



Canada-United States-Ontario-Michigan Border Transportation Partnership

Practical Alternatives Evaluation Working Paper

Social Impact Assessment

DRAFT

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Version 1**

PREFACE

The Detroit River International Crossing (DRIC) Environmental Assessment Study is being 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 2006, the Canadian and U.S. Study Teams completed an assessment of illustrative crossing, plaza and access road alternatives. This assessment is documented in two reports: *Generation and Assessment of Illustrative Alternatives Report - Draft November 2006* (Canadian side) and *Evaluation of Illustrative Alternatives Report (December 2006)* (U.S. side). The results of this assessment led to the identification of an Area of Continued Analysis (ACA) as shown in Exhibit 1.

Within the ACA, practical alternatives were developed for the crossings, plazas and access routes alternatives. The evaluation of practical crossing, plaza and access road alternatives is based on the following seven factors:

- Changes to Air Quality
- Protection of Community and Neighbourhood Characteristics
- Consistency with Existing and Planned Land Use
- Protection of Cultural Resources
- Protection of the Natural Environment
- Improvements to Regional Mobility
- Cost and Constructability

This report pertains to the Protection of Community and Neighbourhood Characteristics factor and is one of several reports that will be used in support of the evaluation of practical alternatives and the selection of the technically and environmentally preferred alternative. This report will form a part of the environmental assessment documentation for this study.

Additional documentation pertaining to the evaluation of practical alternatives is available for viewing/downloading at the study website (www.partnershipborderstudy.com).

EXECUTIVE SUMMARY

Protection of Community and Neighbourhood Characteristics: Summary of Social Impact Assessment

Social Impact Assessment (SIA) is part of the overall evaluation factor "Protection of Community and Neighbourhood Characteristics." The SIA is being undertaken to assess the social consequences of the alternatives that are being considered for the construction and operation of the Detroit River International Crossing (DRIC), including the access roads and plazas, as well as to identify ways of reducing negative effects.

Social impacts occur when a project negatively or positively affects the way of life or lifestyle enjoyed by people, their social relations, the social structure or character of communities, and/or the local or regional services and facilities. The SIA examined the effects to the community of South and West Windsor and LaSalle as a result of the proposed project activities. In order to assess the potential effects, an understanding of the social indicators identified for this study was required. Within the larger community of South and West Windsor and LaSalle, a number of smaller communities were identified adjacent to the Area of Continued Analysis (ACA).

How the Analysis Was Done

The assessment was conducted for the practical alternatives for access roads, inspection plaza locations and river crossings. Data collection for the SIA involved a number of methods including household questionnaires, social feature questionnaires, focus group sessions, input received as part of the public consultation efforts, stakeholder interviews, site visits and published secondary sources such as Census Canada and from the City of Windsor.

Findings to Date

Access Roads

- All alternatives are consistent with the historical use of the corridor in that this corridor is recognized as an international gateway route in the City of Windsor and Highway 3 is a provincial facility. The current roadway presently carries high volumes of traffic.
- All alternatives displace a similar range of the number of households (between 160-230 households for alternatives 1A and 1B, 170 to 230 for alternatives 2A and 2B, and 140 to 180 for Alternative 3).

- The households displaced are primarily located beside the Huron Church/Highway 3 corridor; however, community neighbourhoods at, Spring Garden Road, Bethlehem Avenue, Reddock Avenue and Talbot Road (Highway 3) will experience a greater change in character and cohesion than other smaller communities located along the corridor.
- Residents in the Spring Garden, Bethlehem Avenue, Reddock Avenue, and Talbot Road (Highway 3) neighbourhoods will experience a change in community connectivity in the way they are able to access other areas and community resources across Huron Church Road; access will be provided at key locations, and may require minor out of the way travel
- All alternatives provide a provincial freeway facility connecting Highway 401 to the international crossing for international traffic and will therefore remove international traffic from local streets.
- Both the tunnel and below-grade options improve the aesthetics of the corridor by lessening the visibility of traffic for the adjacent communities. The visual characteristics of the tunnel ventilation buildings would not be consistent with the surrounding landscape and may be considered an aesthetic intrusion for nearby residents.
- All alternatives have a similar impact on social features.
- No significant noise impacts are predicted with any of the access road alternatives.

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 businesses will be offset by gains in other businesses, or the displaced businesses will relocate to other suitable areas.

- Oakwood Public School bus route is affected by the closure of Spring Garden for both Alternative 1A alignment alternatives (Options 1 and 2).
- Increased travel time or school bus re-routing may be experienced by Oakwood Public School and St. James Catholic School.

Conclusion

Potential changes to community cohesion and character for specific neighbourhood communities due to the displacement of residences and social features are similar for all alternatives. The areas of South and West Windsor and LaSalle will benefit from having international traffic removed from local streets and separated from local traffic. Businesses displaced that serve the local neighbourhoods will potentially cause a change in social patterns and community function; however there is little difference between the tunnel option and the non-tunnel options. 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 businesses will be offset by gains in other businesses, or the displaced businesses will relocate to other suitable areas. The new access road will have an aesthetic impact on the community, although this impact is greatest with the at-grade alternatives.

Plaza and Crossing Alternatives

The communities most affected by the plazas and crossings are the southern portion of Sandwich Towne and the residential communities near Matchette Road and E.C. Row Expressway. The noise generated solely from the plaza locations is not expected to cause a high noise impact for areas closest to the plazas. In most cases, homes are more than 50 m (164 ft) away from the plazas. There is one social feature displaced with all the plaza and crossing alternatives - the Erie Wildlife Rescue facility.

Plaza A and Crossing Combinations

Plaza A is located in a rural residential area located in the vicinity of Ojibway Parkway, E.C Row Expressway and Armanda Street. Plaza A is not consistent with the established zoning for the area and will have a substantial impact on the cohesiveness and character of the neighbourhood. The number of dwellings potentially displaced by the Plaza A and crossing alternatives varies between 62 and 66. These residences are primarily situated in an area between Matchette Road and Ojibway Parkway. The proximity of Plaza A to the residences along Armanda Street may result in a larger number of residents being disrupted by air quality changes than with the other Plaza alternatives. Between five and six businesses are displaced with the Plaza A-Crossing C combination; these businesses are industrial in nature and are not reliant on a waterfront location.

Plazas B, B1 and C and Crossing Combinations

Plaza B, B1, and C are located within the Brighton Beach Industrial Park, consequently, resulting in fewer displacements (approximately 35 to 40 residences) than the Plaza A alternatives. As with Plaza A alternatives, almost all of the residential displacements are within the area between Matchette Road and Ojibway Parkway. Between one and five industrial businesses will be displaced with the Plaza B, B1 and Crossing B and C combinations. Crossing C via Ojibway Parkway is closest to the Sandwich Towne residents. Crossing C is perceived as encroaching into the community. There are five industrial businesses that will be displaced with the Crossing C combination. The potential economic losses due to business impacts will likely be offset by relocation of the affected businesses or gains by competitors. Some negative impacts may result in relation to the specific locational needs of the displaced businesses.

Conclusion

All alternatives impact the residential area between Matchette Road and Ojibway Parkway. Plaza A has the greatest potential effect from a community and neighbourhood features perspective due to the displacement of residences and proximity to the adjacent Armanda Street area. Similarly, Crossing C has the greatest potential for effects from a community and neighbourhood features perspective, due to its proximity to Sandwich Towne. Plaza B1 and Crossing B is considered to have the fewest overall impacts to the community, including displacement of residents and businesses, in comparison to the other alternatives.

Remaining Activities

The assessment of the enhanced below-grade parkway alternative has yet to be completed. This assessment will include further workshops and meetings to collect input from the community on this alternative.

Once a technically and environmentally preferred alternative is identified, additional meetings and workshops will be arranged to help the study team to further define and understand impacts to the communities, identify appropriate mitigation measures and their associated impacts, and development of monitoring activities, as appropriate.

Practical Alternatives Evaluation Working Paper

Social Impact Assessment

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1. Introduction

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

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

1.1 Practical Alternatives

Access Road Alternatives

There are five potential alternatives for the proposed access road and seven different combinations for plaza-crossing locations. Each of the five access road alternatives (1A, 1B, 2A, 2B & 3) has differing road alignments in certain segments of the access road, which results in slightly different impacts. The five alternatives for the proposed access road differ based on the built-form of highway and/or access roads.

Alternative 1A is an at-grade six-lane freeway with one-way service roads on either side.

Alternative 1B is a below grade six-lane freeway with one-way service roads on either side.

Alternative 2A is an at-grade six-lane freeway with two-way services roads located south of the freeway.

Alternative 2B is a below grade six-lane freeway with two-way service roads located south of the freeway.

Alternative 3 is a cut and cover tunnelled six-lane freeway underneath Huron Church/Highway 3 corridor.

Huron Church/Highway 3 would remain and be used as service roads.

An exhibit of the access road alternatives is found in Appendix A.

Plaza Crossing Alternatives

There are three different proposed locations for a new border crossing in the west Windsor area and four plaza alternatives. Seven plaza/crossing combinations have been proposed:

Crossing A-Plaza A is a bridge crossing south of the Brighton Beach Power Generation Station and plaza located south of E.C. Row Expressway, east of Ojibway Parkway. The approach road between the plaza and crossing generally runs along side Broadway Street.

Crossing B-Plaza A is a bridge crossing north of the Brighton Beach Power Generation Station and plaza located south of E.C. Row Expressway, east of Ojibway Parkway. The approach road runs alongside Sandwich and Broadway Streets.

Crossing C-Plaza A is a bridge crossing in the industrial portlands near Russell Street/Sandwich Street and plaza located south of E.C. Row Expressway, east of Ojibway Parkway. There are two possible connecting road options, one runs alongside Sandwich Street and Broadway Avenue through Brighton Beach, while the other is along Sandwich Street and the western extension of Ojibway Parkway.

Crossing B-Plaza B1 is a bridge crossing north of the Brighton Beach Power Generation Station directly connected to a plaza located at the southern end of Sandwich Street, connecting to the new crossing via of Broadway Street.

Crossing C-Plaza B is a bridge crossing in the industrial portlands near Russell Street/Sandwich Street and plaza located at the southern end of Sandwich Street, north of Broadway Street. The approach road runs generally alongside Sandwich Street.

Crossing C-Plaza C is a bridge crossing in the industrial portlands near Russell Street and Sandwich Street and plaza located west of Sandwich Street, south of Prospect Avenue. The approach road runs alongside Sandwich Street.

An exhibit of the plaza-crossing alternatives is found in Appendix A.

1.2

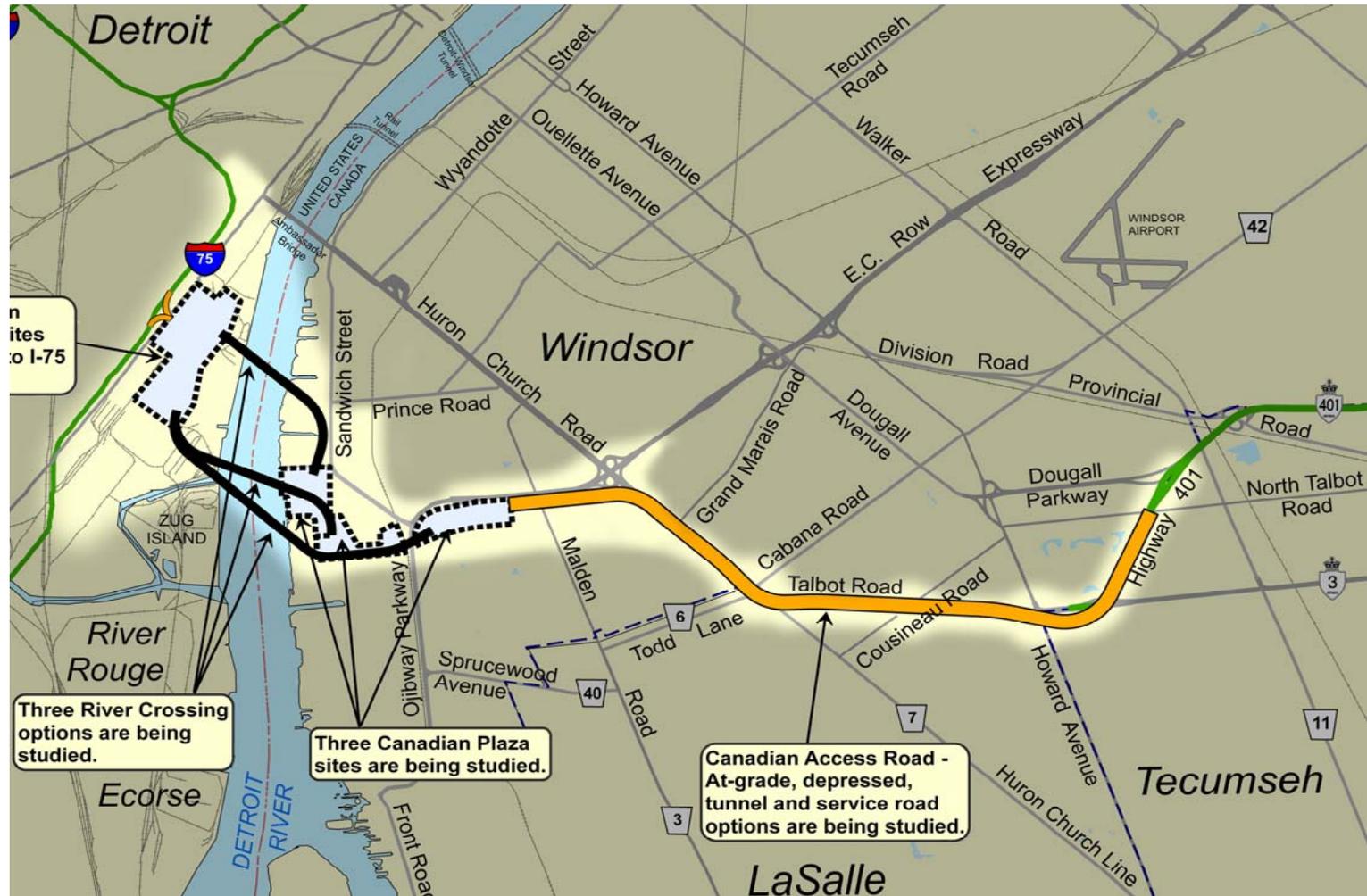
Area of Investigation

Windsor is the southernmost city in Canada and the second largest city in southwestern Ontario (after London). Located directly south of the City of Detroit in the United States and separated by the Detroit River, it is the largest community in Essex County. The Windsor-Detroit border crossing is the busiest commercial border crossing in North America.

The Area of Continued Analysis (ACA), illustrated in Figure 1.1, includes a southern portion of Sandwich Towne, located on the west side of the City of Windsor, Brighton Beach Industrial Park, and the existing Highway 401-Huron Church Road transportation corridor. The plaza and river crossing alternatives in the ACA are within an area from the Detroit River shoreline to Ojibway Parkway. From Ojibway Parkway to Highway 401, the ACA contains either Plaza A or the access road for Plaza A, B or C.

Each practical alternative has a unique property requirement, or footprint, which was the primary area of investigation for the social impact assessment. It is within the alternatives footprint that residents and social features may be potentially displaced by one or more of the study alternatives. Those residents and social features potentially displaced by one or more of the study alternatives include those properties wholly within the proposed ROW of one of the alternatives and those properties partially displaced as a result of the proposed ROW crossing a property. In both cases, the properties have been counted as potentially displaced.

FIGURE 1.1 KEY PLAN OF THE AREA OF CONTINUED ANALYSIS



The second area of investigation extends beyond the proposed ROW of the practical alternatives and represents the area within which nuisance effects (noise, dust) may be experienced. As there can be a number of social impacts, it is important to identify an impact zone large enough that will likely encompass the majority of impacts rather than a limited zone that would lead to an under-estimation of the potential social impacts. Some impacts, such as changes to air quality typically impact an area of less than 100 metres from the ROW. Noise impacts, in general can be experienced at a greater distance depending on the sensitivity of the receptor, topography and /or buildings, structures and vegetation but typically occur within 200 metres. Aesthetic impacts, or changes to the viewshed vary depending on the proposed alternative, topography and structures. Finally, other social impacts such as access or interruption of day to day life (outdoor use of property, walking to a shopping plaza, neighbourhood park etc.) are variable but are typically experienced within 200 m or less of a development project ROW.

The 200 m nuisance impacts area was further refined during the analysis based on data received from other project disciplines, namely air quality and noise. Based on predicted impacts from air quality and noise, a zone of influence was identified to further understand the potential impacts to the community, residents and social features. As discussed in the context of disruption to residents and social features, a zone of influence impact is the area adjacent to, or surrounding, a project alternative (access road, plaza, crossing) within which people may notice a change in the environment, and consequently, a change or disruption to their activities.

Thus, two study areas of investigation were used to assess the social effects of the access road plaza and crossing alternatives; namely, the alternative footprint, used to assess the effects of displacement; and the zone of nuisance impacts, which was used to assess disruption effects to adjacent residents and the surrounding community. Figure 1.2 illustrates the social impact assessment area of investigation.



0 0.5 1 2 3 4 Kilometres

Figure 1.2
SIA AREA OF INVESTIGATION



2. DATA COLLECTION

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. The social impact assessment for the analysis of Practical Alternatives for the DRIC project 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.

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 an important 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.

Chapter 2 outlines the data collection tools used to collect both quantitative and qualitative data for the social impact indicators used in the assessment of Practical Alternatives. Each indicator is described and the associated data collection tools for each have been detailed in Table 2.1. The assessment of social indicators did not rely solely on one data collection tool, but several, as shown in the table.

TABLE 2.1 DATA COLLECTION TOOLS TO ASSESS SOCIAL IMPACT CRITERIA

Indicator	Data Collection Tools								
	Questionnaires		Public Information Open Houses	Focus Groups		Stakeholder Interview	Site Visits	Secondary Information Sources ^a	Other Disciplines ^b
	Household	Facilities		Mental Mapping	Discussion/ Workbook				
Displacement of Residents	<ul style="list-style-type: none"> Number of houses potentially displaced in the ROW Number of potentially displaced adults, and special populations including children, adults over age 65 and people with special needs 			<ul style="list-style-type: none"> Area boundaries of communities Geographic range of daily activities 	<ul style="list-style-type: none"> Defined community boundaries Community character, change, cohesion Property uses Perceived impact of the DRIC project a resident community 		Confirmed potentially displaced dwellings in the ROW	Cross referenced census population and dwellings data to identify the potentially displaced	
Displacement of Social Features		<ul style="list-style-type: none"> Number and type of facilities potentially displaced Number of uses/activities potentially displaced 				<ul style="list-style-type: none"> Number and type of facilities potentially displaced Uses/activities potentially displaced 	Confirmed social features potentially displaced in the ROW.	Identified social features from land use planning documents, and municipal services printed materials	
Disruption of Residents	Current disruption to use and enjoyment of property				Current disruption to use and enjoyment of property		Number of dwellings and people disrupted by nuisance dust and noise		
Disruption of Social Features		Number of institutional and recreational uses/ activities disrupted.		<ul style="list-style-type: none"> Boundaries of disrupted communities Disruption of day-to-day use and enjoyment of property for residents during operation (access, 		Available facilities, functional uses, population/ catchment areas served and public access to sites/facilities that may be disrupted by the proposed route alternatives and plazas.			

Indicator	Data Collection Tools								
	Questionnaires		Public Information Open Houses	Focus Groups		Stakeholder Interview	Site Visits	Secondary Information Sources ^a	Other Disciplines ^b
	Household	Facilities		Mental Mapping	Discussion/ Workbook				
				commuting patterns, disruption to neighbourhood, circulation, etc.).					
Municipal Services Impacts						Increased response time and access issues related to the delivery of public transit, school bus routes, emergency services (police, fire, ambulance)			
Community/ Neighbourhood Impacts	Perceptions of the project, community character, satisfaction, cohesiveness; community drivers of change.						Qualitative assessment of the compatibility of the proposed route alternatives and plazas with current and future land uses.		
Community Cohesion, Character and Function	Community character, satisfaction, cohesiveness; community drivers of change.								

a. Air photos, municipal and other mapping sources. municipal studies, inventories, plans, websites.

b. Air, noise, and economic assessments; traffic data; and access road, plaza, and crossing designs.

2.1

Questionnaires

Questionnaires were used to collect social data from residents potentially displaced and from social features potentially displaced or disrupted by project alternatives.

Displacement of Residents

Property takings and the consequent displacement of households (all forms of housing) can have a significant negative impact on community residents (owners, tenants, neighbours, and neighbourhoods). For this study, the terms 'households' and 'dwellings' are used interchangeably.

To identify those potentially displaced, households were identified using Geographic Information System (GIS) data that mapped the practical alternatives for the access road, plaza and crossing alternatives against property information provided by local municipalities. For the purposes of analysis, a property is considered displaced:

- if any part of the property (home or building, including yards) is intersected by any access route alternative, plaza or crossing ROW;
- if the property would only have access via an interchange ramp; and
- if vehicular access to a property is not attainable i.e. the property is land-locked.

While this may slightly inflate the total number of households and residents displaced, the decision rules were applied to all practical alternatives for consistency in analysis and reporting.

Once identified, data collection involved administering a household questionnaire to residents potentially displaced by one or more of the study alternatives. 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. The questionnaire administered to those residents identified as being potentially displaced is provided in Appendix B.

The questionnaire was hand delivered by the study team to 479 households within the primary area of investigation in July 2006. 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.

Information from the questionnaires were tabulated for the number of people from each household and special populations, such as children and adults over the age of 65 years

of age. The special population was recorded as a percentage of the total effected population for the each practical alternative and included in the summary matrices (provided in Chapter 5).

Displacement and Disruption of Social Features¹

Property takings and the consequent displacement of social, recreational and cultural features/facilities can have a significant negative impact on the users, employees and managers of such facilities. The measurement involved a quantitative assessment of the total number of feature/facility properties wholly or partially displaced by the ROW based on GIS mapping. The same decision-rules for potentially displaced households were applied in determining the number of social features potentially displaced. GIS mapping was used to determine wholly or partially displaced social features within the ROW for each practical alternative. Partial displacement refers to a portion of the property required for one or more of the project alternatives and would not entail whole or total displacement of the social feature or its programs.

Social features located wholly or partially within 200m of the project alternatives were identified as having the potential to experience effects from the project, and were consequently identified as potentially disrupted features. Users of these social features may experience construction and operational disruption effects such as: dust, noise, odour, lighting, visual intrusion, traffic, vibration, changes in access to properties, and changes to pedestrian access or safety. Analysis of the social disruption is based on the qualitative assessment of information gathered from site visits, and facility interviews with employees/managers.

Data was collected for both potentially displaced and disrupted social features using a facility-specific questionnaire that was administered during an interview with the facility manager. The questionnaire and interview collected information on programs, the service catchment area, number of users, and access to the facilities. Questionnaires were developed by feature type (e.g. Schools, churches) and are provided in Appendix C.

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.

2.2

Public Information Open Houses

Public Information Open Houses (PIOH) provide the opportunity to obtain qualitative data from attendees. Two PIOHs were held during the practical alternatives generation and

¹ As social features range from recreation facilities to schools to neighbourhood parks, the terms social feature and social facility are used interchangeably in this report.

assessment. During these open houses data was collected through submitted written comment forms, and personal communication with participants.

The PIOHs were particularly helpful in gaining insight with respect to:

- The character of the community;
- The satisfaction with the community as a place to live;
- The cohesiveness of the community;
- Perceptions with respect to the project and how the proposed access road, plaza or crossing, may or may not change those perceptions; and
- Unique features related to individual properties, and/or the neighbourhoods within the ACA.

2.3 Focus Group Meetings

Focus group meetings were used to collect information from residents that would be potentially disrupted by the various alternative access roads, inspection plazas and crossings for the DRIC project. Two focus group meetings were held in October 2006. Two groups of residents were invited to participate: those identified as being potentially displaced and those identified as being potentially disrupted by the project. To reach these two groups of residents, invitations were mailed out to all households within the ACA. Reminder telephone calls were also made to solicit participation or to confirm attendance for the meeting.

A total of 78 participants attended the October focus group meetings. Neighbourhoods represented included Ojibway Park to Malden Road, Spring Garden, Bethlehem area, Villa Borghese, Heritage Estates, the Shadetree Court area, Talbot Road, the Montgomery-Chelsea area, and Southwood Lakes.

As a result of the community's request for increased involvement in the project, a second round of focus group meetings were held in January 2007 specifically for Sandwich Towne residents. An invitation was mailed to Sandwich Towne households and the focus groups were further advertised by word of mouth through local community networking. The objective of the January focus group meetings was to collect information on potential disruptive and cumulative effects of the DRIC project to the Sandwich Towne community which is located predominately outside of the ACA. A total of 32 participants attended the two focus group meetings.

The focus group meetings entailed completing a mental mapping exercise, and completing and discussing a series of questions presented in a workbook. The mental mapping exercise provided information on how participants define their neighbourhood boundaries, and interact within the community, including where people shop, worship, and recreate.

The exercise provided a geographic range of social patterns and routine activities undertaken by residents.

The focus group workbook was used to elicit and compile information on property use, activities, and potential effects the proposed practical alternatives would have on property use and enjoyment. Group discussions highlighted points of interests or issues of concern to community members. Focus group workbooks are provided in Appendix D and E.

Qualitative analysis of results from the mental mapping exercise, group discussions, and focus group workbooks was used to determine how people and their communities may be affected by the various practical alternatives.

2.4

Stakeholder Interviews & Site Visits

Stakeholder interviews provided qualitative data upon which to identify and assess project effects on social features, municipal services and community character and function.

Site visits helped identify or confirm those households and social features potentially displaced by one or more of the access road, plaza or crossing alternatives. Site visits to social features noted characteristics, available facilities, functional uses and public access to the sites/facilities.

Refinements to the design of the practical access road alternatives and associated ROW limits, plazas and crossings removed some social features from further analysis.

The potential for the project to impact municipal services is dependent on the interactions between project activities and the delivery of services such as public transit, emergency services (fire, police and ambulance), and school bus transportation. All of these services are dependent on the transportation network. Consequently, several meetings were held with relevant emergency services personnel from the City of Windsor, the Towns of LaSalle and Tecumseh and Essex County to exchange project information and to obtain specific information on the potential for impacts to the delivery of services.

2.5

Secondary Information

Secondary information such as Census Canada data, municipal planning documents, and websites was used to identify or confirm data for a number of the social indicators including the number and demographic characteristics of displaced residents, location and characteristics of social features, location and characteristics of municipal features such as recreation trails, and general information on municipal services. Various planning documents by the City of Windsor have been reviewed, including the City of Windsor Official Plan (April 2000), City of Windsor Zoning Bylaws, the Huron Church Road Urban Design Master Plan & Development Guidelines (February 2006), and the Olde Sandwich Towne Community Planning Study Report (October 2006). In addition, planning documents have been reviewed from the Town of LaSalle, including the Town of LaSalle Official Plan (2003) and zoning bylaws. The Town of Tecumseh Official Plan (2006) and zoning bylaws were also reviewed.

Other secondary sources included websites, mapping and air photos, and air and noise modelling data. Modeling for the noise and air quality analysis is based on a sensitive receptor methodology and assists with the identification and evaluation of nuisance effects. The nuisance effects were assessed considering the level of disturbance caused by noise, vibration and air pollution from traffic flow volumes through neighborhoods in the ACA.

2.6 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 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.

2.7 Data Limitations and Constraints

The main data collection tools used in assessing the social impacts of the DRIC practical alternatives included questionnaires, focus groups, stakeholder interviews, site visits, and the collection of secondary data. Each data collection tool comes with its own inherent advantages and disadvantages.

Those tools requiring direct response from people were often constrained by:

- the level of participation in cases where attendance, availability or response was a determining factor;
- misleading information where people say/record what they feel you want to hear; and
- incomplete or illegible responses (particularly with questionnaires).

Efforts to elicit increased participant/response rates were made in the number of situations using reminder notices, questionnaire re-mailings, follow-up phone calls, community outreach through networking channels, and media advertising.

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 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.

3.1 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 3.1 as well as data for the Province of Ontario as a whole and Essex County. The table includes data for home ownership, immigrant population, minorities, and languages.

TABLE 3.1 DEMOGRAPHIC BASELINE

ADMINISTRATIVE BOUNDARIES & PRACTICAL ROUTE ALTERNATIVE SEGMENTS	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	67.80	32.00	17.78	19.08	70.58	4.30	23.68
Essex County*	141,300	374,975	73.00	27	20.01	11.37	72.76	3.85	22.00
Area of Continued Analysis	479	1,327	91.14	9.61	17.78	12.94	71.38	1.90	25.82

*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 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 (see Table 3.2).

TABLE 3.2 SURVEY DEMOGRAPHIC - SPECIAL POPULATIONS

Practical Route Alternative	Survey Population			
	Total	Special Populations % of Total*		
		Children age < 18	Adults age > 65	Special Needs
Area of Continued Analysis	823	21%	13%	9%

* Source: DRIC household questionnaire results

3.2 Community/Neighbourhood Characteristics

Community/neighbourhood characteristics for 17 unique communities within the ACA plus a brief description of the business community within the ACA are described in this section. The community/neighbourhood characteristics described in this section include a description of the 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. Sources of information include questionnaires, focus group discussions, public information open houses, and stakeholder meetings.

“Community” as used in this report refers to qualitative attributes relating to how people feel or identify with their surrounding environment. “Neighbourhood” refers to the physical attribute such as streets/roads and landscapes where people live. Characteristics for both community and neighbourhood are discussed in this chapter for distinct areas along the ACA.

The use and enjoyment of their property contributes to residents’ feelings of 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 features often defines what attributes residents dislike about their community.

Common property uses in residential neighbourhoods within the ACA 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 conditions in the non-winter months.

Community cohesion is generally described as a measure of how tied together the community is. It is essential in understanding the community and the residents within it. 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 delivered to potentially displaced residents and focus group workbooks and discussion.

