



Canada-United States-Ontario-Michigan Border Transportation Partnership

Social Impact Assessment

Technically and Environmentally Preferred Alternative

December 2008

PREFACE

The Detroit River International Crossing (DRIC) Environmental Assessment study was conducted by a partnership of the federal, state and provincial governments in Canada and the United States in accordance with the requirements of the Canadian Environmental Assessment Act (CEAA), the Ontario Environmental Assessment Act (OEAA), and the U.S. National Environmental Policy Act (NEPA). In 2005, the Canadian and U.S. Study Teams identified 15 potential river crossing locations and associated plaza and access road alternatives. The results of the assessment of these alternatives led to the identification of an Area of Continued Analysis (ACA). Within the ACA, practical alternatives were developed for the crossings, plazas and access road alternatives.

Through the analysis of the practical alternatives, and in conjunction with ongoing consultation efforts, a new alternative was developed that combined beneficial features of the original alternatives. The new alternative was identified as The Parkway in August 2007 and included 7 kilometres of below grade freeway, an optimized service road system, a green corridor with 10 tunneled sections totalling 1.5 km in length, a grade separated recreational trail system, and extensive green areas.

Upon completion of the analysis of the practical alternatives, the alternatives were evaluated. The Partnership announced the results of the evaluation for the access road component in May 2008. Referred to as The Windsor-Essex Parkway, the Technically and Environmentally Preferred Alternative (TEPA) access road consisted of the major components of the Parkway with some refinements made to reflect additional community consultation and analysis. These refinements included an additional tunnel in the Spring Garden area, more green space and a refined trail network. The components of the TEPA for the international bridge crossing (Crossing X-10B) and Canadian plaza (Plaza B1) were announced in June 2008.

The remainder of 2008 focused on detailed analysis and identification of impacts and appropriate mitigation measures for the TEPA, along with further refinements. A separate Technical Memorandum (December 2008) documents the assessment of further refinements that were made to the TEPA. This report summarizes the work undertaken in this regard specific to the Social Impact Assessment. These measures were also documented in a draft version of the Ontario Environmental Assessment Report, which was made available to the public, agencies, municipalities, First Nations, and other interested parties for review in November 2008.

Additional reports and details are available at the study website (www.partnershipborderstudy.com).

EXECUTIVE SUMMARY

This document provides an overview of the Social Impact Assessment (SIA) completed for the Technically and Environmentally Preferred Alternative (TEPA) for the Detroit River International Crossing (DRIC) Environmental Assessment. The SIA is part of the overall evaluation factor "Protection of Community and Neighbourhood Characteristics."

Social impacts can be positive or negative but the goal within a specific undertaking is to produce an overall improved benefit to society (otherwise the project would have never been undertaken in the first place). However, with any project there remains the potential for parts of the population to be negatively impacted in particular those who work, live or recreate where an actual physical undertaking is to occur.

The SIA examined the effects to the communities of South and West Windsor, LaSalle, and Tecumseh as a result of the proposed project activities. Within these larger communities a number of smaller neighbourhood communities were identified and studied as part of the social impact assessment.

How the Analysis was Done

The methodology and tools for predicting the social impacts of the proposed Windsor-Essex Parkway, Plaza, and Crossing included both quantitative and qualitative data. Social data collection for this project phase included use of the social household questionnaire data, public consultation activities and comment forms, context sensitive solution workshops, and the review of information provided by the Ministry of Transportation (MTO) property agents. In addition, input from other disciplines was also incorporated.

The household questionnaire was initially administered to residents potentially displaced by one or more of the practical alternatives in July 2006. The household questionnaire was intended to capture information about the affected population, their sense of attachment (tenure, status of ownership), property usage, and the perceived effect of the DRIC project on their use and enjoyment of their property. Due to design refinements, including the addition of the green space buffer with The Windsor-Essex Parkway, additional households, not previously approached to complete a questionnaire, were identified. In addition, those households that did not previously complete a questionnaire were also identified. For all of these households, residents were provided an opportunity to complete the questionnaire in August 2008.

A similar approach was taken in July 2006 for identifying and collecting data from social features displaced or potentially disrupted by the project. A facility-specific questionnaire was developed to collect data for potentially displaced or disrupted social features and was administered during an interview with the facility manager.

The questionnaire and interviews collected information on programs, the service catchment area, number of users, and access to the facilities.

The Public Information Open Houses (PIOH) held June 18 & 19, 2008, and the Context Sensitive Solution Workshop (CSS) held on June 24 & 25, 2008, regarding design features of the TEPA and mitigation measures to reduce impacts, provided the opportunity to obtain qualitative data from attendees. The PIOH and CSS were particularly helpful in gaining insight with respect to:

- Neighbourhood community character and cohesiveness;
- Satisfaction with the community as a place to live;
- Perceptions of the various components (tunnel locations, length, green space usage) of The Windsor-Essex Parkway alternative and related issues/concerns on how the proposed access road, may or may not effect residents and the community; and
- Unique features related to individual properties, and/or the neighbourhoods within the area of investigation.

Several neighbourhood meetings were also conducted at the request of residents (including two with Spring Garden/Bethlehem and Armanda Street residents and one with Oliver Estates). These neighbourhood meetings were particularly helpful in gaining insight with respect to:

- Specific neighbourhood concerns;
- Specific neighbourhood design improvements, and
- Perceptions of how the TEPA would impact residents and the neighbourhood.

Predicted Social Impacts

The Windsor-Essex Parkway

Key objectives of the community identified early in the study process included the removal of truck traffic from local streets and an overall improvement to the quality of life for residents living adjacent to the existing transportation corridor. In response to consultation input during the analysis and evaluation of practical alternatives, The Windsor-Essex Parkway was designed to help mitigate identified community concerns associated with the corridor. Benefits to the communities along the corridor provided by The Windsor-Essex Parkway include improving cross border traffic flow, separation of local and freeway traffic, the addition of over 300 acres of a green space buffer between the freeway/local service roads and adjacent residents, eleven tunnels providing greater connectivity between neighbourhood communities on both sides of the Highway 3/Huron Church Road corridor, and providing opportunities for 20 km of recreational trails.

The Windsor-Essex Parkway will result in displacement of approximately 360 homes, located along the periphery of neighbourhoods from Howard Avenue to Ojibway

Parkway; changes to cohesion and character in some neighbourhood communities; the loss of 48 businesses; and, overall disruption and nuisance effects to both residents and the travelling public during the construction period.

The social features that are displaced by the project serve the broader community, and include the Montessori Pre-School, the Royal Canadian Legion, the Heritage Park Alliance Church, and Trillium Court Housing. In all cases, the Ministry of Transportation will assist these parties where possible to help ensure a seamless transition for the relocation of the facilities, programs and services offered by these social features.

The displacement of businesses along the proposed access road will have limited overall economic impact. Despite the immediate loss of revenue and employment, the loss of business will be offset by gains in other businesses, or the displaced businesses will relocate to other areas.

Noise attenuation for the effects of The Windsor-Essex Parkway have been addressed by locating much of the roadway below grade and through the construction of noise barriers or berms where necessary. Commitments are also being made to ensure that the construction noise is addressed through specific measures outlined in the Noise and Vibration Technical Report (*Technically and Environmentally Preferred Alternative – Noise and Vibration Assessment, SENES Consultants, 2008*).

Emergency service providers have been consulted and are aware that they will need to reassess their resources, level of service and access routes for The Windsor-Essex Parkway, and in general, their ability to access their entire area of coverage, in order to ensure provincially mandated response times are met.

During construction, MTO has committed to maintaining traffic flow in the Highway 3/Huron Church Road corridor, and utilizing best practices for dust suppression and noise attenuation. Although by its very nature, the construction phase will result in disruption and nuisance effects to residents and the travelling public, the MTO commitment will minimize these impacts.

Overall the project provides a net benefit to the communities of the City of Windsor, the Town of LaSalle, and the Town of Tecumseh due to improved flow of traffic across the border, separation of local and freeway traffic, the addition of a green space buffer between the freeway and local service roads and adjacent residents, greater connectivity between neighbourhood communities on both sides of the Highway 3/Huron Church Road corridor, opportunities for more than 20 km of recreational trails, and an overall improvement to air quality relative to the future "No-Build" alternative.

Plaza and Crossing

The plaza is located within the industrial lands along the Detroit River. Within the industrial park, there are only a small number of residents that did not move out with the creation of the industrial park. The five properties remaining will be displaced with the new plaza and crossing.

The only social feature to be displaced is the Erie Wildlife Rescue. This is a regional facility with unique requirements; however, its continued programming and services are not dependant on its existing location.

Generally, due to its location in industrially designated lands, the new plaza will have limited social impacts. As discussed in the "*Draft Practical Alternatives Evaluation Working Paper – Economic Impact (May 2008)*", there are impacts associated with the loss of industrial park space; however, from a community perspective, the plaza will not change community character, and will impact few residents.

Nuisance impacts to residential areas associated with the operation of the plaza and crossing are not anticipated, given the significant distance from these areas.

Mitigation Measures

The Windsor-Essex Parkway was developed based on a combination of the practical below grade and tunnel alternatives. The alternative was developed to help mitigate identified community concerns including the need to provide and enhance community connections between neighbourhoods on either side of the freeway. The tunnel sections included as part of The Windsor-Essex Parkway have been strategically placed to maintain and enhance existing access across and along the corridor, as well as to provide new connections for roads, trails and wildlife linkages. In addition, the green space buffer along the corridor helps to protect adjacent residents from noise and dust affects associated with local and freeway traffic.

Other mitigation measures recommended to reduce the social impact on the broader and neighbourhood communities include those that are currently taking place and those actions that will take place during future design stages:

- Implementation of the "willing seller-willing buyer" property purchase program;
- Fair market value for properties required for the project;
- Develop and maintain regular communications with emergency services and the municipalities with regard to changes to the road network, municipal services, etc.;
- Implement a communication process to manage disruption effects experienced by residents; and
- For residents in the Ojibway Parkway /Spring Garden/Bethlehem area, protect and maintain and landscape as much as possible to enhance the lands between the residences and the new facility.

Conclusion

Despite the potential for impacts for a project of this magnitude, community consensus dating back to the time of the Planning Need and Feasibility (PNF) Study (2001 to 2004) supports the need for the project. For those who are directly impacted (businesses and residences displaced), strategies such as advance purchases have been offered as detailed in the mitigation measures. Meetings with residents directly impacted by the TEPA have occurred, leading to further analysis and refinements to the TEPA and in some cases, additional property acquisition. The extensive level of consultation associated with this project has provided MTO with strong insights into community impacts and, therefore, the ability to design and mitigate around those impacts to the extent that is feasible. With the commitments that MTO has made with regard to minimizing impacts to the neighbourhoods during construction, that is, maintaining access and traffic flow, implementing best practices for dust suppression and noise attenuation, residents will experience effects typical of highway construction projects.

It is recognized that the project will impact the adjacent neighbourhood communities to varying degrees. Through continued consultation with those impacted, residents can contribute to the management of the changes that affect them and their quality of life.

The operation of The Windsor-Essex Parkway will result in a number of benefits to the community and to the neighbourhoods along its route. Specific design features that collectively contribute to an improved quality of life for residents include:

- Placement of the highway below grade and the elimination of stop-and-go traffic.
- A 300 acre green space buffer protects adjacent neighbourhoods and residents from long term nuisance effects such as noise and dust generated by the freeway and service roads.
- Strategic placement of the 11 tunnels and noise barriers and earth berms
- Enhanced recreational opportunities as a result of the proposed trail network and green space.
- New and enhanced community linkages to neighbourhoods adjacent to and across the transportation corridor.

Social Impact Assessment

Technically and Environmentally Preferred Alternative

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1. Introduction

Protection of Community and Neighbourhood Characteristics is one of the seven factors that were used to assess the potential effects of the various transportation improvement practical alternatives studied by the Detroit River International Crossing (DRIC) study team.

This report provides a discussion of the assessment of the technically and environmentally preferred crossing, plaza and access road related to impacts to community and neighbourhood characteristics. It incorporates aspects of the assessment of the access, noise, air and economic impacts completed and documented in other DRIC Study documents and reports.

1.1. Technically and Environmentally Preferred Alternative

The technically and environmentally preferred alternative (TEPA) for the Detroit River International Crossing includes The Windsor-Essex Parkway and Crossing B-Plaza B1 as illustrated in Figure 1.1.

Following the Public Information Open House (PIOH) in December 2006 relating to the practical access road, plaza and crossing alternatives, the Parkway alternative was developed for the access road based on the below-grade and tunnel alternatives (Alternatives 1B, 2B and 3) and reflecting the study goals and the community input received. Upon completion of the analysis and evaluation of the practical alternatives, The Parkway was refined and renamed as The Windsor-Essex Parkway. The Technically and Environmentally Preferred Alternative (TEPA) for the Detroit River International Crossing includes The Windsor-Essex Parkway, the international bridge crossing (Crossing X10-B) and the Canadian plaza (Plaza B1).

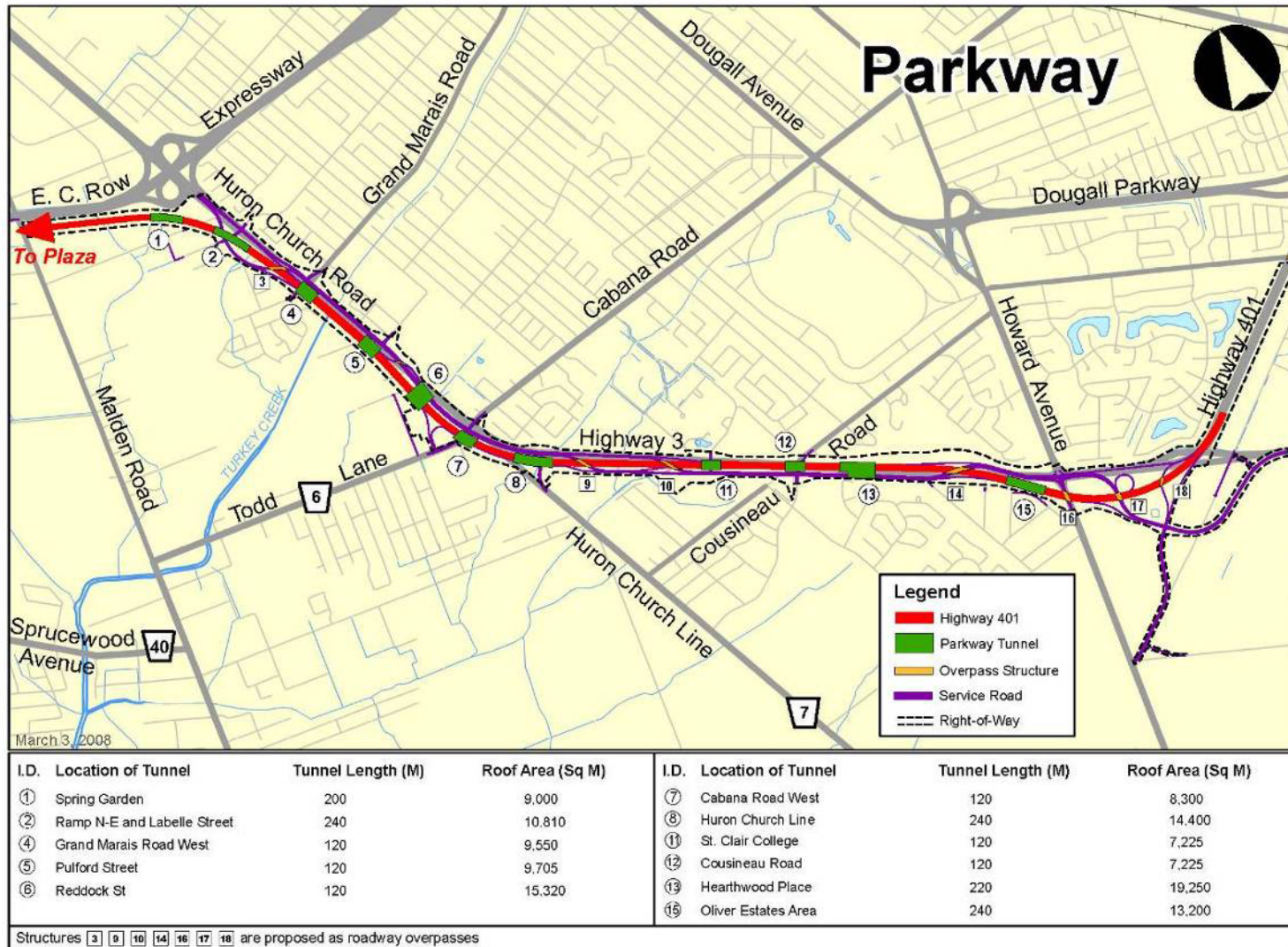
The Windsor-Essex Parkway includes a primarily below grade six-lane freeway with a series of tunnels ranging in length from 120 m to 240 m. It also includes service roads (both two-way and one-way segments) located adjacent to the freeway. A landscaped parkland buffer includes a trail system and linkages to both sides of the transportation corridor. Figure 1.2 illustrates The Windsor-Essex Parkway and the tunnels.

Crossing B-Plaza B1 includes a bridge crossing located north of the Brighton Beach Power Station directly connecting to a plaza located at the southern end of Sandwich Street, in the Brighton Beach industrial area.

FIGURE 1.1 TECHNICALLY AND ENVIRONMENTALLY PREFERRED ALTERNATIVE



FIGURE 1.2 PARKWAY WITH TUNNEL CONFIGURATIONS



2. Methodology and Data Collection

The methodology and tools used to conduct the Social Impact Assessment follows the methodology outlined in the Social Impact Assessment Work Plan (February 2006) which was circulated for comment and approval to appropriate agencies and to the public. This assessment identifies the predicted changes to the communities and neighbourhoods within the ACA (Figure 1.1) and the consequential effect of those changes on the neighbourhoods.

Social impacts can occur at various units of social order: individuals, businesses, families, communities, economic sectors or broader societal units such as whole cultures or nations. Social impacts can be positive or negative but the overall goal within a specific undertaking is to produce an overall improved benefit to society (otherwise the project would have never been undertaken in the first place). However, with any project there remains the potential for parts of the population to be negatively impacted in particular those who work, live or recreate where an actual physical undertaking is to occur.

The social impact assessment involved an assessment of several indicators, including:

- Displacement of Residents;
- Displacement of Social Features (Institutional, recreational);
- Disruption to Residents (day-to-day use and enjoyment of property);
- Disruption to Social Features (schools, community centres, churches, recreation facilities); and
- Community and Neighbourhood impacts (community cohesion, character, function, municipal services).

These indicators were used to compare the various access road, plaza and crossing alternatives during the practical stage of the DRIC project. The TEPA was selected as a result of this comparative evaluation.

Social data is both quantitative and qualitative. Some social data was collected using rigorous methods that produce quantified information, such as demographic statistics collected through the regular national census. This type of quantified information, regardless of how comprehensive, does not tell the full story. The social impact assessment literature and social impact assessment studies have consistently demonstrated that qualitative information is just as important a source of social information as quantitative information. No matter how comprehensive a set of quantified data might be, it cannot convey people's life circumstances or their experiences, values and feelings.

Social data collection for this project phase included use of the social household

questionnaire data, public consultation activities, comment forms, context sensitive solution workshops, and review of information provided by the Ministry of Transportation (MTO) property agents. In addition, input from other disciplines was also incorporated.

Questionnaire

The household questionnaire was initially administered to residents potentially displaced by one or more of the practical alternatives in July 2006 (questionnaire provided in Appendix A). The household questionnaire was intended to capture information about the affected population, their sense of attachment (tenure, status of ownership), property usage, and the perceived effect of the DRIC project on their use and enjoyment of their property. In July 2006 the questionnaire was hand delivered to 479 households. At each house where the resident was at home, the study team provided an explanation as to the purpose of the questionnaire and instructions on completing it. A follow-up postal mailing of the questionnaire with an explanatory letter was made to those who did not respond to the initial questionnaire. A final attempt to collect data from non-respondents was made by contacting them directly by telephone.

Data only for those households displaced by the TEPA was extracted from the tabulated data and used for the assessment of the TEPA. Due to design refinements, including the addition of the green space buffer with The Windsor-Essex Parkway, additional households, not previously approached to complete a questionnaire, were identified. In addition those households that did not previously complete a questionnaire were also identified. For all of these households, residents were provided a further opportunity to complete the questionnaire by telephone in August 2008 (questionnaire provided in Appendix A). Of the 80 households contacted by telephone, data was collected from 57.

A similar approach was taken for identifying and collecting data from social features displaced or potentially disrupted by the project. A facility-specific questionnaire was developed to collect data for potentially displaced or disrupted social features and was administered during an interview with the facility manager in July 2006 (questionnaires provided in Appendix A). The questionnaire and interview collected information on programs, the service catchment area, number of users, and access to the facilities. The questionnaires for the City of Windsor social features were completed by a City appointed representative. Interviews with facility specific managers did not take place.

Public Consultation

The Public Information Open Houses (PIOH) held June 18 and 19, 2008, and the Context Sensitive Solution Workshop (CSS) held June 24 and 25, 2008, provided the opportunity to obtain qualitative data from attendees. During the open house, data was collected through submitted written comment forms, and personal communication with participants. Similarly, data was collected at the workshop through small group discussions, written comment forms, and through personal communication with participants.

The PIOH and CSS were particularly helpful in gaining insight with respect to:

- Neighbourhood community character and cohesiveness;
- Satisfaction with the community as a place to live;
- Perceptions of the various components (tunnel locations, length, green space usage) of The Windsor-Essex Parkway alternative and related issues/concerns on how the proposed access road, may or may not effect residents and the community; and
- Unique features related to individual properties, and/or the neighbourhoods within the area of investigation.

Neighbourhood meetings were also conducted at the request of residents, including: two with Spring Garden and Bethlehem residents, one with Oliver Estates, and one with Kendleton Court residents. These neighbourhood meetings were particularly helpful in gaining insight with respect to:

- Specific neighbourhood concerns;
- Specific neighbourhood design improvements, and
- Perceptions of how the TEPA would impact residents and the neighbourhood.

The Ministry of Transportation's "willing seller-willing buyer" property acquisition process was first initiated for properties along the Highway 3/Huron Church Road corridor during the practical alternative stage to remove uncertainty for residents as to the timing of property acquisition, and to empower them to control the timing and relocation on their own terms. This program was extended to all properties potentially displaced at the announcement of The Windsor-Essex Parkway in May, 2008. This process was implemented in response to public concerns.

Data Collection from Other Disciplines

Data was collected from other disciplines, including air quality, noise, traffic, plaza design specialists, and economics to assist in predicting and evaluating potential nuisance effects to residents, the community and to social features as a result of the project. Data collected from these disciplines was also used to assess community and neighbourhood impacts, community cohesion, character and function.

3. Social Characterization Baseline

The social characterization baseline is developed in order to understand key attributes of the community such as demographic profile, community character, cohesion, degree of satisfaction and changes occurring within the community. The baseline information collected was the foundation for the evaluation of Practical Alternatives as reported in the *Practical Alternatives Working Paper Social Impact Assessment (April 2008)* and created a description of the community upon which predicted changes or impacts were measured. The TEPA evaluation uses the baseline to further refine and understand the predicted changes in order to identify appropriate mitigation measures.

