

Appendix L

Council Resolution

The Technical recommendations were presented to the Councils of
The Corporation of the Town of Tecumseth on October 14, 2025
and County of Essex on October 15, 2025.

This appendix includes information from these meetings.



**The Corporation of the
Town of Tecumseh**

Public Works & Engineering Services

To: Mayor and Members of Council

From: Phil Bartnik, Director Public Works & Engineering Services

Date to Council: Tuesday, October 14, 2025

Report Number: PWES-2025-58

Subject: County of Essex County Road 46 and
Town of Tecumseh Concession Roads 8 and 9
Environmental Assessment Study
Filing the Notice of Study Completion

Recommendations

It is recommended:

That Report PWES-2025-58 titled “County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9, Environmental Assessment Study, Filing the Notice of Study Completion” **be received.**

Executive Summary

To meet the growing development demands and increased traffic volumes in the County of Essex (the County) and the City of Windsor (the City), the County initiated the Municipal Class Environmental Assessment (MCEA) process in 2023 to satisfy the Provincial *Environmental Assessment Act*. The MCEA process was undertaken in a series of phases commencing with the problem identification and culminating in the filing of the Environmental Study Report (ESR). The ESR reviewed alternatives based on the previous Transportation Master Plans (TMP) from the Town of Tecumseh (the Town) and the County. Based on the review of the alternatives, the Transportation Demand Management (TDM), and the Transportation Systems Management (TSM), active transportation and roadway improvements were recommended for evaluation. These evaluations helped form the overall recommended plan.

The Problem and Opportunity Statement for this ESR has been identified as:

Road network improvements are required within the western sectors of the County of Essex to accommodate planned/proposed development south of Highway 401 and bordering the City of Windsor. This planning is required to facilitate land use development by defining the future road right-of-way (ROW) and intersection configurations.

The MCEA for County Road 46 was a Schedule C undertaking of an arterial road under the jurisdiction of the County and Schedule B for collector roads, 8th Concession Road and 9th Concession Road, under the jurisdiction of the Town. The alternative design concepts were presented at three (3) Public Consultation Centres (PCC), as well as direct consultation with stakeholders, agencies and Indigenous Communities. The Town and the County must publish the Notice of Completion to initiate the mandatory 30-day public review period.

Background

At the January 26, 2023 Special Council Meeting, Council approved the recommendations (Motion SCM – 04/23) in report [PWES-2023-01](#) titled “2023-2027 Public Works & Engineering Services Five-Year Capital Works Plan” that authorized Administration to partner with the County on the MCEA, with an expanded scope to include the 8th and 9th Concession Roads (from CR46 to City of Windsor limits).

The County completed a Request for Proposal process, with BT Engineering Inc. being the successful proponent. At the November 14, 2023 Regular Council Meeting, Council approved the recommendations (Motion RCM – 305/23) in report [PWES-2023-71](#) titled “County Road 46 Municipal Class Environmental Assessment Award of Consulting Services” that authorized retaining BT Engineering Inc. for the Engineering Consulting Services specific to the Town’s portion of the CR46 MCEA.

Comments

The purpose of the MCEA study is to address the transportation needs and function of the corridors to accommodate existing and future traffic volumes. The MCEA considers the operation and safety of all modes of transportation, including passenger and commercial vehicles, pedestrians and cyclists, along with the property requirements needed for the road improvements. The MCEA reflects the following guiding principles:

- Consider all reasonable alternatives.
- Provide a comprehensive assessment of the environment.
- Utilize a systematic and traceable evaluation of net effects.

- Undertake a comprehensive public consultation program.
- Provide clear and concise documentation of the decision-making process and the public consultation program.
- Documentation and “bump-up” principles and processes.
- Environmental clearance processes.

Municipal Class Environmental Assessment (Class EA)

The Ontario *Environmental Assessment (EA) Act* recognizes that certain municipal undertakings occur frequently, are small in scale, have a generally predictable range of effects or have relatively minor environmental significance. To ensure that a degree of standardization in the planning process is followed throughout the Province, the EA Act contemplated the use of the Class EA procedure for projects that require approval under the EA Act, but which are not considered to be major environmental works. The Municipal Engineers Association (MEA) document titled Municipal Class Environmental Assessment (October 2000 as amended in 2007, 2011, 2015, 2023 and 2024), describes the procedures for undertaking a Class EA for municipal projects.

Projects undertaken by municipalities vary in their environmental impact and are classified within the 2024 Class EA document as follows:

- **Exempt** projects generally include various maintenance, operation, rehabilitation or other small projects that are limited in scale and have minimal adverse environmental effects. Previously these projects were classified as Schedule A or A+.
- **Projects Eligible for Screening to Exempt** may be eligible for exemption based on the results of a screening process submitted to the local Ministry of Environment, Conservation and Parks (MECP) Regional Environmental Planner.
- **Schedule B** projects have potential for some adverse environmental effects. The proponent is required to undertake a screening process, involving mandatory contact with directly affected public and relevant review agencies, to ensure that they are aware of the project and that their concerns are addressed. If there are no outstanding concerns, then the proponent may proceed to implementation. Schedule B projects generally include improvements and minor expansions to existing facilities and must follow Phases 1 and 2 of the Class EA process.
- **Schedule C** projects have the potential for significant environmental effects and must proceed under the full planning and documentation procedures specified in the Class EA document. Schedule C projects require that an Environmental Study Report (ESR) be prepared and filed for review by the public and review

agencies. Schedule C projects generally include the construction of new facilities and major expansions to existing facilities.

