

Appendix H

Land Use



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

December 2024

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Table of Contents

1.0 INTRODUCTION 1
1.1 Study Area1
2.0 PROVINCIAL POLICY STATEMENT (2020)..... 1
3.0 TECUMSEH TRANSPORTATION MASTER PLAN (2017) 3
4.0 OFFICIAL PLANS 3
4.1 County of Essex Official Plan (2014)3
4.2 City of Windsor Official Plan (2004 - 2024).....7
4.3 The East Pelton Secondary Plan (2004 - 2024)12
4.4 Municipality of Lakeshore New Official Plan Draft (2021)14
4.5 Town of Tecumseh Official Plan (2021)16
4.5.1 Maidstone Hamlet Secondary Plan (2021)21
4.5.2 Maidstone Agricultural Industry23
5.0 TOWN OF TECUMSEH ZONING BY-LAW (2021) 23
6.0 EXISTING LAND USES 25
6.1 County Road 46.....25
6.2 8th Concession Road.....26
6.3 9th Concession Road.....26
7.0 EXISTING TRANSPORTATION SYSTEMS 26
7.1 Essex Windsor Regional Transportation Master Plan (EWRTMP)26
7.2 Ministry of Transportation (MTO)27
7.3 Strategic Road Projects27
7.4 County Wide Active Transportation System (2012)28
8.0 NEW DEVELOPMENT 28
8.1 Residential Subdivision28
8.2 Industrial Subdivision29

List of Figures

Figure 1: Study Area2
Figure 2: County of Essex OP Designations5
Figure 3: City of Windsor/Town of Tecumseh/Municipality of Lakeshore OP Designations.....9
Figure 4: The East Pelton Secondary Plan Schedule EP-1 (Study Area)13
Figure 5: Town of Tecumseh OP Schedule D (Natural Hazards)13
Figure 6: Town of Tecumseh OP Schedule F (Natural Resources)20
Figure 7: Town of Tecumseh OP Schedule G (Intake Protection Zones)21
Figure 8: Town of Tecumseh OP Schedule B (Land Use Plan).....21
Figure 9: The Town of Tecumseh Zoning By-Law Map24



Figure 10: The Essex Windsor Regional Transportation Master Plan (EWRTMP)..... 27
Figure 11: Draft Plan of Residential Subdivision 29
Figure 12: Draft Plan of Industrial Subdivision..... 30

List of Appendices

Appendix A County Road 46 Photos
Appendix B 8th Concession Road Photos
Appendix C 9th Concession Road Photos



1.0 INTRODUCTION

BT Engineering Inc. (BTE) has been retained by the County of Essex (County) and the Town of Tecumseh (Town) to undertake a Municipal Class Environmental Assessment (MCEA) for County Road 46, from the City of Windsor limits to County Road 19 (Manning Road) and 8th and 9th Concession Roads within the Town of Tecumseh, from County Road 46 to the Town boundary.

1.1 Study Area

The three roadways are all within the Town of Tecumseh and are bordered by the City of Windsor to the west and Municipality of Lakeshore to the east. County Road 46 is a major east-west two-lane rural road, with a posted speed limit of 80 km/h. County Road 46 runs parallel to Highway 401 from the City of Windsor boundary to Tilbury where it becomes Chatham-Kent County Road 8.

Concession Roads 8 and 9 are north-south rural roads with a two-lane cross section and posted speed limits of 60 km/h. Concession Roads 8 and 9 have at-grade intersections with County Road 46 and cross over Highway 401. Concession Road 8 is classified as Class 1 Arterial Road, while Concession Road 9 is classified as a Class 1 Collector Road.

This report reviews the current and future land uses in the Study Area, which generally consist of agricultural areas with small pockets of commercial, and residential areas that transition into an industrial/commercial area as you approach the City of Windsor limits.

The Study Area is illustrated in **Figure 1**.

2.0 PROVINCIAL POLICY STATEMENT (2020)

In accordance with the Ontario Provincial Policy Statement (PPS, 2020), the County Road 46 and 8th and 9th Concession Roads Municipal Class Environmental Assessment (MCEA) underscores the provincial commitment to infrastructure expansion, safety, and sustainable transportation development. County Road 46 is a high-volume arterial road that serves diverse modes of traffic. The proposed improvement plan will foster effective development and land use strategies that support the financial stability of both the province and municipalities. The study identifies operational improvements to improve intersections, aligning with the policy goal for efficient and safe development. The consideration of paved shoulders for cyclists not only enhances mobility but also aligns with the broader commitment to active transportation and public spaces, recreation, trails, and open space.

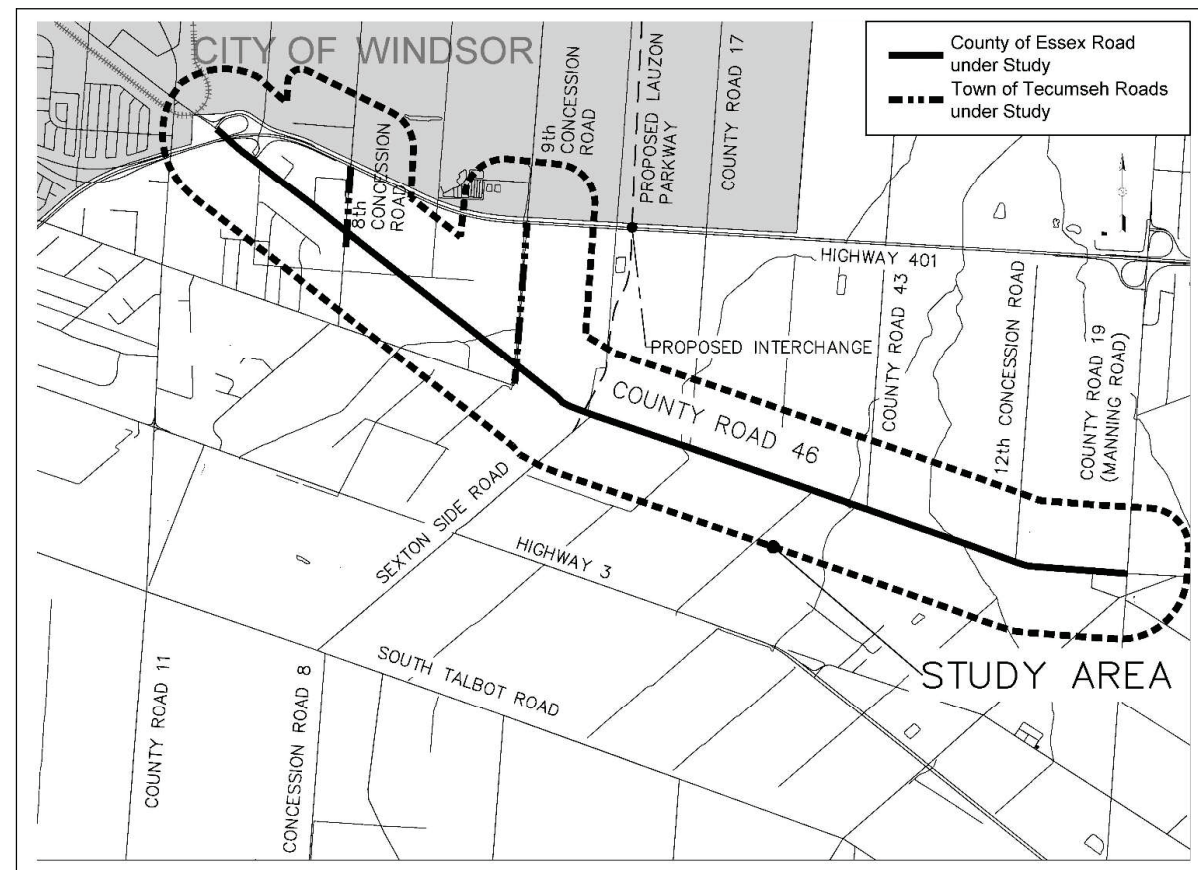


Figure 1: Study Area

indigenous peoples, local authorities, conservation authorities, and property owners, adheres to the policy's emphasis on community involvement and diverse perspectives in transportation planning.

3.0 TECUMSEH TRANSPORTATION MASTER PLAN (2017)

The Tecumseh Transportation Master Plan (TTMP)¹ outlines a transportation strategy to direct the Town of Tecumseh in providing transportation services and networks until the year 2034. The plan explores different ways to improve the transportation system and meet the Town's changing needs. It sets up a transportation framework that includes active transportation solutions for specific projects like roads, transit, cycling, walking, traffic management, and system operations. The TTMP also creates guidelines for operating and planning transportation infrastructure. It checks the Town's short and long-term transportation needs due to growth, using the 2031 population as a stand-in for 2034. The plan deals with Phases 1 and 2 of the Municipal Class EA Process, establishing the "need and justification" for specific transportation projects and looking at other options. It also includes feedback from Town residents collected during public consultation for the TTMP.

Within the Study Area, the TTMP identifies Country Road 46 as an east/west rural arterial road and County Road 19 (Manning Road) a north/south rural arterial road. In addition, Concession Road 8 and County Road 19 (Manning Road) serve as key north-south transportation corridors within Tecumseh. County Road 46 and Manning Road (County Road 19) are connected to Highway 401, which is a controlled access freeway serving interregional east-west travel. Highway 401 interchanges at Manning Road (County Road 19) and Provincial Road (County Road 46) provide all movement access to rural areas of the Town. Concession Roads 8 and 9 cross over Highway 401.

4.0 OFFICIAL PLANS

4.1 County of Essex Official Plan (2014)

The Essex County Official Plan (OP)² (2014) establishes a comprehensive policy framework for managing growth, safeguarding resources, and providing guidance on land use decisions until the year 2031. The objectives of the OP plan include the implementation of the PPS at the County level, providing a policy framework guiding the seven local municipalities in formulating and

¹ Tecumseh Transportation Master Plan (2017) [Transportation-Master-Plan-FINAL-June-2017.pdf \(tecumseh.ca\)](https://www.tecumseh.ca/transportation-master-plan-final-june-2017.pdf)

² County of Essex Official Plan <https://www.countyofessex.ca/en/doing-business/official-plan.aspx>

interpreting updated local OPs, OP amendments, and Zoning By-laws. Additionally, the OP aims to establish a policy framework facilitating coordination and cooperation between municipalities, both within and external to the County, concerning planning, development, resources, and inter-municipal servicing issues across municipal boundaries. This OP lays the foundational policy framework from which the local municipalities can proceed with more detailed land use planning, and local OPs will adhere to and align with this County OP, providing more strategies, policies, and land use designations for planning and development at the local level. The County OP is currently being updated.