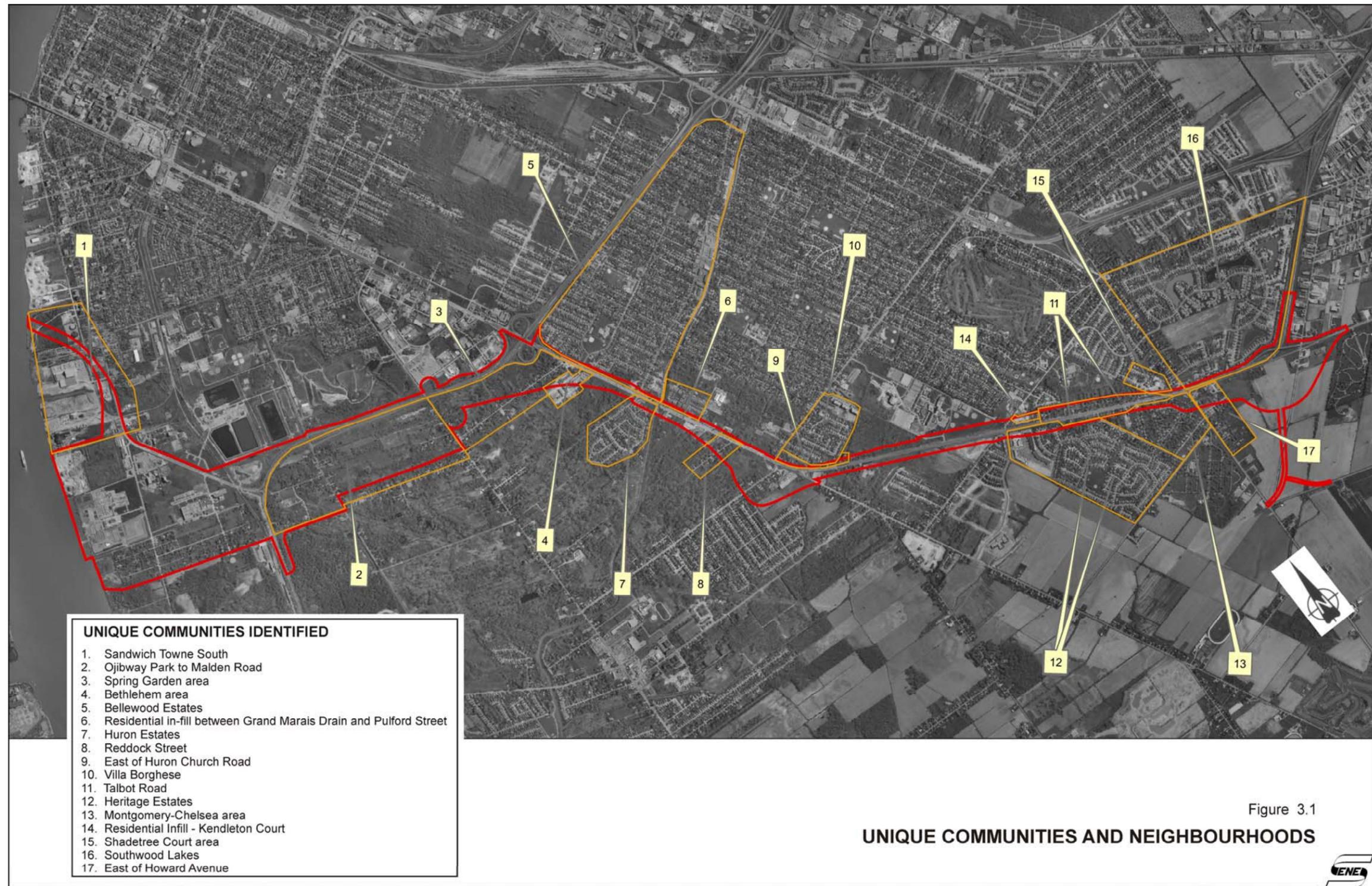
The Community boundaries in the ACA were defined based on input from the focus group meetings mental mapping exercise and discussions. Focus group participants discussed what the terms “community” and “neighbourhood” meant to them and concluded by

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 infill and strip development adjacent to the transportation corridor.

Unique communities identified within the ACA are listed below and illustrated in Figure 3.1.

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 infill pocket – Kendleton Court;
15. Shadetree Court area;
16. Southwood Lakes;
17. East of Howard Avenue.



3.2.1 Businesses in the ACA

Businesses in the ACA provide a wide variety of services (e.g. accommodations, food, clothing, animal medical care, 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 effect social patterns and community functions. Such businesses include, Golden Griddle, King Kone (seasonal), Petro Canada, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Mac's, XTR Gas, Vachon Bakery Outlet, and the wide array of stores in the Windsor Crossing Outlet Mall. These impacts are discussed by community 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.

3.2.2 Sandwich Towne South

A portion of the ACA, and more specifically the Crossing C Alternative, is within the southern portion of Sandwich Towne. The Sandwich Towne south neighbourhood is characterized by a mix of residential and industrial development.

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 3.2 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 3.3. 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. Despite its multi-cultural and socially and economically diverse population, anecdotal evidence provided from focus group participants suggested that residents are caring, respectful of one another, and close knit.

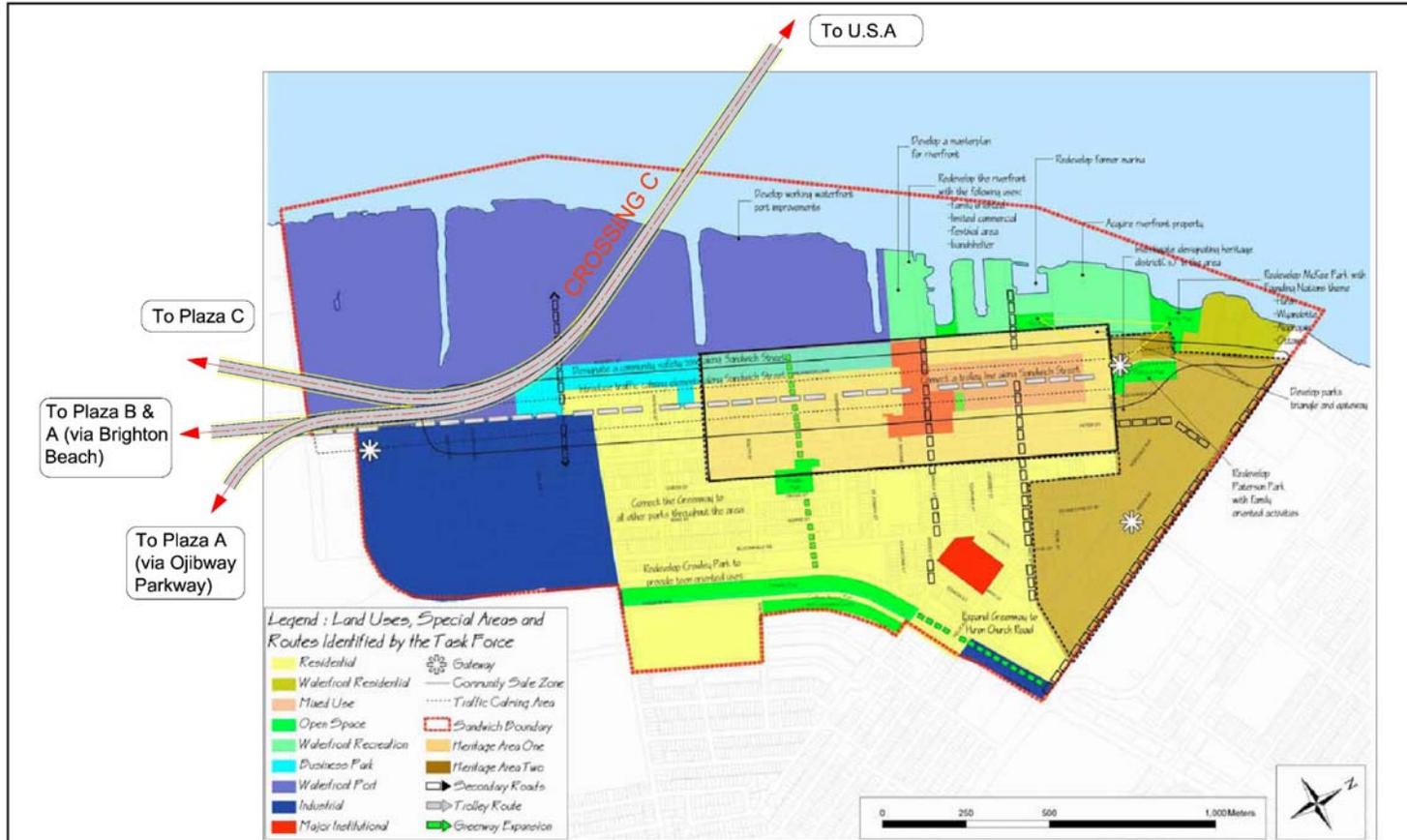
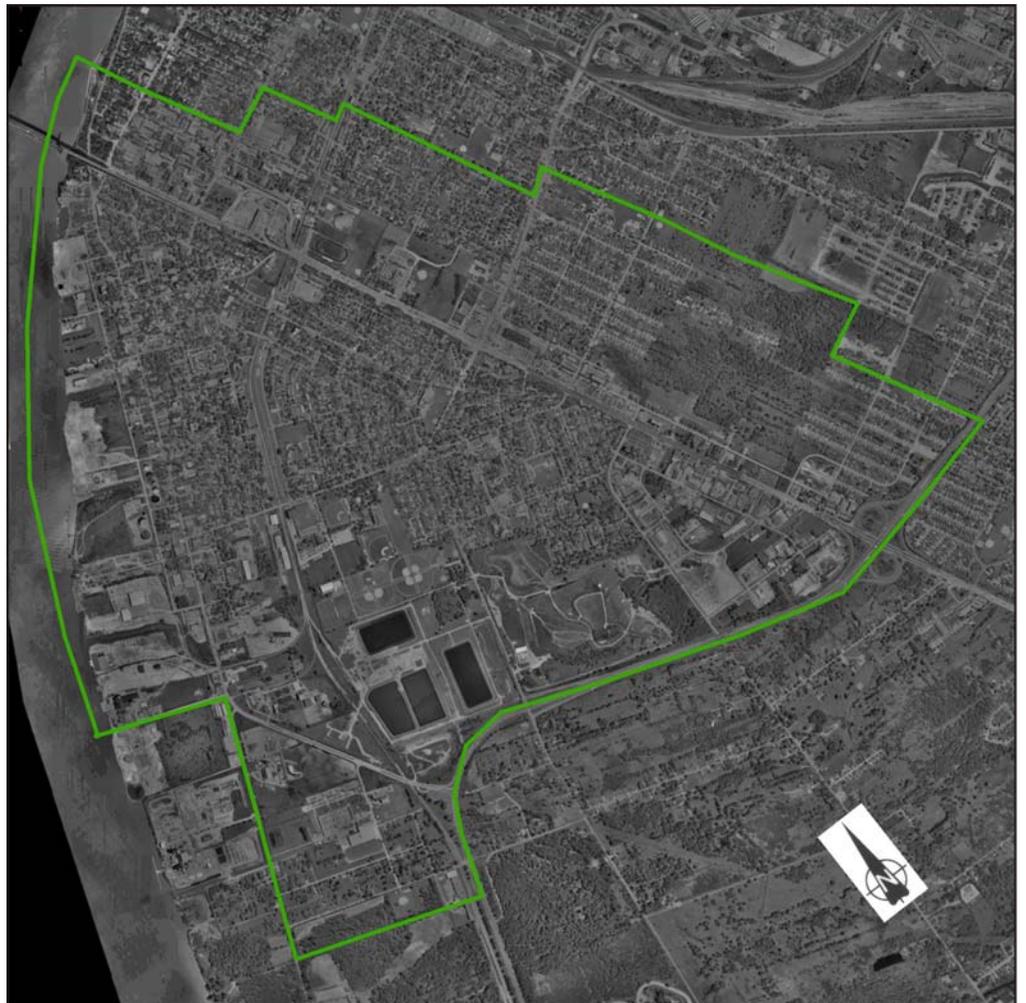


Figure 3.2

SANDWICH TOWNE COMMUNITY PLANNING BOUNDARY





0 0.5 1 2 Kilometres

Figure 3.3

**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 features 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 workbooks and discussion.

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

3.2.3

Ojibway Park to Malden Road

Ojibway Park to Malden Road is the location of either the access road to Plazas B and C or is the location of Plaza A. This area is located between Ojibway Parkway and Malden Road south of the E.C. Row Expressway (see number 2, Figure 3.1). In the Plaza A configuration, Matchette Road, which presently crosses under E.C.Row Expressway will be realigned following the E.C.Row/Ojibway Parkway curve to Broadway Street.

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 Cohesion

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

3.2.4 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 3.1 in relation to the ACA. The access road to either Plaza A or to Plaza B and C is located within this area. 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.

3.2.5

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. As seen in Figure 3.1, the ACA encroaches into this community. The alignment for the access road into the plazas cross through this area.

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 features 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.

3.2.6

Bellewood Estates

Bellewood Estates is an established sub-division development located north of Huron Church Road, between E.C. Row and Pulford Street. The alignment of the access road to the Plazas is located adjacent to Bellewood Estates (see Figure 3.1). 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.

3.2.7

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.

Residential In-fill between Grand Marais Drain and Pulford Street

The residential in-fill between Pulford Street Grand Marais Drain is shown on Figure 3.1 and is within the ACA. The access road alignments may potentially effect this residential area.

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.

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.

3.2.8

Huron Estates

The community of Huron Estates is located south of Huron Church Road between Lambton Road and the Grand Marias Drain/Turkey Creek. As depicted on Figure 3.1, Huron Estates is located on the periphery of the ACA. 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.

3.2.9

Reddock Street

Reddock Street is located on the periphery of the Spring Garden Road Prairie between the Gran 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 which is located partly within the ACA as shown in Figure 3.1.

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.

3.2.10 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 adjacent to Huron Church Road are located within the ACA as shown on Figure 3.1.

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.

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.

3.2.11 Villa Borghese

The Villa Borghese neighbourhood is located between Cabana Road West and the Lennon Drain on the east side of Huron Church Road. Figure 3.1 illustrates its location in relation to the ACA.

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.

3.2.12 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 3.3 illustrates the location of the Talbot Road community within the ACA.

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 significant 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.

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."

3.2.13 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. As Figure 3.3 illustrates, only a small portion of Heritage Estates is located within the ACA.

Community Character

Focus group participants had different attitudes about their community depending to 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.

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.

3.2.14 Residential Infill

3.2.14.1 Kendleton Court

Kendleton Court is a new residential pocket north of Talbot Road, east of Cousineau Road. The development is shown on Figure 3.3 and is located within the ACA.

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 infilling 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.

3.2.14.2 Shadetree Court Area

The Shadetree Court is a new residential infill located north of Talbot Road immediately west of Howard Avenue. This new residential development is shown on Figure 3.3 and is located at the periphery of the ACA.

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.

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.

3.2.15 Montgomery-Chelsea area

This community is located from Montgomery Drive to Howard Avenue. Several of the

residential streets within the area provide access directly onto Talbot Road. As identified in Figure 3.3, the ACA encroaches into the periphery of a portion of the neighbourhood.

Community Character

This section of the study area is located in LaSalle and is part of an older community 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 Montgomery-Chelsea area.

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 401 and Howard Avenue, and increased difficulty in accessing Huron Church Road. Residents also observed an infill 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.

3.2.16 Southwood Lakes

Southwood Lakes, located north of the existing Highway 401 ROW and includes a mix of housing, lakes and parkland. The community is located on the periphery of the ACA, as illustrated in Figure 3.3.

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.

3.2.17 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 number 17, Figure 3.3). The remainder of the area is predominately active agricultural land. There are few homes in this section of the ACA and even fewer 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.

3.3

Brighton Beach Industrial Park Area

Although not a “community” the Brighton Beach Industrial Park area is the location of the proposed Plaza B, B1, C and Crossing A, and B alternatives; and as such, is described as part of the baseline. The industrial park area is located between the Detroit River shoreline to Ojibway Parkway

Community Character

The alignment of Crossing A and B is through the Brighton Beach Industrial area. 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.

3.4 Social Features within the Area of Investigation

The social features described below are illustrated in the photo exhibit located at the end of this chapter. Figure 3.4 illustrates the location within or adjacent to the area of investigation for each social feature.

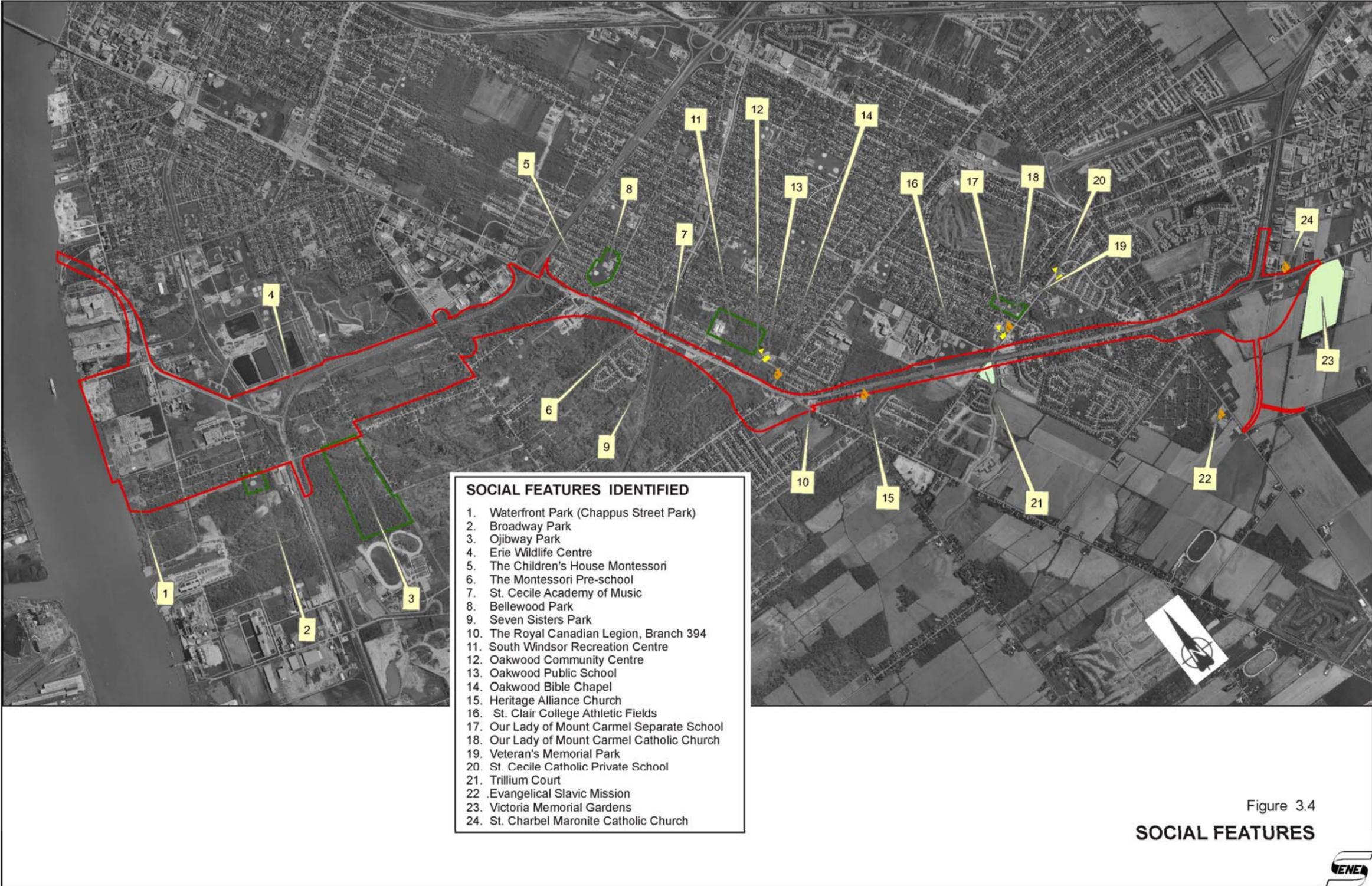
The Children's House Montessori, located adjacent to the ACA on LaBelle Street in Bellewood Estates, is a member of the American Montessori Academy. It has been in its current location for 20 years. The Children's House Montessori provides education and daycare services for children from infant age through 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 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 am to 6 pm on Saturdays. During the summer, music programs are also offered weekdays from 7:30 am to 7:00 pm. Enrollment for the 2006- 2007 school year was between 600 and 700 students (including the Nursery School). Projections for the next three years indicate that enrollment is anticipated to increase to their facility capacity (900 students) in 2008.

The ***Seven Sisters Park*** is a neighbourhood park located within the ACA 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 Windsor Trail 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 local community residents and non-residents.

Bellewood Park has been a neighbourhood park since 1985 and located outside the ACA adjacent to Bellewood Public School on Labelle Street. Park development and landscaping 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.

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.

South Windsor Recreation Complex is located outside the ACA 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 outside the ACA 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.

Oakwood Public School is located outside the ACA 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 outside the ACA 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 with the ACA 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 Amhurstburg, 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 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.

Our Lady of Mount Carmel Separate School is located along the ACA 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 along the edge of the ACA 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. Week days 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.

Veteran's Memorial Park is located along the edge of the ACA 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.

St. Cecile Catholic Private School. A part of the school ground south of the school buildings lies within the project's ACA and as such was included in the initial data collection for the practical stage. The School is beyond the zone of nuisance impact of the study alternatives under consideration and as such, is no longer carried forward for analysis.

Trillium Court is a housing co-operative located partially within the ACA on the south west corner of Talbot Road/Highway 3 and Sandwich Parkway, across from the Windsor Crossing Outlet Mall. The housing is a geared-to- income co-operative where applicants wait three to five years for a house. Trillium Court consists of several rows of town homes and a central play/park space located in the interior of the development. The park is equipped with playground equipment (swings, climbers).

The **Evangelical Slavic Mission** on Howard Avenue was identified as a social facility potentially disrupted by the project activities. As none of the Access Road Alternatives currently show a need for this re-alignment, the Evangelical Slavic Mission is beyond the zone of nuisance of the alternatives under consideration and as such, is no longer carried forward for analysis.

Victoria Memorial Gardens, a cemetery, is within the ACA 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. As none of the proposed access road alternatives encroaches on Victoria Memorial Gardens, it has been dropped from further evaluation. Access to the cemetery via Highway 3 eastbound may be impacted during the construction phase, but is not anticipated to result in any loss of function or use of the facility.

The ***St. Charbel Maronite Catholic Church*** is located adjacent to the ACA 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.

3.4.1 Plaza and Crossing Areas

3.4.1.1 Access Road to Plaza B and C

In this area, there is one social feature, the Erie Wildlife Centre. The *Erie Wildlife Rescue (EWR)* 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. The nearest neighbourhood dwellings are at least 200 m away. 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 includes 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) meetings for volunteers. 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.

3.4.1.2 Plazas B, B1, C, and Crossings A, B and C

The location of these plaza and crossing alternatives is located between Detroit River and Ojibway Parkway. Although this area is predominately industrial land uses; there are three regional parks or natural areas.

Ojibway Park is a designated community/regional park located between Ojibway Parkway and Matchette Road south of Broadway Street. 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.

Historically, the park was the result of a land swap in 1957, where a deal was struck to give a 37-acre lot south of Mic Mac Park and the mineral rights beneath a 180-acre landfill site in the west end in exchange for Ojibway Park. By 1976, the park's ecological importance was well known, and the City officially opened the Ojibway Nature Centre. In 1991, a land purchase from the Windsor Raceway, added another 50 acres to Ojibway Park.

Ojibway Park features a Nature Centre and several well kept, self-guided nature trails on which visitors can discover and learn about the ecology of the pin oak forest, savannah, and tall grass prairie habitats. Ojibway Park is connected to the Windsor Trail. 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.

The Park's ecological significance and the potential impacts on the Park from project activities is discussed in the *Practical Alternatives Evaluation Working Paper: Natural Environment Assessment* (April 2007), and consequently, is not carried forward in the social impact assessment.

Broadway Park is a neighbourhood park located south on Broadway Street between Linsell and Scotten Streets. 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.

The plaza and crossing alignments through this area traverse the Brighton Beach Industrial area, where only three residential properties still exist in this area as a result of the City land purchase. Broadway Street is maintained with access off Ojibway Park, thus access to Broadway Park and Ojibway Black Oak Woods is maintained. Residents utilizing both parks drive to them via Broadway Street.

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.

3.5 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, ambulance 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 Quелlette Avenue. These two hospitals provide emergency services to the residents within the study area.

Figure 3.5 illustrates the location of the various municipal emergency services relative to the ACA.

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 in the ACA. 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.

Sandwich Parkway was identified by Emergency Services as one of the arteries used to access Highway 3/Huron Church Road corridor (both directions).

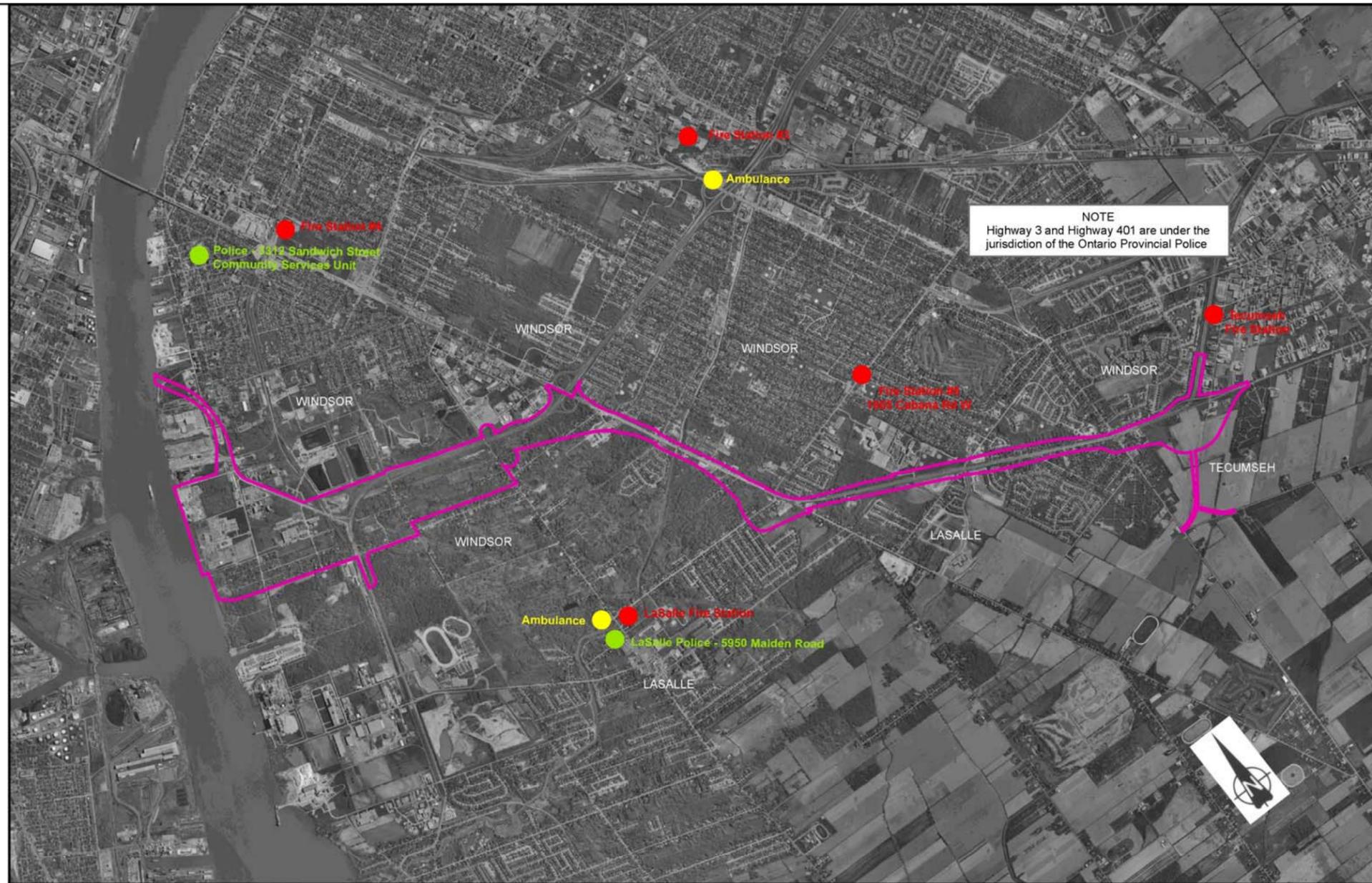


Figure 3.5
LOCATION OF EMERGENCY SERVICES



PHOTO EXHIBIT



ERIE WILDLIFE CENTRE



TRAIL OFF SPRING GARDEN



THE CHILDREN'S HOUSE MONTESSORI



THE MONTESSORI PRE-SCHOOL



ST. CECILE ACADEMY OF MUSIC



BELLEWOOD PARK

PHOTO EXHIBIT



SEVEN SISTERS
(Beyond Huron Church Road Bridge)



THE ROYAL CANADIAN LEGION



OAKWOOD COMMUNITY CENTRE



SOUTH WINDSOR RECREATION COMPLEX



OAKWOOD BIBLE CHAPEL



OAKWOOD PUBLIC SCHOOL

PHOTO EXHIBIT



THE HERITAGE PARK ALLIANCE CHURCH



TRILLIUM COURT



ST. CLAIR COLLEGE ATHLETIC FIELDS



OUR LADY OF MOUNT CARMEL
SEPARATE SCHOOL



OUR LADY OF MOUNT CARMEL
CATHOLIC CHURCH



VETERANS MEMORIAL PARK

PHOTO EXHIBIT



ST. CECILE CATHOLIC PRIVATE SCHOOL



EVANGELICAL SLAVIC MISSION



VICTORIA MEMORIAL GARDENS



ST. CHARBEL MARONITE CATHOLIC CHURCH

4. Analysis of Practical Alternatives

This chapter first discusses the potential effects to the broader community of South Windsor and LaSalle and then discusses the potential effects to the individual communities located adjacent to the transportation corridor. The communities and neighbourhoods are described in the social characterization baseline presented in Chapter 3.

The following paragraphs provide a general outline of the types of anticipated impacts. The intent of these paragraphs is to provide the reader with important background information necessary to understand the assessment work presented in this chapter.

Measuring the effects on residents and the community as a result of one of the practical alternatives is done through the understanding of several indicators, and an understanding of how residents define their communities. Indicators to assess community/neighbourhood impacts include displacement of residents and social features, disruption to residents and social features, changes to community cohesion, character, and function, and impacts to municipal services such as public transit, delivery of emergency services and school bus routes.

In order to avoid project activities residents in the vicinity may alter or change their movement patterns and social habits in terms of how they use and enjoy their property, and where they recreate, to minimize exposure to these project related activities. Adverse disruption impacts associated with the project could include nuisance impacts such as noise, dust and traffic congestion, or air pollution. Experiencing these impacts at a significant magnitude may affect residents' use and enjoyment of their property, movement patterns, and influence their perceptions of satisfaction with their community as a place to live, work and to raise a family. These perceptions may also influence their willingness to continue to invest their time or resources into their property and community.

In order to assess the potential for disruption to residents as a result of project activities, the noise and air quality study team members were consulted and data provided. The *Practical Alternative Working Paper Air Quality Impact Assessment* (SENES 2007) and the *Practical Alternative Working Paper Noise Impact Assessment* (SENES 2007) provides a full discussion on the anticipated air quality and noise effects of the Detroit River International Crossing project.