The main elements of the Class EA planning process are incorporated in the following five phases and further depicted in Attachment 1:

Phase 1: Identification of the problem or opportunity.

Phase 2: Identification and evaluation of alternative solutions to determine a preferred solution.

Phase 3: Examination of alternative methods of implementation of the preferred solution.

Phase 4: Documentation of the planning, design and consultation process.

Phase 5: Implementation and monitoring.

The Class EA process includes a 30-day review period for the public to review and provide comments on the EA document once it has been completed. The proponent is encouraged to work in cooperation with any member of the public who may have a concern to determine the preferred means of addressing a problem. Section 16 of the EA Act provides the opportunity for the public to submit an Order request to the Minister to elevate a Class EA to a Comprehensive EA for issues related to Indigenous or treaty rights. These requests can only be made “on the grounds that the order may prevent, mitigate or remedy adverse impacts on the existing Indigenous and treaty rights of the Indigenous peoples of Canada.” If no request is received by the Minister or delegate, the proponent is free to proceed with the implementation and construction.

The ESR was completed as a Schedule C EA Study for County Road 46 and a Schedule B EA for Concession Road 8 and 9, which meet the requirements of the MCEA (Amended 2023). The ESR contains pertinent information on CR46, and for Concession Road 8 and 9.

Supporting Plans and Studies

The recommended alternatives in the ESR are based on guidance from several master plans and long-term planning studies, including the following:

- County of Essex Official Plan
- Essex-Windsor Region Transportation Master Plan (EWRTMP, 2005)
- County Wide Active Transportation Study Master Plan (CWATS, 2012)
- Town of Tecumseh Official Plan

- Town of Tecumseh Transportation Master Plan
- Maidstone Hamlet Secondary Plan
- Maidstone Agricultural Industry
- City of Windsor Official Plan
- Sandwich South Secondary Planning Area
- County Road 42 Secondary Plan
- East Pelton Planning Area
- Municipality of Lakeshore Official Plan

The alternatives developed within the ESR follow fundamental strategies previously developed in these master planning documents. Refinements were made as necessary based on the existing conditions, noise impacts and consultation with stakeholders and Indigenous Communities throughout the development of the ESR.

Alternative Solutions Review

Alternative solutions were developed to improve traffic operations while considering safety and environmental impacts. Alternatives that were not viable, had significant impacts or had substantially poorer safety or traffic performance compared to other alternatives were not considered reasonable and not carried forward for consideration.

A qualitative evaluation methodology was used to compare the alternatives. This methodology involves comparing impacts in narrative terms, without the explicit weighting of criteria or producing numerical ratings.

Six (6) factor groups were considered for each evaluation of each proposed alternative. The factor groups include:

- Transportation:
 - **Modes of transportation and safety:** The alternative satisfies the forecasted traffic demands and safety for all modes of transportation.
- Environmental Factors:
 - **Natural Environment:** Potential for impacts on terrestrial and aquatic resources, including Species at Risk habitat.

- Cultural Factors:
 - **Archaeological resources:** Potential to impact lands with archaeological resources.
- Social/Economic Factors:
 - **Impact of Rural and Urban Communities:** Potential for disruption or displacement of existing residents, farmlands and greenspaces.
- Land Use and Property:
 - **Future land uses:** Support objectives in the Official Plans and recommendations from the Essex-Windsor Region Transportation Master Plan (EWRTP) and the Town of Tecumseh's Transportation Master Plan.
- Cost:
 - **Relative capital cost:** Relative overall capital costs, including restoration/enhancement costs for the preferred alternative.

The above factor groups were used for the four (4) alternative planning solutions. They are as follows:

- **Alternative 1: Do Nothing**

The "Do Nothing" alternative must be considered as mandated by the MCEA. It is a baseline alternative that is used to compare the other alternatives to. This alternative suggests that the existing road network would be maintained as is and no improvements would be made.

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

This alternative utilizes the TDM and TSM for transportation improvements. The TDM looks at reducing vehicular demand and encourages alternative work hours, working at home, more active mode of transportation (cycling and walking) and the use of public transit. The TSM reviews a more efficient use of existing infrastructure such as traffic signal optimization to limit or avoid the need for expansion.

- **Alternative 3: Active Transportation**

This alternative reviews the need for active transportation. The existing road network would remain the same with the addition of bike lanes and multi-use pathways within the right-of-way.

