schedule C Municipal Class Environmental Assessment and Functional Design

August 11, 2025



TECUMSEH HAMLET SECONDARY PLAN & MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

Thank you for accepting our invitation to meet this afternoon.

Following introductions, we will make a presentation on two processes undertaken by the Town with respect to the Tecumseh Hamlet Secondary Plan Area:

- Following the *Planning Act* to amend the Town's Official Plan;
- Following a Municipal Class Environmental Assessment process to evaluate and determine preferred servicing solutions.

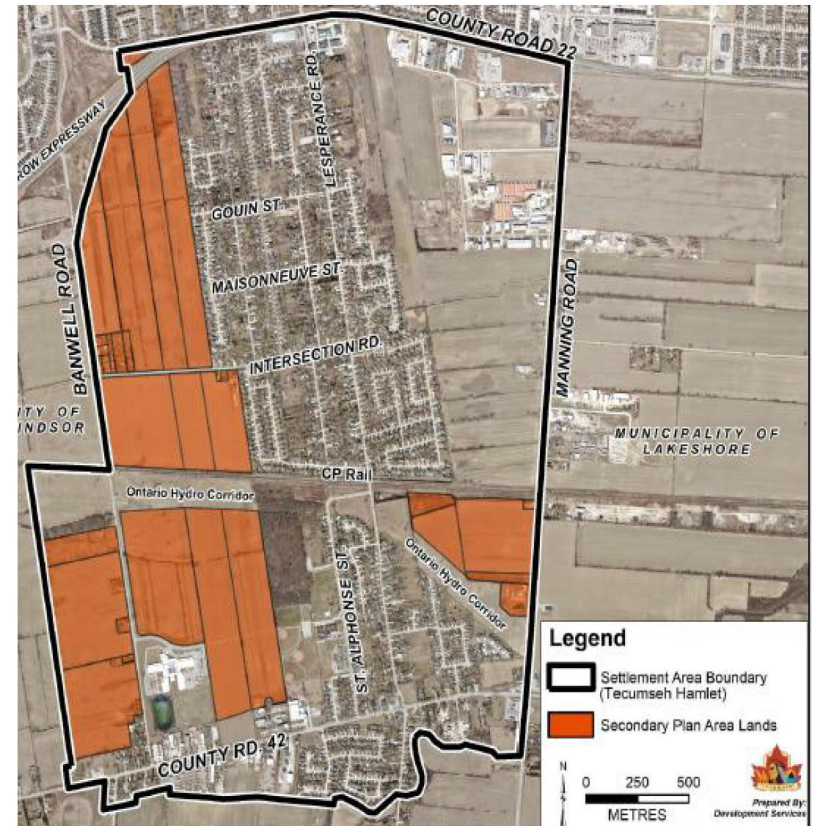
Questions and discussion to follow.



TECUMSEH HAMLET SECONDARY PLAN

Purpose of the THSP

- Purpose of the THSP is to ensure orderly, efficient and appropriate development of the study lands, which were identified as “Future Development” in the Official Plan since 1997.
- The THSP addresses the integration of existing and new development, land use distribution and related infrastructure requirements.
- It seeks to:
 - improve street network connectivity
 - build an interconnected network of public open space
 - identify the location and distribution of community facilities
 - identify a wide variety of future land uses, including a diversity of housing types.



TECUMSEH HAMLET SECONDARY PLAN

Community and Stakeholder Engagement

October 2022	Stakeholder Interviews with Key Landowners
October 2022	Property Owner Workshops
December 2022	Project Re-initiation Open House
December 2022	Meeting with Greater Essex County District School Board
April 2023	Public Information Centre #1 (Secondary Plan and EA Project Commencement & PIC #1)
July & September 2023	Workshops with McAuliffe Park Sports Group
November 2023	Public Information Centre #2 (Secondary Plan Update and EA PIC#2)
January-July 2024	Meetings with First Nations, Windsor, County of Essex, ERCA, MECP, Property Owners, Community Members
January-July 2024	Meetings with Property Owners in the study area
September 2024	Statutory Council Public Meeting
Dec 2024 & Jan 2025	Meetings with Banwell Road / Intersection Road Residents
January 2025	Regular Council Meeting – Council Adoption of Secondary Plan (Official Plan Amendment 5)

Note: Form of notification for PICs and Public Meetings was by mailout to properties inside the study area and within 120 metres of the study area (in accordance with *Planning Act*) as well as on the Town's website.



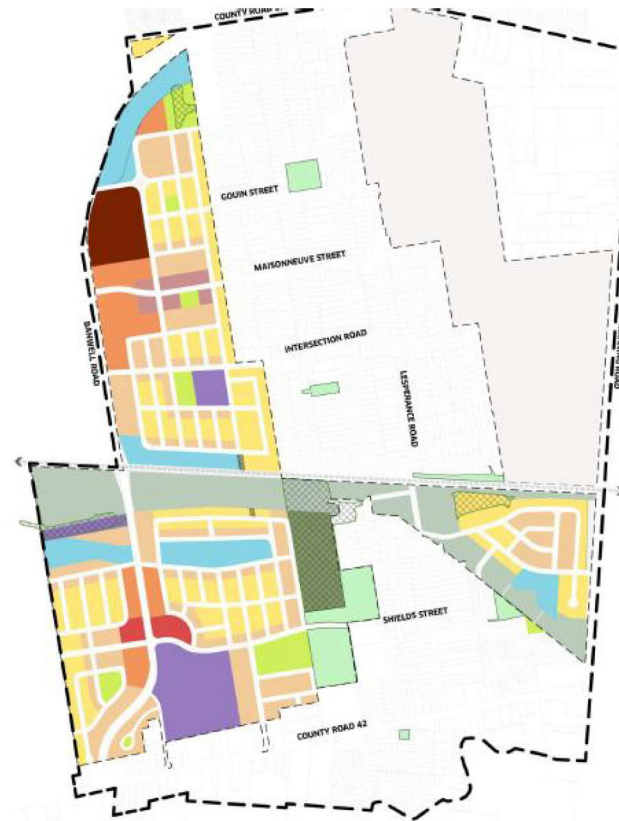
TECUMSEH HAMLET SECONDARY PLAN

Official Plan Amendment No.5

- On January 28, 2025, Official Plan Amendment No.5 was adopted by Council, incorporating the THSP document and associated schedules into the Tecumseh Official Plan
- On March 4, 2025, Official Plan Amendment No. 5 was approved by the County of Essex.
- The Appeal Period for the Official Plan Amendment No.5 passed with no appeals received

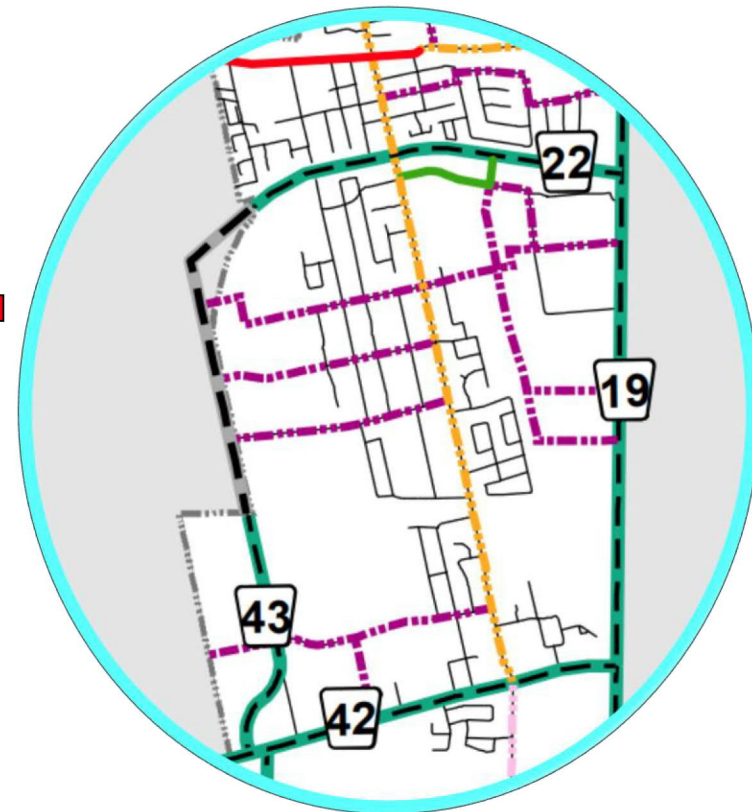
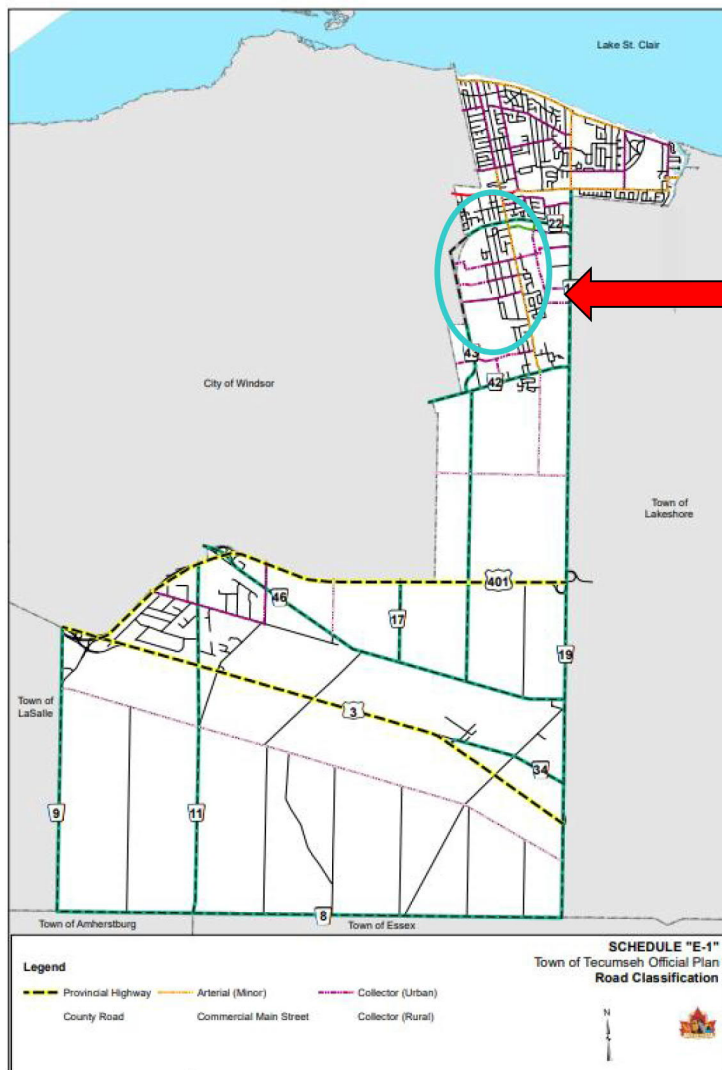
Land Use Plan

