



Welcome!

County of Essex

County Road 46/Concession Roads 8 and 9 Improvements

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

There is an opportunity at any time during the Class EA process for interested persons to provide comments.

Should you have any questions regarding the materials or any other aspect of the study, or if you would like to review any of the background reports, contact any of the following by **June 16, 2025**:

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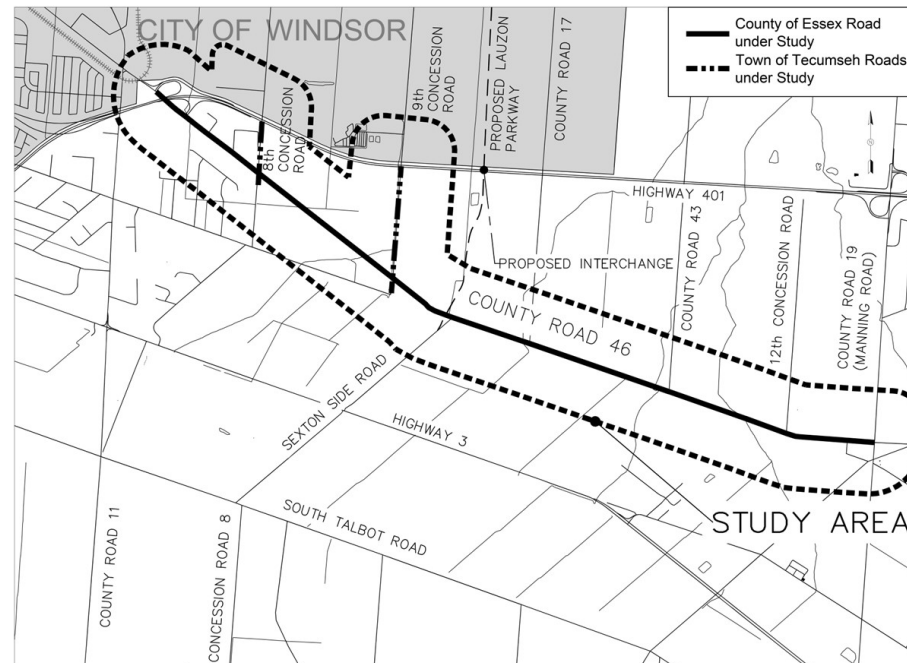


countyofessex.ca/CR46/

Introduction

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

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



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

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

The primary findings from discussion with the public included:

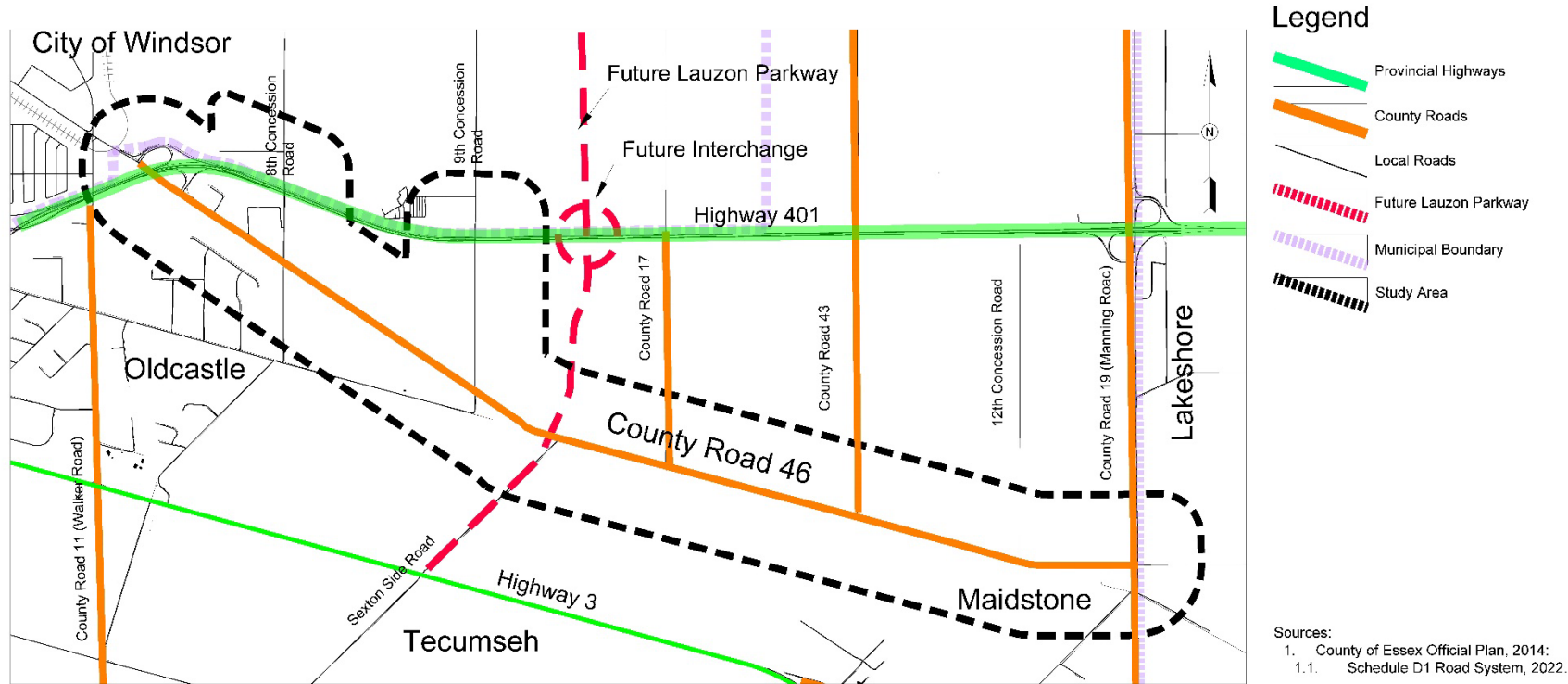
- There was general agreement that improvements are required to County Road 46, and Concession Roads 8 and 9 to reduce traffic congestion and improve safety of the roadways.
- Support for the consideration of roundabouts.
- Support for the consideration of turning lanes on County Road 46.
- Support for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

Purpose of Public Consultation Centre No. 3

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

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

Existing Conditions and Proposed Transportation Network

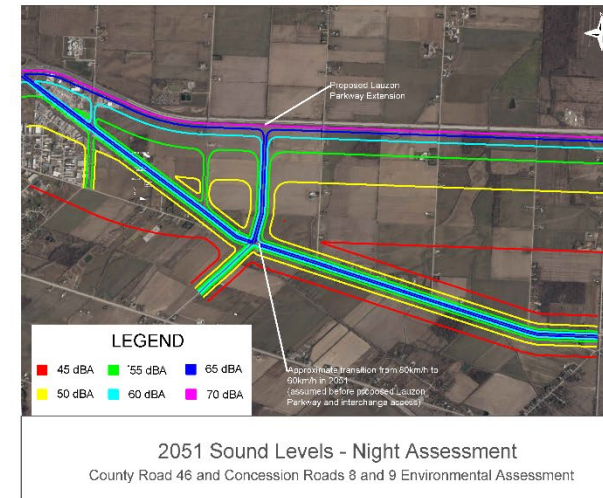
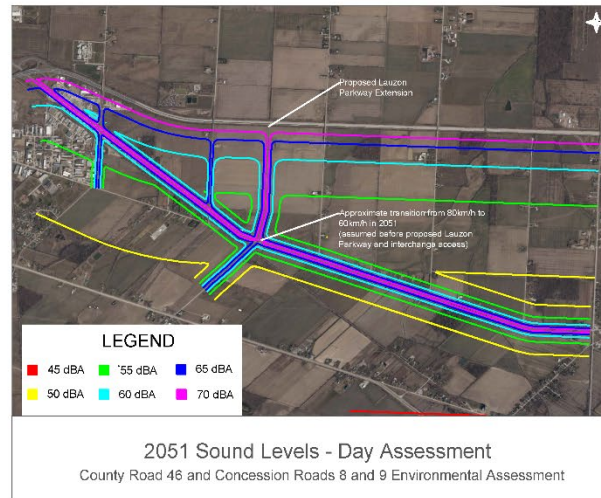
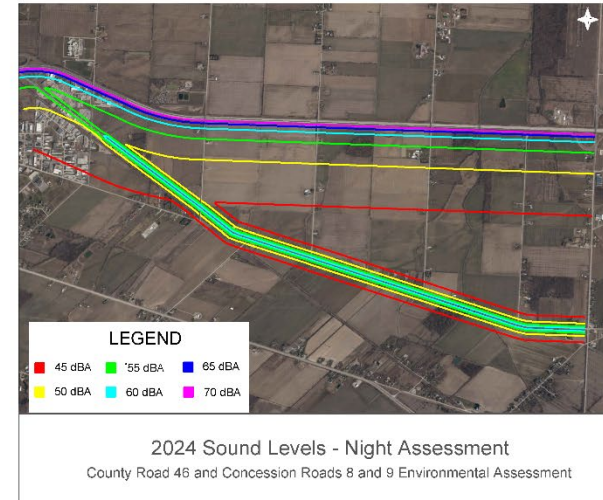
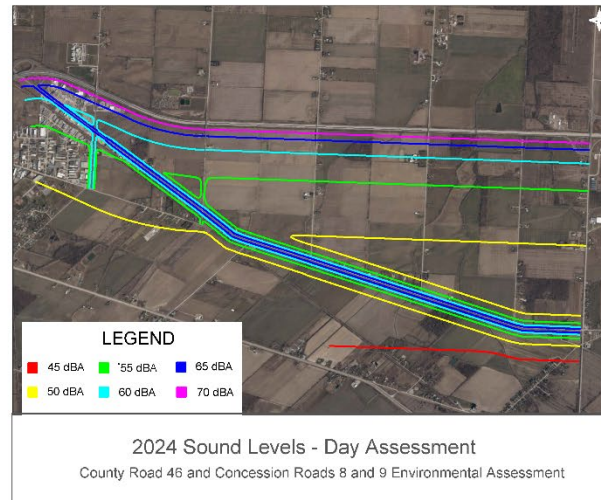