3.1. Demographic

Demographic data provides a partial understanding of the degree of change that may be experienced by residents as a result of project activities. The demographic baseline for the ACA is presented in Table 3.1. For comparison purposes, Table 3.1 provides data for the City of Windsor, Essex County, and the Province of Ontario. A higher percentage of residents within the ACA own their homes compared to the City of Windsor as a whole. The percentage of the population that are immigrant or visible minorities is lower in the ACA comparatively to the City of Windsor; however, it is similar to that of the Province. Similar to all geographic areas the largest percentage of residents within the ACA identified English as their first language.

TABLE 3.1 - DEMOGRAPHIC BASELINE

GEOGRAPHIC BOUNDARIES	TOTAL DWELLINGS	TOTAL POPULATION	HOME OWNERSHIP		IMMIGRANT POPULATION 1996-2001 (%)	VISIBLE MINORITIES (%)	LANGUAGES		
			Own (%)	Rent (%)			English (%)	French (%)	Non-official languages (%)
Ontario*	4,219,41	11,410,046	68	32	18	19	71	4	24
Essex County*	141,300	374,975	73	27	20	11	73	4	22
City of Windsor*	88,533	208,402	65	35	27	17	68	4	28
Area of Continued Analysis	479	1,327	91	10	18	13	71	2	26

*Source: Statistics Canada. 2002. 2001 Community Profiles.

Project effects will impact people differently depending on their characteristics. Those members of society whose quality of life is vulnerable to changes within their community are referred to in social impact assessments (SIA) as special populations. In the DRIC project such populations include children, the disabled, youth, ethnic

minorities and adults over the age of 65. Estimates on the number of affected residents belonging to special populations were collected from the questionnaire data. Of those that completed the questionnaire, 21% are under the age of 18 years, 13% are over the age of 65 years, and 9% were identified as having special needs. Comparatively, based on Statistics Canada data, the City of Windsor is similar with 25% of the population under the age of 18 years, and 14% over the age of 65 years. There is no data specifically that identifies the percentage of the population with special needs.

3.2. Community Characteristics

In order to predict and evaluate the effects of the project on the evaluation factor "Protection of Community and Neighbourhood Characteristics," an understanding of the characteristics of these various communities is required. The term "community" can mean different things to different people; however, it generally refers to the qualitative attributes relating to how people feel or identify with their surrounding environment. These attributes include character, satisfaction, stability, and cohesiveness of a community.

Two levels of communities were defined and evaluated: the broader communities of South and West Windsor, the Town of LaSalle and the Town of Tecumseh; and the neighbourhood communities located along the periphery of the TEPA. The character of these broader communities is a mixture of established and new residential development. The Talbot Road/Huron Church Road transportation corridor defines the political boundary of the City of Windsor and the Town of LaSalle between Howard Avenue and Todd Lane. The corridor is a mixture of urban land uses including pockets of residential development, highway commercial development, and natural areas.

The Highway 3/Huron Church Road transportation corridor has been an active transportation corridor for many decades and presently experiences high volumes of both local and international traffic. Adjacent communities and neighbourhoods were planned and built to utilize the Highway 3/Huron Church Road corridor as a major local transportation route. The corridor also presently serves as the main access to the Ambassador Bridge and is subject to traffic congestion during delays and peak volumes at the border crossing. The width of the corridor and volume of traffic presents a barrier to the movement of pedestrians across the corridor. The underpass at the Grand Marais Drain is the only location that offers safe off-road passage for pedestrians and cyclists. Residents living adjacent to the corridor with direct access onto Highway 3/Huron Church Road have expressed personal health and safety concerns as a result of traffic impeding access to their properties.

Within these broader communities are 17 smaller neighbourhood communities, as illustrated in Figure 3.1 in Appendix B that will experience more specific impacts. It is for this reason that greater emphasis was placed on identifying the characteristics of these smaller neighbourhood communities during the Practical Alternative stage and, then subsequently carried forward into the TEPA analysis. The community

characteristics for each neighbourhood are provided in Appendix B.

Community characteristics described for each neighbourhood community include community character, the level of satisfaction residents feel toward living in their community, the level of community stability as reflected in the changes that have been observed in the last five to ten years, and the level of cohesion within the community. The business community within the TEPA that provides services to the neighbourhood communities also contributes to the character of a neighbourhood community.

For each neighbourhood, the community character is defined by physical attributes and features of the neighbourhood such as the age of the development, the surrounding environment (e.g. natural, urban), or demographics (e.g. family, seniors). Further, the use and enjoyment of property as it contributes to residents' feelings of satisfaction with the community is also provided for each neighbourhood community. The presence of nuisance impacts, or physical disturbances such as excessive noise, dust and traffic, as well as aesthetics, also affects how residents use and enjoy their property. The presence of such nuisance elements often defines what attributes residents dislike about their community.

Community cohesion is generally described as a measure of how the community is tied together. It can be a very difficult concept to get an understanding of and data to support; however, it is essential in understanding the community and the residents within it. As provided in Appendix B, some of the information collected for each neighbourhood through the various consultations gives an understanding of the cohesiveness of the community.

4. Social Effects and Mitigation

This chapter outlines the predicted social effects and the corresponding mitigation measures for the new international bridge, inspection plaza, and The Windsor-Essex Parkway.

As identified in the community characteristics section, social effects for the TEPA occur at the broader community and neighbourhood community levels. These effects are both positive and negative, with many of the project benefits experienced by the broader communities, while project specific effects tend to be experienced by residents in the neighbourhood communities.

4.1 Overview

Positive effects of the project include enhanced neighbourhood linkages through the creation of the greenspace buffer and strategically placed tunnels, reduced nuisance effects to adjacent residents, and the creation of new recreational features (trails, park land). Collectively these benefits will enhance the quality of life for residents living adjacent to the corridor.

The negative effects of the project include the displacement of approximately 360 homes, resulting in changes to cohesion and character in some neighbourhood communities, the loss of 48 businesses, and overall disruption and nuisance effects, during and post construction to both residents and the travelling public. Despite the potential for impacts, community consensus dating back to the pre-feasibility studies (2001 to 2004) supports the need for the project.

The degree of hardship experienced by residents displaced will vary with their individual circumstances and is generally influenced by their age, length of tenure at their property, and if there are any special needs to be accommodated. Generally, long term residents will have a harder time moving than short term residents due to the level of comfort and attachment to both the house and neighbourhood. Those with special needs, i.e. emotional, mental or physical, may experience greater difficulty moving.

Seniors are also a segment of society that can have difficulty adapting to change. Maintaining an independent life style is highly valued and desired by seniors. In order to maintain an independent life style, seniors rely on proximity of services, familiarity of patterns (location of shopping, doctors, worship, recreation etc.), and support services (family, friends).

Predicted impacts can be characterized in one of the following categories:

- Direct loss of property;
- Nuisance effects (noise, air, aesthetics, access) experienced by residents living

adjacent to the proposed project;

- Changes to local service road network, and access to community/feature;
- Displacement or disruption of social features;
- Displacement of businesses that serve the neighbourhood communities;
- Changes to community character and cohesion, and
- Stress/Anxiety induced by EA process.

Mitigation measures are ways to eliminate, reduce or control adverse social and environmental effects of the project. Throughout the planning stages of the project the study team worked closely with the community in an open and consultative process which encouraged residents to express their views and concerns on the numerous aspects of the project. More than 300 meetings and many public consultation sessions have been held since the beginning of the project. The Windsor-Essex Parkway design was developed as mitigation to predicted impacts of the original five practical alternatives (the at-grade, below grade and full tunnel alternatives). The Windsor-Essex Parkway addresses community objectives expressed by municipalities and residents, including the removal of truck traffic from local streets and an overall improvement to the quality of life for residents living adjacent to the existing transportation corridor.

In contrast to the existing physical barrier the Highway 3/Huron Church Road currently creates, The Windsor-Essex Parkway creates new connections between residents and communities with the addition of a greenspace buffer adjacent to the right-of-way and the strategic placement of 11 tunnels. This greenspace buffer was developed as mitigation for residents and surrounding communities, allowing for acquisition of the most potentially affected parties and providing long term benefits for adjacent communities.

The consultative process led to further analysis and subsequent refinements that avoid or reduce project impacts, and changes that enhance the quality of life.

Mitigation measures to address remaining project impacts are summarized in Table 4.1 and include:

Loss of property.

- “Willing seller/willing buyer” property purchase process. Land owners that have been identified as being displaced by the project approach the MTO with a request to purchase their property. The negotiations are based on a fair market value determined by an independent appraisal. Given the length of the EA planning and approval process, this property purchase process removes the uncertainty for residents with regard to knowing when they may have to move, and empowers them to control the timing and relocation on their own terms.

- Compensation for associated moving expenses, legal fees, modifications for special needs and other special circumstances.

Disruption effects (noise, air, aesthetics).

- MTO has committed to developing a process to manage and address community concerns throughout the project
- Best practices for dust suppression, including contract specification that equipment and vehicles be compliant with air emission standards.
- Best practices for noise suppression including installation of strategic barriers, or berms, contract specification that vehicles and all equipment comply with sound emission standards in residential areas, and comply with applicable municipal bylaws.
- Provide landscaping to address aesthetic effects of noise barriers or plaza fencing. Design the plaza, crossing and gateways, taking into consideration the public input received during the context sensitive solution public workshops; to ensure the new structures/facilities blend with, or enhance the landscape.

Changes to local service road network, and access to community/feature.

- Develop and maintain regular communications with emergency services (fire, police, ambulance) with regard to changes to the road network (realignment, closures, diversions), and municipal services (water, electrical), and construction sequencing and scheduling.
- Regular communications with local school boards and transportation companies (public transit and school bus services) as required.
- Consultation during the design stage with these stakeholders will be required to work out the details of the communication plan.
- Commitment by MTO to keep the traffic flowing along the Highway 3/Huron Church Road corridor, as well as along the Ojibway Parkway in the Brighton Beach area. A local road re-routing alternative will be provided prior to any road closures (temporary or permanent) to ensure access to the neighbourhoods and through the Highway 3/Huron Church Road corridor is maintained.
- Local neighbourhood residents will also require regular information updates with regard to construction scheduling, changes to the road network (realignment, closures, diversions) and temporary changes to municipal services (water, sewer, garbage collection, electrical services),.

Displacement or disruption of social features.

- Provide fair market value and compensation for the property and associated facilities.
- Ensure replacement property is available and ready for occupation prior to displacement of social feature, where possible and desirable, to ensure a seamless transition.
- Work with social feature management to negotiate best possible transition period.

Displacement of businesses that serve the neighbourhood communities.

- Offer fair financial compensation to displaced businesses.

Stress/Anxiety induced by EA process.

Although a temporary effect induced by the EA process, it is recognized that a project of this size and complexity creates a degree of public anxiety. Anecdotal evidence suggests that stress induced anxiety impacts have been experienced by residents during the project stage where the project property requirements were uncertain, and during the subsequent property negotiating process. Mitigation measures to address these effects include:

- A compressed study process to reduce the degree of public anxiety, over that which may be expected for a longer study.
- Willing seller-willing buyer property acquisition process implemented.
- Property management and security company to maintain and patrol the acquired properties.

The "willing seller-willing buyer" property acquisition process was implemented during the practical alternatives project stage in order to remove the uncertainty or anxiety of residents with regard to knowing when they may have to move, and to empower them to control the timing and relocation on their own terms. This process was first implemented for properties along the existing Highway 3/Huron Church Road corridor, and was extended to all properties potentially displaced by the project at the announcement of the preferred solution in May 2008. Compensation has or will be provided for associated moving expenses, legal fees, modifications for special needs and other special circumstances.

TABLE 4.1: SUMMARY OF PROJECT EFFECTS AND MITIGATION

Impact	Mitigation
Loss of property	“Willing buyer – willing seller” process to remove uncertainty for residents and empower them to control the timing and relocation on their own terms; fair market value providing and compensation for associated moving expenses and other fees
Disruption effects (noise, air, aesthetics)	Best practices for dust and noise suppression including contract specifications that equipment and vehicles be compliant with air and sound emission standards; landscaping to address aesthetic effects of mitigation, considering public input from workshops
Changes to local service road network, and access to community/feature	Develop protocol and maintain regular communications with emergency and municipal services, school boards, public transit and local residents regarding construction scheduling, changes to the road network and municipal services, and notification of noise events; commitment by MTO to maintain traffic flow along Highway 3/Huron Church Road corridor
Displacement or disruption of social features	“Willing buyer – willing seller” process; provide fair market value; work with social feature management to ensure replacement property is available and to ensure seamless transition period; collaborative approach
Displacement of businesses that serve the neighbourhood communities	“Willing buyer – willing seller” process; provide fair market value; assist business to locate to other provincially owned lands
EA process	“Willing buyer – willing seller” process; property maintenance and security company hired to maintain and patrol vacated properties

As described in previous sections, the Technically and Environmentally Preferred Alternative will provide significant benefits to both smaller neighbourhoods and broader communities throughout the study area. However, specific neighbourhood level impacts will be felt in some locations. A description of the potential impacts anticipated for the 17 neighbourhood communities identified for this study is described below.

4.2 Construction Phase

Most of the potential for impacts associated with the new international bridge, inspection plaza and The Windsor-Essex Parkway will be experienced during the construction phase. It is during this time that the Highway 3/Huron Church Road corridor will be transformed with traffic diversions within the corridor, construction zones and associated nuisance effects typical for road and highway construction.

Although temporary nuisance effects will be felt during the construction phase to areas in close proximity to work zones and to users of the road network, mitigation measures will be implemented to minimize or eliminate these potential impacts.

Mitigation measures include the Ministry's commitment to maintain traffic flow along the Highway 3/Huron Church Road corridor throughout the construction phase, and to incorporate best practices with regard to dust and noise suppression. Best practices and additional details regarding dust and noise impacts are further documented in the following reports:

- *Technically and Environmentally Preferred Alternative – Air Quality Impact Assessment (SENES Consultants, 2008)* report,
- *Technically and Environmentally Preferred Alternative – Noise and Vibration Impact Assessment (SENES Consultants, 2008)*,
- *Draft Practical Alternatives Evaluation – Constructability Report for Access Road Alternatives (URS Canada 2008b)*.
- *Draft Practical Alternatives Evaluation – Constructability Report for Plaza & Crossing Alternatives (URS Canada, 2008c)*.

The loss of property and displacement of residents is discussed as an effect of the construction phase recognizing that residents relocate prior to the commencement of any physical works associated with construction.

4.2.1 Sandwich Towne

The new international bridge and inspection plaza are located south of Prospect Avenue in the Brighton Beach Industrial park, and as such will not displace Sandwich Towne residents, businesses or social features.

4.2.2 Brighton Beach

Effects on Residents and Neighbourhood Communities

There are five residential properties within the Brighton Beach industrial park that will be displaced with the new international bridge and inspection plaza.

Access will need to be maintained to avoid inconvenience for local employees travelling to their workplace during construction. Additional consultation will be required during the design stage with existing businesses in the Brighton Beach area to ensure any access concerns are addressed.

Effects on Neighbourhood Character and Cohesion

The development of the plaza and bridge is compatible with the existing character of the industrial park, thus no effects on character are anticipated. As this is not a residential neighbourhood, no effects on cohesion are anticipated. The loss of one business in the industrial park will not affect the character of the area.

Mitigation

With the exception of the displacement of one business, no effects are anticipated. Mitigation for the business includes fair market value for the property and business, as per Table 4.1.

4.2.3 Ojibway Parkway to Malden Road

Effects on Residents and Neighbourhood Communities

Construction effects of The Windsor-Essex Parkway through this neighbourhood include loss of property and nuisance effects for residents.

Within this Ojibway Parkway to Malden Road neighbourhood, 31 households will be displaced, for which, 24 household questionnaires were completed. Household characteristics include 22 detached dwellings, one semi detached, and one low rise apartment. The length of tenure is on average 18 years; however, the range is between 1 and 57 years. Generally, residents have a high attachment to the neighbourhood, with almost half having lived in this neighbourhood before their current address. All but one house is owned by the occupant.

Adults make up the majority of residents; however, there are 17 children in seven households, and 9 seniors in six of the households. Four of the households have been adapted to accommodate special needs.

Within this area there is a unique situation whereby the project displaces multi-generations of one family living adjacent to one another on a private dead-end street. These families may experience a heightened loss of community, closeness to family, and a loss of a sense of safety and support as this situation will be very difficult to replicate at another location.

A new subdivision was under development on Chappus Street at Matchette Road; with several lots having been sold and built upon prior to, or early in the practical alternative stage of the project. Further development was halted, and the remaining development purchased by the MTO due to the uncertainty of the outcome of the practical alternative evaluation, and the possible future land requirements in this area including the possibility of a new plaza. Those that had purchased and built their homes, did so with the understanding that they were buying in a new neighbourhood that would eventually be built out. The preferred alignment of The Windsor-Essex Parkway and location of the new plaza does not result in displacement of the homes in this new Chappus Street development.

Effects on Neighbourhood Character and Cohesion

This neighbourhood will experience a minor change in character as a result of The Windsor-Essex Parkway alignment between Ojibway Parkway and Matchette Road into a predominantly rural and natural area. The greatest potential for effect is near Matchette Road as the alignment approaches the plaza. However, effects to this area have been reduced by increasing the buffer area adjacent to the roadway and through effective noise mitigation. It is also possible that some residents in proximity to the construction along Matchette and Malden Roads will experience a short term change in social patterns and reduction of use and enjoyment of their property due to the construction activities.

Effect on Social Features

The only social feature to be displaced is the Erie Wildlife Rescue. Although the organization and the service it provides, is not location dependent, it is dependent on several key criteria that must be met in order to succeed in a new location. It is anticipated that, with time and appropriate compensation, the Erie Wildlife Rescue organization will be able to relocate to appropriate facilities; consequently, resulting in a minor impact to the broader community. The potential loss of this organization would result in the loss of a unique service in Essex County; the treatment, rehabilitation and release of wild animals. This is an organization that is dependent on volunteers, fund raising and public support for its continued operation. Their space requirements are unique since they deal with live animals and birds, and may pose a challenge in finding a replacement property. In addition, the organization depends on public transportation for its volunteers, and requires close proximity to a residential neighbourhood in which to hold regular yard sales; a key fundraising activity.

Mitigation

Mitigation measures for loss of property, moving compensation, construction disruption effects, and loss of a social feature, as previously described in Table 4.1. Natural green space and buffer zones will be maintained in the property adjacent to The Windsor-Essex Parkway between Ojibway Parkway and Malden.

The initial design of The Windsor-Essex Parkway included the new freeway located south of the E.C. Row Expressway corridor. As the assessment of the TEPA progressed, community concerns were expressed regarding potential impacts associated with this alignment, including nuisance effects (noise and dust), loss of existing wildlife, forest and natural habitat, and loss of community due to the displacement of residents. These identified concerns were considered and an alternative design was developed that would reduce impacts and be consistent with the overall principles of The Windsor-Essex Parkway. The resulting design modification re-aligns The Windsor-Essex Parkway further away from residents and integrates it into the E.C. Row Expressway alignment, essentially joining the two highways between Huron Church Road and Matchette Road. This design modification reduces the potential for nuisance effects, including visual intrusion, and

was well received at a neighbourhood meeting held in October 2008.

4.2.4 Spring Garden/Bethlehem

Effects on Residents and Neighbourhood Communities

Construction of The Windsor-Essex Parkway in this neighbourhood community will result in the loss of property and nuisance effects for residents.

In this neighbourhood, 50 homes will be displaced by the project. Based on results of the 35 returned questionnaires, 18 homes are detached, 12 are semi-detached and 5 are townhouses. The townhouses are located within the Bethlehem neighbourhood. Most residents in Spring Garden have a high attachment to the neighbourhood based on their long tenure in the community. Bethlehem is a new development, thus residents do not experience the same degree of attachment since they have been living in the neighbourhood less than five years. Several of the properties in the Bethlehem neighbourhood are rental properties.

Demographically there is range of ages in Spring Garden with adults representing the largest age group over seniors and children. Two of the households have been adjusted to accommodate special needs. Similarly, on Bethlehem Avenue, the majority of household residents are adults, with only four households with children and twelve with seniors. One of homes has been adjusted to accommodate special needs.

The Spring Garden Property Association maintains the Bethlehem properties. These properties share an underground sprinkler system. Given that some of the properties will be displaced by the project, the underground sprinkler system will also be affected. The association expressed financial concerns due to a loss of property management fees for those properties required by the project resulting in fewer properties remaining to cover the property management costs.

As discussed above, to address community concerns regarding nuisance effects (noise and dust), loss of existing wildlife, forest and natural habitat, a design modification that pushes The Windsor-Essex Parkway further away from residents and integrates it into the E.C. Row Expressway alignment, between Huron Church Road and Matchette Road was made. This design modification reduces the potential for nuisance effects, including visual intrusion, and was well received at a neighbourhood meeting held in October 2008.

Effects on Neighbourhood Character and Cohesion

The Spring Garden/Bethlehem community will experience a change in its character and cohesion as a result of the intrusion of The Windsor-Essex Parkway at the Bethlehem/Huron Church Road end of the community, the displacement of residents on Spring Garden Road, Bethlehem Avenue and Lamont Avenue, and the realignment of Spring Garden Road. Relationships between residents that are displaced and those not displaced will be affected by the change in the community.

The loss of the Golden Griddle located at Huron Church Road and Bethlehem will also result in a change in patterns for residents. Anecdotal evidence suggests that the restaurant is a popular choice for some residents in the Bethlehem/Spring Garden neighbourhood.

Mitigation

Mitigation measures will be implemented for loss of property, moving expenses, disruption effects and loss of business (Golden Griddle) as previously described (Table 4.1). Measures include fair market compensation for property, best practices for noise and dust attenuation and maintaining access to the neighbourhood from Huron Church Road.

MTO is planning to protect and maintain in its natural state the land acquired adjacent to The Windsor-Essex Parkway between Huron Church Road and Ojibway Parkway.

The revised alignment of The Windsor-Essex Parkway integrated with the E.C. Row Expressway will reduce impacts to the Spring Garden/Bethlehem community and is a significant mitigation measure implemented for the community. In addition to this refinement, the construction of noise barriers, green space plantings, and the Spring Garden tunnel, as well as a commitment to continue working with the neighbourhood to maximize mitigation, will all assist in reducing impacts to the community. Impacts from The Windsor-Essex Parkway will be felt predominately at the Huron Church Road end of this neighbourhood. It is at this same end of the neighbourhood that residents will be displaced by the alignment thus resulting in a loss of community character and cohesion. Fair market value for properties and moving compensation provided to displaced residents lessens the hardship of relocation.

4.2.5 Bellewood Estates

Bellewood Estates is not anticipated to experience direct effects from the construction phase as none of the properties in Bellewood Estates are required for The Windsor-Essex Parkway or local service road. With the Windsor-Essex Parkway alignment shifting away from the subdivision, residents of Bellewood Estates will benefit from enhanced community connections and trail systems resulting from the Labelle Street tunnel, along with reduced local truck traffic and effective noise mitigation.