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Anchor Commercial
- Main Street Commercial
- Neighbourhood Commercial
- Community Facility
- Hydro Corridor
- Recreational
- Stormwater Management Ponds
- Natural Environment
- Natural Environmental Overlay
- Major Infrastructure Corridor



TECUMSEH HAMLET SECONDARY PLAN

Official Plan Road Classification



Legend

- Provincial Highway
- County Road
- Arterial (Minor)
- Commercial Main Street
- Collector (Urban)
- Collector (Rural)

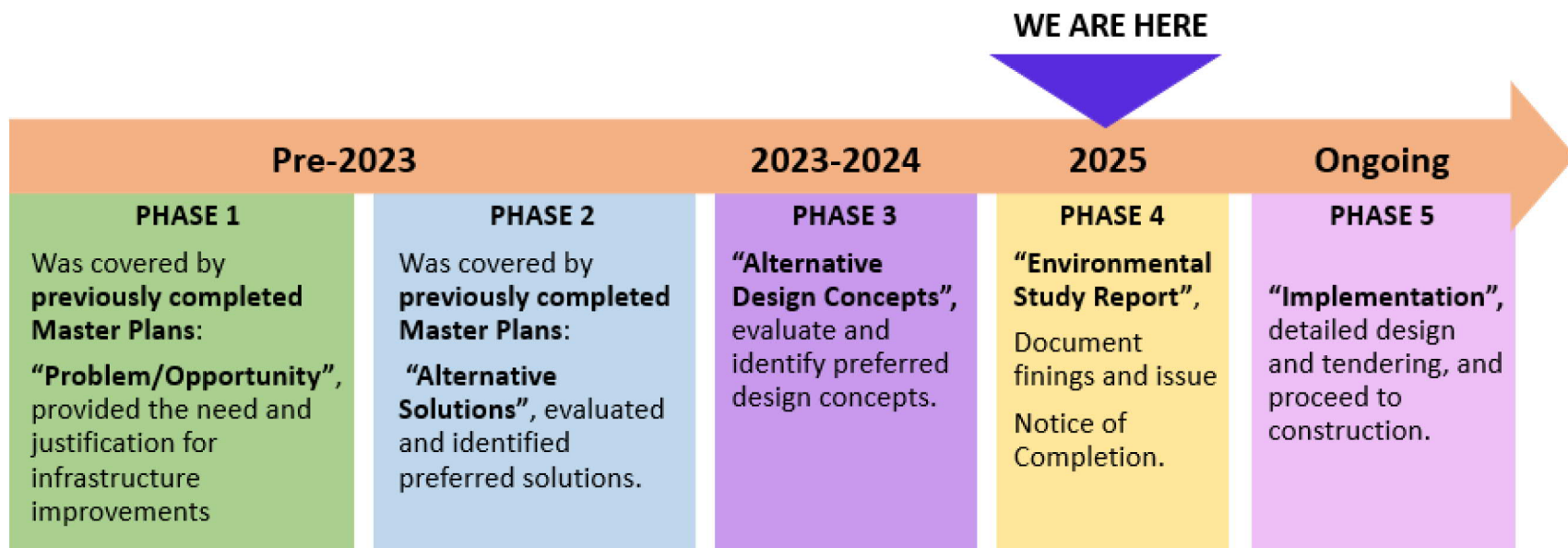


TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

What is an Environmental Assessment (EA)?

- In Ontario, an *Environmental Assessment* is a planning and decision-making process used to evaluate the potential environmental impacts of a proposed project before it begins. It ensures that environmental, social, cultural, and economic factors are considered. This process is governed by the **Provincial Environmental Assessment Act**, and applies to public sector projects (like roads, sewers, SWM and waste facilities) and some private sector projects that may significantly affect the environment.

Municipal Class EA Process



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Class Environmental Assessment and Functional Servicing Report

- While the **Secondary Plan** focusses on **Land Use**, the **Environmental Assessment and Functional Servicing Report** focusses on **Infrastructure** and provides developers a comprehensive framework for the servicing of their lands.
 - Confirms system capacity.
 - Establishes design parameters and level of service.
 - Defines how upstream and downstream systems must be accommodated.
 - Identifies land acquisition and property easement corridors.
 - Promotes sustainable development



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Class Environmental Assessment and Functional Servicing Report

Previous Master Plans and studies concluded that road, water, wastewater and SWM projects are needed to service new development in Tecumseh Hamlet. These studies have followed EA processes and have been approved by their respective Councils.

Transportation Projects

- Windsor / Tecumseh / County of Essex Boundary Agreement (2003)
- County Road 22 and County Road 19 Environmental Assessment (County of Essex / MTO) (2008)
- County Road 43 Environmental Assessment (County of Essex) (2009)
- Lauzon Parkway (County Road 42) Environmental Assessment (City of Windsor) (2014)
- Tecumseh Hamlet Secondary Plan Transportation Impact Study (2015)
- Banwell Road Environmental Assessment (City of Windsor) (2016)
- Town of Tecumseh Transportation Master Plan (2017)
- City of Windsor Battery Plant Traffic Study (2022)
- Tecumseh Hamlet Secondary Plan Transportation Impact Study - Addendum & Updates (2024)

Water and Wastewater Projects

- Town of Tecumseh Water and Wastewater Master Plan (2004, 2008, 2019)
- Water Model Update (North Service Area) (2022)
- Enwin Water Master Plan (2023)
- Town of Tecumseh Sanitary Model Recalibration and Basement Flood Risk Mitigation Study (2024)
- Tecumseh Hamlet Secondary Plan Area Functional Servicing Report (2025)

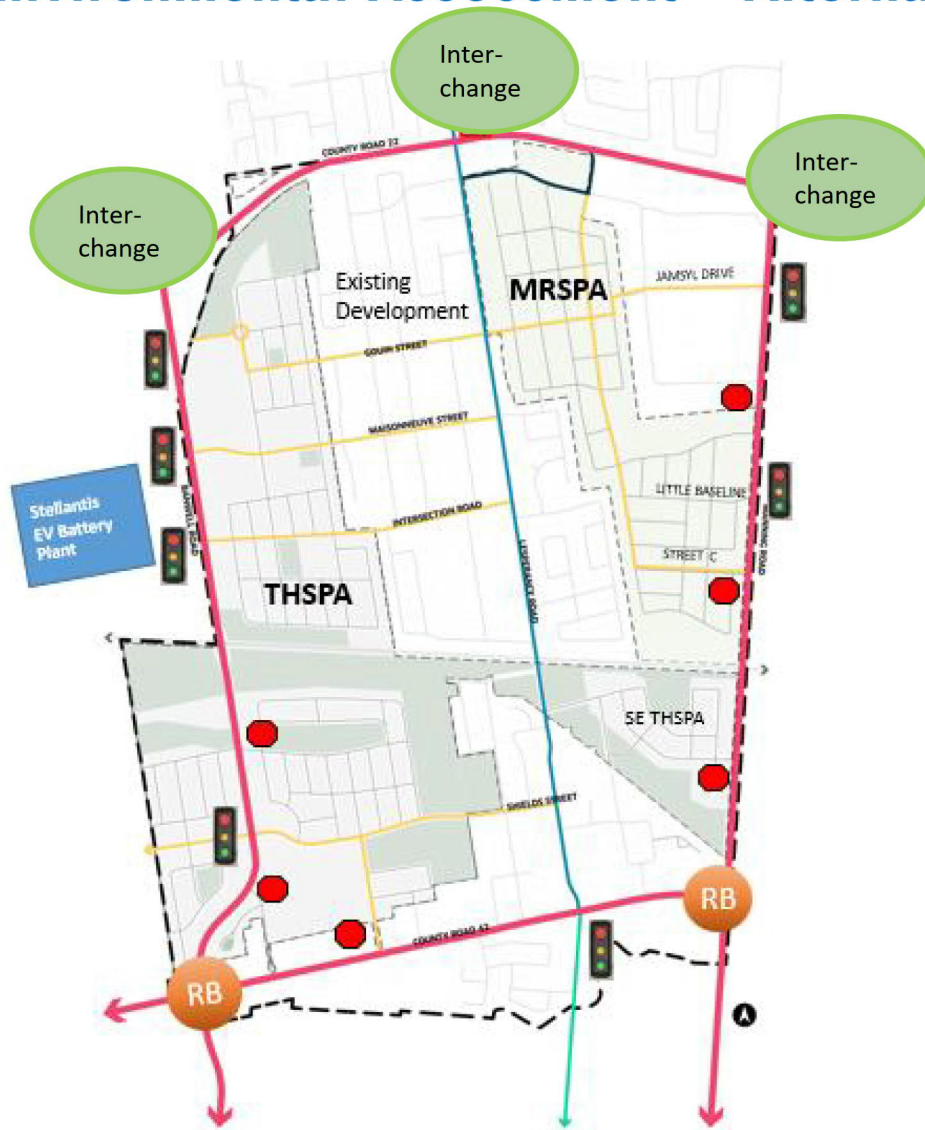
Stormwater Projects

- Tecumseh Drainage Master Plan (2019)
- Upper Litter River Watershed Drainage and Stormwater Management (SWM) Master Plan (2023)
- Tecumseh Hamlet Secondary Plan Area Functional Servicing Report (2025)



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Environmental Assessment – Alternative Solutions and Preferred Designs



Transportation

Design alternatives were derived from the Council adopted Tecumseh Transportation Master Plan

- Interconnected road network and active transportation facilities to support development.
- Strategically spaced collector roads will improve network connectivity.
- Road corridors can accommodate shared municipal servicing infrastructure.
- Facilitate interconnections to existing or proposed Active Transportation facilities



