

Executive Summary

As part of the impact assessment of the Detroit River International Crossing (DRIC) study, an assessment of the "Consistency with Existing and Planned Land Use" was undertaken as one of seven major evaluation factors to be used throughout the DRIC study. Accordingly, an analysis was conducted to determine what land uses currently exist in this area, what uses are planned and what impacts the Practical Alternatives may have on the existing and planned land use.

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

Practical Alternatives

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

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

Impacts to the various types of land uses along the corridor are considered to be similar for all alternatives. This is primarily due to the similarity in the property requirements associated with each of the alternatives. Overall, it is anticipated that the majority of land uses within Windsor, LaSalle and Tecumseh displaced by the access road alternatives can be re-established in other areas of their respective municipalities. Open space and recreational lands proposed with the Parkway Alternative will introduce additional greenspaces in the City of Windsor and Town of LaSalle which will add to the existing open space inventories for these municipalities.

The Parkway alternative with its provision of buffer space between the roadway and sensitive land uses, and the opportunities for various recreational land uses such as trails and greenspace is more consistent with local municipal planning policies, and is therefore preferred from a land use perspective.

Plaza and Crossing Alternatives

The Plaza A alternative is located between the E.C. Row Expressway between Malden Road and Ojibway Parkway. The site is located adjacent to the Spring Garden Planning Area, an area dominated by residential and natural open space land uses. An inspection plaza is not consistent with the established zoning for the area. It has the potential to conflict with the neighbourhood characteristics of the area and may disrupt the manner in which this area functions as a cohesive neighbourhood.

The Plaza B, B1 and C alternatives and Crossing A and B alternatives are situated primarily in the industrial and portland areas of west Windsor and are considered to be more consistent with existing and planned land use in this area. Plaza activities are considered more compatible with industrial land uses. Plaza C displaces a water-dependant industrial land use (Southwest Sales). Relocation of such a use to other waterfront property may be difficult. Overall, the preferred plaza from a land use perspective is Plaza B or B1, due to their location near industrial areas and away from residential neighbourhoods,

Plaza C and Crossing C are also located closest to the Sandwich residential community. Recently, the City of Windsor adopted the *Olde Sandwich Towne Community Planning Study*, which provides direction for residents and business owners to actively participate in the plan-making and priority-setting process for the community. According to this study, Crossing C would be located on lands designated for waterfront industrial uses. Crossing A only connects with Plaza A, and from a land use perspective it is not preferred since Plaza A is located in a predominately residential area. The preferred crossing location from a land use perspective is Crossing B due to its proximity to industrial lands and its compatibility to existing land use policies.