Within the current OP, there is three schedule specific to land use and setback requirements for the Study Area:

- Schedule A2 - Settlement Structure Plan
- Schedule B2 - Natural Heritage System Natural Environment Overlay
- Schedule B3 - Natural Heritage System Restoration Opportunities Overlay

Schedule A2 - Settlement Structure Plan

In the OP, portions of the lands within the Study Area are designated as “Primary and Secondary Settlement Areas under Schedule A2 (Figure 2).

Primary Settlement Areas are considered the County's largest traditional centres for settlement and commerce and are a top priority for the County's focus on growth and investment protection. The specific boundaries of these areas are outlined in Schedule A2. The Oldcastle Hamlet (Town of Tecumseh) Primary Settlement Area falls within the Study Area, covering a section of County Road 46 from approximately the City of Windsor Boundary to 9th Concession Road.

Several policies are in place to guide development in Oldcastle Hamlet. These policies form part of a broader set of regulations for Primary Settlement Areas, as outlined in Section 3.2.4.1 of the County’s OP. Adopted on February 19, 2014, and approved on April 28, 2014, these regulations include a requirement for full municipal sewage services, municipal water services, and stormwater management services in Primary Settlement Areas, a mandate for local municipal OP’s to establish appropriate land uses in accordance with County OP policies, and encouragement of maintaining/enhancing the character of downtown/uptown areas, mixed-use development, accessible pedestrian-oriented streetscapes, and community improvement plans.

The Secondary Settlement Areas, outlined on Schedule A2, encompass a diverse array of small hamlets, villages, employment-based regions, and other site-specific developments—more than 40 in total. These areas have a historical presence in local OP’s and were conceptually integrated into the initial version of the County OP.

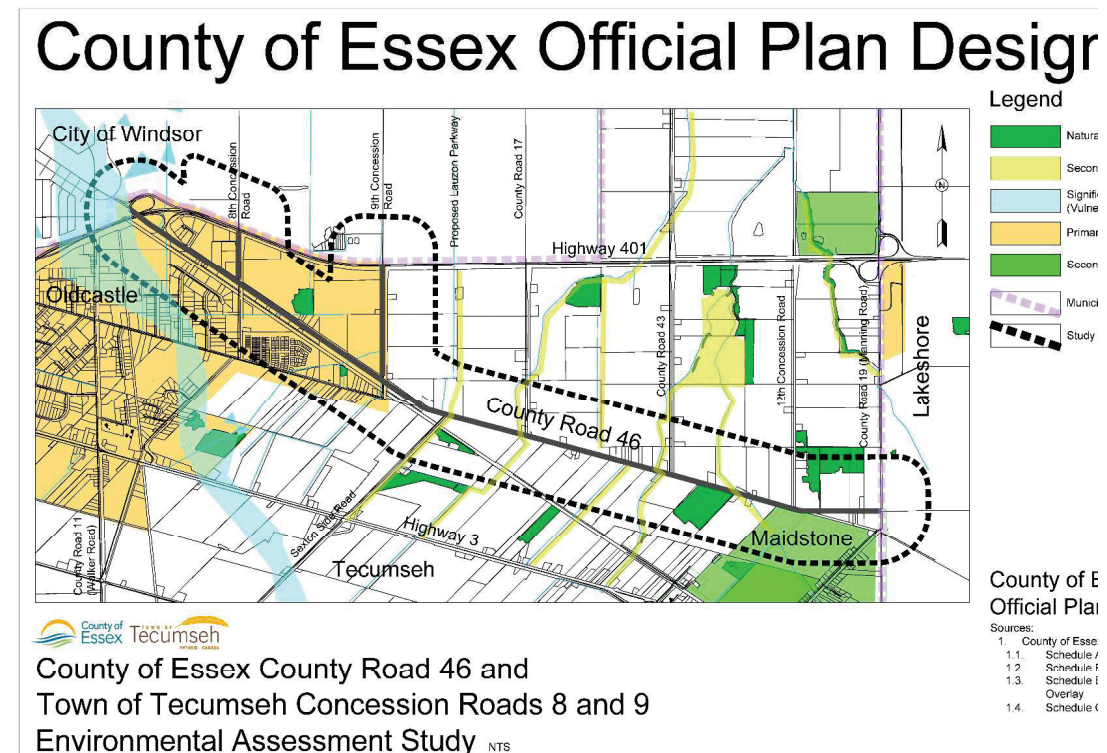


Figure 2: County of Essex OP Designations

A Secondary Settlement Area falls within the Study Area, covering a section of County Road 46 from approximately the 12th Concession Road to County Road 19 (Manning Road) and the Municipality of Lakeshore boundary, referred to as the Maidstone Hamlet (**Figure 2**).

Although Secondary Settlement Areas do not align with the criteria set for Primary Settlement Areas, they exhibit varied levels of community investment, featuring either full or partial services and public buildings. Acknowledging the diversity among these Secondary Settlement Areas, the County has established a comprehensive policy framework. This includes that new development is permitted within the boundaries of Secondary Settlement Areas, as shown on Schedule A2, provided it aligns with the PPS, the intent of the County's OP, and the policies of the local OP. Local municipalities are entrusted with determining the hierarchy of Secondary Settlement Areas. New development is encouraged on full municipal services unless interim servicing policies in the local OP are in effect at the time of this OP's approval. All types of land uses are permitted within the Secondary Settlement Areas designation, subject to the specific land use policies of the local OPs.

For Secondary Settlement Areas, or portions thereof, primarily planned for non-employment uses, additional policies apply, such as new development is generally limited to infilling, redevelopment on existing lots, and limited residential intensification. Residential intensification, beyond infilling, is permitted only on full municipal sewage services and municipal water services. For areas with employment uses within Secondary Settlement Areas, the following additional policies apply, such as new development should not negatively impact traffic movement, turning movement, or the overall function of a provincial highway or county road. New development on private or partial sewage services and water services is generally limited to dry industrial uses.

Schedule B2 - Natural Heritage System Natural Environment Overlay

In the OP, portions of the lands within the Study Area are designated as "Natural Environment Overlay" under Schedule B2 (**Figure 2**).

Development and site alteration activities are strictly prohibited on lands within the "Natural Environment Overlay", unless the developer can demonstrate that there will be no adverse impacts on natural features or their ecological functions, approved by the County, the local municipality, and Conservation Authority. These lands may be contiguous to areas designated as "Natural Environment" and/or may encompass fish habitat, significant woodlands, areas of natural and scientific interest, significant wildlife habitat, significant valley lands, and secondary priority existing natural features meeting 1 to 4 of the 11 natural heritage feature criteria outlined in the Essex Region Natural Heritage System Strategy (ERNHSS) by the Essex Region Conservation Authority.

Adjacent lands are generally defined as those within 120 metres of the "Natural Environment" designation and the "Natural Environment Overlay." The assessment of negative impact necessitates conducting an environmental impact assessment in accordance with appendix three

of the County OP. This assessment is a prerequisite before considering any *Planning Act* application. Permitted uses on lands within the "Natural Environment Overlay" must align with the underlying land use designation. The County actively promotes activities that preserve and enhance the features within the "Natural Environment Overlay." Examples of such activities include tree preservation, tree planting, and establishing/improving linkages.

Schedule B3 - Natural Heritage System Restoration Opportunities Overlay

In the OP, portions of the lands within the Study Area are designated as "Secondary (1-2)" under Schedule B3 (**Figure 2**).

Secondary Priority Restoration Opportunities, as indicated on Schedule B3 of the OP, is in alignment with the Essex Region Natural Heritage System Strategy (ERNHSS) created by the Essex Region Conservation Authority. Schedule B3 applies the Restoration Opportunities Overlay to lands devoid of existing natural heritage features but recognized as potential areas for enhancing the fragmented system within the County. Before approving any local OPS, OP amendments, secondary plans, zoning by-law amendments, or during the preparation of any Environmental Assessment for infrastructure/development, an Environmental Impact Assessment must be conducted. This assessment should evaluate the opportunities to restore and enhance natural heritage features, including the establishment of linkages. In addition, the integration of low impact development elements should be included within the project, such as the integration of buffers into the project design, identification of strategic areas for restoration and enhancement, providing opportunities for local stewardship and naturalization.

4.2 City of Windsor Official Plan (2004 - 2024)

The City of Windsor Official Plan (OP)³ serves as a comprehensive policy framework guiding the municipality's physical development over a 20-year span, considering social, economic, and environmental factors. The OP outlines criteria for new development locations, strategies for strengthening existing and future neighborhoods, methods for enhancing the environment, and provisions for municipal services like roads, water mains, sewers, and parks. Adopted under the Ontario *Planning Act*, the OP is a city-wide policy document reflecting provincial interests. The plan comprises four volumes, with Volume I addressing city-wide policy matters, Volume II containing secondary plans and special policy areas, Volume III specifies right-of-way width requirements, and Volume IV includes supporting reference material for Volumes I and II.

The Study Area comprises a small stretch of land on the east and west sides of 8th Concession Road and 9th Concession Road north of Highway 401 and the City of Windsor boundary. Within the current OP, there is two schedule specific to land use and setback requirements for the Study Area (**Figure 3**):

³ City of Windsor Official Plan (2004 - 2024) <https://www.citywindsor.ca/residents/planning/plans-and-community-information/windsor---official-plan/Pages/Windsor-Official-Plan.aspx>

- Schedule A - Planning Districts and Policy Areas
- Schedule D - Land Use

Schedule A - Planning Districts and Policy

In the OP, portions of the lands within the Study Area are designated as “Secondary Plan and Agriculture Transition Area” under Schedule A (**Figure 2**).

For information on Secondary Plans related to the OP please refer to **Section 4.3**.

Agricultural uses in accordance with the Agricultural Transition Area policies are contained in Volume 2: Special Policy Areas & Secondary Plans of this OP. The Agricultural Transition Areas outlined in Schedule A: Planning Districts & Policy Areas within the OP primarily consist of lands acquired by the City of Windsor in 2002 through a boundary adjustment agreement with the County of Essex and Town of Tecumseh. Positioned south of County Road 42, north of Highway 401, and extending to the eastern City boundary, these areas are designated for development over the twenty-year planning horizon ending in 2026. However, development is contingent upon the completion of secondary plans and the availability of municipal servicing and infrastructure. At the time of inclusion within the urban boundary of Windsor, the majority of these areas were utilized for agricultural purposes, mainly crop production or small-scale livestock operations. It is crucial to enable these agricultural activities to persist, offering economic benefits to residents and the surrounding community until development becomes necessary and appropriate based on population growth and servicing availability. Permitted uses within the Agricultural Transition Area are limited to:

- Existing non-agricultural uses.
- Existing agricultural livestock operations.
- Non-intensive agricultural activities, such as crop production, greenhouses, home occupations, and similar agricultural activities as permitted by the zoning by-law.
- Forestry and conservation use.

Severances within the Agricultural Transition Area will be strictly controlled to prevent land parcel fragmentation that could impede the secondary planning process essential before development.