County of Essex County Road 46 and Town of Tecumseh Concession Roads 8 and 9 Environmental Assessment Study ^{NTS}

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



Noise Analysis



Noise Mitigation

- A future total sound level of 65 dBA in the outdoor living area (OLA) is required for a property to be considered for noise mitigation. A 5 dBA increase from the existing to proposed condition also warrants mitigation. None of the receiver sites had a 5 dBA increase as a result of the proposed improvements.
- Sound level changes as a result of the project are forecast be less than 3 dBA. Sound level changes of 3 dBA or less are generally imperceptible to the human ear.

Findings

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

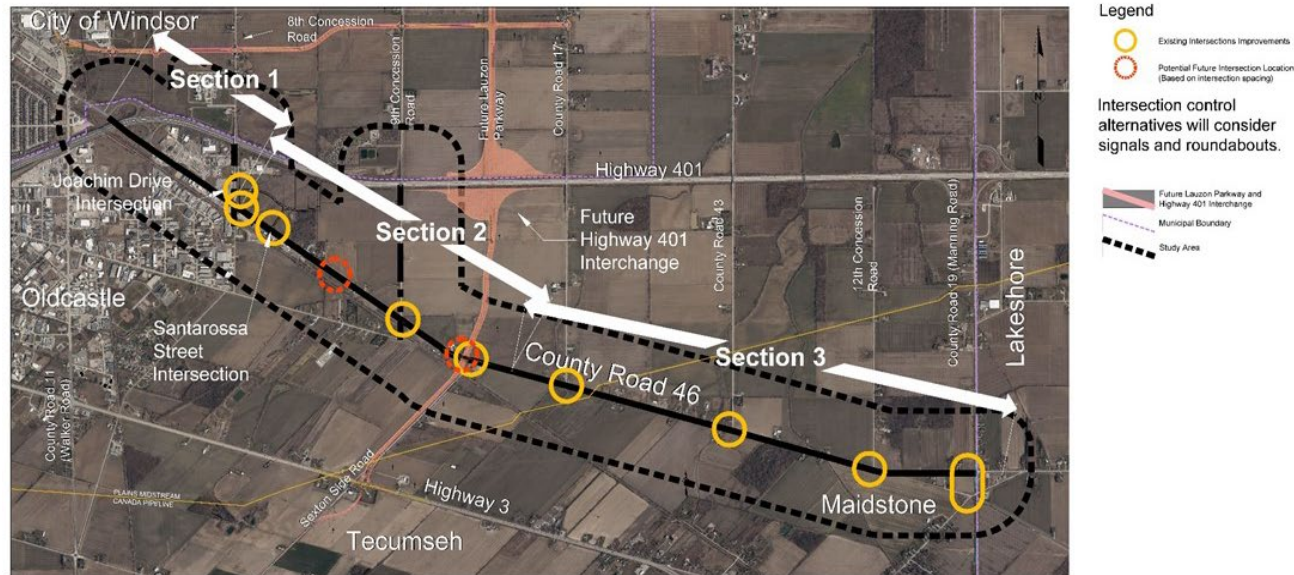
Noise Report is available on the Resource Table.

Preliminary Design Alternatives




























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




The Preliminary Design Alternatives include:

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

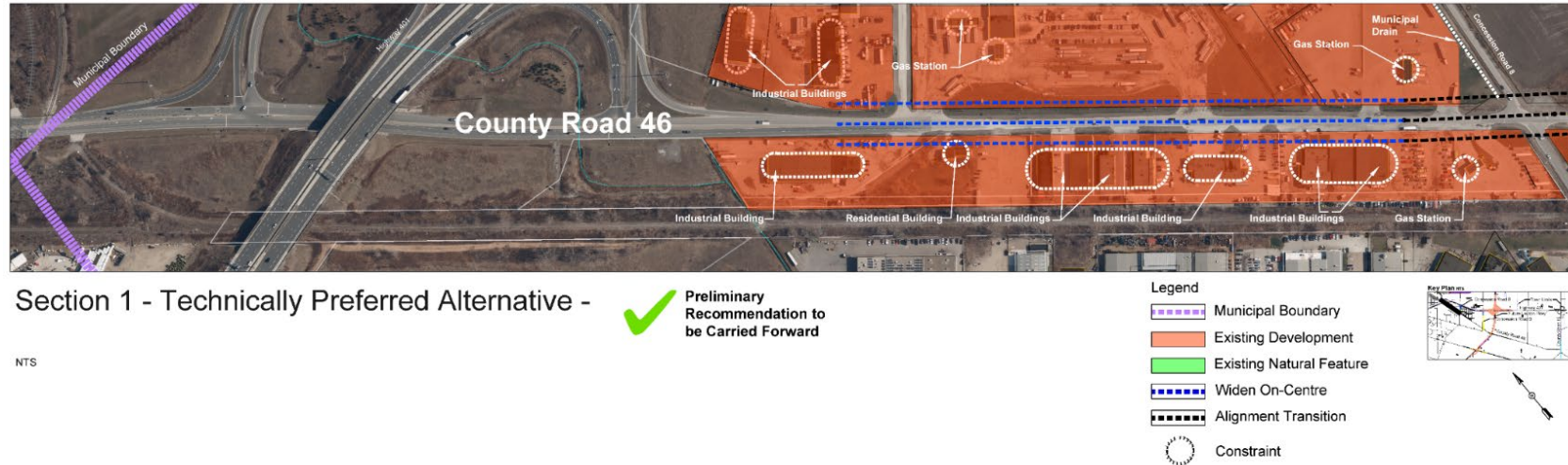


County Road 46 Alignment Evaluation Section 1

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

Legend	Good 	Fair 	Poor 
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County Road 46 Alignment - Technically Preferred Alternative (TPA) Section 1






Recommended Alternative: Alternative 1-1

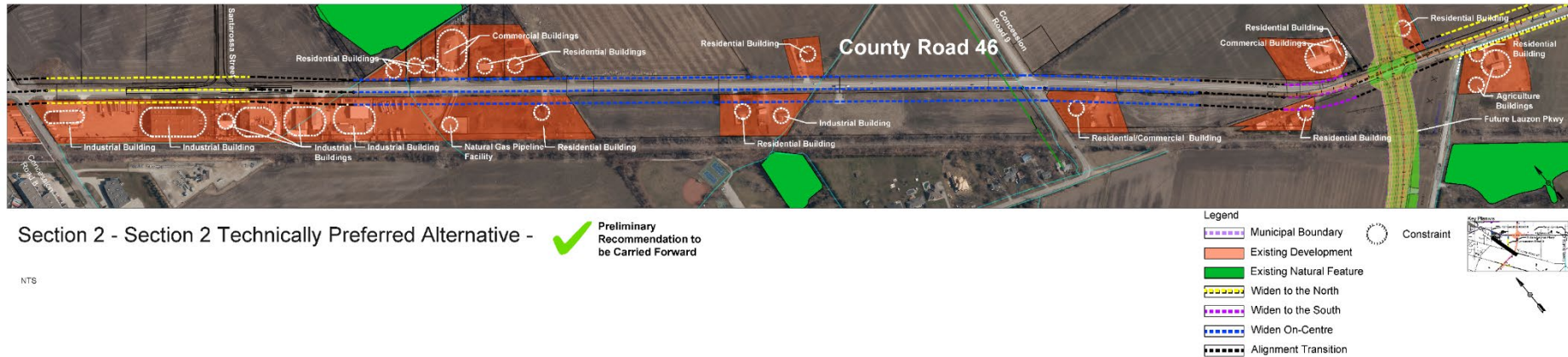
This alternative widens County Road 46 on the existing centre line, resulting in an additional seven (7) metres of land required on both sides of the existing right-of-way for the road widening and impacts to both sides of the roadway. Moderate impacts include loss of frontage with modifications to existing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

County Road 46 Alignment Evaluation Section 2

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

Legend	Good 	Fair 	Poor 
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County Road 46 Alignment TPA Section 2