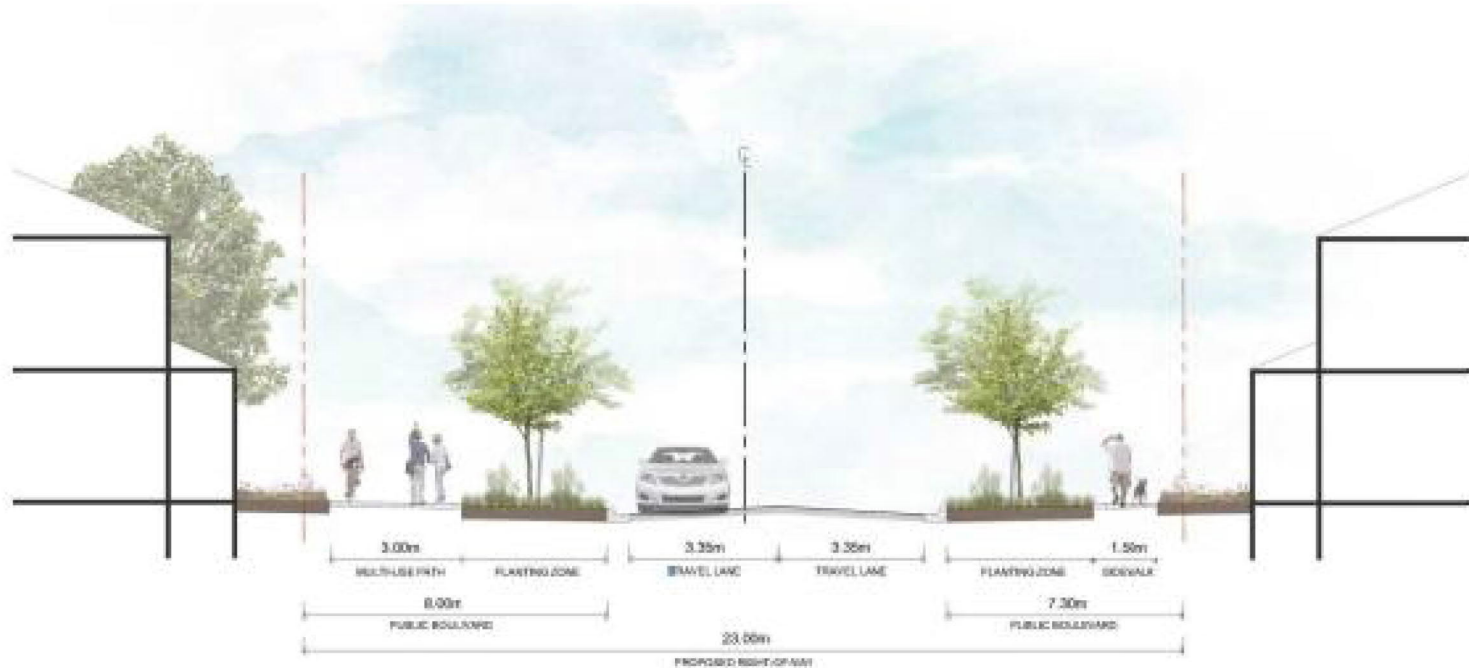
TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Transportation Master Plan Road Classification



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Environmental Assessment – Alternative Solutions and Preferred Designs



DESIGN CONCEPT #2 - 23m ROW

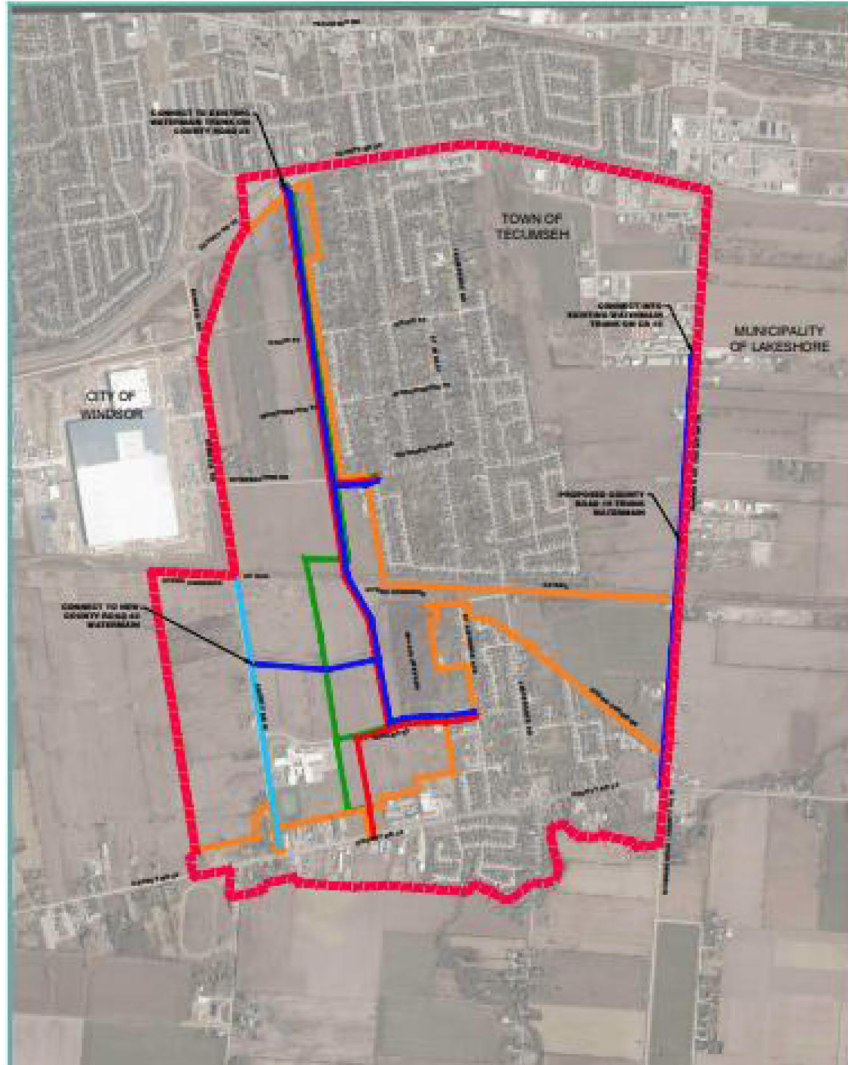
OFF-STREET CYCLING FACILITIES
(MUP) AND NO PARKING

**Preferred Design for Urban Collectors - Gouin, Maisonneuve & Intersection Road
(within the Secondary Plan Area)**



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Environmental Assessment – Alternative Solutions and Preferred Designs



Water

Design alternatives were derived from the Council adopted Water and Wastewater Master Plan

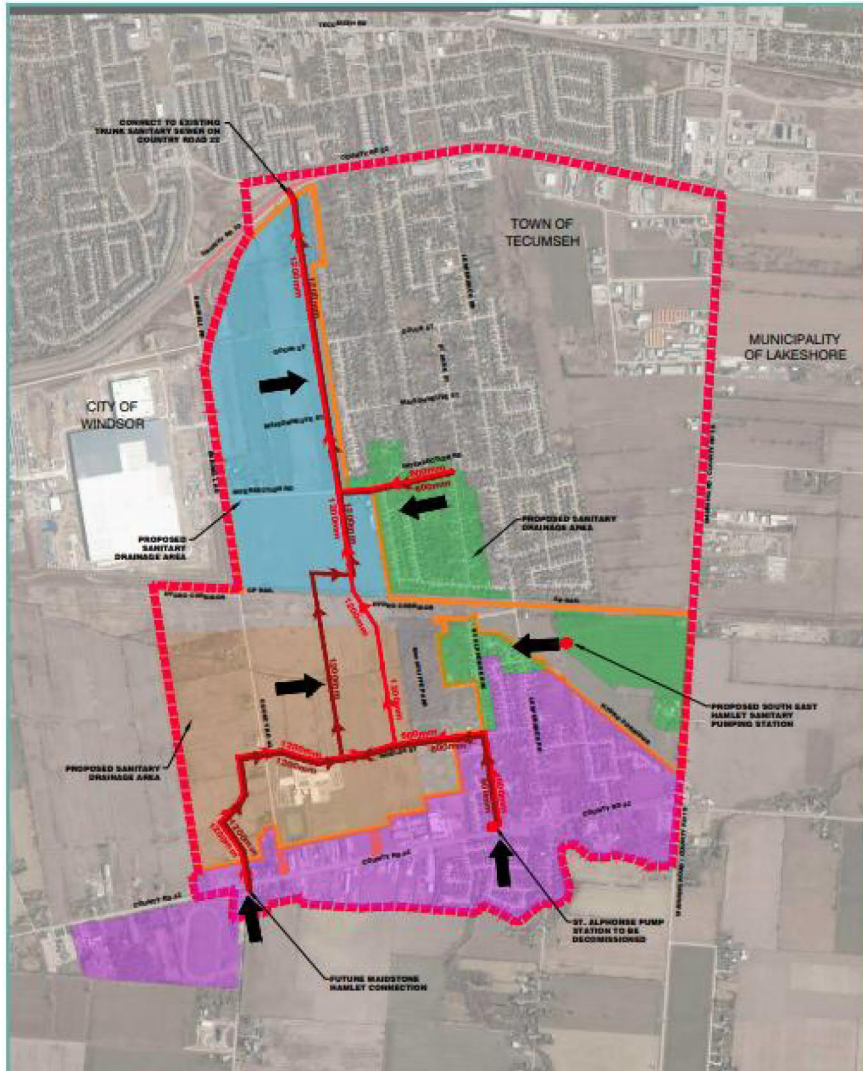
- Provide water service for future development area.
- New water interconnections with the City of Windsor
- Improve water circulation and servicing capabilities

Preferred Water Design identified in EA is shown in **Blue**



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Environmental Assessment – Alternative Solutions and Preferred Designs



Wastewater

Design alternatives were derived from the Council adopted Water and Wastewater Master Plan

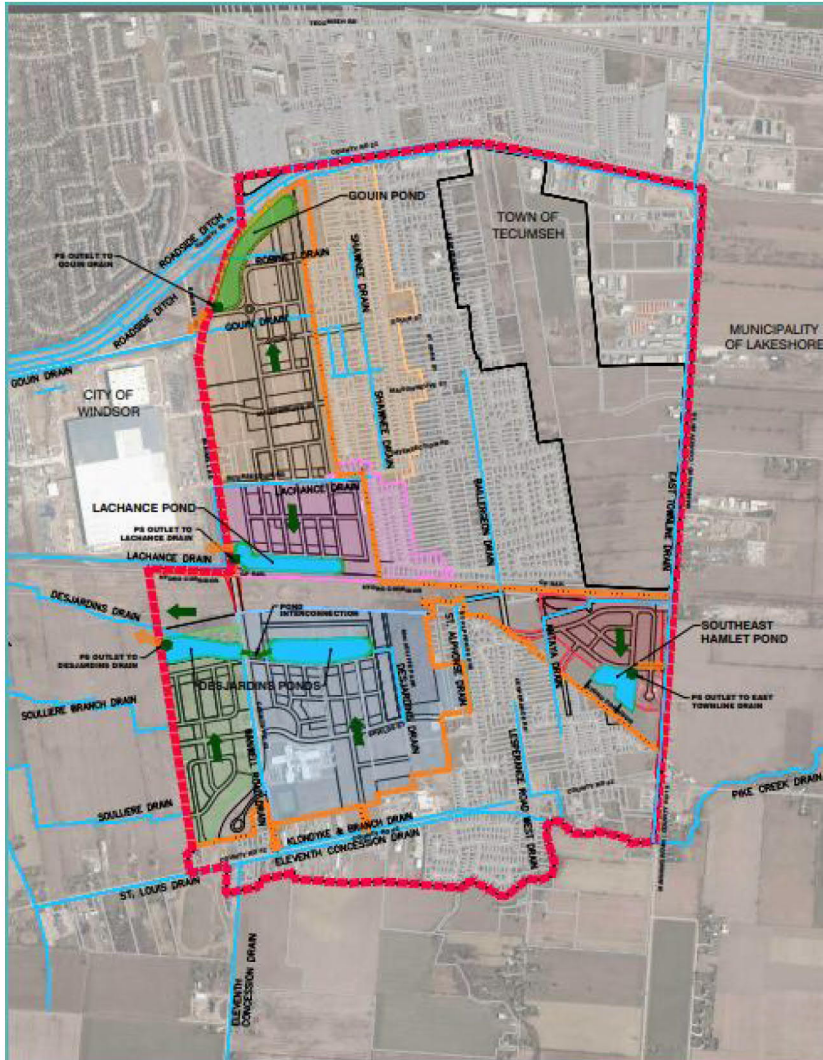
- Provide wastewater service for future development area.
- Redistribute wastewater flows to provide relief for the existing development areas.
- Mitigate basement flood risk.
- Considers flexibility for increased densities to account for the possibility of future ARUs.