4.2.6 Adjacent to the Highway 3/Huron Church Road Corridor

Effects on Residents and Neighbourhood Communities

There are houses along the Highway 3/Huron Church Road corridor that are not necessarily associated with a particular neighbourhood community that will be

displaced by the project. Six of these households are located adjacent to Bellewood Estates between LaBelle Street and Grand Marais Road West/Lambton Road. Residents living in these detached dwellings have an average tenure of 45 years; however, the range is from 5 to 72 years.

The household demographics are a mix of adults, one senior and one child. One of the homes has been adapted to accommodate special needs.

There are 23 other properties along the Huron Church Road corridor (note: this does not include the Talbot Road neighbourhood residents) that are not associated with a neighbourhood community due to past development patterns. Of these properties, 18 completed the household questionnaire. All but one of the households are detached dwellings, of which only one is a rental property, with an average tenure of 21 years, although some residents have lived in their homes upwards of 49 years. Three of the 18 households lived in the neighbourhood before their current address. There are 32 adults in 16 of the households; ten children and eight seniors in four households. One of the households has been adjusted to accommodate special needs.

In general, long term residents expressed a higher attachment to the neighbourhood, while those having lived there for shorter periods have a lower degree of attachment to their property.

Effects on Neighbourhood Character and Cohesion

These residents do not presently experience close ties to a neighbourhood community due, in part to the historic development pattern and the lack of community cohesion experienced along a busy transportation corridor. These properties enter/exit directly into Huron Church Road, and as such, they experience numerous nuisance and safety effects of this busy transportation corridor. Noise and dust from traffic impede the use and enjoyment of these properties and contribute to an overall concern for personal health and safety.

Mitigation

Mitigation measures previously discussed (Table 4.1) for loss of property, and moving compensation (moving expenses, legal fees, modification for special needs).

All of the affected residents will be displaced by The Windsor-Essex Parkway; however, as noted above, these residents presently experience nuisance effects and personal safety concerns when accessing their properties. These residents will be fairly compensated by the MTO thus lessening the hardship of relocation.

4.2.7 Huron Estates

Effects on Residents and Neighbourhood Communities

Residents on Sansotta Court located on the peripheral of Huron Estates, will be displaced by the project. Residents presently complain of unacceptable traffic noise

levels despite the presence of a noise barrier. Although initially, only one side of Sansotta Court was required by the project, it was determined by MTO that purchasing both sides of the Court would be more consistent with the buffer area requirements of The Windsor-Essex Parkway and would provide greater benefits to other adjacent residential areas. Of the 20 households to be displaced, household questionnaires were received from 16. All of the 16 homes are detached and owned by the occupant. The residents experience a range of attachment to the neighbourhood with four households expressing a low level of attachment, five identifying a moderate attachment and seven with a high attachment to the neighbourhood. The length of tenure ranges up to 20 years.

Demographically, the composition of the residents is diverse with nine homes with children, two homes with seniors and the remaining with only adults. None of the respondents indicated that they have adjusted their home to accommodate special needs.

Unlike other residential developments, residents living within Huron Estates (approximately 260 households) only have one access point into the neighbourhood via Lambton Road, thus the MTO commitment to maintain access at Huron Church Road throughout the construction phase is particularly important to residents. Further consultation will be required during the design stage with residents and emergency services to ensure access issues are managed appropriately.

Residents within the Huron Estates community will experience overall social benefits from The Windsor-Essex Parkway. These benefits include enhanced community connections resulting from the tunnel at Grand Marais Road West, effective noise mitigation, a green space buffer between residential properties and the new roadway, and direct access to the proposed trail network. In addition, local traffic conditions will improve as truck traffic destined to the new international border crossing is removed from the local road network.

Effects on Neighbourhood Character and Cohesion

Changes to the neighbourhood character and cohesion are not anticipated for Huron Estates as the loss of property is limited to those households on Sansotta Court, directly adjacent to the Huron Church Road corridor.

The loss of businesses at the Lambton Plaza located at the corner of Huron Church Road and Lambton Road will result in a change in social patterns for residents. Some of the businesses frequented by Huron Estates residents include a pizza parlour and convenience store.

The Lambton Road tunnel will provide an enhanced connectivity and recreational space between Huron Estates residents and neighbourhoods across from, and adjacent to the corridor.

Mitigation

Mitigation measures for loss of property, moving compensation, loss of businesses,

disruption effects, and access issues as previously discussed (Table 4.1).

4.2.8 Reddock Street

Effects on Residents and Neighbourhood Communities

Reddock Street is the only residential development in this neighbourhood. Due to its proximity to the Spring Garden Road Prairie, an environmentally sensitive area, further residential development was restricted. Consequently, Reddock Street is located in a natural-forested area.

The nine houses that will be displaced are located on the east end of the street closest to the existing ROW. This represents half of the neighbourhood. Reddock Street itself will be closed at The Windsor-Essex Parkway ROW, requiring a new access road along the existing unopened road allowance (extension of 10th Street, LaSalle) to Todd Lane, making access to the local road network safer. The low traffic volumes along this service road are not anticipated to generate notable noise or dust levels. Typically residents on Reddock Street have enjoyed a long tenure in the neighbourhood, with most residing over 20 years on the street, and some residing over 40 years. Renovations have been made to two of the homes to accommodate special needs.

Demographically, the street is diverse with a range of ages from children to seniors. To ease the transition for households with children it is typically desirable to move during the summer months in order to have children settled and prepared to begin the new school year.

Effects on Neighbourhood Character and Cohesion

The community character and cohesion will change as a result of the displacement of residents. Displacing long term residents in this small neighbourhood will disrupt close and meaningful neighbour and friendship ties.

Despite the change in community character and cohesion, the remainder of the neighbourhood will experience a benefit in terms of reduced nuisance effects as a result of the green space buffer, effective noise mitigation and enhanced community linkages resulting from the tunnel at Reddock Street.

Mitigation

Mitigation measures as discussed above (Table 4.1) with regard to loss of property and compensation. A new access to the neighbourhood via Todd Lane will improve safety for residents entering into the Highway 3/Huron Church Road corridor.

4.2.9 East of Huron Church Line

Effects on Residents and Neighbourhood Communities

The 14 houses adjacent to the existing Highway 3/Huron Church Road in this neighbourhood will be displaced by The Windsor-Essex Parkway alignment; this represents the entire neighbourhood. Of the 14 houses in the area, questionnaires were received from 11 households. Nine of the households are detached dwellings, owned by the occupant, and two are a duplex.

Although the length of tenure ranges from 1 to 60 years, only three of the households expressed having a high attachment to the neighbourhood, the remaining identified a low attachment to the neighbourhood. Given the existing level of disruption effects experienced by residents due to their proximity to Huron Church Road, this low attachment to the neighbourhood may be a reflection of their lack of satisfaction with the neighbourhood, and their frustration with the high volumes of traffic currently experienced.

The ages of the residents vary with 24 adults in 11 of the houses, seven children in four, and five seniors in three of the houses. One of the households has been adapted to accommodate special needs.

Based on anecdotal information, some residents view the displacement of their homes as an opportunity to improve their quality of life by relocating away from a busy transportation corridor.

Effects on Neighbourhood Character and Cohesion

These properties enter/exit directly into Huron Church Road, and as such, they experience numerous nuisance and safety effects from this busy transportation corridor. Noise and dust from traffic impede the use and enjoyment of these properties and contribute to an overall concern for personal health and safety.

Mitigation

Mitigation measures previously discussed (Table 4.1) for loss of property, and moving compensation (moving expenses, legal fees, modification for special needs).

4.2.10 Villa Borghese

The Windsor-Essex Parkway will not result in any displacements to residents in the Villa Borghese neighbourhood. Overall, the project will provide a benefit to the local community as it is anticipated that fewer nuisance effects will be experienced as a result of improved traffic flow, removal of truck traffic from local streets, effective noise mitigation, the addition of a green space buffer, and strategically placed tunnels at Todd Lane/Cabana Road West and at the Huron Church Line intersection, and an overall improvement to air quality relative to the future "No-Build" alternative. The

additional greenspace and tunnel provide greater connectivity and recreational opportunities for residents between Villa Borghese and other neighbourhoods across from, and adjacent to, the corridor. The construction of the recreational trail network, and an overall improvement to air quality relative to the future "No-Build" alternative.

4.2.11 Talbot Road

Effects on Residents and Neighbourhood Communities

The Talbot Road neighbourhood community will be displaced by The Windsor-Essex Parkway. The properties presently face Talbot Road and enjoy very deep lots with landscaped and natural park-like areas. Residents have expressed frustration and concern with the nuisance and safety effects they presently experience living adjacent to Talbot Road/Highway 3. Noise and dust from traffic impede the use and enjoyment of these properties to some degree and contribute to an overall concern for personal health and safety.

The Windsor-Essex Parkway will displace all properties along this section of Talbot Road/Highway 3. Given the Ministry of Transportation's "willing seller-willing buyer" process, some residents have already sold their property to the Ministry and have relocated.

Of the 52 households that are along Talbot Road household questionnaires were received from 43. All of the households are detached dwellings that are owned by the occupants or other family member. Most of the residents have a high attachment to the neighbourhood due to their length of tenure at their present property. Some residents have lived on Talbot Road for over 50 years. Twelve lived in this neighbourhood prior to their current property.

The ages of the residents vary with 88 adults in 43 households, 28 children in twelve households, and 18 seniors residing in 13. Six of the households have been adjusted to accommodate special needs.

Effects on Neighbourhood Character and Cohesion

With the loss of this neighbourhood and the displacement of these long term residents, relationships between former neighbours will be affected, social patterns will change, and the character of Talbot Road will change from one of residential to that of a public park. The portion of the properties not required for the road works will form a portion of The Windsor-Essex Parkway's green space buffer.

All residents will be displaced by The Windsor-Essex Parkway; however, anecdotal evidence suggests given the level of concern with existing nuisance effects and personal safety when accessing their properties, and the fact that these effects would increase over time, some residents prefer to be purchased than to remain.

Mitigation

Mitigation measures previously discussed (Table 4.1) for loss of property, and moving compensation (moving expenses, legal fees, modification for special needs).

4.2.12 Heritage Estates

Effects on Residents and Neighbourhood Communities

Heritage Estates is a large residential development in LaSalle, a portion of which backs onto the Highway 3/Huron Church Road corridor.

Impacts associated with the project include loss of property on two cul-de-sacs, and a possible change in social patterns due to the loss of restaurants and retail shops at the Windsor Crossing Outlet Mall.

The 11 households displaced by The Windsor-Essex Parkway within Heritage Estates are located directly adjacent to the Huron Church Road corridor on Homestead Lane and Hearthwood Place. Questionnaire results are available for all of these households. All of the 11 households are detached dwellings and owned by the occupants. Those households with a high attachment to the neighbourhood have resided in the neighbourhood upwards of 20 years. For others, with less tenure, the sense of attachment varied from low to medium.

There are 32 adults in the 11 houses. Six households have 10 children, and three households have 3 seniors. Two of the households have been adjusted to accommodate special needs.

Effects on Neighbourhood Character and Cohesion

Changes to the neighbourhood character and cohesion are not anticipated for Heritage Estates as the loss of property is limited to those households on Homestead Lane and Hearthwood Place, directly adjacent to the Huron Church Road corridor.

The strategically placed tunnel located adjacent to Homestead Lane and Hearthwood Place will provide enhanced connectivity to other neighbourhood communities, and recreational opportunities for residents in Heritage Estates.

It is also possible that some residents will experience a change in social patterns due to the loss of restaurants and retail shops at the Windsor Crossing Outlet Mall and at the Howard Avenue/Highway 3 intersection.

Mitigation

Potential impacts for residents who remain adjacent to the new corridor and for displaced local area residents and businesses will be mitigated as previously discussed (Table 4.1) for loss of businesses, disruption effects, and access issues.

4.2.13 Kendleton Court/Shadetree Crescent

Effects on Residents and Neighbourhood Communities

Previously, the Windsor-Essex Parkway displaced 16 households on one side of the Court, thus creating a new line of houses facing the construction area, the new freeway and service road. Subsequent discussions at the Context Sensitive Solution workshops (June 2008) with Kendleton Court residents living on the side of the street not displaced identified a number of potential concerns, including noise and the proximity of the drainage ditch. Based on these discussions and further technical analysis regarding drainage requirements, it was determined that purchasing both sides of Kendleton Court would be more consistent with the Windsor Essex Parkway concept by providing additional property to situate the required drainage facilities and a wider buffer for the remaining residential areas. As such, the Ministry has agreed to purchase all Kendleton Court properties, including 28 households and four vacant lots.

Questionnaire results are available for 24 out of 28 households. Two of the households are detached dwellings; five are semi-detached, and 17 are townhouses. Kendleton Court is a relatively new neighbourhood; consequently residents have lived between one and five years on the street resulting in a low attachment to the neighbourhood. Residents from four of the households have lived in the area prior to building on Kendleton Court suggesting a satisfaction with the area generally.

There are 31 adults in 24 households; five households have nine children, and four households have seven seniors. Two of the households have been adjusted to accommodate special needs.

Questionnaire results are available for 5 households on Shadetree Crescent. All of these homes are detached dwellings and owned by the residents. Similar to Kendleton Court, Shadetree is a new development within the last five years. Residents have a low attachment to the neighbourhood as they have only lived on Shadetree between two and five years, and none of these residents have lived in the neighbourhood prior to owning their current property.

There are 19 adults in the 5 households, all of which have children. Seniors do not live in any of these households. None of the households have been adjusted to accommodate special needs.

Effects on Neighbourhood Character and Cohesion

Kendleton Court is displaced by the project, however, half the street requested a voluntary displacement due to potential nuisance effects. Given the limited tenure of residents on the Court, the neighbourhood had not formed close ties, thus the loss of the neighbourhood will not result in community cohesion effects.

Although the widening of the transportation corridor does displace some households on Shadetree Crescent, the overall character of the neighbourhood will benefit from reduced nuisance effects as a result of the greenspace buffer, effective noise mitigation and new recreational features (trail, parkland).

Mitigation

Mitigation measures previously discussed (Table 4.1) for loss of property, and moving compensation (moving expenses, legal fees, modification for special needs).

4.2.14 Oliver Estates

Effects on Residents and Neighbourhood Communities

Effects to Oliver Estates associated with The Windsor-Essex Parkway construction phase include loss of property and nuisance effects associated with construction activities. Nuisance effects may result in a short term loss of use and enjoyment of property.

There are 20 households displaced from Oliver Estates by The Windsor-Essex Parkway; household questionnaire results are available for 17 of these households. All of the households are detached dwellings and owned by the occupants. Oliver Estates is an established neighbourhood where 7 of the households have a strong attachment to the neighbourhood. Residents have lived in Oliver Estates between one and 51 years. Residents from four of the households have lived in the area prior to their existing residence suggesting a satisfaction with the area generally.

There are 29 adults in the 17 households. Six households have 9 children, and three households have 4 seniors. None of the households have been adjusted to accommodate special needs.

Effects on Neighbourhood Character and Cohesion

The Oliver Estates community character and cohesion may change as a result of the displacement of residents. Displacing long term residents will disrupt close and meaningful neighbour and friendship ties resulting in a sense of loss to both those residents moving and those remaining in the neighbourhood.

In addition, the character of Oliver Estates will be influenced by the closure of both Surrey and Grosvenor Drives. These road closures will change the flow of traffic through the neighbourhood, increasing traffic on Montgomery Drive, while reducing

traffic on the other streets. This increase in traffic may create pedestrian safety concerns, as sidewalks are not available.

It is also possible that some residents will experience a change in social patterns due to the loss of restaurants and retail shops at the Windsor Crossing Outlet Mall and at the Howard Avenue/Highway 3 intersection.

Although this neighbourhood does experience displacement of residents due to the widening of the transportation corridor, generally, Oliver Estates character and cohesion will benefit from effective noise mitigation and the enhanced linkages and recreation opportunities provided by the greenspace buffer and strategically placed tunnel.

Mitigation

Increased traffic volumes on Montgomery Avenue as a result of closure of both Surrey and Grosvenor Drives may require a sidewalk to be added to Montgomery Avenue to maintain safe pedestrian movement.

Community consultation led to further analysis and subsequent refinement of the tunnel location in this area. This refinement was well received by the community.

4.2.15 Howard Avenue to North Talbot Road

Effects on Residents and Neighbourhood Communities

There are 14 households displaced from Mero Avenue, Howard Avenue, and Highway 3 by The Windsor-Essex Parkway; questionnaire results are available for 10 of these households. Only one of these properties is an apartment, the remainder are detached dwellings owned by the occupant. All of the residents on Mero Avenue will be displaced by the project. Nine out of 10 households that completed the questionnaire have a strong attachment to the neighbourhood where tenure ranges between 8 and 51 years. There are 29 adults in the 10 households. Two households have 3 children, and three households have 5 seniors. None of the households have been adjusted to accommodate special needs.

Effects on Neighbourhood Character and Cohesion

With the loss of Mero Avenue, residents may experience a sense of grief and a period of disorientation as all residents gradually move. Relationships between residents that are displaced may be affected. Residents facing Howard Avenue will experience reduced traffic volumes due to the redirection of traffic to the roundabout located east of Howard Avenue. This benefit may result in enhancing the character and cohesion for residents in this neighbourhood.

Mitigation

As previously discussed (Table 4.1), fair market value compensation will be provided

for property acquisitions.

4.2.16 Southwood Lakes

The community of Southwood Lakes is not directly impacted by The Windsor-Essex Parkway. However, the MTO has committed to the construction and installation of a proper noise barrier to replace the existing wooden fence separating residential properties from the existing Highway 401. As such, the Southwood Lakes community will experience a significant and long sought after benefit as a result of the project.

4.2.17 Community Social Features

The social features that are displaced by the project serve the broader community, and include the Montessori Pre-School, the Royal Canadian Legion, the Heritage Park Alliance Church, and Trillium Court Housing.

Effect on Montessori Pre-School

The displacement of the Montessori Pre-school in Lambton Plaza will result in an impact to families using the school, however, it is anticipated that this presents a short-term hardship to parents while they look for other pre-school spaces. It is anticipated that the Montessori Pre-school will relocate to appropriate facilities; however, not necessarily within the same neighbourhood. The school is not location dependant, as most of its clientele rely on the road network and commute from various neighbourhoods in the City of Windsor and LaSalle. Due to its specialized programming and the demand for pre-school spaces, relocating the pre-school is not expected to negatively affect the business nor its programming. The MTO will work with the Pre-school as much as possible to help facilitate relocation.

Effect on the Royal Canadian Legion

The Royal Canadian Legion, with a membership of 700, is an important social feature that provides support, recreation, meals, and social activities for veterans and seniors in the community. The relocation of the Legion presents a short-term and potentially emotional hardship to users of the facility. A new location for the Legion could result in greater or reduced travelling times, inconvenience and general upheaval to existing routines for those seniors that actively rely on its services and activities. Given the importance of November 11th to veterans, Legion membership, and, members of society, scheduling the relocation so as not to interfere with services will be important. The MTO has worked with the Legion to negotiate an agreement that ensures the displacement of the Legion is carried out in a timely and thoughtful manner.

Effect on Heritage Park Alliance Church

The displacement of the Heritage Park Alliance Church reaches a broad segment of the community. Due to the continued growth of their membership and programs, alternatives for expansion have been under consideration by the organization.

Although not dependent on its current location, the Church does need to be located so as to be easily accessible from the major road network. The organization has a thorough understanding of their transition requirements, and as such relocating the Church is not anticipated to pose a threat to their ministry, programs or other services they provide. The MTO has been in discussion with the Heritage Park Alliance Church to help facilitate their relocation.

Effect on Trillium Court

Although discussed as a social feature, Trillium Court is also a neighbourhood community that will be displaced by The Windsor-Essex Parkway. Although only a portion of the development is directly impacted it was determined that it would be necessary to relocate the entire development. The loss of geared-to-income housing would present a hardship to those displaced due to the costs associated with moving, the relocation to similar housing that may not be within the same school catchment area, or accessibility to city bus routes, social services, or employment. The replacement of housing lost at Trillium Court is mandated through Provincial housing legislation and must be available for those being displaced at the time of displacement. The MTO is committed to working with the River Park Non Profit management organization and the City of Windsor's Department of Housing in addressing concerns associated with relocation including avoiding costs to the residents or to River Park. Three meetings have been held thus far; two with River Park Board of Directors and one with Trillium Court residents to identify issues and to provide project information.

Relocating residents from Trillium Court presents an opportunity for residents to move to a new updated housing facility away from the Highway 3 corridor, thus resulting in an improvement in their quality of life due to the absence of nuisance effects presently experienced with the transportation corridor.

A net benefit will be experienced by River Park Management and the residents of Trillium Court as a new replacement facility will result in less repairs/maintenance for management and newer, updated accommodations for residents.

Mitigation

Provide fair market value and compensation for the property and associated facilities. Ensure replacement property is available and ready for occupation prior to displacement of social feature, where possible and desirable, to ensure a seamless transition. Work with social feature management to negotiate best possible transition period and process.

5. Operation Phase

It is during the operation phase of the new international bridge, inspection plaza and The Windsor-Essex Parkway that the benefits of the project will be realized by the community. The purpose of the project, that is to provide for the safe, efficient and secure movement of people and goods across the border in the Windsor-Detroit corridor, is the catalyst of these benefits. During the project planning stages the community articulated their own project goals; those of:

- Improving the quality of life;
- Removing truck traffic from local streets; and
- Improving the flow of traffic across the border.

Effect on Residents and Neighbourhoods

It is not anticipated that the operation of the new international bridge and inspection plaza will result in any nuisance effects to residents due to the location of the plaza and bridge in the industrial lands which are a significant distance from any residents (the closest resident is on John Street which is approximately 760 m from the crossing). The new international bridge and inspection plaza may potentially have a positive economic impact on the Sandwich Towne community if incorporated into their on-going strategic development plans. Consultation with Sandwich Towne residents during the Practical alternatives project phase identified concerns with hosting a second international bridge in proximity to their community. These concerns are diminished by the fact that there is a 3 kilometre distance between the Ambassador Bridge and the new crossing location.

Continued community consultation on architectural and aesthetic elements of the new bridge is recommended to help ensure the design is sensitive to community objectives. The Steering Committee struck as part of the implementation of the 2006 *Olde Sandwich Towne Community Planning Study Report*, has expressed support for Crossing B due to its potential to serve as a gateway into Canada, Windsor, and to some degree to Sandwich Towne, and to serve as a catalyst to create tourism opportunities between Sandwich Towne and Fort Wayne (in Michigan).

The operation of The Windsor-Essex Parkway will result in a number of benefits to the community and to the neighbourhoods along its route. Specific design features that collectively contribute to an improved quality of life for residents include:

- The placement of the highway below grade and the elimination of stop-and-go traffic.

- A 300 acre green space buffer protects adjacent neighbourhoods and residents from long term nuisance effects such as noise and dust generated by the freeway and service roads.
- Strategic placement of the 11 tunnels and noise barriers and earth berms
- Enhanced recreational opportunities as a result of the proposed trail network and green space.
- New and enhanced community linkages to neighbourhoods adjacent to and across the transportation corridor.