Recommended Alternative: Alternative 2-4

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

County Road 46 Alignment Evaluation Section 3

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

Legend	Good 	Fair 	Poor 
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County Road 46 Alignment TPA Section 3






Recommended Alternative: Alternative 3-4 Meandering

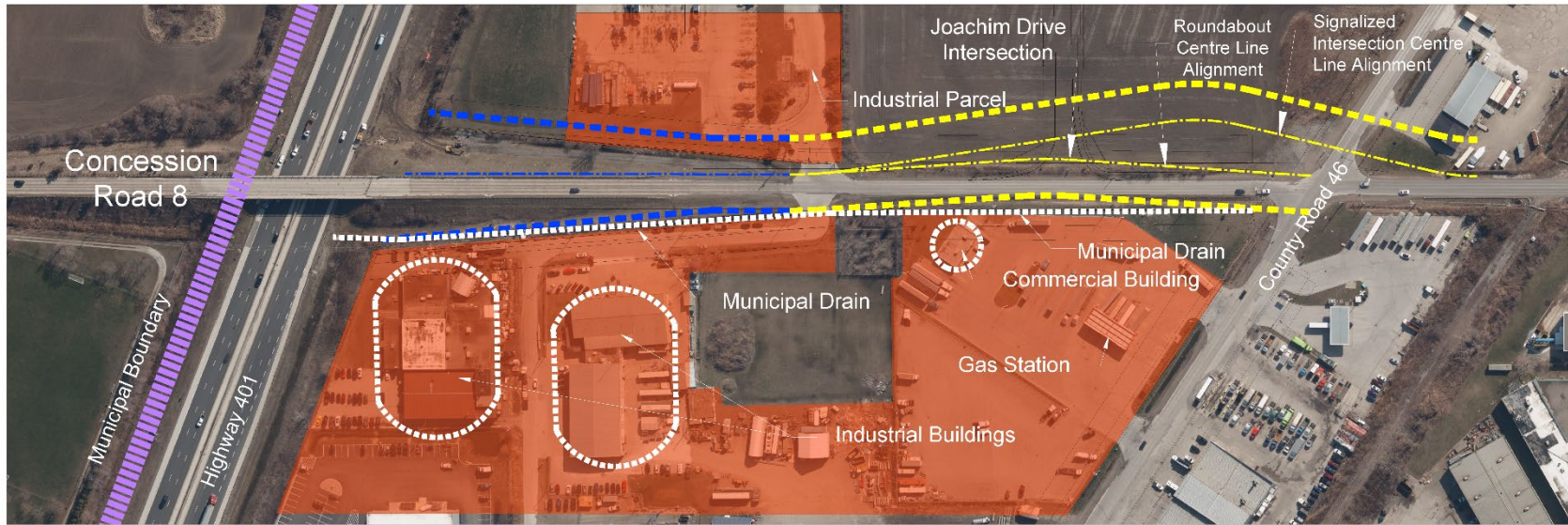
Meandering the alignment avoids constraints on both sides of the roadway. This alignment contains roadway sections where the right-of-way transitions between widening on-centre, north or south of the existing right-of-way and uses subtle shifts in the alignment to avoid short curve radii and reduce the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

Concession Road 8 Alignment Evaluation

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

Legend	Good 	Fair 	Poor 
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Concession Road 8 Alignment TPA



Concession Road 8 Technically Preferred Alternative

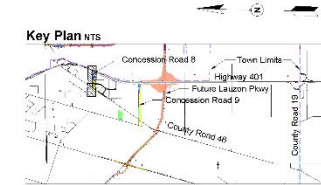
NTS

Legend

-  Municipal Boundary
-  Existing Development
-  Widen to the East
-  Widen On-Centre







































Constraint






**Preliminary Recommendation to
be Carried Forward**

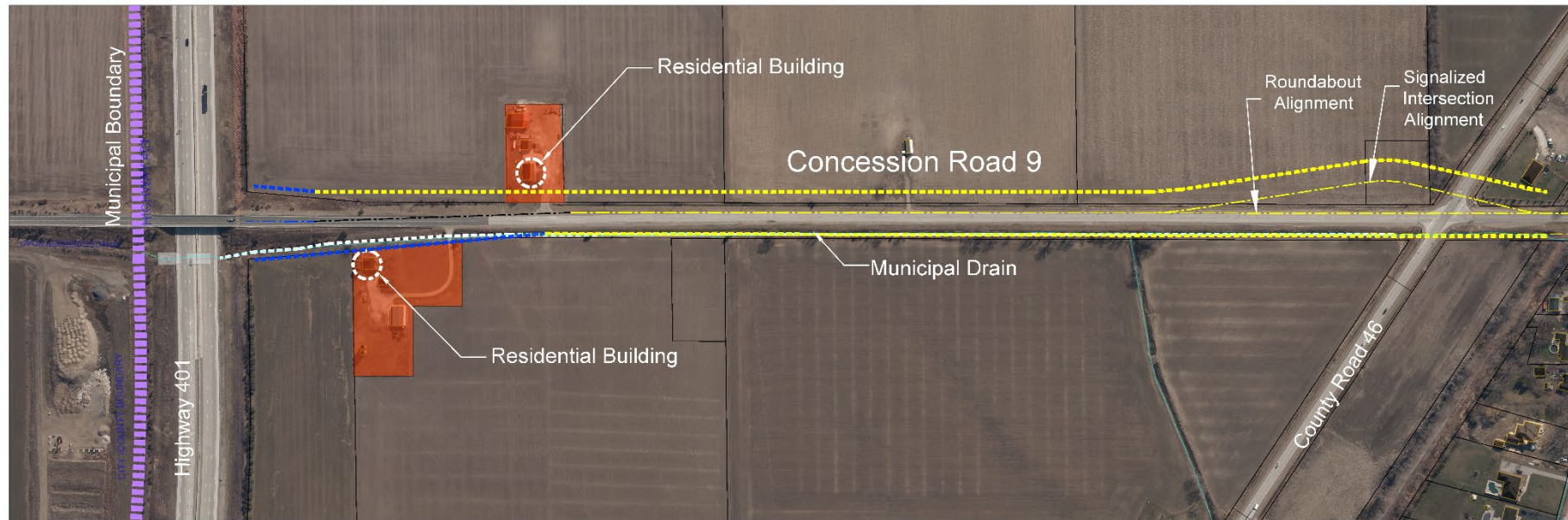
Alternative 4 Meandering alignment is the technically preferred alternative and recommended to be carried forward. Alternative 4 has no “Poor” scores and the greatest number of ‘Fair’ scores when compared to the other alternatives. The Technically Preferred Alignment aligns with the existing MTO overpass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

Concession Road 9 Alignment Evaluation

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

Legend	Good 	Fair 	Poor 
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Concession Road 9 Alignment TPA



Concession Road 9 Technically Preferred Alternative

NTS

Legend



Municipal Boundary



Existing Development



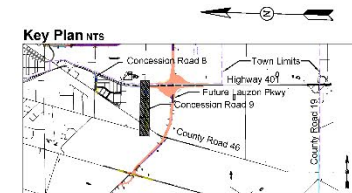
Widen to the East



Widen On-Centre























Constraint






**Preliminary Recommendation
to be Carried Forward**

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

County Road 46 Cross Section Evaluation Section 1

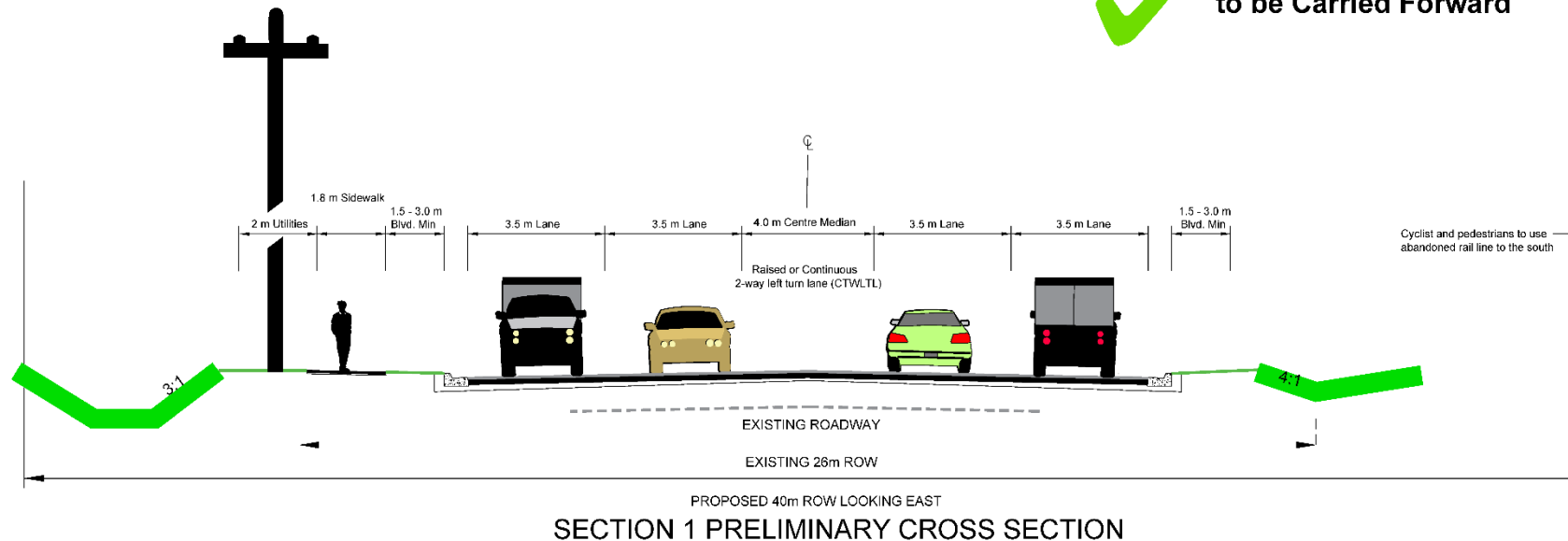
Evaluation Criteria	Alternative 1 – 2-Lane Urban Cross Section	Alternative 2 – 3-Lane Urban Cross Section	Alternative 3 – 4-Lane Urban Cross Section	Alternative 4 – 5-Lane Urban Cross Section
Meets Future Travel Demand	Does not meet future travel demand. 	Does not meet future travel demand. 	Meets future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

