



# Environmental Assessment Executive Summary Report

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

September 2025



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

**Table of Contents**

**E-1 INTRODUCTION ..... E-1**  
     **E-1.1 Problem and Opportunity Statement ..... E-1**  
     **E-1.2 Study Area ..... E-1**  
     **E-1.3 Municipal Class Environmental Assessment (EA) Process ..... E-1**

**E-2 CONSULTATION ..... E-2**  
     **E-2.1 Public and Agency Consultation ..... E-2**  
     **E-2.2 Indigenous Peoples Engagement ..... E-2**  
     **E-2.3 Council Resolution ..... E-2**

**E-3 ANALYSIS AND EVALUATION ..... E-2**  
     **E-3.1 Generation, Analysis and Evaluation of Preliminary Design Alternatives ..... E-3**

**E-4 RECOMMENDED PLAN ..... E-3**  
     **E-4.1 Statement of Flexibility ..... E-3**

**List of Figures**

Figure E-1: Regional Location..... E-1  
 Figure E-2: Study Area..... E-1  
 Figure E-3: Evaluation Sections..... E-3  
 Figure E-4: Section 1 and 2 (Highway 401 to Concession Road 9) Recommended Cross Section ..... E-4  
 Figure E-5: Section 2 (Concession Road 9 easterly) Recommended Cross Section..... E-4  
 Figure E-6: Section 3 Recommended Cross Section ..... E-5  
 Figure E-7: Sections 1 and 2 Recommended Alignment..... E-6  
 Figure E-8: Section 3 West Recommended Alignment..... E-7  
 Figure E-9: Section 3 East Recommended Alignment..... E-8  
 Figure E-10: Concession Road 8 Recommended Cross Section..... E-9  
 Figure E-11: Concession Road 9 Recommended Cross Section..... E-10  
 Figure E-12: Concession Roads 8 and 9 Recommended Alignment ..... E-11  
 Figure E-13: County Road 43, County Road 17 and Lauzon Parkway Recommended Plan ..... E-12

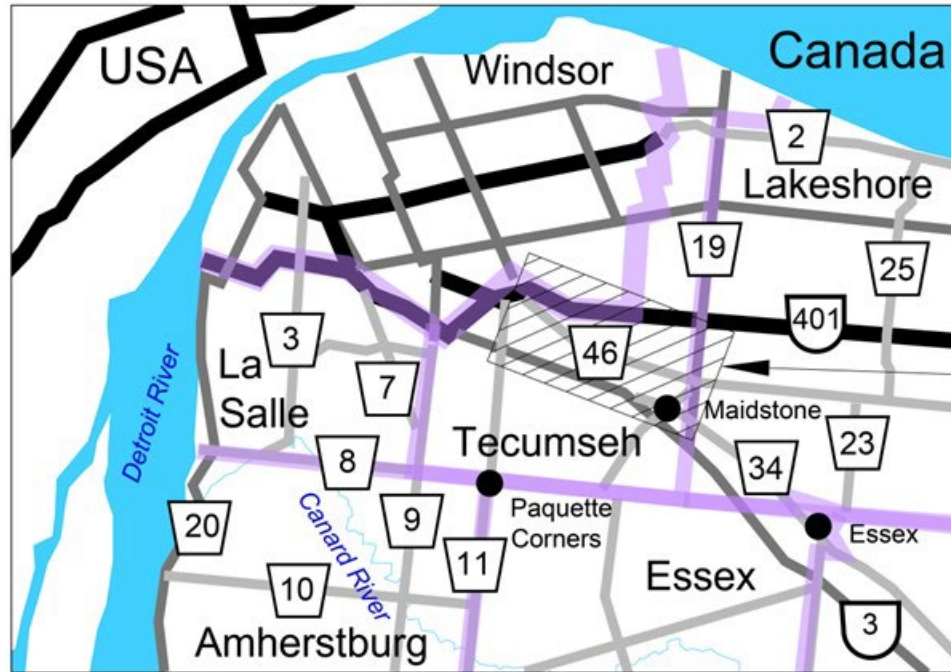
**E-1 INTRODUCTION**

**E-1.1 Problem and Opportunity Statement**

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 ROW (ROW) and intersection configuration.