Additional consultation during the detailed design stage will be required to address urban design aesthetics for neighbourhoods that face the transportation corridor and green space.

Effect on Community Character and Cohesion

The new international bridge, inspection plaza and The Windsor-Essex Parkway will create a dramatic change in character for travellers entering the country or for those travelling Highway 401 into Windsor. Additional consultation with the community on the landscaping themes and preference is required during subsequent design stages to ensure community values and preferences are taken into consideration.

Once the new international bridge, inspection plaza and The Windsor-Essex Parkway is operational, the neighbourhood communities that experienced changes during the construction of the project will evolve to reflect the new physical features of the neighbourhoods (green space, recreation trails along the Parkway, changes to local road configurations etc). The connectivity of neighbourhoods along and across The Windsor-Essex Parkway created by the greenspace buffer will enhance the quality of life for residents along the corridor.

Effect on Community Social Features

With the additional 8 km of highway and the new inspection plaza, emergency services (police, fire, ambulance) and the O.P.P. expressed the need to re-evaluate their equipment, training and facility needs in order to service the extended coverage area. Once needs have been identified, discussions with MTO will be required to establish reasonable arrangements to accommodate those needs.

As previously discussed, The Windsor-Essex Parkway will provide more than 300 acres of greenspace and 20 km of recreational trails for residents. The design and landscaping of this green space was the theme of several Context Sensitive Solutions Workshops held during the course of the study. Residents expressed a preference for passive recreation opportunities and a naturally landscaped green space. Generally, it was felt that structured recreational features, such as a baseball diamond would require parking lots and as such detract from the preference to maximize the green space.

Continued public involvement in subsequent design stages to ensure green space and recreation trails are designed to reflect community values and preferences is recommended.

6. Follow Up and Monitoring

A social monitoring program should focus on the direct impacts of the project and is to include the following indicators: relocation of social features, and municipal emergency services. In addition, a communication strategy will need to be established for municipalities, and neighbourhood communities, business and social features in the project area. The strategy will act as a tool to convey key construction activities and sequencing.

A dedicated project telephone centre and websites are possible components of a communications strategy for residents should they have questions, concerns, or complaints. The telephone centre and website could provide a valuable means of tracking issues and dealing with them as they occur. A review of issues should be undertaken periodically during the first year of construction until the majority of issues have been identified and dealt with. Thereafter, a review of issues can be undertaken as deemed appropriate if the number of issues have decreased substantially.

7. Conclusion

Despite the potential for impacts for a project of this magnitude, community consensus dating back to the time of the Planning Need and Feasibility (PNF) Study (2001 to 2004) supports the need for the project. The direct impacts of the project include the displacement of 360 homes, resulting in changes to cohesion and character in some neighbourhood communities, the loss of 48 businesses, and overall disruption and nuisance effects during construction. For those who are directly impacted (businesses and residences displaced), strategies such as advance purchases have been offered as detailed in the mitigation measures.

A number of significant community benefits will result from the Technically and Environmentally Preferred Alternative at both the local and broader community levels. The TEPA will provide a solution to the long standing transportation problems in the area by providing improved traffic flow and removing truck traffic from local streets, and will provide an overall improvement to local air quality conditions over the future "No-Build" alternative. The TEPA will also provide new and enhanced community connections along the corridor, by improving linkages between neighbourhoods, buffering neighbourhoods from highway nuisance effects, and providing over 300 acres of new greenspace along the corridor along with 20 km of new recreational trails.

The extensive level of consultation associated with this project has provided MTO with strong insights into community impacts and, therefore, the ability to design and mitigate around those impacts to the extent that is feasible. With the commitments that MTO has made with regard to minimizing impacts to the neighbourhoods during construction, that is, maintaining access and traffic flow and implementing best practices for dust suppression and noise attenuation, residents will experience effects typical of highway construction projects.

Refinements to the TEPA have been made based on community input and further analysis which have led to reduced impacts and greater benefits. These refinements include integrating The Windsor-Essex Parkway into the E.C. Row Expressway to reduce impacts to the Spring Garden community, modifying the number and location of tunnels along the corridor, the creation of additional greenspace to provide buffer zones between the freeway/service road corridor and local residents, and modifications to the recreational trail network.

It is recognized that the project will impact the adjacent neighbourhood communities to varying degrees. Through continued consultation residents can participate in the management of impacts that affect them.

Once the project has reached its operational phase, the Windsor-Essex Parkway will provide a solution to the long standing transportation problems in the area and will provide a greenspace buffer along the corridor, improved traffic flow, improved connectivity between neighbourhoods, and an overall improvement to air quality.

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Appendix A Questionnaires

Practical Stage: Potentially Displaced Households
Questionnaire - July 2006

33900-4

6 July 2006

Dear Resident:

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario and Michigan continues to move forward with the route planning and environmental study for a new crossing of the Detroit River, with connections to freeways in Ontario and Michigan. The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. was retained to assist the governments in undertaking this study.

SENES Consultants Limited has been retained by the partnership to undertake the social impact assessment (SIA) of the practical alternatives under consideration by the project team. These alternatives were identified upon evaluation of impacts and benefits of a broad range of illustrative alternatives. For your reference we have attached a map that illustrates the area of continued analysis for the practical alternatives. This stage of the project requires that we conduct a detailed analysis of the potential effects that the new bridge, highway or customs plaza may have on residents and the surrounding community.

At this point in the analysis, we have identified that **your home and/or a portion of your property has the potential to be displaced or removed by at least one of the practical alternatives under consideration.** In order to fully understand how this may affect you and your family we would like you to complete the **attached questionnaire** and return it in the enclosed self-addressed envelope.

The results of the practical alternatives analysis, including the social impact assessment will be available at Public Information Open Houses later this year.

After consideration of all environmental and technical factors the preferred alternative will be identified in the Spring of 2007. At this time, if it is determined, that your home or a portion of your property will be required, property Staff from the Ministry of Transportation will contact you.

33900-4
6 July 2006 (Continued)

Page 2

Please complete the enclosed questionnaire and return it in the envelope provided, or fax it to the attention of Ms. Gwen Brice at SENES Consultants Limited at 905-764-9386 before July 31st, 2006.

The individual results of the questionnaire will be strictly confidential. At no time will any of the individual questionnaires be made public. Instead the individual results will be grouped and exclude the names and addresses of respondents.

Through your participation in the questionnaire, we can assess the potential effects on your household and your community and ensure this information is taken into account in considering project alternatives. Your participation is important and appreciated.

Yours Sincerely,

SENES Consultants Limited



Gwen Brice, B.Sc.
Environmental Planner

Encls.

TEPA Stage: Displaced Households Questionnaire -
August 2008

Detroit River International Crossing**Technically and Environmentally
Preferred Stage:
Displaced Households Questionnaire**

Date: ____mm/day/year____

Respondent's Name: _____

Street Address: _____

Telephone: _____ Postal Code: _____

The purpose of this questionnaire is to collect information from residents who may be displaced by the new international Plaza and Crossing or by the new Windsor-Essex Parkway for the Detroit River International Crossing Project. The information, in combination with other information, will be used in the social impact assessment to assess the impacts of the project on residents and their neighbourhoods. You are under no obligation to answer any or all of the questions. The information you provide us is held in the strictest confidence. Data will be grouped to protect the privacy of individuals.

Once completed please mail the questionnaire using the enclosed envelop or fax it to:

SENES Consultants Limited**Attn: Ms Gwen Brice****Fax: 905-764-9386**

If you have any questions concerning the questionnaire please call Gwen Brice at 905-764-9380, extension 437.

If you have questions pertaining to property acquisition, please contact the Ministry of Transportation directly at 1-800-265-6072, extension 4798.

Questions

1. Which of the following best describes your home? (Please circle the appropriate answer)
 - a) Detached Single Family Home
 - b) Semi-Detached Single Family Home
 - c) Townhouse
 - d) Low rise apartment (5 floors or less)
 - e) High rise apartment (more than 6 floors)
 - f) Other (please describe).



SENES Consultants Limited

Detroit River International Crossing

**Technically and Environmentally Preferred Stage:
Displaced Households Questionnaire**

2. **How many years have you lived in this home?** _____ years.
3. **Before you lived in this home, did you live in this neighbourhood?** *(Please tick the appropriate answer)*
- Yes
 - No
- If Yes, please indicate the number of years** _____

4. **Do you own, rent or lease your house?** *(Please circle the appropriate answer)*
- a) own
 - b) rent
 - c) lease
 - d) other (please describe) _____

5. **How many people reside in your household?** _____
- a) **How many adults?** _____
 - b) **How many children or youth (under 18)?** _____
 - c) **How many adults are over 65?** _____

6. **Are you, or do you have a special needs person living in your home?** *(Please tick the appropriate answer)*
- Yes
 - No

Please describe the special need.



Detroit River International Crossing

**Technically and Environmentally Preferred Stage:
Displaced Households Questionnaire**

7. **Have you made any adjustments in your home to accommodate the household member's special needs (i.e. Wheel chair ramp, lift, walking rails)?** *(Please tick the appropriate answer)*

Yes

No

If Yes, please describe the adjustment(s) made.

8. **Are there any unique features associated with your property that we should be aware of? For example, commemorative plantings, deep lots or size of property, family pet burials, or park-like setting. Please describe.**

9. **Do you have any comments about the Detroit River International Crossing Project?**



TEPA: Trillium Court Displaced Households Questionnaire - November 2008

Detroit River International Crossing Study

- 1. Where will we be moving to?**
 - The goal is to provide replacement housing in the same general area as Trillium Court.
 - All tenants will be notified once a location has been determined.
- 2. Will I have to pay for anything related to the move?**
 - No, MTO will cover all reasonable costs associated with moving.
- 3. When will we have to move?**
 - We anticipate sometime in 2010.
- 4. What will my house/unit be like?**
 - The goal is to provide a new house similar to what you have now, ie. If you have a three bedroom house, the replacement house will have 3 bedrooms.
- 5. How certain is it that we will have to move?**
 - The Provincial and Federal Governments are committed to this very important infrastructure project. The existing Trillium Court property is required for the Windsor-Essex Parkway.
- 6. What if I'm unhappy with the new location/unit?**
 - Residents may apply to the City of Windsor Housing Authority for re-location to a different housing project.
- 7. Will I have the same neighbours?**
 - The goal is to move all the residents living at Trillium Court into the new replacement housing.
 - It is too early to know who will live next door.
- 8. What if the new location places my child in a new school catchment area?**
 - The goal is relocate the new Trillium Court in the same area within the same school catchment area.
- 9. What will the new development look like? Will it include anything different from what Trillium Court offers, such as a playground area or central community/meeting spaces?**
 - It is early yet in the planning, River Park Management will continue to work with MTO to locate an appropriate location and determine facilities required.

Social Features:

- Facility and Services Interview Form
- Community/Recreation Facilities Questionnaire
- Parks
- Religious Institutions
- Schools

**Detroit River International Crossing
Facility and Services Interview Form – Practical Stage**

Interviewer: _____	
Date and Time of Calls	
a) _____	_____
b) _____	_____
c) _____	_____
d) _____	_____
e) _____	_____
Interview Date: ____/____/____ @ ____:____	

Suggested Telephone Text:

Hello, my name is _____, I work with SENES Consultants. SENES is part of the consultant project team being led by URS Canada on behalf of the Ministry of Transportation to carry out the Environmental Assessment work for the proposed Detroit River International Crossing. As part of the EA work, we are undertaking a social impact assessment of the practical alternatives under consideration by the project team. At this point in the analysis, we have identified that a portion of _____ <name of facility> _____ may potentially be <displaced> <disrupted> by at least one of the project alternatives. In order to assess the potential effects of the proposed project on your facility, we would like to schedule an interview with <you> <the Manager.>

The purpose of this interview is to collect information on facility usage, in order to determine the total number of users and the role of the facility in the community. This information, in combination with other information, will be used to compare the alternatives.

We anticipate the interview to take approximately 30 minutes. Would you be available for an interview next week on Tuesday, July 11th or Wednesday, July 12th ?

Facility Name: _____

Street Address: _____

Postal Code: _____ Telephone No. _____

Respondent's Name: _____

Respondent's Position: _____

Facility Type: School Religious Institution Recreation Facility
 Community Centre Park

Detroit River International Bridge

*Practical Alternatives-
Community/Recreation Facilities*

Community/ Recreation Facilities

A. Operations

1. How long has the facility been at its present location? _____

2. Where do **most** of the users/patrons of this facility come from? Please draw on the map the catchment area where the **majority** of your users/patrons come from.

3. What are the primary hours of operation?

Holidays	_____	to	_____
Sunday	_____	to	_____
Monday	_____	to	_____
Tuesday	_____	to	_____
Wednesday	_____	to	_____
Thursday	_____	to	_____
Friday	_____	to	_____
Saturday	_____	to	_____

4. Do the hours of operation vary by season?

Yes

No

IF YES, how do the hours of operation vary by season?

Detroit River International Bridge

*Practical Alternatives-
 Community/Recreation Facilities*

B. Services and Facilities

5. a) Apart from the main building, are there any other buildings on your property?

Yes

No

b) *IF YES*, what additional buildings are there and what are they used for?

Building	Use

6. What types of indoor facilities do you have and how many?

Gymnasium	
Swimming pool	
Library	
Auditorium	
Meeting rooms	
Other	Please specify

Detroit River International Bridge

**Practical Alternatives-
 Community/Recreation Facilities**

7. What type of outdoor facilities do you have and how many?

a. Baseball diamond	
b. Open playground	
c. Playground with swings and other equipment	
d. Soccer field	
e. Tennis court	
f. Running track	
g. Others, please specify	

8. a) What types of activities/programmes take place at this facility?
 b) What day and time do these activities take place?
 c) How many users are involved in these activities?
 (Answer in table below)

Activity/Programmes	Day	Time	Number of Users
1.			
2.			
3.			
4.			
5.			

Detroit River International Bridge

**Practical Alternatives-
 Community/Recreation Facilities**

9. a) Do you offer any activities/services for special needs groups such as the elderly or the handicapped?

Yes

No

IF YES, answer in the table below the following questions:

- b) What types of activities are offered?
- c) What day and times are they offered?
- d) Do these programmes take place indoors or outdoors?
- e) How many users are involved in these programs?

Activity/Programme	Day	Time	Number of Users

C. Patrons and Clientele

10. a) Is this facility membership based?

Yes

No

b) **IF YES**, how many members belong to the facility? _____ members

11. How many people other than members currently use this facility per year?
 _____ users.

Detroit River International Bridge

**Practical Alternatives-
 Community/Recreation Facilities**

- 12. a) Who are the regular users and what are their activities?
- b) What days and time do they usually use the facilities?
- c) How many users are involved in these activities?
 (Please answer in the table below)

Users/Activities	Day	Time	Number of Users

D. Concerns Regarding Proposal DRIC Project

13. Do you have any concerns about the effect of the DRIC project on the operations of your facility?

- Yes
- No
- Don't know

14. What are these concerns?

Detroit River International Bridge

*Practical Alternatives-
Community/Recreation Facilities*

15. What measures could be implemented to minimize these effects?

E. Additional Comments

16. Do you have any comments concerning the Detroit River International Crossing?

Detroit River International Bridge

Practical Alternatives – Parks Interview Form

Parks

A. Operations

1. How long has the park been at its present location? _____

2. Where do **most** of the users/patrons of this park come from? Please draw on the map the catchment area where the **majority** of your users/patrons come from.

3. What day and at what time is the park mostly accessed?

- Holidays _____ to _____
- Sunday _____ to _____
- Monday _____ to _____
- Tuesday _____ to _____
- Wednesday _____ to _____
- Thursday _____ to _____
- Friday _____ to _____
- Saturday _____ to _____

4. Do the hours of operation vary by season?

Yes

No

IF YES, how do the hours of operation vary by season?



Detroit River International Bridge

Practical Alternatives – Parks Interview Form

B. Services and Facilities

5. a) Apart from the main building, are there any other buildings on your property?

Yes

No

b) *IF YES*, what additional buildings are there and what are they used for?

Building	Use

Detroit River International Bridge

Practical Alternatives – Parks Interview Form

6. What type of outdoor facilities do you have and how many?

a. Baseball diamond	
b. Hiking trails	
c. Bird watching	
d. Fishing	
e. Canoeing/ kayaking	
f. Climbing	
g. Camping grounds	
h. Open playground	
i. Playground with swings and others	
j. Soccer field	
k. Tennis court	
l. Basketball court	
m. Reception centre with enclosed patio	
n. Naturalized Concert Centre	
o. Dog park	
p. Toboggan hill	
q. Ponds	
r. Picnic areas	
s. Running track	
t. Others, please specify	

7. a) What types of activities/programmes take place at this facility?
 b) What day and time do these activities take place?
 c) How many users are involved in these activities?
 (Answer in table below)

Activity/Programmes	Day	Time	Number of Users
1.			
2.			
3.			
4.			
5.			

Detroit River International Bridge

Practical Alternatives – Parks Interview Form

8. a) Do you offer any activities/services for special needs groups such as the elderly or the handicapped?
 Yes
 No

IF YES, answer in the table below the following questions:

- b) What types of activities are offered?
 c) What day and times are they offered?
 d) Do these programmes take place indoors or outdoors?
 e) How many users are involved in these programs?

Activity/Programme	Day	Time	Number of Users

C. Patrons and Clientele

9. a) Who are the regular users and what are their activities?
 b) What days and time do they usually use the facilities?
 c) How many users are involved in these activities?

Users/Activities	Day	Time	Number of Users

Detroit River International Bridge

Practical Alternatives – Parks Interview Form

D. Concerns Regarding Proposal DRIC Project

10. Do you have any concerns about the effect of the DRIC project on the operations of the park?

Yes

No

Don't know

11. What are these concerns?

12. What measures could be implemented to minimize these effects?

E. Additional Comments

13. Do you have any comments about the Detroit River International Crossing Project?

Religious Institutions

A. Operations

1. How long has the facility been at its present location?
_____ months/years

2. Where do most people of the congregation of this facility come from? Please draw on the map the catchment area where the majority of your members come from.

3. Generally, what are the hours of operation of this facility?

Holidays	_____	to	_____
Sunday	_____	to	_____
Monday	_____	to	_____
Tuesday	_____	to	_____
Wednesday	_____	to	_____
Thursday	_____	to	_____
Friday	_____	to	_____
Saturday	_____	to	_____

4. Do the hours of operation vary by season?

Yes

No

B. Services and Facilities

5. What facilities are contained in or attached to the main building?

- a) Hall/finished basement used as meeting place
- b) Church office
- c) Manse (residence of the clergy)
- d) Sanctuary
- e) Other, specify _____

6. a) Apart from the main building, are there any other buildings on your property?

Yes

No

b) If yes, what additional buildings are there and what are they used for?

Building	Use

7. Are there any outdoor recreation facilities at this location?

Yes

No

IF YES, how many? _____

8. Is there a cemetery on the property?

Yes

No

9. Is the cemetery still in active use?

Yes

No

10. a) When are religious services offered?

b) What is the average attendance at each of these services?

(Answer in the table below)

Service Type	Day	Time	Attendance

C. Patrons and Clientele

11. What is the current membership in your religious institution?
_____ people

Detroit River International Bridge

**Practical Alternatives – Religious Institutions
Interview Form**

12. Do other religious functions and activities take place at this facility during the day and evening?

Yes

No

IF YES, answer the following in the table below:

- a. What types of functions or activities take place and who are the main user groups?
- b. On what days and times do these activities take place?
- c. How many users are involved in these activities?

Function/Activity (User Group)	Day	Time	Number of Users
1.			
2.			
3.			
4.			
5.			

13. Does the community make use of your indoor or outdoor facilities or property?

Yes

No **IF NO**, go to Question 16

14. Are there community groups who use the facility or property on a regular basis?

Yes

No **IF NO**, go to Question 16

- 15. a) Who are the regular users and what are their activities?
 - b) What days and times do they usually use the facilities or property?
 - c) How many users are involved in these activities?
- (Answer in the table below)*

Users /Activities	Day	Time	Number of Users

D. Concerns Regarding Proposal DRIC Project

16. Do you have any concerns about the effect of the DRIC project on the operations of your facility?
- Yes
- No
- Don't know

17. What are these concerns?

Detroit River International Bridge

*Practical Alternatives – Religious Institutions
Interview Form*

18. What measures could be implemented to minimize these effects?

E. Additional Comments

19. Do you have other comments about the Detroit River International Project?

Detroit River International Crossing

**Practical Alternative Stage:
Schools Interview Form**

Schools

Operations

1. How long has the facility been at its present location? _____
2. Where do most of the students of this facility come from? Please draw on the map the catchment area where the majority of your students come from.

3. What are the primary school hours?

Holidays	_____	to	_____
Sunday	_____	to	_____
Monday	_____	to	_____
Tuesday	_____	to	_____
Wednesday	_____	to	_____
Thursday	_____	to	_____
Friday	_____	to	_____
Saturday	_____	to	_____

4. Do the hours of operation vary by season?
 Yes
 No

IF YES, how do the hours of operation vary by season?

Services and Facilities

5. What grades are offered at the school? _____



Detroit River International Crossing

**Practical Alternative Stage:
Schools Interview Form**

6. What type of outdoor recreation facilities does the school have and how many?

a)	Baseball diamond		
b)	Open Playground		
c)	Playground with swings and other equipment		
d)	Soccer field		
e)	Tennis court(s)		
f)	Running Track		
g)	Other		
h)	Please specify		

7. What type of indoor recreational facilities does the school have and how many?

a)	Gymnasium		
b)	Swimming pool		
c)	Cafeteria		
d)	Library		
e)	Auditorium		
f)	Other, Please specify		

8. Does the school offer any special education programmes at this facility (e.g. programmes for the disabled or learning impaired)?

Yes

No

- a) *IF YES*, what types of services or programmes are offered?
- b) How many students are involved in these special services/programmes? (*please answer in the table below*)

a)	<u>Programme/Service</u>	b)	<u># of Students</u>

Detroit River International Crossing

**Practical Alternative Stage:
 Schools Interview Form**

Patrons and Clientele

9. What is the current enrolment at the school? (2005-2006 school year) Please provide the total number of students and NOT the Full Time Equivalent (FTE) number.
 _____ students.

10. What is the expected enrolment over the next three years?

Enrolment School Year

a.	06/07
b.	07/08
c.	08/09

11. Over the past five years, has enrolment been steady, increasing or decreasing?

- Steady
- Increasing
- Decreasing

12. On average, how many volunteers participate **daily**, at the school?

_____volunteers

13. Does the school offer any **outdoor** extra-curricular programmes at this facility after regular school hours or on weekends?

- Yes
- No

- a) *IF YES*, what types of **outdoor** extra-curricular programmes are offered after school?
- b) On what day and times are these extra-curricular programmes offered?
- c) How many students participate in these extra-curricular programmes?

Detroit River International Crossing

**Practical Alternative Stage:
Schools Interview Form**

a) Programme/Service	b) Day of Week & Time	c) # of Students

14.

Does the community make use of your indoor or outdoor facilities or property?