Legend	Good 	Fair 	Poor 
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County Road 46 Cross Section Recommended for Section 1



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

✓ Preliminary Recommendation
to be Carried Forward



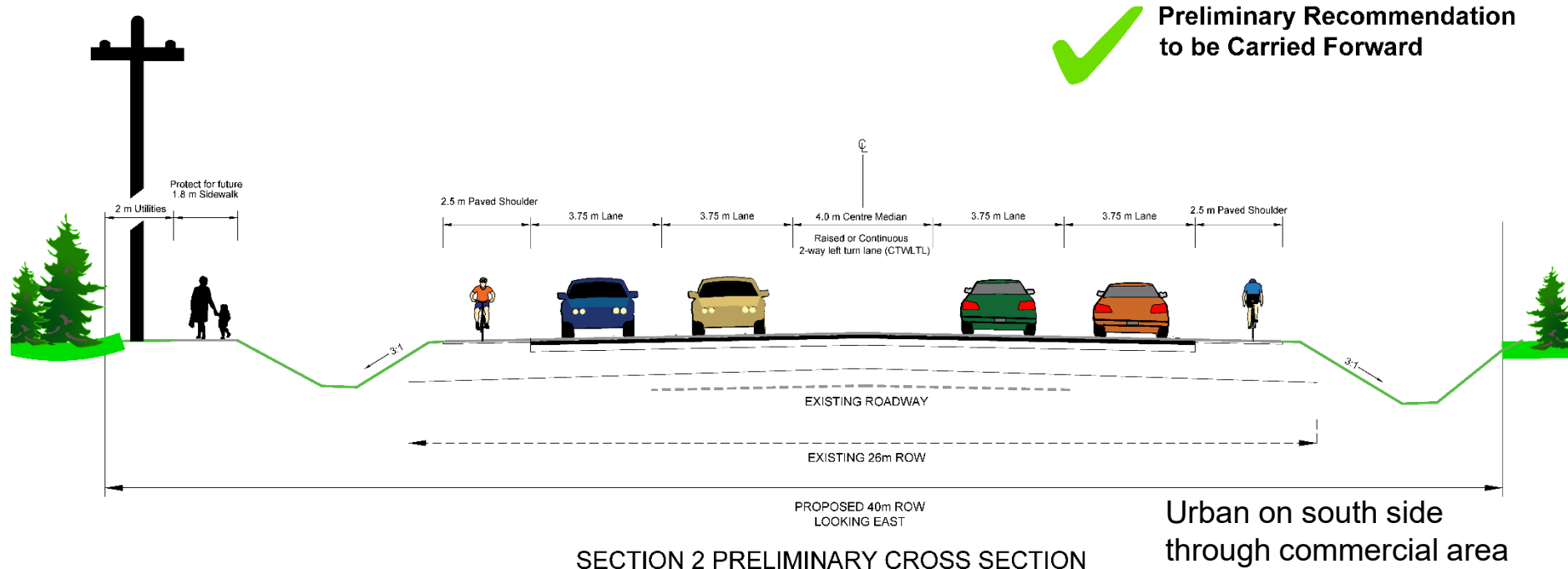
County Road 46 Cross Section Evaluation Section 2

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

Legend	Good 	Fair 	Poor 
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















County Road 46 Cross Section Recommendation for Section 2




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



County Road 46 Cross Section Alternatives

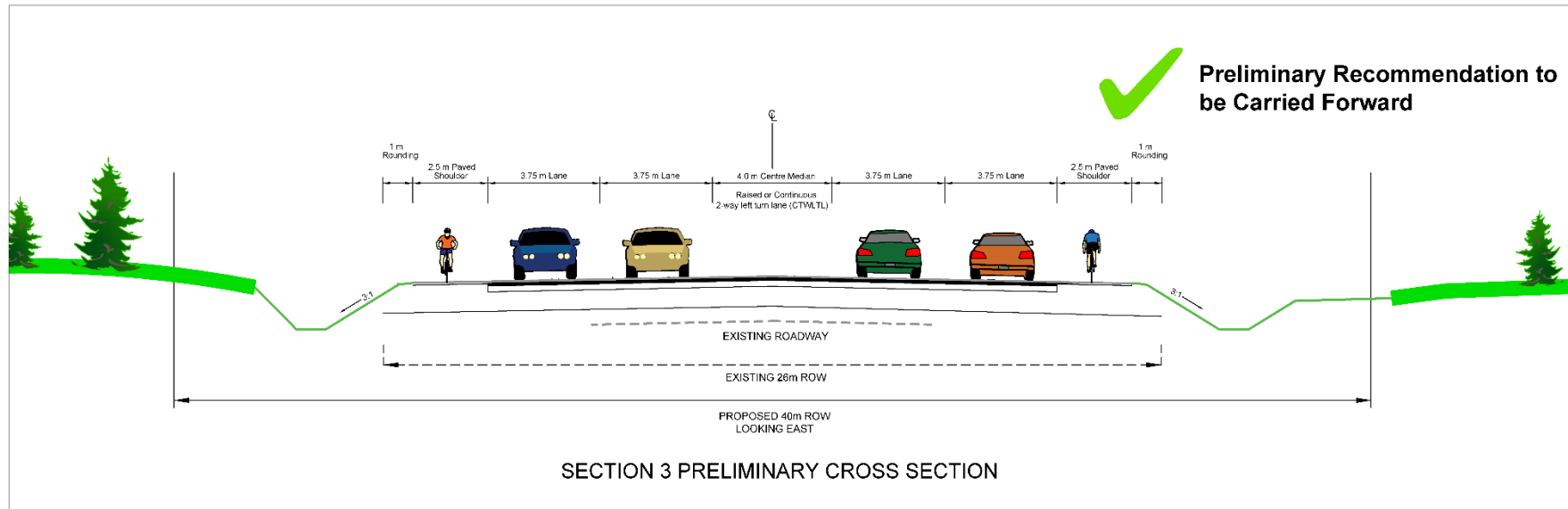
Section 3

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

Legend	Good 	Fair 	Poor 
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County Road 46 Cross Section Section 3

