



## **Canada-United States-Ontario-Michigan Border Transportation Partnership**

# **Economic Impact**

**The Recommended Plan Analysis**

**Technical Memorandum**

**December 2008**

## 1. Introduction

The purpose of this memorandum is to update the information contained in the *"Draft Practical Alternatives Evaluation Working Paper – Economic Impact"* that was released in May 2008. Since the release of the May Report, the Technically and Environmentally Preferred Alternative (TEPA) has been developed (i.e. The Windsor-Essex Parkway, Plaza B1 and Crossing X-10B). In addition, a number of design refinements have been made to the TEPA subsequent to its selection with the objective of mitigating its effects. The combination of the TEPA and associated refinements along with the proposed mitigation measures are referred to collectively as the Recommended Plan.

This memorandum summarizes the assessment of impacts associated with the Recommended Plan as well as the proposed mitigation measures that have been developed.

## 2. Assessment of Impacts Associated with Recommended Plan

The impacts associated with the original TEPA are summarized in a report entitled *"Draft Practical Alternatives Evaluation Working Paper – Economic Impact (May 2008)"*. In comparison to the original TEPA, the Recommended Plan results in the displacement of four additional businesses and the disruption of three additional businesses. A complete assessment of the businesses impacted by the Recommended Plan is summarized in the table on the next page of this memorandum.

Two businesses, Philips Tool & Mould and Tyler Hard Chrome are now both displaced as a result of the refinement to the Highway 3/Howard Avenue interchange. These businesses were both described as being disrupted in the May 2008 working paper. One additional business – Weston Bakery – is also physically disrupted by the Recommended Plan.

Autobon Carwash, which is located at the northeast corner of Talbot Road and Howard Road, was not identified as being affected in the May 2008 working paper. However, the Recommended Plan includes a stormwater retention pond located on the property which will result in a displacement of the business.

A slightly larger greenspace buffer associated with the Recommended Plan will also result in the physical disruption of Kentown Power on Howard Avenue south of The Windsor-Essex Parkway. A small portion on the east side of the property is now required which was not identified in the May 2008 working paper.

Joe's Woodcraft, which was listed as being disrupted in the May 2008 working paper, is displaced by the Recommended Plan. This displacement is due to access concerns and the expansion of greenspace located east of Todd Lane.

The envelope of Plaza B1 in the Recommended Plan is also somewhat different than Plaza B1 analyzed in the May 2008 working paper. Specifically, the expansion of the plaza's north property limit will result in property disruption for West Windsor Power – Suez Power Generation. This operation was previously unaffected.

A complete summary of the business displacements and disruptions resulting from the Recommended Plan follows:

Segment	Businesses Displaced	Businesses Disrupted	Number of Jobs Displaced	Assessed Property Value Displaced (\$Millions) <sup>1</sup>
W-E Parkway Highway 401 to Howard Avenue	<b>8 Businesses</b> <ul style="list-style-type: none"> <li>• XTR Gas &amp; Convenience</li> <li>• Vachon Bakery Outlet</li> <li>• Natures Health Consulting</li> <li>• Sleep Factory</li> <li>• Autobon Carwash</li> <li>• Philips Tool &amp; Mould</li> <li>• Tyler Hard Chrome</li> <li>• Hellenic Banquet Halls</li> </ul>	<b>2 Businesses</b> <ul style="list-style-type: none"> <li>• Kentown Power Equipment</li> <li>• Weston Bakery</li> </ul>	90	\$4.4
W-E Parkway Howard Avenue to Cousineau Road	<b>16 Businesses</b> <ul style="list-style-type: none"> <li>• Windsor Crossing Outlet Mall (15 businesses)</li> <li>• Alibis Sports bar</li> </ul>	<b>30 Businesses</b> <ul style="list-style-type: none"> <li>• Windsor Crossing Outlet Mall (30 businesses)</li> </ul>	112	\$11.3
W-E Parkway Cousineau Road to Lennon Drain	None	None	None	None
W-E Parkway Lennon Drain to Pulford Street	<b>8 Businesses</b> <ul style="list-style-type: none"> <li>• LA Collision Auto Service</li> <li>• Town and Country Animal</li> <li>• Mac's</li> <li>• Sand Castle Recreation</li> <li>• Fred's Farm Fresh</li> <li>• Joe's Woodcraft</li> <li>• Tim Horton's</li> <li>• Best Western</li> </ul>	None	120	\$7.0
W-E Parkway Pulford Street to Malden Road	<b>20 Businesses</b> <ul style="list-style-type: none"> <li>• Montessori (Lambton Plaza)</li> <li>• C.K. Havana Shop (Lambton Plaza)</li> <li>• Scholars Choice (Lambton Plaza)</li> <li>• Outbreak Sportz (Lambton Plaza)</li> <li>• Second Edition (Lambton Plaza)</li> <li>• World Source Finan. (Lambton Plaza)</li> <li>• First Choice Rest. (Lambton Plaza)</li> <li>• Lily's Nails (Lambton Plaza)</li> <li>• Gino's Pizza (Lambton Plaza)</li> <li>• A.C. Soccer (Lambton Plaza)</li> <li>• Century Fire Equipment</li> <li>• Blue Bell Motel &amp; Restaurant</li> <li>• Feelgoods Restaurant</li> <li>• Comfort Inn</li> <li>• Petro Canada</li> <li>• Golden Griddle</li> <li>• King Kone</li> <li>• Garry St. John Auto</li> <li>• Euro Tech</li> <li>• Aqua Turf</li> </ul>	None	120	\$8.2
<b>Total W-E Parkway</b>	<b>52</b>	<b>32</b>	<b>442</b>	<b>\$31.0</b>
Plaza B1-Crossing B	<b>1 Business</b> <ul style="list-style-type: none"> <li>• A &amp; P Metals</li> </ul>	<b>3 Businesses</b> <ul style="list-style-type: none"> <li>• Southwestern Sales Corporation</li> <li>• Nemak</li> <li>• Windsor Power – Suez Power Generation</li> </ul>	5	\$0.13
<b>TOTAL</b>	<b>53</b>	<b>35</b>	<b>447</b>	<b>\$31.1</b>

<sup>1</sup> The assessed property values provided in this column have been updated based on the latest assessment information and may differ slightly from the values used in the May 2008 Economic Impact Practical Alternative Working Paper.

### 3. Mitigation Measures

Through the property acquisition process, displaced businesses are offered fair market value for their operation, which will provide them with an opportunity to relocate if they so choose.

In total, the Recommend Plan is expected to displace 53 businesses that employ 447 full-time equivalent staff. The combined assessed value of displaced business property is \$31.1 million. A total of 35 businesses will be disrupted by the Recommended Plan.

Through the property acquisition process, displaced businesses are offered fair market value for their operation, which will provide them with an opportunity to relocate if they so choose.

For businesses that are physically disrupted, financial compensation will be offered. For businesses that are not physically disrupted but are affected through visibility, or reduced traffic volumes, several other forms of mitigation will be used:

- The service road network will allow for adequate access to existing commercial corridors;
- Signage will allowed at certain intersections/interchanges to make motorists aware of businesses/business clusters, as policies permit; and
- Efforts will be made during the construction phase to ensure access is maintained to operating businesses.

### 4. Conclusion

In comparison to the original TEPA, the Recommended Plan results in the displacement of four additional businesses and the disruption of three additional businesses. As with the businesses identified with the TEPA, displaced and physically disrupted businesses will be offered financial compensation. The mitigation measures summarized above will be used to assist the newly disrupted businesses.

As discussed in the "*Draft Practical Alternatives Evaluation Working Paper – Economic Impact (May 2008)*", it is estimated that construction of The Windsor-Essex Parkway (estimated to cost approximately \$1.6 billion) could provide 12,000 project related jobs. When the Bridge and Plaza are included, the economic benefits are even greater. Given the current economic climate in Windsor, the jobs created through the project have added significance. Furthermore, the expanded transportation network and new border crossing will improve the speed and efficiency of goods and services crossing the border which will have a tremendous impact on the economies of both Ontario and the Windsor-Essex region.