- **Alternative 4: Roadway Improvements**

This alternative reviews the proposed improvements for County Road 46, 8th Concession Road and 9th Concession Road. For County Road 46, the improvements include road widening with the addition of travel lanes, adding turning lanes, intersection improvements and the connection to the future Lauzon Parkway Extension. For 8th Concession Road and 9th Concession Road, the improvements include widening both roads from County Road 46 to the City of Windsor boundary.

Since Alternative 1 does not consider any of the factor groups or provide improvements to the Study Area, it was not carried forward for consideration.

Alternative Design Concepts & Recommended Solutions

Alternative design concepts were developed for County Road 46, 8th Concession Road and 9th Concession Road. The alternatives were based on identified problems and opportunities, baseline conditions within the Study Area, design issues and constraints associated with the preferred alternative design, as well as public and stakeholder feedback receiving during the consultation process. The preliminary design alternatives were categorized under three groups:

- a) Alignment Alternatives
- b) Cross Section Alternatives
- c) Intersection Alternatives

In addition to the sections of Concession Roads 8 and 9 (from Highway 401 to County Road 46), County Road 46 was divided into three sections for evaluation to accommodate the site-specific right-of-way constraints along the roadway. They are as follows:

- Section 1: Highway 401 to 8th Concession Road
- Section 2: 8th Concession Road to east of the future Lauzon Parkway intersection

- Section 3: Future Lauzon Parkway intersection to County Road 19 (Manning Road)

Recommended Plan

The Technically Preferred Plan (TPP) was refined based on County and Town Administration and community input. The TPP is shown on pages E-4 to E-12 in Attachment 3.

The County Road 46 recommended plan includes:

- 40 meter right-of way
- 4-lane urban cross section within Oldcastle (Highway 401 to 9th Concession Road)
- 4-lane rural cross section between 9th Concession Road and County Road 19 to accommodate large agricultural vehicles
- Meandering alignment to avoid constraints
- 2-meter paved shoulders to accommodate cyclists within the rural cross sections
- 1.8-meter sidewalk between Highway 401 and the future Lauzon Parkway, on the north side
- Conceptual stormwater management ponds
- No change to municipal drains and they will be located within the right-of-way
- Roundabouts at 8th Concession Road and 9th Concession Road intersections
- Stop control intersections at County Road 17, County Road 43 and 12th Concession Road
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road)

The 8th Concession Road and 9th Concession Road recommended plans include:

- 36-meter right-of-way
- Aligned on-centre of Highway 401 bridges
- 2-lane semi-urban cross section
- 2-meter paved shoulder on the west side and a separated 3-meter multi-use pathway on the east side to accommodate cyclists and pedestrians
- No change to municipal drains and they will be relocated within the right-of-way
- Conceptual stormwater management ponds
- Roundabouts at County Road 46 intersections

Public Consultation

There was extensive public consultation throughout the Class EA process, which included the following:

1. Notice of Study Commencement

The Notice of Study Commencement was mailed to the study contact list, which consists of interested property owners, stakeholders, Indigenous communities and regulatory agencies. It was also posted on March 26, 2024, on the County and Town websites and social media accounts.

2. Public Consultation Centre (PCC) No. 1

The notice of PCC No. 1 was advertised on the Town and County websites and social media accounts on March 26, 2024.

PPC No. 1 was held on April 4, 2024, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of sixty-five (65) people registered for PCC No. 1 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 1 was to present:

- Project need, including information on the MCEA process and background information;
- Opportunity for stakeholders to learn more about the project and review alternative solutions and project schedule; and
- Review the next steps of the study.

3. Public Consultation Centre (PCC) No. 2

The notice of PCC No. 2 was advertised on the Town and County websites and social media accounts on October 31, 2024, and November 6, 2024.

PCC No. 2 was held on November 13, 2024, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of twenty-four (24) people registered for PCC No. 2 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 2 was to present:

- Opportunity for stakeholders to continue to learn more about the study;
- Review alternative solutions and next steps.

4. Public Consultation Centre (PCC) No. 3

The notice of PCC No. 3 was advertised on the Town and County websites and social media accounts on May 22, 2025.

PCC No. 3 was held on June 2, 2025, from 5:00 p.m. to 8:00 p.m. at the Ciociaro Club in Oldcastle. A total of twenty (20) people registered for PCC No. 3 and any comments received have been documented and addressed within the EA document. The purpose of PCC No. 3 was to present:

- Noise mitigation findings and roadway and intersection design alternatives; and
- Recommended plans for County Road 46, 8th Concession Road and 9th Concession Road.

5. Indigenous Communities Consultation Engagement

The Indigenous Communities identified as potentially interested in the study included Aamjiwnaang First Nation, Caldwell First Nation, Chippewas of Kettle and Stony Point First Nation, Chippewas of the Thames First Nation, Delaware Nation at Moraviantown, Metis Nation of Ontario, Mississaugas of the New Credit First Nation, Munsee-Delaware Nation, Oneida Nation of the Thames, Southern First Nations Secretariat and Walpole Island First Nation, Bkejwanong Territory.