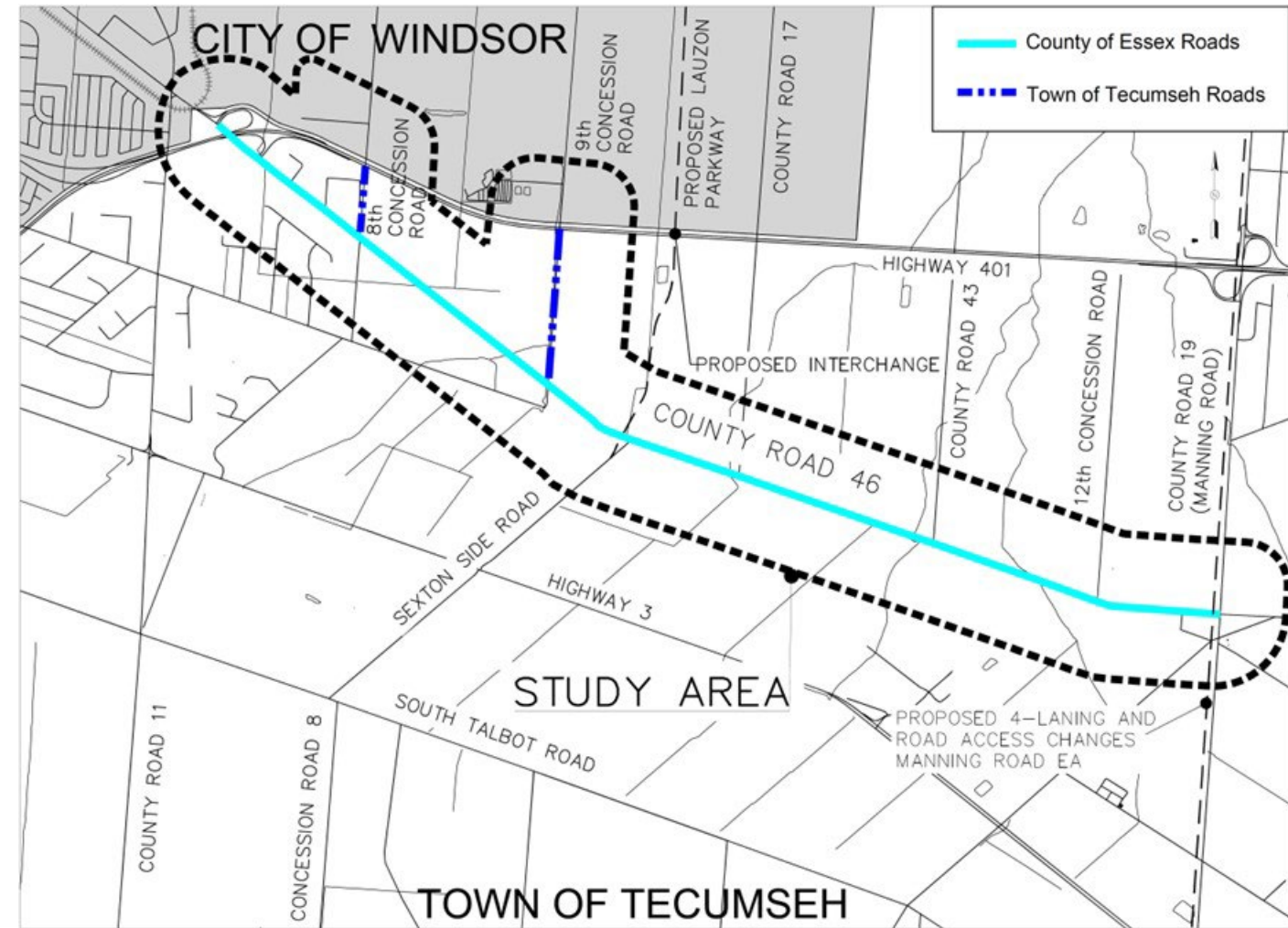
**E-1.2 Study Area**

The Study Area is located within the County of Essex. The County Road 46 limits extend approximately 8 km from the southeast boundary of the City of Windsor easterly to County Road 19. The Concession Roads 8 and 9 limits extend from County Road 46 northerly to Highway 401, approximately 0.5 and 1.0 km, respectively. The regional location of the Study Area is shown in **Figure E-1**. The Study Area illustrated on **Figure E-2**. The Study Area includes 500 m on either side of the roadways under examination.



**Figure E-1: Regional Location**

Study Area



**Figure E-2: Study Area**

**E-1.3 Municipal Class Environmental Assessment (EA) Process**

This project was undertaken to satisfy the Provincial EA Act following the “Municipal Class Environmental Assessment” (MCEA) (2023) process. This document specifies the procedures required to plan specific road projects according to an approved planning process. The EA reflects the County Road 46 planning for a Schedule C undertaking of an arterial road under the jurisdiction of the County of Essex and Schedule B projects for collector roads under the jurisdiction of the Town of Tecumseh.

The MCEA process was undertaken in a series of phases commencing with problem identification and culminating in the filing of this 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 entails five phases:

- Phase 1: Identify the Problem
- Phase 2: Alternative Solutions
- Phase 3: Alternative Design Concepts for the Preferred Solution
- Phase 4: ESR
- Phase 5: Implementation

## E-2 CONSULTATION

### E-2.1 Public and Agency Consultation

The public consultation approach 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.

The EA process included circulating a draft Study Design Report describing the proposed methodology for the MCEA at the start of the study. The draft Study Design Report was circulated to external agencies and was available to the general public through posting on the County and Town websites. The final Study Design Report is included in **Appendix A**. The Study Design Report circulation was completed as a discretionary public consultation, Step 1.2 of the MCEA Planning and Design Process.

Three Public Consultation Centres (PCCs) were held during the study to present the project, the assessment of alternatives and the Technically Preferred Plan (TPP). These meetings were an integral component of the study – seeking input and comments from the local community/stakeholders. As a result, the following community issues were raised during the Study:

- Tributaries of Little River within the Study Area should be naturalized to address local stormwater retention issues and expand wildlife habitat. Natural heritage areas should be protected and preserved. These initiatives will improve the health of Detroit River's Watershed.
- Include a centre turn lane along the entire length of County Road 46 as well as left turning lanes at Concession Roads 8 and 9 to reduce traffic congestion.
- Support for connecting Highway 3 and Lauzon Parkway to improve safety and reduce the flow of traffic along County Road 17, County Road 46, and County Road 19.
- Support for an active transportation route along County Road 46 that connects to Chrysler Canada Greenway.
- Concern the construction of Lauzon Parkway Extension will influence improvements to County Road 46.
- Support for the consideration of roundabouts.
- Reflect the needs of large agricultural vehicles.
- Will sewers be installed?

- Concern for the property requirements for the road widening and intersection improvements.
- "Right hand turns only" on County Road 46.

### E-2.2 Indigenous Peoples Engagement

Indigenous Peoples engagement was also undertaken as part of the study. The Indigenous Consultation between the Study Team and the respective individual Indigenous communities and their responses/ requests was tracked. A separate spreadsheet has been created for field visits of Indigenous communities requesting to be involved. The engagement included sharing archaeological studies with Caldwell First Nation and PCC No. 3 information with the Chippewa of the Thames First Nation. The County and Town respects that this engagement is a Nation-to-Nation contact with the County and the Town representing the Crown. Indigenous Peoples are Rights Holders and are separate and distinct from public stakeholders.

All Indigenous communities that may have an interest in this Study were sent notification of the Notice of Study Completion, all three PCCs, review of the archaeology reports, and the 30-day review period. Indigenous engagement will continue to be updated and tracked into and during the next phases of Detail Design and construction regarding their notification of future permits that have the potential to affect their interests. The County and Town commit to continued liaison with the Caldwell First Nations and Chippewa of the Thames First Nation who have identified an interest in the project and the environmental mitigation plan. No other community identified themselves during the consultation to date.

### E-2.3 Council Resolution

The Town of Tecumseth Council and County of Essex Council endorsed the Recommended Plan and authorized the publication of the ESR for the 30-day review period.

The Council Resolutions are found in **Appendix L**.

## E-3 ANALYSIS AND EVALUATION

The evaluation of alternatives was completed in a two-step process. The initial step was to consider and validate previous decisions of the Transportation Master Plan (TMP) as Alternative Planning Solutions, which included:

- Alternative 1 - Do Nothing
- Alternative 2 - Transportation Demand Management (TDM) and Transportation Systems Management (TSM)
- Alternative 3 – Active Transportation
- Alternative 4 – Roadway Improvements

Based on the preliminary review of Alternative Planning Solutions, TDM, TSM, Active Transportation and Roadway Improvements were recommended for further evaluation. TDM and TSM were not carried forward as standalone solutions but will be incorporated with the preferred Alternative Planning Solution as part of the Recommended Plan.