In the OP, portions of the lands within the Study Area are designated as “Future Employment Area, Private Recreation Area, Major Institutional, Mixed-Use Corridor, Open Space, Future Urban Area, Residential Areas and Business Park” under Schedule D (**Figure 3**).

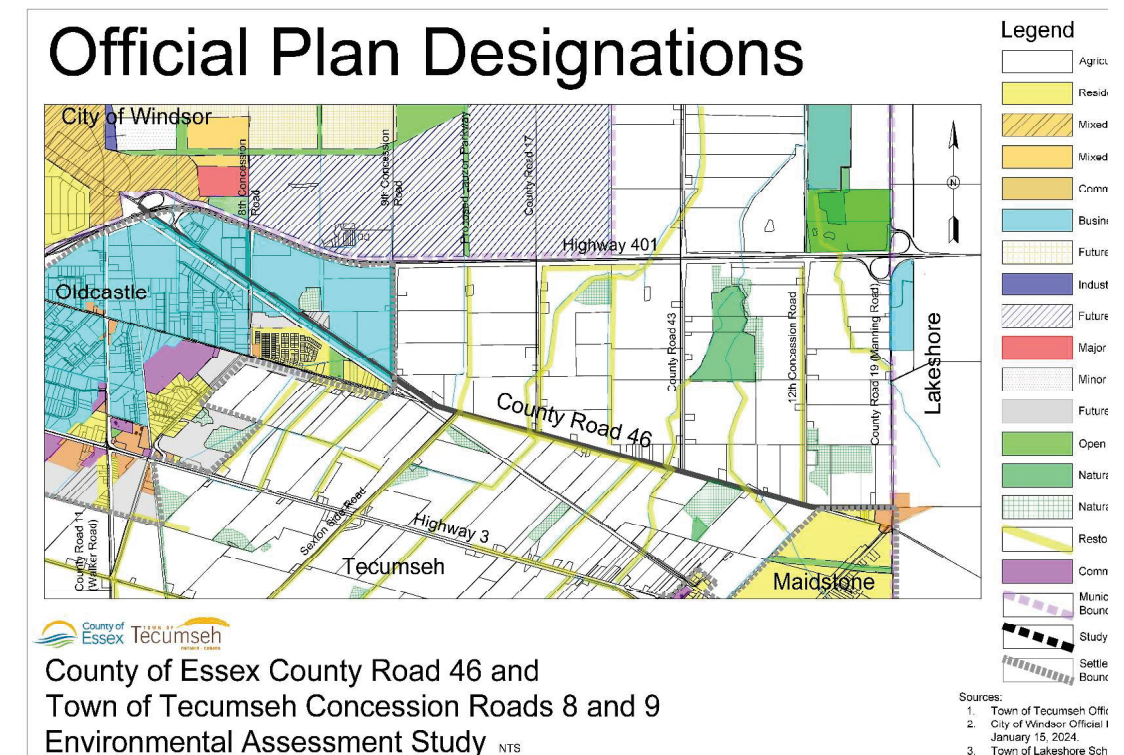


Figure 3: City of Windsor/Town of Tecumseh/Municipality of Lakeshore OP Designation:

Future Employment Areas are designated for large, typically undeveloped, and un-serviced regions expected to undergo development within 20 years. While these areas are earmarked for development, detailed planning concerning land use, road systems, and infrastructure must precede any development activities to ensure alignment with future goals. Volume 2: Special Policy Areas and Secondary Plans contain additional policies regarding interim agricultural uses. Permitted activities within Future Employment Areas are limited and primarily based on existing uses at the time of designation in the City of Windsor Official Plan. Permitted uses include:

- Pre-existing uses prior to their redesignation.
- Agricultural activities in line with Agricultural Transition Area policies.
- Forestry and conservation endeavors.
- Public utilities.

Council retains the authority to reclassify Future Employment Areas through OP amendments, typically following secondary plans outlined in Section 11.3. New designations may occur if studies demonstrate a need to fulfill the city's residential and employment requirements.

For information on Private Recreation areas related to the OP please refer to **Section 4.3**.

Major Institutional areas serve as primary sites for significant institutional purposes. Permissible activities within the Major Institutional land use category include secondary and post-secondary educational institutions, governmental offices, large-scale healthcare facilities, and correctional facilities. Additionally, the City of Windsor OP allows for ancillary uses in Major Institutional areas, such as residential, commercial, or public open space, without necessitating an OP amendment. However, such ancillary activities must be secondary to and complement the main institutional purpose and adhere to relevant land use policies. Major Institutional facilities are required to be positioned in areas meeting specific criteria. Firstly, they must have direct access to either a Class II Arterial Road, Class I, or Class II Collector Road. Additionally, accessibility to public transportation services is essential to ensure ease of travel for users. Moreover, full municipal physical services must be available to support the facility's operations effectively. In addition, Major Institutional development must consider constraint areas, potential contamination sites, traffic concerns, and proximity to residential areas or heritage sites.

The Mixed-Use Corridor land category is designated for areas with mixed-use purposes with a focus on accommodating vehicular traffic. These corridors are within commercial sections of land situated along arterial and collector roads within Windsor. They are intended to foster people-oriented employment opportunities and accommodate higher density development, all while preserving a diverse range of land uses that promote transit investment and the creation of fully integrated communities. The Mixed-Use Corridor land use designation primarily allows for retail, wholesale store, and service-oriented activities. Additionally, office uses are permitted, though to a lesser degree. Residential uses, categorized as medium and high profile, may also be present

either as standalone structures or as part of mixed-use buildings combining commercial and residential components, and they are expected to be dispersed throughout the corridors. Mixed-use corridor development must align with the following criteria:

- Feasibility considering the provisions of this OP, provincial legislation, policies, and relevant guidelines and studies, including those related to development constraint areas, potential contamination sites, traffic concerns, and sensitivity to adjacent land uses and heritage resources.
- Capability of receiving full municipal physical and emergency services, along with adequate off-street parking provisions.
- Compatibility with the surrounding area in terms of various factors such as scale, massing, height, orientation, setbacks, parking, and landscaped areas.
- Acceptability concerning the proposal's market impacts on other commercial areas as outlined in the procedures chapter.

The Open Space land use designation permits recreation and leisure areas and facilities. Additionally, ancillary residential, commercial, or institutional uses may be permitted without requiring an amendment to the OP, provided they are incidental, secondary, and complementary to the main Open Space use, and they adhere to the policies for the proposed land use. Open Space land uses are categorized into Public Open Space, owned by governmental bodies, and Private Open Space, owned by other entities. Public Open Space development must align with the goals, objectives, and policies of any OPs affecting the surrounding area. Additionally, the proposed development must be capable of receiving full municipal and emergency services where appropriate. It should be connectable to the Greenway System outlined on Schedule B of the City of Windsor OP and accessible by pedestrians and cyclists.

Areas designated as Future Urban Area will primarily be developed for residential purposes. However, they will also incorporate associated community-supportive amenities such as parks, open spaces, institutional facilities, commercial areas, and small-scale employment opportunities. This development will occur following the completion of Secondary Plans and other necessary studies related to servicing, transportation, stormwater management, and Class Environmental Assessment as mandated by the City of Windsor OP. Additionally, Future Urban Areas are required to have access to full municipal physical services.

Residential areas serve as the primary housing areas in Windsor beyond the City Centre Planning District. These areas offer opportunities for a wide variety of housing types and complementary services and amenities. Development of Residential areas must consider various factors such as the OP's provisions, provincial legislation, policies, and relevant guidelines. These factors include areas identified as development constraint areas, adjacency to sources of nuisance, potential or known contamination, traffic concerns, and proximity to heritage resources. Additionally, the development must align with the goals, objectives, and policies of any OPS affecting the

surrounding area. Compatibility with the surrounding neighborhood in terms of scale, massing, height, siting, orientation, setbacks, parking, and amenity areas is essential, with specific requirements for existing neighborhoods and Mature Neighbourhoods outlined in the OP. Adequate off-street parking provision and accessibility to full municipal physical and emergency services are further prerequisites for development approval.

4.3 The East Pelton Secondary Plan (2004 - 2024)

The East Pelton Secondary Plan⁴ offers guidance for the growth and development of the southwestern section within the Sandwich South Planning Area. The Sandwich South Planning Area is specifically outlined in Schedule A: Planning Districts & Policy Areas of the City of Windsor Official Plan (Volume 1: The Primary Plan). The formulation of this Secondary Plan aligns with the requirements set forth in the OP, OP Amendment No.60 and the policy direction governing the creation of subsequent Secondary Plans within the Sandwich South Planning District.

Within the current OP, there is two schedules specific to land use and setback requirements for the Study Area:

- Schedule EP-1 - Study Area
- Schedule EP-2 - Land Use

Schedule EP-1 - Study Area

In the OP, portions of the lands within the Study Area are designated as “East Pelton Secondary Planning Area” under Schedule EP-1 (Figure 4).

The East Pelton Secondary Plan area, comprises an area of approximately 206 hectares, the boundary takes an "L" shape, aligning with the phasing boundary designated for the "1-3 years" timeframe as outlined in Schedule 'H' of the OP. The East Pelton Secondary Plan area predominantly comprises agricultural lands and accommodates existing institutional land uses, namely the Windsor Christian Fellowship, the Croatian National Sports Club and the South West Detention Centre.

Schedule EP-2 - Land Uses

In the OP, portions of the lands within the Study Area are designated as “Private Recreation, Major Institutional, Mixed Use, Open Space and Residential (Low Density)” under Schedule EP-2 (Figure 5).