All project notices were sent to the Indigenous Communities along with cover letters. Correspondence was received from Caldwell First Nation.

6. Key Stakeholder and Direct Property Owner Consultations

A number of notices and meetings were held with key stakeholders and private property owners who would be directly affected by the recommended plan.

There was also correspondence with the Essex Region Conservation Authority (ERCA), the Ministry of Environment, Conservation and Parks (MECP), the Ministry of Natural Resources and Forestry (MNR), VIA Rail Canada, the City of Windsor and the County of Essex, as further detailed within the EA report.

October 14, 2025 SCM Presentation

The County's and Town's consultant, BT Engineering, will be virtually attending the October 14, 2025 Special Council Meeting to make a presentation that summarizes the EA process and identifies the preferred alternatives.

Next Steps

The Notice of Completion will be published on the County's and Town's website and social media accounts, and will also be mailed to landowners, stakeholders, Indigenous Communities and regulatory authorities on the contact list for the EA.

A copy of the Notice of Completion will also be included as a communication item at the regularly scheduled meeting of Council following its publication.

A hard copy of the County Road 46 Class EA will be made available at Town Hall and the County Offices through the Clerk's Office during the 30-day review period.

Following the 30-day review period, and provided that all comments received have been addressed and that no Orders were submitted to the Minister of the Environment, Conservation and Parks, Administration will bring forward a separate report to update Council on the comments received.

Consultations

Development Services
BT Engineering Inc.
The Corporation of the County of Essex

Financial Implications

Given that the recommendations put forward under this report are related to the filing of the Notice of Completion for the County Road 46 Class EA, there are no immediate financial implications. Additionally, the ESR report does not provide cost sharing provisions related to any of the recommended alternatives. As these recommendations are implemented, further reports will be brought forward to Council with cost sharing recommendations and appropriate funding and/or cost recovery mechanisms.

Link to Strategic Priorities

| Applicable | <u>2023-2026 Strategic Priorities</u> |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Sustainable Growth: Achieve prosperity and a livable community through sustainable growth. |
| <input checked="" type="checkbox"/> | Community Health and Inclusion: Integrate community health and inclusion into our places and spaces and everything we do. |
| <input type="checkbox"/> | Service Experience: Enhance the experience of Team Tecumseh and our citizens through responsive and respectful service. |

Communications

Not applicable

Website Social Media News Release Local Newspaper

This report has been reviewed by Senior Administration as indicated below and recommended for submission by the Chief Administrative Officer.

Prepared by:

Alessia Mussio, P. Eng.
Engineering Project Manager

Reviewed by:

Phil Bartnik, P.Eng.
Director Public Works & Engineering Services

Reviewed by:

Brian Hillman, MA, MCIP, RPP
Director Development Services

Recommended by:

Margaret Misek-Evans, MCIP, RPP
Chief Administrative Officer

| Attachment Number | Attachment Name |
|--------------------------|---|
| 1 | Class Environmental Assessment Flow Chart |
| 2 | BT Engineering Presentation |
| 3 | Executive Summary Report |



Revised Agenda - Essex County Council, Regular Meeting

Date: Wednesday, October 15, 2025
Time: Closed Meeting 4:00PM, Regular Meeting 6:00PM
Location: Council Chambers, 2nd Floor
360 Fairview Avenue West
Essex, Ontario N8M 1Y6
https://video.isilive.ca/countyofessex/live.html

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

Pages

- 1. Closed Meeting
A Closed Meeting has been scheduled for 4:00PM.
2. Moment of Reflection
3. Singing of 'O Canada'
4. Land Acknowledgement Statement
We acknowledge the land on which the County of Essex is located is the traditional territory of the Three Fires Confederacy of First Nations, comprised of the Ojibway, Odawa and Potawatomie Peoples.
We specifically recognize Caldwell First Nation and other First Nations which have provided significant historical and contemporary contributions to this region.
We also value the contributions of all Original Peoples of Turtle Island, who have been living and working on this land from time immemorial.
5. Recording of Attendance
6. County Warden's Welcome and Remarks
7. Disclosure of Pecuniary Interest
8. Adoption of Regular Meeting Minutes
Minutes of the Essex County Council, Regular Meeting, dated October 1, 2025.

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Recommendation:

Moved by _____

Seconded by _____

That the minutes of the October 1, 2025 Regular Meeting of Essex County Council be adopted as presented.

9. Delegations and Presentations

9.1 Ontario Professional Planners Institute (OPPI)

Ontario PlanON Awards

Andria Leigh, Chair and Susan Wiggins, Executive Director, Ontario Professional Planners Institute to make a presentation regarding the County of Essex Official Plan

10. Communications

10.1 Correspondence

Recommendation:

Moved by _____

Seconded by _____

That the correspondence listed on the Regular Agenda for October 15, 2025, be received and any noted action approved.