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

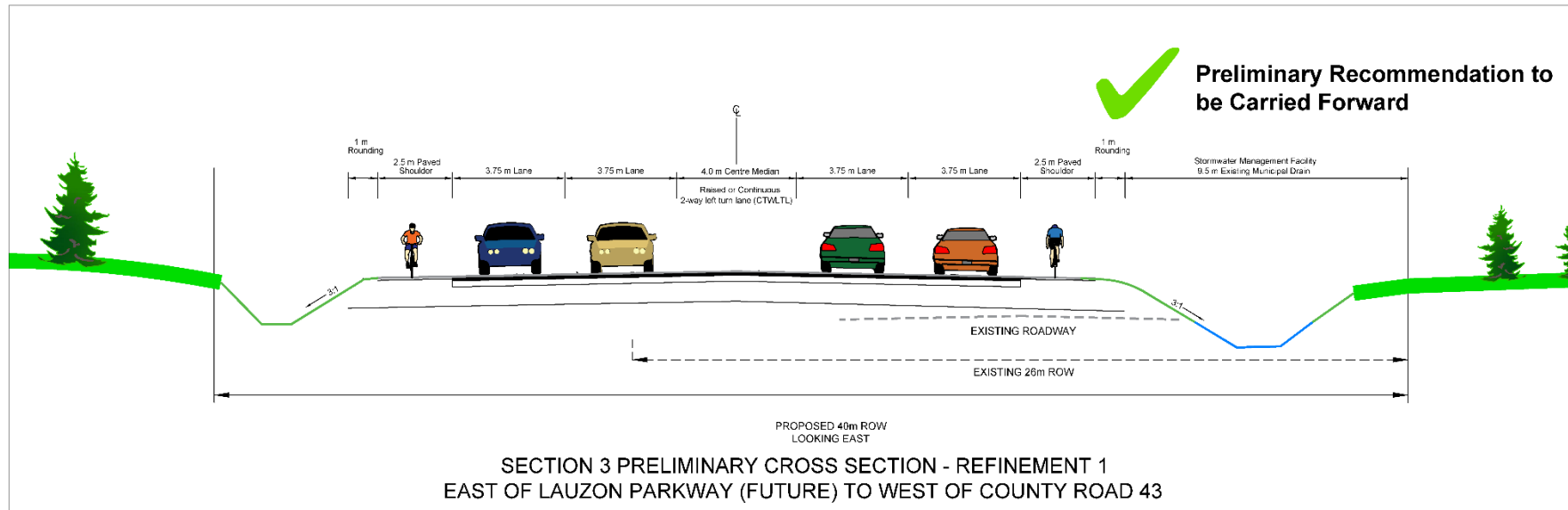


County Road 46 Cross Section

Section 3 - Refinement 1

Alternative 4 - 5-Lane Rural Cross Section

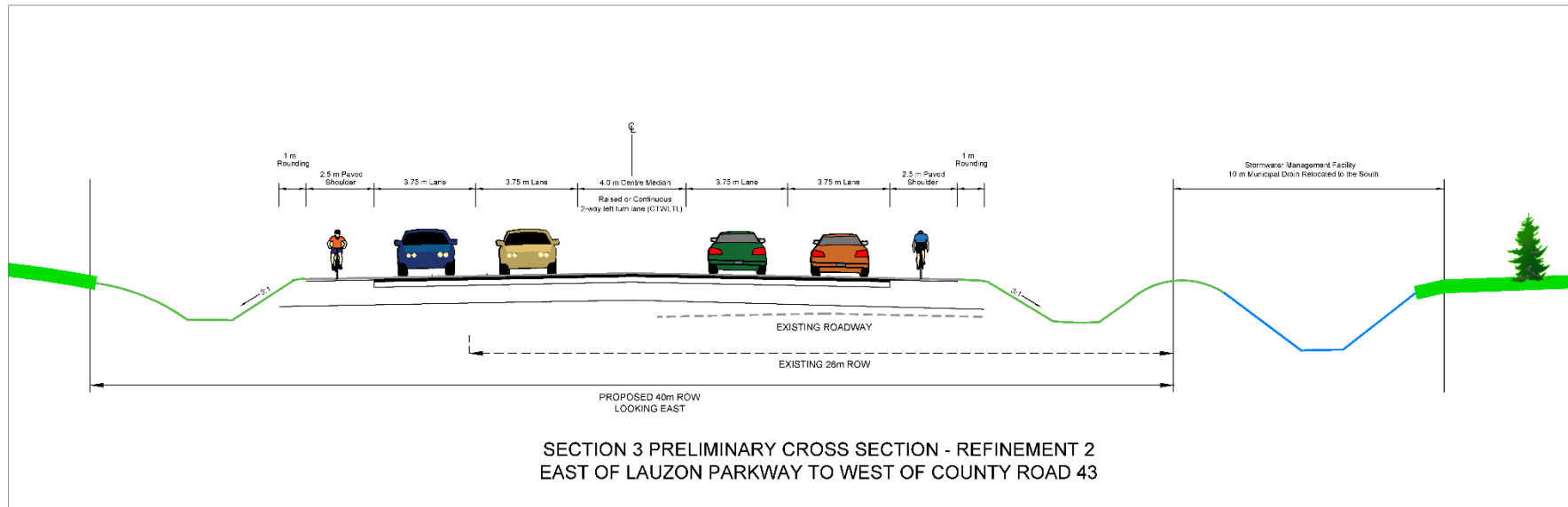
Refinement 1 keeps the municipal drain where it is and widens the right-of-way to the north.































County Road 46 Cross Section Section 3 - Refinement 2




Alternative 4 - 5-Lane Rural Cross Section

Refinement 2 widens the right-of-way to the north. The municipal drain remains as is, in a separate easement from the arterial road right-of-way.



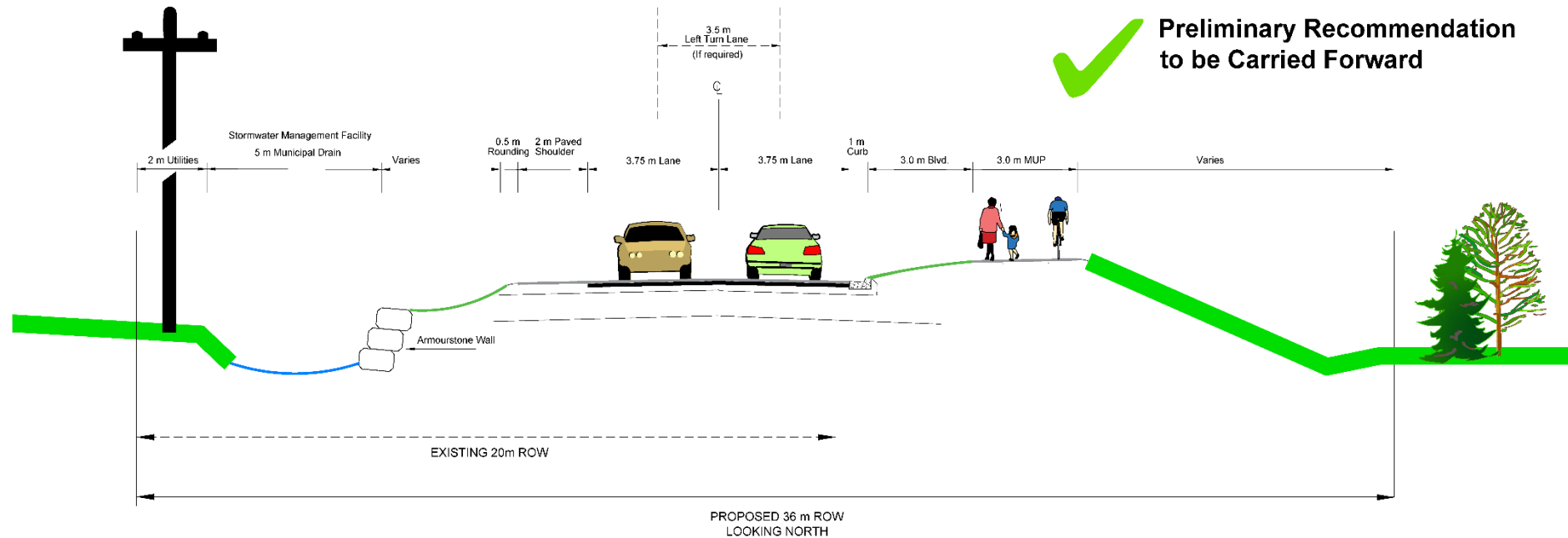
Concession Road 8 and 9 Cross Section Alternatives Evaluation

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

Legend	Good 	Fair 	Poor 
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Concession Road 8 Cross Section Recommendation

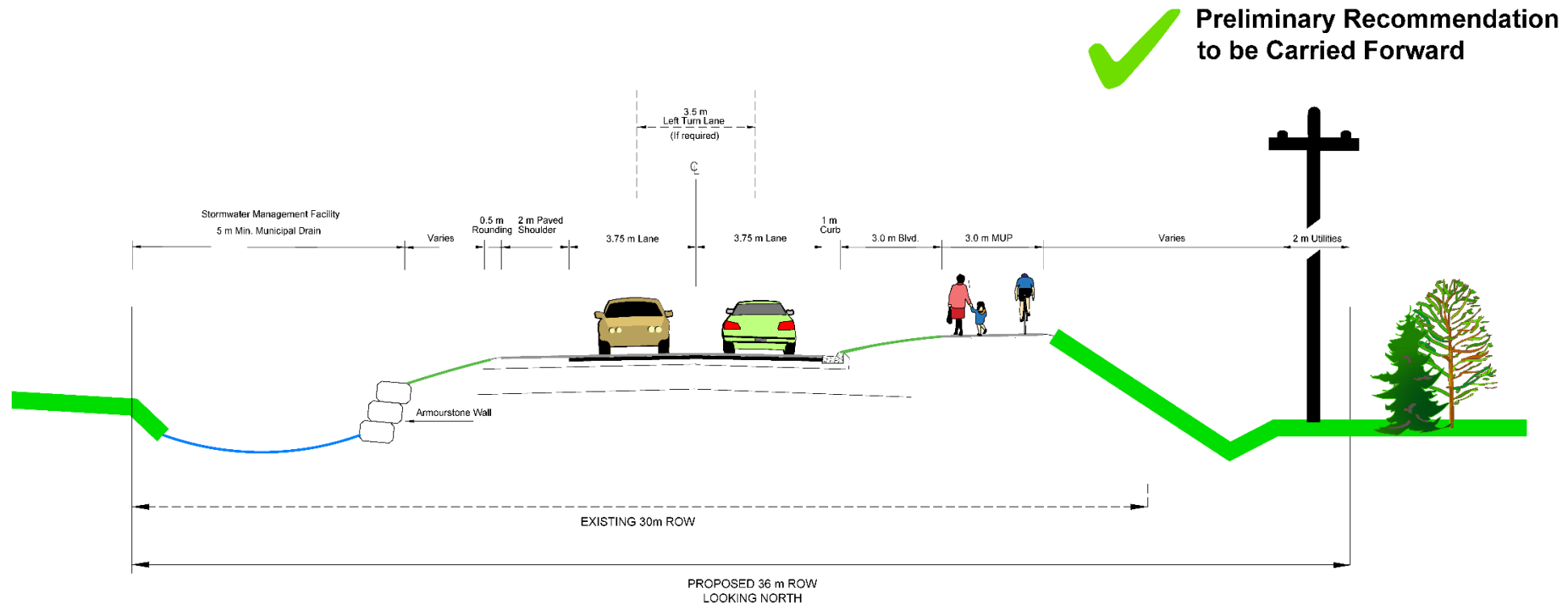
The technically preferred cross section for Concession Road 8 is a **2-Lane Semi-Urban**. This cross section provides the greatest flexibility for future growth in combination with a 3-lane cross section at the intersections. This recommendation will accommodate large vehicles and include active transportation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