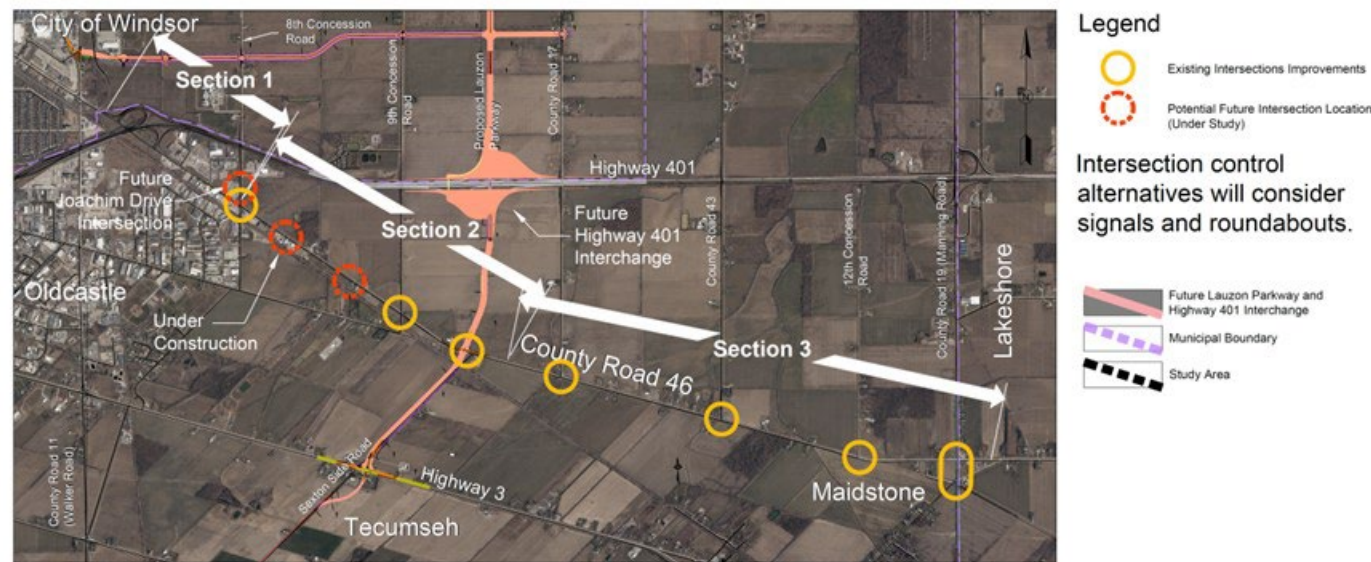
### E-3.1 Generation, Analysis and Evaluation of Preliminary Design Alternatives

A “long list” of Preliminary Design Alternatives was generated to address the preferred Alternative Planning Solution. The long list is based on identified needs, to ensure consideration of a wide range of transportation alternatives (i.e. all reasonable alternatives are considered). The Preliminary Design Alternatives were categorized under 3 groups:

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

These alternatives were presented to the public at the PCC’s and were expanded based on comments received from the public. Alternatives are described in **Section 4.0**.

The Project Team participated in and reviewed the analysis and evaluation for all alternatives. The Technically Preferred Alternative (TPA) was presented to the public at PCC No. 3. The County Road 46 Study Area was divided into 3 sections for the evaluation in addition to Concession Roads 8 and 9, refer to **Figure E-3**. The evaluation process and TPAs are described in **Section 4.2**.



**Figure E-3: Evaluation Sections**

### E-4 RECOMMENDED PLAN

Following PCC No.3, the TPA was subject to refinements based on community input as described in **Section 2.5**. The County Road 46 Recommended Plan includes:

- 40 m ROW;
- 4-lane urban cross section within Oldcastle (Highway 401 to Concession Road 9), refer to **Figure E-4**;
- 4-lane rural cross section between Concession Road 9 and County Road 19 to accommodate large agricultural vehicles (urban cross section in commercial areas), refer to **Figure E-5** and **Figure E-6**;
- Meandering alignment to avoid constraints, refer to **Figure E-7** to **Figure E-9**;

- 2 m paved shoulders to accommodate cyclists;
- 1.8 m sidewalk between Highway 401 and the future Lauzon Parkway, on the northside;
- Conceptual stormwater management ponds;
- No change to Municipal Drains and they will be located within the ROW;
- Roundabouts at Concession Roads 8 and 9 intersections;
- Stop control intersections at County Road 17 and 43 and Concession Road 12; and
- Previously approved signalized intersections at the future Lauzon Parkway and County Road 19 (Manning Road).

The Concession Roads 8 and 9 Recommended Plans include:

- 36 m ROW;
- 2-lane semi-urban cross section, refer to **Figure E-10** and **Figure E-11**;
- 2 m paved shoulder on the west side and a 3 m multi-use path (MUP) on the east side to accommodate cyclists and pedestrians, refer to **Figure E-12**;
- No change to Municipal Drains and they will be located within the ROW;
- Conceptual stormwater management ponds;
- Roundabouts at County Road 46 intersections; and
- Aligned on-centre of Highway 401 bridges.

The recommended intersections and conceptual stormwater management ponds for the Lauzon Parkway. County Roads 17 and 43 are shown on **Figure E-13**.

The EA is seeking environmental clearance for the following:

- Acquisition of private property for roadway improvements; and
- Utility relocation.

### E-4.1 Statement of Flexibility

- Conceptual stormwater management ponds to be adjusted during detail design; and
- Possibility of realigning the Washbrook Drain to Concession Road 9 Municipal Drain.