10.1.1 Association of Municipalities of Ontario (AMO)

- AMO Watchfile Newsletter
• AMO Policy Advocacy Updates
• AMO Education Workshops
• AMO Training Events

10.1.2 Border Mayors Alliance (BMA)

BMA Progress Report - September 2025

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| <p>10.1.3 Essex-Windsor Solid Waste Authority (EWSWA)</p> <ul style="list-style-type: none"> • EWSWA Board Resolution 80-2025 RE Green Bin Program Promotion and Education • EWSWA Board Resolution 81-2025 RE Circular Materials Response Re. Single-Stream Recycling <p>10.2 Resolutions There are no Resolutions for consideration for October 15, 2025.</p> <p>11. Consent Agenda</p> <p>Recommendation: Moved by _____ Seconded by _____ That the recommendation in the Administrative Report listed as items 11.1 on the Consent Agenda for October 15, 2025, be approved and further that the information items and minutes listed as items 11.2 through 11.4 on the said Consent Agenda be received.</p> <p>11.1 Summary of Outstanding Reports - October 15, 2025 Report number 2025-1015-LLS-R52-KH, Summary of Outstanding Reports for October 15, 2025, from Katherine Hebert, County Clerk</p> <p>11.2 Pathway to Potential</p> <ul style="list-style-type: none"> • Community Services Standing Committee Decision Number 292 • Council Decision Number CR388/2025 • Council report C75/2025 re: 2024 Pathway to Potential (P2P) Annual Impact Report Update • 2024 P2P Annual Impact Report <p>11.3 Essex County Library Board (ECL) Minutes of the Essex County Library Board Regular Meeting dated July 30, 2025</p> | <p>46</p> <p></p> <p></p> <p></p> <p>71</p> <p>75</p> <p>99</p> |
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| <p>11.4 Essex-Windsor Solid Waste Authority (EWSWA) Minutes of the Essex-Windsor Solid Waste Authority Board Regular Meeting dated July 9, 2025</p> <p>12. Reports and Questions</p> <p>12.1 2026 Pre-Budget Discussion Report number 2025-1015-FIN-R30-MR, 2026 Pre-Budget Discussion, dated October 15, 2025 from Melissa Ryan, Director, Financial Services/Treasurer</p> <p>Recommendation: Moved by _____ Seconded by _____ That Essex County Council receive report number 2025-1015-FIN-R30-MR, 2026 Pre Budget Discussion as information.</p> <p>12.2 Staffing Requests- 2026 Budget Report number 2025-1015-HR-R11-KP, Staffing Requests- 2026 Budget, dated October 15, 2025 from Kyla Pritiko, Director, Human Resources</p> <p>Recommendation: Moved by _____ Seconded by _____ That Essex County Council approve in principle the hiring of the following positions so that they may be included in the 2026 budget deliberation process:</p> <ol style="list-style-type: none"> 1. Four (4) Primary Care Paramedics; 2. Four (4) Advanced Care Paramedics; 3. One (1) Manager of Physical Resources, EMS; 4. One (1) HR Generalist- EMS/SPH; and 5. One (1) Human Resources Assistant. <p>12.3 State of Good Repair Program Report number 2025-1015-IPS-R24-KT, State of Good Repair Program, dated October 15, 2025, from Karyn Templin, Manager, Design and Construction</p> | <p>108</p> <p></p> <p>116</p> <p></p> <p>135</p> <p></p> <p>166</p> |
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Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2025-1015-IPS-R24-KT, State of Good Repair Program Report, having an estimated value of \$21,157,850, for information;

And that the projects identified as BC0043 Lonsberry Drain Culvert and BC0036 Big Creek Bridge, noted in Appendix 7.0, having an estimated combined value of \$4,760,000, be pre-approved for the 2026 budget.

12.4 Road Safety Management Program Plan 205

Report number 2025-1015-IPS-R25-JB, Road Safety Management Program Plan, dated October 15, 2025 from Jerry Behl, Manager, Transportation Planning and Development

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2025-1015-IPS-R25-JB, Road Safety Management Program Plan, as information.

***12.5 County Road 46 Environmental Assessment** 211

Report number 2025-1015-IPS-R23-JB, County Road 46 Environmental Assessment, dated October 15, 2025 from Jerry Behl, Manager, Transportation Planning and Development

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report number 2025-1015-IPS-R23-JB, County Road 46 Environmental Assessment as information; and,

That County Council endorse the recommendations of the Environmental Study Report Executive Summary; and,

That County Council direct Administration to initiate the mandatory 30-day public review period of the Environmental Study Report.

12.6 2026 Land Ambulance Response Time Performance Plan Approval 257

Report number 2025-1015-EMS-R07-JL, 2026 Land Ambulance Response Time Performance Plan Approval, dated October 15, 2025 from Justin Lammers, Chief, Essex-Windsor Emergency Medical Services

Recommendation:

Moved by _____

Seconded by _____

That Essex County Council receive report 2025-1015-EMS-R07-JL and approve the 2026 Land Ambulance Response Time Performance Plan for Essex Windsor EMS as required by Ontario regulation 257/00 (as amended by regulation 267/08).