The displacement of a social feature, such as a church or recreation facility, or a disruption/change in uses can influence the enjoyment of that social feature, and consequently, how residents feel about their community. Changes to the use of social features are tied to the presence or absence of nuisance impacts as a result of the project.

The character, cohesion and function of a neighbourhood is influenced if a project alternative divides an existing neighbourhood, or alters the existing social patterns and linkages. Social patterns are often changed when local businesses or meeting places are relocated, such a neighbourhood restaurant, grocery store or coffee shop.

Potential impacts to municipal services could be a result of decreased access or increased travel times due to road closures, realignments or directional changes (one-way local service roads).

4.1 South Windsor and LaSalle Overview

As discussed above, the access road, plaza and crossing alternatives affect the general communities of South Windsor and LaSalle. It is within this broader community that specific neighbourhoods are located. This section discusses the effects of the project to these broader communities.

4.1.1 Community Impacts

The Highway 3/ Huron Church corridor has been an active transportation corridor for many decades. Adjacent communities and neighbourhoods were planned and built to utilize the Highway 3/Huron Church corridor as a major local transportation route. This was further supported at the focus group meetings during the mental mapping exercise when participants were asked to identify where they undertake routine activities such as shopping, recreation and work. This exercise illustrated the spatial orientation of their social patterns, and for some, the reliance on the Highway 3/Huron Church Road transportation corridor.

Residents presently experience traffic congestion, delays and noise associated with traffic on Highway 3/Huron Church Road corridor during peak times or as a result of border crossing delays. Anecdotal evidence suggests that residents have many concerns related to the existing situation including, noise and air quality impacts and personal safety. Without the proposed project, traffic will continue to increase, further exasperating the concerns. From this perspective, extending Highway 401 to a new plaza will separate the international/freeway traffic from local traffic. This, in itself is an improvement to the existing situation where cross-border traffic mixes with local traffic and is subjected to stop and go conditions caused by signalized intersections and other entrances.

4.1.2 Impacts to Social Features

The impacts to the social features in South Windsor and LaSalle relate to the displacement of social features by one of the study alternatives, or disruption to the use of a social feature as a result of nuisance impacts or changes to how the public accesses the features. The social features discussed in this section serve the broader community and are not specific to individual neighbourhoods.

These facilities include, Erie Wildlife Rescue, the South Windsor Recreation Complex, the Royal Canadian Legion, the Heritage Park Alliance Church, St. Clair College Athletic Fields, and Trillium Court Housing Co-operative.

The *Erie Wildlife Rescue (EWR)* is based out of an old school building located on a cul-de-sac east from Ojibway Parkway on Chappus Street. The right-of-way for the crossing

routes from Plaza A intersect with the property parcel occupied by the EWR. As such, this organization would be displaced from its present location by the project. Consequently, services lost due to displacement include wildlife rehabilitation within Essex County and suitable wildlife pre-release conditions due to loss of the natural bush setting. The telephone advisory hotline could continue as it does not necessarily have to be geographically bound to the building to function, and the volunteer nature of the organization provides some level of flexibility for it to be operated independent of the building facilities. Given the nature of this facility relocating it requires consideration of some very specific criteria such as a location situated in a natural setting, close to the city, accessibility by public transit or a private vehicle, and situated in an area where odours or noise would not likely disturb adjacent residential neighbours.

As with many volunteer-based organizations, the EWR experiences volunteer burn-out and during an interview with the EWR Chair, concern was expressed with the ability of the volunteers to cope with the prospects of re-locating to a new and suitable facility. The organization would likely endure some hardship with the loss of volunteers due to the task of moving. The burden of moving will rely primarily on the remaining volunteers to find an appropriate location and facility, followed by the actual move to that facility. During the relocation period, continuity of their services, programming and funding may be threatened. The challenge to the organization may be such that it closes in the short term or possibly permanently.

There are; however, some benefits to moving. The prospect of relocating would open opportunities for EWR to explore partnership relationships with other organizations that share similar values such as the Essex Region Conservation Authority, or Ojibway Park and Nature Centre. Efforts from such opportunities would allow EWR to actively pursue plans to expand their program activities as well as physical location.

Given the financial dependence on annual community fundraising events and grant applications, the long term viability of the Erie Wildlife Rescue as it currently operates is tenuous. Continual operation of the facility is dependent on the efforts of the volunteers and a dedicated executive.

In minimizing the hardship of displacement, it is recommended that relocation occur outside the prime summer months. Due consideration to the location criteria mentioned earlier would likely result in acquisition of suitable facilities, thereby allowing the continuity of this organization and its service to the local community.

South Windsor Recreation Complex is located east of Huron Church Road, at Pulford Street.

Due to the nature (active sport facility) and location (200 m east of the access road right-of-way) of the South Windsor Recreation Complex, it is not anticipated that the facility will experience nuisance impacts associated with the proposed project; however, facility patrons may experience some access issues and inconveniences. Many regional and international events/tournaments are held at the Complex, thus patrons travelling to an event from outside Windsor may also experience the inconvenience of an indirect access.

The most notable access issues are associated with Alternative 1A that provides one-way local traffic service roads on either side of the at-grade highway and no intersection at Pulford Street, resulting in eastbound traffic having to double back from the Todd Lane/Cabana Road West intersection. According to *the Improve Regional Mobility Assessment* (May 2007), this out-of-way travel is approximately 1.5 km in length and would add an additional two minutes onto travel time.

The *Royal Canadian Legion*, Branch 394, is located between Talbot Road/Hwy 3 and Huron Church Line where they converge and form Huron Church Road. In all access road alternatives the Legion is displaced.

The displacement of this facility will result in a loss for the community in general, as the Legion provides a physical structure or marker that represents Canada's war history and the associated suffering, courage, and bravery displayed by those who fought. In other words, its presence in the community provides a tie to the country's and community's past and, thus, its future. As such, it plays an important function in the education of local youth and in keeping the connection among generations strong and vital. The loss of the cenotaph, which is located on the grounds of the Legion, will further intensify this loss to the community.

The displacement of this facility will, however, have the most significant and personally-experienced effects on two subsets of this community, seniors and veterans. For seniors and veterans, this facility provides an affordable, local, easily accessible, familiar, and central location within the community to gather for social and recreational events. The value of this facility as a gathering place is significant for a demographic whose members often experience restricted mobility, memory, other medical limitations, and live on fixed incomes. It is also important to consider the possibility that the displacement of this facility will be interpreted by veterans and seniors as an indication that their role in the community has been forgotten and/or has been deemed unimportant, which may result in a sense humiliation and anger.

In addition to its role as a gathering place, this facility also serves an economic function within the community that will be displaced. For instance, the Legion provides affordable meals (\$4.00 for a hot meal) which are a particularly important staple of nutrition for a variety of community members. The preparation and serving of these meals also provides employment income. In addition, income that is currently generated through facility rentals will be lost from the local community. The economic impact of displacing the Legion is discussed in the *Practical Alternatives Evaluation Working Paper Economic Impact Assessment* (April 2007).

Discussions with the leadership at the Legion have indicated that relocation of this facility elsewhere in the community is likely. It will be important to manage the relocation process in such a way as to address and mitigate the negative community reactions. It is important to provide a long term facility in the community to serve the Legion's current functions. It is also important to minimize any lag between closing the current facility and opening its replacement. One possible approach is to sequence the relocation; that is, providing a new

Legion for this community before the closure of the existing facility. Another is to conduct adequate community outreach to understand the particular sensitivities of those affected.

The Heritage Park Alliance Church is impacted in varying degrees by all access road alternatives with impacts ranging from displacement of the church building to the loss of a portion of the property directly adjacent to the building. Specifically, alternatives 1A, and B options 1 and 2, and Alternative 3 displace the property adjacent to the existing Talbot Road/Hwy 3 right-of-way as a result of the widening of the existing ROW to accommodate the new configurations. In Alternative 2A and B alignment options 1 and 2, where the access road is located south of the existing Talbot Road/Hwy3 alignment, the Church building is displaced.

Displacement of the Heritage Park Alliance Church will potentially impact on their ministry, programming and community outreach initiatives. Ensuring continuity with the services provided through the church will be a challenge during the transition to a new facility. Given that the organization is looking to expand its building, there is potential for scheduling efficiencies with the Detroit River International Crossing Project.

Alternative 1A and B, alignment options 1 and 2, have the potential to result in disruptive impacts to the Church as the right-of-way for these alternatives encroaches on the property bringing traffic from the local service road closer to the building. No change to the Heritage Park Alliance Church ministry, programming or services is anticipated with these alternatives.

Alternative 3, the tunnel option, places the local service road on top of the tunnel and within the exiting Huron Church right-of-way, thus no change from existing conditions is anticipated.

Discussions with representatives of the church have indicated that they are presently considering expansion plans for their organization. There is a strong preference for the church to remain at this location. If it is possible co-ordinate their expansion plans with the DRIC project, fewer impacts may be experienced by the organization.

The Church provides nursery school programs during the week including a small fenced play area outside on the south side of the building. It is not anticipated that nuisance noise or air quality effects from the highway will disrupt or change the enjoyment of the use of this playground by the children and care providers.

Access to the Church during construction and once the freeway is constructed may be restricted. In the study alternatives where access road ROW encroaches onto the front of the Heritage Park Alliance Church property, maintaining a safe access off Talbot Road/Hwy 3 is important for the staff and church membership to access the site. The one-way service roads associated with Alternative 1A and B will require out-of-the-way travel for west bound traffic similar to the existing situation.

St. Clair College Athletic Fields located adjacent to the Huron Church corridor is used for college sports during the school year and is used by the City of Windsor recreation

department for organized sports (soccer, baseball) in the summer. Discussions with the College have indicated that plans for future expansion of the campus would require that these fields be relocated, possibly off-campus. Nuisance effects are not anticipated to impact the use of the athletic fields. Access is not anticipated to be affected since the access road alternatives all maintain or improve existing access to the College and its facilities.

Trillium Court is a geared to income housing co-operative located on the corner of Talbot Road/Highway 3 and Sandwich Parkway.

The alignment option 2 for access road alternatives 1A and B, alignment option 2, and 2A and B potentially displaces fourteen households. Similarly, alternative 3, also results in the displacement of 14 households. In all options where the households are displaced, the perimeter road would dead-end at the new highway ROW on the east and west side of Trillium Court.

The displacement of 14 town house units out of 56 from Trillium Court will have consequences for the cooperative community and for the affected residents. The reduction in number of units proposed for the cooperative will not only displace those residents directly affected, but will also extend the waiting time for new residents applying to enter the community.

For displaced residents, relocating to affordable housing may pose a hardship, as social housing is limited within the City of Windsor. The location of the housing may mean changing schools for children, longer or shorter commuting times for working parents, loss of affordable child care providers, and loss of their community at Trillium Court.

Alignment option 1 of the access road alternatives does not displace any households at Trillium Court. With these alternatives there is potential for the residents to experience an improvement in the noise levels due to the below-grade design of the highway at this point in order to accommodate at-grade service roads crossing the highway at the Cousineau and Sandwich Parkway intersection. In addition, only east-bound traffic on Talbot Road/Highway 3 will be directly adjacent to the Trillium Court property in Alternatives 1A and B- option 1.

4.1.3 Impacts to Municipal Services

Impacts to municipal services were considered in the comparison of study alternatives to determine what, if any, impacts may be experienced by municipal services. Measures/units considered under this criterion include:

- Public transit routes affected;
- School bus routes affected;
- Delivery of emergency services.

Public Transit Routes Affected

Public transit routes tend not to use Huron Church Road, with the exception of the buses serving St. Clair College. Public transit does cross the transportation corridor that consists of Huron Church Road and Talbot Road/ Highway 3 in the ACA.

During the construction phase, the public transit routes may experience temporary delays crossing intersections along the Huron Church Road and Talbot Road/ Highway 3 corridor. Routes that cross the corridor include South Windsor 7, Dougall 6, and Walkerville 8.

Additional travel time may also be required as buses navigate through construction zones. The South Windsor 7 bus follows Matchette Road through the ACA in the vicinity of Plaza A. If this Plaza is selected as the preferred, the route may experience an interruption of service during the construction of the plaza and the realignment of Matchette around the Plaza.

Routes that travel on the corridor that may experience a temporary interruption of service or delay during construction include those buses serving St. Clair College via Cousineau and Talbot Road/Highway 3: Dominion 5, Dougall 6, and Express Dougall.

During operation of the freeway and plazas only South Windsor 7 route may experience a slight increase in travel time end-to-end due to the re-alignment of Matchette Road for the Plaza A.

School Bus Routes Affected

Consultation with the School boards and the school bussing company indicate that although some routes that travel on or cross Huron Church Road, may experience some inconvenience reflected in increased travel times, as long as there are at least two crossings of the new freeway, the impact will be low. The preferred locations for the crossings are Todd Lane/Cabana Road and Cousineau Road/Sandwich West Parkway. In all access road alternatives freeway crossings are located at Todd Lane/Cabana Road and Cousineau Road/Sandwich West Parkway. It is important to recognize that school bus routes change over time to reflect the catchment area of the schools and the demographic changes in the neighbourhoods, and as such, routes presently operating today, will change over time.

Bus route schedules from Our Lady of Mount Carmel School and Oakwood Public School were assessed for possible disruption caused by road closures associated with the access road alternatives. Two bus routes operate daily at Oakwood Public School that utilize Matchette Road, Armanda Street, and Malden Road. The construction of Plaza A would have some impact on access to these roads that would likely involve using detour routes for the daily commute. Access road alternative connecting to Plazas B/C would not likely have the same effect and a low level of relative disruption is expected (less detours). It must be noted that these schedules and routes are subject to change and potential impacts and mitigation measures will be discussed again in advance of the commencement of any construction.

The Oakwood Public School bus route would be affected by road closures such as Spring Garden Road for access road alternatives 1A and 1B, alignment options 1 and 2. Other road closures such as Bethlehem Street for access road alternatives 2A and 2B, alignment option 2, would also alter current bus routing. Access road alternative 3 would not likely disrupt the current route as it accommodates for access along Spring Garden Road and Bethlehem Street.

Disruption would likely occur during the construction phase where detours and associated high volume of traffic may add to the daily commute time both to and from the school.

Our Lady of Mount Carmel bus service includes seven bus routes operating daily. It was noted that all the bus routes for the school run north of Talbot Road bounded by Cabana Road East and Highway 401. There is no route that crosses Talbot Road; and hence, no bus route would be directly affected by road closures and alterations associated with the access road alternatives.

Delivery of Emergency Services

The proposed project may result in changes in the delivery of emergency services within the study area and in adjacent neighbourhoods. The delivery of emergency services may be influenced by project activities that relate to changes in the existing transportation network such as road re-alignments, road closures, and the presence of new infrastructure (freeway, associated ramps, plaza). If the ability to respond and to provide quality emergency service is influenced by project activities, this adverse impact may influence residents' sense of well-being and their level of community satisfaction.

Figure 3.4 illustrates the location of the various municipal emergency services relative to the ACA.

Data related to the delivery of emergency services was collected through stakeholder meetings held during the Practical phase of the project, as additional design details became available. The potential effects of the study alternatives are discussed below from the Ojibway Parkway through to Highway 401. A summary of the potential effects on the delivery of emergency services is provided at the end of the discussion.

Access into the communities from Ojibway Parkway through to Lennon Drain² would vary depending on the access road and plaza alternatives selected. Generally, access to communities in this area is less direct for Alternative 1A and 1B for the Plaza A alignment, and the Plaza B or C alignments. The local road network jogs through the area between Lambton Road and Spring Garden, as the Highway alignment crosses through this area resulting in Lambton Road being the only access from Huron Church Road. This local road network configuration may potentially result in slightly increased response times for the City of Windsor emergency services.

² These communities include Ojibway Park to Malden Road, Spring Garden area, Bethlehem area, Bellewood Estates, the residential in-fill between Grand Marais and Pulford Street, Huron Estates, North of Huron Church Road, and Villa Borghese.

Access road alternative 3, the tunnel option, is not anticipated to impact the existing service provided to the adjacent neighbourhoods; however, it does provide some unique challenges to emergency services responding to traffic/medical emergencies inside the tunnel. Emergency services have unique requirements when dealing with vehicle tunnels such as air handling, confined spaces, camera surveillance, emergency phones and specific design requirements to ensure emergency vehicles and personnel can access and function within the tunnel.

Emergency services use Huron Church Road and Highway 3 to access the neighbourhoods adjacent to this transportation corridor, as well as to respond to problems within the transportation corridor. Cabana Road/Todd Lane was identified as one of the arteries used to access Huron Church Road (both directions). Alternative 1A and 1B do not provide access to the highway at this location. These alternatives provide split one-way local service roads adjacent to the new Highway 401 corridor. Emergency services may experience an increased response time as the responders travel to the closest intersection to cross over and then back-track. LaSalle Fire Services is not able to access their entire area of responsibility with this alternative as the design calls for on-off ramps across from St. Clair College only.

Sandwich Parkway was identified as one of the arteries used to access Highway 3/Huron Church Road corridor (both directions). Alternatives 1A (option 1 and 2), and 1B (option 1 and 2) provide access ramps to the new freeway in front of St. Clair College. Alternatives 2A (option 1 and 2), 2B (option 1 and 2), do not provide access to the new freeway; however access to both directions on the local service road (Huron Church Road) is maintained. These Alternatives would increase response times for LaSalle emergency services, and restricts access to parts of their service area.

The Ontario Provincial Police presently respond to vehicle accidents along the Highway 3 corridor south of Howard Avenue. The OPP would also experience the need to double back when an accident occurs between exits. This is typical of responding to vehicle accidents on a highway, and as such, does not pose any additional impacts to the OPP than would be experienced under normal operations. The OPP may need to adjust the distribution of resources to provide adequate coverage on the new freeway.

For communities between Cousineau Road to Howard Avenue, none of the alternatives provide access to the new Highway 401 corridor. For residents living in communities north of Highway 3³, alternatives 1A (option 1 and 2) and 1B (option 1 and 2) provide one-way service roads on either side of the new Highway 401 alignment. Emergency services would be required to travel to Howard Avenue or Sandwich Parkway/Cousineau Road in order to change direction. This increased travel distance will increase the response time of emergency services to certain areas.

³ These communities include Kendleton Court in-fill pocket, Villa Paradiso, Talbot Road/Highway 3 North side and Shadetree Court.

Alternative 2B, option 1 provides a dedicated service road to residents living on the south side of Highway 3⁴, thus emergency services are not required to double back along the service road from Howard Avenue. A connection at Montgomery Drive, over the new Highway 401 alignment provides direct access to Montgomery and the dedicated service road from both directions. This dedicated local service road is also provided in alternative 2A, option 1; however, there is no connection from Montgomery to the realigned service road (Highway 3) located on the Windsor side of the new highway alignment.

To enter the tunnel (Alternative 3) to respond to an emergency, response vehicles must travel to the entry ramps provided in the vicinity of St. Clair College or at the portals. Emergency Services noted that with the at-grade and below grade alternatives, access to an incident was not as limited as the tunnel due to the ability to access the incident from the service roads. The limited access to the tunnel will result in increased travel times, and consequently, increased response rates compared to other access road alternatives.

For communities south of Highway 3/East of Howard Avenue and Southwood Estates, Alternatives 1A (option 1 and 2) and 1B (option 1 and 2) provide one-directional services roads on either side of the new Highway 401 alignment. Emergency services will be required to travel to Howard Avenue or Sandwich Parkway/Cousineau Road in order to change direction; however, with the displacement of homes with these alternatives, access to the adjacent LaSalle neighbourhoods will likely be from the south, thus increased response times are not anticipated. For residents living in communities east of Highway 3, emergency services will need to travel to Howard Avenue and double back to access the properties between Cousineau Road and Howard Ave. This increased travel distance will slightly increase the response time of emergency services. Increased travel times are not anticipated for Alternatives 2A (option 1 and 2), 2B (option 1 and 2) and 3.

In all access road alternatives, the closure of Outer Drive at Highway 3 will result in access to the Del Duca Industrial Park being diverted to Roscon Industrial Drive⁵. Increased traffic volume as a result of this road closure is anticipated at Howard/Highway 3 or Walker Road/Highway 3 as those employed at the industrial park seek access. The closure of Outer Drive may increase response times to calls originating on Outer Drive, especially for the section of Outer Drive located south of Highway 3. Access to this segment of Outer Drive is from Howard Avenue.

Regardless of the final design that is chosen, stakeholders indicated that the response times to areas adjacent to the new highway would increase slightly. The degree to which they will be affected will be dependent on the location from which the emergency services units are responding at the time of dispatch. Limited access points to the new highway and the limited number of crossover points, may negatively effect response times;

⁴ These communities include Talbot Road/Highway 3 South side, Heritage Estates, and Montgomery-Chelsea.

⁵ The configuration of Highway 3/Highway 401/Howard Avenue/Outer Drive connections are under review and are subject to refinement.

however, the mandated response time will be met by emergency services for all alternatives.

To mitigate or minimize the effects of the project on response times, constant liaison with the contractor(s) would be vitally important to ensure emergency services personnel are aware of changes in detours, traffic slowdowns, and closures. Should a below grade or tunnel design be chosen, emergency services will be required to adapt through specific training and equipment requirements in order to respond within their mandated response time to emergency calls during and following completion of the project.

4.1.4 Project Construction Phase

The potential effects as a result of the construction phase were also considered. Given the level of detail provided for the practical alternatives, maintaining access to the existing neighbourhoods and transportation network emerged as a common impact to all practical alternatives. Consequently, the project design team has committed to maintaining the existing 6 lanes of traffic along Huron Church Road during the construction phase. This includes 3 lanes in each direction to allow traffic to keep moving and to deter traffic from diverting onto other roadways (i.e. through adjacent neighbourhoods). Due to this commitment, many construction effects related to access are addressed. Inconvenience (increased travel time, delays) will potentially be experienced by some residents; however, they will still be able to travel the existing transportation corridor, and have access to their neighbourhood.

Generally, emergency services may experience slightly increased response times during the construction phase due to traffic congestion, road re-alignments and construction scheduling. Once the preferred alternative is selected emergency services will require additional details on the construction phase in order to comment further on possible impacts to the delivery of emergency services.

4.2 Community Impacts Associated with Access Road Alternatives

The access road alternatives are located within the ACA as presented in Figure 1.1. Development of access road alternatives within the ACA utilizes an existing transportation corridor and avoids core residential areas and social features as much as possible. As illustrated in Appendix A, there are five potential alternatives for the proposed access road. As described in Chapter 1 each of the five access road alternatives (1A, 1B, 2A, 2B & 3) has differing road alignments in certain segments of the access road, which results in slightly different impacts. The five alternatives for the proposed access road differ based on the built-form of highway and/or access roads.

- Alternative 1A is an at-grade six-lane freeway with one-way service roads on either side.

- Alternative 1B is a below grade six-lane freeway with one-way service roads on either side.
- Alternative 2A is an at-grade six-lane freeway with two-way services roads located south of the freeway.
- Alternative 2B is a below grade six-lane freeway with two-way service roads located south of the freeway.
- Alternative 3 is a cut and cover tunnelled six-lane freeway underneath Huron Church/Highway 3 corridor.

Huron Church/Highway 3 would remain and be used as service roads.

Community impacts associated with the access road alternatives are discussed below by unique neighbourhood community. Combined, these communities contribute to the diversity and characterization of the broader communities of South Windsor and LaSalle. Predicted or perceived impacts can be characterized in one of the following categories:

- Direct loss of property;
- Proximity or disruption effects (noise, air, aesthetics, access) from the presence of the transportation ROW closer to adjacent homes;
- Changes to local service road network, and access to community/feature; and
- Displacement of businesses and social features.

For each community the discussion focuses on the overall impact to community character, cohesion, and function and social patterns based on the social indicators: displacement of residents and social features, disruption to residents and social features, nuisance effects (noise, air, access), and the displacement of neighbourhood businesses. A summary of impacts is presented at the end of the discussion for each community.

Not all communities will experience negative effects from the access road alternatives, some may experience benefits due to improved traffic flow, changes in the ROW alignment, and aesthetic improvements.

4.2.1 Spring Garden Area

There are two alignments of the access road alternative through this community: the access road connection to Plaza A, and the connection to Plazas B or C on the west side of Ojibway Parkway. The Plaza A alignment encroaches further into the community than the Plaza B/C alignment.

As described in Chapter 3, the character of the neighbourhood is a quiet, natural park-like setting, where residents enjoy many outdoor activities and opportunities to view wildlife. A highway passing through this area will change that character, and in so doing, potentially change how people use their properties. The highway will also change how residents access Huron Church Road, a major transportation corridor.

Displacement of Residents

There are approximately 80 households along Spring Garden, of which the various alignments of the access road alternatives will displace between approximately 19 and 50 households as presented in Table 4.1 below.

TABLE 4.1 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN SPRING GARDEN

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3
Connection to Plaza A	33	37	50	50	49
Connection to Plaza B/C	25	25	30	30	19

The Plaza A alignment displaces more household than the Plaza B/C alignment for all alternatives. For the access road connection to Plaza A alignment, alternative 2A (at-grade) and alternative 2B (depressed), displace the highest number of households than the alternative 3 (tunnel) and alternative 1A and 1B. Displacing over half the households on Spring Garden will result in dramatic change in the community composition and cohesion.

For the alternatives connecting to Plaza B or C, the at-grade and depressed practical route alternatives, would displace a higher number of households compared to the tunnel alternative. The number of displacements is still significant with the Plaza B/C alignment.

Disruption to Residents

Access Road Connecting to Plaza A

Noise analysis results indicate that this segment is the most impacted by nuisance noise among the at-grade (1A, 2A) and depressed (1B, 2B) access road alternatives. Alternatives 1A, 1B, 2A and 2B receptors located in the Spring Garden community, exhibited the most impact due to nuisance noise (i.e. > 5dBA) for access road alignments to Plaza A and Plazas B/C compared to receptors located in other communities along the proposed highway (see Noise Impact Assessment Report). Levels of nuisance noise noticeably above existing levels would likely affect 10 households on Spring Garden Road near Malden Road. Nuisance noise levels nearly twice as loud as existing levels would likely occur again on Spring Garden Road affecting 3 households midway between Malden Road and Huron Church Road.

With alternative 3, the freeway exits the tunnel in this area. Thus Spring Garden does not experience any of the perceived benefits of the tunnel alternative. That is, decreased volumes of traffic on the surface streets, and associated noise and air pollution reduction.

Mitigation measures using noise barriers would also reduce the noise levels to a point that would not exceed current (baseline) levels for nuisance noise; however, it should be noted, that there are potential aesthetic effects associated with the mitigation measures that have not been assessed.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents. No mitigation measures are required.

Based on the Air Quality assessment, which compares the various study alternatives against not building the project (i.e. the "no build" scenario), residents within 100 m of the ROW may experience an increase in particulate (PM_{2.5}) concentrations over the no build scenario under certain conditions. The particulate concentrations are highest near the ROW and diminish with distance from the ROW.

Common to all alternatives, no social features will be displaced; however, there are some disruptions. The local trail network will require realignment in the vicinity of the new access road ROW and the Oakwood Public School catchment area may be impacted. Children from Spring Garden are bused to Oakwood Public School which is located off of Cabana Road. Displacement of Spring Garden residents and changes to access will not only result in changes to the composition of the neighbourhood, but also potentially changes to Oakwood Public School population. Oakwood Public School students that are displaced as a result of the proposed project will potentially experience a sense of loss, if they are relocated to a new neighbourhood. Relocation may entail the loss of school friends, a new school, an overall change in bus routes, and perhaps, after-school care, where applicable.

The Spring Garden community will experience a change in character and cohesion due to the displacement of neighbours and the construction of a six lane freeway through a previously natural area. The existing community trail network will be altered and the park-like setting which is valued by residents will be encroached by the new freeway. The alignment to Plaza B or C is more closely aligned to the existing E.C.Row Expressway and as such does not impact the same on the community. There is no difference between the at-grade alternatives (1A, 2A), below grade alternatives (1B, 2B) or the tunnel alternative (3).

There are no local businesses displaced, thus social patterns in the community are not anticipated to change.

Regardless of the alignment, residents in this community will experience disruption to their day-to-day use and enjoyment of their property.

Access Road Connection to Plaza B/C

The effects of Plaza B/C access road ROW would be similar as the effects for Plaza A access road ROW (as noted above).

Summary of Impacts to the Spring Garden Community/neighbourhood

Common to all alternatives:

- Plaza B/C connection alignment displaces fewer households compared to the Plaza A connection alignment;
- The introduction of a six lane freeway in a previously rural residential neighbourhood will change the character of the community;
- No social features displaced; however, local trail network will be impacted;
- With mitigation, noise is not anticipated to result in nuisance impacts; however, impacts of mitigation have not been assessed;
- Higher concentrations of PM_{2.5} anticipated for all alternatives compared to the no build scenario; and
- Minor disruption to social features (trails and school catchment).

The combined result of these impacts will result in changes to community character and cohesion for Spring Garden. The degree to which these changes will be experienced depends in part on the number of displacements experienced. For Alternatives 2A, B and 3 with the Plaza A alignment, the magnitude of change will be greater than for the other alternatives.

The Plaza B/C alignment for Alternative 3 is slightly less intrusive and displaces the fewest households.

4.2.2 Bethlehem Street Area

This community includes Bethlehem Street, 6th Avenue and Lamont Avenue and is described in Section 3.2.4. Similar to the Spring Garden community, the alignment to Plaza A for all alternatives will result in the displacement of over 50% of Bethlehem Street residents, resulting in a change in character to the community.

Displacement of Residents

Bethlehem Street is a new residential area with approximately 48 households on the street. None of the potential displacements occur on 6th Avenue or Lamont Avenue. Table 4.2 provides an overview of the number of households displaced by alternative.

TABLE 4.2 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN BETHLEHEM STREET AREA

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3
Connection to Plaza A	36	36	32	32	32
Connection to Plaza B/C	6	6	19	19	0

For all alternatives the connection to Plaza A displaces most of the households on Bethlehem Street. This will result in a significant change in community character.

Disruption to Residents

The air quality analysis indicates that compared to the future no build scenario, all study alternatives are better; however, air nuisance impacts may be experienced in this community as a result of the freeway and ramps encroaching into the community. Residents within approximately 100m of the roadway may experience increased levels of dust and fine particulate matter under certain conditions.