CONCESSION ROAD 8 PRELIMINARY CROSS SECTION

Concession Road 9 Cross Section Recommendation

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

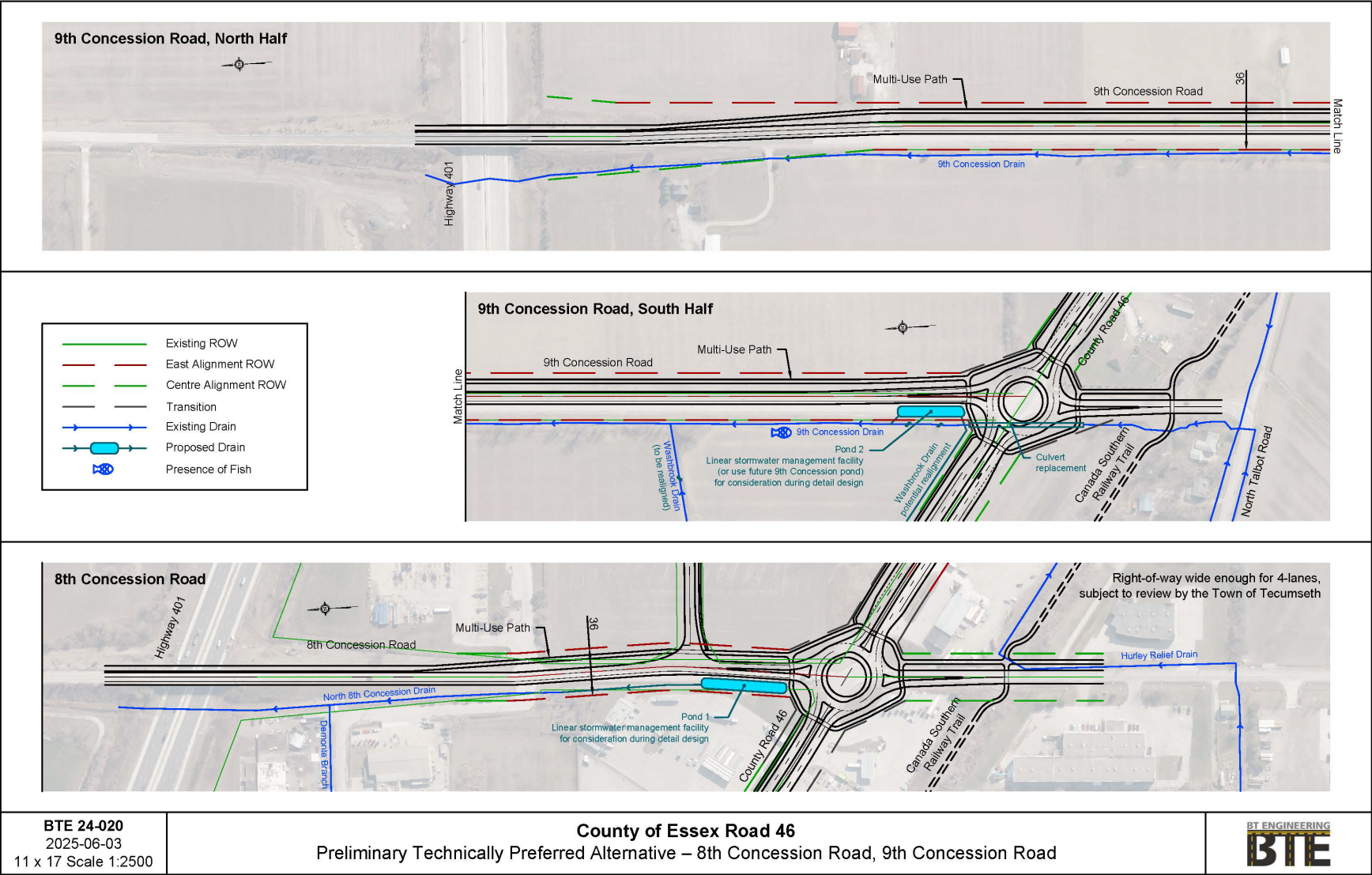


CONCESSION ROAD 9 PRELIMINARY CROSS SECTION

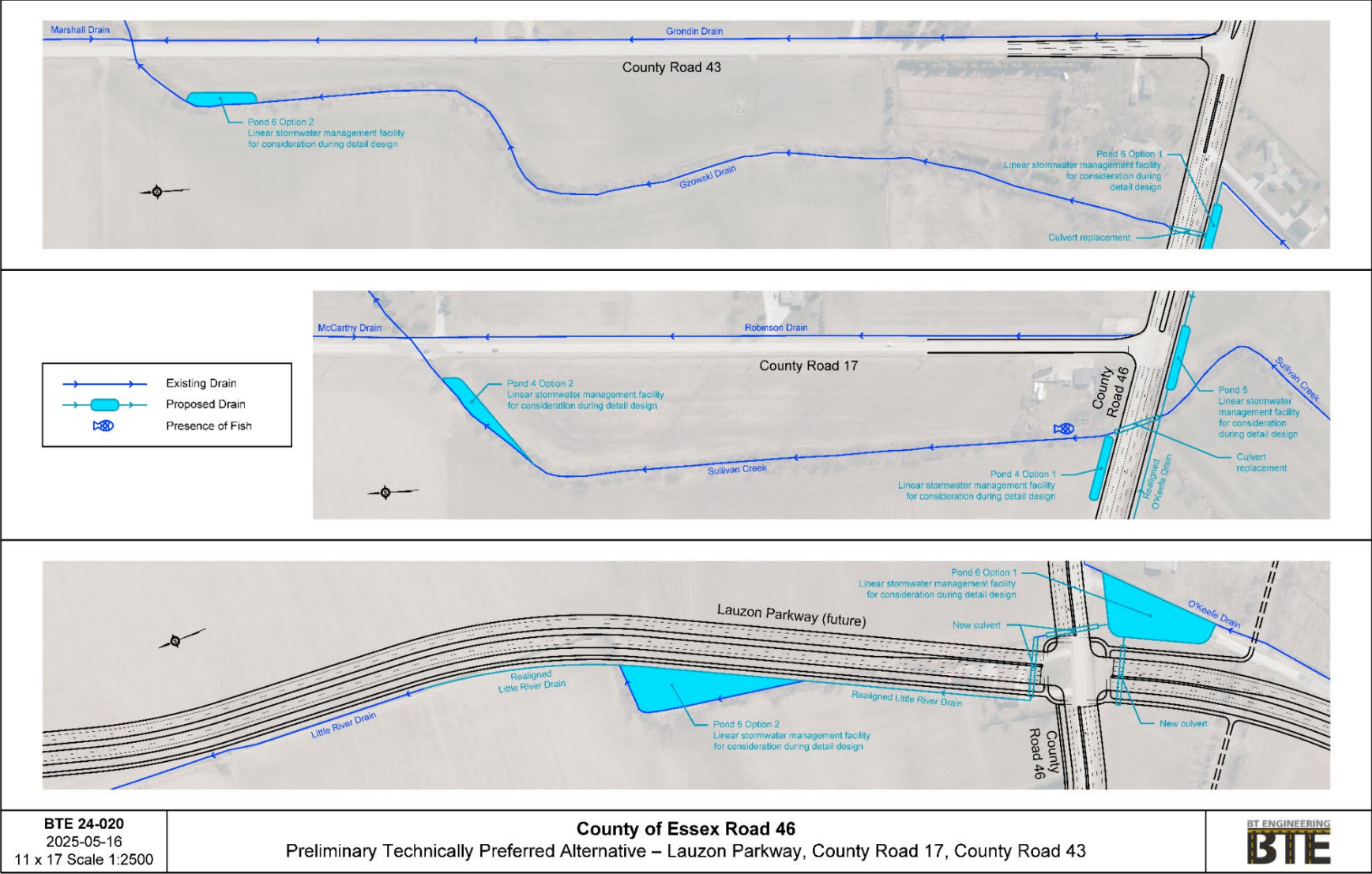