⁴ The East Pelton Secondary Plan <https://www.citywindsor.ca/residents/planning/Plans-and-Community-Information/Windsor---Official-Plan/Documents/7.%20East%20Pelton%20Planning%20Area.pdf>

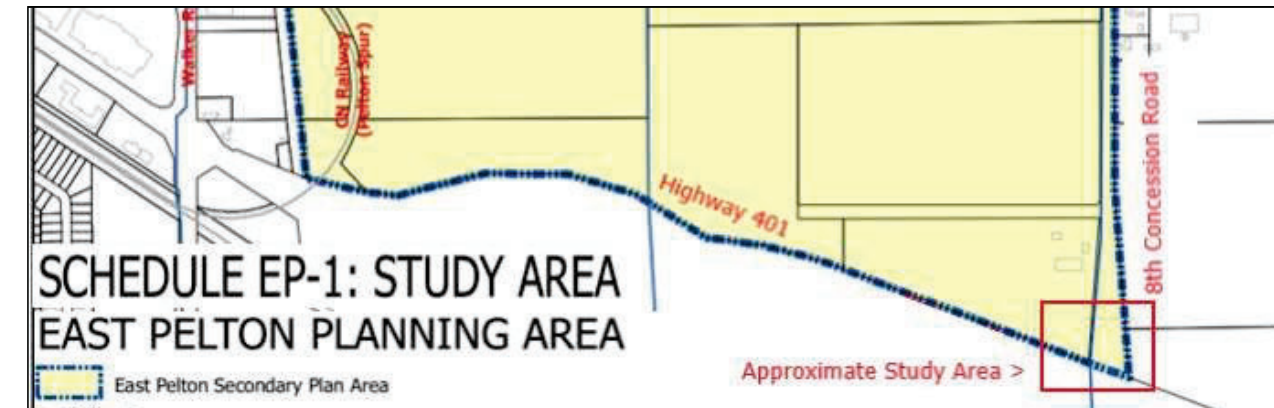


Figure 4: The East Pelton Secondary Plan Schedule EP-1 (Study Area)

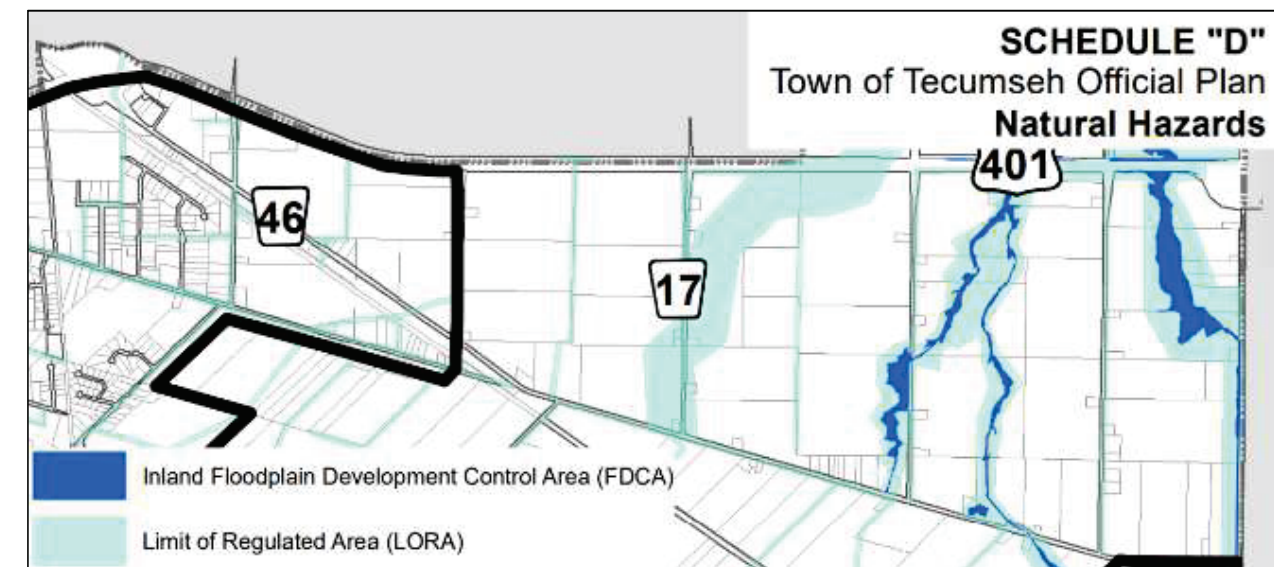


Figure 5: Town of Tecumseh OP Schedule D (Natural Hazards)

The Private Recreation designation, located on the 8th Concession Road is intended to allocate areas for private community sports clubs, facilitating the provision of recreational and social activities exclusively for their members. These land uses and facilities are designed for private member use rather than being open to the general public. The Secondary Plan delineates the “Private Recreation” designation, acknowledging the Croatian National Sports Club as an existing private sports club that caters to the recreational and social needs of its members. In managing institutional uses within the Secondary Plan area, careful consideration has been given to urban design principles and measures to mitigate visual and noise impacts associated with the introduction of large-scale land uses in proximity to residential or mixed-use neighborhoods.

Mixed Use areas specific zoning and land use include those detailed in policy 6.9.2.1 in Volume I: The Primary Plan of the City of Windsor OP. A section of the Study Area along 8th Concession Road designated as a Mixed Use area also shares the land use designation of “Mixed Use - Community Node”. According to the Secondary Plan, these areas serve as the foundation for a neighborhood hub and will act as the core point of the planning area to the west. Its purpose is to cater to various retail and service commercial needs of both the residents within the planning area and those in neighboring residential zones. Positioned adjacent to a Class 1 arterial road to the south and complemented by a network of collector roads, the Mixed Use – Community Node corridor will be easily accessible, becoming a central focal point not only for the current planning area but also for forthcoming residential expansions to the east. This designation allows for a range of uses, such as convenience retail, service commercial, office spaces, and community facilities, alongside residential developments of both low and medium densities.

Lands designated as Open Space according to the Secondary Plan are the community's Open Space system, aiming to interconnect various community areas and integrate with the city-wide Open Space system. The Open Space system is committed to preserving and enhancing existing natural features and should be easily visible from public roads and accessible by public transit. It must also feature amenities in high-activity locations to cater to pedestrian needs. Moreover, it should include a comprehensive network of recreation ways connecting community components and providing access to the city-wide recreation and bikeway network. These areas should primarily be used for public recreational activities, with lighting provided for off-road multi-use systems. A higher standard of landscaping is expected at interfaces with community gateways, landmarks, or roads. Open Space provision should adhere to the guidelines in the City of Windsor OP. Stormwater management facilities must enhance existing natural features and comply with regulatory standards. Privately owned lands designated as Open Space may revert to their original designation if not required for open space purposes.

Construction within the Residential (low density) zone will be at densities of up to 12 units per hectare (5 units per acre). Permissible unit types within this density range comprise: (a) single detached dwellings; (b) semi-detached dwellings; (c) street-related townhouse dwellings; (d) stacked townhouses; and (e) duplexes.

For information on the Major Institutional land use designations please refer to **Section 4.2**.

4.4 Municipality of Lakeshore New Official Plan Draft (2021)

The Municipality of Lakeshore (The Municipality) is currently in the process of amending its OP to incorporate the recommendations stemming from the comprehensive OP Review. The Municipality OP Draft (2021)⁵ is a tool which will guide growth, development, and change in the

⁵ Municipality of Lakeshore New Official Plan Draft (2021) https://www.lakeshore.ca/en/business-and-development/resources/Documents/OfficialPlanReview/2021/Lakeshore-OP_FINAL-DRAFT-FOR-COUNCIL-ADOPTION_March-2021_clean.pdf

region until 2031. The basis for the plan adheres to the *Planning Act*, PPS, County of Essex OP and addresses local planning issues.

The Study Area comprises the intersection of County Road 19 (Manning Road) and County Road 46, including a small stretch of land east of the intersection which falls within the jurisdiction of the Municipality of Lakeshore. Within the current OP, there are two schedules specific to land use and setback requirements for the Study Area:

- Schedule A - Community Structure
- Schedule C1 - Land Use (Rural Area)

Schedule A - Community Structure

In the OP, portions of the lands within the Study Area are designated as “Agricultural Area” under Schedule A Community Structure (Figure 3).

The majority of lands within the Municipality fall within the Agricultural Area, as outlined in Schedule "A." The Agricultural Areas are designated for various agricultural purposes, including the cultivation of crops, raising livestock, and on-farm diversified activities such as aquaculture, apiaries, agro-forestry, maple syrup production, and associated on-farm structures. To safeguard the land dedicated to agricultural production, its use will predominantly be agriculturally oriented. Recognizing the potential conflict between growth and agricultural land use, priority will be given to utilizing lower priority agricultural land for non-agricultural development where feasible and practical.

Unless otherwise designated, prime agricultural land use will adhere to the policies outlined in Section 6.2 of the OP. New non-agriculture-related uses on prime agricultural land are generally not permitted, unless explicitly allowed by the OP or its amendments. Efforts should be made to mitigate the impacts of new or expanding non-agricultural uses on surrounding agricultural operations. Compliance with Provincial Minimum Distance Separation guidelines is required for new uses, lot creation, and expanding livestock operations.

Schedule C1 - Land Use (Rural Area)

In the OP, portions of the lands within the Study Area are designated as “Service Commercial Designation” under Schedule C1 (Figure 3).

The Service Commercial Designation (SCD) is applicable to lands situated along major transportation routes and minor nodes within urban areas. This designation is intended for commercial uses that cater to the traveling public, destination-oriented commercial activities, and/or space-extensive commercial uses. Specific uses permitted and accessory uses will be established in the zoning by law. Development within the SCD is subject to the policies of Section 3.3.1 of the OP. Servicing within the SCD is contingent upon the specific Settlement Area and is subject to the policies of Section 7.3. Additionally, development within the SCD is subject to the

policies of Section 5.0 and Schedule B to identify any constraints related to natural resources, natural heritage features, areas, and natural hazards. SCD development must align with surrounding uses and be adequately buffered from adjacent sensitive land uses. Ample off-street parking and loading spaces should be provided in accordance with the zoning by-law.

4.5 Town of Tecumseh Official Plan (2021)

On February 23, 2021, Town Council rescinded three distinct Official Plans (OPs) previously governing the amalgamated entities of three former municipalities—the Town of Tecumseh, the Village of St. Clair Beach, and the Township of Sandwich South. Instead, a new OP was adopted in alignment with the *Planning Act*, consolidating the planning framework for the now-unified Town of Tecumseh. The revised plan received approval from the County of Essex, serving as the Approval Authority, on June 21, 2021.

The Town of Tecumseh OP⁶ is a key planning document to establish long-term goals and specific objectives for the Town, providing a roadmap for its growth and development¹. Through the formulation of general policies, it aims to balance social and economic needs, guiding both public and private stakeholders in shaping the physical environment of the town and dictating its land use decisions.

Within the current OP, there are six schedules specific to land use and setback requirements for the Study Area:

- Schedule A - Community Structure Plan
- Schedule B - Land Use Plan
- Schedule B2 - Oldcastle Hamlet Settlement Area Land Use Plan
- Schedule B3 - Maidstone Hamlet Settlement Area Land Use Plan
- Schedule C - Natural Heritage Systems
- Schedule D - Natural Hazards
- Schedule F - Natural Resources
- Schedule G - Intake Protection Zones

Schedule A - Community Structure Plan / Schedule B - Land Use Plan

In the OP, portions of the lands within the Study Area are designated as “Settlement Areas / within a Settlement Area Boundary” under Schedule A (**Figure 3**).