Preferred Wastewater Design identified in EA is shown in **Red**



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Environmental Assessment – Alternative Solutions and Preferred Designs



Stormwater Facilities (SWMF)

Design alternatives were derived from the Council adopted Upper Little River Watershed Drainage and SWM Master Plan and the Tecumseh Drainage Master Plan.

- Provide quality and quantity control of runoff to protect the Little River and the East Townline drain.
- Four (4) controlled outlets to existing drains to mitigate downstream impacts.
- Capacity to improve storm sewer systems upstream with existing residential sections to the east.

Preferred Design in the EA identifies the Lachance, Desjardins, and Southeast SWMF's as **wet-ponds**. The Preferred Design for the Gouin SWMF is a **dry-pond**.



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Ongoing and Upcoming Infrastructure Projects

A number of infrastructure construction projects within and adjacent to the Tecumseh Hamlet Secondary Plan are ongoing or are imminent.

Transportation Projects

- County Road 42 Improvements (Banwell to Manning Road) & County Road 42 / Manning Road roundabout – County of Essex, Phases 1 Completed, Phases 3,4,5 in 2025-2027
- County Road 43 (CP Rail to County Road 42) – County of Essex, completed in 2024
- Banwell / CR 22 Interchange & Banwell Road Improvements – City of Windsor, 2025-2027
- Lesperance Rd / CR 22 Right-Turn Lane and Signalization Improvements – Town of Tecumseh, 2027
- Manning Road / CR 22 Intersection Improvements – County of Essex, 2026

Water and Wastewater Projects

- *Tecumseh Hamlet Trunk Water and Wastewater (Phase 1) - Town of Tecumseh, ongoing
 - *Tecumseh Hamlet Trunk Water and Wastewater (Phase 2, Intersection Road) – Town of Tecumseh, ongoing
 - County Road 43 Trunk Watermain Improvements – Town of Tecumseh, 2024
 - County Road 42 Watermain and Sanitary Sewer Improvements – Town of Tecumseh, 2023
- * The Town of Tecumseh will receive \$9.8M in Provincial Grant for these projects*

Stormwater Projects

- County Road 42 Storm Sewer Upgrades – County of Essex (2024)
- Gouin Pond Installation (TBD)



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

EA Community Notifications and Engagement

Notice of Project Commencement & PIC #1 (mandatory notification)

- Mailed on March 7, 2023
- Posted on the Town website on March 7, 2023
- Advertised in the Windsor Star on March 7 & 14, 2023
- PIC #1 held on April 13, 2023

Notice of PIC #2 and Tecumseh Hamlet Secondary Plan Area Update (mandatory notification)

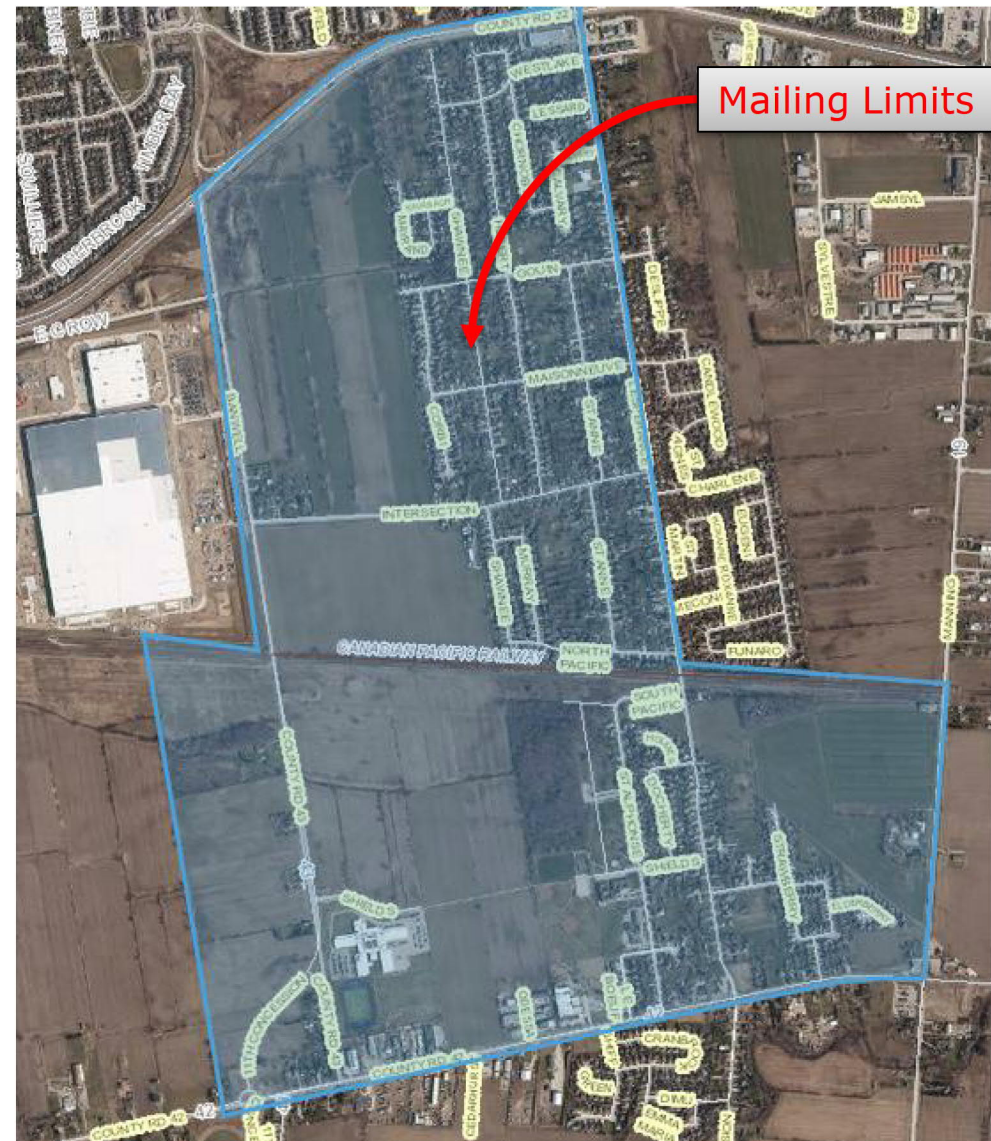
- Mailed on October 27, 2023
- Posted on the Town website on October 27, 2023
- PIC#2 held on November 27, 2023

Notice of Special Council Meeting (voluntary notification)

- Emailed June 19, 2025 to stakeholders, adjacent municipalities, regulatory agencies, and interested property owners that had previously provided email addresses
- Special Council Meeting held June 24, 2025

Notice of Completion (mandatory notification)

- Mailed on June 27, 2025
- Posted on the Town website on June 27, 2025
- End of the 30-day review period is August 8, 2025



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Future Public Engagement

Gouin / Maisonneuve Reconstruction

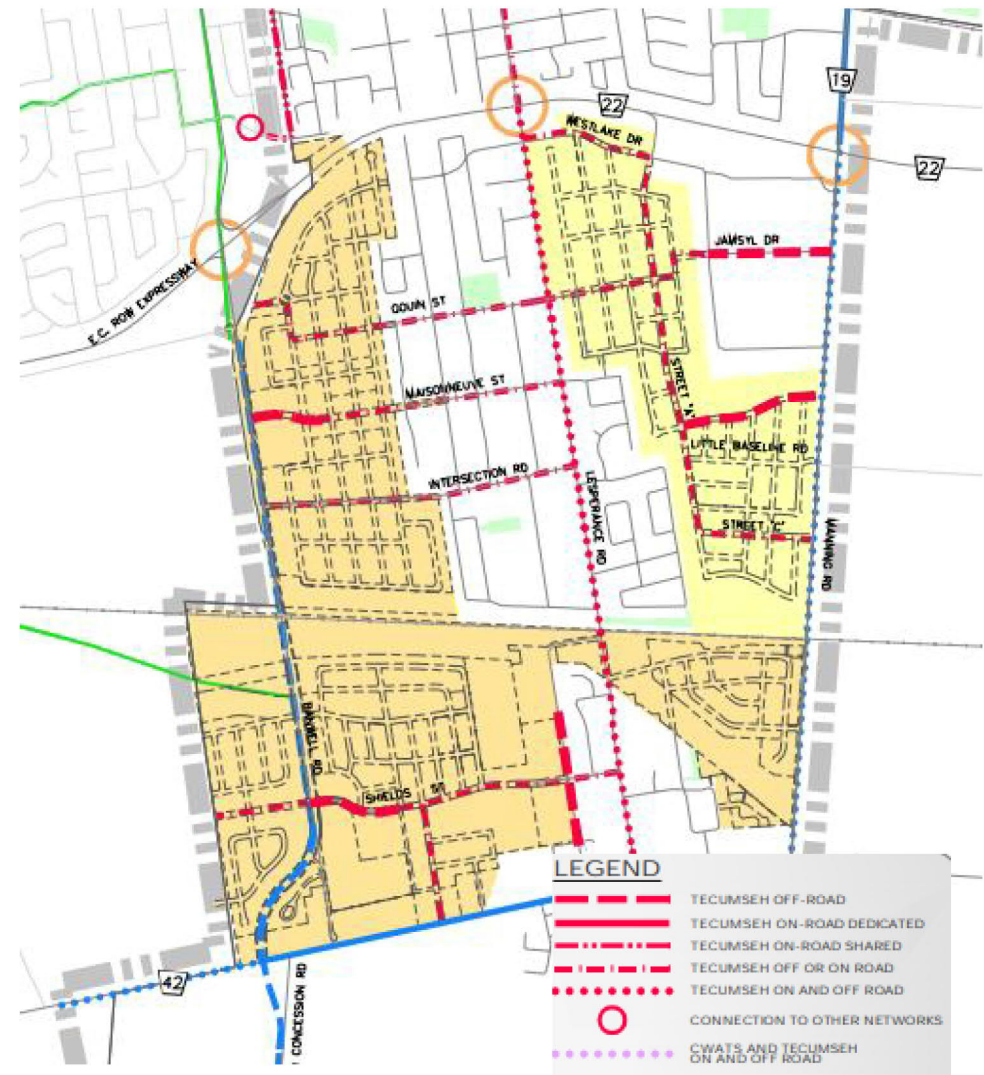
- Construction currently not anticipated under the Town's current long-term Capital Plan
- Engineering, survey and detailed design work will be required in the future
- PIC's will be organized as design work progresses

Intersection Road Reconstruction

- Previously considered under the Town's 5-year Capital Plan, but deferred by Council in 2024 due to budgetary constraints
- Detailed design underway, but the schedule for the reconstruction of Intersection TBD
- PIC for Intersection Road was hosted by the Town in December, 2023
- Additional PIC will be organized as project is re-initiated

For all future road reconstruction projects, determination of details within the road right-of-way will be better known as the detailed design process unfolds.