Yes

No *IF NO, go to Question 17*

15.

Are there community groups who use the facility or property on a regular basis?
(Examples of regular user groups would include alcoholics anonymous, weight watchers or a baseball league.)

Yes

No *IF NO, go to Question 17*

16.

- a) Who are the regular users and what are their activities?
- b) What days and times do they usually use the facilities or property?
- c) How many users are involved in these activities?

a) User(s)/Activities	b) Day/Time	c) # of Users

Transportation

17.

a) Are children bussed to the school?

Yes

No

b) *IF YES*, what percentage of students is bussed to school?
_____ %

Detroit River International Crossing

**Practical Alternative Stage:
Schools Interview Form**

18. a) Do children walk to school?

Yes

No

b) *IF YES*, what percentage of children walk to school?
_____ %

c) What are the major roads used by children to walk to the school?

d) How do other community users get to the facility?

Additional Comments

19. Are there any unique features associated with your school that we should be aware of?

20. Do you have any comments concerning the Detroit River International Crossing project?

Appendix B Social Characterization Baseline

B. Social Characterization Baseline

The social characterization baseline is developed in order to understand key attributes of the community such as demographic profile, community character, cohesion, degree of satisfaction and changes occurring within the community. The baseline information collected is the foundation for the evaluation of Practical Alternatives (provided in Chapter 4) and creates a description of the community upon which to measure predicted changes or impacts as a result of the practical alternatives.

B.1 Demographic

It is important to understand the demographics of the study area in order to understand the degree of impact from project activities that may be experienced by residents. The demographic baseline for the ACA is presented in Table B.1. For comparison purposes, Table B.1 provides data for the City of Windsor, Essex County, and the Province of Ontario. A higher percentage of residents within the ACA own their homes compared to the City of Windsor as a whole. The percentage of the population that are immigrant or visible minorities is lower in the ACA comparatively to the City of Windsor; however, it is similar to that of the Province. Similar to all geographic areas the largest percentage of residents within the ACA identified English as their first language.

TABLE B.1 - DEMOGRAPHIC BASELINE

GEOGRAPHIC BOUNDARIES	TOTAL DWELLINGS	TOTAL POPULATION	HOME OWNERSHIP		IMMIGRANT POPULATION 1996-2001 (%)	VISIBLE MINORITIES (%)	LANGUAGES		
			Own (%)	Rent (%)			English (%)	French (%)	Non-official languages (%)
Ontario*	4,219,41	11,410,046	68	32	18	19	71	4	24
Essex County*	141,300	374,975	73	27	20	11	73	4	22
City of Windsor*	88,533	208,402	65	35	27	17	68	4	28
Area of Continued Analysis	479	1,327	91	10	18	13	71	2	26

*Source: Statistics Canada. 2002. 2001 Community Profiles.

Project effects will impact people differently depending on their characteristics. Those members of society whose quality of life is vulnerable to changes within their community

are referred to in social impact assessments (SIA) as special populations. In the DRIC project such populations include children, the disabled, youth, ethnic minorities and adults over the age of 65. Estimates on the number of affected residents belonging to special populations were collected from the questionnaire data. Of those that completed the questionnaire, 21% are under the age of 18 years, 13% are over the age of 65 years, and 9% were identified as having special needs. Comparatively, based on Statistics Canada data, the City of Windsor is similar with 25% of the population under the age of 18 years, and 14% over the age of 65 years. There is no data specifically that identifies the percentage of the population with special needs.

B.2 Community Characteristics

In order to predict and evaluate the effects of the project on the community an understanding of the characteristics of the community is required. The term "community" can mean different things to different people; however, it generally refers to the qualitative attributes relating to how people feel or identify with their surrounding environment. This project will impact the broader communities of South Windsor and LaSalle; however, within these broader communities are unique neighbourhood communities that will experience more specific impacts. It is for this reason that greater emphasis is placed on identifying the characteristics of these unique neighbourhood communities.

Community characteristics described include community character, the level of satisfaction residents feel toward living in their community, changes that have been observed in the last five to ten years, and the level of cohesion within the community. The business community within the ACA that provides services to the neighbourhood communities is also briefly described. Sources of information include questionnaires, focus group discussions, public information open houses, and stakeholder meetings and input from the Economic Impact Assessment (Hemson 2008).

Community character is defined by physical attributes and features of the neighbourhood such as the age of the development, the surrounding environment (e.g. natural, urban), or demographics (e.g. family, seniors). This data was collected through site visits, questionnaires, and focus group workbooks and discussion.

Community cohesion is generally described as a measure of how tied together the community is. It can be a very difficult concept to get an understanding of and data to support; however, it is essential in understanding the community and the residents within it. Some of the information collected through various consultations gives an understanding of the cohesiveness of the community. Other sources of data include questionnaires, and focus group discussions.

The use and enjoyment of property contributes to residents' feelings of satisfaction with the community. The presence of nuisance impacts, or physical disturbances such as excessive noise, dust, traffic and aesthetics, is also related to how residents use and enjoy their property. The presence of such nuisance elements often defines what attributes residents dislike about their community.

B.2.1 South Windsor and LaSalle Community Characteristics

The ACA crosses through the communities of South Windsor and LaSalle. Within these broader communities are unique neighbourhood communities (these are discussed in Section B.2.2 below) that share common characteristics.

The character of the broader community is a mixture of established and new residential development. The Talbot Road/Huron Church transportation corridor defines the political boundary of Windsor and LaSalle between Howard Avenue and Todd Lane. The corridor is a mixture of urban land uses including pockets of residential development, highway commercial development, and natural areas. The Highway 3/Huron Church transportation corridor experiences high volumes of both local and international traffic. The corridor serves as the main access to the Ambassador bridge and is subject to traffic congestion during delays and peak volumes at the border crossing. The width of the corridor and volume of traffic presents a barrier to the movement of pedestrians across the corridor. The underpass at the Grand Marais Drain is the only location that offers safe off-road passage for pedestrians and cyclists.

Common property uses in the residential neighbourhoods within the broader communities include gardening, relaxing, barbecuing, entertaining, children's activities, swimming (for those households with a pool), an appreciation for nature and bird watching, and yard work, done on a daily and/or weekly basis. The frequency of these activities would increase with favourable weather in the non-winter months.

B.2.2 Neighbourhood Community Characteristics

Seventeen unique neighbourhood communities were identified based on input from the focus group meetings. Focus group participants discussed what the terms "community" and "neighbourhood" meant to them and concluded by drawing the boundary of their community on a map. The delineation of community boundaries varied, for some the boundary was their immediate street, for others the boundary included a large part of South Windsor and LaSalle. Although focus group residents identified with being part of a broader community such as South Windsor or LaSalle, they, generally, identified more closely with their local neighbourhood community (e.g. Sandwich Towne, Huron Estates or Southwood Lakes).

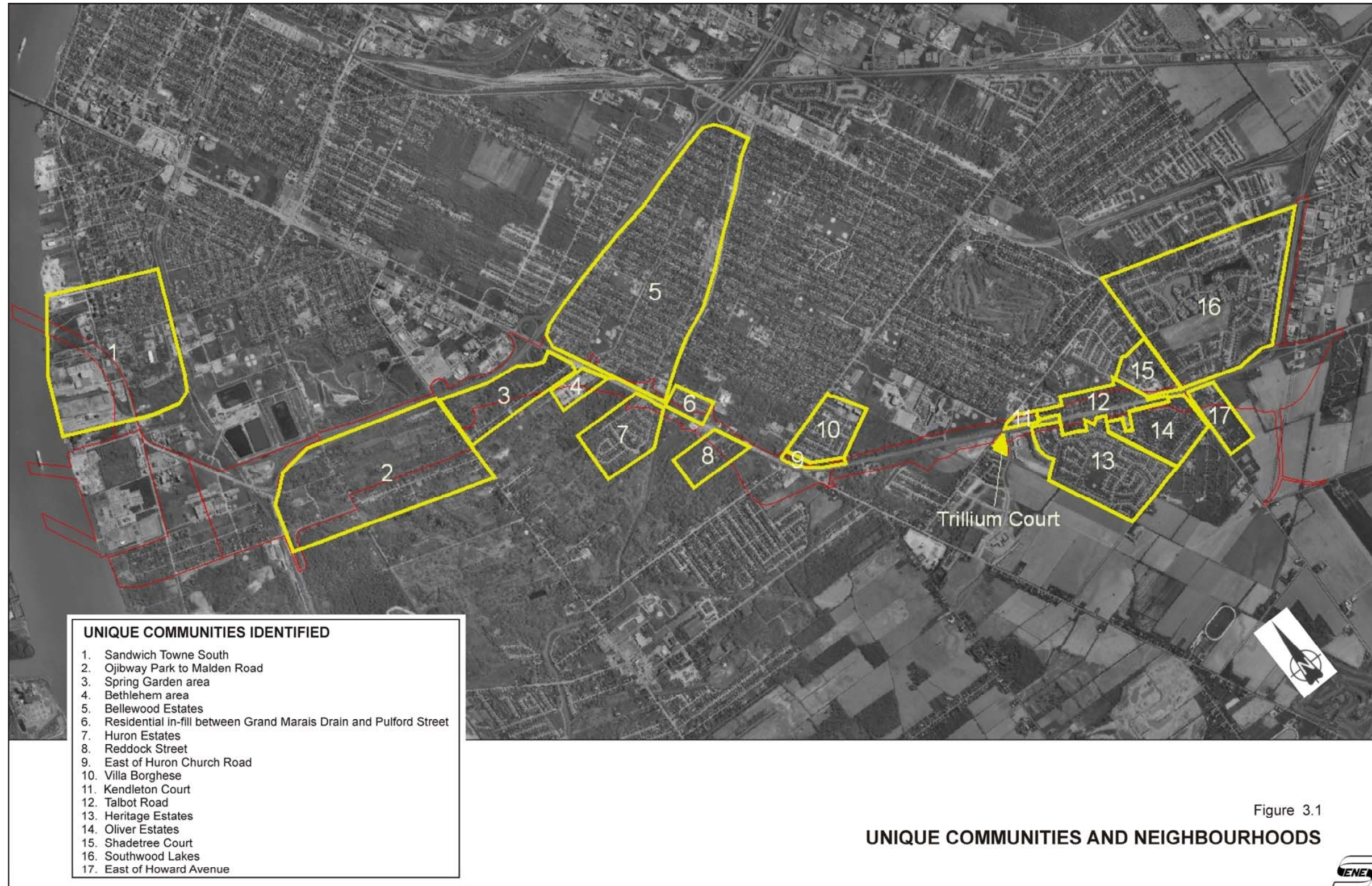
Other sources of information used to help define the community boundaries include geographic features, municipal planning documents, and input received from PIOHs and stakeholder meetings. There are some areas within the ACA that are not obviously part of a distinct neighbourhood or community. These areas consist of residential in-fill and strip development adjacent to the transportation corridor.

Unique neighbourhood communities identified within the ACA are listed below and illustrated in Figure 3.1. The neighbourhood communities are discussed west to east starting from the Detroit River and ending at Highway 401.

1. Sandwich Towne, south;

2. Ojibway Park to Malden Road;
3. Spring Garden area;
4. Bethlehem Street area;
5. Bellewood Estates;
6. Residential in-fill between Grand Marais Drain and Pulford Street;
7. Huron Estates;
8. Reddock Street;
9. East of Huron Church Road;
10. Villa Borghese;
11. Talbot Road/Highway 3 North and South sides;
12. Heritage Estates;
13. Montgomery-Chelsea area;
14. Residential in-fill pocket – Kendleton Court;
15. Shadetree Court area;
16. Southwood Lakes;
17. East of Howard Avenue.

Although similar due to their proximity to each other in South Windsor and LaSalle, characteristics for each one is identified and discussed in the sections below.



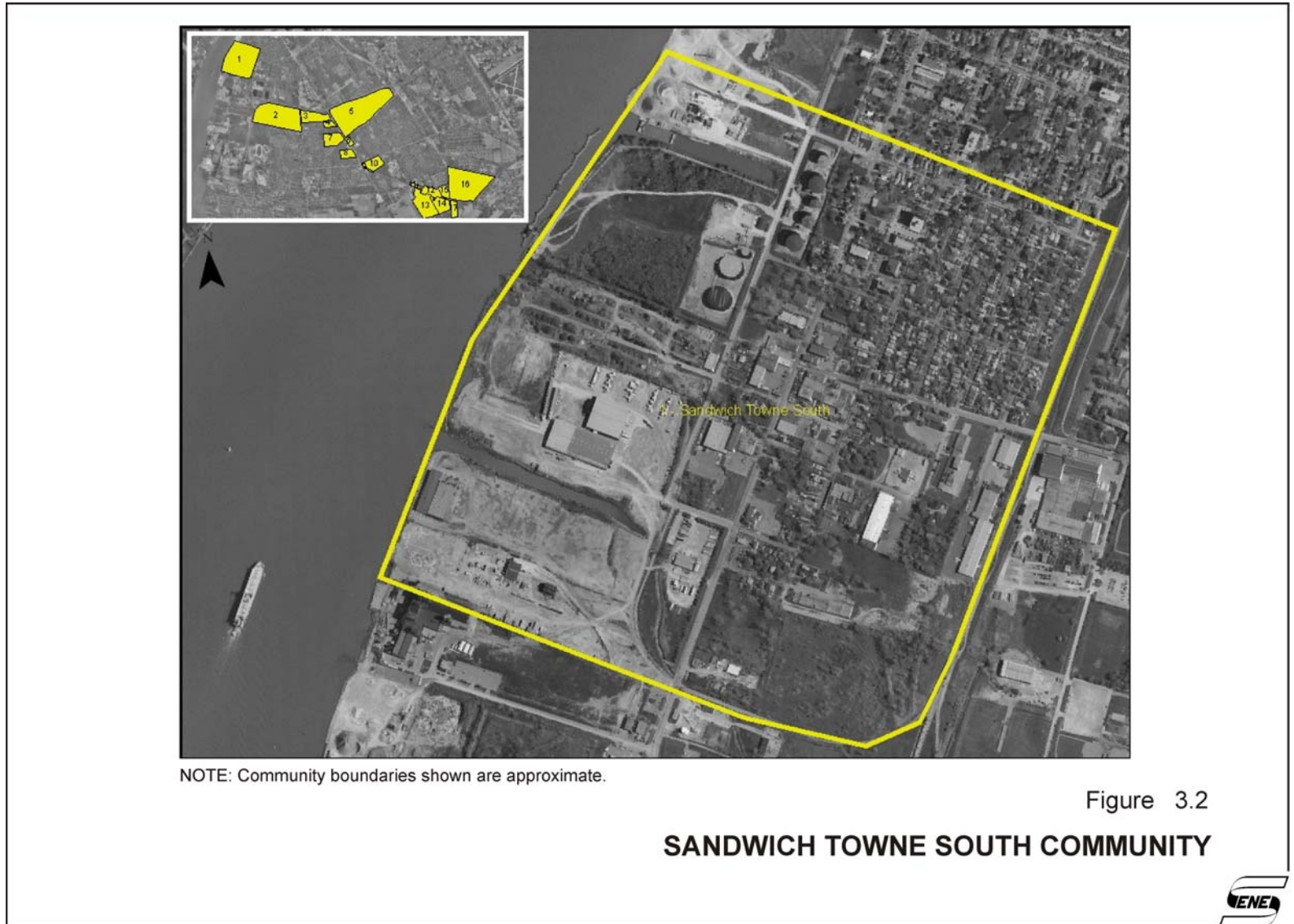
B.2.2.1 Sandwich Towne South

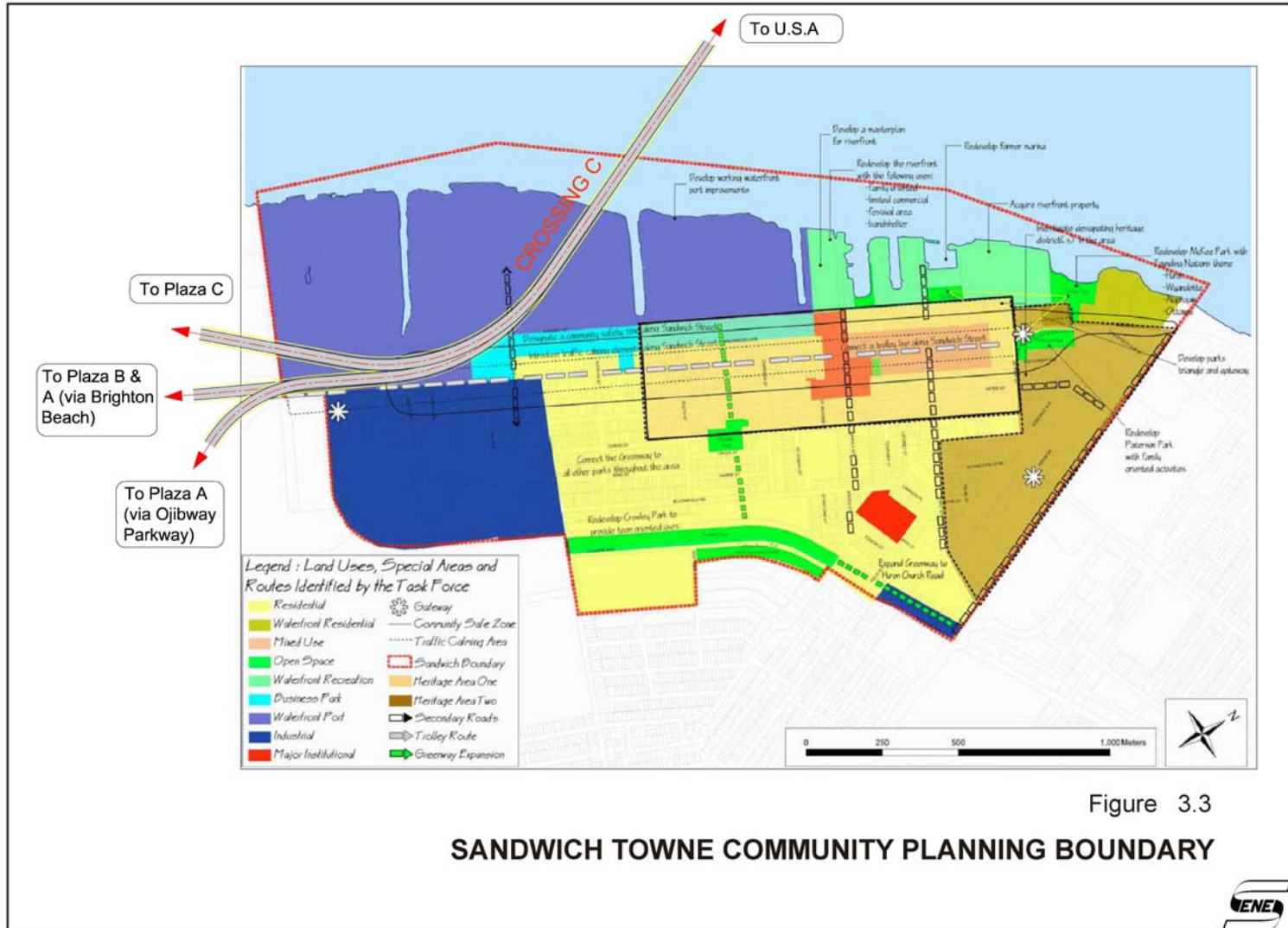
The Sandwich Towne south neighbourhood is characterized by a mix of residential and industrial development, as illustrated in Figure 3.2.

Community Character

Sandwich Towne is located west of the Ambassador Bridge adjacent to the Detroit River. The *Olde Sandwich Towne Community Planning Study* (October 2006) defines the boundaries of Sandwich Towne as Huron Church Road, College Avenue on the east, Prospect Avenue on the south, and the Detroit River. The community has a rich history with aboriginal settlement dating back several hundred years prior to European settlement in the 1700's. Figure 3.3 illustrates the study area of the Community Planning study area. Over the course of this study, residents and other participants from Sandwich Towne made it known that the south boundary of the community of Sandwich was Prospect Avenue. During the DRIC Study's focus group mental mapping exercise, residents were asked to identify how they would physically define their community. Most participants identified their community boundary within a wedge shape as illustrated in Figure 3.4. The focus group mental mapping exercise yielded a community map with boundaries which were very similar to the study area identified with in the *Old Sandwich Towne Community Planning Study*.

Sandwich Towne is characterised as a community with a rich heritage evidenced by the many significant historical buildings and landmarks. The picture of the community that emerged through PIOHs and the focus groups was a community that still offers a friendly small-town feeling. Anecdotal evidence provided from focus group participants suggested that its multi-cultural and socially and economically diverse population are caring, respectful of one another, and close knit.





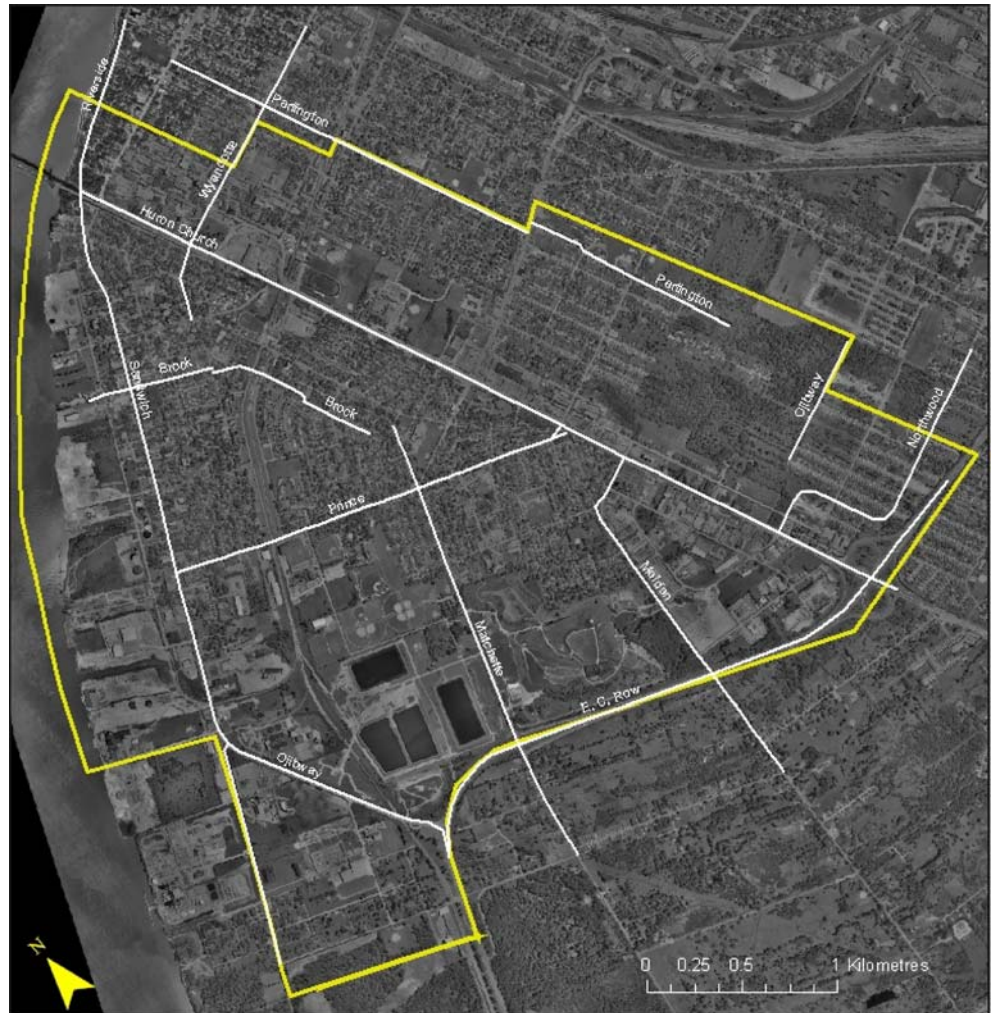


Figure 3.4
**APPROXIMATE BOUNDARY OF SANDWICH TOWNE
AS DEFINED BY MENTAL MAPPING EXERCISE**



Sandwich Towne struggles with the high proportion of properties owned by absentee landowners and left either vacant or rented. Over time, these properties are not cared for and many appear run down. Focus group participants identified property acquisition in the vicinity of the Ambassador Bridge as a concern.