County Road 46 Intersection Evaluation

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

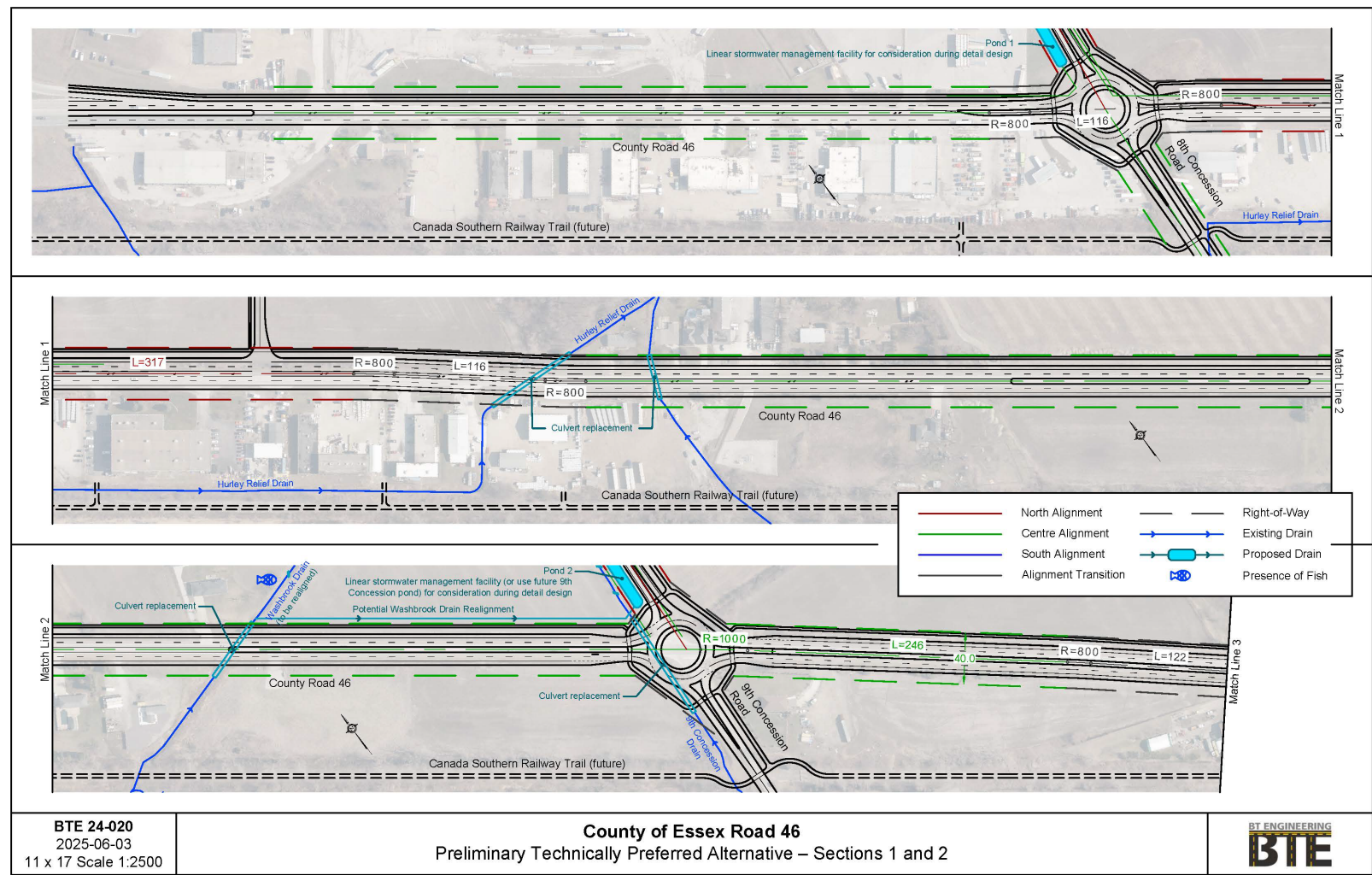
Technically Preferred Plan Concession Roads 8 and 9



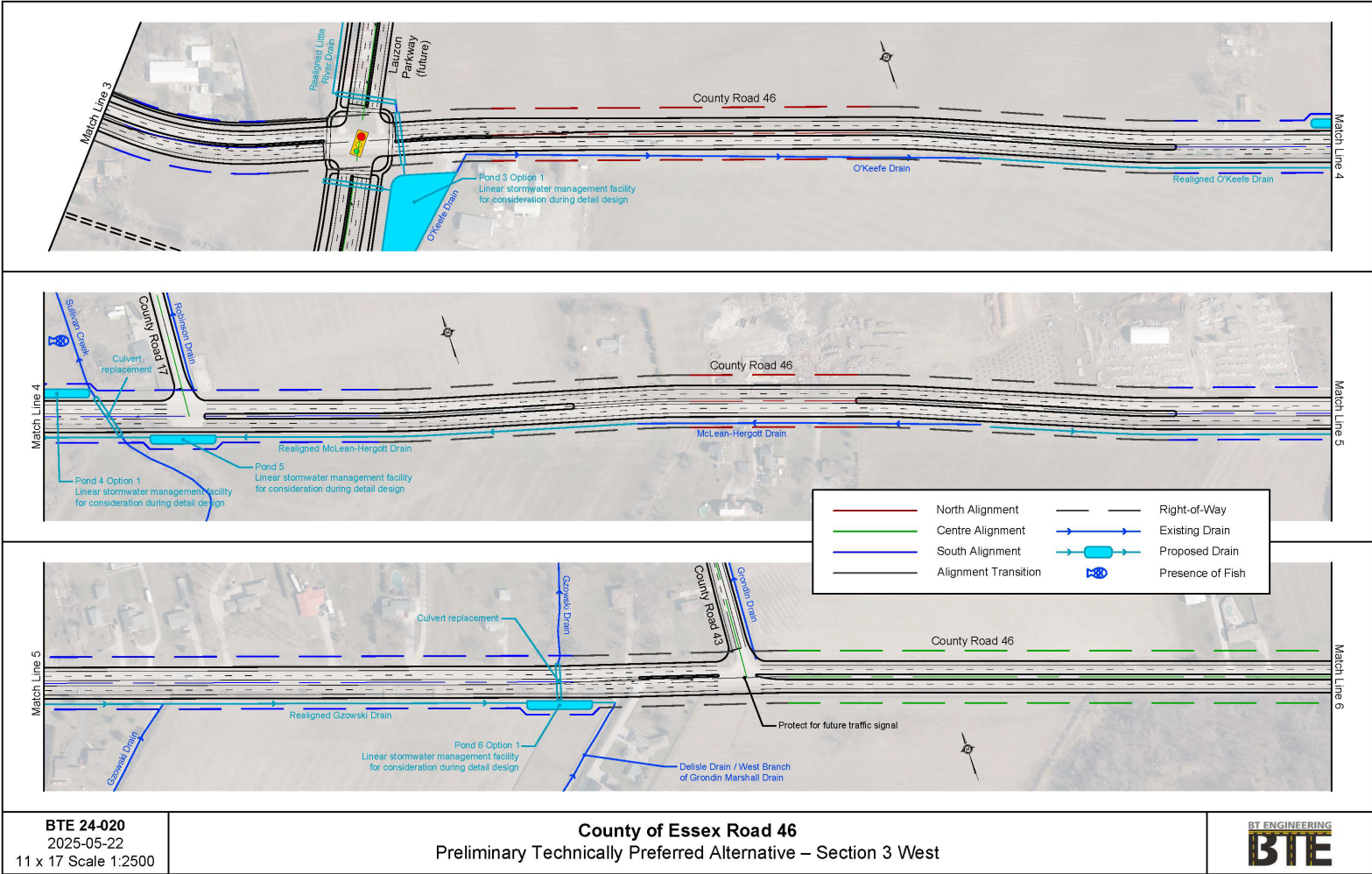
Technically Preferred Plan County Road 43, County Road 17 and Lauzon Parkway