Engineering review of existing utilities and infrastructure, right-of-way widths, existing street trees, etc. will form part of the detailed survey and design.



Active Transportation Network (Urban Area)
Taken from the Town of Tecumseh Transportation Master Plan



TECUMSEH HAMLET ENVIRONMENTAL ASSESSMENT

Next Steps

- The Town will review comments received during the 30-day review period, which ended on August 8, 2025.
- With the assistance of the Town's engineering consultant (Dillon Consulting), responses will be provided to regulatory agencies, residents, and stakeholders that submitted comments during the review period.
- Under the Provincial *Environmental Assessment Act*, a request may be made to the MECP for an order requiring a higher level of study, or that conditions be imposed (ie. requires further studies), **only** on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and Treaty Rights. Based on the *Environmental Assessment Act*, **requests on other grounds will not be considered.**
- If no Orders are required by the MECP, Administration will report back to Council at a later date summarizing the comments received and the appropriate responses.



QUESTIONS / DISCUSSION

Thank you



Source: iStockphoto.com/Markus Spiller





**Town of Tecumseh
Meeting Notes
Tecumseh Hamlet EA - Meeting with Residents
August 11, 2025 at 4:00 pm**

Residents

Joanne (arr 4:30) and Ted Andkilde (dep 6:05 pm)
Concetta and Carlo Cafueri
Elaine and George Jraige
Dennis Standon

Town Administration

Margaret Misek-Evans, Chief Administrative Officer
Phil Bartnik, Director Public Works and Engineering Services
Brian Hillman, Director Development Services
Rob Auger, Director Legislative Services and Clerk
Shane McVitty, Development Engineer
Ellen Preuschat, Executive Assistant to the CAO

Dillon Consulting Limited

Laura Herlehy, Project Manager

Note: For ease of reading and organization of material and discussions, the meeting notes, which were prepared by Town Administration, are organized by themes and topics.

1. Introduction

- The meeting opened with round-the-room introductions.
- Town introduced the proposal to go through a power point presentation prepared by Town Administration regarding the two following processes:
 - The Tecumseh Hamlet Secondary Plan (THSP) planning process; and
 - The THSP Area (THSPA) Infrastructure Improvements, Municipal Class Environmental Assessment (THSPA Municipal Class EA) process regarding servicing and infrastructure details in support of the development proposed by the THSP.

2. Town Administration Presentation

- The presentation covered the following topics (copy of the power point presentation is attached to these Meeting Notes), during which there was discussion among those attending:
 - THSP:
 - The Plan was prepared under the requirements of the *Planning Act* to amend the Town's Official Plan;
 - Purpose of the THSP;
 - Community and Stakeholder Engagement between October 2022 and January 2025;
 - Timing of Council Adoption (January 28, 2025) and County of Essex Approval of Official Plan Amendment No. 5 (March 4, 2025) that had the effect of incorporating the THSP into the Tecumseh Official Plan;
 - Review of the Tecumseh Official Plan Road Classifications in relation to collector roads identified in the THSP area.
 - THSPA Municipal Class EA:
 - Description of "what is an Environmental Assessment";
 - Relationship between the THSP and the THSPA Municipal Class EA and Functional Servicing Report;
 - List of previous Municipal Class EA Master Plans and studies regarding roads, water, wastewater and stormwater management projects supporting new development in Tecumseh Hamlet, including those from other jurisdictions (i.e. City of Windsor and County of Essex);
 - Discussed the Transportation alternatives and preferred designs within the THSPA Municipal Class EA, as well as the Tecumseh Transportation Master Plan and Tecumseh Official Plan road classifications;
 - The THSPA Municipal Class EA provided alternatives and a preferred design for a Collector Road cross-section for the portions of Gouin, Maisonneuve and Intersection roads to be situated in the THSPA;
 - Water, wastewater and stormwater alternatives and preferred designs were discussed, including works to be undertaken in the THSPA that will improve current service levels within the existing developed area of the Tecumseh Hamlet;
 - List of ongoing and upcoming infrastructure projects (roads, water, wastewater and stormwater);
 - Specifically discussed the City of Windsor commencing with the construction of Banwell Road between Mulberry Drive to CP Rail in the next few weeks, that will take until mid-2027 to complete. This includes a full interchange at EC Row and Banwell, and Banwell Road being improved to six lanes between EC Row and Intersection Road

- (plus additional turning lanes) and four lanes between Intersection Road and CP Rail;
- List of community notifications and engagements for the THSPA Municipal Class EA and mailing limits;
 - Identification of future public engagement opportunities, including in advance of the reconstruction of the existing Gouin, Maisonneuve and Intersection roads;
 - Summary of the next steps in relation to the THSPA Municipal Class EA, including acknowledgement that the Town and its consultant (Dillon) will review all comments received during the 30-day review period of the THSPA Municipal Class EA document and will provide responses to those who provided the comments in as timely a manner as possible.
- In response to questions during the presentation, the Town expanded upon the following details in relation to the **THSP**:
 - On January 28, 2025, Council adopted Official Plan Amendment (OPA) No. 5 to incorporate the THSP into the Town's Official Plan (OP);
 - On March 4, 2025, OPA No. 5 was approved by the County of Essex, which is the designated approval authority under the *Planning Act*;
 - No appeals were received during the Appeal Period;
 - The THSP is now in full force and effect, including the associated policies, land use designations, road classifications and so on.
 - In response to questions during the presentation, the Town expanded upon the following details in relation to the **THSPA Municipal Class EA**:
 - The studies (Slide 9) that were undertaken followed various Municipal Class EA processes and have been approved by their respective Councils (Town, County of Essex or City of Windsor depending on the ownership of the infrastructure);
 - The 2003 Windsor/Tecumseh/County of Essex Boundary Agreement guaranteed the Town three connection points with Banwell Road between EC Row Expressway and CP Rail, which is a City of Windsor roadway;
 - The 2009 County Road 43/Banwell Road EA by County of Essex and the 2016 Banwell Road EA by Windsor also identified the preferred road connections with Banwell Road into Tecumseh;
 - Additional traffic studies were undertaken in 2022 following announcement of the battery plant. Studies considered the THSP land use plan, the operations of the battery plant and the other ongoing improvements in the areas, for example, widening of County Road 42 and external traffic network conditions. Windsor undertook a traffic impact study for the battery plant in 2022, and the Town updated the THSP Transportation Impact Study in 2024, which was reviewed and accepted by both the City and the County.

3. Public Notification of the Joint Planning and Municipal Class EA Processes

- The Town reviewed information regarding public notification processes with reference to slides 4 and 17 of the power point:
 - THSP (Slide 4)
 - Public notices for the joint PICs held for the THSP process and the THSPA Municipal Class EA process were mailed to landowners who have properties within the subject lands and to a much larger area of the existing Tecumseh Hamlet (see map on slide 17) that went well beyond the 120-metre distance established by the *Planning Act* for the statutory Council public meeting. The public notices for the joint PICs were also advertised in the Windsor Star and/or posted on the Town's website.
 - Public notice of the statutory Council public meeting held September 24, 2024, was given in accordance with the requirements of the *Planning Act*. The Notice was mailed to landowners who have properties within the subject lands and to landowners within 120 metres of the subject lands, as established by the *Planning Act*, as well as various public agencies, and in addition the notice was placed on the Town's website. The notice was also provided to those who requested notice at either the PICs or by email request to the Town.
 - THSPA Municipal Class EA (Slide 17)
 - Public notices for the joint PICs held for the THSP process and the THSPA Municipal Class EA process were mailed to landowners who have properties within the subject lands and to a large portion of the existing Tecumseh Hamlet (see map on slide 17) and were advertised in the Windsor Star and/or posted on the Town's website.
- Throughout the meeting some of the residents indicated they had known and attended council meetings and public information centres for these studies.

4. Residents Three Major Concerns

- The residents indicated that they had three major concerns, as follows:

Residents Concern No. 1 – Location of the proposed commercial development and medium and high-density development in the Tecumseh Hamlet Secondary Plan area:

- The residents shared that the location of commercial, medium and high-density buildings within the Tecumseh Hamlet Secondary Plan Area relative to the existing community was concerning, particularly for the area north of the railway. It was

stated that these uses will infringe on privacy, reduce property values, increase noise, cause congestion and parking problems, and negatively impact the people who live there. Residents do not want commercial plazas near their homes. One resident believed that commercial development proposed on Maisonneuve would abut existing homes and backyards.

- The residents' suggestion is to only locate commercial buildings along Banwell, place high density housing behind the commercial and then transition to low density beside the existing community.

Administration Response to Residents Concern No. 1:

- Reference to the Land Use Plan depicted on Slide 5 of the Town Presentation was made during Administration's response to Residents Concern No.1.
- The Town noted that all proposed development immediately abutting the existing residential development will be low density residential and is anticipated to have lot depths of approximately 120 feet.
- The Town also indicated that the Main Street Commercial area designated for a portion of new Maisonneuve in the THSP area is not intended for 'plaza' commercial development. Plaza style commercial development has a very specific built form typically with parking lots between the buildings and the public street and can sometimes be associated with large-scale commercial buildings. Instead, the Main Street Commercial policies outlined in the THSP establish a smaller scale of development that has buildings positioned closer to the sidewalk, with on-site parking to the rear of the buildings, and residential units above the commercial. On-street parking is also proposed along this section of Maisonneuve. This commercial area does not abut the existing residential areas.
- The Town noted that an intrusive overlook analysis was undertaken as part of the planning process. This analysis specifically had regard to determining if intrusive overlook would occur into the existing neighbourhood from the closest pockets of medium density residential development (allowed to be up to 4 storeys). This analysis also applied to the residential units proposed above the Maisonneuve commercial proposed to be located on the west side of the first north/south road. This analysis was presented at PICs and at open public Council meetings. Even though the analysis supported the proposal to allow four storeys on the west side of the new north-south street closest to the existing neighbourhood, there was a change to the THSP that restricted a maximum of three stories in this area in response to public feedback.
- The Town noted that high density residential uses, which permit apartments up to a maximum of six storeys in height, are primarily along Banwell Road, not near the existing development in Tecumseh Hamlet.