Noise analysis results indicate that communities along this part of the access road are most impacted by nuisance noise by the at-grade and depressed alternatives. Seven households in the vicinity of Lamont Avenue would be affected by noticeable nuisance noise levels generated by access road alternative 1B.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

The community defined as the Bethlehem Street area will experience a change in the existing character of their community due to the realignment of Spring Garden along the edge of what is presently a natural area. Alternative 1A and 1B do not provide a direct access to Huron Church Road from Spring Garden, thus forcing the traffic through previously quiet, low traffic volume neighbourhood. Alternative 2A and 2B are somewhat better as a direct link to Huron Church is provided from Spring Garden, thus, the volume of traffic will be reduced through the Bethlehem area. Alternative 3 leaves Bethlehem Street as a dead end local street.

While it is recognized that the local secondary plan proposes development of a similar local road network as proposed by the Study Team; this does not lessen the impact of the change for existing residents.

Community residents may also experience a change in social patterns due to the displacement of the Golden Griddle located in the Huron Church Corridor. Within walking distance of several neighbourhoods, the Golden Griddle was noted as a popular local meeting place.

Displacement/Disruption of Social Features

Although a minor social feature, the existing recreation trails located on the periphery of the Spring Garden parkland will need to be re-routed, as a result of a new municipal road network encroaching on the parkland. Residents value the natural setting they are situated in and enjoy many attributes of living in such an environment, such as the close proximity of nature trails. Loss of the trails may result in residents feeling less satisfied with their community.

Summary of Impacts to Bethlehem Street Community/Neighbourhood

Common to all alternatives:

- Alignment to Plaza A displaces more households than to Plaza B/C;
- Minor social feature (trails) will require re-routing;
- Displacement of the Golden Griddle will impact on social patterns and community functions.

Alternative 1A

- Out of the surface alternatives, this alignment to Plaza B or C will displace the fewest number of households.
- Re-configuration of local road network will open up Bethlehem Street to local traffic, a previously dead-end road.

Alternative 1B

- Out of the surface alternatives, this alignment to Plaza B or C will displace the fewest number of households.
- 7 households may experience noise effects.
- Re-configuration of local road network will open up Bethlehem Street to local traffic, a previously dead-end road.
- Slight advantage over 1A in that the depressed freeway removes the traffic from sight to some degree.

Alternative 2A

- Comparing the alignment to Plaza B/C, this alternative and 2B displace the most households.

- Re-configuration of local road network will open up Bethlehem Street to local traffic, a previously dead-end road.

Alternative 2B

- Comparing the alignment to Plaza B/C, this alternative and 2A displace the most households.
- Re-configuration of local road network will open up Bethlehem Street to local traffic, a previously dead-end road.
- Slight advantage over 2A in that the depressed freeway removes the traffic from sight to some degree.

Alternative 3

- No residents displaced with connection to Plaza B/C alignment.
- Residents adjacent to ROW will not be disrupted by noise and air impacts associated with the freeway traffic, since traffic is separated and within the tunnel.
- Aesthetic benefit due to freeway traffic in tunnel.
- Existing local road configuration maintained; Bethlehem and Lamont are not opened up.

The encroachment of the transportation ROW into the neighbourhood, and the resultant household displacements will change the character of the Bethlehem community for all alternatives but Alternative 3.

4.2.3 Bellewood Estates

The community of Bellewood Estates, as characterized in section 3.1.1.3, is located east of the Huron Church corridor, and is primarily accessed from the west by LaBelle Street. The community does not interact with the transportation corridor except for access into and out of the community.

Displacement of Residents

No residents are displaced in Bellewood Estates with any of the access road alternatives.

Disruption to Residents

The air quality analysis conducted for this project, identified the potential for air nuisance impacts for each of the access road alternatives. Compared to the future no build scenario, the air quality analysis indicates that Bellewood Estates residents would not experience a difference in air quality.

The noise analysis conducted as part of the analysis of alternatives, identified residents on the fringe of Bellewood Estates as already experiencing nuisance noise effects from the current traffic volume; consequently, the increased traffic from the above-ground practical route alternatives of the DRIC project would likely affect their current activities. Mitigation measures using 5m (for Alternatives 2A and 2B), 5.5 m (for Alternative 1A), 6 m (for Alternative 1B) and 6.5 m (for Alternative 1B) noise barriers would reduce the noise levels to a point that would not exceed current (baseline) levels for nuisance noise.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

Generally, residents in this neighbourhood will not experience any disruptions to their day-to-day activities as a result of the project, once it is operational.

The displacement of local businesses will result in the loss of some community function and a change to some social patterns. Local businesses to be displaced by alternatives 1A and B include Tim Horton's, Fred's Fresh Produce, Golden Griddle, Petro Canada and the seasonal business of King Kone. Those businesses within Lambton Plaza will also be displaced. Fewer businesses are displaced with alternative 2A and B, namely the Golden Griddle and Lambton Plaza businesses. The displacement of local businesses for Alternative 3 is similar to that of alternative 1A and B, and includes, Lambton Plaza, Golden Griddle, Petro Canada and the seasonal business of King Kone.

Displacement/Disruption of Social Features

None of the social features discussed below are displaced by the project; they may experience disruption effects.

The Children's House Montessori, located on LaBelle Street in Bellewood Estates, may experience access disruption during the construction phase and with access road alternative 1A for those clients that use Spring Garden to access LaBelle Street. With this alternative, those using Bethlehem will not directly connect to LaBelle Street, as it presently does. Local traffic will then be able to double back to LaBelle Street. The remaining Access Road alternatives also involve a slightly different local road (Spring Garden to Bethlehem to Huron Church Road) configuration from what presently is in place; however, access to LaBelle from the proposed local traffic or service road will be maintained. Access is important to the school as it impacts on the time required to drop-off or pick-up children. Increased times may result in a loss of clients; however, given that this is the only facility in the County to offer Montessori programming to infants, parents may be willing to tolerate the inconvenience. The location of the facility in such close proximity to the Bellewood Public School also provides a service and a level of convenience to parents that would have to be weighed against the inconvenience of increased access time for parents.

St. Cecile Academy of Music located on Grand Marais Road West, may experience disruption impacts as a result of the alignment of access road alternatives 1A and 2A, which involve the construction of a local service road off Grand Marais Road West to the

existing Huron Church Road ROW. This local service road is necessary to provide connections over the highway right-of-way and onto Huron Church Road from Lambton Road and Grand Marais Road West. The service road alignment runs parallel and adjacent to the St Cecile property and turns southward through the open green space adjacent to Feelgoods Restaurant. With these two alternatives, the nursery school playground located at the back of the school will be exposed to traffic noise and dust from the new service road. Safety of the children and staff will also be of concern with these two alternatives. This may result in a loss of business to the Nursery School, as parents may not be willing to expose their children to potential safety issues. Disturbance impacts may also be experienced by the music school participants.

Access to St. Cecile may also be disrupted in Alternatives 1A and 2A due to the close proximity of the service road connection. Currently, St Cecile users park on Northway Avenue, which is north of the school, when the parking lot is full.

The access road alternative 3 is not anticipated to impact St Cecile as the proposed project works are anticipated to occur within the existing Huron Church right-of-way.

During the construction phase, there is potential for increased travel times for those crossing or traveling on Huron Church Road. There is potential for parents presently using the Nursery school to re-locate their children to another facility, if available, if they are significantly inconvenienced by the construction phase. The music school programs are not anticipated to experience disruption impacts, as the programming is all within the school.

The use of the Children's House Montessori and Bellewood Public School and Bellewood Park is not anticipated to change in any significant way, given the commitment to maintain access to LaBelle from the Huron Church corridor.

Summary of Impacts to the Bellewood Estates Community/Neighbourhood

The community of Bellewood Estates is not anticipated to experience a change in character or cohesion. Access via LaBelle Street during construction needs to be maintained in order to meet the needs of residents, social features, and by emergency services. Social features are not anticipated to experience any nuisance impacts and consequently, use of the social feature is not anticipated to change.

Although similar, there are slight differences between alternatives in the loss of community function as a result of the displacement of businesses that serve the community, as highlighted below.

Alternative 1A and 1B

- The displacement of local businesses (15) will result in the loss of community function and a change to social patterns.
- Below grade alignment (1B) provides the aesthetic benefit of removing freeway traffic from sight.

Alternative 2A and 2B

- Fewer businesses will be displaced (11), slightly reducing the loss of community function and a change to social patterns.
- Below grade alignment (2B) provides the aesthetic benefit of removing freeway traffic from sight.

Alternative 3

- The displacement of local businesses similar to alternative 1A and B.
- Aesthetic benefit of removing freeway traffic from sight.

Overall, the impact to the community is limited (no residents displaced); however, depending upon the alternative selected there will be a displacement of local businesses and this will have an impact on community function and social patterns.

4.2.4 Residential In-fill between Grand Marais Drain and Pulford Street

There is a residential in-fill between Grand Marais Drain and Pulford Street. The community is described in Section 3.2.7. This is a relatively new community where residents can walk to neighbourhood features, such as Tim Horton's, Fred's Fresh Produce, and the South Windsor Recreation Complex.

Displacement of Residents

There are no residents anticipated to be displaced in this residential in-fill segment between Grand Marais Drain and Pulford Street.

Disruption to Residents

The noise analysis indicates that noise barriers would reduce the noise levels to a point that would not exceed current (baseline) levels for nuisance noise. The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

Compared to the future no build scenario, the air quality analysis indicates that residents would not experience a decrease in air quality; however, those on the edge of the community may experience some dust impacts.

Access into the community is via Pulford Street off Huron Church Road in alternative 1A will require out-of-way travel as the one-way service roads are located on either side of the freeway. This will entail approximately an additional 2 minutes of travel time for east bound travellers. For all other alternatives, a connection to Pulford is provided.

Displacement of local businesses, Tim Horton's and Fred's Fresh Produce for alternative 1A and B (all alignment options) and 3, will change social patterns and potentially impact on the character of the area.

Displacement/Disruption of Social Features

There are no social features that will be displaced in the community; however, the *South Windsor Recreation Complex* may experience disruption effects. The centre is located east of Huron Church Road, off Pulford Street. Although local communities do utilize the facility, it has been discussed above with those features that serve the broader South Windsor community. Due to the lack of connection from the east bound one way service road, east bound users would be required to travel to Todd Lane to cross the freeway and to double back to Pulford Street.

Summary of Impacts to the Residential In-fill Community/Neighbourhood

Common to All

- No household displacements required.
- With mitigation no noise impacts anticipated.
- Dust impacts may be experienced by residents on the edge of the community.

Alternative 1A

- Out-of-way travel required to access Pulford Street from east bound service road, this will effect residents and users of the South Windsor Recreation Complex.
- Widening of the ROW places the transportation corridor closer to homes bringing noise barrier to mitigate noise effects.
- Displacement of local business may change social patterns and community character.

Alternative 1B

- Widening of the ROW places the transportation corridor closer to homes bringing noise barrier to mitigate noise effects.
- Displacement of local business may change social patterns and community character.
- Below grade alignment (1B) provides an aesthetic benefit of removing freeway traffic from sight.

Alternative 2A and 2B

- No widening of the existing Huron Church ROW eastwardly, consequently the community will not experience an encroachment of the ROW and its associated nuisance impacts.
- No local business displacement to impact on social patterns and community character.
- Below grade alignment (2B) provides an aesthetic benefit of removing freeway traffic from sight.

Alternative 3

- Service roads will roughly follow the same alignment as the existing Huron Church Road, consequently, improvement to existing conditions will be experienced.
- Aesthetic benefit of removing freeway traffic from sight.

Overall, the impact to the residential neighbourhood is limited (no residents displaced); however, the displacement of businesses with Alternative 1A and 1B may result in a change in community function and social patterns. Alternative 3 appears to have the fewest negative impacts.

4.2.5 Huron Estates

The Huron Estates is a relatively small community located west of the Huron Church corridor. Access to Huron Estates is only available via Lambton Road. The social characterization baseline of Huron Estates is described in Section 3.2.8.

Displacement of Residents

Huron Estates experiences displacements with only access road alternative 2A and 2B. In both of these alternatives 8 dwellings are displaced at the edge of Huron Estates.

Disruption to Residents

The air quality analysis indicates that those within the zone of nuisance impact may experience improved air quality with the project compared to the future no build scenario. The tunnel and the depressed alternative 2B result in the lowest concentrations of PM_{2.5}.

Noise analysis results indicate that communities along this part of the access road are most impacted by nuisance noise by the at-grade and depressed alternatives. Approximately 7 dwellings within Huron Estates are anticipated to be affected by nuisance noise that would range from noticeable to be twice as loud as existing levels. Noise mitigation measures can address these nuisance levels; however, there are effects associated with the mitigation measure (i.e. the 5 m high wall/noise barrier) that has not

been assessed.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

Several businesses will be displaced (Tim Horton's, Fred's Fresh Produce, Gino's Pizza, Petro Canada and King Kone). That will result in a change in community function and social patterns. In addition, Lambton Mall with the Montessori Pre-school will also be displaced resulting in a decrease in child care spaces for the community. Fewer businesses are displaced with alternative 2A and 2B than with 1A and 1B and 3.

Access across the freeway and onto the service roads is maintained via Lambton Road for all alternatives.

Displacement/Disruption of Social Features

The *Montessori Pre-school* located in Lambton Plaza is potentially displaced by all access road alternatives. Due to the nature of the pre-school programming, the school could be re-located. The Montessori Pre-school does not have an outdoor play area, nor kitchen facilities. Finding an appropriate space for the Pre-school will be dependent in part on the convenience of the location within its catchment area for existing clients. Access to the school from the major transportation routes (e.g. Huron Church, E.C. Row, Todd Lane, Cabana) will be important, as will access to parking at the facility for drop-off and pick-up. Increased times to drop-off or pick-up children may result in potentially a loss of clients if the drop-off or pick-up times prove too time consuming or inconvenient to working parents.

Summary of Impacts to Huron Estates Community/Neighbourhood

Common to all:

- With mitigation no noise impacts anticipated.
- Displacement of local businesses similar to all alternatives and may impact social patterns and community character.
- Displacement of the Montessori Pre-school at Lambton Plaza will create a short term hardship for parents until replacement spaces are found.

Alternative 2A and 2B

- Displacement of 8 households at the edge of Huron Estates, it is not anticipated that this impact on the community due to the hundreds of households located within Huron Estates.
- Below grade alignment (2B) provides an aesthetic benefit of removing freeway traffic from sight.

Alternative 3

- Aesthetic benefit of removing freeway traffic from sight.

The fewest impacts to Huron Estates is anticipated with project works associated with alternative 3.

4.2.6 Reddock Street

Reddock Street is located between the Grand Marais Drain and Todd Lane in a park-like setting at the edge of the Spring Garden Road Prairie. Reddock Street consists of 16 households and approximately 44 residents.

Displacement of Residents

Access road alternatives 1A and 1B encroach slightly into the northern end of Reddock displacing 5 households, adjacent to the existing ROW for Huron Church Road; however, Alternative 2A bisects Reddock in half, displacing 8 of the 16 households. Local traffic accesses Huron Church Road via Gratiot Street to Todd Lane. The access road ROW is located south of the existing Huron Church alignment. Alternative 2B also bisects Reddock; however, Reddock is linked to Todd Lane via the unopened road allowance that meets 10th Street. Alternative 3 displaces 2 of the 16 households on Reddock Street.

Disruption to Residents

Residents will experience disturbance in their day-to-day activities and enjoyment of their property as the access road alternative and /or a local municipal road will encroach at best or bisect their street, at worse, bringing traffic and noise nuisance impacts with them. The residents enjoy a variety of outdoor activities including walking on trails and nature appreciation. According to the air quality analysis, residents within 50 m of the transportation ROW may experience a decrease in air quality compared to the no build scenario, and consequently may experience some nuisance dust.

For the at-grade and depressed alternatives noticeable nuisance noise levels (greater than > 5 dBA) were predicted for Alternative 2A in the Reddock Avenue area, south of Huron Church Road (see Noise Analysis). Noise receptors equal approximately 2 dwellings that would be affected by nuisance noise. As residents already experience nuisance effects from the current traffic volume, they believe that increased traffic from the above-ground practical route alternatives of the DRIC project would likely affect their current activities. Implementation of mitigation measures using a 5m high noise barrier along Huron Church Road would reduce the noise to levels that would not exceed current (baseline) levels for nuisance noise.

For the tunnel alternative, nuisance noise would be produced by the proposed ventilation buildings. One of the proposed ventilation buildings is located in the vicinity of an open stretch of land between Todd Lane and Reddock Avenue. Mitigation measures would be site specific relative to the location of the closest receptors. Noise barriers to reduce noise levels and proposed ventilation building orientation must minimize disruption due to noise to 45 dBA for nighttime noise levels that are within a 75.5 m radius of the proposed

ventilation building. As this radius would not include houses along Reddock Avenue, south of Huron Church Road, disruption due to nuisance noise would not likely be noticeable.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

Closure of Reddock Street with alternatives 2A and 2B results in local traffic being re-directed via a new service road to Todd Lane. There is no direct access to Huron Church road from Reddock or Lansing.

No local businesses are located in proximity of the community; consequently, no changes to social patterns are anticipated for any of the alternatives.

Displacement/Disruption to Social Features

The only social feature associated with the Reddock Street is the recreational trail network in the adjacent forested area. The trail network in Spring Garden Road Prairie will change as a result of new local access roads in Alternative 2A and 2B.

Summary of Impacts to Reddock Street Community/Neighbourhood

Common to All

- Encroachment of freeway into neighbourhood will change community character.

Alternative 1A and 1B

- Displaces approximately five (5) households, resulting in a change to community character.

Alternative 2A and 2B

- Displaces the most households (approximately 8), or approximately half the street, thus creating a moderate impact to the character of the community.
- Disruption due to nuisance noise on receptors located in the Reddock communities would be similar to existing baseline levels for noticeable noise impact for all access road alternatives.
- Local access to Huron Church re-directed via new service road to Todd Lane.

Alternative 3

- Displaces the fewest (2) households compared to all alternatives.

- Aesthetic benefit of removing freeway traffic from sight.
- Ventilation building (approximately 15 stories high) creates a permanent intrusion on the landscape for residents on Reddock Street. Ventilation building not compatible with existing landscape.

Overall, the Reddock community will experience the fewest impacts with alternative 3; however, residents will experience a permanent change to the landscape as a result of the ventilation buildings.

4.2.7 East of Huron Church Road

Between the boundary of the Villa Borghese neighbourhood and Highway 3/Huron Church Road are a handful of households that face directly onto the transportation corridor. This cluster of households between Cabana Road W. and Lennon Drain lack attachment to the Villa Borghese community, and experience limited cohesion due to its physical orientation onto the transportation ROW. Section 3.2.10 provides a description of the social characterization for this neighbourhood.

Displacement of Residents

Alternative 1A and B and alternative 3 displace approximately 7 households.

Disruption to Residents

These households that are directly adjacent to the Highway 3/Huron Church Road ROW in front of their properties, and already experience impacts, such as noise, dust, and safety concerns, from the existing traffic. These impacts will only continue to grow over time as the predicted volume of traffic increases.

Increased noise levels can be mitigated; however, there may be some impacts associated with the mitigation. Residents within 50 m of the ROW may experience decreased air quality; however, generally compared to the future no build scenario, the project alternatives present an improvement to the existing air quality.

Widening the ROW to accommodate the new freeway and separated local service roads will not alter the character of this area. Minor improvements may be experienced with the below grade access road alternatives or the tunnel alternative. Improvements to personal safety may be experienced as driveway access will be onto a local service road and not into the freeway.

Summary of Impacts to the Community/Neighbourhood

The anticipated impact to this neighbourhood is low for alternative 1A and B and 3. For the other alternatives, there are negligible impacts.

4.2.8 Villa Borghese

The Villa Borghese community is a small community located between Cabana Road West and the Lennon Drain, on the north side of Huron Church/Talbot Road. This community is accessed from the west via Cabana Road West, and is a quiet family oriented community as described in Section 3.2.11.

Displacement of Residents

No residents within the Villa Borghese community are displaced by any of the alternatives.

Disruption to Residents

The air quality assessment indicates that Villa Borghese residents will generally not experience any difference in air quality with any of the access road alternatives compared to the future no build scenario. Generally, the at-grade alternatives have slightly higher concentrations of PM_{2.5} than the depressed options or the tunnel.

The noise assessment indicates that disruption due to noise on receptors would be similar to existing baseline levels for all access road alternatives. The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

There are no community businesses displaced associated with Villa Borghese community.

Access into Villa Borghese is off Cabana. Cabana will remain a full service intersection, thus no impacts are anticipated.

Displacement/Disruption of Social Features

No social features are displaced within the Villa Borghese community. Three social features, the Oakwood Community Centre, Oakwood Public School and the Oakwood Bible Chapel are located on Cabana Road West, across from the Villa Borghese neighbourhood. Based on the results of the air quality and noise assessments, it is not anticipated that any of these social features will experience nuisance impacts; nor is it anticipated that they will experience any access problems due to possible re-configuration of the local service roads, as the intersection at Cabana Road West and Todd Lane is maintained in all Alternatives.

Oakwood School may experience some disruption with student busing as a result of increased travel times during the construction phase; however, this is a short term impact that may be mitigated if the construction phase for the segment of highway from Todd Lane to Spring Garden occurs during the summer months when the school is closed.

Summary of Impacts to Villa Borghese Community/Neighbourhood

The impacts to Villa Borghese for all alternatives are neutral. There are no differences between the access road alternatives.

4.2.9 Residential In-fill Neighbourhoods

There are two residential in-fill developments, Kendleton Court located off of Cousineau Road; and Shadetree Court, located west of Howard Avenue. The social characterization of these residential in-fill neighbourhoods is described in Section 3.2.12. Social features, Our Lady of Mount Carmel Separate School and Our Lady of Mount Carmel Catholic Church, have also been included in the evaluation of practical alternatives associated with this neighbourhood. The community that the school and church serves is located outside the ACA and as such was not studied; however, potential impacts to the school and church were assessed due their proximity to the ACA.

Displacement of Residents

Kendleton Court residents have built homes in the last couple of years, and as such have not established deep roots to the neighbourhood, nor a sense of cohesiveness. The widening of the transportation corridor, particularly for alignment option 1 for Alternative 1A, and B, will result in the displacement of approximately 17 households/lots; whereas the option 1 alignment for alternative 2A and B displace all households/lots (approximately 28) on Kendleton Court. Option 2 alignments for 2A and B, and alternative 3 do not displace any households on Kendleton Court.

The displacement of half the street on Kendleton Court for alternatives 1A and B, will significantly change the character of the community; however, alternative 2A and B with alignment option 1 will displace the entire community.

Shadetree Court area is also a new neighbourhood that is still under development. No households are displaced.

Disruption to Residents

The air quality assessment indicates residents will generally not experience any difference in air quality with any of the access road alternatives compared to the future no build scenario. Generally, the at-grade alternatives have slightly higher concentrations of PM_{2.5} than the depressed options or the tunnel.

The noise assessment indicates that disruption due to noise on receptors would be similar to existing baseline levels for all access road alternatives.

For the at-grade and depressed alternatives disruption due to nuisance noise on receptors for Kendleton Court and Shadetree Court would be similar to existing baseline levels for noticeable noise impact for all practical route alternatives.

The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

There are no community businesses displaced associated with Villa Borghese community.

Displacement/Disruption to Social Features

Two social features, Our Lady of Mount Carmel Separate School and Our Lady of Mount Carmel Catholic Church are located in this area, adjacent to Cousineau Road. It is not anticipated that either social feature will experience noise or nuisance effects. According to the air quality assessment, the no build scenario provides the highest concentrations of PM_{2.5}; whereas, the tunnel alternative provides the lowest change. There is little difference at this location between the at-grade and below grade access road options.

Summary of Impacts to the Community/Neighbourhood

Common to All

- Anticipated impact to Shadetree Court is minimal due to distance from ROW.
- Alignment option 2 results in the fewest impacts for all alternatives (1A, 1B, 2A, 2B, 3).

Alternative 1A and 1B, alignment option 1

- Approximately half of one side of the street on Kendleton Court is displaced resulting in a change in the character of the community, resulting in moderate impact to community.
- Below grade alignment (1B) provides an aesthetic benefit of removing freeway traffic from sight.

Alternative 2A and 2B, alignment option 1

- Complete displacement of all Kendleton Court households, resulting in a high impact.
- Below grade alignment (2B) provides an aesthetic benefit of removing freeway traffic from sight.

Alternative 3

- No households displaced.
- Tunnel alignment provides the aesthetic benefit of removing freeway traffic from sight.

Overall, alternative 2A and 2B will have the greatest impact to the community as both alternatives will result in the displacement of all Kendleton Court residents.

4.2.10 Talbot Road

The Talbot Road/Highway 3 community is divided into two distinct areas, the north (Windsor) side and the south (LaSalle) side of the corridor. The baseline is described in Section 3.2.13. Residents live on very large wooded and deep lots that are unique properties in the City of Windsor and the Town of LaSalle. The majority are long-time residents that have lived with this transportation corridor outside their doors since purchasing the property.

Displacement of Residents

There are two alignments at this point along the access road alternatives 1A, 1B, 2A and 2B. Option 1 utilizes the existing Talbot Road corridor and pushes the new configuration north. The number of households displaced by these options is approximately 48. Option 2 also utilizes the existing Talbot Road corridor but pushes the new configuration south. These options essentially impact on one side or the other of Talbot Road. The number of households displaced by these options is approximately 33 to 37.

Displacing residents along one side will significantly change its cohesion as long time neighbours and friends are displaced. Given the strong ties to each other, displacing either side, in essence, will substantially impact the community.

Access road alternative 3 is located within the existing Talbot Road corridor and encroaches into the south side (LaSalle). In this alternative, 31 residential displacements will occur on the south side, thus impacting on the community as discussed above.

Disruption of Residents

Residents along Highway 3/Talbot Road presently enjoy many outdoor activities including neighbourhood BBQ's and nature appreciation. All of these activities take place at the rear of their properties away from Highway 3. These properties are very unique in that they are very large and deep, some 400 feet or more deep. Residents complain now of being disturbed by the noise associated with the traffic on Highway 3, this trend will only increase as the volume of traffic increases. Alternative 3, the tunnel would improve the existing nuisance (noise, air, traffic) situation for residents in this community slightly more than the other access road alternatives.

The air quality assessment suggests that nuisance air effects will be experienced by residents adjacent to the ROW for alternative 1A and 1B, alignment options 1 and 2, and alternatives 2A and 2B option 1.

For the at-grade and depressed alternatives disruption due to nuisance noise on receptors for this segment would be similar to existing baseline levels for noticeable noise impact for all practical route alternatives. The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

For the tunnel alternative the ventilation building located in the vicinity of an open stretch of land between the Lennon Drain and Cousineau Road, south of Talbot Road. The range of impact on receptors from the ventilation building would also be contained within a 50 m radius. As the surrounding area is largely vacant land with the closest receptor more than 50 m away, there would likely be a negligible increase in perceptible nuisance noise to the neighbourhood residents along Cousineau Road.

The visible landscape will be changed by the presence of such an intrusive structure, and as such, the community may experience an impact to its character.

There are no local businesses in the community displaced by any of the alternatives.

With the separation of freeway traffic from local traffic, residents will experience an improvement in their ability to enter/exit their properties. Access to local service roads and connections across the freeway are maintained at Montgomery Drive and Howard Avenue for alternative 1B and 2B. Access across the freeway is not provided for alternatives 1A and 2A, local traffic is diverted to Howard Avenue, resulting in some minor out-of-way travel.

Displacement/Disruption of Social Features

Trillium Court Co-operative housing will be displaced with alignment option 2 for alternatives 1A, 1B, 2A and 2B and 3. Displacement of 14 geared-to-income households will result in a hardship to those displaced as such housing is limited in the City. This has been discussed under the impacts to the broader community (section 4.1). The loss of these units is a moderate impact to the broader community.

Summary of Impacts to the Community/Neighbourhood

Common to All

- Moderate impact to community character and cohesion for all alternatives.
- Both alignment options will impact the community due to the total displacement of households on one side or the other.

Alternative 1A and 1B

- The below grade alignment (1B) offers a slight improvement to adjacent residents as the freeway traffic is "out of sight" and the volume of local traffic is significantly reduced.
- Option 1 results in fewer impacts to Trillium Court.

Alternative 2A and 2B

- The below grade alignment (2B) offers a slight improvement to adjacent residents as the freeway traffic is "out of sight" and the volume of local traffic is significantly reduced.

- Both these alternatives have the fewest household displacements associated with alignment option 2, compared to other surface alternatives (1A, 1B).
- Option 1 results in fewer impacts to Trillium Court's geared-to-income housing.

Alternative 3

- Fewest displacements compared to all other alternatives, however, displacements will still moderately impact the community character and cohesion.
- Tunnel alignment offers a slight improvement to adjacent residents as the freeway traffic is "out of sight" and the volume of traffic on surface streets is significantly reduced.

Overall, the Talbot Road community will experience moderate impacts to community character and cohesion for all alternatives. The option 1 alignment results in fewer impacts to Trillium Court; however, the option 2 alignment for all alternatives displaces fewer households.

4.2.11 Heritage Estates

Heritage Estates is a large community of 100's of homes in LaSalle that backs onto the Highway 3 corridor and the deep lots of Talbot Road residents and is described in Section 3.2.14.

Displacement of Residents

Very little of Heritage Estates is adjacent to the Highway 3 corridor, consequently, only 13 households are displaced with all option 2 alignments of access road alternatives 1A, 1B, 2A and 2B. Alternative 3 displaces 11 households. The widening of the transportation corridor pushes the edge of the transportation corridor further into Heritage Estates; however, the impacts are restricted to two streets in the community.

Disruption to Residents

The air quality assessment indicates that all access road alternatives are an improvement compared to the no build scenario.

For the at-grade, depressed and tunnel alternatives, disruption due to nuisance noise on dwellings located in Heritage Estates would be similar to existing baseline levels for noticeable noise impact. The vibration levels for all access road alternatives were predicted to be within threshold perception limit (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

There are no local community businesses that are displaced by any of the alternatives, thus change to social patterns is not anticipated. The regional Windsor Crossing Outlet Mall will experience some displacement of retail businesses; however, this will result in a minor impact to the Heritage Estates residents.

Access to Heritage Estates is not anticipated to be impacted by any of the project alternatives, as the primary entry is via Heritage Drive off of Sandwich Parkway.

Displacement/Disruption of Social Features

There are no social features displaced or disrupted in this neighbourhood.

Summary of Impacts to Heritage Estates Community/Neighbourhood

The Heritage Estates community will not change in character due any of the alternatives. The transportation corridor encroaches into the edge of the community but does not significantly impact on its cohesion or its functions. Although some households are displaced at the end of a cul-d-sac as a result of the option 2 alignment for access road alternatives 1A, 1B, 2A, and 2B, the displacements will not adversely effect the community.

4.2.12 Montgomery-Chelsea Area

Montgomery-Chelsea area is an old neighbourhood with mature trees and large lots located in LaSalle, west of Howard Avenue. The community is described in Section 3.2.15.