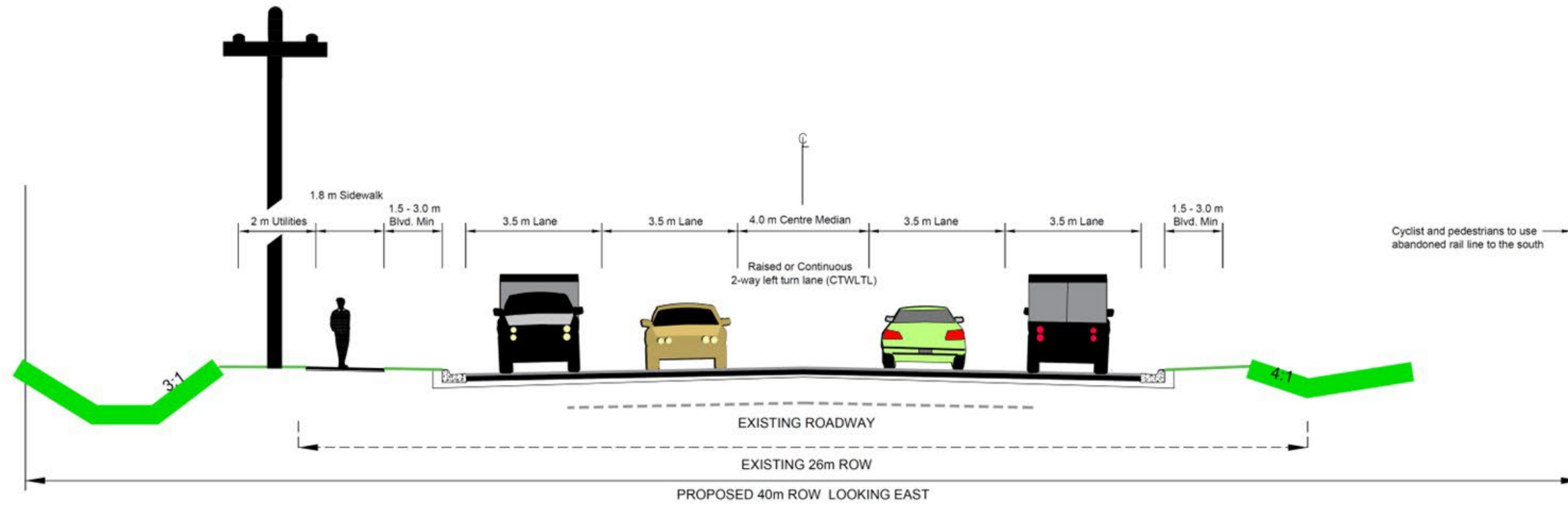
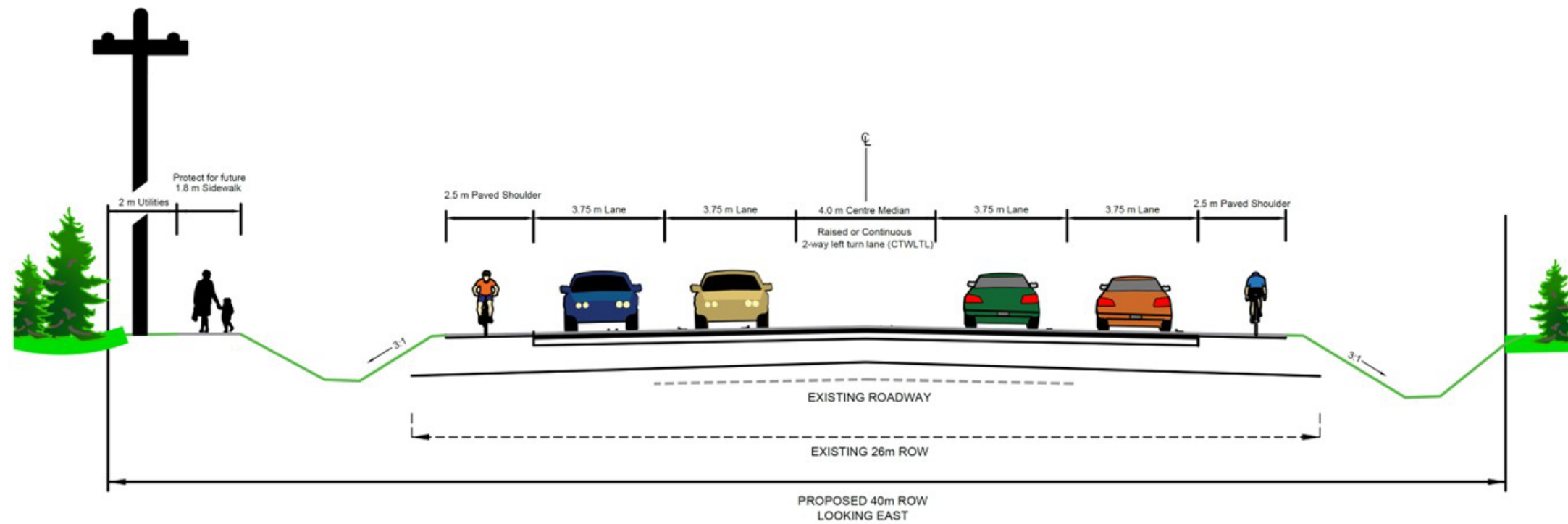


Figure E-4: Section 1 and 2 (Highway 401 to Concession Road 9) Recommended Cross Section



Urban on the south side through the commercial area.