Most of the town's residents and urban activities are spread across three distinct and physically separated settlement areas. Within the Study Area there are two settlement areas, identified under Schedules A and B: Oldcastle Hamlet Settlement Area and the Maidstone Hamlet Settlement Area. The OP outlines an expansion for the Oldcastle Hamlet Settlement Area, involving approximately 57 hectares designated for employment lands along Highway 401 in an

⁶ Town of Tecumseh Official Plan (2021) <https://www.tecumseh.ca/en/business-and-development/official-plans.aspx>

easterly direction. The settlement area encompasses commercial and service-oriented establishments, various residential clusters, recreational spaces, trails, and institutional uses. The Maidstone Hamlet Settlement, as described by the OP is in the southeastern part of the town near the intersection of County Roads 19 and 34, encompasses Maidstone Hamlet (previously a hamlet in the Township of Sandwich South). It predominantly exhibits a rural character with a single row of housing along both sides of County Road 34 and Malden Road. Additionally, the hamlet features several institutional facilities, including a school, and a park equipped with various community amenities serving the broader agricultural community.

In the OP, portions of the lands within the Study Area are designated as “Residential Neighbourhoods and Agricultural/Natural Areas” under Schedule A (**Figure 3**).

Residential neighborhoods are designated areas with specified land use regulations primarily intended for diverse housing types, including special needs housing, allowing for group homes, home occupations, and potential day care centres through zoning amendments.

Sidewalks, walkways, and bikeways are to be treated as essential components of all new developments, promoting cycling and pedestrian modes of transportation within, and connecting residential neighborhoods, recreational areas, and community facilities. In adherence to this principle, sidewalks must be incorporated on both sides of all newly constructed streets within the Town of Tecumseh. The Oldcastle Hamlet presently encompasses 20 hectares of designated residential land, with the possibility of incorporating additional lands. The specific location and extent of these additional lands will be established through a dedicated study initiated by the Town. Similarly, Maidstone Hamlet comprises residential lands that are presently designated for such use.

Agricultural and Natural Areas are designated and described under schedules in Schedules are B-1 and B-2 of the OP.

Schedule B2 - Oldcastle Hamlet Settlement Area Land Use Plan

In the OP, portions of the lands within the Study Area are designated as “Business Park, Natural Environment Overlay and Future Development” under Schedule B-2 (**Figure 3**).

The Business Park designation is shown on Schedules B-2 of the OP. The Business Park, as outlined in the OP, is designated for a range of light industrial activities, including manufacturing, processing, and warehousing, with additional permitted uses such as research facilities and sports venues. The plan specifies that all light industrial activities must comply with environmental regulations, and it outlines measures for compatibility with nearby sensitive land uses through setback and buffering techniques. All development in the Business Park designation is subject to site plan control under Section 41 of the *Planning Act*, R.S.O. 1990.

The Natural Environment Overlay is depicted on Schedules B-1, B-2, and C of this Plan. Policies for lands identified as Natural Environment Overlay state that development and site alteration are strictly prohibited unless it can be demonstrated, to the satisfaction of the approval authority and/or the Town, in consultation with the Essex Region Conservation Authority (ERCA), that there will be no negative impacts on the natural features or their ecological functions. Prior to considering any *Planning Act* application, an environmental impact assessment must be completed in accordance with the Environmental Impact Assessment Guidelines published by ERCA and endorsed by the County and Town. Permitted uses within the Natural Environment Overlay align with the underlying land use designation, and activities that preserve and enhance features within the overlay, such as tree preservation, tree planting, and establishing and improving linkages, are actively encouraged to contribute to the overall conservation and enhancement of the natural heritage features within the designated overlay area.

The Future Development designation, as indicated on Schedules B-1 and B-2 of this Plan. The established goals for the Future Development area include providing suitable locations for various land uses, such as residential, commercial, employment, recreational, and institutional, particularly within the Oldcastle and Tecumseh Hamlet settlement areas. Policies for lands designated as Future Development emphasize their intended accommodation of future urban land uses, subject to further planning studies undertaken by the Town.

Schedule B3 - Maidstone Hamlet Settlement Area Land Use Plan

In the OP, portions of the lands within the Study Area are designated as “Maidstone Hamlet Residential and General Commercial” under Schedule B-3 (**Figure 3**).

For a description of Maidstone Hamlet Residential Areas please refer to it in the above section Schedule A - Community Structure Plan / Schedule B - Land Use Plan of this report, which covers “Residential Areas” within Maidstone Hamlet, and the land uses and policies associated with this designation.

The policies pertaining to lands designated as General Commercial on the Land Use Schedule B-3 outline that permitted uses within this designation include retail, office, service commercial activities, entertainment venues, assembly halls, eateries, recreational facilities, clinics, funeral homes, financial services, automobile sales and services, gas stations, car washes, laundry facilities, and similar businesses catering to the needs of Town residents. Development within this designation should consider urban design policies detailed in Section 7 of the OP. All development within the General Commercial designation is subject to site plan control in accordance with Section 41 of the *Planning Act*.

Schedule C - Natural Heritage Systems

In the OP, portions of the lands within the Study Area are designated as “Natural Environment Overlay and Restoration Opportunity areas” under Schedule C (**Figure 3**).

The Natural Environment Overlay is depicted on Schedules B-1, B-2, and C of this Plan, please refer to the information pertaining to it in the above section: “Schedule B2 - Oldcastle Hamlet Settlement Area Land Use Plan”.

The Restoration Opportunities Overlay, depicted on Schedule C of the OP. This overlay is applied to lands lacking existing natural heritage features but identified as potential ecological restoration areas, contributing to the enhancement of the fragmented system in the Town and the broader region. Policies for the Restoration Opportunities Overlay outline the necessity of an Environmental Impact Assessment before approving any OP Amendment, Secondary Plan, Zoning By-law Amendment, plans of subdivision/condominium, or during the preparation of any Environmental Assessment for infrastructure. This assessment should evaluate opportunities to restore and enhance natural heritage features, incorporating Low Impact Development elements, establishing buffers, setting aside strategic areas for restoration, promoting local stewardship and naturalization, exploring opportunities for public acquisition, and designating lands that are not acquired into a protected zone.

Schedule D - Natural Hazards

In the OP, portions of the lands within the Study Area are designated as “Inland Floodplain Development Control Area (FDCA) and Limit of Regulated Area (LORA)” under Schedule D (**Figure 5**).

The Limit of the Regulated Area (LORA) in the Town's OP encompasses riverine and shoreline hazards, including floodplains with potential natural heritage features, and prohibits development that could exacerbate water-related hazards. Prior to permitting any development within the LORA, the Town mandates confirmation of permits from the Essex Region Conservation Authority (ERCA), and compliance with specific regulations under the Conservation Authorities Act, considering policies for inland floodplain development and Lake St. Clair flood-prone areas.

The Inland Floodplain Development Control Area (FDCA) in the Town's OP identifies areas prone to flooding regulated by ERCA, requiring permits for activities such as construction and alterations. Using a two-zone approach, the plan distinguishes floodway and flood fringe, with a setback policy for the floodway to accommodate flood and erosion control structures. Development within the FDCA, excluding specific areas, may be permitted if it meets engineering and environmental standards, with prohibitions on certain uses, such as those related to hazardous substances and institutional facilities.

Schedule F - Natural Resources

In the OP, portions of the lands within the Study Area are designated as “Salt Deposits” under Schedule F (**Figure 6**).

The OP, in accordance with the Provincial Policy Statement, prioritizes the protection of mineral resources, notably salt deposits. Mineral resources are safeguarded against activities that could impede their expansion or continued use, with consideration for public health, safety, and environmental impact. Development near mineral resources is conditional on infeasibility of resource use, alignment with long-term public interest, and addressing public health, safety, and environmental concerns, while rehabilitation post-extraction is mandated, with a focus on progressive rehabilitation, especially in prime agricultural areas, leading to eventual restoration to agricultural use while considering surrounding land and approved land use designations.

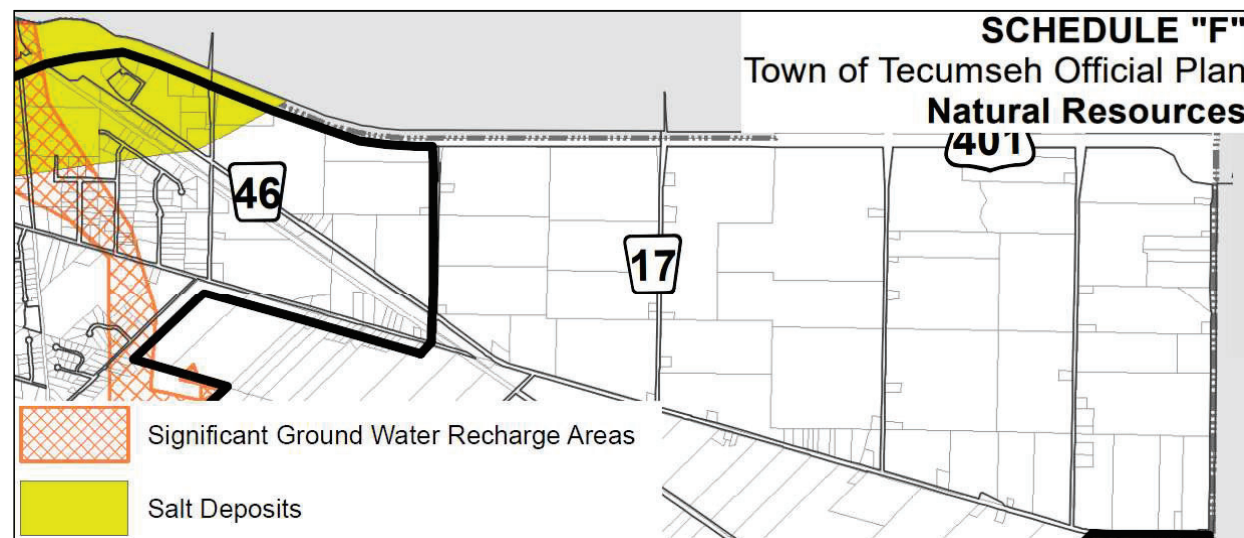


Figure 6: Town of Tecumseh OP Schedule F (Natural Resources)

Schedule G - Intake Protection Zones

In the OP, portions of the lands within the Study Area are designated as “Intake Protection Zones” under Schedule G (Figure 7). Intake Protection Zones (IPZs) in the Town, particularly IPZ-3, are designated areas where runoff and contaminants could directly impact municipal drinking water intakes, extending from IPZ-2 to cover larger watershed areas. The Event Based Area (EBA), comprising IPZ-1, IPZ-2, and IPZ-3, addresses liquid fuel handling, and adherence to Clean Water Act policies is required for development applications within the EBA, with notifications to the Source Protection Authority and Committee for proposals affecting transport pathways.