In Sandwich Towne there are a number of family owned and run businesses which focus group participants indicated as part of the unique character of the community. The community's rich history is reflected in many unique features including the eclectic mix of architecture, the wall murals depicting an historic event, ornamental lighting and streetscape, and the presence of the river. Many focus group participants also mentioned the parkettes and parks within Sandwich Towne as a unique feature contributing to the quality of life. Sandwich Towne was founded around the "four corners" of society that is the freedom to worship, to assembly, to justice and to education. The intersection at Sandwich Street and Brock Street continues to emanate these founding values with a school, neighbourhood police station, historic church, and historic MacKenzie Hall and jail. As one participant stated, and echoed by many others, "Sandwich Towne is the oldest European settlement in Ontario and holds historical significance that needs to be preserved." Others stated, "It [Sandwich Towne] is the very beginning of Windsor."

Community Satisfaction

Focus group results showed that most people in general are very satisfied with Sandwich Towne as a place to live. When asked to comment on what they liked best about the community. The residents listed the best things about their community as being:

- People (friendly, proud of their heritage and community, respectful, caring);
- Heritage of community;
- Ethnic diversity;
- Small town feel;
- Convenience of having a business hub that provides essential services;
- Parks;
- Ability to walk to most destinations due to proximity, and
- Access to children's programming and activities.

The presence of nuisance impacts, or physical disturbances such as excessive noise, dust, traffic and aesthetics, is also related to how residents use and enjoy their property. The presence of such nuisance elements often defines what attributes residents dislike about their community. Focus group participants were also asked to identify what they liked the least about the community, respondents indicated:

- Noise and vibration from trucks on the Ambassador Bridge as they enter Canada;
- Large corporations buying up multiple homes without communicating what the future use of the property may be;

- Students at the University and other neighbours not cleaning up their yards;
- Businesses closing, houses for sale and/or demolished;
- Air and noise pollution;
- Perception that the west end of Windsor (Sandwich Towne) is a “dumping” ground for undesirable services, facilities or businesses;
- Resistance to invest in Sandwich Towne;
- Possibility of two international bridges;
- Disruption to the historical area of Sandwich Towne; and
- Lack of services and business.

Community Change

Both positive and negative changes were identified in the community within the last five to ten years. Positive changes include:

- Growing awareness of historical aspects and their significance to Sandwich Towne;
- Improved attitude from City of Windsor administration, e.g. new or enhanced park development in Sandwich, new sidewalks, decorative street lights, plantings;
- Revitalization of Sandwich Street;
- Implementation of Sandwich Towne Festival;
- Improved attitude and self-respect of residents, e.g. increased community involvement, increased caring and pride in community;
- Residents choosing to stay and additional people moving in to the community; and
- Safer community.

Negative changes seen by residents in the last five to ten years include:

- Increase of absentee landlords and rental properties, often used for student housing or left abandoned;
- Selling of residential and business properties to big corporations;
- Decreased enrolment at Forster High School;
- Development of pockets of “illegal rooming” houses;
- Increased volume of trucks;
- Significant and mature tree species being cut down;
- Changes in the built form e.g. fires destroying buildings, and new development;
- Increased industry in the community;
- New and younger families moving to Sandwich Towne, that don't appear to take pride in the neighbourhood.

Some of these changes are the result of community based action or initiatives to improve the community, while other changes infringe on future development goals. Change will continue in the future as the community strives to implement the recommendations of *The Olde Sandwich Towne Community Planning Study (October 2006)*, and in so doing create a vibrant community where residents are proud to live, work and play.

Community Cohesion

Some of the information collected through various consultations gives an understanding of the cohesiveness of the community. Other sources of data include questionnaires delivered to potentially displaced residents and focus group discussions.

Through public consultation and the focus groups, Sandwich Towne was portrayed by many as a close knit community measured by close relations with neighbours.

B.2.2.2 Ojibway Park to Malden Road

This area is located between Ojibway Parkway and Malden Road south of the E.C. Row Expressway (as illustrated in Figure 3.5).

Community Character

The area is primarily a natural environment with a park-like setting with trails and mature trees. Residential development, some of which dates back to the 1930's, occurs in a strip

format along the road network, that is, Matchette, Beech, Chappus and Armanda Streets. Participants in the focus groups were asked to describe the current character of the community. Residents listed the natural environment and the feeling of living "in the country" with the amenities of the city.

Community Satisfaction

When asked to comment on what they liked best and least about the community, residents listed the best things about their community as being:

- Friendly neighbours in a well established community;
- Nature and wildlife;
- Easy access to E.C. Row, the City (downtown), and the University of Windsor;
- A country-in-the-city atmosphere;
- Close to work, family, schools; and
- Enjoyment of home and property with family and friends.

Some residents indicated that they did not have any dislikes concerning their community; however, those residents that did list the things they like the least, listed:

- Air quality;
- Noise;
- Truck traffic;
- Pollution;
- Volume of traffic on Armanda and Matchette;
- No sidewalks and open ditches.

Community Change

When asked what changes they have seen in their community in the last five to ten years, focus group participants identified:

- Increased noise levels;
- Increased volume of truck traffic;
- Decrease air quality;
- Increased awareness and concern with health issues related to changes in the environment;

- Increased development (i.e. Housing development) and growth in neighbourhood.

Community Cohesion

Focus group results indicated that people feel very close knit, getting together with neighbours several times a week.

B.2.2.3 Spring Garden Area

The Spring Garden area is bounded by Malden Road, E.C. Row and the Huron Church interchange, and Spring Garden Road. This community is delineated in Figure 3.6 area 3. The area is primarily a natural environment with a park-like setting with trails and mature trees. Residential development occurs in a strip along the road network, that is, Spring Garden and Malden. Future residential land use development is planned for the area between E.C. Row Expressway and Spring Garden Road, as is already evident with the new development along Chappus Street.

Community Character

Spring Garden Road is a mix of older and newly built homes. When asked to describe the current character of the community, residents identified it as a private and older established area in a park-like setting, with easy access to all transportation arteries and areas of the city.

The natural setting in which Spring Garden is situated, and its related offerings (e.g. wildlife, trails, mature trees) is valued by residents as a unique feature that defines the character of their community. Being close to all conveniences yet still able to watch wildlife in the yard is a unique characteristic of the community. Residents are able to enjoy the conveniences of an urban lifestyle without living on a main or busy transportation artery.

Community Satisfaction

Focus group results showed that people are very satisfied with their community. When asked to comment on what they liked best about the community. The residents listed the best things about their community as being:

- Hiking trails;
- Watching the wildlife in their habitat; and
- The open green space, yet private lots.

Focus group results showed that the use of residential property for a variety of purposes such as social and recreational was important. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. These outdoor activities were enjoyed during all seasons of the year, due in part to large property size and rural/natural character of the properties. None of the focus

group participants, when asked what they disliked about the community, indicated they had any.

Community Change

Changes in the community in the last five to ten years included the addition of new houses, heavier truck traffic and expanded shopping malls in the broader community.

Community Cohesion

Residents that participated in the focus groups were asked to identify how close knit they felt towards their community. The results showed most people felt close knit and that they had developed close relations with their neighbours.



NOTE: Community boundaries shown are approximate.

Figure 3.6

SPRING GARDEN AREA AND BETHLEHEM AREA COMMUNITIES



B.2.2.4 Bethlehem Street and Area

Adjacent to Spring Garden Road and located on the edge of the Spring Garden Road Prairie is an in-fill residential settlement that is characterized by new homes surrounded by a forested area. The north end of Bethlehem connects to Huron Church Road and Spring Garden Road. An aerial close-up of this community is shown in Figure 3.6 area 4.

Community Character

The homes along Bethlehem, 6th Street and Lamont Avenue appear to be built within the last 5 years. Residents enjoy a quiet setting, as both Bethlehem and Lamont dead-end at the forested area. The forested area offers wildlife viewing and recreation trails. Residents value the natural setting and low traffic volumes due to the dead-end streets. The character of the community is new, friendly, and quiet, and consists predominately of retirees. The neighbourhood is central to shopping and medical services.

Residents that participated in the focus groups were asked to identify features that they felt were unique to their community. Many of the same features, that is the tranquility of living adjacent to a natural area and the low traffic volume as a result of living on a dead end street, were identified that also define the character of the community. Residents also value the convenient access to the major transportation arteries, such as E.C. Row for cross town travel and Huron Line to Highway 3.

Community Satisfaction

Residents experience a range of satisfaction with their community from very satisfied to somewhat satisfied. Generally, however, residents are satisfied with their community.

When asked to comment on what they liked best about the community, residents listed the:

- Friendly, tolerant of people (all ethnic peoples);
- Proximity of nature and wildlife;
- Quiet and tranquil neighbourhood; and
- Easy access to services.

The use and enjoyment of their property also contributes to their feelings of satisfaction. Residents use their property for a variety of purposes including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, relaxing, yard work, and casual maintenance. Participants indicated they enjoy outdoor activities during all seasons of the year and do so due to the location of their property adjacent to a natural area, and for personal enjoyment and satisfaction.

The presence of nuisance impacts, or physical disturbances such as excessive noise, dust, traffic and aesthetics, is also related to how residents use and enjoy their property. The presence of such nuisance elements often defines what attributes residents dislike about their community. Those residents that listed the things they like the least, listed:

- Increase in traffic, especially truck traffic, on Huron Church Road;
- Noise; and
- Pollution.

Community Change

Community change was not as relevant to focus group participants, as this is a new area; however, residents did identify the efforts of the City of Windsor and the Essex Regional Conservation Authority in purchasing properties from developers in order to protect the natural lands in the vicinity.

Community Cohesion

Residents that participated in the focus groups were asked to identify how close knit they felt towards their community. Responses varied from not very close knit to very close knit. Some of the participants have close relations with a few neighbours and visit almost daily with neighbours, while others enjoy their privacy and rarely socialize with neighbours other than in casual greetings and conversations. The range in cohesion can be attributed, in part, to the length of time residents have lived in this relatively new development.

Anecdotal evidence from public meetings suggested that several residents relocated to Bethlehem Street for their retirement due to its proximity to the natural area.

B.2.2.5 Bellewood Estates

Bellewood Estates is an established sub-division development located north of Huron Church Road, between E.C. Row and Pulford Street. Bellewood Estates extends from E.C.Row to Grand Marais Road, and from Huron Church Road to the Randolph Avenue area. Well over 1,000 homes, several schools and parks are located within Bellewood Estates.

Community Character

Much of Bellewood Estates is an established residential community. When asked to describe the character of their community, residents that participated in the focus groups identified individual homes and well maintained properties. Residents felt that home improvements evident within their community reflect pride in ownership and the expectation that property values will increase.

Other unique features identified in Bellewood Estates include the variety of elementary and secondary schools (Catholic, French, public) available in the area, the variety of churches, recreation areas (park, ice rink, gyms), and the availability of medical service. The location

of Bellewood Estates provides convenient and easy access to Highway 401, the U.S. border crossing, and downtown Windsor for work.

Community Satisfaction

Generally, residents are satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- Unique architecture of homes in Bellewood Estates, i.e. individual structures/appearance. There is not a uniform look to the homes as is common with “builder projects” or more recently built subdivisions;
- Pride in ownership is evident on each property through landscaping and the upkeep of homes; and
- Mature trees.

The focus group results showed people use their property for a variety of purposes including social and recreational. Outdoor activities include children’s activities, entertaining friends and relatives, swimming, gardening, nature appreciation, bird watching, relaxing etc. These outdoor activities are enjoyed during all seasons of the year due in part to the property location or characteristics. On responding to what people liked least about their community, many indicated the increasing traffic on Huron Church Road and decreasing property values in their neighbourhood.

Community Change

When asked what changes they have seen in their community in the last five to ten years, the residents identified an increase in larger, more expensive housing. Residents also felt that the public parks and green spaces adjacent to Huron Church Road have been well-maintained. A more recent change residents identified is perceived as a consequence of the DRIC project, in that they feel their property values are threatened and that homeowners morale has decreased.



NOTE: Community boundaries shown are approximate.

Figure 3.7
BELLWOOD ESTATES COMMUNITY



Community Cohesion

Focus group showed that many people felt their community was somewhat close knit or very close knit. Some residents indicated that they enjoy their privacy, and rarely socialize with neighbours, while others indicated that they have close relations with a few neighbours.

B.2.2.6 Residential In-fill between Grand Marais Drain and Pulford Street

The residential in-fill between Pulford Street Grand Marais Drain is shown on Figure 3.8 area 6 and is within the ACA.

Community Character

The area east of Bellewood Estates and the Grand Marais Drain is characterized as a relatively new in-fill residential development with the oldest home dating back to 1997. The area is quiet, and residents display their pride in home ownership through well maintained and well landscaped properties.

The well kept houses were identified as a unique feature by focus group participants. The home owners association was also identified as a unique feature. Due to the home owner association, residents have been able to meet and socialize with their neighbours. Other unique features include the proximity of the neighbourhood to the South Windsor recreation complex, and walking paths in a naturalized area, and the proximity of local business within walking distance.

Community Satisfaction

Generally, residents are very satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- Nice area, close to everything;
- Easy accessibility to the surrounding environs e.g. walking trails along Grand Marais drain and Oakwood area.

Property uses include a variety of purposes involving social and recreational uses. Outdoor activities include entertaining friends and relatives, gardening, nature appreciation, bird viewing, and relaxing. Residents engage in outdoor activities during all seasons for the pure enjoyment of it and the resulting beautifying effects. When asked to comment on what they like least about their community, those that responded identified their close proximity to Huron Church Road and the resulting truck traffic noise and pollution.



NOTE: Community boundaries shown are approximate.

Figure 3.8

RESIDENTIAL IN-FILL, HURON ESTATES AND REDROCK STREET COMMUNITIES



Community Change

When asked what changes they have seen in their community in the last five to ten years, the focus group results identified growth in terms of new subdivisions and businesses, and an increase in truck traffic on Huron Church.

Community Cohesion

Residents that participated in the focus groups felt that the community ranged from being somewhat close knit to very close knit. Several participants identified that relatives live in the community that they visit often or almost daily. When asked how frequently they socialize with their neighbours, most people provided a variety of responses from rarely, as they enjoy their privacy, to occasionally, as they enjoy close relations with a few neighbours.

B.2.2.7 Huron Estates

The community of Huron Estates is located south of Huron Church Road between Lambton Road and the Grand Marias Drain/Turkey Creek. An aerial close-up of this community is illustrated in Figure 3.8 area 7. Huron Estates backs onto the park land adjacent to the Drain and the Spring Garden Road Prairie.

Community Character

The character of Huron Estates is characterized as a friendly community, convenient to shopping and all major amenities with lots of mature trees and opportunities for wildlife viewing. Due to the limited access into Huron Estates, traffic is localized, thus creating a low volume of traffic, semi-quiet, peaceful and safe environment for raising families.

When asked to identify unique features of their community, the focus group identified the mature trees, wildlife, and proximity to Turkey Creek and the Grand Marais ditch. Some participants also identified very light local traffic within Huron Estates and the privacy of not having neighbours in their backyards.

Community Satisfaction

Generally, residents of Huron Estates are satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- Convenient to shopping and work;
- Low volume of traffic;
- Safe neighbourhood to raise children;
- Beautiful and quiet; and
- Great neighbours.

Residents use their property for a variety of purposes including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. Residents indicated they enjoyed outdoor activities during all seasons of the year. This sense of enjoyment was reportedly due to convenience, and the importance families placed on outdoor and family activities.

Residents were also asked to comment on what they liked the least about the community. Those residents that listed the things they like the least, listed:

- Huron Estates adjacent to heavy traffic on Huron Church Road;
- Property taxes increasing every year; and
- Pollution coming from Huron Church.

Community Change

When asked what changes they have seen in their community in the last five to ten years, residents identified the addition of the Windsor Crossing Outlet shopping mall; generally, increasing traffic volumes on Huron Church and, specifically, an increasing number of trucks.

Community Cohesion

Although Huron Estates is an established neighbourhood, the focus group responses varied in terms of how close knit they were and how involved with their neighbours they are. Some residents felt the community was very close knit, they know most of their neighbours and have close relations with many of their neighbours, while other felt the community was only somewhat close knit and enjoy their privacy, thus rarely socializing with their neighbours.

B.2.2.8 Reddock Street

Reddock Street is located on the periphery of the Spring Garden Road Prairie between the Grand Marais Drain and Todd Lane. Reddock Street was part of a larger planned development at one time; however, due to the natural significance of the Spring Garden Prairie, additional residential development was stopped. Reddock Street consists of a cluster of 16 households and approximately 44 residents. An aerial close-up of this community is illustrated in Figure 3.8 area 8.

All residents on Reddock Street are long term residents and have been enjoying this park-like setting for many years. Trails are integrated into the neighbourhood from the Spring Garden Prairie.

Community Character

The character of Reddock Street is characterized as an isolated and tranquil neighbourhood in a forested area. Unique features of their community include the natural features and the limited number of homes on the street.

Community Satisfaction

Residents are generally satisfied with their community. When asked to comment on what they liked best about their community, residents listed the peaceful surroundings and its natural attributes.

Residents use their property for a variety of purposes including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. Residents indicated they enjoyed outdoor activities during all seasons of the year.

Residents were also asked to comment on what they liked the least about the community. Residents identified that noise from Huron Church Road is what they like the least.

Community Change

Little has changed on Reddock Street in the last five to ten years, the same families have lived on the street for over 16 years. The exception is the construction of one new home in the mid 1990's.

Community Cohesion

Due to the length of tenure of the residents and the isolation of the community, residents feel close knit.

B.2.2.9 East of Huron Church Road

Between Pulford Street and Lennon Drain is a mixture of land uses within the ACA, including open green space and highway commercial. From Lennon Drain to Cabana Road West is a strip of residential properties between the Villa Borghese neighbourhood and Huron Church Road. These residential properties are adjacent to Huron Church Road as illustrated in Figure 3.9 area 9.

Community Character

Residents living along Huron Church Road characterized their community as being severely impacted by the volume of truck traffic. Due to the close proximity of the heavily traveled road way to their property, residents feel increased levels of stress and extremely unsafe in accessing their property, due to the volume of trucks traffic.



NOTE: Community boundaries shown are approximate.

Figure 3.9

EAST OF HURON CHURCH ROAD AND VILLA BORGHESE COMMUNITIES



Community Satisfaction

Focus group results indicated residents were very dissatisfied with their community as a place to live. When asked to comment on what they liked best about their community, residents were not able to identify one attribute, rather they offered that it is unsafe for children or pets to be outside.

Residents that participated in the focus groups identified truck traffic as the thing they like the least about their community.

Community Change

Participating residents had not lived in the neighbourhood long enough to comment on changes in the community over the past five to ten years.

Community Cohesion

Residents that participated in the focus groups were asked to identify how close knit they felt towards their community. The results showed they were not very close knit, as they enjoy their privacy and do not get together with neighbours.

B.2.2.10 Villa Borghese

The Villa Borghese neighbourhood is located between Cabana Road West and the Lennon Drain on the east side of Huron Church Road. An aerial close-up of this community is illustrated in Figure 3.9 area 10.

Community Character

Villa Borghese is characterized as a well established quiet and family oriented community. Neighbours are close and enjoy the convenience of easy access to services. A unique feature to Villa Borghese is that although the volume of traffic along Huron Church is high and unsafe, the volume of traffic within Villa Borghese is low.

Community Satisfaction

Generally, residents in Villa Borghese are either somewhat or very satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- The people;
- Multiple opportunities for outdoor activities (e.g. walking, bike riding); and
- Strong sense of community.

One focus group participant felt their strong sense of community was being destroyed by the proposed project (DRIC).

The use and enjoyment of their property also contributes to their feelings of satisfaction. Residents use their property for a variety of purposes, including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. Residents indicated they enjoy outdoor activities during all seasons of the year and do so due to the convenience, and their property characteristics.

Residents listed things they least liked in their community:

- Excessive traffic on Huron Church;
- Noise from truck traffic on Huron Church; and
- Pollution from truck traffic on Huron Church.

Community Change

When asked what changes they have seen in their community in the last five to ten years, residents identified increased noise and pollution from truck traffic on Huron Church, and Residents also expressed concern with regard to the DRIC planning process.

Community Cohesion

Residents that participated in the focus groups were asked to identify how close knit they felt towards their community. Most people identified that they felt close knit and that they had developed close relations with a few of their neighbours.

B.2.2.11 Talbot Road

The Talbot Road community is split by both political boundaries and the physical barrier presented by the existing transportation corridor. Talbot Road serves as the municipal boundary between the City of Windsor, located north of the transportation corridor, and the City of LaSalle, located to the south. Figure 3.10 area 12 illustrates the location of the Talbot Road community.

Anecdotal evidence provided at the focus groups indicated that although residents would like to be able to cross the road and visit with neighbours, they don't due to the barrier imposed by the traffic along Talbot Road. Generally, residents relate closely to those on the same side of Talbot Road as themselves; however, past Talbot Road/Highway 3 expansion plans have helped to strengthen their community ties.



NOTE: Community boundaries shown are approximate.

Figure 3.10

KENDLETON COURT AND TALBOT ROAD COMMUNITIES



Talbot Road residents live on very unique properties that were originally built in a ribbon strip along the Talbot Road transportation corridor. Many of the homes are set back from the road on large wooded and very deep lots (100ft X 400ft +) thus creating an almost rural or pastoral atmosphere despite the fact that they are adjacent to a busy transportation corridor.

Community Character

Focus group participants described their community as caring and friendly, where neighbours help each other out. Concerns were expressed about declining property values, the inconvenience and "trauma" of road work, and the loss of character and beauty of the Talbot Road properties due to road developments.

When asked what they thought was unique about their community, in addition to the large deep lots, residents identified a number of natural features such as mature trees, and the presence of wildlife such as deer, fox, ducks and geese. Residents also felt that the relationship with their neighbours was unique in that they interact on a daily basis, enjoy neighbourhood BBQs and picnics in summer, and celebrate family life events (weddings, funerals) and other special or annual holiday events together. Residents also listed the proximity to shopping (Windsor Crossing Outlet Mall), church, parks, schools, and the International crossing as a unique feature of their community.