- The Town also stressed the importance of walkability, which was a guiding principle in the planning process. The proposed 'main street' area is proposed by design to encourage a pedestrian-friendly environment and support the creation of a complete neighbourhood through its central location in the northwest quadrant of the THSP area. Large-scale commercial type uses are only permitted along Banwell Road near the expressway.
- The Town noted that the distribution, density, diversity and mix of housing proposed in the THSP was developed with an eye to ensuring compatibility with existing properties, respond to changing housing needs, balanced against the capacity of roads, sewers, and other infrastructure.
- The Town noted that concerns raised during the preparation of the THSP regarding compatibility and design issues were considered and evaluated. The team working on this project used professional Planning and Engineering judgment to guide the ultimate recommendations to Council. These recommendations were made in accordance a range of policies established by the Province, the County and the municipality. All decisions of Council must be consistent with Provincial land use policies and in conformity with County land use policies. It was acknowledged that the new development will have a different form than the existing very low-density area of Tecumseh Hamlet, but that it will be compatible and integrated in a way that over time results in walkable, complete neighbourhoods with access to active transportation facilities, parks, schools and commercial uses.

Residents Concern No. 2 – Traffic concerns from the proposed connection of Maisonneuve and Gouin to Banwell:

- The residents believe that connecting Maisonneuve and Gouin from Lesperance to Banwell will increase traffic significantly, result in people taking shortcuts, create safety concerns, and ruin existing neighbourhoods. On Banwell now, between 3 and 6 pm, there is the need to wait 10-12 light changes to get through the intersection at E Row.
- The residents' suggestion is to either close existing Maisonneuve and Gouin to the THSPA area, possibly by using bollards that would permit the movement of emergency responders or design the future layout of Maisonneuve and Gouin in a manner that they do not directly connect to Banwell through the use of right and left 90 degree bends in the roads, maximum speed limits of 40 km/h and strategically located speed bumps and four-way stops.

Administration Response to Residents Concern No. 2:

- The Town noted that Maisonneuve and Gouin are both designated as "Collector" roads in the Council adopted Official Plan and the Council adopted Transportation Master Plan. This designation is intended to provide a level of order and hierarchy

to the Town's broader road network and affects the ultimate design and intended ability of the road to carry higher volumes than those designated as "Local" roads.

- The Town noted that the approved municipal documents, supported by professional transportation studies, promote the creation of a highly interconnected road network that has a hierarchy of roads, with Banwell, County Road 22, 42 and 19 being arterial roads that the collector roads, including Maisonneuve and Gouin, feed into.
- The Town referenced the traffic impact study that it commissioned, titled the THSP Transportation Study. This impact study provides the analysis supporting the proposed road network in the THSP.
- The Town again noted that additional traffic studies were undertaken in 2022 following announcement of the battery plant. These studies considered the THSP land use plan, the operations of the battery plant and the other ongoing improvements in the areas, for example, widening of County Road 42 and external traffic network conditions. Windsor undertook a traffic impact study for the battery plant in 2022, and the Town updated the THSP Transportation Study in 2024 which has been included as part of the THSPA Municipal Class EA.
- The Town suggested that drivers would take Banwell Road in its improved state which will be a four-lane cross-section (CP Rail to Intersection Road) and a six-lane cross-section (Intersection Road to EC Row) leading to a full interchange with ramps at EC Row. The Town further questioned the notion of a high degree of short cutting given the future proposed changes to the County Road 22/Lesperance Road interchange, which will be a partial interchange only permitting motorists to access County Road 22 westerly.
- The Town noted that Slide 12 of the power point highlights an excerpt from the THSPA Municipal Class EA showing a standard road cross-section for portions of Gouin, Maisonneuve and Intersection that are in the new development area of the THSP. The road cross-section illustrates how proper design can create friction that intuitively slows traffic while providing separate and safe facilities for pedestrians and bikers.
- The Town acknowledged the poor traffic situation that currently exists on Banwell Road, particularly north of the railway. The Town clarified that Banwell north of the railway is owned by the City of Windsor and south of the railway is owned by the County of Essex (County Road 43) and that the Town has been involved in extensive Municipal Class EAs undertaken by both the City and the County regarding their proposed improvements to this road. The County of Essex completed improvements to its portion of County Road 43/Banwell and the City of Windsor will be commencing construction of its improvements on Banwell within the next few weeks, which when complete will improve traffic issues and congestion. Following the reconstruction, sections of Banwell Road will be a four-lane cross-section and a six-lane cross-section which will also include right and left turning

lanes. Once completed this will provide a significantly greater capacity to accommodate north or south traffic movements.

- The Town noted that the Maisonneuve roadway connecting Banwell to the existing Maisonneuve was shown on display boards at each PIC. The need for traffic signals at the intersection of Banwell and Maisonneuve was initially identified in the City's 2016 Banwell EA and is provided under the final traffic studies in the Town's THSPA Municipal Class EA.
- The Town acknowledged that it is the intent of the Town to introduce transit to the Tecumseh Hamlet at some point in the future and referenced current requests to provide transit to Tecumseh Vista. This is part of a larger desire to ensure that a full range of transportation choices are available to existing and future residents, including walking, biking, transit and private vehicles and that the appropriate infrastructure is constructed to support these choices. The THSP and the THSPA Municipal Class EA provide the planning framework to ensure appropriate facilities are made available in a coordinated and orderly fashion over time.
- Upon questions from the residents, the Town acknowledged that it is normal practice to monitor future traffic conditions and introduce traffic calming measures as warranted and in accordance with applicable Town policies.

Residents Concern No. 3 – Location of proposed walk/bike path along roads in the existing neighbourhood and in the new area of the THSP is inappropriate:

- The residents are concerned that any proposed walk/bike path on the existing portion of Maisonneuve in the existing neighborhood and in the new area of the THSP is not consistent in terms of location and setback from roads and will adversely affect existing tree plantings and residential green space.
- The residents' suggestion is to ensure walking paths are no more than 18 inches from the curb of the road as a standardized requirement and to ensure minimal impact on existing residential green space. Walk paths on both sides of the road should both be a width of three feet. The residents do not see a need for a wider walk/bike path. The residents indicate that additional hard surface space will result in greater likelihood of flooding. A standardized planting zone no more than 10 metres from the centre of the road was suggested along all roads as this will maintain a consistent look and reduce the potential for encroachment on existing residential properties.

Administration Response to Residents Concern No. 3:

- The Town explained that both the THSP and the THSPA Municipal Class EA are intended to support an active transportation network that supports greater choices for residents of all ages and capacities to walk and bike. As with the road network, a hierarchy of multi-use trails and sidewalks will ensure a coordinated and integrated

network is available for the existing area and new development area. It is noted by the Town that our demographics will continue to change towards an increasingly aging population and therefore means of mobility other than just vehicular is important to provide. The aim is to provide interconnected active transportation facilities while having regard to context sensitive designs.

- The Town noted that walking and biking facilities are intended to provide for safe walking and biking conditions on Maisonneuve and Gouin as both are designated as Collector Streets in the Town's Official Plan and Transportation Master Plan.
- The Town noted that the details of the roadway cross section in existing developed areas have not been determined at this early stage but will be thoroughly reviewed during future detailed engineering and design stages. The preferred location and size of sidewalks and pathways along Maisonneuve, Gouin and Intersection east between Lesperance and the Hamlet Secondary Plan Area have not been finalized or designed yet. Gouin, Maisonneuve and Intersection will require comprehensive survey and engineering design work that will review all existing components within the right-of-way limits, including such things as sewers, utilities, streetlights and trees. PICs will be scheduled on these designs in the future prior to construction.
- The Town noted that the timing of development in the THSPA is not clearly known at this time as it does not have any development applications from the owners of the lands. The timing of reconstruction of the existing Maisonneuve roadway, including the introduction of sidewalks and trails, will be influenced by the timing of development of lands in the THSPA. The Town noted that the reconstruction of the existing Maisonneuve roadway is not presently identified in the Town's future capital works plan. The Town also noted that there are other infrastructure improvements that are considered when determining the timing of projects, in this case the reconstruction of the road, installation of trunk storm sewers and the installation of trunk sanitary sewers.
- The Town noted that a three-foot-wide sidewalk is less than the Town's minimum of five feet, which is required to be functional by users and in order to meet the requirements of the *Accessibility for Ontarians with Disabilities Act* (AODA).

5. Residents Other Questions

- The residents had questions regarding the following:

Battery Plant:

- The residents questioned if there is a fire or disaster at the battery plant, is there an appropriate response plan in place.
- The Town noted that Windsor Fire would be the first on the scene given the battery plant is in Windsor. The Town further noted that the regional fire chiefs work

together, and mutual aid agreements are in place to ensure that support is provided to municipalities when needed during an emergency. Tecumseh Fire Service recently toured the battery plant, which has robust fire suppression systems in place. Trained personnel are on duty 24 hours a day at the plant, which also has a site-specific emergency plan.

Future Public Notices:

- The residents questioned how future public notices would be provided regarding future development in the THSP area.
- The Town noted that future public notices will be provided in accordance with the provisions of the *Planning Act*, which is the legislation by which the Town must process applications and make decisions.
- The Town noted that any resident can write to the Town under the *Planning Act* and request that notice be provided to them for respective applications under the *Planning Act*. The Town noted that the provision of a full municipal mailing address is more appropriate than email addresses as email addresses can change over time.

6. Residents Petition

- The residents advised that in just over a week, they collected two petitions with 467 signatures or 2% of Tecumseh population, reaching out to those from Banwell to Lesperance and E.C. Row to Intersection. The residents noted that this represents about 388 households and is a high level of engagement in a short space of time of those who felt they were not being fully informed about the Hamlet project. The residents estimated that approximately 60% of people didn't know about the THSP or the THSP Municipal Class EA.
- The Town reviewed the comprehensive notification process that was followed (see Section 3 of these Meeting Notes).

7. Next Steps Regarding THSPA Municipal Class EA Process

- The Town noted that the THSPA Municipal Class EA 30-day comment period ended on August 8, 2025, and that Town Administration along with Dillon Consulting will be preparing responses to each communication received during the review period. The Town further noted that given the number and scope of communications received, it will take some time to prepare the responses and as a result a specific timeline could not be provided except that it will be done when the Town's team can properly address the issues raised. The Town noted that this work and the associated timeline must be balanced against all other projects underway as the Town is in construction season, which creates capacity constraints. The Town noted that it will do its best to get responses out in a timely manner.

8. Deliverables from the Town

- The Town indicated that a copy of the following material would be provided to the residents:
 - the Meeting Notes;
 - the Town's Power Point Presentation from this meeting;
 - past Planning Reports that dealt with comments received as part of the THSP process;
 - the Town's traffic policies.

9. Closing of Meeting

- After an exchange of thanks, the meeting adjourned at 6:20 pm.



Tecumseh Hamlet EA – Meeting with Residents – Response to Comments

Date of Distribution to Residents: November 14, 2025

This document summarizes resident feedback received following distribution of the Town's August 11, 2025, Meeting Notes regarding the meeting held with Town of Tecumseh staff and consultant. Administrative responses to each follow-up question are provided below. This document shall be appended to the Town's August 11, 2025, Meeting Notes and will form part of the public consultation record for the Tecumseh Hamlet Infrastructure Improvements Schedule C Municipal Class Environmental Assessment.