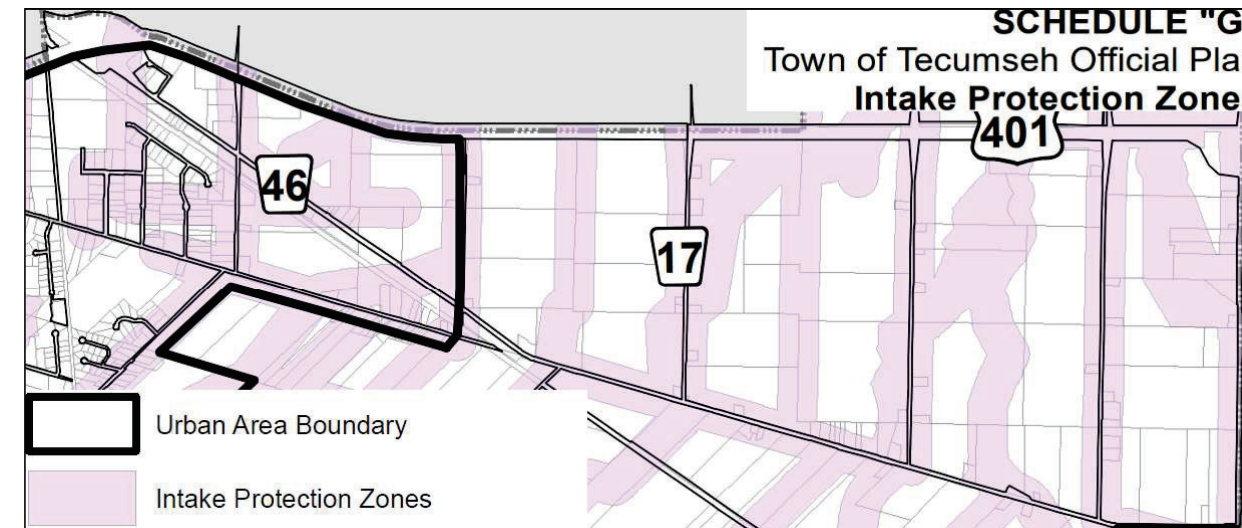


Figure 7: Town of Tecumseh OP Schedule G (Intake Protection Zones)

4.5.1 Maidstone Hamlet Secondary Plan (2021)

The Maidstone Hamlet Secondary Area provides a framework for the growth and development of the southeastern section of the Town of Tecumseh. This area is specifically outlined in Schedule B3: Maidstone Hamlet Settlement Area Land Use Plan of the OP (Volume 1 - Figure 8). The Secondary Area Plan aligns with the policies of the OP and contributes to the long-term vision for the community, emphasizing balanced residential growth and environmental stewardship.

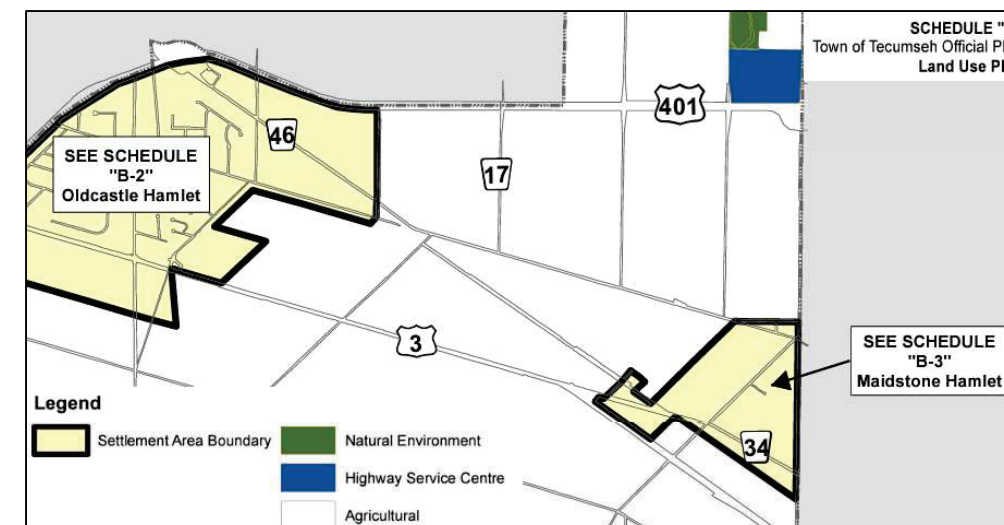


Figure 8: Town of Tecumseh OP Schedule B (Land Use Plan)

The land use designations and policies of Section 11.2 of the Town of Tecumseh OP apply to specific secondary plans as identified in the policies. These secondary plans are intended to conform to and implement the policies of the OP. However, in cases of conflict between the

policies of the OP and the policies of a secondary plan, the policies of the secondary plan shall prevail and supersede those of the OP for the land area subject to the secondary plan. In all other cases, the policies and designations of the OP remain applicable.

Study Area Boundary

The lands within the Study Area are designated as the “Maidstone Hamlet Secondary Planning Area.” The boundary of this area encompasses approximately 47 hectares, primarily following County Roads 19 and 46, and includes a combination of rural and residential lands.

Land Use Designations

The Maidstone Hamlet Secondary Area includes the following land use designations:

Residential Expansion Area

The Residential Expansion Area is intended for the development of approximately 900 new homes. This development will consist primarily of low-density residential housing, including single-detached homes, semi-detached homes, and townhouses, with densities ranging from 10 to 12 units per hectare. The design of new residential areas will emphasize connectivity through sidewalks, bikeways, and pedestrian pathways, with the goal of providing safe access to community facilities and open spaces. Sustainable development practices, including stormwater management systems that align with natural drainage patterns, will be incorporated to minimize environmental impacts.

Open Space

Open Space areas will serve as green corridors linking residential areas with natural features and recreational amenities. These areas aim to preserve and enhance the natural environment and local biodiversity. Public access will be facilitated through well-maintained trails and multi-use pathways.

Agricultural/Natural Areas

Portions of the Maidstone Hamlet area are designated for agricultural and natural heritage conservation. Policies protect these lands from urban development in order to maintain the rural character of Tecumseh and preserve its agricultural heritage. Development adjacent to these areas will require the establishment of buffer zones to mitigate potential impacts on natural features.

Based on the policies outlined in the Maidstone Hamlet Secondary Area plan and the broader OP the proposed transportation and roadway changes is not expected to be impacted by the secondary plan's provisions. The secondary plan provides a framework that supports residential expansion, including the development of approximately 900 new homes within the Residential Expansion Area. This aligns with the OP's vision for accommodating growth while ensuring environmental stewardship and the protection of natural features. Any potential conflicts or

constraints, such as the need to preserve agricultural and natural areas or respect buffer zones adjacent to sensitive lands, will be addressed through the incorporation of mitigation measures and appropriate land use planning. The policies of the secondary plan reinforce the OP's goals, and while the secondary plan supersedes the OP in specific instances, particularly in cases of land use designations and detailed development guidelines, these policies do not present barriers to the proposed transportation and roadway changes. The EA alternatives will be consistent with the OP's overarching objectives for sustainable growth and development, and the secondary plan further enhances this framework without imposing restrictions on the proposed land use.

4.5.2 Maidstone Agricultural Industry

The ADM Agri-Industries Ltd. grain elevator, located at 11632 Talbot Road (NOR 1K0), within the Maidstone Hamlet Settlement Area plays a crucial role in grain storage and processing operations. It is vital to local farmers and the agricultural community. Maintaining safe and efficient access to the facility for farm machinery and heavy vehicle turning movements, as well as adequate commercial vehicle turning movement storage is critical.

5.0 TOWN OF TECUMSEH ZONING BY-LAW (2021)

The Town of Tecumseh is in the process of developing a new Zoning By-law to replace its three existing by-laws. This initiative follows the approval of a new OP in June 2021, which serves as the guiding document for the town's growth and development. The primary goal is to align the Zoning By-law with the policies outlined in the OP, ensuring a coherent and consistent regulatory framework. Additionally, the project aims to consolidate the current zoning by-laws (Zoning By-law 1746 for the former Town of Tecumseh, Zoning By-law 2065 for the former Village of St. Clair Beach, and Zoning By-law 85-18 for the former Township of Sandwich South) into a unified and simplified set of regulations, facilitating clarity and understanding for stakeholders.

The Town of Tecumseh Zoning by-law (2021)⁷ is a key planning document to establish development and land use parameters, indicating locations and regulations. It defines guidelines for the placement of new structures, modifications to existing ones, permissible building types, and allowable property uses, businesses, and activities.

A summary of current Zoning by-laws relating to land use and setback requirements for the Study Area and a map of the current zoning (2021) designations (**Figure 9**) can be found below.

⁷ Town of Tecumseh Zoning by-law (2021) https://www.tecumseh.ca/en/town-hall/resources/Documents/FINAL-Tecumseh-ZBLR-Issues-Report_20230525.pdf



Figure 9: The Town of Tecumseh Zoning By-Law Map

Agricultural:

- Consolidated Zone Agriculture (AG): Modified version of existing Agriculture (A) zone of By-law 85-18.
- Consolidated Zone Agriculture Business (AB): Consolidation of Rural Commercial (CR) and Hamlet Commercial-Industrial (CMH) zones.
- New Zone Agriculture No Residence (AN): New zone mirroring updated AG zone but prohibits residential uses, applicable in farm severance.

Residential:

- Consolidated Zone Hamlet Residential (RH): Reflects the existing Hamlet Residential (HR) zone.
- Consolidated Zone Residential 1 (R1): Consolidation of existing R1 zones in all three existing zoning by-laws.
- Consolidated Zone Residential 2 (R2): Reflects the existing R2 zone in By-law 2065.
- Consolidated Zone Residential 3 (R3): Consolidation of R2 zones in By-laws 1746 and 85-18.
- Consolidated Zone Residential 4 (R4): Consolidation of R3 zones in By-laws 1746 and 2065.

Commercial:

- Consolidated Zone District Commercial (CD): Consolidation of C3 and C4 zones in By-law 1746, C1 zone in By-law 2065, and C1 and C2 zones in By-law 85-18.
- Consolidated Zone Hamlet Commercial (HC): Reflects the existing Commercial Hamlet (CH) zone.

- Consolidated Zone Highway Service Centre (HSC): Reflects the existing Highway Service Centre (HS) zone.

Community Use:

- Consolidated Zone Institutional (I): Consolidation of CF zone in By-law 1746 and I zone in By-law 85-18.
- Consolidated Zone Open Space (OS): Consolidation of RE zones in By-laws 1746 and 2065 and P zone in By-law 85-18.

Natural Environment:

- New Zone Natural Environment (NE): Refer to Section 3.5.1 of the report.

Mixed Use:

- New Zone Main Street Zone (MS): Refer to Section 3.4 of the report.

Employment:

- Consolidated Zone Business Park (BP): Consolidation of M1 and M2 zones in By-law 1746, M1, CM, and BP zones in By-law 85-18.
- New Zone Business Corridor (BC): Refer to Section 3.2 of the report.