Figure E-5: Section 2 (Concession Road 9 easterly) Recommended Cross Section

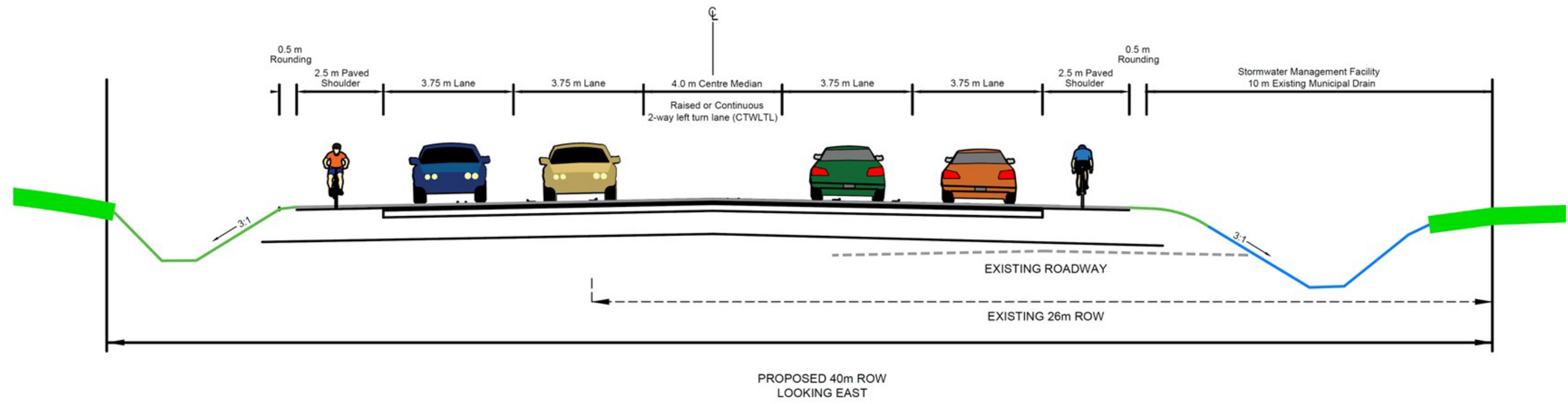


Figure E-6: Section 3 Recommended Cross Section

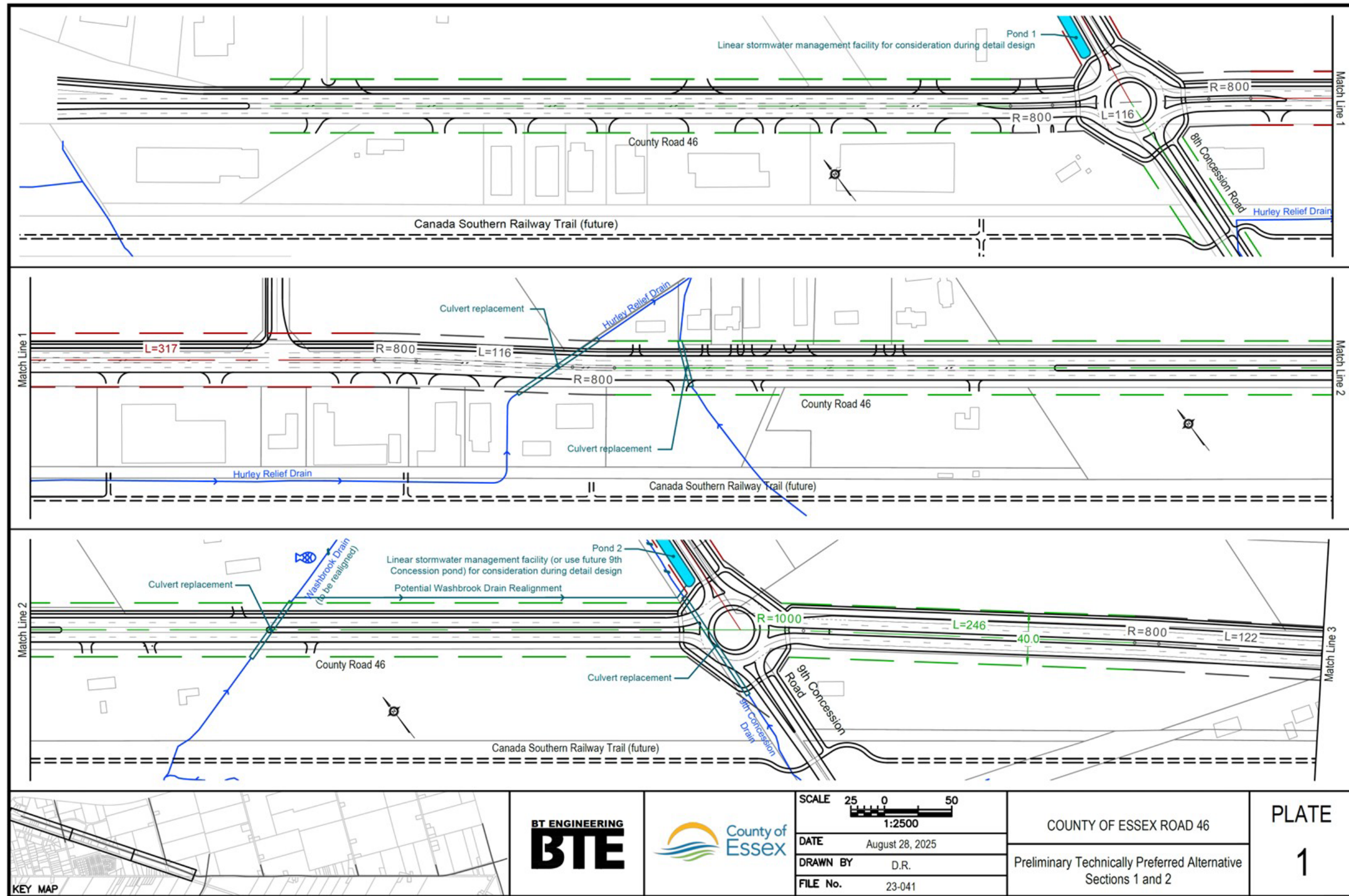