The Corporation of the Town of Tecumseh

Resident	Topic/Issue	Question/Concern (as copied directly from resident emails)	Administration Response
Elaine Jraige	Proximity to medium and high density	<p>1. <i>"Location of Medium, High Density and commercial in the Hamlet</i></p> <p><i>I recall that Concetta had asked what the distance behind my house from the property line to the medium density (yellow strip) on Corbi lane is.</i></p> <p><i>From my notes, the Town Administration Responded to Concetta's Concern by saying, that all proposed development immediately abutting the existing residential development will be low density residential and is anticipated to have lot depths of approximately 120 feet. Standard lot is typically 110-120 ft.</i></p> <p><i>Concetta spoke to the Manager that was actually doing the work on Gouin, and he said lots are 100ft. She is concerned that it is very close to her back yard. The main concern is of noise and air pollution. This will intrude on privacy where she has noted she has a young daughter, family and friends that spends time in her backyard with a swimming pool. This makes her and family feel unsafe. No</i></p>	<ul style="list-style-type: none"> • This chart will be appended to the meeting notes to ensure that these statements/concerns are formally recorded. • Report DS-2025-03 addresses proximity and allowable height of medium density residential uses to existing Corbi Lane subdivision. The THSP permits only low density residential development directly abutting the existing homes that are situated on the west side of the existing built-up area of the hamlet. Single detached dwellings and semi-detached dwellings are permitted in the Low Density Residential designation, which will be of a similar scale and size of the abutting existing residential uses on Corbi Lane. This low density residential development will front on the east side of a new north-south municipal road. On the west side of this new road, pockets of medium density residential development are proposed. • The Provincial Planning Statement requires that municipalities shall provide for an appropriate range and mix of housing options and densities. • Municipal By-Laws must be adhered to as it relates to noise, air quality and lighting conditions.



The Corporation of the Town of Tecumseh

		<i>further comments were addressed to the concern only to say plan has been adopted. Please include this exchange in the meeting notes."</i>	
	Notification	<p>2. <i>"Public Notification Slide 4 noted:</i></p> <p><i>The Notice was mailed to landowners who have properties within the subject lands and to landowners within 120 metres of the subject lands, as established by the Planning Act. Throughout the meeting some of the residents indicated <u>they</u> had known and attended council meetings and public information centres for these studies.</i></p> <p><i>From my notes George pointed out that since the plan was extending Maisonneuve and Gouin to Banwell that would make all residents on Maisonneuve, Gouin and the feeder streets impacted residents, and they should have been included in the public notification. The Town administration stated that they followed the Planning Act. This was a point of disagreement. Please include this in the minutes."</i></p>	<ul style="list-style-type: none"> • This chart will be appended to the meeting notes to ensure that these statements/concerns are formally recorded. • The Tecumseh Hamlet Secondary Plan did not change the classification of Maisonneuve or Gouin Street, as the roads were already classified as Urban Collector roads in the approved Tecumseh Official Plan, 2021. Given there was no proposed change to the designation of these roads, there was no associated notice requirement.
	Traffic	<p>3. <i>"Traffic Concerns:</i></p> <p><i>During the meeting there was a back & forth debate between Phil, George, Carlo and the other</i></p>	<ul style="list-style-type: none"> • Maisonneuve and Gouin were both designated as "Collector" roads in the Tecumseh Transportation Master Plan (Final Report dated June 2017) and the Tecumseh Official Plan (Council adopted February 3, 2021). This designation is intended to provide a level



The Corporation of the Town of Tecumseh

		<p><i>residents, about the traffic concerns on Maisonneuve and Gouin. Phil, said that the traffic study was completed, and it did not see a lot of traffic impacting Maisonneuve and Gouin. All the residents stated that there are many cases where people will take Maisonneuve/Gouin, from the battery plant, and from North bound or South bound traffic off of Banwell to Lesperence, especially if there is traffic congestions/accidents on Banwell and/or CR22.”</i></p>	<p>of order and hierarchy within the Town’s transportation system, guiding its design standards and ensuring it can accommodate higher traffic volumes than those designated as “Local” roads.</p> <ul style="list-style-type: none">• The Town’s broader road hierarchy is supported by County Roads 19, 22, 42 and 43, and Banwell Road in the City of Windsor. Each of these roadways were subject to a Municipal Class EAs and associated transportation studies.• Additional traffic studies were undertaken in 2022 following announcement of the battery plant. These studies considered the THSP land use plan, the operations of the battery plant and the other ongoing improvements in the areas, for example, widening of County Road 42 and external traffic network conditions. Windsor undertook a traffic impact study for the battery plant in 2022, and the Town updated the THSP Transportation Study in 2024 which has been included as part of the THSPA Municipal Class EA.• The updated Banwell Road Municipal Class Environmental Assessment found that, provided road improvements recommended by the various municipal class EAs are constructed, the surrounding road network will be able to support the projected traffic generated from the THSPA. It is noted that the County’s portion of Banwell Road (County Road 43) has been completed. The City’s portion, including an interchange at E.C. Row, is proposed to commence
--	--	--	---



The Corporation of the Town of Tecumseh

			construction in 2025, with completion anticipated by Q4 2026.
	Process	<p>4. <i>"Changes to the OP Amendment</i></p> <p><i>During the meeting Concetta asked what happened to the park that was shown during the public discussions with Corbi residents? There have been so many changes to the plan that were not communicated with the residents that did participate in the public discussion phase. Please include this in the minutes."</i></p>	<ul style="list-style-type: none"> • This chart will be appended to the meeting notes to ensure that these comments and concerns are formally recorded. • The park was relocated slightly to the west in response to stakeholder comments through the public consultation process.
George Jraige	Notification	<p>1. <i>"On Page #3 & 4 when this, "...No appeals were received during the Appeal Period;..." & Item 3. Public Notification of the Joint Planning and Municipal Class EA Processes. For these items, I stated that I, along with the majority of the residents in the petition were not aware that the Hamlet plan was under review and it's subsequent approval, since most, if not all of the affected residents on Maisonneuve, Gouin, and feeder streets were not notified to provide their community feedback. The town stated that they considered that the affected residents would be 120 Meters from the west rear yard of the Corbi lane. The residents stated that since the plan was to open Maisonneuve and Gouin streets to Banwell that it would render those residents on Maisonneuve, Gouin and feeder streets as impacted from the</i></p>	<ul style="list-style-type: none"> • Public notice of the statutory public meeting held September 24, 2024, was given in accordance with the requirements of the <i>Planning Act</i>. The Notice was mailed to landowners who have properties within the subject lands and to landowners within 120 metres of the subject lands, as established by the <i>Planning Act</i>, as well as various public agencies and, in addition, the notice was placed on the Town's website. The notice was also provided to those who requested notice at either the PICs or by email request to the Town. • All notices that involved the THSP and THSPA Municipal Class EA public open houses included direct mailings to all homes as far east as Lesperance Road, including those residents on Maisonneuve, Gouin, and feeder streets.



The Corporation of the Town of Tecumseh

		<p><i>development. The Town did not use this definition.</i></p> <p><i>All residents in the meeting requested that our emails be recorded in the town and notified for any future issues related to the Hamlet Development or similar matters. The Town agreed to comply with this request."</i></p>	<ul style="list-style-type: none"> • The Tecumseh Hamlet Secondary Plan did not change the classification of Maisonneuve or Gouin Street, as the roads were already classified as Urban Collector roads in the approved Official Plan, 2021. • Additional traffic studies were undertaken in 2022 following announcement of the battery plant. These studies considered the THSP land use plan, the operations of the battery plant and the other ongoing improvements in the areas, for example, widening of County Road 42 and external traffic network conditions. Windsor undertook a traffic impact study for the battery plant in 2022, and the Town updated the THSP Transportation Study in 2024 which has been included as part of the THSPA Municipal Class EA.
	Meeting Notes	<p>2. <i>"There are several points in the notes where it reads, "In response to questions during the presentation, the Town expanded upon the following details..." Please add the question that was actually asked and a summary of the exchange."</i></p>	<ul style="list-style-type: none"> • The meeting notes were not recorded verbatim and are not intended to be meeting minutes. Effort was made to capture the points of concern and the Administrative responses.
	Proximity to medium/high density and commercial lands	<p>3. <i>"Under Residents concern#1 - there were extensive discussions about what Corbi Lane residents at the time when they provided concerns stated that they didn't want the any commercial or high & Medium density at least one full street block away from the back yard of Corbi, and that all areas except around the</i></p>	<ul style="list-style-type: none"> • At the meeting, it was clarified the commercial lands were neither abutting nor a few feet from the existing Corbi Lane rear yards. The nearest commercial designation is the Main Street Mixed Use Designation located to the west of Corbi Lane properties, separated by a tier of new residential



The Corporation of the Town of Tecumseh

		<i>new Maisonneuve street section brings commercial and medium density units to only a few feet from the Corbi rear yard."</i>	development and a new north-south municipal roadway.
	Proximity to medium and high density	4. <i>"Under Residents concern#2 - The concerns for this issue included increased safety risk for our residents, particularly our children, increased Noise & Air Pollution, increased traffic density and parking issues. Why were these left off the notes. Please add them in the notes."</i>	<ul style="list-style-type: none"> This chart will be appended to the meeting notes to ensure that these statements/concerns are formally recorded.
	30-day Review Period	5. <i>"The Residents asked the Town to review the three major concerns and do their best to mitigate the concerns raised. The Town said it would take time and that a specific date when these responses can be provided. The Residents wanted to get the official responses within a four-week period. These deliverables were not enumerated in Section 8. Deliverables from the town."</i>	<ul style="list-style-type: none"> This chart will be appended to the meeting notes to ensure that these statements/concerns are formally recorded.
Carlos Cafueri	Process	1. <i>"On page 5, it was noted in the response that "there was a change to the THSP that restricted a maximum of three stories in this area in response to public feedback.". I would like to add additional info that the official amendment per screenshot below is not showing this agreement. The special policy area with</i>	<ul style="list-style-type: none"> The lands referred to within the "red box" are designated Main Street Mixed Use, which already establishes a height limit of 3 storeys. It does not need to be hatched.