6.0 EXISTING LAND USES

A detailed overview of land uses within the Study Area along County Road 46, 8th Concession Road and 9th Concession Road including commercial businesses, private and residential lands, and significant environmental features can be found in **Table 1** in **Appendix A**. Photos of the land use features can be found in **Appendix B** for County Road 46, **Appendix C** for 8th Concession Road, and **Appendix D** for 9th Concession Road. A summary can be found below.

6.1 County Road 46

In the Study Area, the landscape varies from natural disturbed areas near the overpass which connects County Road 46 and Highway 401 to a predominantly commercial and industrial zone extending beyond the overpass to 8th Concession Road. East of 8th Concession Road, there are extensive agricultural fields and a woodland on the north side, while the south side accommodates a mix of businesses and residential buildings. The intersection of 9th Concession Road and County Road 46 is characterized by agricultural fields in three quadrants and a truck repair shop in the southeast quadrant. Continuing along County Road 46, the landscape includes a mix of residential, and commercial uses.

Agricultural fields are prevalent at the three-way intersection with Sexton Side Road and north of a Tax Services centre. Further east, intersections with 10th, 11th, and 12th Concession Road feature a mix of residential buildings and agricultural fields. Heading east towards County Road 19 (Manning Road), the landscape is marked by expansive agricultural fields on both sides,

interspersed with residential buildings. The intersection of Middle Road (County Road 46) and County Road 19 (Manning Road) has commercial businesses, including a gas station and a wheel store, and agricultural fields on the west side of the intersection.

6.2 8th Concession Road

At the intersection of County Road 46 and 8th Concession Road, the Study Area exhibits a mix of commercial and industrial land use. To the north, natural disturbed areas are found leading up to the overpass of 8th Concession Road over Highway 401. These natural disturbed areas and agricultural fields continue north of the overpass to the Town of Tecumseh's border.

6.3 9th Concession Road

The intersection of 9th Concession Road and County Road 46 features a blend of agricultural and commercial spaces. Moving north, the landscape transitions into a mix of agricultural/residential areas with agricultural fields situated on both sides of the road. Further north there is the 9th Concession Road overpass over Highway 401 which is surrounded by naturally disturbed areas and agricultural fields. These natural disturbed areas and agricultural fields continue north of the overpass to the Town of Tecumseh's border.

7.0 EXISTING TRANSPORTATION SYSTEMS

7.1 Essex Windsor Regional Transportation Master Plan (EWRTMP)

The Essex Windsor Regional Transportation Master Plan (EWRTMP)⁸ proposed a classification system for Essex County, encompassing all road jurisdictions. Within Tecumseh, eight road classifications were proposed (Freeway, Highway, Regional Road, Secondary Regional Road, Tertiary Regional Road, Class 1 Arterial, Class 2 Arterial, and Class 1 Collector).

As proposed by the EWRTMP, within the Study Area, the boundary of the Windsor border to 9th Concession Road are classified as Class 1 Arterial with a right-of-way (ROW) width of 26 m, beyond 9th Concession Road to County Road 19 (Manning Road), County Road 46 is classified as a Regional Road (**Figure 10**) with an ROW of 20-36 m. 8th Concession Road is classified as Class 1 Arterial Road, while 9th Concession Road is classified as a Class 1 Collector Road (**Figure 10**), with a ROW of 23m.

⁸ Essex-Windsor Regional Transportation Master Plan (2005) https://www.countyofessex.ca/en/county-government/resources/Documents/Essex_Windsor_Regional_Transportation_Master_Plan.pdf

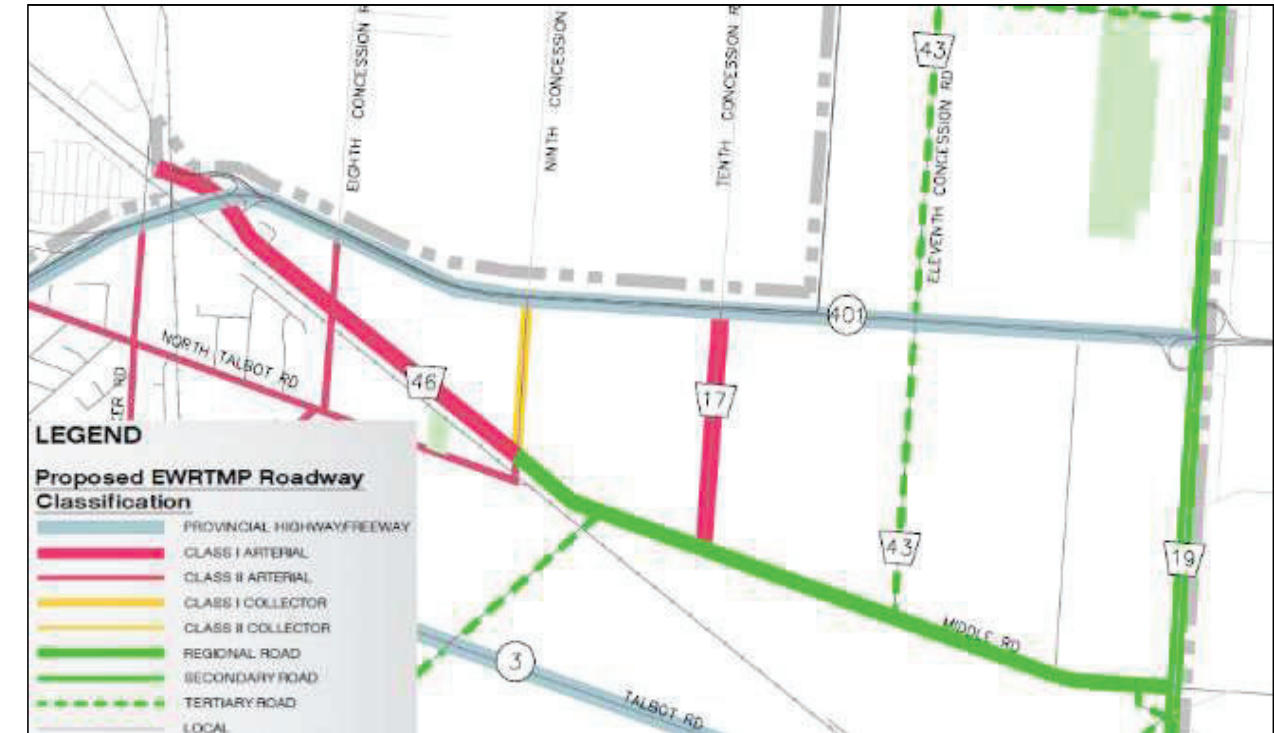


Figure 10: The Essex Windsor Regional Transportation Master Plan (EWRTMP)

7.2 Ministry of Transportation (MTO)

The Town of Tecumseh is intersected by two significant provincial highways, namely Highway 401 and Highway 3, both falling under the jurisdiction of the Ministry of Transportation (MTO).

Highway 401, part of the 400 series, is a controlled-access freeway facilitating interregional east-west travel. Within the Study Area, this six-lane freeway passes through rural sections of the Town and provides access through a full movement interchange at County Road 19 (Manning Road) and Provincial Road (County Road 46). Notable grade-separated crossings of Highway 401 include 8th Concession Road and 9th Concession Road⁹.

7.3 Strategic Road Projects

Several reports were examined during the development of this Transportation Master Plan. These reports elaborate on various alterations to roadways. The anticipated roadway modifications assumed to be implemented by 2034. Within the Study Area, the road modifications are as followed:

- County Road 19 (Manning Road) and County Road 46 intersection improvements.

⁹ Tecumseh Transportation Master Plan (2017) [Transportation-Master-Plan-FINAL-June-2017.pdf \(tecumseh.ca\)](https://www.tecumseh.ca/transportation-master-plan-final-june-2017.pdf)

7.4 County Wide Active Transportation System (2012)

The County has finalized the County-Wide Active Transportation Strategy (CWATS, 2012)¹⁰, which sets up a comprehensive cycling and pedestrian network across the entire County. This strategy outlines an implementation plan spanning the next 20 years, encompassing planning, design, and operational guidelines for the network. Additionally, the study incorporates supporting policies and programs to enhance active transportation. Under CWATS, County Road 46 is identified as a “Candidate Route”. Candidate routes, in the context of CWATS refers to potential pathways or corridors that are being considered for inclusion in an active transportation network. These routes are identified and mapped based on a variety of factors, including input from local municipalities, principles of route selection and development, and considerations for connections to existing networks and key destinations.

CWATS further identifies County Road 46 as having existing and proposed paved shoulders (**Figure 2**). In the context of active transportation, paved shoulders are able to accommodate cyclists in rural areas and benefit motor vehicle traffic. The addition or enhancement of paved shoulders can extend the road surface's service life by minimizing edge deterioration. This approach provides maneuvering space for slow-moving cyclists, thereby reducing conflicts with faster-moving motor vehicle traffic. In addition, paved shoulders provide cost savings by reducing the need to maintain gravel shoulders, serving as a refuge for disabled vehicles, facilitating the passage of emergency vehicles, enhancing the longevity of vehicle lanes by improving lateral support for the roadway structure, and potentially lowering the occurrence of run-off-the-road collisions.

8.0 NEW DEVELOPMENT

8.1 Residential Subdivision

Development of a residential subdivision is currently being planned on a 20.7-hectare parcel of land located at the northeast corner of the intersection of North Talbot Road and 8th Concession Road. This residential subdivision which will consist of 220 units, including 132 single-unit dwellings, 6 semi-detached dwellings, and 19 townhouse dwellings, along with designated buffer areas, passive open spaces, multi-purpose pathways, stormwater corridors, and a stormwater pond (**Figure 11**).

The Town’s land use designation for the proposed lands is currently Residential/Future Development (**Figure 3**). For more information regarding the Residential and Future Development land use designation please refer to **Section 4.5**.