Figure E-7: Sections 1 and 2 Recommended Alignment

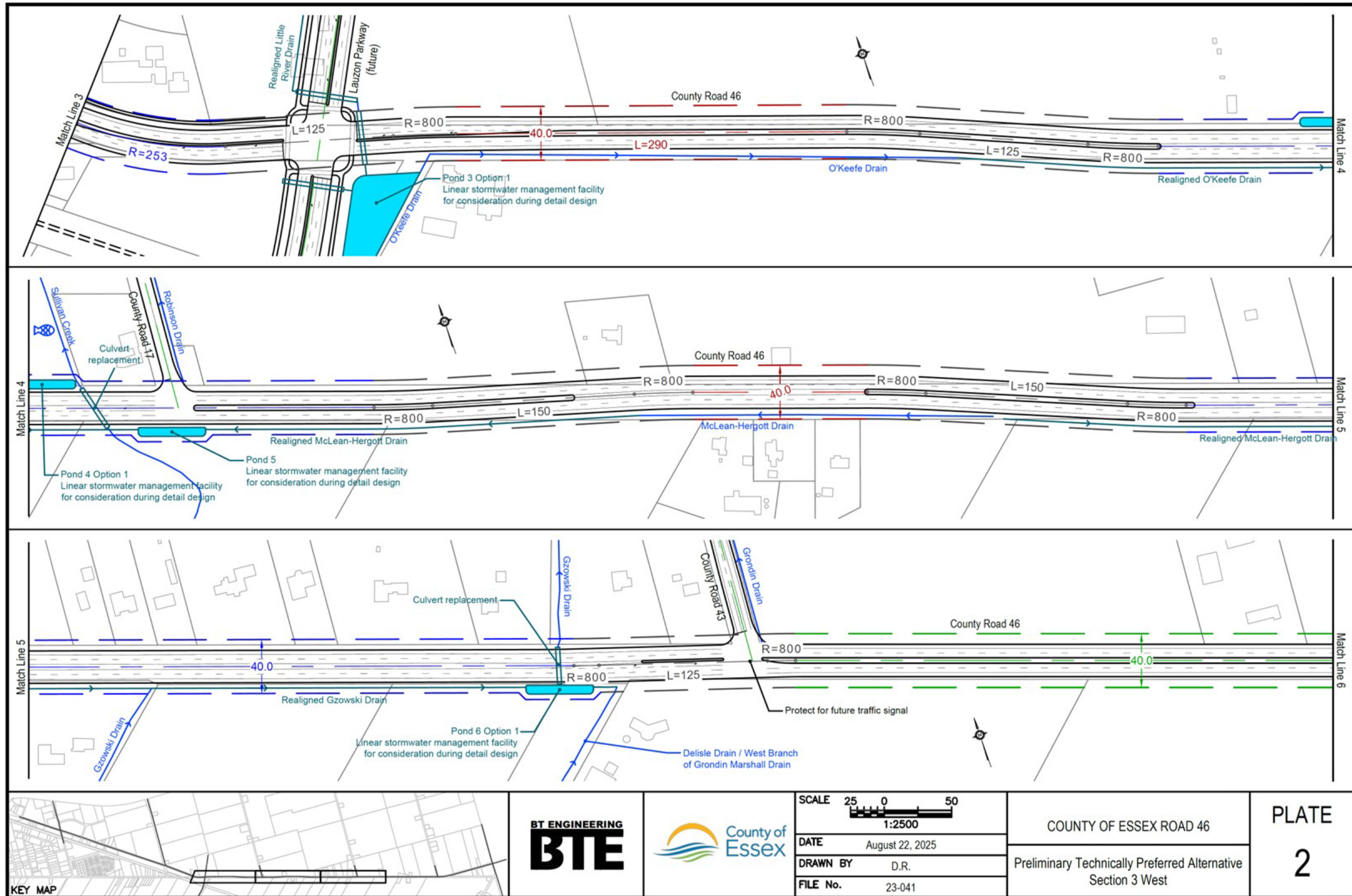


Figure E-8: Section 3 West Recommended Alignment

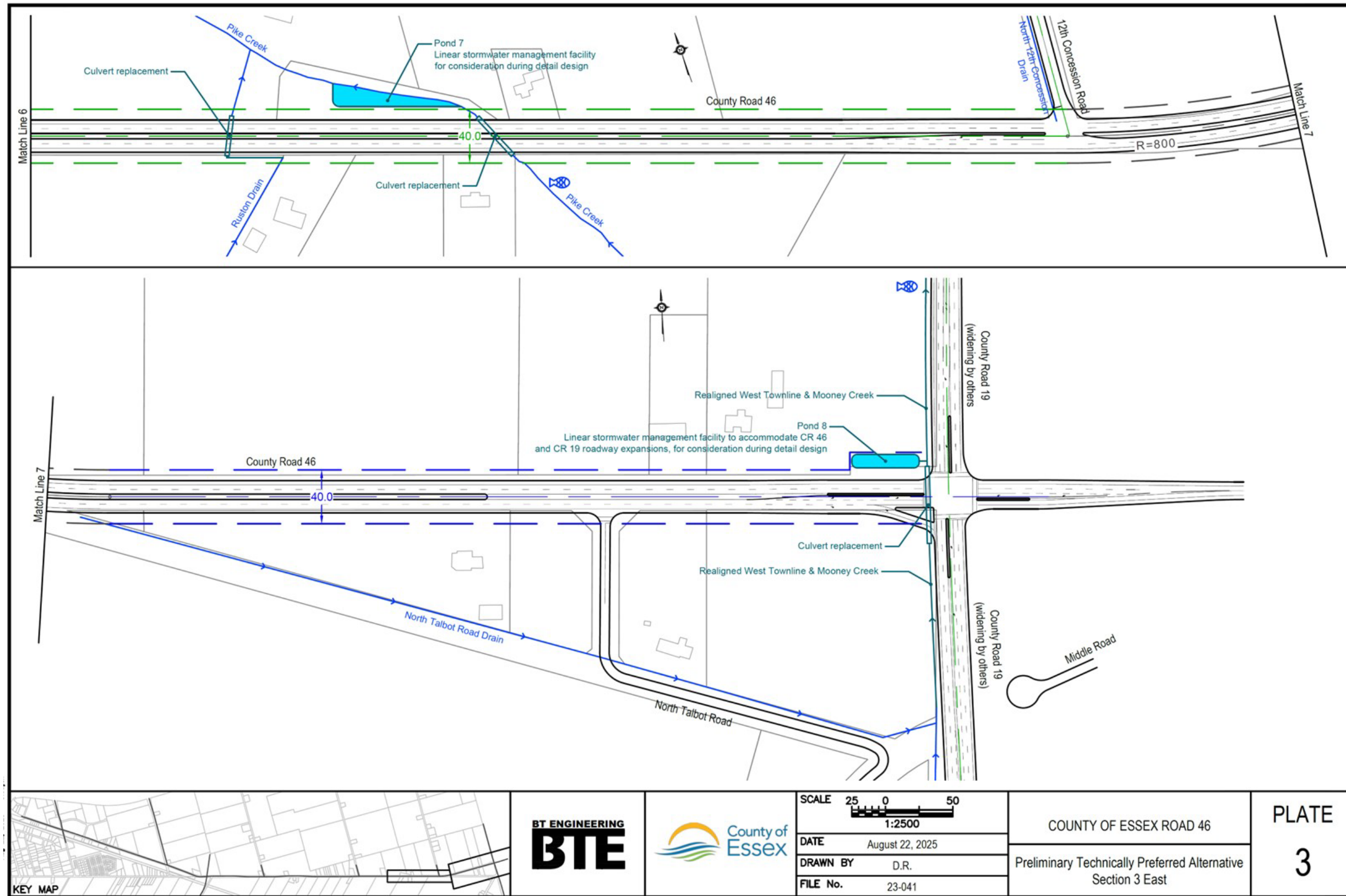


Figure E-9: Section 3 East Recommended Alignment