The Corporation of the Town of Tecumseh

		<i>hatched lines is missing in the red boxed area below."</i>	
	Process	2. <i>"In the meeting, I asked for the document, decision flowchart or guidelines that are used to address residents' concerns. What I mean is, if someone sends an email regarding a concern how is this handled. Does only 1 person decide on any changes? If there are a certain number of people with the same concern does it get more attention, etc.?"</i>	<ul style="list-style-type: none"> • The Town does not prepare decision flowcharts of this nature. • Concerns raised by residents and stakeholders through the THSP process were considered by the THSP project team and ultimately summarized and presented to Council through Reports DS-2024-24 and DS-2025-03 as part of the Council decision-making process. These reports were previously provided with the original distribution of the Meeting Notes dated August 11, 2025.
	Traffic	3. <i>"Regarding the traffic study. I had asked for specifics from the studies that require Maisonneuve and Gouin to be collector roads. So specifically what number thresholds or other factors make these roads go through at Corbi, require them to connect directly to Banwell and require Maisonneuve to connect at the exit to the Battery plant. Is there info showing these are a requirement or are we just having them go through without the data to support this?"</i>	<ul style="list-style-type: none"> • Please refer to the Tecumseh Official Plan, Tecumseh Transportation Master Plan and all related Class EAs completed in this vicinity and supporting transportation studies, including the traffic analysis undertaken as part of the THSP Municipal Class EA. These documents provide the rational and are available on the Town's, County's and City's websites. • Transportation Master Plans are developed based on traffic engineering principles and good community design. These are supported by traffic data and analysis completed by qualified traffic engineers.
	Notification	4. <i>"On page 4 there is mention of public notices being mailed to residents within 120 meters of the subject lands. Below is a screen shot of the lot leading to Maisonneuve is not highlighted in orange as subject land. This lot will need to</i>	<ul style="list-style-type: none"> • The area you identified as the "red box" is presently part of the Maisonneuve Road allowance. It is not a privately-owned lot.



The Corporation of the Town of Tecumseh

		<i>become a road if Maisonneuve is to go through heading West. Therefore, it should've been highlighted accordingly. This would in turn take the 120-meter notification zone further East."</i>	
Joanne Andkilde	Notification	1. <i>"Did anyone who lives on Maisonneuve provide any comments during the process? Does the town think that everyone who lives on Maisonneuve would be okay with changing our rural road to an urban collector? Or is it more likely that the town did not reach out to anyone on Maisonneuve notifying them of the potential change."</i>	<ul style="list-style-type: none"> Public notice of the statutory public meeting held September 24, 2024, was given in accordance with the requirements of the <i>Planning Act</i>. The Notice was mailed to landowners who have properties within the subject lands and to landowners within 120 metres of the subject lands, as established by the <i>Planning Act</i>, as well as various public agencies and, in addition, the notice was placed on the Town's website. The notice was also provided to those who requested notice at either the PICs or by email request to the Town. All notices that involved the THSP and THSPA Municipal Class EA public open houses included direct mailings to all homes as far east as Lesperance Road, including those houses on Maisonneuve. The Tecumseh Hamlet Secondary Plan did not change the classification of Maisonneuve, as it was already classified as an Urban Collector road in the approved Official Plan, 2021.
	Emergency Evacuation	2. <i>"Given that there is currently no emergency evacuation plan for the people currently residing in the hamlet, how does the town plan to handle all of the additional people."</i>	<ul style="list-style-type: none"> Windsor Fire would be the first on the scene given the battery plant is in Windsor. The regional fire chiefs work together, and mutual aid agreements are in place to ensure that support is provided to



The Corporation of the Town of Tecumseh

		<p><i>The people who reside in Tecumseh are the responsibility of Tecumseh, certainly not the responsibility of Windsor or the fire staff in the battery plant. The high density and medium density units should be located near County Rd 22 and 42. That way in the event of an emergency they could get out of the Hamlet faster rather than attempting to evacuate down Lesperance Rd. Was an accident at the battery plant even considered during the design of this development? What is the plan and who is responsible for making the plan and ensuring that all residents are aware of the plan and their evacuation routes."</i></p>	<p>municipalities when needed during an emergency. Tecumseh Fire Service recently toured the battery plant, which has robust fire suppression systems in place. Trained personnel are on duty 24 hours a day at the plant, which also has a site-specific emergency plan. It is normal for large industrial plants to have both an emergency response plan and trained personnel on staff.</p> <ul style="list-style-type: none"> • The Town's fire department is currently working on a Fire Master Plan which encompasses a comprehensive review of the Tecumseh Fire & Rescue Services. The Plan will consider the expansion of the Hamlet area, increased traffic and implications of the battery plant. This plan will address the Town's future Fire Protection Services needs in compliance with the "Fire Protection and Prevention Act" and will address staffing, equipment and facility requirements going forward. It is expected that the plan will be completed in 2025 and will be presented to Council for discussion. • The Town is prepared to implement evacuation plans for any area of Town depending on the scale of the emergency incident. • The proposed fully interconnected Hamlet road network provides the most accessible solution for emergency vehicles to access and egress to and from this neighbourhood.
--	--	--	---

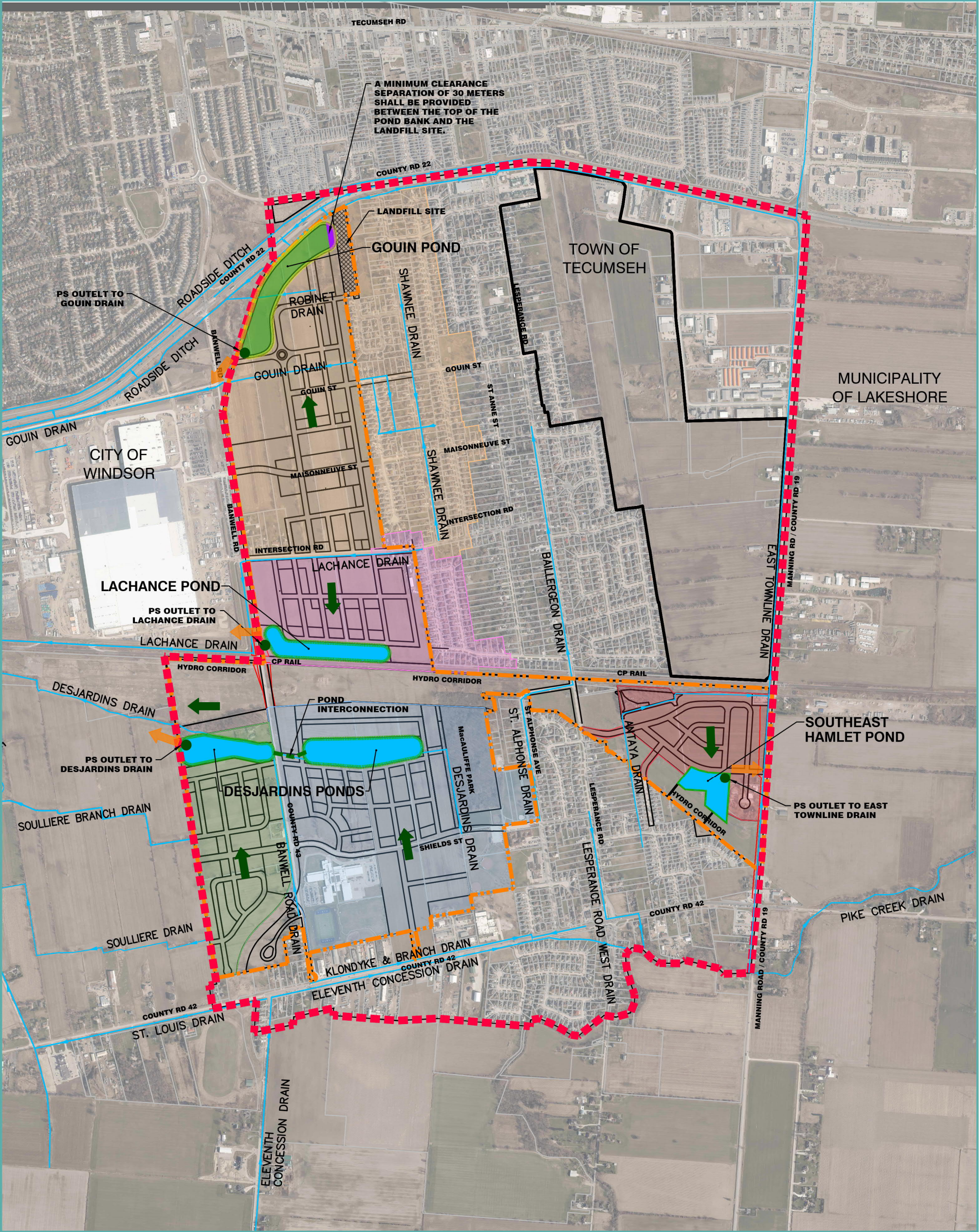



The Corporation of the Town of Tecumseh

	Traffic	3. <i>“What is the expected increase in traffic along Maisonneuve, Gouin and Intersection? The traffic planner should have been able to answer these questions.”</i>	<ul style="list-style-type: none"> Collector roads, Gouin, Maisonneuve and Shields, will extend from Banwell Road and Lesperance Road as shown in the road network plan. Under ultimate conditions, once all vacant lands have been developed, the traffic volumes along these corridors are expected to reach an average of between 2,000-2,500 vehicles/day. For context, this volume is similar to current traffic volumes observed along St. Thomas Street between Lesperance Road and Manning Road.
	Park Distribution	4. <i>“As to the walkability of the design. The current design has two large parks in the South end of the Hamlet. Children would have to walk a long way and cross a set of train tracks in order to get to these parks. This is not feasible. The section surrounding Maisonneuve has one small parkette surrounded by commercial and medium density units. Is this where children are expected to play? If the design is to be walkable then the parks and commercial should be equally spread out through the hamlet and not located in central areas.”</i>	<ul style="list-style-type: none"> Four new parks of various sizes are proposed north of the tracks, along with a naturalized area and an elementary school site. The parks are generally intended to be evenly distributed in the Hamlet. There are existing parks that will continue to be accessible to existing and new residents. A combination of trails and sidewalks will provide a safe means of accessing the various parks.

Attachment E

Revised ESR Figures





**TECUMSEH HAMLET
SECONDARY PLAN AREA
ENVIRONMENTAL STUDY
REPORT**

**WEST HAMLET STORMWATER
MANAGEMENT FACILITY
ALTERNATIVE DESIGN
CONCEPTS**

FIGURE 5-8

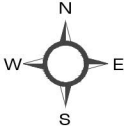
- URBAN AREA BOUNDARY
- TECUMSEH HAMLET STUDY AREA BOUNDARY
- WET STORMWATER
MANAGEMENT POND
- STORM PUMP STATION
- STORM SEWER DRAINAGE
- DRY STORMWATER
MANAGEMENT POND
- CONTROLLED OUTLET
- ENGINEERED LINER

- GOUIN POND DRAINAGE AREA
- LACHANCE POND DRAINAGE AREA
- DESJARDINS EAST POND DRAINAGE AREA
- DESJARDINS WEST POND DRAINAGE AREA
- SOUTH EAST HAMLET DRAINAGE AREA



MAP CREATED BY: LPJ
MAP CHECKED BY: LMH
MAP COORDINATE SYSTEM: NAD 1983 CSRS UTM Zone 17N

SCALE: 1:7500
STATUS: FINAL
PROJECT: 23-5735



DATE: October 24, 2025