Community Satisfaction

Generally, residents are very satisfied with their community; however, some residents indicated that they are not satisfied due to the volume of traffic on Talbot Road/Highway 3, and specifically the volume of truck traffic and associated noise. The level of satisfaction did not seem to differ from the north (Windsor) side of Talbot Road to the south (LaSalle) side. When asked to comment on what they liked best about their community, residents listed:

- Neighbours/friends,
- Individual property – large lots, privacy, forest/trees, well maintained house and yard,
- Attractiveness of neighbourhood with large lots, many trees and walking areas,
- Similarity of education and background of neighbours;
- Feeling like living in the country, in a forest glade, while living in the city.

One focus group participant offered, "*Not one thing but the sum of the total makes it all work - accessibility to the Windsor Crossing Outlet mall and church across the street, access to the border and St Clair College and access to the forest behind our house*".

Property use varies and includes social and recreational uses. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. Residents indicated they enjoy outdoor activities in their

backyards during all seasons of the year and do so due to their unique property characteristics. When discussing how residents use and enjoy their property, one resident offered, " ...we have a huge yard which we have (over the last 20 years) transformed into a hub of activity for ourselves, our kids and our grandkids – including gardens, pond, potting shed/green house, pool and games area."

Residents were also asked to comment on what they liked the least about the community. Those residents that listed the things they like the least, listed:

- Heavy truck traffic making it difficult to get out of the drive way;
- Perception that personal safety is compromised by heavy traffic;
- Noise, pollution and delays caused by trucks;
- Lack of city services; and
- Increasing volume of traffic on Talbot/Highway 3.

Community Change

When asked what changes they have seen in their community in the last five to ten years, the following was identified:

- Increased volume of traffic on Talbot Road/Highway 3;
- Increased difficulty (i.e. longer wait times) and danger in getting in/out of the driveway;
- A new shopping mall, and new school;
- A busier seniors living complex;
- Traffic noise 24/7, with a noticeable increase since the stop lights installed at St. Clair College; and
- Growing anxiety due to Talbot Road/Highway 3 proposals (including DRIC) and the consequential impact on property values.

Community Cohesion

Talbot Road/Highway 3 residents believe that they are a somewhat close knit group measured by their close relations with neighbours. Generally, the ties seem to be restricted to one side of the highway. The neighbours that socialize together live adjacent to each other on either the north or south side of Talbot Road/Highway 3.

For those that do have relatives in the community, they visit several times a week. One focus group participant stated, "we have created an environment where our grown children and their children meet at least once a week."

B.2.2.12 Heritage Estates

Heritage Estates is a large residential development located east of the Windsor Crossing Outlet Mall, north of Heritage Drive and west of Montgomery Drive. An aerial close-up of this community is shown in Figure 3.11 area 13.

Community Character

Focus group participants had different attitudes about their community depending on some extent on where they were located; while some residents spoke of enjoying quiet areas outside in the Heritage Estates area, some residents along Homestead Lane felt less connected with their neighbours because their use of their outdoor space is curtailed due to existing noise levels from traffic on Highway 3.

Due to the diversity of land uses, some residents at the focus groups identified that they walk to work, recreational facilities, shopping, and to other amenities, thus reducing the dependency on the automobile and the need for a second car. Some residents also identified their proximity to St. Clair College as a unique feature.

Community Satisfaction

Focus group results indicated that residents had a range of satisfaction with their community from somewhat dissatisfied to very satisfied. When asked to comment on what they liked best about their community, residents listed:

- Walking distance to many amenities;
- Close proximity to church;
- Close proximity to major road ways, including Highway 401; and
- Safe neighbourhood.

The use and enjoyment of their property also contributes to their feelings of satisfaction. Residents use their property for a variety of purposes including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. People indicated they enjoy outdoor activities during all seasons of the year and do so due to the convenience, and their property characteristics.



NOTE: Community boundaries shown are approximate.

Figure 3.11

HERITAGE ESTATES AND OLIVER ESTATES COMMUNITIES



Residents were also asked to comment on what they liked the least about the community. Those residents that listed the things they like the least, listed:

- Truck traffic;
- Noise from traffic; and
- The mess and noise associated with the construction of new homes and shopping plazas.

Community Change

When asked what changes they have seen in their community in the last five to ten years, some the residents did not identify anything, while others indicated that they have lived in the community less than five years. Those that did respond indicated they have observed an increase in traffic along Huron Church, an increase in traffic with the expansion of Windsor Crossing Outlet Mall, the building of Heritage Plaza, a new school and many new homes in the area.

Community Cohesion

Some residents felt their community was very close knit and enjoyed close relationships with neighbours, while others felt it was not very close knit and that they rarely (that is, once or twice a year) socialized with neighbours.

B.2.2.13 Residential In-fill

Kendleton Court

Kendleton Court is a new residential pocket north of Talbot Road, east of Cousineau Road. The development is shown on Figure 3.10 area 11.

Community Character

The Kendleton Court development was built within the last five years. The area is very convenient to access services in the area.

Community Satisfaction

Generally, residents are satisfied with their new neighbourhood. When asked to comment on what they liked best about their community, residents listed the convenience to airports, sports venues, and the milder climate in Windsor.

Residents were also asked to comment on what they liked the least about the community. Those residents that listed the things they like the least, listed:

- Air pollution, and
- Smog and noise from trucks.

Community Change

Residents have not lived on Kendleton Court long enough to comment on changes other than the obvious in-filling of development.

Community Cohesion

Residents felt that their community is not very close knit. They were divided in terms of the relationship they experience with neighbours, some rarely visit with neighbours, however, others have close relations with a few neighbours and visit one or two times a week.

Shadetree Court Area

The Shadetree Court is a new residential in-fill located north of Talbot Road immediately west of Howard Avenue. An aerial close-up of this community is illustrated in Figure 3.12 area 15.

Community Character

Shadetree Court is part of a larger neighbourhood that is still being developed. Undeveloped lots are still available on Shadetree Court. Residents defined the character of this residential community as friendly, safe, and a beautiful place to live with churches, parks and shopping amenities in close proximity.

Unique features identified include Mathew Rodzick Park, and Windsor Crossing Mall shopping and restaurants. The proximity to shopping and daily activities made the new subdivision attractive for retirement living for some residents.

Community Satisfaction

Generally, residents are very satisfied with their new community; however, some indicated that since the announcement of the proposed Practical Alternatives, they have become very dissatisfied. When asked to comment on what they liked best about their community, residents listed that they are close to the elementary school.

Residents were also asked to comment on what they liked the least about the community. Residents identified noise from truck traffic as a feature they liked least about the area.



NOTE: Community boundaries shown are approximate.

Figure 3.12

SHADETREE COURT AREA AND EAST OF HOWARD AVENUE COMMUNITIES



Community Change

When asked what changes they have seen in their community in the last five to ten years, some focus group participants identified:

- The increase in truck traffic on Highway 3 and the associated increase in noise and pollution;
- A large number of homes for sale in last 12 months.

Some residents feel that the noise level from trucks has increased to the point where they feel they can no longer open the windows, or sit outside. Residents complained that the peace and relaxation they expect to enjoy in their home is disturbed by the increasing noise levels.

Community Cohesion

Some residents felt that their community is very close knit. They enjoy visiting almost daily with relatives that live in the community and get together almost daily with neighbours as well. Those that felt the community was close knit indicated that they know most of their neighbours, and they go out of their way to have close relationships with many of them. In contrast, other residents indicated that the community is not very close knit and provided anecdotal evidence that since it is a new subdivision, it will take another ten years to establish itself.

B.2.2.14 Oliver Estates

This community is located from Montgomery Drive to Howard Avenue. Several of the residential streets within the area provide access directly onto Talbot Road.. An aerial close-up of this community is illustrated in Figure 3.11 area 14.

Community Character

This section of the study area is located in LaSalle and is part of an older community with many long-term residents. The community is presently characterized by residents as a mixed demographic with young families and retired seniors. The area, bound by Montgomery, 6th Concession Road and Howard Avenue was described by residents as quiet, conservative, and peaceful. Several participants identified the community as a family oriented residential area, others described the area as busy and complained of truck traffic noise from Highway 3.

Unique features valued by residents include mature trees, little traffic on neighbourhood streets, the architectural mix of old and new homes, and large lot sizes. Focus group participants also identified the multi-generational aspect of their community as a unique feature contributing to the character of the Oliver Estates area.

None of the streets in the community have sidewalks; however, with the exception of Montgomery Street, low volumes of traffic utilize the local road network and consequently,

residents feel safe walking and cycling on the road. Montgomery serves as a connecting route between Highway 3/Talbot Road and other LaSalle neighbourhoods. As such, is used by commuter traffic in the morning and afternoon. Residents living on Montgomery complain of heavy traffic and excessive speed during these times.

Community Satisfaction

Generally, the residents living in this area are very satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- Safe community;
- Convenient to shopping, entertainment, church, and schools;
- Mature trees and wildlife;
- Time spent outdoors (walking, enjoying nature);
- Quiet residential streets; and
- Wide lots (i.e. houses are not too close together).

Residents use their property for a variety of purposes including social and recreational. Outdoor activities include children's activities, entertaining friends and relatives, gardening, nature appreciation, bird watching, and relaxing. Participants indicated they enjoy outdoor activities during all seasons of the year and do so due to the convenience, and properties characteristics.

Residents, asked to comment on what they disliked about the community, identified noise and pollution from truck traffic on Highway 401 and Howard Avenue.

Community Change

When asked what changes they have seen in their community in the last five to ten years, residents identified increased noise level from trucks, increased traffic on both Highway 3/Talbot Road and Howard Avenue, and increased difficulty in accessing Huron Church Road. Residents also observed an in-fill of new homes on vacant lots and the demolition of older homes that are replaced with modern homes. Other changes include the development of a trail system and parks throughout the area.

Community Cohesion

Generally, people felt their community was close knit. Some enjoyed close relations with a few neighbours, while others enjoyed their privacy and rarely socialized with their neighbours. Some residents also enjoyed having relatives living in the community that they visit often, in some cases, daily.

B.2.2.15 East of Howard Avenue

The neighbourhood south of the Highway 401/3 corridor and east of Howard Avenue within the Town of Tecumseh consists of strip residential development along Howard and a cluster of residential lots on Mero Avenue (see Figure 3.12 area 17). The remainder of the area is predominately active agricultural land. There are few homes in this area and few people attended the focus group meeting, consequently, data collected in this area is limited.

Community Character

Residents from the Mero Avenue area described their neighbourhood as quiet, with limited traffic, but with easy access to the major transportation routes (Howard Ave, Highway 401 and Highway 3).

Community Satisfaction

Mero Avenue residents are very satisfied with their community as a place to live. When asked what they like best about the community as a place to live, people identified the area, and their specific property and all it offers.

Residents use their property for a variety of purposes including social and recreational. Outdoor activities include entertaining, gardening, nature appreciation, bird viewing, children's activities, and relaxing. People engage in outdoor activities during all seasons due to the property characteristics.

When asked to comment on what they like least about their community, none were identified.

Community Change

Focus group participants identified an increase in the traffic volume as a change they have seen in their community in the last five to ten years.

Community Cohesion

People generally felt they were a close knit with their neighbours, getting together often with neighbours, that is, at least 1 or 2 times a week.

B.2.2.16 Southwood Lakes

Southwood Lakes, located north of the existing Highway 401 ROW and includes a mix of housing, lakes and parkland. An aerial close-up of this community is illustrated in Figure 3.13.



NOTE: Community boundaries shown are approximate.

Figure 3.13

SOUTHWOOD LAKES COMMUNITY



Community Character

Unique to this community, several residents identified the larger City of Windsor as their community, and as such characterized their community as a border community with Detroit, Michigan. The City of Windsor is a close knit small neighbourhood in a larger city setting (Detroit).

Unique features of the Southwood community include its friendliness, close proximity to the U.S.A, access to cultural and sporting events and restaurants on both sides of the border, and, their local neighbourhood Social committee. Other features include the organized home ownership group, the similar lifestyles neighbours enjoy and the close proximity to all amenities.

Community Satisfaction

With the exception of the truck noise, generally, residents are very satisfied with their community. When asked to comment on what they liked best about their community, residents listed:

- Quiet, safe, comfortable, and peaceful;
- Small community (Windsor) that has access to the larger community (Detroit);
- Friendly neighbours, beautiful surroundings; and
- Privacy.

Residents use their property for a variety of purposes including social and recreational. Outdoor activities include entertaining friends and relatives, gardening, nature appreciation, bird viewing, and relaxing. Residents indicated they engage in outdoor activities during all seasons for the pure enjoyment of it and the resulting beautifying effects. When asked to comment on what they like least about their community, very few had any; however, those that had dislikes identified noise and pollution from truck traffic.

Community Change

When asked what changes they have seen in their community in the last five to ten years, people identified increased traffic volume and noise levels, neighbourhood growth (new homes built), and the presence of "For Sale" signs. Focus group participants who addressed the broader City of Windsor community identified the loss of employment in the automobile industry, the emergence of high technology industry, significant changes in multi-cultural attitudes, and a general feeling that community activism related to social, environmental, political and economic issues has increased.

Community Cohesion

When asked about community cohesion, residents felt a range from 'somewhat close knit' to 'very close knit'. Several had relatives in the community that they visit either daily or several times a week. In terms of their relationship with neighbours, residents indicated that they have close relations with a few or in some cases, many of their neighbours. It appears that at a minimum, they know most of their neighbours and go out of their way to develop close relationships with many of them. Getting together with neighbours also varies, between daily visits to two or three times per month.

B.3 Businesses in the ACA

Businesses in the ACA provide a wide variety of services (e.g. accommodations, food, clothing, equipment, vehicular garage repair and gas facilities). The businesses serve both the local neighbourhood and the travelling public. The social impact assessment considers the displacement of businesses that serve the local community in terms of how such displacement may affect social patterns and community functions. Such businesses include, Golden Griddle, King Kone (seasonal), Petro Canada, Daytona Car Wash, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Alibis Sports Bar, Mac's, XTR Gas, Vachon Bakery Outlet, and the wide array of stores in the Windsor Crossing Outlet Mall. The impacts as a result of displacing businesses that serve the local neighbourhood communities are discussed in Chapter 4. The Economic Impact Assessment (Hemson 2007) addresses the economic impacts to the City and the region resulting from the displacement of business within the study area.

B.4 Brighton Beach Industrial Park Area

The Brighton Beach Industrial Park is located between the Detroit River shoreline to Ojibway Parkway

Community Character

Only a handful of homes still exist in this area as a result of the City land use designation to industrial uses and subsequent land purchase. Broadway Street is maintained with access off Ojibway Parkway, thus access to Broadway Park and Ojibway Black Oak Woods is maintained. Residents utilizing both parks drive to them via Broadway Street.

The community character of the neighbourhood is described as largely an industrial park area with few private dwellings in the south end near Ojibway Parkway and other private dwellings on the fringe of Sandwich Towne to the north. Industries present in the area include Hydro One, the Brighton Beach Power Station, the Windsor Power Plant, and the NemaK Plant among others.

Community Satisfaction

There is little community to speak of with respect to community satisfaction within the industrial park area; however, Sandwich Towne to the north provides a glimpse of possible effects to this nearby community. Due to the unique community characteristics and proximity to the proposed crossing alternatives, Sandwich Towne merits its own description within this chapter.

Community Change

With respect to community change, function and community cohesion there is little to speak of within this area of the ACA as the neighbourhood is characterized by industrial use. Although, ancillary effects to Sandwich Towne would be more appropriate to describe, displacement as a result of the plazas and crossings only affects two houses within this community and is not representative of the surrounding community at large.

The potentially displaced dwellings are located in a land use transitional area where industrial land uses predominate.

B.5 Social Features within the Area of Investigation

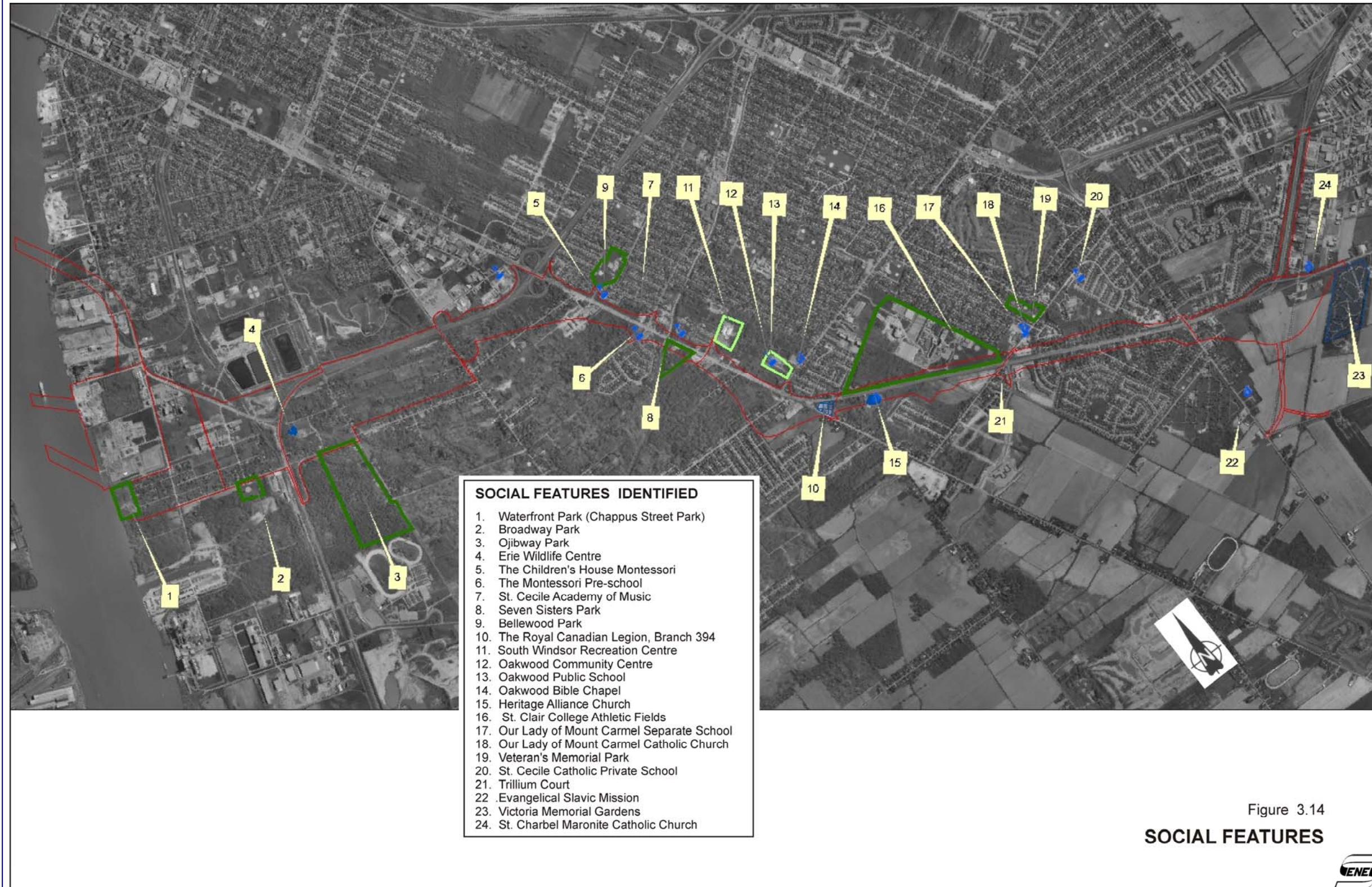
Social features identified within the area of investigation fall into either recreational (e.g. parks, community centres) or institutional (e.g. Churches, schools). Some of the features serve the neighbourhood community while others serve the broader community. The social features described below are illustrated in the photo exhibit located at the end of this chapter and identified in Figure 3.14 which illustrates the location of each social feature in relation to the ACA. For discussion purposes, the social features are grouped and presented from west to east, that is from the Detroit River to Highway 401.

Institutional Social Features

The *Erie Wildlife Rescue (EWR)* is located adjacent to the Ojibway Parkway. It is a registered charitable organization dedicated to the treatment and temporary care of injured, diseased, or orphaned wildlife, and their subsequent release into the appropriate habitats in the wild. The organization is based out of an old school building located on a cul-de-sac east from Ojibway Parkway on Chappus Street. The organization is situated on approximately 1ha of land surrounded by a natural bush-like setting. Although the organization has been around since 1979, they have occupied this present location for the last 10 years.

Membership is on a volunteer basis. Current membership is 80 people, with the addition of approximately 20 student volunteer staff. Core members, numbering 15 people, have been with the organization for more than 10 years. Many of the volunteers use the City of Windsor public transit to access the facility. At any one time six staff would be on hand providing services seven days a week during 'summer' months of May to August. During this period office hours run from 8 a.m. to 8 p.m. weekdays, and 12 p.m. to 4 p.m. on weekends. Operation during 'non-summer' months is on an as-needed basis.

Current facilities on the property include a large school building which houses an administrative office, scrub area, exam area, food preparation area, media rooms/education rooms, animal care rooms and a nursery area. Approximately half the building is dedicated to animal care. There is one portable building on the premises which is used for fund-raising purposes. At least a quarter of an acre is occupied by an outdoor caging area that is used for pre-releasing conditions for animals.



Erie Wildlife Rescue provides two main services, a) a telephone advisory service for dealing with nuisance animals, and b) wildlife rescue and rehabilitation of injured, diseased or orphaned wildlife. The service catchment area is all of Essex County. In 2006, the telephone advisory service received 4000 calls, and during the same year, 700 animals were treated and rehabilitated. Activities or programs include a) wildlife rehabilitation, b) education/orientation, c) fund-raising, and d) volunteer development. Wildlife rehabilitation is year-round; however, the majority of the activity occurs from May to August. Their education/orientation function comprises of monthly meetings held for volunteers. As a non-profit organization, fund-raising is critical to their continued success; consequently, five fundraisers are held annually, three in the Spring and two in the Fall. Fund-raising activities include yard sales and bake sales, bingo, a walkathon in the Spring, and frozen cookie dough sales in the Spring and Fall. Grant applications to funding organizations, such as the Ontario Trillium Foundation, also contribute to their revenue.

The Children's House Montessori, is on LaBelle Street in Bellewood Estates, and is a member of the American Montessori Academy. It has been in its current location for 20 years. The Children's House Montessori provides education and daycare services for children from infant age through to senior kindergarten (age 5). This is the only facility that provides Montessori programming to infant age children in Essex County. Enrolment is at capacity at 396 students, and the school manages roughly 210 students per day during its regular hours (6:30 a.m. to 6 p.m.) from Monday to Friday. Families utilizing this facility come from LaSalle and South Windsor. Approximately 400 vehicles access the facility during the morning drop-off period.

The school facilities include a cafeteria, resource room, staff room, parent room, a number of class rooms and administration offices. Outside, three fenced and segregated play areas provide jungle gyms with slides and other equipment for infants, toddlers and pre-school children. Bellewood Park, a community park located across the street is also used for stroller walks on a regular basis.