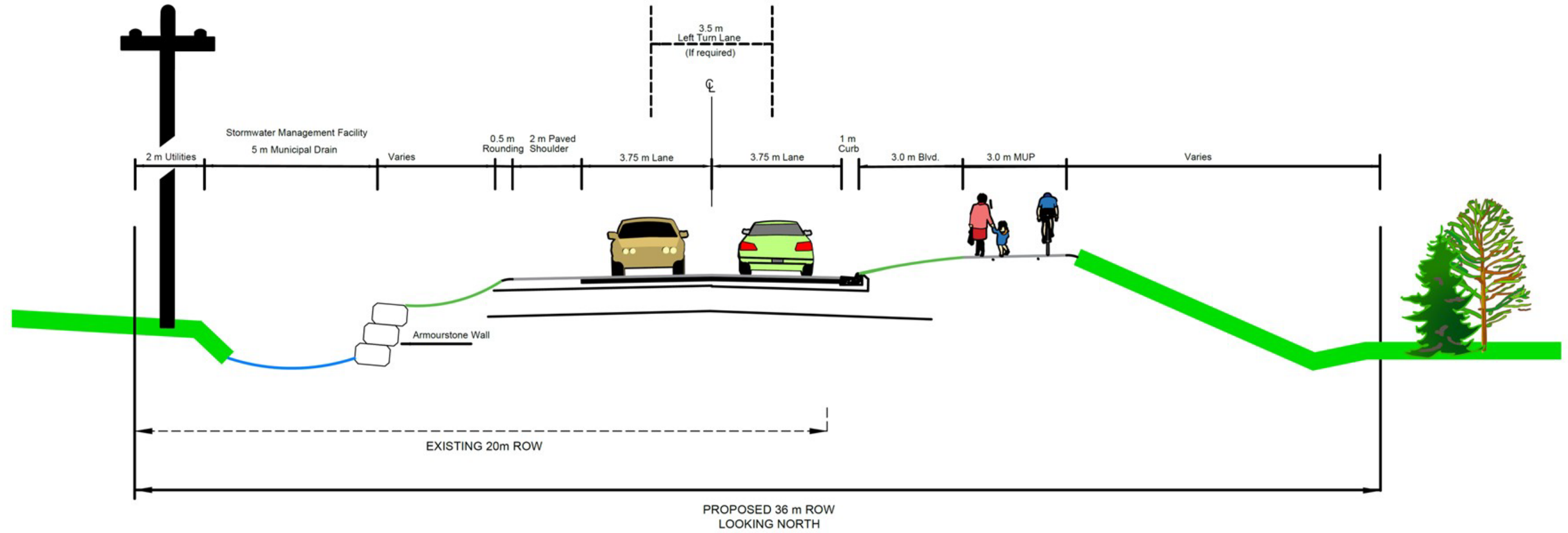


Figure E-10: Concession Road 8 Recommended Cross Section

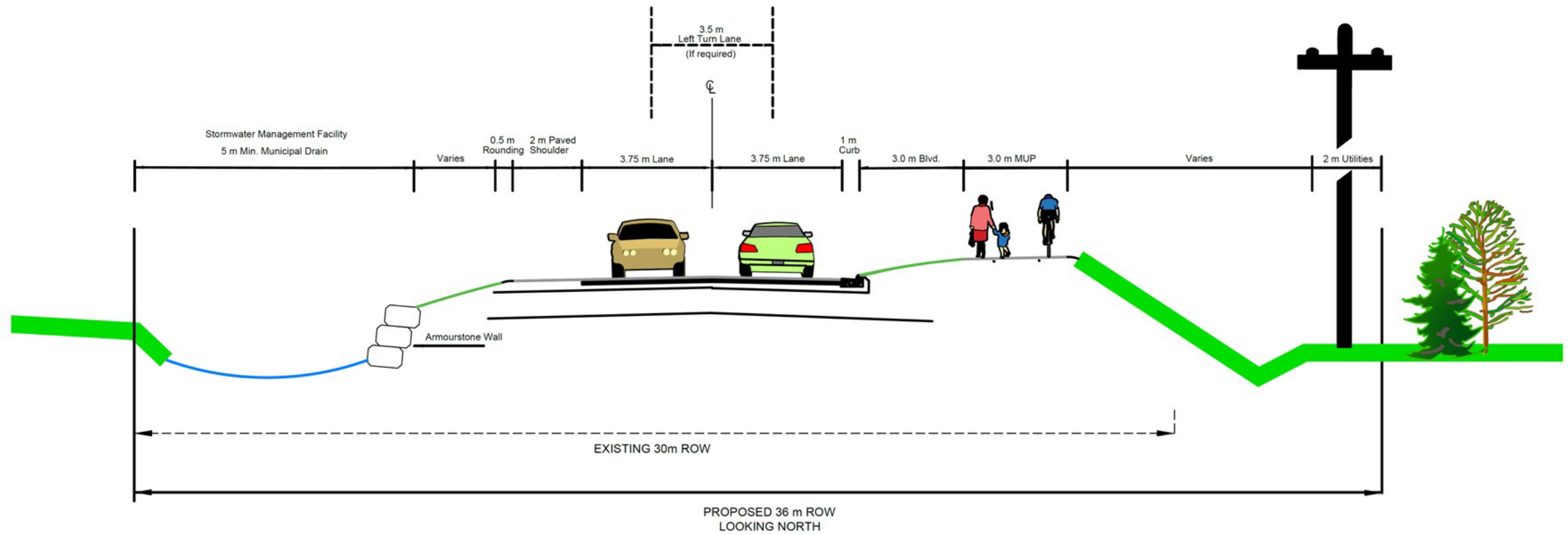


Figure E-11: Concession Road 9 Recommended Cross Section