Displacement of Residents

Residents along the edge of this community will be displaced as the transportation corridor pushes into LaSalle at Howard Avenue. Approximately 8 households will be displaced by all access road alternatives.

Disruption to Residents

The character of this community will change slightly as the transportation corridor encroaches into the community shifting the edge to Chelsea Drive. This alignment is common to all access road alternatives. The community is already undergoing change with a mixture of young families and seniors that have lived in the community for many years. Generally, residents feel close knit; however, it is not anticipated that with the exception of those displaced along Chelsea Drive that community cohesion will change. Similarly, it is not anticipated that community functions will change.

The air quality assessment indicates that residents will experience a decrease in air quality due to the transportation ROW moving further into the community, thus residents may experience nuisance air impacts. With the exception of the tunnel alternative, all at grade and below grade alternatives are predicted to have higher concentrations of PM_{2.5} than the future no build scenario.

For the at-grade, depressed and tunnel alternatives, disruption due to nuisance noise on dwellings located in Montgomery-Chelsea are would be similar to existing baseline levels for noticeable noise impact.

The XTR Gas and Convenience Store and the Vachon Bakery Outlet will be displaced by all alternatives. The displacement of these local businesses may result in a change in social patterns and community character.

Access into the community is maintained with the existing network; however, some out-of-way travel will be required for the one-way service road alternatives (1A and 1B) with regards to crossing the freeway. Alternative 2A and 2B will result in the closure of several of the local neighbourhood streets at the Highway 3 corridor, thus access across the freeway or onto the local service roads will be via Howard Avenue.

Displacement/Disruption to Social Features

There are no social features to be displaced or disrupted in this community.

Summary of Impacts to the Montgomery-Chelsea Community/Neighbourhood

All access road alternatives are similar, thus the community/neighbourhood impacts are similar for all. It is anticipated that Montgomery Drive-Chelsea Drive community will experience a low impact to moderate impact.

4.2.13 Howard Avenue to North Talbot Road

This area includes the Southwood Lakes community, located on the north side and adjacent to Highway 401, the Del Duca Industrial Park, located on the south side and adjacent to Highway 401 in Tecumseh, and a cluster of residents on Howard Avenue and Mero Drive. The largest residential development is located on the north side within Southwood Lakes. Located east of Howard Avenue and south of Highway 3, the Town of Tecumseh land use is predominately agricultural with some highway commercial at the Howard /Highway 3 intersection. Residential development occurs along Howard Avenue in the Town of Tecumseh (south of Highway 3).

Displacement of Residents

The ROW configuration for all practical access road alternatives in this segment is generally the same, thus an equal number of dwellings will be displaced for each practical alternative. A total of 13 dwellings would be potentially displaced affecting approximately 41 residents. Affected neighbourhoods include Mero Avenue, and Howard Avenue and Talbot Road/Highway 3.

South of Highway 401 at Howard Avenue, this neighbourhood will experience a slight change in character with the re-configuration of the Highway 401/3⁶. The highway ROW moves southward and displaces all households on Mero Avenue, thus changing the cohesiveness of the neighbourhood.

⁶ The configuration of Highway 3/Highway 401/Howard Avenue/Outer Drive connections are under review and are subject to refinement.

Disruption to Residents

Recently built adjacent to the existing 401 corridor, Southwood Lakes residents enjoy many outdoor activities. The air quality assessment indicates that generally, there are no differences between the future no build scenario and the access road alternatives. Due to the tunnel portal, this option results in slightly higher concentrations of PM_{2.5}. It is not anticipated that Southwood Lakes, will experience a change in the character or cohesion of the community.

Residents living in the Town of Tecumseh along Howard Avenue and Mero Street also enjoy a number of outdoor uses of their property. It is not anticipated that residents will experience a change in nuisance air or noise impacts as a result of the project.

The community would not benefit from the tunnel alternative, as the portal is located in this neighbourhood. The range of noise impact from the east portal would be contained within a 75 m radius, and would likely result in a negligible increase in perceptible nuisance of noise in neighbourhoods along Mero Avenue, south of Talbot Road and to Aspen Court, to the north of Talbot Road.

South of Highway 401 at Howard Avenue, this neighbourhood will experience a slight change in character with the re-configuration of the Highway 401/3. The highway ROW moves southward and displaces most dwellings on Mero Avenue, thus changing the character of the broader neighbourhood.

The displacement of XTR Gas and Convenience store and restaurant by all alternatives will change social patterns, as the residents may have to travel further for these services and shopping presently provided at this corner.

Displacement/Disruption of Social Features

The junction where Highways 3 and 401 join Talbot Road will undergo some sort of re-alignment based on the access road alternatives. None of the proposed access road alternatives encroaches on Victoria Memorial Gardens. Access to the cemetery via Highway 3 eastbound may be impacted during the construction phase, but is not anticipated to result in any loss of function or use of the facility.

The *St. Charbel Maronite Catholic Church* is located off Outer Drive in the Del Duca Industrial Park. DRIC Project activities may result in the Church experiencing disruption impacts such as nuisance noise, dust and disruption to access.

Summary of Impacts to the Howard Avenue Community/Neighbourhood

Common to All:

- Southwood Lakes will not experience a change in the character or cohesion.
- Mero Avenue residents will be displaced, thus changing the character of the broader neighbourhood.

- Displacement of XTR Gas and Convenience store and Vachon Bakery Outlet may change social patterns.
- Changes at Outer Drive may impact the access to St. Charbel Maronite Catholic Church, and to the Industrial Park.
- No benefits to alternative 3, due to the portal being located in this neighbourhood.

Overall, there is little difference among the alternatives. It is anticipated that each alternative will have a low to moderate impact on the community.

4.3 Community Impacts Associated with Inspection Plazas and Crossings

Plazas B, B1 and C, and Crossings A and B are located mainly on land that is an industrial park in Brighton Beach and its vicinity. As shown in Figure 4.1, the industrial park and commercial area is home to the Brighton Beach Power Station, the Nemark Plant, Hydro One, the Ontario Power Generation and other industries. The area also contains brownfield areas and sites and other vacant parcels owned by the City of Windsor.

Crossing C is located also in an industrial area in the vicinity of Sterling Marine Fuels in Sandwich Towne south.

The location for the proposed Plaza A is situated adjacent to the E.C. Row Expressway on land of mixed use comprising residential area with patches of natural area.

4.3.1 Ojibway Parkway to Malden Road Area

Plaza A situated between Ojibway Parkway and Malden Road, and adjacent to E.C. Row Expressway. Matchette Road is realigned from its present configuration under E.C. Row Expressway to over the Expressway and around the end of Plaza following the existing alignment of E.C. Row and Ojibway Parkway to Broadway Street. Matchette is rejoined at the existing alignment at Broadway Street. Plaza A is connected to all crossing combinations.

Displacement of Residents

Plaza A would displace 62 dwellings affecting at least 172 residents. Plaza A represents the largest displacement count compared to the other Plaza alternatives. The access road to Plaza B and C through this same area would displace 31 dwellings affecting approximately 86 residents. Access to LaSalle via Matchette Road will be maintained; however Chappus Street will be removed and part of Beech Street will be closed.

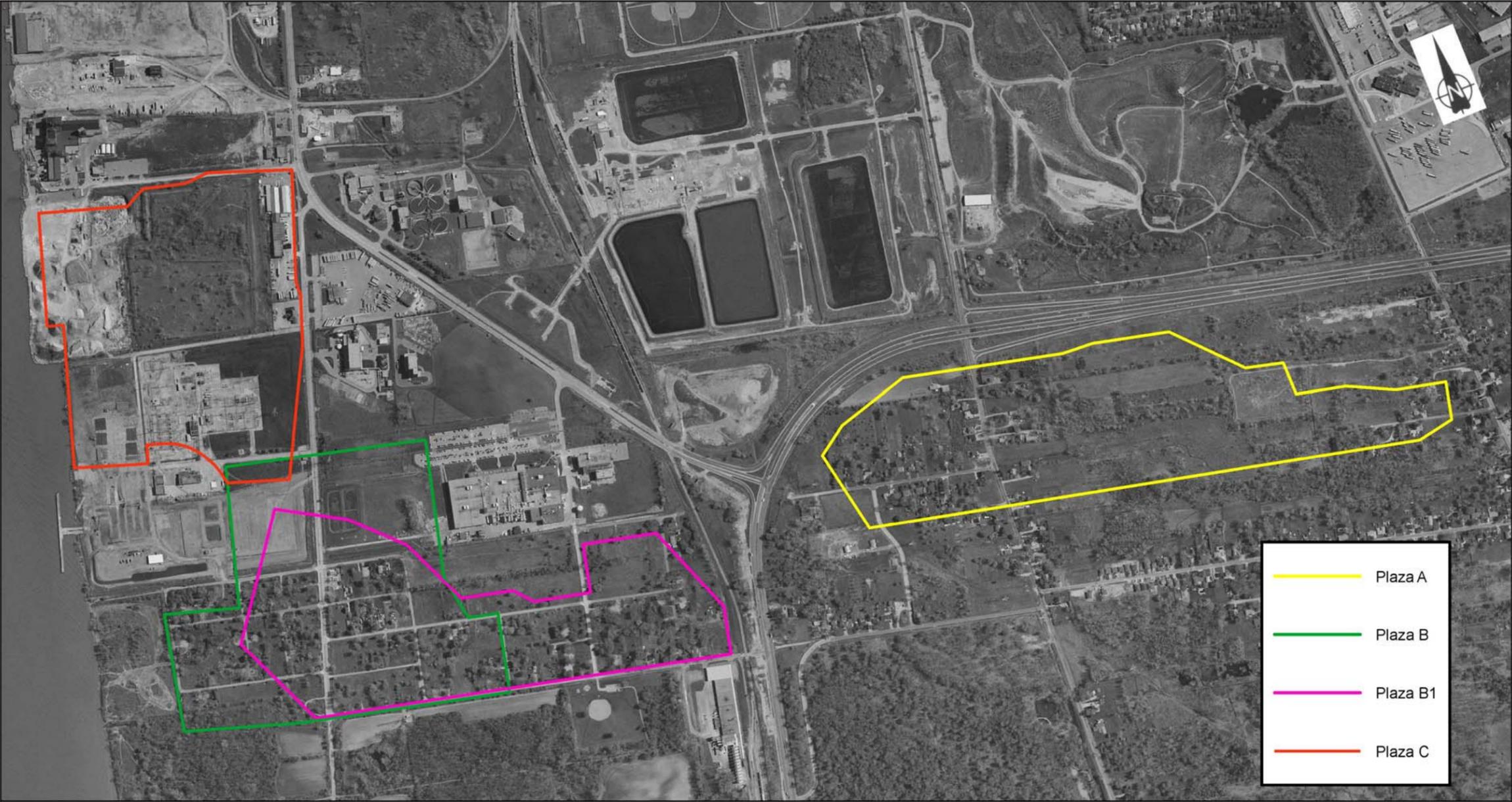


Figure 4.1
LOCATION OF PLAZAS



Affected dwellings are located along Chappus Street, Malden Road, Machette Road, and Beech Street. Residents in these neighbourhoods have a high sense of attachment to their property as many have lived at their current dwellings between 11-30 years. Besides tenure, sentimental attachment to the place where families raised their children, experienced lifecycle milestones (births, marriages), enhance such attachment.

A unique situation occurs with the displacement of residents by Plaza A where multi-generations of one family live adjacent to one another on a private dead-end street. In total five family dwellings would be displaced by Plaza A. This extended family has lived in close proximity for many years. This choice of living arrangements has fostered the development of a close knit extended family with daily interaction among members, strong bonds with extended family (e.g., cousins, grandparents, aunts, and uncles), shared holidays, and mutual protection and support. It has also fostered a strong, shared connection with the geographical space.

The magnitude of the social impact of displacing these five families is significant. For them to all relocate to a similar arrangement where they can be together, as they are now, and that offers a similar lifestyle could be challenging. Consequently, these families may experience a heightened loss of community, closeness to family, and a sense of safety. The children may not enjoy the same freedom of movement as they currently do between their extended family's homes, and they, too may experience a heightened sense of loss if relocation moves them away from their extended family members and the shared family culture they have developed over the years. Daily interactions with the extended family may be reduced, due to relocating. Families presently support each other in terms of child care, household maintenance, and security.

Crossing Combinations

Plaza A is accessible by connections to crossings A, B, and C. Due to design requirements of both the bridge and the inspection plazas, Crossing A alignment connects only to the proposed Plaza A. The crossing leaves Plaza A and roughly parallels Broadway Street to the Detroit River in the Brighton Beach industrial area. The proposed alignment of Crossing A passes through an area that was once residential and now is designated as an industrial park. The City of Windsor has removed most of the dwellings and the area is neglected with overgrown vegetation. Crossing A does not displace any residential dwellings.

The Crossing B alignment leaves Plaza A and roughly parallels Broadway Street before curving up to Sandwich Street in the Brighton Beach Industrial Area. This bridge crossing meets the Detroit River in the vicinity north of the Brighton Beach Power Station. Crossing B displaces 3 residential properties on Page and Healy Streets. One of the tenants has a strong sense of attachment to their property, as they have lived there since childhood, long before the development of the industrial area.

Crossing C is located adjacent to South Sandwich Street and crosses the Detroit River in the vicinity of Sterling Marine Fuels. There are two Crossing C alignments between Plaza A and Sandwich Street. Crossing alignment C1 follows a similar alignment as Crossing B

through the Brighton Beach industrial park and Sandwich Street. Crossing alignment C2 runs adjacent to Ojibway Parkway between E.C. Row Expressway and Sandwich Street.

Crossing C from Plaza A displaces two residential dwellings on Russell Street in addition to the three properties located on Page and Healy Streets in the south part of the Brighton Beach Industrial Park that would be displaced by the crossing C1 alignment. The C2 does not displace any dwellings along its alignment.

Disruption to Residents

Residents living in the vicinity of the proposed plaza area, particularly along Armanda Street may potentially experience long term impacts from Plaza A.

Property lots in these neighbourhoods are large and deep located in a park-like setting with an abundance of wildlife. Residents have also described it as "...living in the country within the city". Nuisance effects are anticipated to impact the day-to-day use and enjoyment of property in the vicinity of Plaza A. Compared to the no build scenario, the project will result in changes in air quality for the Ojibway Parkway to Malden neighbourhood, and specifically the Armanda Street area. The air quality assessment shows increases in maximum concentrations of particulate matter within 250 m of the plaza boundary.

The number of residents and features affected is shown in Table 4.3. As Plaza A is located in the vicinity of residential neighbourhoods, it would disrupt the highest number of residents compared to Plazas B, B1 or C.

TABLE 4.3 PROJECTED NUMBER OF RESIDENTS AND FEATURES THAT WOULD BE AFFECTED BY AIR QUALITY ASSOCIATED WITH PLAZA A

Distance From ROW	Plaza A	
	Residents	Social Features
250 m	112	Malden Park, Ojibway Park
100 m	16	Malden Park
50 m	10	0

With the connection to Plazas B, B1 or C, the Armanda Street area would result in the lowest concentration of PM_{2.5}.

In addition, lighting from the plaza, particularly in winter, when foliage is gone from the trees and shrubs, may cause some disturbance between sunset and sunrise to adjacent residents.

Noise modelling results show that in some cases a 5 m high acoustic barrier on the connecting roadway for crossings connected to Plaza A cannot sufficiently reduce noise levels to within 5 dB of the no build noise levels for residents in the Ojibway Parkway to Malden Road area and the Brighton Beach area (see Noise Impact Assessment Report, May 2007). Acoustic barriers on the C2 approach were shown to reduce noise levels to existing baseline levels for residents in the vicinity of Sandwich Towne South. The highest noise impacts were predicted with Plaza A to Crossing C (via Brighton Beach combination).

The vibration levels for all plaza and crossing alternatives were predicted to be within threshold perception limits (see Noise Impact Assessment Report, May 2007), and thus, would result in negligible impact to local residents requiring no mitigation measures.

Displacement/ Disruption of Social Features

The *Erie Wildlife Rescue (EWR)* is based out of an old school building located on a cul-de-sac east from Ojibway Parkway on Chappus Street. The right-of-way for the Plaza A and combination crossings intersect with the property occupied by the EWR. As such, this organization would be displaced from its present location by the project. Relocation of this operation to a facility that provides the same amenities of the present site may be difficult. See section 4.1.2 for a full discussion of the effects of displacement to the Erie Wildlife Rescue.

The EWR is displaced in all access road alternatives, plazas and crossing alignment combinations.

There are no social features that could potentially be disrupted by Plaza A, or the access road to Plaza B and C.

Summary of Impacts to Ojibway Parkway to Malden Road Community/Neighbourhood

Plaza A would have the greatest impact on the community. The Plaza would replace an existing natural park-like setting, thus creating a significant change in the character of the area. Community trails will be lost and the park-like setting in which residents presently live and highly value will be replaced with an international customs and inspection plaza.

Cohesion would be impacted due to the number of homes that will be displaced by the project and to the change in social patterns as a result of nuisance impacts.

Matchette, which serves as a significant transportation routes between LaSalle and Windsor, will be realigned adjacent to Ojibway Parkway and around the perimeter of the plaza thus increasing travel time through the area. Public transportation bus routes such as the South Windsor 7 would experience route changes as it would no longer be able to cross E.C. Row Expressway along Matchette Road to enter LaSalle.

The present catchment area for St. James Catholic School, although located on Whitney Avenue outside the ACA, includes the neighbourhood where Plaza A is proposed. Bus numbers 3, 14 and 17 would be re-routed from their regular route along Matchette Road into LaSalle, and they would no longer access Chappus Street as will be displaced by the plaza. Slightly longer trip times may result.

Similarly, two bus routes operated daily for drop-off and pick-up at Oakwood Public School would be affected by Plaza A and may experience slightly longer trip times.

The displacement of Erie Wildlife Rescue with Plaza A crossing routes will also result in the relocation or potential loss of a service that is one-of-a kind in Essex County. This is a broader community impact that may have difficulty relocating given its skeletal and volunteer staff. Although providing a unique service to the community and to Essex County, the financial viability over the long term is questionable due to their reliance on volunteer efforts to raise funds through grant applications and community fund raising activities.

Emergency services would experience increased response times since there is no direct access to the adjacent neighbourhoods and the proposed plazas and crossings for emergency and fire services from the Windsor border to Ojibway Parkway. Construction of an additional EMS station may be required to meet provincially mandated response times.

The access road to Plaza B and C would maintain Matchette Road as a major arterial access road to LaSalle. The disruptive effects on school bus routes and local bus transit would amount to increased travel time with construction detours.

As mentioned earlier, the Plaza A Crossing C combination using C2 approach (via Ojibway

Parkway) has a high potential to generate nuisance noise that would affect residents in the vicinity of Hill Avenue, South Sandwich Towne. Although such noise would be almost twice as loud as existing noise levels, mitigation measures at the crossing would be effective in reducing the nuisance noise to baseline levels.

The Crosstown 2 public transit bus would be moderately affected by route alterations during construction phase of the project as a majority of its route extends beyond the vicinity of Crossing C.

4.3.2 Sandwich Towne South and Brighton Beach Industrial Park

The south portion of Sandwich Towne is a mixture of residential and industrial land uses. South of Prince Street is the Brighton Beach industrial park. Located within the industrial park are Plazas B, B1 and C. Crossings A and B are also located within the industrial park. Crossing C is located at Sterling Marine Fuels in the Waterfront Port⁷ area of Sandwich Towne and connects to all Plazas.

Plaza B and B1 connect to the Crossing B alignment. Access to Plaza B and B1 from the proposed Highway 401 runs roughly parallel to Broadway Street before curving up to Sandwich Street in the Brighton Beach Industrial Area. Crossing B follows a similar alignment from Plazas B and B1 and meets the Detroit River in the vicinity north of the Brighton Beach Power Station.

Plaza C is situated on land occupied by Hydro One and the Ontario Power Generation. It connects only to Crossing C which runs adjacent to South Sandwich Street and crosses the Detroit River in the vicinity of Sterling Marine Fuels.

Displacement of Residents

As mentioned above, the location of Plazas B and B1 is on lands owned by the City of Windsor, adjacent to the Brighton Beach Power Station, and the Nemak Plant. Plaza B and B1 would displace five dwellings, situated on Healy Street, Page Street and Chappus Street. Two dwellings, one on Healy Street and the other on Chappus Street, are rental units while the remaining dwellings are privately owned homes.

Plaza B connects with Crossing C. This crossing displaces two dwellings on the fringe of South Sandwich Towne on Russell Street. Plaza B1 connects to Crossing B. Crossing B does not displace any dwellings.

Plaza C is situated on land occupied by Hydro One and the Ontario Power Generation, and as such, no residential dwellings would be displaced. The access road into Plaza C from South Windsor would displace three dwellings on Healy Street and Page Street and

⁷ As defined in the *Olde Sandwich Towne: Community Planning Study Report*, October 2006.

crossing C displaces two dwellings on the fringe of South Sandwich Towne on Russell Street.

Displacement/Disruption of Social Features

No social features are located in the Plaza B, B1, and C footprints. Nor are any social features located within Crossing B and C ROW alternatives.

Broadway Park is the only social feature that would be disrupted by Plaza B and Crossings A, B, and C combinations. Broadway Park was once a neighbourhood park with a ball diamond, prior to the development of the Brighton Beach power station. The land use was changed by the City of Windsor to industrial development in the vicinity of the park. Broadway Park is presently used as a dog-park and quiet place to enjoy lunch breaks. From Plaza A, Crossing A will pass in close proximity to the north of Broadway Park, thus changing the quiet natural character of the area. The traffic noise associated with the access road is not likely to disturb the use or function of the park as a dog exercise area. It is not anticipated that a change to the park access from Broadway Street will be experienced.

The Waterfront (Chappus Street) Park provides a natural shoreline and a public access to the Detroit River. Crossing A is located in the vicinity of the park, however, it is not anticipated that vehicle access to the park will be impacted due to the elevated status of the bridge at the shore.

Compared to the no build scenario, the project will result in changes to air quality for the Brighton Beach industrial park area. All Plaza alternatives have a negative impact on air quality within 100 m of the plaza. Increases in maximum concentrations of particulate matter are predicted to occur compared to the no build for all plaza/crossing alternatives (See Air Impact Assessment).

The Crosstown 2 public bus route would be affected by route alterations caused by location of Plaza B, B1 and the associated crossings. Access to the industrial park area would be maintained in areas underneath the elevated crossings.

Disruption to Residents

Located in an industrial park, few residents in the vicinity are displaced by this option, thus there are not disruption impacts to residents anticipated. As mentioned earlier, changes to air quality would affect the handful of residents located in the industrial park area, as shown in Table 4.4.

TABLE 4.4 PROJECTED NUMBER OF RESIDENTS AND FEATURES THAT WOULD BE AFFECTED BY AIR QUALITY ASSOCIATED WITH THE PROJECT

Distance From ROW	Plaza B		Plaza B1		Plaza C
	Residents	Social Features	Residents	Social Features	Residents
250 m	1	Broadway Park	2	Broadway Park	4
100 m	1	0	0	Broadway Park	0
50 m	1	0	0	Broadway Park	0

In Sandwich Towne South, future No Build results in the lowest air quality concentrations of all alternatives, but there is little difference between No Build and Plaza A, Plaza B and Plaza C. Thus, the Plaza Alternatives have negligible air quality impact on Sandwich Towne South. Crossing C results in the highest concentration of air quality relative to all other alternatives, however that increase is marginal.

Sandwich Towne Focus Group Input Concerning Crossing Alternatives

The broader community of Sandwich Towne perceives Crossing C has the potential to affect their community negatively. Many residents feel that the crossing encroaches too far into the community, thus potentially changing the existing character of the community and their quality of life. Concerns are predominately with Crossing C and were explored during a focus group meeting.

Generally, residents of Sandwich Towne feel closely connected. They expressed a high level of community cohesiveness and spoke warmly of the many unique and special features of the community. Conversely, some residents at the Saturday focus group expressed dissatisfaction with living in Sandwich Towne and were very concerned with multiple recent property acquisitions by the Ambassador Bridge Company. Participants in this focus group were primarily from streets adjacent to, or in close proximity of the Ambassador Bridge and plaza. Some residents expressed feeling abandoned by City Council and felt that Sandwich Towne was and will continue to be the "dumping" ground for less desirable development. An example cited was the location of the City sanitary plant in Sandwich Towne. Crossing Alternative C was viewed as one more undesirable feature being "dumped" into the community.

Residents in general did not like Crossing Alternative C and felt strongly that it should be removed from further consideration by the DRIC study team. Some of the concerns expressed relate to potential nuisance impacts and include:

- Increase in pollution, generally, and how property values will be impacted;
- Increase in noise and air pollution to the community and how these will impact health of residents generally, and specifically, school and daycare children;
- Increase in levels of vibration and the potential to impact the historic buildings in the community; and
- Increase in traffic through Sandwich Towne due to trucks and other vehicles looking for a way to divert from one bridge to the other if delays are experienced.

Other concerns expressed relate to the possible cumulative impacts of living between two heavily used international bridge crossings, the Ambassador Bridge and Crossing Alternative C. Residents did not express the same concerns for the other crossing alternatives. Cumulative concerns include:

- The impact of the two bridges on residents' health, noise, and pollution.
- The impact of the two bridges on community character and quality of life in Sandwich Towne; and
- Destabilization of Sandwich Towne resulting in business closures, increasing number of residential rental properties due to homeowners selling, and increasing abandonment of purchased residential properties.

Residents did not see any benefit of Crossing C as acting as a gateway into the community; however, several did express Crossing A or B could act as a catalyst to create tourism opportunities between Sandwich Towne and Fort Wayne (US side). Further, some residents felt that Crossing A or B could eventually enhance the character of Sandwich Towne and act as a gateway.

When discussing the key actions of the recently approved *Olde Sandwich Towne Community Planning Study Report* (October 2006), Crossing Alternative C was not seen as compatible with the Plan, although the proposed Crossing C passes through an identified and designated industrial area. Residents identified and strongly supported the location of the southern gateway into Sandwich Towne as being in the vicinity of the Armouries.

Summary of Impacts to Sandwich Towne south Community/Neighbourhood

No impacts to community cohesion, character or function anticipated due to the industrial land uses in this area.

For Plaza C no impacts to community cohesion, character or function anticipated due to the industrial park land uses in this area. At Crossing C the disruptive effects to Sandwich Towne South would be the same as discussed for Plaza A.

5. Evaluation of Alternatives

The summary of the evaluation of alternatives is presented in the tables within this chapter. The summary highlights are captured below.

5.1 Access Road Alternatives

For each alternative, the common impacts and the differences are summarized starting with the displacement of households for the broader community and the impacts to specific neighbourhood communities adjacent to the transportation ROW. Understanding the impacts on the community also includes consideration of the noise and air assessments, the mobility assessment and the economic impact assessment. A summary of the impacts associated with each alternative is included.

Impacts to some of the neighbourhood communities along the corridor are similar but vary by degree depending on the access road alternative.

5.1.1 Alternative 1A

Within the communities of South Windsor and LaSalle, widening the existing transportation corridor to accommodate Alternative 1A will result in household displacements along the edge of the corridor from Howard Avenue to Spring Garden. Approximately 160 to 230 households or approximately 230 to 350 residents will be displaced from the edge of the communities. The variation in displacements is a result of two alignment configurations between St. Clair College and Howard Avenue, and two connection alignments to the Plazas. The results of these variations are as follows:

- Alignment option 1 displaces more households compared to alignment option 2, and
- The connection to Plaza A displaces more households compared to the connection to Plaza B or C.

Along the corridor are distinct neighbourhood communities, some of which will experience negative effects, as a result of the number of household displacements. These communities include Spring Garden, Bethlehem Street, Reddock Street and Talbot Road (between Cousineau Road and Howard Avenue), and Montgomery-Chelsea Drive and Mero Avenue. In all of these cases, the displacement of households will change the character and cohesion of these communities.

The Spring Garden community will experience a change in character and cohesion due to the displacement of neighbours and the construction of a six lane freeway through a previously natural area. The alignment to Plaza B or C is more closely aligned to the

existing E.C. Row Expressway and as such is not as intrusive into the community as the alignment to Plaza A. Both alignments will result in the reconfiguration of the existing trail network in the forested area. After the tunnel alternative, alternative 1A with connection to Plaza B/C displaces the fewest households, and as such, will result in fewer impacts to the community's cohesion.

The Bethlehem community will experience a change in character and cohesion due to the displacement of neighbours and the encroachment of the transportation corridor. After the tunnel alternative, the connection to Plaza B/C for alternative 1A displaces the fewest households; thus resulting in fewer impacts to community cohesion. The character of the community; however, will still be impacted from the intrusion of the ROW into the community. The opening of Bethlehem Street to accommodate local traffic traveling from Spring Garden to Huron Church Road will impact the character of the Bethlehem community. In addition, the local trail network will be impacted due to the development of this road connection.

Talbot Road, option 1 alignment displaces more households than option 2; however, regardless of the option, the community will experience a significant change in character and cohesion due to the displacement of one entire side of Talbot Road.

The west side of the residential in-fill area of Kendleton Court will be displaced with alignment option 1; resulting in the east side experiencing nuisance effects. With the option 2 alignment, only one household is displaced; however a similar number of residents are anticipated to experience nuisance effects.

Common to all access road alternatives, all Mero Avenue households (7) will be displaced.

Disruption to residents due to nuisance impacts may be experienced by residents living adjacent of the ROW. The noise impact assessment indicates that for all access road alternatives, mitigation measures for noise will reduce noise levels to a point that would not exceed current (baseline) levels for noise. The potential aesthetic effects associated with the mitigation measures have not been assessed at this time.

The air quality assessment indicates that generally, compared to the "no build" scenario, residents will not experience an increase in concentrations of PM_{2.5}. There are several exceptions that occur in Spring Garden and the Montgomery-Chelsea communities. In both cases due to the encroachment of the freeway into the community, concentrations of PM_{2.5} are lower with the no build scenario compared to Alternative 1A. Residents in these areas will experience nuisance impacts as a result, which may change how they presently use and enjoy their property.

Common to all access road alternatives, the communities of South Windsor and LaSalle will experience the displacement of three social features with alignment option 1 and four features with option 2. 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. A cenotaph and memorabilia will all need to be relocated. The displacement of the Montessori Pre-school in Lambton Plaza will impact

local families, however, it is anticipated that this presents a short-term hardship to parents while they look for other pre-school spaces.

The access road alternatives that result in a partial property taking (0.1 ha) at the Heritage Park Alliance Church do not pose a threat to their ministry, programs or other services they provide.

St. Cecile Academy of Music may experience disruption effects due to the relocation of the local service to the property adjacent to the school.