13. Unfinished Business
There are no matters of Unfinished Business for October 15, 2025.

14. New Business

14.1 Social Housing Service Manager - Invitation to Attend Council Meeting

At the October 1, 2025 Regular Meeting of Essex County Council, Councillor Sherry Bondy brought forward the following Notice of Motion:

That Essex County Council direct Administration to invite the Service Manager for Windsor/Essex social housing to an upcoming meeting of County Council to discuss concerns and opportunities related to our social stock and operations.

Recommendation:

Moved by Sherry Bondy

Seconded by _____

That Essex County Council direct Administration to invite the Service Manager for Windsor/Essex social housing to an upcoming meeting of County Council to discuss concerns and opportunities related to our social stock and operations.

14.2 Public Reporting of Closed Meeting

15. Adoption of By-Laws

Recommendation:

Moved by _____

Seconded by _____

That By-laws 2025-42 and 2025-43 be given three readings, and having been read a first, second and third time, be finally passed and enacted.

15.1 By-law Number 2025-42 264

Being a By-law to confirm the proceedings of the Council of the Corporation of the County of Essex for the Closed Meetings of October 8, 2025 and October 15, 2025 and the Regular Meeting of October 15, 2025

***15.2 By-law Number 2025-43** 266

Being a By-law to authorize the disposition of land known as Bevel Line Road to the Corporation of the Municipality of Leamington

16. Notice of Motion

17. Adjournment

Recommendation:

Moved by _____

Seconded by _____

That the Essex County Council meeting for October 15, 2025 be adjourned at [TIME] PM.



Administrative Report

To: Warden MacDonald and Members of Essex County Council

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

Date: Wednesday, October 15, 2025

Subject: County Road 46 Environmental Assessment

Report #: 2025-1015-IPS-R23-JB

Purpose

The purpose of this report is to provide County Council with information on the County Road 46 Environmental Assessment process and provide a copy of the Environmental Study Report for approval.

Background

Road network improvements are required within the western sectors of the County of Essex to accommodate growth south of Highway 401 and bordering the City of Windsor. County Road 46 improvement is identified in the County of Essex Capacity and Expansion Program, as report 2023-1018-IPS-R34-AB.

The County of Essex in partnership with the Town of Tecumseh retained BT Engineering Inc. (BTE) to complete an Environmental Assessment (EA) for improvements to County Road 46 (locally known across a number of local municipalities as Provincial Road/North Talbot Road/Middle Road) from Highway 401 (City of Windsor municipal limits) to County Road 19 (Manning Road).

In partnership with the Town of Tecumseh, the County Road 46 EA was expanded to include portions of Concession Roads 8 and 9. The EA for County Road 46 and Concession Roads 8 and 9 are being undertaken concurrently as one EA Study. The Study Area and road segments are depicted in Figure 1.

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

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 Administrative Report
 October 15, 2025
 County Road 46 Environmental Assessment