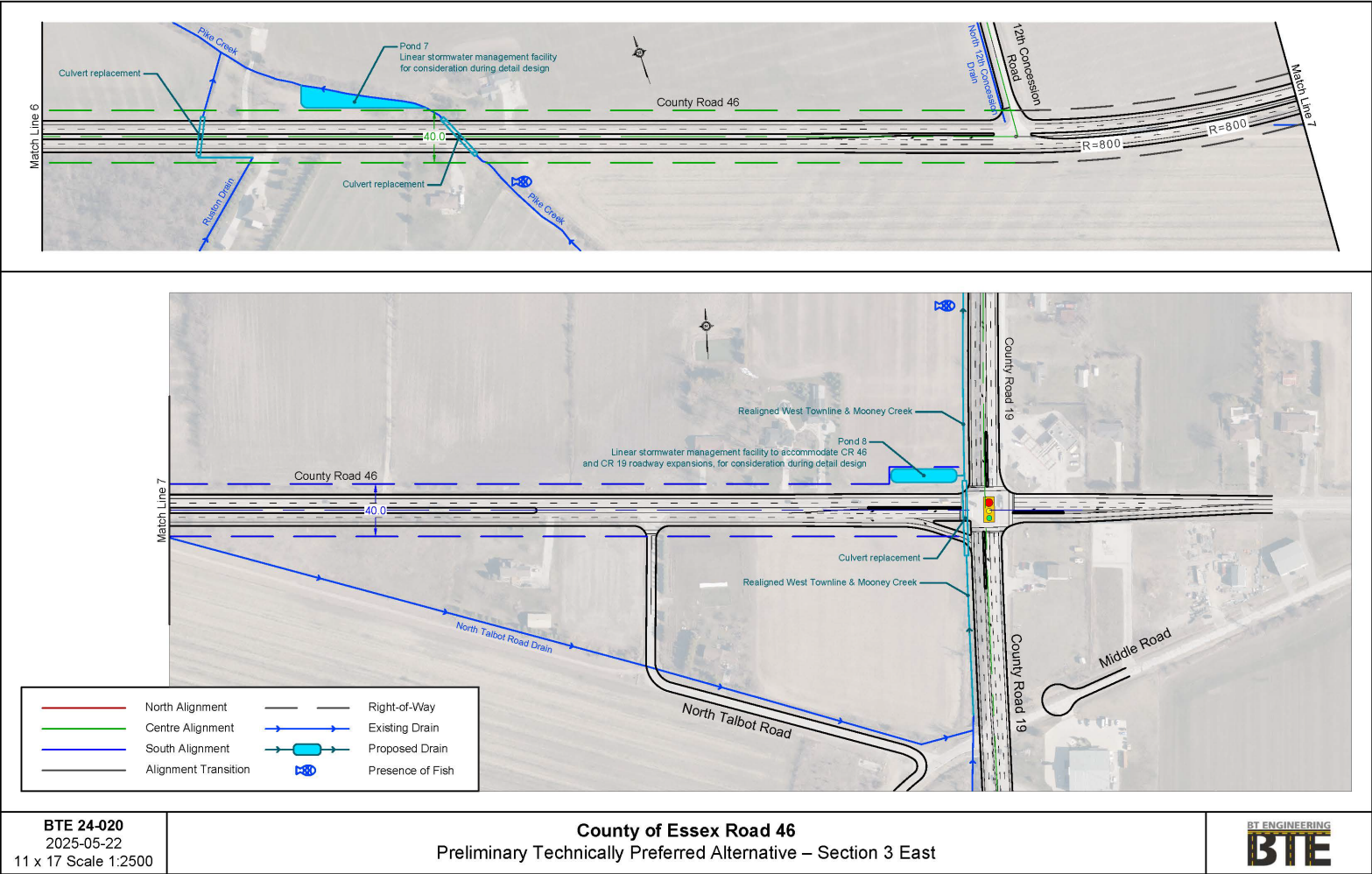
Technically Preferred Plan County Road 46 - Sections 1-2



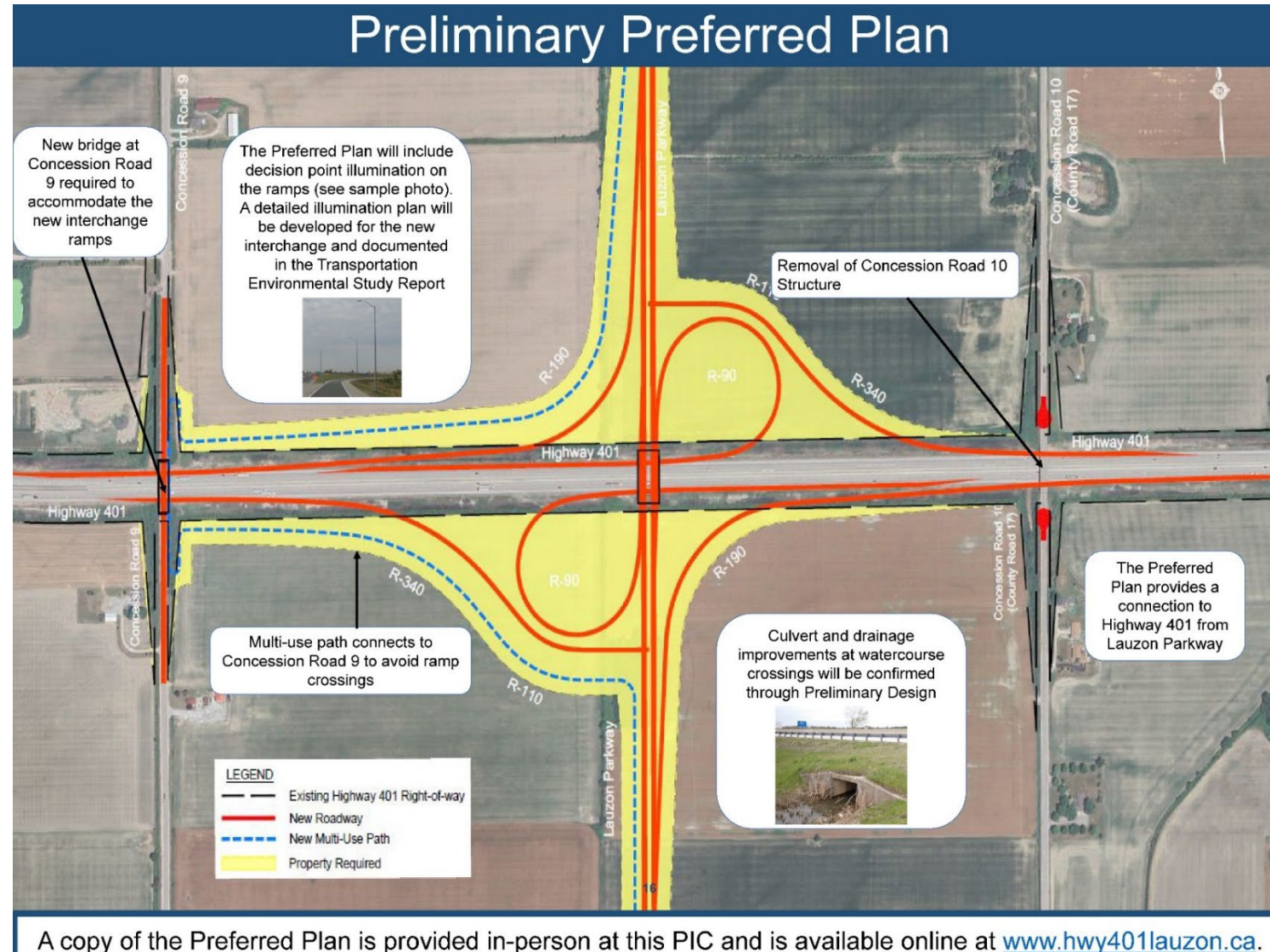
Technically Preferred Plan County Road 46 - Section 3 West



Technically Preferred Plan County Road 46 - Section 3 East



Highway 401 and Lauzon Parkway



Mitigation Table (1 of 3)

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

* Ministry of Environment Conservation and Parks (MECP)

** Ministry of Natural Resources (MNR)

*** Essex Region Conservation Authority (ERCA)

Mitigation Table (2 of 3)

Issue/Concern Potential Effects	Concerned Agency	Proposed Mitigation (prevent, lessen or remedy potential detrimental environmental effects)
SAR	MECP	<ul style="list-style-type: none"> Undertake targeted, specialized SAR surveys during Detail Design as required depending on species conservation status designations as they exist at that time. Ensure the design and construction complies with the Endangered Species Act (ESA, 2007)
Migratory Birds	MNR	Any clearing and grubbing should be completed outside of the active breeding bird season of April 1 to August 31.
Turtles and Turtle Habitat	MNR	<ul style="list-style-type: none"> Install silt fencing before turtle nesting season (May 15 to Sept. 30). Protect and buffer active nests. Avoid groundwater alteration in nearby wetlands and creeks between October 1 and April 1 during turtle hibernation.
Water Quality and Stormwater	ERCA/MECP	Provide a Stormwater Management Plan.
Significant Woodlots	MNR	Avoid specimen trees and limit tree clearing.
Archaeological	MCM*	<ul style="list-style-type: none"> Stage 2 Archaeological Field Assessment will be undertaken within newly acquired property. Secure clearance as required by the Ministry of Citizenship and Multiculturalism (MCM). Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act.

* Ministry of Citizenship and Multiculturalism

Mitigation Table (3 of 3)

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



Next Steps

Following this Public Consultation Centre, we will:

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

How can you remain involved in the Study?

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

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Phone: 519-735-2184, ext. 140

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

The need for a Part II Order, now referred to as a Section 16 Order, regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights.

The need for additional assessment and evaluation of all other non-Aboriginal issues and concerns.

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

Thank you for your participation in this Public Consultation Centre.

Your input into this project is valuable and appreciated.

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

Resource Table

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