Common to all alignment option 2 alternatives and access road alternative 3 is the displacement of the social features identified above plus 14 housing units at Trillium Court Co-operative Housing. The loss of geared-to-income housing does present a hardship to those displaced due to the limited number of spaces available within the City, and it may increase the already long waiting time for those applying for housing.

Social features along the corridor will experience inconvenience maintaining adequate access during the construction phase for all alternatives. During operation, the one-way service roads will result in slightly increased access time for the South Windsor Recreation Complex located at Pulford Street. None of the features are anticipated to experience a change in use or programming as a result of nuisance effects.

Impacts to municipal services is similar for all alternatives. During construction, additional travel time may be experienced by public buses as they navigate through construction zones. School bus routes that travel across the Huron Church/Highway 3 corridor may also experience delays and increased travel time during construction. Preferred locations for crossing of the highway are maintained by all alternatives.

Oakwood Public School bus route is affected by the closure of Spring Garden for both Alternative 1A alignment options (option 1 and 2). The bus route may experience increased travel time, or require re-routing due to the change in the local traffic connection between Spring Garden and Huron Church.

The one-way service road slightly increases response time by EMS. Access at Todd Lane onto the Highway is not maintained, resulting in EMS traveling further to access highway. Alternative 1A results in slightly increased response times to adjacent communities of Spring Garden, Bethlehem, Bellewood, and Villa Borghese due to reconfiguration of local road network.

Ontario Provincial Police may need to adjust the deployment of resources to provide adequate coverage on the Highway 401 to the new plaza. The OPP Highway jurisdiction will extend from its current day boundary at Howard Avenue to the new plaza, approximately 6 km.

The displacement of businesses along the transportation ROW will effect community function and result in a potential change in social patterns. Although many of these businesses receive business from customers traveling through the area, many also serve

the local communities. Businesses displaced that serve the local communities include Tim Horton's, Fred's Fresh Produce, Golden Griddle, Petro Canada, King Kone (seasonal), Lambton Plaza (10 businesses). Communities affected by these business displacements include Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, and Huron Estates.

Some communities located adjacent to the transportation corridor will experience benefits with the project compared to the no build scenario. Generally, separating the freeway traffic from local traffic will result in decreased nuisance effects to residents living within the peripheral of adjacent communities. These communities include Bellewood Estates, Villa Borghese, Heritage Estates, Huron Estates, and Southwood Lakes. With freeway traffic separated from local traffic, access into the neighbourhoods by local traffic will also improve.

Taking into consideration all of the above, this access road alternative has a low impact to the Community and Neighbourhood characteristics of South Windsor and LaSalle. Alignment option 1 does not displace any geared-to-income housing units at Trillium Court. Connection to Plaza B/C displaces fewer households and is less intrusive into the Spring Garden neighbourhood compared to the connection to Plaza A.

5.1.2 Alternative 1B

Within the communities of South Windsor and LaSalle, widening the existing transportation corridor to accommodate Alternative 1B will result in household displacements along the edge of the corridor from Howard Avenue to Spring Garden. Approximately 160 to 230 households or approximately 230 to 350 residents will be displaced from the edge of the communities. The variation in displacements is a result of two alignment configurations between St. Clair College and Howard Avenue, and two connection alignments to the Plazas. Similar to alternative 1A above,

- Alignment option 1 displaces more households compared to alignment option 2, and
- The connection to Plaza A displaces more households compared to the connection to Plaza B or C.

Along the corridor are distinct neighbourhood communities, some of which will experience negative effects, as a result of the number of household displacements. These communities include Spring Garden, Bethlehem Street, Reddock Street, Kendleton Court, and Talbot Road (between Cousineau Road and Howard Avenue), and Mero Avenue. In all of these cases, the displacement of households will change the character and cohesion of these communities.

The Spring Garden community will experience a change in character and cohesion due to the displacement of neighbours and the construction of a six lane freeway through a previously natural area. The alignment to Plaza B or C is more closely aligned to the

existing E.C. Row Expressway and as such is not as intrusive into the community as the alignment to Plaza A. Both alignments will result in the reconfiguration of the existing trail network in the forested area. Similar to Alternative 1A, after the tunnel alternative, 1B with connection to Plaza B/C displaces the fewest households, and as such, will result in fewer impacts to the community's cohesion.

The Bethlehem community will experience a change in character and cohesion due to the displacement of neighbours and the encroachment of the transportation corridor. Similar to alternative 1A, after the tunnel alternative, the connection to Plaza B/C for alternative 1B displaces the fewest households; thus resulting in fewer impacts to community cohesion. The character of the Bethlehem community; however, will still be impacted from the intrusion of the ROW into the community. The opening of Bethlehem Street to accommodate local traffic traveling from Spring Garden to Huron Church Road will also impact the character of the Bethlehem community. In addition, the local trail network will be impacted due to the development of this road connection.

Talbot Road, option 1 alignment displaces more households than option 2; however, regardless of the option, the community will experience a significant change in character and cohesion due to the displacement of one entire side of Talbot Road.

The west side of the residential in-fill area of Kendleton Court will be displaced with alignment option 1; resulting in the east side experiencing nuisance effects. With the option 2 alignment, only one household is displaced; however a similar number of residents are anticipated to experience nuisance effects.

Reddock Street will experience a change in community character and cohesion due to the access road alignment encroaching into the community and displacing 5 of the 16 households.

Common to all access road alternatives, all Mero Avenue households (7) will be displaced.

Disruption to residents due to nuisance impacts may be experienced by residents living adjacent of the ROW. The noise impact assessment indicates that for all access road alternatives, mitigation measures for noise will reduce noise levels to a point that would not exceed current (baseline) levels for noise. The potential aesthetic effects associated with the mitigation measures have not been assessed at this time.

The air quality assessment indicates that generally, compared to the "no build" scenario, residents will not experience an increase in concentrations of PM_{2.5}. There are several exceptions that occur in Spring Garden and the Montgomery-Chelsea communities. In both cases due to the encroachment of the freeway into the community, concentrations of PM_{2.5} are lower with the no build scenario compared to Alternative 1B. Residents in these areas will experience nuisance impacts as a result which may change how they presently use and enjoy their property. Compared to 1A, the at-grade alternative, there is a marginal difference with 1B concentrations being lower.

Social features displaced by this alternative include the Royal Canadian Legion, the Montessori Pre-school (in Lambton Plaza), and the Heritage Park Alliance Church (partial property taking of 0.1 ha). Alignment option 2 also displaces 14 housing units at Trillium Court Co-operative Housing. The displacement of the Legion presents a hardship to its membership as it serves one of society's valued and vulnerable segments, veterans and seniors. The displacement of the pre-school presents a short term hardship to parents until they are able to find other pre-school alternatives. The ministry, programming and services provided by the Heritage Park Alliance Church will not be affected; however, access to the site will need to be reconfigured.

Other social features along the corridor may experience inconvenience associated with maintaining adequate access during the construction phase for all alternatives. During operation, none of the features is anticipated to experience a change in use or programming as a result of nuisance effects.

Impacts to municipal services is anticipated to be minimal and is similar for all alternatives as summarized under Alternative 1A above.

For all access road alternatives, mitigation measures for noise will reduce noise levels to a point that would not exceed current (baseline) levels for noise. The potential aesthetic effects associated with the mitigation measures have not been assessed at this time.

The displacement of businesses along the transportation ROW will effect community function and result in a potential change in social patterns. Although many of these businesses receive business from customers traveling through the area, many also serve the local communities. Businesses displaced that serve the local communities include Tim Horton's, Fred's Fresh Produce, Golden Griddle, Petro Canada, King Kone (seasonal), Lambton Plaza. Communities affected by these business displacements include Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, and Huron Estates.

Some communities located adjacent to the transportation corridor will experience benefits with the project compared to the no build scenario. Generally, separating the freeway traffic from local traffic will result in decreased nuisance effects to residents living within the peripheral of adjacent communities. These communities include Bellewood Estates, Villa Borghese, Southwood Lakes. With freeway traffic separated from local traffic, access into the neighbourhoods by local traffic will also improve.

Taking into consideration all of the above, access road alternative 1B has a low impact to the Community and Neighbourhood characteristics of South Windsor and LaSalle. Alignment option 1 does not displace housing units at Trillium Court. Connection to Plaza B/C displaces fewer households and is less intrusive into the Spring Garden neighbourhood compared to the connection to Plaza A.

Compared to alternative 1A, an at-grade alternative, 1B is below grade, and as such provides some aesthetic benefits to the community at large and to adjacent neighbourhoods. Alternative 1B removes the international traffic, and specifically, truck

traffic from city streets and from the viewshed of adjacent residents. This is highly desirable to local residents due to their concerns with air quality, noise and safety associated with the existing transportation corridor.

5.1.3 Alternative 2A

Within the communities of South Windsor and LaSalle, widening the existing transportation corridor to accommodate Alternative 2A will result in household displacements along the edge of the corridor from Howard Avenue to Spring Garden. Approximately 170 to 230 households or approximately 230 to 410 residents will be displaced from the edge of the communities. The variation in displacements is a result of two alignment configurations between St. Clair College and Howard Avenue, and two connection alignments to the Plazas. Similar to the alternatives discussed above:

- Alignment option 1 displaces more households compared to alignment option 2, and
- The connection to Plaza A displaces more households compared to the connection to Plaza B or C.

Along the corridor are distinct neighbourhood communities, some of which will experience negative effects, as a result of the number of household displacements. These communities include Spring Garden, Bethlehem Street, Reddock Street and Talbot Road (between Cousineau Road and Howard Avenue), and Mero Avenue. In all of these cases, the displacement of households will change the character and cohesion of these communities.

The Spring Garden community will experience a change in character and cohesion in part due to the displacement of neighbours. This alternative with the connection to Plaza A results in one of the highest number of households (approximately 50 out of 80) displaced compared to other alternatives. The construction of a six lane freeway through a previously natural area will also contribute to a change in character and cohesion. The alignment to Plaza B or C is more closely aligned to the existing E.C. Row Expressway and as such is not as intrusive into the community as the alignment to Plaza A. Both alignments will result in the reconfiguration of the existing trail network in the forested area.

The Bethlehem Street area community will experience a change in character and cohesion due to the displacement of neighbours and the encroachment of the transportation corridor. The character will further be changed as a result of the realignment of Spring Garden, and the opening of Bethlehem Street to accommodate local traffic traveling to Huron Church Road. In addition, the local trail network will be impacted due to the development of this road connection.

Talbot Road, option 1 alignment displaces more households than option 2; however, regardless of the option, the community will experience a significant change in character and cohesion due to the displacement of one entire side of Talbot Road.

The residential in-fill area of Kendleton Court will be displaced with alignment option 1; however, no households will be displaced with alignment option 2.

Reddock Street residents will experience a displacement of 9 households out of 16, resulting in a change in character and cohesion.

Displacements of social features are common to all, as discussed under Alternative 1A above, with the exception that the Heritage Park Alliance Church is wholly displaced in option 1 and 2 alignments for this alternative. Displacement of the church will present challenges to ensure continuity with its ministry, programming and services during its transition to a new location.

Other social features along the corridor may experience inconvenience associated with maintaining adequate access during the construction phase for all alternatives. During operation, none of the features are anticipated to experience a change in use or programming as a result of nuisance effects.

Impacts to municipal services are minimal and are similar for all alternatives as discussed under Alternative 1A.

The displacement of businesses along the transportation ROW will effect community function and result in a potential change in social patterns. Although many of these businesses receive business from customers traveling through the area, many also serve the local communities. Businesses displaced that serve the local communities include Golden Griddle, Lambton Plaza (10 businesses), Mac's Milk, XTR Gas, and Vachon Bakery Outlet. Communities affected by these business displacements include Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, Huron Estates, Montgomery-Chelsea area and Howard Avenue. In addition, retail businesses will be displaced at the Windsor Crossing Outlet Mall, a mall that serves local neighbourhoods and the region.

Some communities located adjacent to the transportation corridor will experience benefits with the project compared to the no build scenario. Generally, separating the freeway traffic from local traffic will result in decreased nuisance effects to residents living within the peripheral of adjacent communities. These communities include Bellewood Estates, Villa Borghese, Southwood Lakes.

Taking into consideration all of the above, access road alternative 2A has a moderate impact to the Community and Neighbourhood characteristics of South Windsor and LaSalle. Alignment option 1 displaces more households overall than option 2; however, option 2 displaced geared-to-income households at Trillium Court. Connection to Plaza B/C displaces fewer households compared to the connection to Plaza A due to its less intrusive nature into the Spring Garden neighbourhood.

5.1.4 Alternative 2B

Within the communities of South Windsor and LaSalle, widening the existing transportation corridor to accommodate Alternative 2B will result in household displacements along the edge of the corridor from Howard Avenue to Spring Garden. Approximately 170 to 230 households or approximately 230 to 410 residents will be displaced from the edge of the communities. The variation in displacements is a result of two alignment configurations between St. Clair College and Howard Avenue, and two connection alignments to the Plazas. The results of these variations are as follows:

- Alignment option 1 displaces more households compared to alignment option 2, and
- The connection to Plaza A displaces more households compared to the connection to Plaza B or C.

Along the corridor are distinct neighbourhood communities, some of which will experience negative effects, as a result of the number of household displacements. These communities include Spring Garden, Bethlehem Street, Reddock Street and Talbot Road (between Cousineau Road and Howard Avenue), and Mero Avenue. In all of these cases, the displacement of households will change the character and cohesion of these communities.

The Spring Garden community will experience a change in character and cohesion due to the displacement of neighbours and the construction of a six lane freeway through a previously natural area. The alignment to Plaza B or C is more closely aligned to the existing E.C. Row Expressway and as such is not as intrusive into the community as the alignment to Plaza A. Both alignments will result in the reconfiguration of the existing trail network in the forested area. Similar to alternative 2A, the connection to Plaza A alignment for alternative 2B, results in one of the highest displacement of households compared to the same alignment for alternatives 1A and B.

The Bethlehem community will experience a change in character and cohesion due to the displacement of neighbours and the encroachment of the transportation corridor. Similar to alternative 1A, after the tunnel alternative, the connection to Plaza B/C for alternative 1B displaces the fewest households; thus resulting in fewer impacts to community cohesion. The character of the Bethlehem community; however, will still be impacted from the intrusion of the ROW into the community. The opening of Bethlehem Street to accommodate local traffic traveling from Spring Garden to Huron Church Road will also impact the character of the Bethlehem community. In addition, the local trail network will be impacted due to the development of this road connection.

Talbot Road, option 1 alignment displaces more households than option 2; however, regardless of the option, the community will experience a significant change in character and cohesion due to the displacement of one entire side of Talbot Road.

All 28 households on Kendleton Court will be displaced with alignment option 1; however, with the option 2 alignment, only one household is displaced. It is anticipated that the residents remaining with the option 2 alignment will experience nuisance effects as a result of the encroachment of the transportation corridor ROW toward the front of their homes.

Reddock Street will experience a change in community character and cohesion due to the access road alignment encroaching into the community and displacing 8 of the 16 households.

Common to all access road alternatives, all Mero Avenue households (7) will be displaced.

Disruption to residents due to nuisance impacts may be experienced by residents living adjacent of the ROW. The noise impact assessment indicates that for all access road alternatives, mitigation measures for noise will reduce noise levels to a point that would not exceed current (baseline) levels for noise. The potential aesthetic effects associated with the mitigation measures have not been assessed at this time.

The air quality assessment indicates that generally, compared to the "no build" scenario, residents will not experience an increase in concentrations of PM_{2.5}. There are several exceptions that occur in Spring Garden and the Montgomery-Chelsea communities. In both cases due to the encroachment of the freeway into the community, concentrations of PM_{2.5} are lower with the no build scenario compared to Alternative 1B. Residents in these areas will experience nuisance impacts as a result which may change how they presently use and enjoy their property. Compared to all other at-grade and below-grade alternatives, 2B results in the lowest concentration of PM_{2.5}.

Displacements of social features are common to all, as discussed under Alternative 1A above, with the exception that the Heritage Park Alliance Church is wholly displaced in option 1 and 2 alignments for this alternative. Displacement of the church will present challenges to ensure continuity with its ministry, programming and services during its transition to a new location.

Other social features along the corridor may experience inconvenience associated with maintaining adequate access during the construction phase for all alternatives. During operation, none of the features is anticipated to experience a change in use or programming as a result of nuisance effects.

Impacts to municipal services are minimal and are similar for all alternatives as summarized under Alternative 1A above. Below grade options, generally, pose access challenges to local emergency services between exits due to confined space.

For all access road alternatives, mitigation measures for noise will reduce noise levels to a point that would not exceed current (baseline) levels for noise. The potential aesthetic effects associated with the mitigation measures have not been assessed at this time.

Within the South Windsor and LaSalle several neighbourhood communities will experience impacts as a result of Alternative 2B. These communities include Spring Garden,

Bethlehem Street area, Reddock Street and Talbot Road (between Cousineau Road and Howard Avenue).

The Spring Garden community will experience a change in character and cohesion due to the displacement of 50 households for the connection to Plaza A alignment, and 30 households for the Plaza B/C alignment.

The Bethlehem Street area community will experience a change in character and cohesion as a result of this alternative. Approximately 19 out of 48 households will be displaced with the alignment to Plaza B or C compared to 32 households for the alignment to Plaza A. The character will further be changed as a result of the realignment of Spring Garden, and the opening of Bethlehem Street to accommodate local traffic traveling to Huron Church Road.

Reddock Street residents will experience a displacement of 8 households out of 16, resulting in a change in character and cohesion. Disruption due to noise is similar for all alternatives and is similar to existing baseline levels.

Talbot Road, option 1 alignment displaces more households than option 2; however, regardless of the option, the community will experience a significant change in character and cohesion due to the displacement of one entire side of Talbot Road.

The residential in-fill area of Kendleton Court will be displaced with alignment option 1; however, no households will be displaced with alignment option 2.

The displacement of businesses along the transportation ROW will effect community function and result in a potential change in social patterns. Although many of these businesses receive business from customers traveling through the area, many also serve the local communities. Businesses displaced that serve the local communities include Golden Griddle, Lambton Plaza, Mac's Milk, XTR Gas, and Vachon Bakery Outlet. Communities affected by these business displacements include Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, Huron Estates, Montgomery-Chelsea area and Howard Avenue.

Some communities located adjacent to the transportation corridor will experience benefits with the project compared to the no build scenario. Generally, separating the freeway traffic from local traffic will result in decreased nuisance effects to residents living within the peripheral of adjacent communities. These communities include Bellewood Estates, Villa Borghese, Southwood Lakes.

Taking into consideration all of the above, access road alternative 2B has a low impact to the Community and Neighbourhood characteristics of South Windsor and LaSalle. Alignment option 1 does not displace housing units at Trillium Court. Connection to Plaza B/C is displaces fewer households and is less intrusive into the Spring Garden neighbourhood compared to the connection to Plaza A.

Compared to alternative 2A, 2B is below grade, and as such provides some aesthetic benefits to the community at large and to adjacent neighbourhoods. Alternative 2B removes the international traffic, and specifically, truck traffic from city streets and from the viewshed of adjacent residents. This is highly desirable to local residents due to their concerns with air quality, noise and safety associated with the existing transportation corridor.

5.1.5 Alternative 3

Unlike previous alternatives, the tunnel will result in the most noticeable change to the communities of South Windsor and LaSalle due to the removal of international traffic from the existing transportation corridor and diverting it underground. The tunnel still requires that the existing ROW of transportation corridor be widened to accommodate the tunnel alignment. This will result in household displacements along the edge of the corridor from Howard Avenue to Spring Garden. Approximately 140 to 180 households will be displaced from the edge of the communities. The variation in displacements is a result of two connection alignments to the Plazas. The connection to Plaza A displaces more households compared to the connection to Plaza B or C. With the connection to Plaza B/C, this alternative displaces the fewest number of households, compared to all other alternatives.

Distinct neighbourhood communities that are anticipated to experience impacts include Spring Garden, Bethlehem Street, and Talbot Road (between Cousineau Road and Howard Avenue), Mero Avenue, and Montgomery-Chelsea Drive.

Similar to the other alternatives, discussed above, the Spring Garden community will experience a change in character and cohesion due to the loss of neighbours and the encroachment of a six-lane freeway through the area. The tunnel portal is located in this area, and consequently, Spring Garden does not benefit from the tunnel alternative. The connection to Plaza A results in one of the highest household displacements (approximately 49 out of 80) and is comparable to Alternative 2A and 2B (approximately 50).

The tunnel alternative with alignment to Plaza B/C does not impact on the Bethlehem Street area community; however, the community will experience a change in character and cohesion as a result of the alignment to Plaza A for this alternative due the displacement of approximately 32 out of 48 households. Local service roads maintain existing patterns, thus no other impacts are anticipated.

In the Talbot Road community, the displacement of households is limited to the LaSalle side of Talbot Road. This will result in a change in community character and cohesion as approximately one half of the community is displaced. A benefit may be experienced to those not displaced, as it is anticipated that they will experience an improvement in accessing their own properties, and not be subjected to the high volumes of traffic and associated effects.

The Montgomery-Chelsea area community will experience a displacement of 7 households along the edge of the community as the transportation corridor ROW encroaches into the community. Residents once buffered by homes and landscaping will now be facing and adjacent to the ROW and will consequently be exposed to nuisance impacts.

Social features displaced by this alternative are similar to those for the at-grade (1A, 2A) and below-grade (1B, 2B) alternatives previously discussed, and include the Royal Canadian Legion, the Montessori Pre-school (in Lambton Plaza), and the Heritage Park Alliance Church (partial property taking of 0.1 ha) and 14 housing units at Trillium Court Co-operative Housing. The displacement of the Legion presents a hardship to its membership as it serves one of society's valued and vulnerable segments, veterans and seniors. The displacement of the pre-school presents a short term hardship to parents until they are able to find other pre-school alternatives. The ministry, programming and services provided by the Heritage Park Alliance Church will not be affected; however, access to the site will need to be reconfigured. The loss of geared-to-income housing does present a hardship to those displaced due to the limited number of spaces available within the City, and it may increase the already long waiting time for those applying for housing.

Other social features along the corridor may experience inconvenience associated with maintaining adequate access during the construction phase for all alternatives; however, during operation, none of the features are anticipated to experience a change in use or programming as a result of nuisance effects.

Impacts to municipal services are minimal and are similar for all alternatives, as discussed under alternative 1A above; however, the confined space of the tunnel pose additional challenges to local emergency services responding to an incident. Access between the cross streets and service roads is maintained. Ontario Provincial Police may need to adjust the deployment of resources to provide adequate coverage on the Highway 401 to the new plaza. The OPP Highway jurisdiction will extend from its current day boundary at Howard Avenue to the new plaza, approximately 6 km.

The ventilation buildings required with the tunnel will generate noise; however, this can also be mitigated to existing baseline levels. The ventilation buildings create an aesthetic intrusion on the landscape as they are not compatible with the surrounding landscape. Although motorists will see the buildings and stacks as they travel the local service roads, residents living nearby will have the buildings and stacks as part of their permanent viewshed. This will affect residents along Todd Lane and Reddock Street, and potentially St. Clair Street.

In terms of air quality, the tunnel results in the lowest concentrations of PM_{2.5} compared to future no build, and to other alternatives. In proximity of the tunnel portals and ventilation buildings, concentrations of PM_{2.5} are slightly higher, thus resulting nuisance impacts to residents within 50 to 100m.

The displacement of businesses along the transportation ROW that serve the local area will effect community function and result in a potential change in social patterns. These

businesses include Tim Horton's, Fred's Farm Fresh, Golden Griddle, King Kone (seasonal), Petro Canada, and Lambton Plaza (10 businesses), XTR Gas, Mac's, and Vacon Bakery Outlet. Communities affected by these business displacements include Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, Huron Estates, and Montgomery-Chelsea Drive.

Perhaps one of the most significant differences is the aesthetic change to the landscape with the highway/international traffic out-of-sight in the tunnel. The residents of South Windsor and LaSalle have identified the traffic as problematic from both a safety and a nuisance perspective. With the tunnel alternative, residents may perceive an improved quality of life and increased satisfaction with their community.

Compared to the other access road alternatives, the alternative 3 has fewer displacements, less change to community cohesion in some of the communities, and the aesthetic benefit of having the international/freeway traffic off city streets and underground. This benefit is off-set by the intrusive presence of the ventilation buildings. Alternative 3 is anticipated to have a low impact on the broader community of South Windsor and LaSalle.

5.1.6 Conclusion of Access Road Comparison

Comparison of the various access road alternatives suggests that the differences between the at-grade and below grade alternatives are minor.

Generally more households are displaced by alignment option 1 than option 2; however, option 2 displaces 14 households in the Trillium Court housing Co-operative that provides housing on a geared to income basis. There are a limited number of these facilities within Windsor and LaSalle, thus the loss of units is meaningful. Other indicators such as access to communities, disruption to residents or social features and the impact to community functions and social patterns as a result of local displacement of businesses are similar for option 1 and option 2. There is a preference for option 1 due to the displacement of Trillium Court households associated with option 2.

The connection to Plaza A displaces more households than the connection to Plaza B or C and encroaches into the Spring Garden community thus changing its character and cohesion. Spring Garden is the community that is anticipated to experience the most impacts. As the tunnel surfaces in this area, the impacts are the similar between all alternatives.

In all alternatives separating the international/freeway traffic from local traffic provides benefits to the broader community and to adjacent neighbourhood communities. The aesthetic benefit of separating traffic is common to the below grade (Alternative 1B, 2B) and tunnel (3) alternatives; however, alternative 3 displaces fewer households and residents and provides a greater benefit to the aesthetic character of the broader South Windsor and LaSalle communities. The tunnel alternative removes the international traffic from sight and provides a perception of improved quality of life for South Windsor and

LaSalle residents. This benefit is slightly off-set by the aesthetic impact of the ventilation buildings that intrude onto the landscape along the corridor.

5.2 Plazas and Crossings

Plaza A is located within South Windsor in a rural residential area located in the vicinity of Ojibway Parkway, E.C Row and Armanda Street. Plaza B, B1, and C are located within the Brighton Beach Industrial Park. Consequently, more households are displaced with the Plaza A alternative than Plaza B, B1, or C alternatives. The number of households potentially displaced by the Plaza and crossing alternatives varies between 30 and 70. The fewest displacements are anticipated to occur with Plaza B1 from Crossing B; the largest number of displacements is anticipated for Plaza A from Crossing B and from Crossing C via Brighton Beach. Most of the displaced households are located in the Plaza A area. Plaza A also displaces multi-generations of one family living adjacent to one another on a dead-end street.

Only one social feature is displaced, the Erie Wildlife Rescue, and this is common to all plaza/crossing alternatives. The loss of this organization will 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.

For all areas potentially affected by noise, options to mitigate or lessen noise effects and the acceptability of the options to those affected are currently being assessed. Details of proposed noise mitigation will be addressed as part of the on-going refinement of alternatives and consultation with respect to mitigation measures will be conducted as part of this EA.

Compared to the no build scenario, all Plaza alternatives result in increased concentrations of PM_{2.5}; however, due to the proximity of residents to Plaza A, a larger number of residents may be disrupted by nuisance air impacts with Plaza A than the other Plaza alternatives. It is anticipated that the zone of influence will extend 250 m from the plaza edge.

Generally, due to the presence of the industrial park, Plaza B, B1 and C have limited social impacts. As discussed in the Economic Impact Assessment, there are impacts associated with the displacement of businesses and loss of industrial park space; however, from a community perspective, the plazas in the industrial park impact on the fewest residents and social features.

5.2.1 Conclusion of Plaza and Crossing Comparison

Plaza A will have the greatest impact to the adjacent community compared with Plaza B, B1 and C. Crossing C will have the greatest impact to Sandwich Towne. The Plaza B1/Crossing B combination is the only combination that does not involve either Plaza A or

Crossing C; consequently, the combined Plaza B1 and Crossing B alternative will result in the fewest impacts to the community.