¹⁰ County Wide Active Transportation STUDY (CWATS) Master Plan https://www.countyofessex.ca/en/discover-the-county/resources/Documents/CWATS_Master_Plan_2012.pdf

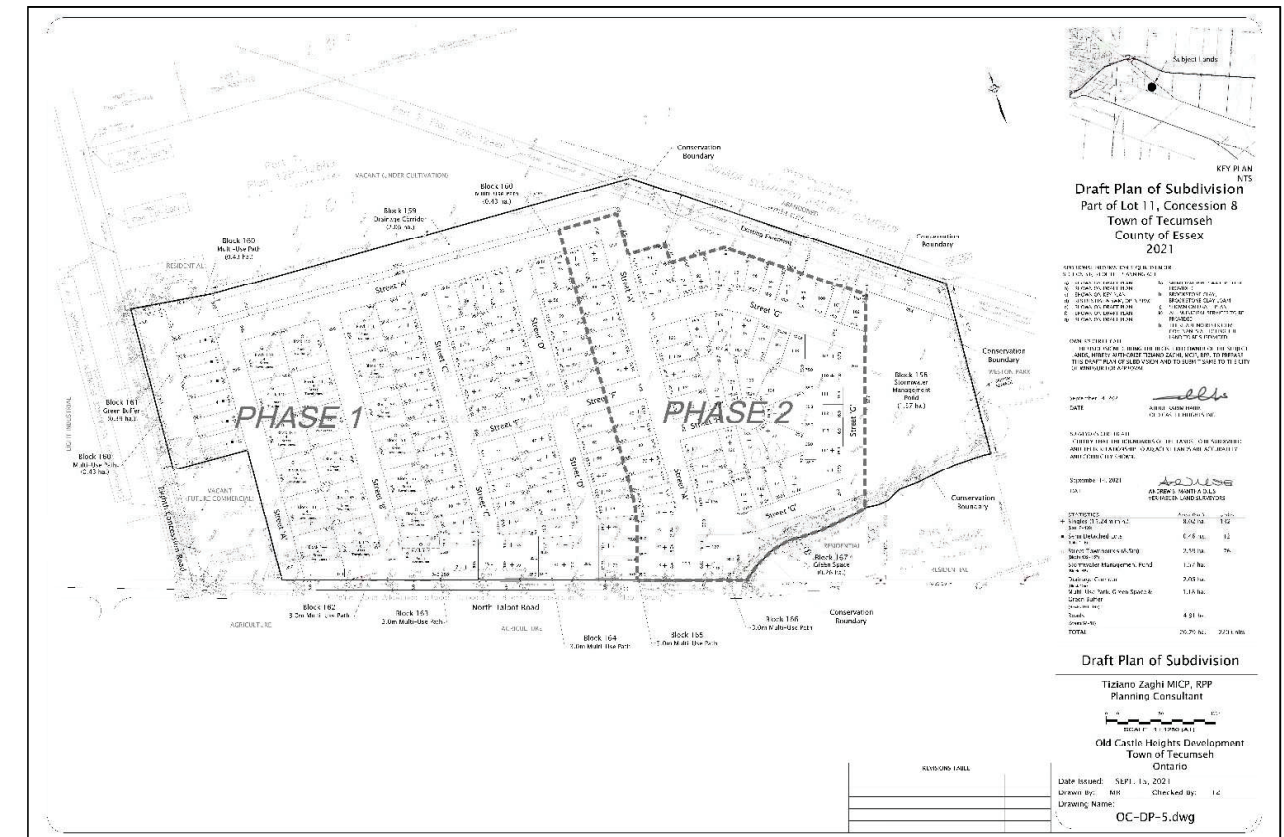


Figure 11: Draft Plan of Residential Subdivision

8.2 Industrial Subdivision

An industrial subdivision is currently being planned on approximately 29 hectares of greenfield site in the northeast corner of the Provincial Road (County Road 46) and 8th Concession Road intersection. The current stage of the development proposal is conceptual, intending to divide the area into nine distinct leasable lots. Among this, approximately 19.4 hectares are designated for industrial lots, 4.9 hectares will remain as a natural area, 2.1 hectares will serve as a stormwater management facility, and the remaining 2.6 hectares will accommodate roads and buffer zones. The development will unfold in two phases. By 2022, approximately 10.5 hectares will undergo development and occupation (partial build-out), with the remaining 8.9 hectares slated for development and occupation by 2027 (full build-out). The site plan (**Figure 12**) includes two interconnected internal roads. One road will run north-south, connecting to County Road 46, spanning roughly 185 metres. The other will run east-west, linking to 8th Concession Road, covering approximately 700 metres. The eastern terminus of this east-west road will culminate in a cul-de-sac. The two proposed intersections along 8th Concession Road and Provincial Road will operate without traffic signals.

The Town's land use designation for the site is Business Park (Figure 3). For more information regarding the Business Park land use designation please refer to Section 4.5.

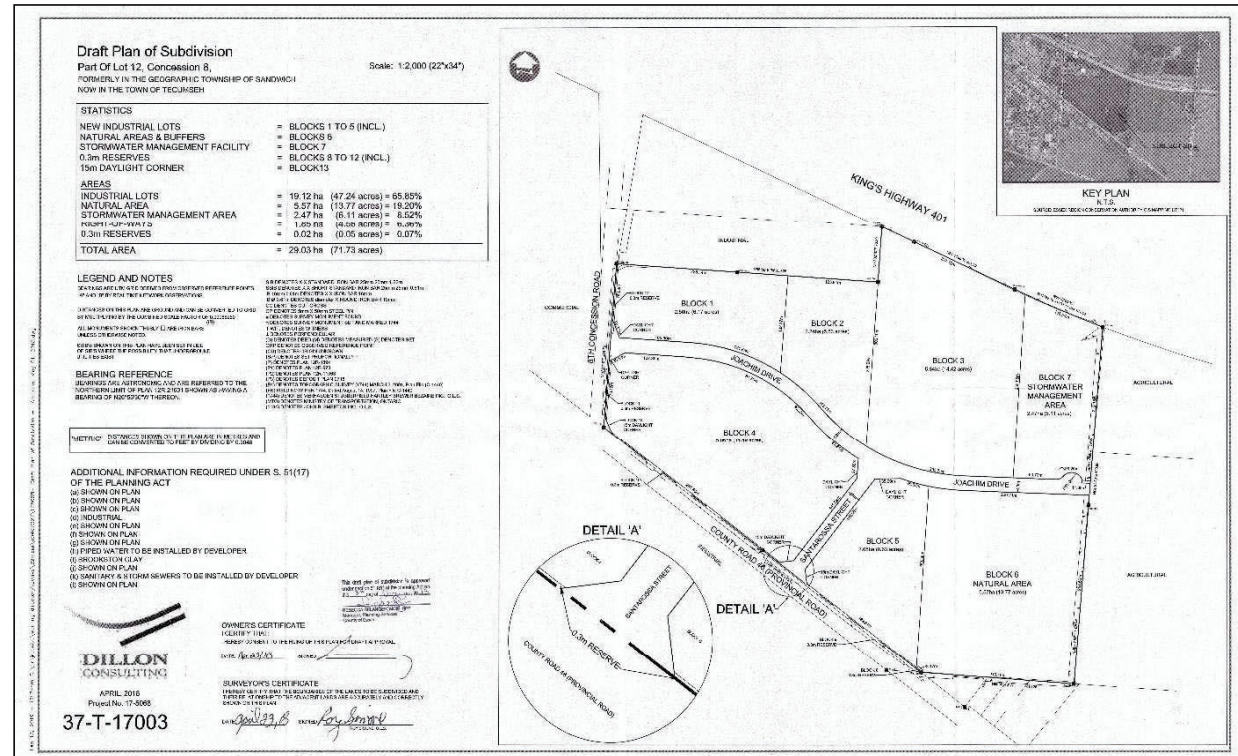


Figure 12: Draft Plan of Industrial Subdivision

Appendix A

County Road 46 Photos

Appendix A – County Road 46 Photos



Photo 1: Highway 401 Westbound ramp terminal, facing northwest



Photo 2: Highway 401 Westbound ramp terminal, facing north

Appendix A – County Road 46 Photos



Photo 3: Highway 401 Westbound ramp terminal, facing west



Photo 4: Highway 401 Westbound ramp terminal, facing south

Appendix A – County Road 46 Photos



Photo 5: Highway 401 Eastbound on-ramp / eastbound ramp terminal, facing north



Photo 6: Highway 401 Eastbound ramp terminal, facing east

Appendix A – County Road 46 Photos



Photo 7: Commercial area on south side of County Road 46



Photo 8: Industrial area on north side of County Road 46

Appendix A – County Road 46 Photos



Photo 9: Industrial area on north side of County Road 46

Appendix A – County Road 46 Photos



Photo 11: Industrial area on south side of County Road 46



Photo 10: Industrial area on south side of County Road 46, facing west



Photo 12: 5136 Provincial Road (County Road 46)

Appendix A – County Road 46 Photos



Photo 13: 5116 Provincial Road (County Road 46)



Photo 14: 5138 Provincial Road (County Road 46)

Appendix A – County Road 46 Photos



Photo 15: 5204 Provincial Road (County Road 46)



Photo 16: 5248 Provincial Road (County Road 46)

Appendix A – County Road 46 Photos



Photo 17: 5005 Provincial Road (County Road 46)



Photo 18: 5710 Provincial Road (County Road 46)

Appendix A – County Road 46 Photos



Photo 19: 6395 Essex County Road 46



Photo 20: 6594 North Talbot Road

Appendix A – County Road 46 Photos



Photo 21: Agricultural areas on south side of North Talbot Road (County Road 46)



Photo 22: Agricultural areas on north side of North Talbot Road (County Road 46), facing east

Appendix A – County Road 46 Photos



Photo 23: Agricultural areas on north side of North Talbot Road (County Road 46)



Photo 24: 10920 Essex County Road 46

Appendix A – County Road 46 Photos



Photo 25: 10995 North Talbot Road (County Road 46)



Photo 26: 1616 North Talbot Road (County Road 46)

Appendix A – County Road 46 Photos



Photo 27: Agricultural areas on south side of North Talbot Road (County Road 46), facing west



Photo 28: Commercial areas on north side of County Road 46

Appendix B – 8th Concession Road Photos

Appendix B

8th Concession Road Photos



Photo 1: 8th Concession Road and County Road 46 intersection, looking east



Photo 2: 8th Concession Road and County Road 46 intersection, looking west

Appendix B – 8th Concession Road Photos



Photo 3: 8th Concession Road and County Road 46 intersection, facing north

Appendix B – 8th Concession Road Photos



Photo 5: 8th Concession Road and County Road 46 intersection, facing south



Photo 4: 8th Concession Road and County Road 46 intersection, facing southwest



Photo 6: 8th Concession Road, industrial park entrance 250 m north of County Road 46, facing west

Appendix B – 8th Concession Road Photos



Photo 7: 8th Concession Road, waste processing entrance 250 m north of County Road 46 intersection, facing east



Photo 8: North of Study Area – 4894 8th Concession Road

Appendix B – 8th Concession Road Photos



Photo 9: North of Study Area - intersection of 8th Concession Road and South West Detention Centre



Photo 10: North of Study Area – recreational areas along west side of 8th Concession Road

Appendix C

9th Concession Road Photos



Photo 1: 9th Concession Road and County Road 46 intersection, facing southeast



Photo 2: 9th Concession Road and County Road 46 intersection, facing north

Appendix C – 9th Concession Road Photos



Photo 3: 9th Concession Road and County Road 46 intersection, facing west



Photo 4: 9th Concession Road and County Road 46 intersection, facing east

Appendix C – 9th Concession Road Photos



Photo 5: 9th Concession Road and County Road 46 Intersection, facing south



Photo 6: North of Study Area - 9th Concession Road at the Windsor Campground entrance.