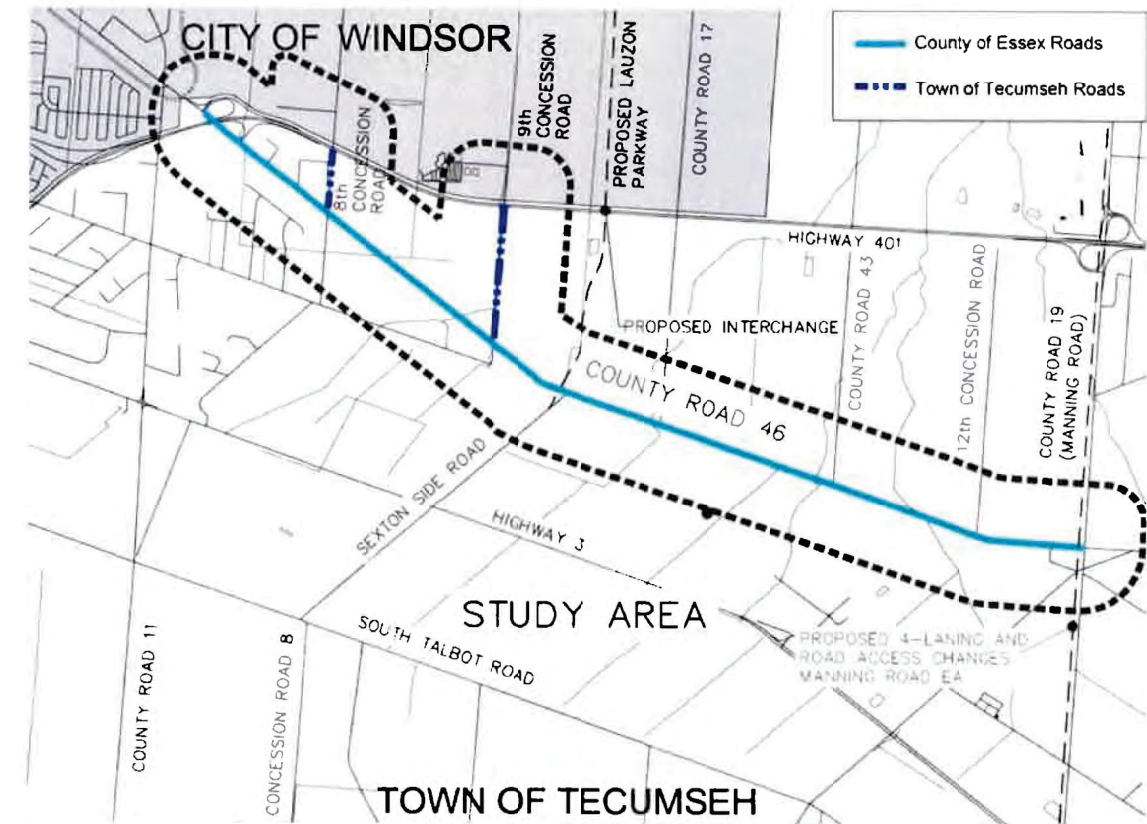


Figure 1

Discussion

The Environmental Assessment Act (EAA) in Ontario recognizes the Municipal Class Environmental Assessment (MCEA) process as a streamlined approach tailored for municipal infrastructure projects.

Municipalities must complete a Municipal Class Environmental Assessment (MCEA) before proceeding with a project to ensure compliance with the Environmental Assessment Act and facilitate informed decision-making. This process assesses environmental impacts, manages risks, and aligns projects with sustainability goals. It also involves public and stakeholder engagement, enhancing transparency and trust. Completing the MCEA helps identify potential environmental issues early, allowing for cost-effective mitigation strategies and adherence to regulatory requirements, ultimately supporting strategic planning and sustainable development.

The Municipal Class Environmental Assessment (MCEA) process is undertaken in a series of phases commencing with problem identification

and culminating in the filing of an Environmental Study Report (ESR). This process includes an evaluation of all reasonable alternatives and the selection of a preferred alternative(s) with acceptable effects (including avoidance and mitigation of any residual adverse effects) on the natural and social/cultural environments. The MCEA process follows five phases:

- Phase 1: Identify the Problem
- Phase 2: Consider Alternative Solutions
- Phase 3: Review Alternative Design Concepts for the Preferred Solution
- Phase 4: Draft an Environmental Study Report
- Phase 5: Implementation

A needs and opportunity statement is an initial and crucial part of every MCEA, helping to articulate the problem, objectives and goals. County Road 46 EA documents describe the need and opportunity as:

Road network improvements are required within the western sectors of the County to accommodate proposed development and improve traffic operations and safety. The Study will provide an opportunity to:

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

Public consultation is also important and this study used several techniques to proactively involve the public. The study was carried out in consultation with staff from the County of Essex and Town of Tecumseh, external agencies, stakeholders and the public. Three Public Consultation events were held:

- Public Consultation Centre #1 April 4, 2024
- Public Consultation Centre #2 Nov 13, 2024
- Public Consultation Centre #3 June 2, 2025

Alternatives were developed, reviewed, and refined through engineering analysis and public feedback. Key considerations included cross-section design, roadway alignment, intersection treatments, and potential impacts to property and the environment.

The Preliminary Design Alternatives under review are as follows:

County Road 46 Alignment Alternatives – options include widening to the north, on-centre, to the south, or using a meandering alignment to avoid constraints.

Concession Roads 8 and 9 Alternatives – including potential right-of-way widening to accommodate active transportation facilities.

Cross-Section Alternatives – evaluating rural and urban cross-sections, roadway widening, and the integration of active transportation elements.

Intersection Alternatives – comparing conventional intersection layouts with roundabout designs.

Due to the length and varying characteristics of County Road 46, the study area was divided into 3 sections as depicted in Figure 2.



Figure 2

Section 1 and part of Section 2 (Highway 401 to Concession Road 9) recommended cross section is depicted in Figure 3.

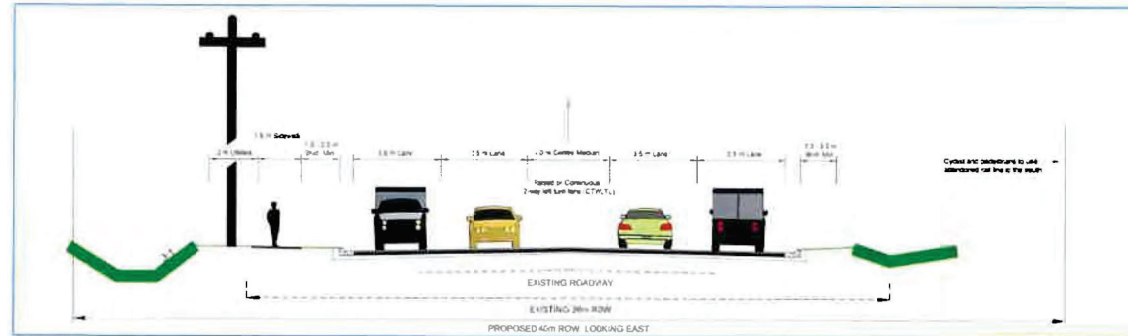


Figure 3

The remainder of Section 2 (Concession Road 9 easterly) recommended cross section is depicted in Figure 4.