PRACTICAL ALTERNATIVES EVALUATION **Factor: Protection of Community and Neighbourhood Characteristics**

Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A	Alternative 2A	Alternative 2B	Alternative 2B	Alternative 3	
			Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2		
Traffic Impacts	Effect on Local Access	No of streets crossed, closed, or connected with an interchange	9 Crossings 11 Closings 20 Connections	9 Crossings 10 Closings 20 Connections	13 Crossing 10 Closings 14 Connections	13 Crossing 9 Closings 15 Connections	10 Crossings 15 Closings 15 Connections	10 Crossings 15 Closings 14 Connections	11 Crossings 14 Closings 10 Connections	11 Crossings 14 Closings 11 Connections	8 Crossings 9 Closings 13 Connections	
	Effect on Local Access (out-of-way travel)	Subjective Assessment	Alternative maintains connection to/from the Ambassador Bridge crossing and provides access to/from the new crossing. Local access is improved through the separation of local and international traffic, primarily due to shifting international traffic away		Alternative maintains connection to/from the Ambassador Bridge crossing and provides access to/from the new crossing. Local access is improved through the separation of local and international traffic, primarily due to shifting international traffic away		Alternative maintains connection to/from the Ambassador Bridge crossing and provides access to/from the new crossing. Local access is improved through the separation of local and international traffic, primarily due to shifting international traffic away		Alternative maintains connection to/from the Ambassador Bridge crossing and provides access to/from the new crossing. Local access is improved through the separation of local and international traffic, primarily due to shifting international traffic away		Alternative maintains connection to/from the Ambassador Bridge crossing and provides access to/from the new crossing. Local access is improved through the separation of local and international traffic, primarily due to shifting international traffic away	
Noise and Vibration	Receptors with change in noise <5 dBA increase vs Do Nothing (see note 1)	Number of receptors (2035 post mitigation scenario)	30	31	30	31	31	31	31	31	31	
	Receptors with change in noise levels >5 dBA to <10 dBA versus Do Nothing	Number of receptors (2035 post mitigation scenario)	1	0	1	0	0	0	0	0	0	
	Receptors with change in noise levels >10 dBA versus Do Nothing	Number of receptors (2035 post mitigation scenario)	0	0	0	0	0	0	0	0	0	
	Assessment of change in noise levels	Subjective Assessment	Generally, with standard mitigation of a 5m high acoustic barrier, the depressed alternatives (1B and 2B) generate lower noise levels in comparison with at-grade alternatives (1A and 2A). Of all the alternatives, Alternative 3 had the lowest noise levels									
	# of sensitive receptors with vibration exceeding 0.14 mm/sec vibration frequency (see note 2)	Number of houses	225 (connection to Plaza A) 212 (connection to other plaza)	258 (connection to Plaza A) 245 (connection to other plaza)	228 (connection to Plaza A) 210 (connection to other plaza)	258 (connection to Plaza A) 240 (connection to other plaza)	191 (connection to Plaza A) 185 (connection to other plaza)	169 (connection to Plaza A) 163 (connection to other plaza)	189 (connection to Plaza A) 178 (connection to other plaza)	167 (connection to Plaza A) 156 (connection to other plaza)	251 (connection to Plaza A) 231 (connection to other plaza)	
	# sensitive receptors exceeding 50 mm/sec vibration frequency (see note 3) Assessment of vibration impacts	Number of houses Subjective Assessment	0 Baseline vibration levels measured in 2006 at eight locations indicate vibration levels measured were within the threshold of perception limit of 0.14 mm/sec. Results indicate that no sensitive receptors will experience vibration > 50 mm/sec during opera	0	0	0	0	0	0	0	0	0
DISPLACEMENTS-RESIDENTIAL/SOCIAL												
Displacements of Residents	Number of households/dwellings displaced within the project area	Quantitative assessment of the number of household/dwellings displaced by the proposed ROW	Plaza A - 230 Plaza B/C - 180	Plaza A - 210 Plaza B/C - 160	Plaza A - 230 Plaza B/C - 180	Plaza A - 210 Plaza B/C - 160	Plaza A - 230 Plaza B/C - 190	Plaza A - 220 Plaza B/C - 170	Plaza A - 230 Plaza B/C - 180	Plaza A - 220 Plaza B/C - 170	Plaza A - 180 Plaza B/C - 140	
		Quantitative assessment of the total number of people within displaced household/dwelling	332	293	373	297	377	338	324	343	339	
		Quantitative assessment of residents potentially displaced and their "attachment" to home (length of tenure, ownership) (see note 4)										
		<5 years	Plaza A - 35% Plaza B/C - 31%	Plaza A - 28% Plaza B/C - 21%	Plaza A - 35% Plaza B/C - 32%	Plaza A - 29% Plaza B/C - 22%	Plaza A - 39% Plaza B/C - 36%	Plaza A - 30% Plaza B/C - 24%	Plaza A - 38% Plaza B/C - 35%	Plaza A - 29% Plaza B/C - 23%	Plaza A - 30% Plaza B/C - 21%	
		5-10 years	Plaza A - 18% Plaza B/C - 18%	Plaza A - 17% Plaza B/C - 17%	Plaza A - 18% Plaza B/C - 18%	Plaza A - 17% Plaza B/C - 17%	Plaza A - 19% Plaza B/C - 20%	Plaza A - 18% Plaza B/C - 19%	Plaza A - 19% Plaza B/C - 20%	Plaza A - 18% Plaza B/C - 20%	Plaza A - 16% Plaza B/C - 17%	
		11-30 years	Plaza A - 28% Plaza B/C - 30%	Plaza A - 37% Plaza B/C - 44%	Plaza A - 27% Plaza B/C - 29%	Plaza A - 37% Plaza B/C - 43%	Plaza A - 28% Plaza B/C - 28%	Plaza A - 38% Plaza B/C - 42%	Plaza A - 28% Plaza B/C - 29%	Plaza A - 38% Plaza B/C - 43%	Plaza A - 37% Plaza B/C - 46%	
		>30 years	Plaza A - 20% Plaza B/C - 20%	Plaza A - 17% Plaza B/C - 17%	Plaza A - 20% Plaza B/C - 20%	Plaza A - 17% Plaza B/C - 17%	Plaza A - 14% Plaza B/C - 15%	Plaza A - 14% Plaza B/C - 14%	Plaza A - 15% Plaza B/C - 15%	Plaza A - 14% Plaza B/C - 14%	Plaza A - 16% Plaza B/C - 15%	
		Quantitative assessment of the total "special population" (demography, minority, language, social characteristics) (see note 5)										
		Children	Plaza A - 26% Plaza B/C - 21%	Plaza A - 23% Plaza B/C - 16%	Plaza A - 26% Plaza B/C - 21%	Plaza A - 23% Plaza B/C - 17%	Plaza A - 27% Plaza B/C - 23%	Plaza A - 25% Plaza B/C - 19%	Plaza A - 27% Plaza B/C - 23%	Plaza A - 25% Plaza B/C - 19%	Plaza A - 25% Plaza B/C - 20%	
		Adults > Age 65	Plaza A - 22% Plaza B/C - 19%	Plaza A - 24% Plaza B/C - 20%	Plaza A - 22% Plaza B/C - 19%	Plaza A - 24% Plaza B/C - 20%	Plaza A - 18% Plaza B/C - 16%	Plaza A - 20% Plaza B/C - 17%	Plaza A - 19% Plaza B/C - 18%	Plaza A - 20% Plaza B/C - 18%	Plaza A - 21% Plaza B/C - 16%	
Special Needs	Plaza A - 4% Plaza B/C - 3%	Plaza A - 5% Plaza B/C - 4%	Plaza A - 4% Plaza B/C - 3%	Plaza A - 5% Plaza B/C - 4%	Plaza A - 3% Plaza B/C - 2%	Plaza A - 5% Plaza B/C - 3%	Plaza A - 3% Plaza B/C - 2%	Plaza A - 5% Plaza B/C - 3%	Plaza A - 6% Plaza B/C - 3%			

- Notes:
- Change in noise levels determined in accordance with MTO/MOE protocol; considers outdoor living area (OLA); change <3 dBA is considered imperceptible; areas where change in noise levels >5dBA warrant consideration for mitigation
 - Vibration frequency of 0.14mm/sec represents level at which average person feels vibration
 - Sustained vibration frequency of >50 mm/sec can lead to structural damage
 - Based on results of questionnaires sent to residences within ACA; analysis is ongoing
 - Based on results of questionnaires sent to residences within ACA, interviews and census data; analysis is ongoing

PRACTICAL ALTERNATIVES EVALUATION											
Factor: Protection of Community and Neighbourhood Characteristics											
Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A	Alternative 2A	Alternative 2B	Alternative 2B	Alternative 3
			Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	
Displacement of Social Features (e.g. school, community centres, daycare centres, extended care facilities)	Social features (institutional, recreational) within the project area	Number of social features (institutional, recreational) displaced	3 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha)	4 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha), Trillium Court Housing (partially - 14 dwellings)	3 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha)	4 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha), Trillium Court Housing (partially - 14 dwellings)	3 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church	4 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha), Trillium Court Housing (partially - 14 dwellings)	3 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church	4 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha), Trillium Court Housing (partially - 14 dwellings)	4 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church (partial property taking - 0.1ha), Trillium Court Housing (partially - 14 dwellings)
		Qualitative assessment of impacts on the use of displaced facility (characterization of use, number and location of users, facility access and catchment area, etc.)	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated.	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated. Loss of geared-to-income	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated.	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated. Loss of geared-to-income	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated.	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated.	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated. Loss of geared-to-income	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated.	Displacement of pre-school education programming; memorial cenotaph & social programming; these social features can be relocated in the community with minor impacts to users and programming; entrance-way to Church can be relocated. Loss of geared-to-income
DISRUPTIONS-SOCIAL											
Disruption of day-to-day use and enjoyment of residential property	Disruption of day-to-day use and enjoyment of property for residents during and post construction	Quantitative assessment of nuisance impacts (noise, dust, air) significance of effect of number of people affected Noise (no build compared to project in 2035) Air (no build compared to project in 2035)	No difference in nuisance noise effects anticipated across all access route alternatives. Generally, improvement in local air quality predicted with all alternatives vs. no build. However, nuisance impacts are predicted with all alternatives under certain conditions in the vicinity of E.C. Row/Malden Road and Chelsea area (Hwy 3 and Howard Av								
Disruption of Social Features (e.g. schools, community centres, daycare centres, extended care facilities)	Effect on institutional features (schools, community facilities, churches)	Quantitative assessment of the total number of institutional features disrupted by the project	7 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Heritage Park Alliance Church, Our Lady of Mount Carmel Separate School, Trillium Court Housing and St. Charbel Maronite Catholic Church	8 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Heritage Park Alliance Church, Our Lady of Mount Carmel Separate School, St. Clair College Athletic Field, Trillium Court Housing and St. Charbel Maronite Catholic Ch	7 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Heritage Park Alliance Church, Our Lady of Mount Carmel Separate School, Trillium Court Housing and St. Charbel Maronite Catholic Church	8 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Heritage Park Alliance Church, Our Lady of Mount Carmel Separate School, St. Clair College Athletic Field, Trillium Court Housing and St. Charbel Maronite Catholic Ch	7 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Our Lady of Mount Carmel Separate School, St. Clair College Athletic Field, Trillium Court Housing and St. Charbel Maronite Catholic Church				8 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Heritage Park Alliance Church, Our Lady of Mount Carmel Separate School, St. Clair College Athletic Field, Trillium Court Housing and St. Charbel Maronite Catholic Ch
	Effect on use of institutional feature	Qualitative assessment of impacts on the use of feature (characterization of use, number and location of users, facility access and catchment area, etc.)	Uses maintained at all disrupted features but potential for reduced access during construction and nuisance effects; . Permanent change to St. Charbel Church access via Industrial Park as Outer Drive is closed at Highway 3.								
	Effect on recreational uses (parks, community centres)	Quantitative assessment of impacts on the use of feature (characterization of use, number and location of users, facility access and catchment area, etc.)	6 - Bellewood Park, Seven Sisters Park, South Windsor Recreational Centre, Oakwood Community Centre, Veteran's Memorial Park and St. Clair College Athletic Field	5 - Bellewood Park, Seven Sisters Park, South Windsor Recreational Centre, Veteran's Memorial Park and St. Clair College Athletic Field		6 - Bellewood Park, Seven Sisters Park, South Windsor Recreational Centre, Oakwood Community Centre, Veteran's Memorial Park and St. Clair College Athletic Field					
Effect on use of facility	Qualitative assessment of impacts on the use of feature (characterization of use, number and location of users, facility access and catchment area, etc.)	Uses maintained at all features; potential for reduced access during construction and nuisance effects (noise, dust); one-way access roads on either side of highway means doubling back to access facilities such as the South Windsor Recreation Complex for	Uses maintained at all features; potential for reduced access during construction and nuisance effects (noise, dust); one-way access roads on either side of highway means doubling back to access some facilities for some users.		Uses maintained at all features; potential for reduced access during construction and nuisance effects (noise, dust)						
Community/Neighborhood Impacts	Community cohesion, character	Qualitative assessment of the impact of the alternative on the function of the existing neighborhood/ community (e.g. community functions, school and community centre catchment areas, pedestrian routes)	Significant change in character to Plaza A area as natural park-like setting replaced by freeway; limited change in character on remaining route due to existing transportation corridor; significant loss of cohesion for Talbot Road residents, but limited t								
	Impacts to Municipal Services	Number of public transit routes affected	5 (South Windsor 7, Dominion 5, Dougall 6 Express, Dougall 6, Walkerville 8)								
		Qualitative assessment of effect on delivery of public transit	Interruption of service may be experienced during construction phase, and a new location for a bus stop may be required at the Outlet Mall								
		Effect on school bus routes	1 (Oakwood PS) Route alteration required - no access to Huron Church Road from Spring Garden Road								
Effect on the delivery of emergency services (police fire, ambulance)	No entrance/egress from Todd Lane to the proposed highway; northbound Howard Ave. access. Increased response times to adjacent neighbourhood and freeway										

PRACTICAL ALTERNATIVES EVALUATION		Factor: Protection of Community and Neighbourhood Characteristics									
Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A	Alternative 2A	Alternative 2B	Alternative 2B	Alternative 3
			Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	
DISPLACEMENTS-BUSINESS											
	Businesses Displaced	Number of Businesses Displaced	31 - Century Fire Equip., Garry St.John, Blue Bell Motel/Restaurant, Comfort Inn, Golden Griddle, Feelgoods, King Kone, Petro Canada, Euro Tech, Aqua Turf, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Best Western, Sand Castle, LA Colli	45 - Century Fire Equip., Garry St.John, Blue Bell Motel/Restaurant, Comfort Inn, Golden Griddle, Feelgoods, King Kone, Petro Canada, Euro Tech, Aqua Turf, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Best Western, Sand Castle, LA Colli	31 - Century Fire Equip., Garry St.John, Blue Bell Motel/Restaurant, Comfort Inn, Golden Griddle, Feelgoods, King Kone, Petro Canada, Euro Tech, Aqua Turf, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Best Western, Sand Castle, LA Colli	45 - Century Fire Equip., Garry St.John, Blue Bell Motel/Restaurant, Comfort Inn, Golden Griddle, Feelgoods, King Kone, Petro Canada, Euro Tech, Aqua Turf, Lambton Plaza (10 businesses), Tim Horton's, Fred's Farm Fresh, Best Western, Sand Castle, LA Colli	26 - (Century Fire Equip., Blue Bell Motel & Restaurant, Comfort Inn, Golden Griddle, Lambton Plaza (10 businesses), Euro Tech, Aqua Turf, Best Western, Sand Castle, LA Collision Auto Service, Joe's Woodcraft, Mac's, Town County Animal Clinic, XTR Gas, Va	40 - (Century Fire Equip., Comfort Inn, Golden Griddle, Lambton Plaza (10 businesses), Euro Tech, Aqua Turf, Best Western, Sand Castle, LA Collision Auto Service, Joe's Woodcraft, Mac's, Town County Animal Clinic, XTR Gas, Vachon Bakery Outlet, Natures He	26 - (Century Fire Equip., Blue Bell Motel & Restaurant, Comfort Inn, Golden Griddle, Lambton Plaza (10 businesses), Euro Tech, Aqua Turf, Best Western, Sand Castle, LA Collision Auto Service, Joe's Woodcraft, Mac's, Town County Animal Clinic, XTR Gas, Va	40 - (Century Fire Equip., Comfort Inn, Golden Griddle, Lambton Plaza (10 businesses), Euro Tech, Aqua Turf, Best Western, Sand Castle, LA Collision Auto Service, Joe's Woodcraft, Mac's, Town County Animal Clinic, XTR Gas, Vachon Bakery Outlet, Natures He	45/43 - (Garry St. John, Blue Bell Motel & Restaurant, Comfort Inn, Golden Griddle, Feelgood's, King Kone, Petro Canada, Lambton Plaza (10 businesses), Euro Tech, Aqua Turf, Tim Hortons, Fred's Farm Fresh, Best Western, Sand Castle, LA Collision Auto Serv
		Number of employees affected; impact on gross revenues; impact on property values	239+/- employees; \$28+/- Million in revenues, and \$16+/- million in lost property assessment	335+/- employees; \$41+/- Million in revenues, and \$26+/- million in lost property assessment	239+/- employees; \$28+/- Million in revenues, and \$16+/- million in lost property assessment	335+/- employees; \$41+/- Million in revenues, and \$26+/- million in lost property assessment	200+/- employees; \$19+/- Million in revenues, and \$13+/- million in lost property assessment	296+/- employees; \$32+/- Million in revenues, and \$24+/- million in lost property assessment	200+/- employees; \$19+/- Million in revenues, and \$13+/- million in lost property assessment	296+/- employees; \$32+/- Million in revenues, and \$24+/- million in lost property assessment	333/327+/- employees; \$40/39+/- million in revenues, and \$27/28+/- million in lost property assessment
DISRUPTIONS-BUSINESS											
Direct Effects on Existing Businesses in Area of Continued Analysis											
	Businesses disrupted (partial property impacts)	Number of Businesses	51	37	51	37	57	43	57	43	36/37
		Subjective assessment of impact of disrupted businesses considering impact to employment, revenues and property values	For the businesses in Windsor Crossing, change in access and visibility would have negative effects. Potential for change in types of businesses located at this facility. For other businesses along corridor, many are highway/tourism oriented and able to	For the businesses in Windsor Crossing, change in access, visibility and displacement of 15 stores would have negative effects. Potential for change in types of businesses located at this facility. For other businesses along corridor, many are highway/ to	For the businesses in Windsor Crossing, change in access and visibility would have negative effects. Potential for change in types of businesses located at this facility. For other businesses along corridor, many are highway/ tourism oriented and able to	For the businesses in Windsor Crossing, change in access, visibility and displacement of 15 stores would have negative effects. Potential for change in types of businesses located at this facility. For other businesses along corridor, many are highway/ to	For the businesses in Windsor Crossing, change in access and visibility would have negative effects. Potential for change in types of businesses located at this facility. Tim Hortons, Feelgoods, Petro Canada and Freds Farm Fresh would also likely be moder	For the businesses in Windsor Crossing, change in access, visibility and displacement of 15 stores would have negative effects. Potential for change in types of businesses located at this facility. Blue Bell Motel, Tim Hortons, Feelgoods, Petro Canada and Farm Fresh would also likely be moder	For the businesses in Windsor Crossing, change in access and visibility would have negative effects. Potential for change in types of businesses located at this facility. Tim Hortons, Feelgoods, Petro Canada and Freds Farm Fresh would also likely be moder	For the businesses in Windsor Crossing, change in access, visibility and displacement of 15 stores would have negative effects. Potential for change in types of businesses located at this facility. Blue Bell Motel, Tim Hortons, Feelgoods, Petro Canada and	For the businesses in Windsor Crossing, change in access, visibility and displacement of 15 stores would have negative effects. Potential for change in types of businesses located at this facility. For other businesses along corridor, many are highway/ to
Indirect Impact on Businesses outside Area of Continued Analysis											
	Regional business impacts - Industrial	Subjective Assessment	Regional economic impacts, beyond the ACA, are mostly positive. Industrial businesses, especially those located in industrial areas close to the proposed crossing and access route, will be positively affected as a result of less traffic congestion and impr								
	Potential opportunity for future commercial development	Subjective Assessment	The nature of the retail businesses affected is such that the commercial businesses that were displaced within the ACA and the jobs lost will likely be replaced elsewhere in the Windsor area through both existing and new developments. Furthermore, commerc								
	Potential Opportunities for travel and tourism related development	Subjective Assessment	Similar to commercial businesses outside the ACA, tourism related businesses will also benefit from less traffic congestion and an increase in tourists travelling through the region. Again, some of the positive impacts will likely be offset due to a decr								

PRACTICAL ALTERNATIVES EVALUATION	Factor: Protection of Community and Neighbourhood Characteristics								
	Segments-Crossings to Malden Road								
	Performance Measure	Criteria/Indicator	Measurement/Units	Plaza A				Plaza B	Plaza B1
From Crossing A				From Crossing B	From Crossing C via Ojibway Parkway	From Crossing C via Brighton Beach	From Crossing C	From Crossing B	From Crossing C
Traffic Impacts	Effect on Local Access	No of streets crossed, closed, or connected	7 Crossings 7 Closings 4 Connections	4 Crossings 9 Closings 4 Connections	7 Crossings 4 Closings 4 Connections	7 Crossings 3 Closings 4 Connections	7 Crossings 16 Closings 5 Connections	4 Crossings 12 Closings 4 Connections	5 Crossings 13 Closings 4 Connections
	Effect on Local Access (out-of-way travel)	Subjective Assessment	Matchette Road realignment and closures of the roads within the Brighton Beach area will result in minor out-of-way travel.	Matchette Road realignment and closures of the roads within the Brighton Beach area will result in minor out-of-way travel.	Matchette Road realignment will result in minor out-of-way travel.	Matchette Road realignment and closures of the roads within the Brighton Beach area will result in minor out-of-way travel.	Relocation of Broadway Street/ Sandwich Street connection and closure of Brighton Beach area roads will result in minor out-of-way travel.	Closure of Broadway Street/ Sandwich Street connection and closure of Brighton Beach area roads will result in minor out-of-way travel.	Closure of Broadway Street/ Sandwich Street connection and closure of Brighton Beach area roads will result in minor out-of-way travel.
Noise and Vibration	Receptors with change in <5 dBA increase vs Do Nothing (see note 1)	Number of Receptors (2015) - with mitigation	6	6	6	6	9	9	9
		Number of Receptors (2025) - with mitigation	6	6	6	6	9	9	9
		Number of Receptors (2035) - with mitigation	8	6	6	6	9	9	9
	Receptors with change in noise levels >5 dBA to <10 dBA versus Do Nothing	Number of Receptors (2015) - with mitigation	3	2	3	3	0	0	0
		Number of Receptors (2025) - with mitigation	3	2	3	3	0	0	0
		Number of Receptors (2035) - with mitigation	1	2	3	3	0	0	0
	Receptors with change in noise levels >10 dBA versus Do Nothing	Number of Receptors (2015) - with mitigation	0	0	0	1	0	0	0
		Number of Receptors (2025) - with mitigation	0	0	0	1	0	0	0
		Number of Receptors (2035) - with mitigation	0	0	0	1	0	0	0
	Assessment of change in noise levels	Subjective Assessment	Results indicate that the highest noise impacts (before mitigation) are associated with the Crossing C alternative. With mitigation, noise level from all plaza and crossing combination can be reduced to acceptable level (within 5dB of the no-build scenar						
# of sensitive receptors with vibration exceeding 0.14 mm/sec vibration frequency (see Note 2)	Number	0	0	0	0	0	0	0	
# sensitive receptors exceeding 50 mm/sec vibration frequency (see Note 3)	Number	4	12	11	13	26	26	27	
Assessment of vibration impacts	Subjective Assessment								

PRACTICAL ALTERNATIVES EVALUATION	Factor: Protection of Community and Neighbourhood Characteristics									
	Performance Measure	Criteria/Indicator	Measurement/Units	Segments-Crossings to Malden Road						
				Plaza A		Plaza B	Plaza B1	Plaza C		
			From Crossing A	From Crossing B	From Crossing C via Ojibway Parkway	From Crossing C via Brighton Beach	From Crossing C	From Crossing B	From Crossing C	
DISPLACEMENTS-RESIDENTIAL/SOCIAL										
Displacement of Residents	Number of households/dwellings displaced within the project area	Quantitative assessment of the number of households/dwellings displaced by the proposed ROW	62	65	64	66	38	36	35	
		Quantitative assessment of the total number of people within displaced household/dwellings	172	180	177	183	105	100	97	
		Quantitative assessment of residents potentially displaced and their "attachment" to home (length of tenure, ownership)								
		< 5 years	42%	42%	42%	42%	29%	29%	25%	
		5 - 10 years	8%	8%	8%	8%	10%	10%	15%	
		11 - 30 years	28%	28%	28%	28%	43%	43%	40%	
		> 30 years	22%	22%	22%	22%	19%	19%	20%	
		Quantitative assessment of the total "special population" (demography, minority, language, social characteristics, lifestyle, access)								
		Children	10%	10%	10%	10%	12%	13%	13%	
		Adults > age 65	9%	8%	8%	8%	9%	9%	9%	
		Special Needs	3%	4%	3%	3%	5%	5%	4%	
Displacement of Social Features (e.g. schools, community centres, daycare centres, recreation facilities)	Social features (institutional, recreational) within the project area.	Number of social features (institutional, recreational)	1 - Erie Wildlife Rescue							
		Qualitative assessment of impacts on the use of displaced facility (characterization of use, number and location of users, facility access and catchment area, etc.)	1 wildlife rehabilitation service lost (membership of 80 volunteers serving all of Essex County; in 2006, 700 animals treated and rehabilitated; 4000 calls handled for wildlife rescue/advice)							
DISRUPTIONS-SOCIAL										
Disruption to Residents	Number of households/dwellings disrupted by the project	Number of households/dwellings disrupted	No difference in nuisance noise effects anticipated across all access route alternatives, plazas and crossings. No difference in nuisance air effects except in the vicinity of the proposed highway/plazas from Malden Road to the Detroit River shoreline.						No difference in nuisance air and noise effects anticipated.	
Disruption of Social Features (e.g. schools, community centres, daycare centres, extended care facilities)	Effect on institutional features (schools, community facilities, churches)	Quantitative assessment of the total number of institutional features disrupted by the project	0							
	Effect on recreational uses (e.g. community centres)	Quantitative and qualitative assessment of the total number of recreational uses disrupted by the project	1 - Broadway Park							
	Effect on use of facility	Qualitative assessment of impacts on the use of facility (characterization of use, number and location of users, facility access and catchment area, etc.)	Reduced access likely during construction; park was originally intended as a neighbourhood park and now serves a larger catchment area as a dog park							

PRACTICAL ALTERNATIVES EVALUATION	Factor: Protection of Community and Neighbourhood Characteristics									
	Segments-Crossings to Malden Road									
	Performance Measure	Criteria/Indicator	Measurement/Units	Plaza A		Plaza B	Plaza B1	Plaza C		
From Crossing A				From Crossing B	From Crossing C via Ojibway Parkway	From Crossing C via Brighton Beach	From Crossing C	From Crossing B	From Crossing C	
Disruption of day-to-day use and enjoyment of property	Disruption of day-to-day use and enjoyment of property for residents during operation	Quantitative assessment of nuisance impacts (noise, dust, air) significance of effect of number of people affected (air results forthcoming) Number of affected dwellings	No difference in nuisance noise effects anticipated across all access route alternatives, plazas and crossings. No difference in nuisance air effects except in the vicinity of the proposed highway/plazas from Malden Road to the Detroit River shoreline.						No difference in nuisance air and noise effects anticipated.	
Community/Neighborhood Impacts	Community cohesion, character	Qualitative assessment of the impact of the alternative on the function of the existing neighborhood/community (e.g. community functions, school and community centre catchment areas, pedestrian routes)	Area Industrial Park (with the exception of the Plaza A site between Ojibway Park to Malden Road)							
	Impacts to Municipal Services	Number of public transit routes affected	1 (South Windsor 7)			2 (South Windsor 7; Crosstown 2)				
		Effect on delivery of public transit	Route follows Matchette Road through ACA. Interruption of service may be experienced during construction phase.			South Windsor 7 follows Sandwich Street to Prince Road; construction of Crossing C may result in interruption of service for Crosstown 2				
		Effect on school bus routes	2 - Oakwood P.S. and St. James C. S.			0				
		Effect on the delivery of emergency services (police, fire, ambulance)	Route alteration - no longer able to access Armada Street directly from Matchette Road No direct access for emergency and fire services to proposed plazas and crossings from Windsor border to Ojibway Parkway. Increased response times to adjacent neighbourhood and freeway may require the construction of additional EMS station to meet provinc							
DISPLACEMENTS-BUSINESS										
	Businesses Displaced	Number of Businesses Displaced	1	1	6	5	5	1	5	
		Number of employees affected; impact on gross revenues; impact on property value	minimal	minimal	260 employees; \$39.9 million in lost revenue and \$7.1 million in lost	252 employees; \$37.4 million in lost revenue and \$3.9 million in lost	252 employees; \$37.4 million in lost revenue and \$3.9 million in lost property	minimal	252 employees; \$54.5 million in lost revenue and \$4.3 million in lost property	
DISRUPTIONS-BUSINESS										
Direct Effects on Existing Businesses in Area of Continued Analysis	Number of businesses disrupted (partial property impacts)	Number of Businesses Subjective assessment of impact of disrupted businesses considering impact to employment, revenues and property value	0 none	1 minimal, slight negative impact on property value	5 Economic impacts would be minimal for all except Van Dehogen, as they would lose a storage facility and truck parking area, resulting in a loss of property value, and potentially revenue and employment	5 Economic impacts would be minimal for all except Van Dehogen, as they would lose a storage facility and truck parking area, resulting in a loss of property value, and potentially revenue and employment	5 Economic impacts would be minimal for most, except Van Dehogen, as they would lose a storage facility and truck parking area, resulting in a loss of property value, and potentially revenue and employment.	2 Impacts are only related to property infringement. For Southwestern Sales and Nemark, it would have minimal impact.	4 Economic impacts would be minimal for all except Van Dehogen, as they would lose a storage facility and truck parking area, resulting in a loss of property value, and potentially revenue and employment	
	Proximity to Heavy Industry	Quantitative assessment	Crossing/plaza is within 800m of 3 heavy industry sites: Brighton Beach Power plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 4 heavy industry sites: Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 5 heavy industry sites: Sterling Marine Fuels; Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 5 heavy industry sites: Sterling Marine Fuels; Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 5 heavy industry sites: Sterling Marine Fuels; Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 4 heavy industry sites: Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	Crossing/plaza is within 800m of 5 heavy industry sites: Sterling Marine Fuels; Brighton Beach Power plant; Lou Romano Water Reclamation Plant; Windsor Power plant, BP Canada u/g storage areas	
Indirect Impact on Businesses outside Area of Continued Analysis	Regional business impacts	Qualitative measure	Regional economic impacts, beyond the ACA, are mostly positive. Industrial businesses, especially those located in industrial areas close to the proposed crossing and access route, will be positively affected as a result of less traffic congestion and impr							
	Potential opportunity for future industrial and commercial development	Qualitative measure	The nature of the retail businesses affected is such that the commercial businesses that were displaced within the ACA and the jobs lost will likely be replaced elsewhere in the Windsor area through both existing and new developments. Furthermore, commerc							
	Potential Opportunities for travel and tourism related development	Qualitative measure	Similar to commercial businesses outside the ACA, tourism related businesses will also benefit from less traffic congestion and an increase in tourists travelling through the region. Again, some of the positive impacts will likely be offset due to a decr							