In addition to the academic and structured activities that include music, dance, and art, special education programs are offered to learning and physically impaired children. Approximately 30 physically impaired students from seven different local schools attend the Children's House Montessori for care before and after their regular school hours. The school also provides internship opportunities for early childhood educators. Approximately 20 volunteers assist the fulltime staff in this capacity.

The Montessori school has a unique relationship with nearby Bellewood Public School as it serves as a feeder school to Bellewood's kindergarten.

The *Montessori Pre-school* is located within the ACA in Lambton Plaza on the corner of Lambton and Huron Church Road. The Pre-school has been operating for nine years in the Lambton Plaza, open to children ages 3 to 5 years, the Pre-school operates Monday to Friday from 8:45 am until 3:15 p.m. The Pre-school is closed for the month of August. The majority of students come from a catchment area defined by South Cameron Blvd. to the north, Howard Avenue to the east, Malden Road to the south-west, and the University of Windsor to the west.

Children attend the Pre-School either for the morning or afternoon session only. There are no full-day students permitted as there is not an outdoor play space associated with the school. Combined, there are approximately 25 students and two full-time staff at the Pre-school. Enrolment has been steady over the past five years and is expected to remain steady over the next three years.

St. Cecile Academy of Music located outside the ACA on Grand Marais Road West, has been in its present location for 22 years. In addition to being a private music school, it also offers a year-round nursery school Monday to Friday from 7:30 a.m. to 5:30 p.m. for children aged 2.5 years to 5 years of age. The nursery school serves a wide area including South Windsor, LaSalle and as far away as Bell River and Amhurstburg. The proximity of the school to E.C.Row Expressway and Huron Church Road (Hwy 3 and 401), provides convenient access to the facility regardless of the direction clients are traveling from.

The private music school offers various music and dance programming for children starting at age 3 up to adults. The music program is run from 3:30 to 9 p.m. weekdays and from 8 a.m. to 6 p.m. on Saturdays. During the summer, music programs are also offered weekdays from 7:30 a.m. to 7:00 p.m. Enrolment for the 2006- 2007 school year was between 600 and 700 students (including the Nursery School). Projections for the next three years indicate that enrolment is anticipated to increase to their facility capacity (900 students) in 2008.

The ***Royal Canadian Legion***, Branch 394, is located within the ACA between Talbot Road/Hwy 3 and Huron Church Line where they converge and form Huron Church Road. The Legion has been at this location since 1965. The Legion's membership of 700 comes from the City of Windsor, LaSalle, Tecumseh and parts of Essex County. With the exception of Christmas day, the Legion is open every day of the year from noon until 11 p.m. in the summer and 1 a.m. the rest of the year.

The facility includes a banquet hall with a capacity of 300 that is used for weddings, anniversaries, and dances; a sports room and bar; and, an all-purpose meeting room (with a capacity of 200). The lobby and hallway also serve as a memorial/museum with regiment displays and artifacts from the world wars. A cenotaph is located outside the entrance-way. Annual Remembrance Day services are held at the Legion cenotaph.

Programming at the Legion includes themed meals and events, that draw approximately one hundred and fifty members, daily summer time BBQs, All-you-can-eat Sunday Breakfast, dart leagues (ladies, men and mixed), pool leagues, euchre and cribbage nights, seniors day events where typically between one hundred and one hundred and twenty-five seniors attend, and senior dinner and dancing. A large screen television in the sports room and bar provides coverage of televised sporting events, typically drawing approximately one hundred members to these events. In addition, the banquet hall and/or meeting room is rented on Friday and Saturday nights for weddings, showers, and the like. The membership general meeting and executive meet once a month on-site.

Oakwood Public School is located on Cabana Road West, north of Huron Church Road. The school has been operating out of its present location for 40 years. The enrolment for

the 2005/2006 school year for classes ranging from junior kindergarten to grade 8 is 317 students. School enrolment has been increasing; however, the school boundaries for Oakwood Public School were re-defined to accommodate a new public school opening; consequently, enrolment was down by approximately 100 students for the 2006/2007 school year. Enrolment is anticipated to increase, with the School Board projecting enrolment to reach 282 by 2010. The catchment area for Oakwood Public School includes areas both north and south of Huron Church Road. The area south of Huron Church Road includes the Spring Garden neighbourhood, and the area bound by Malden Road to Todd Lane. North of Huron Church Road the catchment area is bound by the Grand Marais Drain to the west, Talbot Road to the east, Askin Avenue and Geraedts Drive to the north. Students from the neighbourhoods south of Huron Church Road are bused to the school, accounting for less than one-third of the student population.

Outdoor recreation facilities at the school include a baseball diamond, open playgrounds, playground equipment (swings, climbers, etc), and a soccer field. Adjacent to the school is the City of Windsor's Oakwood Bush that includes trails and a wildlife sanctuary. Learning opportunities provided by the bush are incorporated into the school curriculum by the teaching staff. The school adjoins the Oakwood Community Centre run by the City of Windsor. The Community Centre and School share facilities for programming purposes and have done so for many years. The school runs after school sport programs (soccer, track and field and cross country) in the spring and fall each year. Between 30 and 115 students participate in these programs. Community groups also use the school facilities (indoor and outdoor) on a regular basis throughout the year.

Oakwood Public School offers special education to fourteen learning disabled students in the primary, junior and intermediate levels.

Oakwood Bible Chapel is located on Cabana Road West at Betts Avenue. The Bible Chapel has been in its present location since 1967 and draws parishioners from LaSalle and many parts of South Windsor. Membership is estimated at 350, with almost half of those consisting of youth and children. Hours vary throughout the week and are dependent on scheduled programming. The Bible Chapel does not have full time office hours. The building itself includes a sanctuary, kitchen, eleven classrooms and finished basement. The Manse associated with the Oakwood Bible Chapel provides accommodation for a family in need in the community. Although outdoor facilities are not provided at the Chapel, the parking lot is used by local youth as a skating boarding facility.

Oakwood Bible Chapel maintains an active junior and senior church school during both worship services on Sunday. Prayer meetings and bible studies are held on Tuesday mornings and evenings. Other functions that occur at the facility include weddings, funerals, conferences and daily bible school for one week in August. For weddings, conferences, and the daily bible school in August the facility has a capacity of 300, which is often filled during these events.

Other community groups regularly use the property, such as the Girls and Boys clubs, Revenue Canada outreach for Seniors, Gideons annual meeting and dinner, and IMPACT youth conference, all of which combined account for another 350 to 410 users.

The *Heritage Park Alliance Church* is located on Highway 3, and was built in its present location in 1985. The Heritage Park Alliance Church consists of approximately 1300 families, accounting for the 1700 plus members and anticipates its membership to continue growing. The church members originate primarily in the City of Windsor and LaSalle; however, members come from throughout Essex County including Amherstburg, Tecumseh, and Kingsville. Given the diverse origin of its membership it is important to the Heritage Park Alliance Church that they maintain their prime location and that existing access be maintained or improved off of Talbot Road/Hwy 3.

The facility is open seven days a week and offers various programming most evenings. Three worship services are held each week, the first Saturday night and two Sunday morning. In addition, the facility also hosts an Indonesian worship service on Saturday that draws people from throughout Essex County. Other programs offered include an active nursery and children's program during worship services, a morning pre-school program for mothers and children during the week, various evening youth groups, adult electives, various meetings and functions related to church business, and weddings and funerals. Special productions/services are held at Christmas and Easter that draw upwards of 2500 people.

The *Chartwell Classic Oak Park LaSalle* retirement community facility is located on Thirteenth Street south of the Huron-Church/Talbot Road corridor. The facility has been at this location since September 2005. It houses 125 residents that come from West Windsor, South Windsor, LaSalle, Amherstburg and Michigan State.

The facilities include 113 suite residences with three interior courtyards, a raised gardening bed (to allow residents to garden while standing), 5.5 acres of open grounds surrounding the facility perimeter, a hall/theatre, and a small library. Facility access is controlled during designated visitor hours, and the facility doors are locked at nightfall.

Programming includes meals preparation (three times daily), laundry and housekeeping services, hairstyling and foot care services, physical fitness classes and a variety of social activities and planned excursions for residents. A physician is available on a weekly basis and operates on-call and with a staff of nurses who are available 24 hours a day. The facility has programming to accommodate co-op students and nurses training programs from local institutions and organizations. They also provide an opportunity for high school students to attain their requisite community hours through volunteer work at the facility.

Our Lady of Mount Carmel Separate School is located north of Huron Church Road off Cousineau Road and has been in this location 58 years, since 1949. School enrollment for 2005/2006 school year for junior kindergarten through grade 8 is 575 students. Enrolment has been increasing over the past five years and is projected to continue to increase over the next three years to 650 in the 2008/2009 school year. The catchment area for the school is bound by Talbot Road, Highway 401, Dougall Parkway and Villa Maria Blvd. Approximately 90% of the students are bused, with the remaining walking via Cousineau Road and Mount Royal Drive.

In addition to the classrooms and administration office, facilities at the school include a library, and gymnasium inside the school. Outside facilities include an open playground,

playground equipment, soccer field, and basketball area. The school does not offer any extra-curricular programmes after regular school hours; however, the school is used several times a week for community programs. Our Lady of Mount Carmel offers special education programming for students integrated in the regular classrooms. Approximately 10 volunteers assist at the school on a daily basis.

Our Lady of Mount Carmel Catholic Church is located on Mount Royal Drive at Cousineau. The Church has been at this location for 52 years. Church parishioners come from between Spring Garden and Bouffard Road and Malden Road and Huron Church and Talbot Road. North of Talbot Road, Church parishioners come from between Cabana Road and Highway 401, Provincial Road to Talbot Road. Weekdays the Church is open 9 a.m. to 4:30 p.m. and 8:30 a.m. to 6:30 p.m. on Sunday. Facilities at the Church include a meeting hall, church office and sanctuary. The Church does not have any outside facilities. Current membership for Our Lady of Mount Carmel Catholic Church is 5665 people, or 1872 families, 583 originating below Talbot Road and 1289 originating above Talbot Road. In addition to the weekday and Sunday masses, the Church is also used for weddings and funerals. Several community groups, primarily consisting of adults or seniors use the facility for meetings throughout the week.

St. Cecile Catholic Private School. Académie Ste. Cécile International School (ASCIS) is a coeducational, elementary and secondary school founded in 1993. Located on 27 acres of property off Cousineau Road for the last 10 years, the facilities include two main buildings with the larger building facility for secondary students and the smaller one for elementary school students. Aside from numerous classrooms and laboratories, the larger facility houses a cafeteria, hall, dance studio, chapel, and game room. The property also includes a number of sports and recreation facilities such as a baseball diamond, soccer fields, tennis courts, outdoor pools and open playground areas.

The school's facilities also serve as a boarding school for approximately 80 international students (from as far as Hong Kong, India and Korea). Locally, approximately 180 students come from as far as Bell River to Amherstburg.

Trillium Court is a housing project located on the south west corner of Talbot Road/Highway 3 and Sandwich Parkway, across from the Windsor Crossing Outlet Mall. It is managed by River-Park Non-Profit Housing and falls under the jurisdiction of the City of Windsor Housing Services. The City of Windsor is the designated Municipal Service Manager responsible for the administration of social housing in the City and within County of Essex.

The housing at Trillium Court is a geared-to- income consisting of duplexes and row houses. Three units are wheelchair accessible, 22 units are rented at market value, and all units adjacent to the Talbot Road have central air conditioning. The co-operative was built in 1989-1990.

Units are predominantly occupied by families. Trillium Court is located close to schools and a City bus route.

Residents of Trillium Court wait up to five years for a house after applying on the Centre Housing Registry. Currently, the waiting list on this registry totals 2000 families for all of Essex County, while the total number of geared-to-income units in the City of Windsor is 8,700. Trillium Court has a variable turn-over rate of from 12 to 25 units per year. While the demand for geared-to-income housing in the area has been stable recently, it is expected to increase over the next three years.

The *Evangelical Slavic Mission* is located on Howard Avenue was identified as a social facility potentially disrupted by the project activities. It has been at its current location since 2001. The property includes a hall, church office, sanctuary, kitchen and dining areas, and 2 classrooms.

With a membership of roughly 50 people, the Mission provides services in funeral reception, marriage preparation counselling, and is a venue location for a variety of meetings (of religious and non-religious nature).

Victoria Memorial Gardens, a cemetery, is along Highway 3. Recognizing that the junction where Highways 3 and 401 join Talbot Road will undergo some sort of re-alignment based on the access road alternatives, during the early data collection stage this Victoria Memorial Gardens was identified as a facility that may potentially become disrupted by project activities. The grounds hold approximately 8,000 funeral plots with some plots extending close to the property line boundaries. The Chapel and office area comprise the main building area. A funeral home is planned for the property lot abutting east of the Victoria Memorial Garden as permits for construction are forthcoming.

The *St. Charbel Maronite Catholic Church* is located off Outer Drive in the Del Duca Industrial Park. The Church has been at this location for 16 years, a second property, 32 acres, located across Highway 3, is presently used for agriculture. Parishioners come from within a 15 km radius that includes Old Castle, LaSalle and Windsor.

The Church is open 24 hours a day, seven day a week, with a pastor always on call, the administration office; however, is open from 8:30 a.m. until 2 p.m. on Mondays and as needed throughout the rest of the week. Regular masses are held every Saturday evening drawing between 100 and 500 parishioners, and mid-day Sunday drawing between 500 and 2000 people depending on the occasion. Special services held at Christmas and Easter typically draw additional people. In July the festival of St. Charbel is held, which draws between 3000 and 8000 people from the community over three days. Weddings typically occur on Saturdays and baptisms on Sunday mornings. Presently there are approximately 1000 members registered at the church.

The facility consists of the sanctuary, administration offices, and meeting rooms. A house (manse) for the pastors is located on-site. There are no outdoor recreation facilities or cemetery on-site.

Recreational Social Features

The *Waterfront Park*, also known as *Chappus Street Park* is located on Chappus Street and Water Avenue near the waterfront. It is not known how long this 1 ha park has been at its current location. The park is accessible daily from 5:00 a.m. to mid-night, throughout

the year, including holidays. Activities/programs that take place at the park include photography, non-motorized boat launches, hiking and walking, and bird watching. This park is a significant public right-of-way access to the water on the west side of the City of Windsor. Patrons include the local community, and people from throughout the City of Windsor and Essex County.

Broadway Park is located south of Broadway Street between Linsell and Scotten Streets. Broadway was once a neighbourhood park with a baseball diamond prior to the area being re-developed as an industrial park. This 9.51 ha park has been at its current location since 1987. There are plans to expand the park by acquiring three lots on the south side of Page Street between Reed and Dupont Avenues. The park also serves as an entrance to Black Oak Heritage Park. The Black Oak Heritage Park is discussed in the Natural Environment Assessment (April 2007) and is not carried forward in the social impact assessment.

The park is accessible daily from 5:00 a.m. to mid-night, throughout the year, including holidays. Activities/programs that take place at this park include an enclosed dog park, hiking and walking, parking centre and bird watching.

Ojibway Park is located between Ojibway Parkway and Matchette Road south of Broadway Street. Designated as a community/regional park, Ojibway Park is the hub of activity at the 350 ha Ojibway Prairie Complex as most visitors initially visit here before exploring other regions of the Complex.

Ojibway Park features a Nature Centre and several well kept, self-guided nature trails. The Nature Centre provides educational programming to school groups, service clubs and the public. Ojibway Park is connected to the West Windsor Recreationway. The park is accessible throughout the year, including holidays. It is closed mid-night to 5:00 a.m. and is open otherwise to the public. The park facilities include a baseball diamond, hiking trails, open play grounds, reception area with patio, ponds, dog park, picnic areas, wildlife viewing areas, bike trails, and cross country ski paths. Activities/programs are extensive, ranging from Fall and Winter festivals, school field trips, nature guides, children camps, wildlife research to weddings, birthday parties and special functions. There are also activities for special needs groups such as the elderly and the handicapped. Patrons include the residents and non-residents from the City of Windsor and beyond.

Windsor Recreationway is a trail network that leads under Huron Church Road adjacent to the Grand Marais Drain and runs through the Spring Garden ANSI, Ojibway Park and connects with Malden and Mic Mac Parks north of E.C. Row Expressway via Malden Road. The trail permits cycling and walking. It is unknown how many use the trail system.

The **Seven Sisters Park** is a neighbourhood park located west of Huron Church Road, parallel to the Grand Marais drain within the Spring Garden Natural Area. This greenbelt area was created over an eight-year period to capitalize on improvements made to the Grand Marais Drain. The park's name comes from the seven hills which were sculpted on the site using the excess fill from the widening of the drain. It was since left to naturalize and now covers 4.68 ha of land. The park is connected to the West Windsor

Recreationway and a bike path from California Street that leads through Spring Garden. There is a playground unit to serve the needs of the neighbourhood at Fazio Drive.

The park has been at its location since 1970 and is accessible daily from 5:00 a.m. to mid-night, throughout the year, including holidays. Activities/programs that take place at this park include walking, cycling, recreational play and jogging. Patrons include neighbourhood community residents and others from within Windsor.

Bellewood Park has been a neighbourhood park since 1985 and is located adjacent to Bellewood Public School on Labelle Street. Park development throughout the 1980s and early 1990s resulted in 6.39 ha of park facilities offering two double tennis courts, a basketball court, playground equipment, bike path, and a baseball diamond.

The park is accessible daily from 5:00 a.m. to mid-night, throughout the year, including holidays; however, access to the baseball diamonds and tennis courts are on a seasonal basis. Activities/programs that take place at this location are seasonal sports like baseball, basketball and tennis, and year-round activities like walking and open play. Park users originate predominately from within Bellewood Estates neighbourhood; however, users do originate from throughout the City Windsor.

South Windsor Recreation Complex is located east of Huron Church Road, at Pulford Street. The Recreation Complex has been at its present location since 1970.

With the exception of June, when the centre is closed for annual maintenance, the core hours of operation are 8a.m. to 11p.m seven days a week. The Complex includes two fully enclosed ice pads and associated change rooms, a reception area, canteen, central common area, an all purpose meeting room and auditorium. Based on bookings and regular program schedules provided by the City of Windsor Recreation Department, the South Windsor Recreation Complex is actively used throughout the year.

The majority of users come from Windsor; however, tournaments (e.g. hockey) and competitions (figure skating) would draw teams from Essex County, the Province, and the United States. Regular programming includes minor hockey, figure skating, sledge hockey, college/university hockey, public skating and ice rentals. The auditorium is rented for various types of parties (e.g. wedding or baby showers, anniversaries etc.), during the summer hockey camps utilize the auditorium, and martial art lessons are offered twice a week in the evenings throughout the year.

Oakwood Community Centre, located off Cabana Road West has been in this location for 33 years. It is physically linked to Oakwood Public School. The majority of users of this facility come from the local South Windsor neighbourhood, Heritage Estates, LaSalle and some sections of southwest Windsor. The Community centre is open daily including statutory holidays. Summer hours of operation are Monday to Friday 8 a.m. to 8 p.m.

The Centre consists of a gymnasium, various meeting rooms, kitchen, a common area or foyer and offices. The facility is wheelchair accessible and can accommodate up to 310 people. Numerous programs are provided seasonally by the City of Windsor Recreation department and include such activities as 'before and after' school programs, sports (e.g.

indoor soccer, badminton, martial arts, floor hockey), dance, gymnastics, fitness classes, day camps, arts and crafts, preschool nursery, and educational programs. Numerous programs for seniors are also offered including wellness and fitness programs, and sedentary activities (e.g. cards, sewing etc). Facility room rentals are available for birthday parties, baby showers, workshops and church activities. The Community Centre is also used as a Federal election polling station. Upwards of 7,000 users frequent the Community Centre over the course of a year.

The facility includes, a large multi-purpose room with a stage and audio visual equipment that serves as both the worship centre and gymnasium, various classrooms and meeting rooms on two levels, administration area, a small chapel, three kitchens, washrooms on both levels, a library, supply/resource rooms and lobby. Due to the significant growth they have experienced in recent years, and the projection of continued growth into the future, plans have been developed to add an additional 100,000 square feet onto the existing facility. To support these expansion plans, adjacent property has recently been acquired.

St. Clair College Athletic Fields are adjacent to Huron Church Road between the College entrance and Cousineau Road and are partially located within the ACA. The Athletic Fields include soccer fields, football, baseball, and cricket fields. The Athletic fields are utilized by the City of Windsor Recreation Department to run some of their league games for soccer and baseball.

Veteran's Memorial Park is located north of Huron Church Road, west of Cousineau Road. Veteran's Memorial Park is bound by Mitchell Avenue, Mount Royal and Casgrain Drives. Its official designation by the City of Windsor is a neighbourhood park, thus its catchment area is predominately the local neighbourhood.

The park facilities include three fenced baseball diamonds, two fenced tennis courts, a bating cage, open green space, a children's play area and equipment, and a building that serves as a club house, canteen and washroom facility. Limited parking is available in a lot off of Cousineau, street parking is available on the neighbourhood streets around the park.

B.6 Delivery of Emergency Services

The study area is served, in part, by the LaSalle fire, ambulance and police services. Further coverage within the study area is provided by the City of Windsor fire and police services. The Ontario Provincial Police (OPP) jurisdiction includes Highway 401 and Highway 3 to the Todd Lane/Cabana Road intersection, and the northbound side of Howard Avenue ending at the Highway 3 intersection. They also provide police services for the Town of Tecumeseh. The OPP will also have jurisdiction to respond to motor vehicle collisions on the proposed new freeway. Hospitals with emergency services are the Windsor Regional Hospital located at 1995 Lens Avenue, Windsor; the Windsor Hotel-Dieu Grace Hospital, located at 1030 Quellerie Avenue. These two hospitals provide emergency services to the residents within the study area.

Figure 3.15 illustrates the location of the various municipal emergency services. As noted in Figure 3.15, St. Clair College is a designated Evacuee for the FERMI Nuclear Plant.

The primary evacuation route is Highway 20 out of Amherstburg to E.C. Row Expressway and along Huron Church Road. The secondary evacuation route is up Howard Avenue to Huron Church Road.

Data related to the delivery of emergency services was collected through stakeholder meetings during the Practical phase of the project, as additional design details became available.

All communities within the ACA are serviced by the City of Windsor Police and Fire or LaSalle Police and Fire. Ambulance services are provided by the County of Essex. Windsor Fire District 5 station is located on Cabana Road, east of the Huron Church/Talbot Road transportation corridor. Huron Church Road is used to access the service area in these communities. Windsor Police are dispatched from their downtown headquarters on Goyeau Street. Windsor Police also rely on Huron Church Road to access adjacent neighbourhoods.

LaSalle Police and Fire are both dispatched from Malden Road complex. An ambulance dispatch is also located in the complex. Todd Lane or Sandwich Parkway are used by Emergency Services to access the LaSalle service area on Highway 3/Talbot Road.

The Windsor & Essex County Student Transportation Services provides school bus services to the area boards of education, the Greater Essex District School Board, the Windsor-Essex County Catholic District School Board, and Conseil Scolaire de District des Ecoles Catholiques du Sud-Ouest.