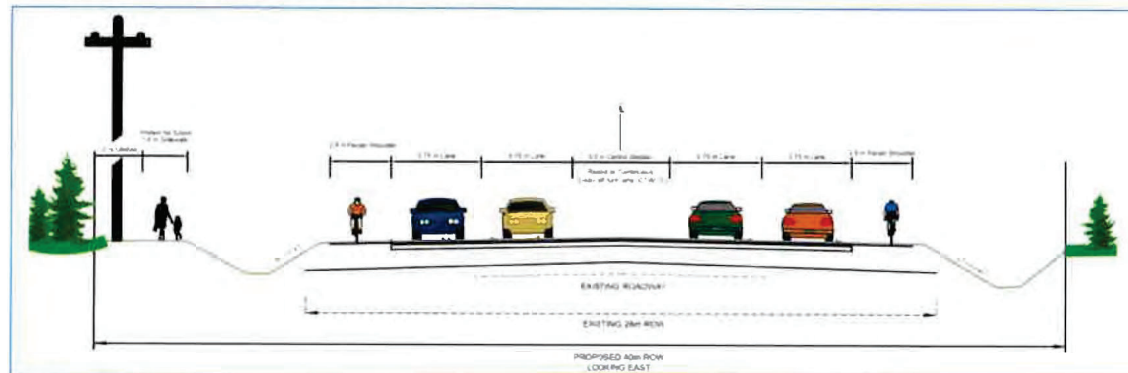


Figure 4

Section 3 recommended cross section is depicted in Figure 5.

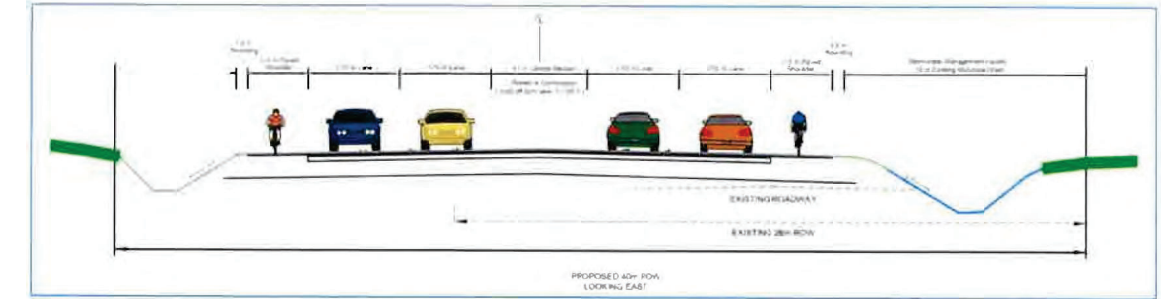


Figure 5

Additional detail and information of recommended solutions and options considered is provided in the Executive Summary of the Environmental Study Report attached as Appendix I.

Financial Implications

There are no additional financial implications at this time as the consultant fees are within the approved 2025 budget of \$268,000.

Consultations

Administration from the Town of Tecumseh have been consulted throughout this process.

Strategic Plan Alignment

| Working as Team Essex County | Growing as Leaders in Public Service Excellence | Building a Regional Powerhouse |
|--|---|---|
| <ul style="list-style-type: none"> <input type="checkbox"/> Scaling Sustainable Services through Innovation <input type="checkbox"/> Focusing "Team Essex County" for Results <input type="checkbox"/> Advocating for Essex County's Fair Share | <ul style="list-style-type: none"> <input type="checkbox"/> Being an Employer with Impact <input checked="" type="checkbox"/> A Government Working for the People <input checked="" type="checkbox"/> Promoting Transparency and Awareness | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Providing Reliable Infrastructure for Partners <input checked="" type="checkbox"/> Supporting Dynamic and Thriving Communities Across the County <input checked="" type="checkbox"/> Harmonizing Action for Growth <input type="checkbox"/> Advancing Truth and Reconciliation |

Recommendation

That Essex County Council receive report number 2025-1015-IPS-R23-JB, County Road 46 Environmental Assessment as information; and,

That County Council endorse the recommendations of the Environmental Study Report Executive Summary; and,

That County Council direct Administration to initiate the mandatory 30-day public review period of the Environmental Study Report.

Approvals

Respectfully Submitted,

Jerry Behl

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

Concurred With,

Allan Botham

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

Concurred With,

Sandra Zwiers

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

| Appendix | Title |
|----------|---|
| I | County Road 46 Environmental Study Report Executive Summary |