

## Consistency with Existing and Planned Land Use

As part of the overall analysis of Practical Alternatives for the Detroit River International Crossing (DRIC) study, "Consistency with Existing and Planned Land Use" was identified as one of seven major evaluation factors to be used throughout the DRIC study. Accordingly, an analysis was conducted to determine what land uses currently exist in this area, what uses are planned and what impacts the Practical Alternatives may have on the existing and planned land use. This summary of the analysis results also includes findings regarding hazardous waste and waste management issues as they pertain to contaminated sites that may be impacted by the alternatives. The detailed assessment of potential land use and hazardous waste site impacts are documented within technical reports prepared under separate covers.

### How the Analysis was Done

The analysis of the Practical Alternatives for the access road, inspection plaza and river crossing was conducted on the basis of information provided in the *City of Windsor Official Plan* (April 2000), zoning bylaws for the City of Windsor, the *Huron Church Road Urban Design Master Plan & Development Guidelines* (February 2006), the *Olde Sandwich Towne Community Planning Study Report* (October 2006), as well as Town of LaSalle and Town of Tecumseh Official Plans and zoning by-laws. Field reviews were also conducted to verify current land uses.

### Findings to Date

#### Practical Alternatives

The Highway 3/Huron Church Road corridor has served as an access road to the Ambassador Bridge for over 75 years. Land uses along the east and west sides of Huron Church Road within the city limits are subject to special policies established to reflect the status of this roadway as an international gateway route. Huron Church Road is classified in the *City of Windsor Official Plan* as a Class 1 Arterial Road, on the basis of the volumes carried and its significance in the road network. The road is a multi-functional transportation corridor for transportation of goods, international travellers, and local residents of Windsor-Essex County. Due to the high volume of traffic on this roadway, access along the road corridor is controlled and the City of Windsor has been closing street entrances and constructing parallel service drives to reduce points of conflict along the roadway. More recent residential developments adjacent to the corridor have been constructed with a property buffer and fences and berming along the edges of the corridor to shield roadway impacts.

Highway 3 is classified as an arterial road in the *Town of LaSalle Official Plan* (2003). Arterial roads provide for high volumes of both passenger and commercial traffic for inter-urban travel. Direct property access on arterial roads is discouraged and controlled to limit the number and spacing of driveways. Development in the Town of LaSalle has also been planned to limit access to Highway 3 to signalized intersections only.

The types of land uses within the access road corridor consist of residential, commercial, and vacant or undeveloped lands. Commercial uses include highway-oriented businesses including restaurants, hotels, service stations, fast food restaurants, and shopping plazas. Residential uses include single-family homes that have frontage on Huron Church Road and Highway 3. There are a few industrial businesses located along the access road corridor. A portion of the vacant land located along the Highway 3/Huron Church

Road corridor has been designated for commercial use. Future land uses that have been identified adjacent to the Highway 401/Highway 3 interchange area include new residential subdivision developments in the Town of LaSalle, which are part of the Town's long-range planning strategy. In addition, future residential and commercial land uses have been identified adjacent to Highway 3 across from St. Clair College. Future residential land uses have been identified on the vacant lands adjacent to E.C. Row Expressway between Huron Church Road and Matchette Road in the City of Windsor. This area is within the City's Spring Garden Secondary Planning Area.

All of the access road alternatives represent a widening of the existing highway/high order roadway serving as the access road to an international crossing. The extent of possible impacts of the alternatives on land uses adjacent to the corridor were considered in this analysis. In addition, consideration was given to opportunities to reduce effects through access features, aesthetics and other treatments to reduce the intrusiveness of the freeway, and allow flexibility for the planning of uses for remnant properties or parcels. Context sensitive options were explored through workshops held with the community.

Although the existing roadway carries high traffic volumes and serves as the primary connection to the Ambassador Bridge for long-distance international traffic, introducing a six-lane freeway with service roads and widening the transportation corridor will have localized influences on land use resulting in changes to land use or rezoning requirements for certain parcels of land.

Impacts to the various types of land uses along the corridor are considered to be similar for all alternatives. This is primarily due to the similarity in the property requirements associated with each of the alternatives. Overall, it is anticipated that the majority of land uses within Windsor, LaSalle and Tecumseh displaced by the access road alternatives can be re-established in other areas of their respective municipalities.

### **Plaza and Crossing Alternatives**

The Plaza A alternative is located between the E.C. Row Expressway between Malden Road and Ojibway Parkway. The site is located within the Spring Garden Planning Area in an area with residential and natural open spaces. Recently, a new residential subdivision development of approximately 20 homes was constructed in the area of the plaza site. An inspection plaza is not consistent with the established zoning for the area. It has the potential to conflict with the neighbourhood characteristics of the area and may disrupt the manner in which this area functions as a cohesive neighbourhood.

The Plaza B, B1 and C alternatives and Crossing A and B alternatives are situated primarily in the industrial and portland areas of west Windsor and are considered to be more consistent with existing and planned land use in this area. Plaza activities are considered more compatible with industrial land uses. Plaza C displaces a water-dependant industrial land use (Southwest Sales). Relocation of such a use to other waterfront property may be difficult.

Plaza C and Crossing C are also located closest to the Sandwich residential community. Recently, the City of Windsor adopted the *Olde Sandwich Towne Community Planning Study*, which provides direction for residents and business owners to actively participate in the plan-making and priority-setting process for the community. According to this study, Crossing C would be located on lands designated for waterfront industrial uses.

## **Hazardous Waste and Waste Management**

Consideration of hazardous waste, waste management and potential impacts to contaminated sites is considered as part of the broader "Maintain Consistency with Existing and Planned Land Use" factor but is also addressed in a separate technical paper. The evaluation of hazardous waste and waste management sites was based on data collected from selected environmental databases, aerial photographs, base land uses, technical reports, historical topographic maps and fire insurance maps.

There are no known properties along the access road options that have been identified as being contaminated/disposal sites. Land uses associated with industrial operations near the western riverfront (i.e. in vicinity of Plazas B, B1 and C as well as Crossings B and C) are among those that are listed as being known contaminated/disposal sites. These sites include properties that historically were part of a municipal waste disposal landfill or construction debris disposal site, but that are currently assigned to different land uses. Plaza A and Crossing A are the only plaza and crossing alternatives that do not encounter a known contamination site.

### **Remaining Activities**

As development continues to occur within the City of Windsor and the Towns of LaSalle and Tecumseh, monitoring of new development plans and changes to zoning within the Area of Continued Analysis (ACA) will continue. Any potential change to land use within the ACA will be evaluated on a parcel by parcel basis, and a re-evaluation of the land use analysis will be conducted as required.

An assessment of the impacts to the existing and planned land use associated with the Parkway alternative is not yet completed. Once a technically and environmentally preferred alternative has been established, construction impacts will be assessed and mitigation measures will be recommended. Further recommendations will be made as required.