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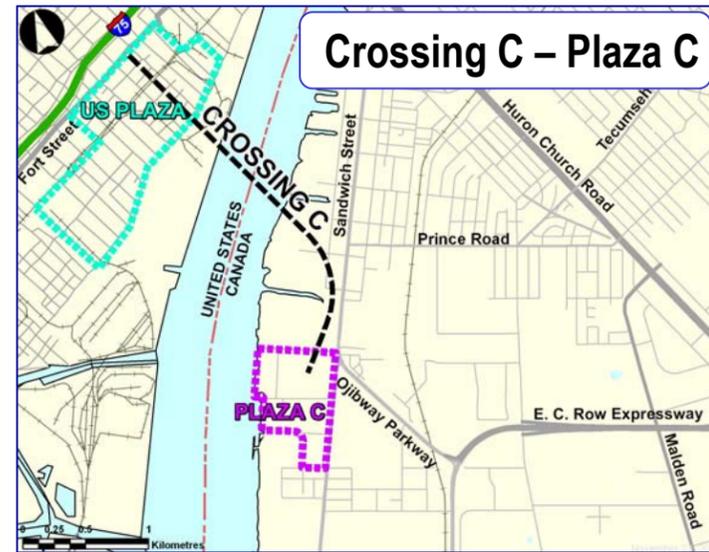
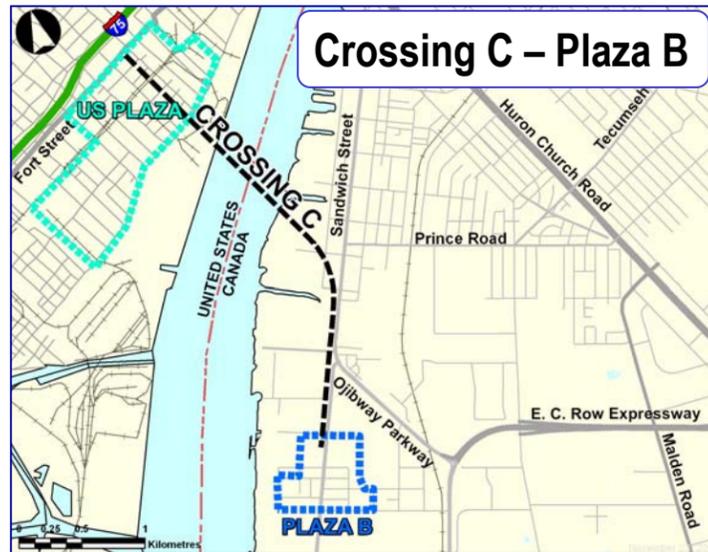
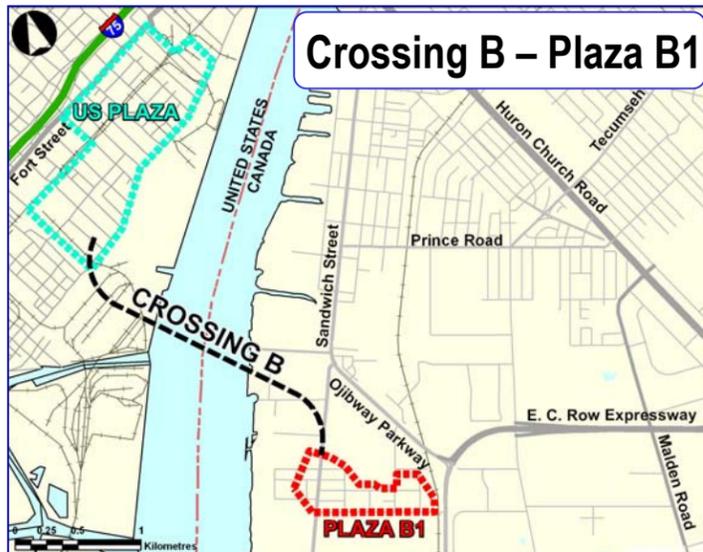
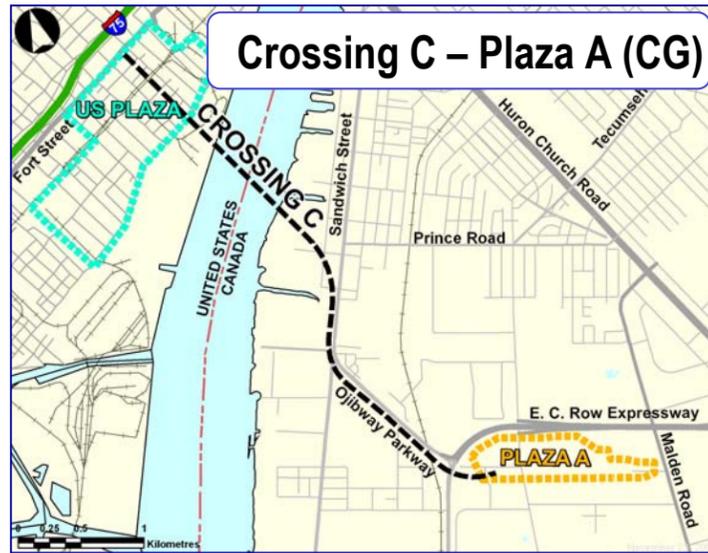
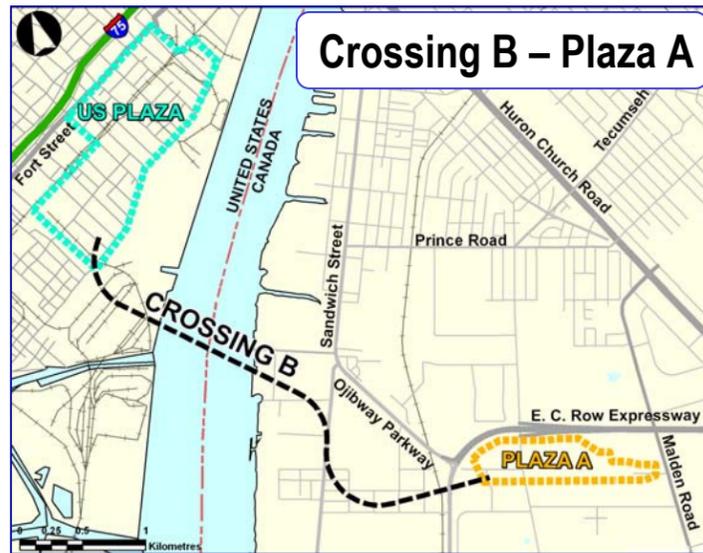
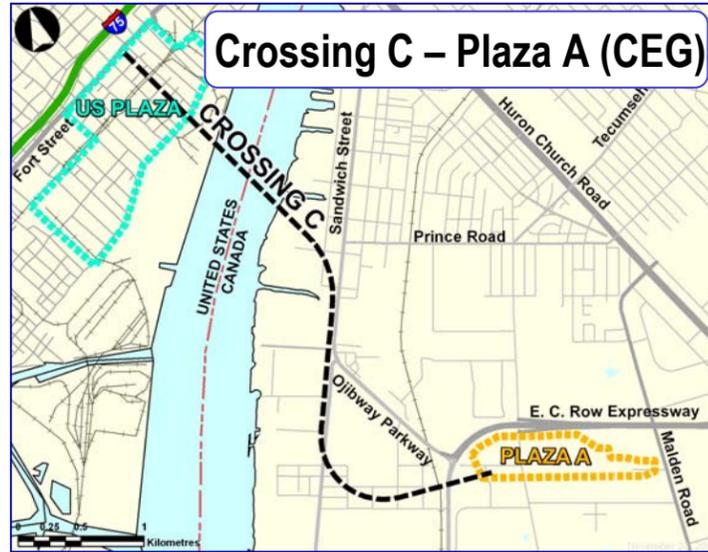
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Appendix A Practical Alternatives

Plazas and Crossings



Access Roads



PRACTICAL

ALTERNATIVES



Appendix B Displacement Of Households

- Questionnaire Letter (July '07)
- Questionnaire Reminder (July '07)
- Questionnaire Letter (August '07)
- Questionnaire Reminder (August '07)
- Questionnaire

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.

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

A handwritten signature in cursive script that reads "Gwen Brice".

Gwen Brice, B.Sc.
Environmental Planner

Encls.

Questionnaire Reminder

This is a reminder regarding the **Detroit River International Crossing** social impact assessment questionnaire that SENES Consultants Limited staff dropped off at your home the week of July 10th 2006.

If you have already returned the questionnaire, we thank you for participating in the study.

If you have not filled out the questionnaire, we encourage you to do so as soon as possible. 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.

For your convenience we have enclosed another copy of the questionnaire. If we do not receive a survey from you by August 31st, 2006 we will assume that no response is forthcoming.

If you have any questions concerning the survey, please contact me at 905-764-9380, ext. 437 or by email at gbrice@senes.ca. You can find project information at <http://www.partnershipborderstudy.com>.

33900-4

14 August 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. 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.

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 **August 25th, 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

A handwritten signature in cursive script that reads "Gwen Brice".

Gwen Brice, B.Sc.
Environmental Planner

Encls.

Questionnaire Reminder

This is a reminder regarding the **Detroit River International Crossing** social impact assessment questionnaire that SENES Consultants Limited staff dropped off at your home the week of August 14th, 2006.

If you have already returned the questionnaire, we thank you for participating in the study.

If you have not filled out the questionnaire, we encourage you to do so as soon as possible. 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.

For your convenience we have enclosed another copy of the questionnaire. If we do not receive a survey from you by September 30th, 2006 we will assume that no response is forthcoming.

If you have any questions concerning the survey, please contact me at 905-764-9380, ext. 437 or by email at gbrice@senes.ca. You can find project information at <http://www.partnershipborderstudy.com>.

Date: ____mm/day/year____

<p>Respondent's Name: _____</p> <p>Street Address: _____</p> <p>Telephone: _____ Postal Code: _____</p>
--

The purpose of this questionnaire is to collect information from residents who may be displaced by one of the new bridge, highway or customs plaza alternatives. The information, in combination with other information, will be used to compare the alternatives. 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
121 Granton Drive, Unit 12
Richmond Hill, ON
L4B 3N4
Fax: 905-764-9386

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

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).

- 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.

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?**

Appendix C 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:
- | | |
|--|--|
| <input type="checkbox"/> School | <input type="checkbox"/> Recreation Facility |
| <input type="checkbox"/> Religious Institution | <input type="checkbox"/> Park |
| <input type="checkbox"/> Community Centre | |

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?

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

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.			

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.

- 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?

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?

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?

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 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.			

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

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

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?

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?

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? _____

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>

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?

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?
_____%

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 D Focus Group - September 2006

- Invitation/Correspondence
- Mental Mapping Questions
- Focus Group Workbook



SENES Consultants Limited

121 Granton Drive
Unit 12
Richmond Hill, Ontario
Canada L4B3N4

Tel: (905) 764-9380
Fax: (905) 764-9386
E-mail: senes@senes.ca
Web Site: <http://www.senes.ca>

33900-4

6 September 2006

<Resident Name>
<Resident Address>
<Resident Address>

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 government 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. 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.

We cordially invite you to attend a focus group meeting to discuss your neighbourhood; how you define it and participate in it. We are looking for one member of your household to attend who can share your experiences living in your neighbourhood, the community features and how you use them. To help us plan for the meeting, please call or email to register by October 13, 2006. The meeting specifics are provided below.

This is an important opportunity for the study team to collect information about specific neighbourhoods and the people who live in them. This information will be used as part of the evaluation of practical alternatives.

33900-4

6 September 2006

Letter to [add Recipients name here] (Continued)

Page 2

DRIC Social Focus Group:

Session 1: 9:00am-12:00am

OR

Session 2: 1:00pm-4:00pm

Saturday October 21, 2006

Location: To be provided upon registration.

Please **register** by **Friday October, 13, 2006**

Contact: Gwen Brice, Environmental Planner

905-764-9380, ext. 437 or email gbrice@senes.ca

Light refreshments will be served.

For project information please consult www.partnershipborderstudy.com. Thank you for your time and we look forward to seeing you.

Sincerely,

SENES Consultants Limited

Gwen Brice
Environmental Planner



33900-4

29 September 2006

<Resident Name>
<Resident Address>
<Resident Address>

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 government in undertaking this study.

The Project Team is currently assessing the benefits and impacts of the practical crossing, inspection plaza and access road options. The access road alternatives currently under consideration are generally located in the Huron Church Road/Highway 3 corridor (see map below).

As part of the assessment, impacts to community and neighbourhood characteristics, as well as impacts to homes and property are being considered. SENES Consultants Limited has been retained by URS Canada to undertake this assessment for the project.

In July you received a letter from us and at that time we requested that you complete a questionnaire and return it to us. If you have returned your questionnaire, we thank you for your co-operation. If not, your input would still be welcomed.

We are now preparing for focus group meetings in October so the Project Team may better understand how neighbourhoods within the area of continued analysis function today. The Project Team is also interested in hearing your views about the nature and extent of changes that may be expected to occur in your neighbourhood or community, with any of the practical options. This information will help the Project Team assess the relative differences among the alternatives currently under consideration. Community impacts will be considered, together with other evaluation factors, in the identification of the preferred option for the crossing, inspection plaza and access road.

We cordially invite a member of your household to participate in a focus group meeting facilitated by SENES to share your daily living experiences in your neighbourhood, how you define it and how you use it. For example, where do you most frequently shop? Where do you go for leisure and recreation? Where do you go to access services? The meeting specifics are provided below.

Session date and times are as follows:

Saturday October 21, 2006

Session #1: 9:00 a.m. – 12:00 a.m.

Session #2: 1:30 p.m. – 4:30 p.m.

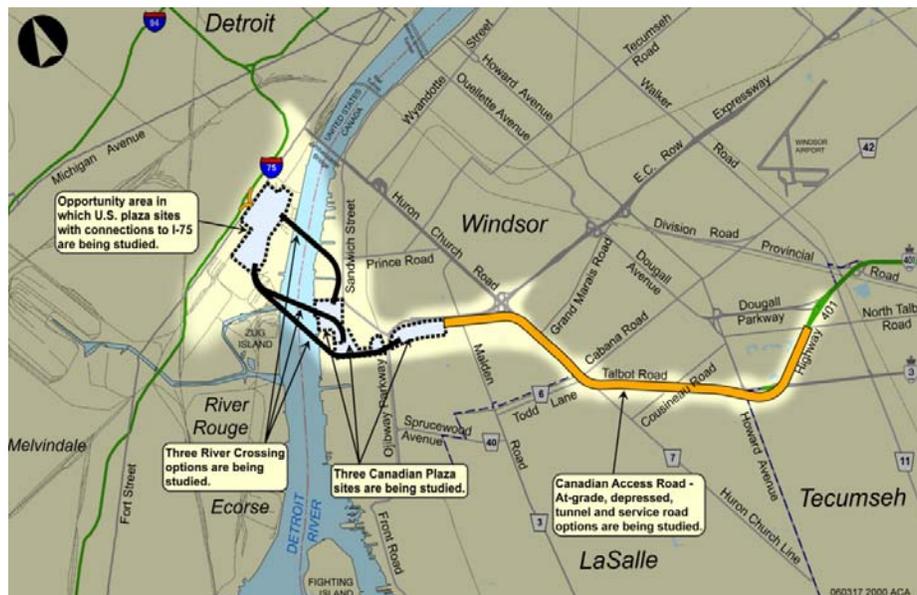
St Clair College,

South Campus, Main Building,

Room 320-322 (Lecture hall)

2000 Talbot Road West, Windsor, ON

Please RSVP by Friday October, 13th, with your intention to participate in the focus group meeting by e-mailing your name, phone number and address to Gwen Brice at gbrice@senes.ca or by phone at 519-969-9696.



For additional project information please consult www.partnershipborderstudy.com. Thank you for your time and we look forward to seeing you.

Sincerely,

SENES Consultants Limited

Gwen Brice, B.Sc.
Environmental Planner

33900-4

29 September 2006

<Resident Name>
<Resident Address>
<Resident Address>

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 government in undertaking this study.

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As part of the assessment, impacts to community and neighbourhood characteristics, as well as impacts to homes and property are being considered. SENES Consultants Limited has been retained by URS Canada to undertake this assessment for the project.

We are now preparing for focus group meetings in October so the Project Team may better understand how neighbourhoods within the area of continued analysis function today. The Project Team is also interested in hearing your views about the nature and extent of changes that may be expected to occur in your neighbourhood or community, with any of the practical options. This information will help the Project Team assess the relative differences among the alternatives currently under consideration. Community impacts will be considered, together with other evaluation factors, in the identification of the preferred option for the crossing, inspection plaza and access road.

At this time we cordially invite a member of your household to share the daily living experiences in your neighbourhood, how you define it and how you use it. For example, where do you most frequently shop? Where do you go for leisure and recreation? Where do you go to access services? The meeting specifics are provided below.

Session date and times are as follows:

Saturday October 21, 2006

Session #1: 9:00 a.m. – 12:00 a.m.

Session #2: 1:30 p.m. – 4:30 p.m.

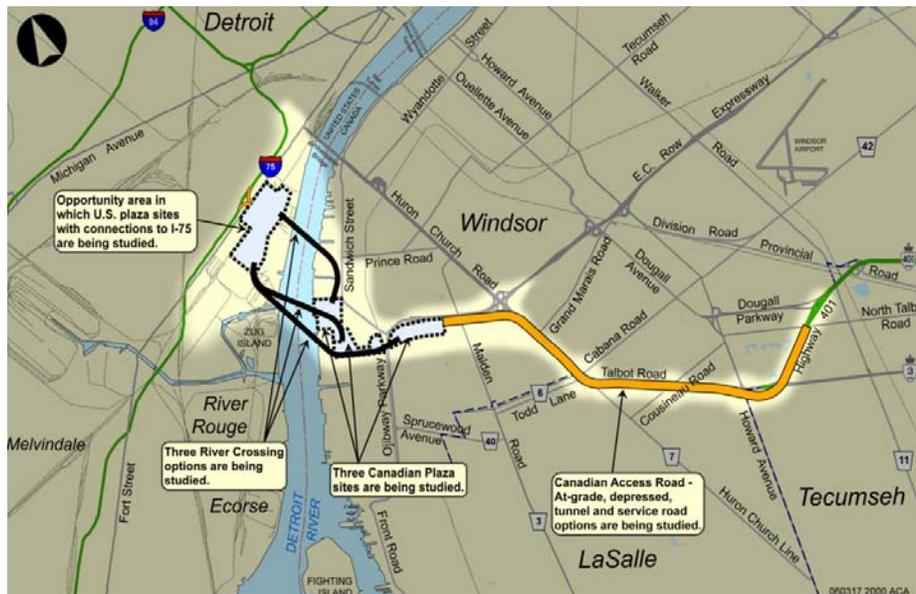
South Campus, Main Building,

St. Clair College

Room 320-322 (Lecture hall)

2000 Talbot Road West, Windsor, ON

Please RSVP by Friday October, 13th, with your intention to participate in the focus group meeting by e-mailing your name, phone number and address to Gwen Brice at gbrice@senes.ca or by phone at 519-969-9696.



For additional project information please consult www.partnershipborderstudy.com. Thank you for your time and we look forward to seeing you.

Sincerely,

SENES Consultants Limited

Gwen Brice, B.Sc.
Environmental Planner

ID# _____

Social Impact Assessment Focus Group Workshop

Name: _____

Address: _____

1. Where is your home?
--- Mark with a X

2. Please define the boundaries of your neighbourhood.
--- Please circle

3. Is there a hub or centre of your community?
--- Mark with a H

4. Where do you go to worship?
--- Mark with a W

5. Where do you shop most often?
--- Mark with a G for groceries

6. Where do you and your family recreate? (i.e. ice rink, fitness club, movie theatre) --Mark with an R

7. Which parks or other outdoor space do you visit?
--- Mark with a P

8. Where do your children go to school?
--- Mark with an S

9. What other locations in your community hold significance to you and your family? --- Please circle and describe.

Detroit River International Crossing

Social Impact Assessment Focus Group Workbook

Respondent's Name: Last name _____			
First name _____			
Street Address	City	Province	Postal Code
Telephone : (____) ____ - ____			
Date of Focus Group	October 21, 2006		
Location	St. Clair College, Windsor		

A. Mental Mapping Exercise

B. Community Characteristics

1. How would you describe the current character of your community?

2. What makes your community special?

3. What are the important or unique features of your community?

4. What special events occur during the year, if any? Please specify the month they occur in.



5. What changes have you seen in your community over the past 5 to 10 years?



C. Use of Property

Use Table 1 to answer question 6 and 7 and Table 2 to answer questions 9 and 10.

- 6. What outdoor activities does your household engage in on your property in the spring, summer and fall?
- 7. How often do you and your family engage in these activities?

Table 1

	Yes	No	Everyday	1-2 times/ week	2-3 times/ week	Once a month	Less than once a month
1. Gardening							
2. Relaxing							
3. Barbecuing							
4. Entertaining							
5. Children's activities/ playing							
6. Swimming							
7. Nature appreciation/ Bird Watching							
8. Yard Work							
9. Casual Maintenance							
10. Other (specify)							

- 8. Why do you engage in these activities on your property?



9. What outdoor activities does your household engage in on your property in the winter?

10. How often do you and your family engage in those activities?

Table 2

	Yes	No	Everyday	1-2 times/ week	2-3 times/ week	Once a month	Less than once a month
11. Skating							
12. Children's activities/ playing							
13. Nature appreciation/ bird watching							
14. Other (specify)							

11. Why do you engage in these activities on your property?

12. Would any of the activities you have identified be affected by the proposed Detroit River International Crossing project?

13. Which activities would be affected and how?



D. Satisfaction with the Community

14. Thinking of your household, how do you generally feel about your specific community as a place to live? Are you and your household:

Very satisfied

Somewhat satisfied

Neither satisfied nor dissatisfied

Somewhat dissatisfied

Very dissatisfied

Don't know

15. What things do you and your household like about your community as a place to live?

16. Of those things that you listed in Q15 about your community, which one thing do you and your household like the best?



17. What makes your property special to you and your household?

18. What things do you and your household dislike about your community as a place to live?

19. Of those things that you listed in Q18 about your community, what one thing do you and your household like the least?



E. Community Cohesion

20. Do relatives live in your community?

Yes

No

21. On a scale of 1 to 5, with 1 being “weak or not very close knit” and 5 being “strong or very close knit”, how close knit would you describe your community?

Weak or not
very close knit

1

2

3

4

Strong or very close
knit

5

22. How often do you get together or visit with relatives who live in your community?

Very often, almost daily

Often, that is, at least 1-2 times a week

Sometimes, that is, 2-3 times per month

Occasionally, that is 3-4 times a year

Rarely, that is less than twice a year

Never

23. How often do you get together with neighbours?

Very often, almost daily

Often, that is, at least 1-2 times a week

Sometimes, that is, 2-3 times per month

Occasionally, that is 3-4 times a year

Rarely, that is less than twice a year

Never

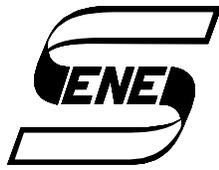


24. Which of the following statements best describes your interaction with neighbours?

- We know most of our neighbours and we go out of our way to have close relationships with many of them*
- We have close relations with a few neighbours*
- We enjoy our privacy and we rarely socialize with neighbours other than in casual greetings and conversations.*

Appendix E Focus Group - January 2007

- Invitation/Correspondence
- Mental Mapping Questions
- Focus Group Workbook



SENES Consultants Limited

121 Granton Drive
Unit 12
Richmond Hill, Ontario
Canada L4B 3N4

Tel: (905) 764-9380
Fax: (905) 764-9386
E-mail: senes@senes.ca
Web Site: <http://www.senes.ca>

33900-4

12 January 2007

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 government in undertaking this study.

The Project Team is continuing to assess the benefits and impacts of the practical crossing, inspection plaza and access road options. The access road alternatives currently under consideration are generally located in the Huron Church Road /Highway 3 corridor (see map below).

As part of the assessment, impacts to community and neighbourhood characteristics, as well as impacts to homes and property are being considered. SENES Consultants Limited has been retained by URS Canada to undertake this assessment for the project.

We are now preparing for focus group meetings in January so the Project Team may better understand how residents in Sandwich Towne may be impacted by the proposed crossing and plaza alternatives. The Project Team is interested in hearing your views about the nature and extent of changes that may be expected to occur in your community, with any of the practical options. This information will help the Project Team assess the relative differences among the alternatives currently under consideration. Community impacts will be considered, together with other evaluation factors, in the identification of the preferred option for the crossing, inspection plaza and access road.

We invite an appropriate member of your household to attend the workshop to help us define and better understand the important characteristics of your neighbourhood. For example, where do you most frequently shop? Where do you go for leisure and recreation? Where do you go to access services? The meeting specifics are provided below.

Session date and times are as follows:

Session #1: Friday January 26, 2007

6:30 p.m. – 9:00 p.m.

Session #2: Saturday January 27, 2007

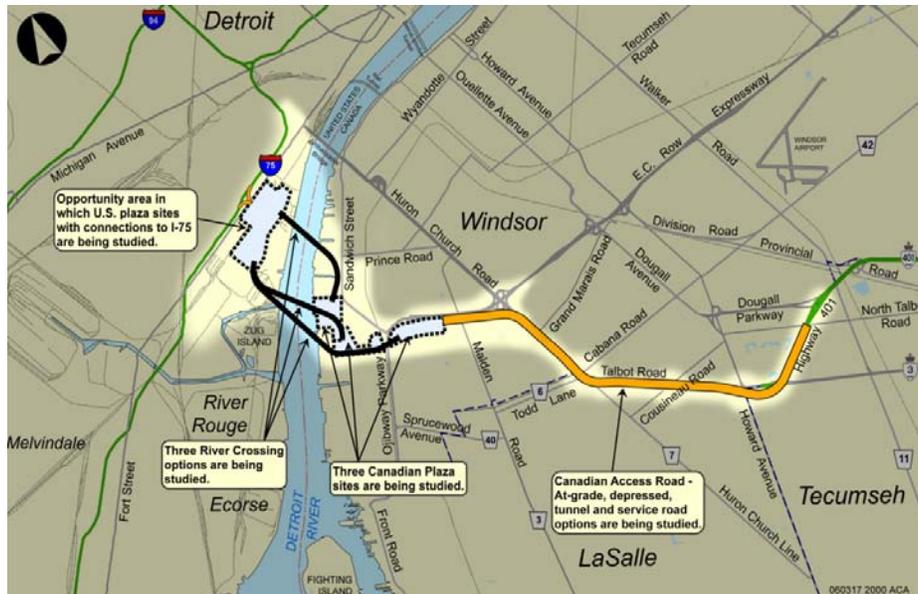
9:30 a.m. – 12:00 p.m.

Erie Hall, Sunset Avenue

University of Windsor

Erie Hall Room 2123 (map attached)

Please RSVP by Monday January 22nd, with your intention to participate in the focus group meeting by e-mailing your name, phone number and address to Gwen Brice at gbrice@senes.ca or by phone at 519-969-9696. Please identify your preference for Session #1 or Session #2.



For additional project information please consult www.partnershipborderstudy.com. Thank you for your time and we look forward to seeing you.

Sincerely,

SENES Consultants Limited

Gwen Brice, B.Sc.
Environmental Planner

Detroit River International Crossing

Social Impact Assessment Focus Group Workbook

Respondent's Name: Last name _____			
First name _____			
Street Address	City	Province	Postal Code
Telephone : (____) ____ - ____			
Date of Focus Group			
Location			

A. Mental Mapping Exercise

B. Community Characteristics

1. How would you describe the current character of your community?

2. What makes your community special?

3. What are the important or unique features of your community?

4. What special events occur during the year, if any? Please specify the month they occur in.



5. What changes have you seen in your community over the past 5 to 10 years?

6. In your opinion, how does current land use in the area affect your community?



C. Satisfaction with the Community

7. Thinking of your household, how do you generally feel about your specific community as a place to live? Are you and those in your household:

Very satisfied

Somewhat satisfied

Neither satisfied nor dissatisfied

Somewhat dissatisfied

Very dissatisfied

Don't know

8. What things do you and your household like about your community as a place to live?

9. Of those things that you listed in Question 8 about your community, which one thing do you and your household like the best?



10. Which, if any, of the plaza or crossing alternatives would affect what you like best about your community? How would it effect what you like best about your community?

11. What things do you and your household dislike about your community as a place to live?

12. Of those things that you listed in Question 11 about your community, what one thing do you and your household like the least?

13. Which, if any, of the plaza or crossing alternatives affect what you least like about your community? How would it affect what you like the least?



D. Community Cohesion

14 Do relatives live in your community?

Yes

No

15 How often do you get together or visit with relatives who live in your community?

Very often, almost daily

Often, that is, at least 1-2 times a week

Sometimes, that is, 2-3 times per month

Occasionally, that is 3-4 times a year

Rarely, that is less than twice a year

Never

16 On a scale of 1 to 5, with 1 being “weak or not very close knit” and 5 being “strong or very close knit”, how close knit would you describe your community?

Weak or not
very close knit

1

2

3

4

Strong or very close
knit

5

17 How often do you get together with neighbours (that are not relatives)?

Very often, almost daily

Often, that is, at least 1-2 times a week

Sometimes, that is, 2-3 times per month

Occasionally, that is 3-4 times a year

Rarely, that is less than twice a year

Never



18 Which of the following statements best describes your interaction with neighbours?

- We know most of our neighbours and we go out of our way to have close relationships with many of them
- We have close relations with a few neighbours
- We enjoy our privacy and we rarely socialize with neighbours other than in casual greetings and conversations.

19 Which, if any, of the plaza or crossing alternatives would affect the cohesion of your community?
How would it affect your community cohesion?



Appendix F Emergency Services

SENES Consultants Limited

MEMORANDUM



121 Granton Drive, Unit 12
Richmond Hill, Ontario
Canada L4B 3N4
Tel: (905) 764-9380
Fax: (905) 764-9386
E-mail: senes@senes.ca
Web Site: <http://www.senes.ca>

TO: Emergency Services Distribution List 33900-4

FROM: Gwen Brice March 5, 2007

SUBJ: Questions to assist with Social Impact Assessment of the Detroit River International Crossing (DRIC) Study.

As discussed during our meeting of February 27, 2007, the DRIC Study Team is collecting input and information to help us understand the potential impacts to the community from any of the practical crossing, plaza and access road alternatives. An important consideration is how emergency services (police, fire, ambulance) will be affected by the project either during construction or operation phases. URS Canada will be providing hard copy mapping and CD of all project alternatives for your review. We would like your input to the following questions.

1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.
2. How will the proposed access road, plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.
3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.
4. Please identify any concerns with the construction phase of the project?
5. Are there any other changes to the service you provide to the community that we should be aware of?

33900 4

March 5, 2007

Memo to Emergency Services (Continued)

Page 2

To assist you in formulating your responses, I have provided a table for each project alternative with the questions listed in the left column and a comment column. Please insert your responses directly into the comment column. Once completed, please email the tables with your responses to me at gbrice@senes.ca on or before March 23rd. If you have any questions, I can be reached at 905-764-9380, ext 437. We appreciate your co-operation in ensuring we fully understand the impact of the proposed project on the community.

We appreciate your co-operation in helping us understand the impacts of the proposed project on the community.

**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 1A - Option 1

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 1A - Option 2

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 1B - Option 1

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 1B - Option 2

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 2A - Option 1

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 2A - Option 2

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 2B - Option 1

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 2B - Option 2

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Alternative 3

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Plaza A

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Plaza B

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Plaza B1

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Plaza C

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Crossing A

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Crossing B

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	



**Detroit River International Crossing (DRIC) Study
Emergency Services Input**

Crossing C

Service Provider (e.g. Windsor Police, LaSalle Fire etc): _____

Question	Comments
<p>1. Taking into consideration the proposed road closures, how will any of the proposed access road plaza or crossing alternatives affect how you access the neighbourhoods in the adjacent areas (e.g. Huron Estates, Spring Garden, Bellwood Estates, Heritage Estates-LaSalle, Villa Borghese, etc.). Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>2. How will the proposed access road , plaza or crossings affect how you access and use Huron Church Road or Talbot/Hwy 3? Please identify how the alternative will affect access and whether any alternatives have a higher impact on access than the others. Please be as specific as possible.</p>	
<p>3. Will any of the proposed alternatives affect your response time to any areas? Please identify how the alternative will affect response time and whether any alternatives have a higher impact on response time than the others. Please be as specific as possible.</p>	
<p>4. Please identify any concerns with the construction phase of the project?</p>	
<p>5. Are there any other changes to the service you provide to the community that we should be aware of?</p>	