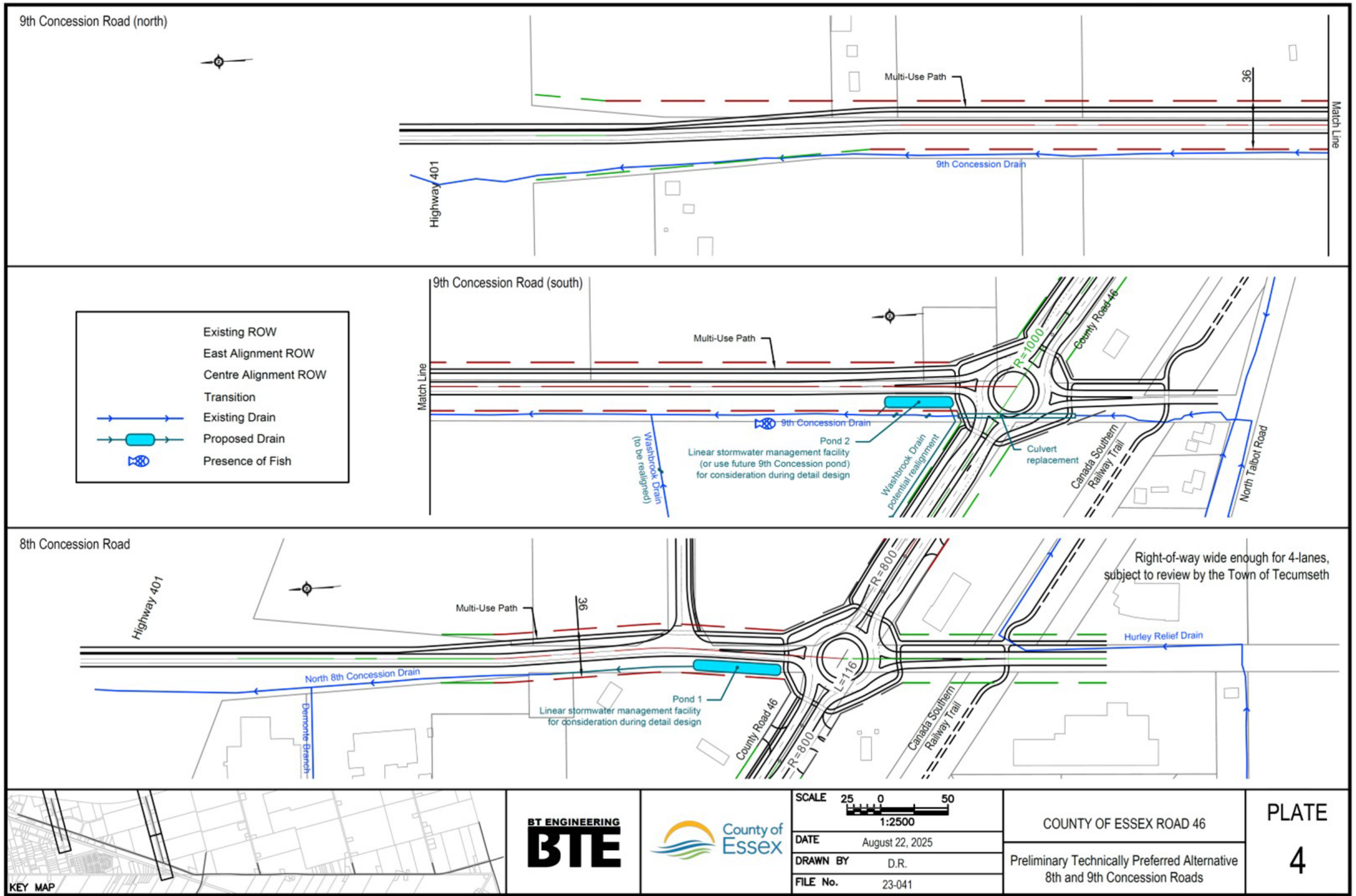


Figure E-12: Concession Roads 8 and 9 Recommended Alignment

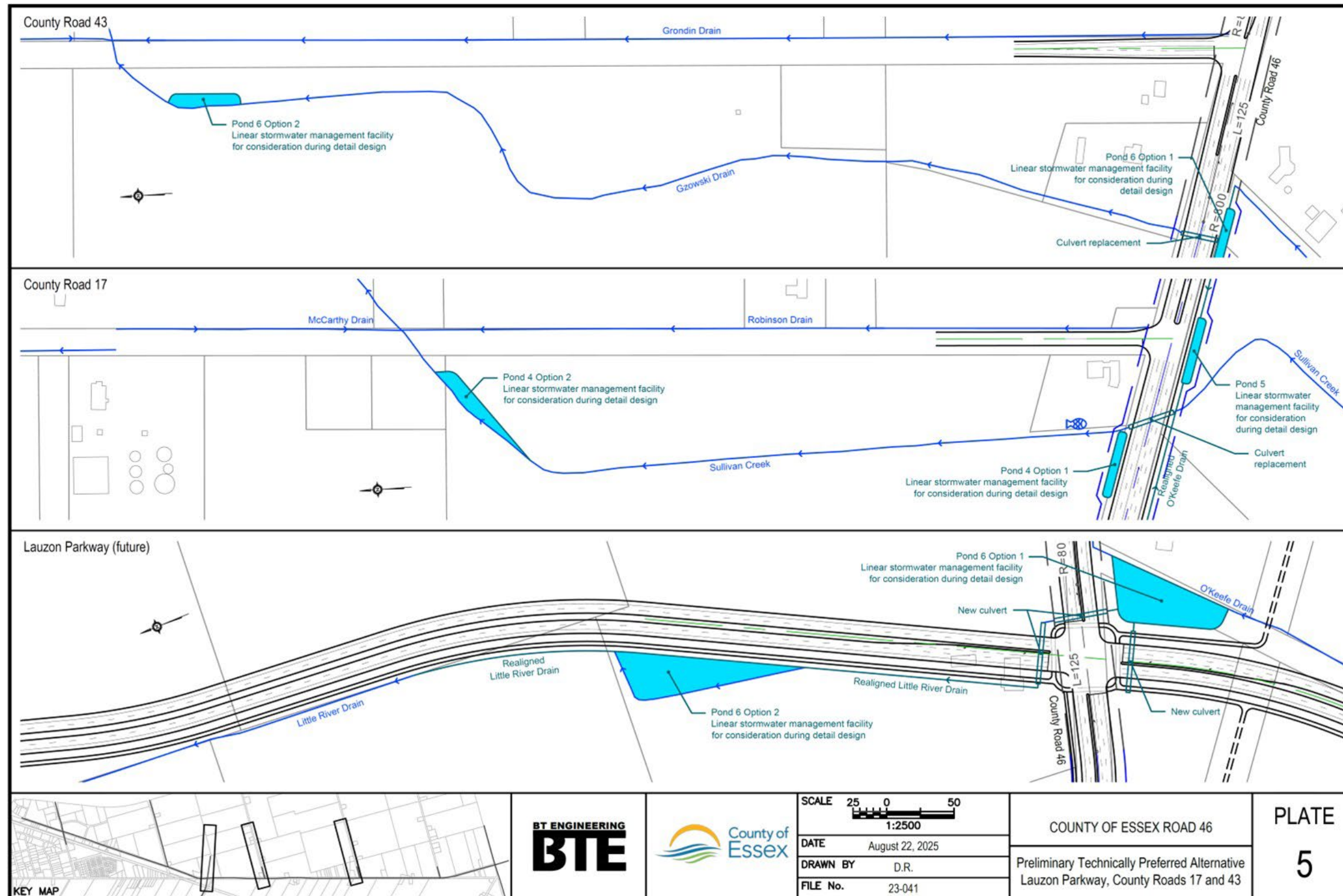


Figure E-13: County Road 43, County Road 17 and Lauzon Parkway Recommended Plan