



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

# **Practical Alternatives Evaluation Working Paper**

## **Social Impact Assessment**

## 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; and
- Cost and Constructability.

This report pertains to the Protection of Community and Neighbourhood Characteristics factor and is one of several reports 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](http://www.partnershipborderstudy.com)).

# EXECUTIVE SUMMARY

## Protection of Community and Neighbourhood Characteristics: 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 patterns, 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, LaSalle, and Tecumseh 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, LaSalle, and Tecumseh a number of smaller neighbourhood 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 various published secondary sources (e.g. Census Canada, City of Windsor).

### Summary of Findings

#### Practical Alternatives

- All access road 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 provide a benefit to the communities as a result of separating local traffic from freeway traffic, and, in so doing, removing international traffic from local streets.
- All alternatives provide the benefit of a provincial freeway facility connecting Highway 401 to the international crossing.
- All alternatives result in a high impact to the broader communities of South Windsor, LaSalle and Tecumseh, and to the neighbourhood communities adjacent to the corridor.
- Alternatives displace a similar range 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 Parkway displaces 290 to 340 households, leaving fewer residences within 50 m of the roadway and providing a buffer area between residential areas and the roadway. This buffer helps to reduce the impacts of the roadway, provide opportunities for recreation and open space and reduce the barrier effect of the roadway by providing improved connectivity across and along the corridor.
- All displaced households are located along the periphery of neighbourhood communities from Howard Avenue to Malden Road, and as such have varying degree of impacts on community character and cohesion. 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 neighbourhood communities located along the corridor.
- For all alternatives except the end-to-end tunnel, nuisance air impacts (e.g. dust) may result in minor changes in day-to-day use and enjoyment of property, and overall satisfaction in the community for residents within 50m to 100m of the ROW in the neighbourhood communities of Spring Garden, Bethlehem, Talbot Road and Oliver Estates; however, no overall change in air quality will be experienced. There is no difference among the alternatives beyond 100m of the right-of-way.
- With the tunnel alternative, neighbourhoods in the vicinity of the ventilation buildings (i.e. Reddock and residences in the area of Todd Lane) would experience changes in community character.
- With mitigation, no significant noise impacts are predicted with any of the access road alternatives. More detailed noise assessment will be conducted in the Malden Road/Spring Garden area to determine appropriate noise mitigation in this area.
- For all alternatives, construction will result in minor adjustments to some public transit and school bus routes. The post construction local road network will also require minor route adjustments by public transit and school boards.

- Emergency services will need to re-assess their resources, level of service, access routes for the new freeway, and in general, their ability to access their entire area of coverage with all alternatives, in order to ensure provincially mandated response times are met. Negotiations between the municipalities and the appropriate unions may be necessary if cross-boundary servicing agreements are required as a result of the new freeway and changes to the local road network. This is common to varying degrees with all access road alternatives.
- The tunnel, below-grade, and Parkway alternatives improve the aesthetics of the corridor by lessening the visibility of traffic for the adjacent communities. The visual characteristics of the tunnel ventilation buildings are not consistent with the surrounding landscape and may be considered an aesthetic intrusion for nearby residents.
- All alternatives have a similar impact on social features.
- The displacement of businesses along the proposed access road will have limited overall economic impact. Despite the immediate loss of revenue and employment, the loss of business will be offset by gains in other businesses, or the displaced businesses will relocate to other suitable areas.
- For those businesses not displaced, all alternatives impact to varying degrees, the visibility of the business from the travelling public.. This effect is most significant with the tunnel alternative. To the extent that signage can off-set the effects of lost visibility, this and other types of mitigation will be considered in subsequent project stages.

### Conclusion

Potential changes to community cohesion and character for specific neighbourhood communities due to the displacement and disruption of residents and social features are similar for all alternatives. The areas of South and West Windsor, LaSalle and Tecumseh 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; 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 Parkway alternative was designed to address community concerns expressed by municipalities and residents during consultation on the practical alternatives. These objectives included the "barrier effects" a new multi-lane freeway and separate service drives could have on neighbourhoods adjacent to the corridor as well as social and natural features. The green space buffer and tunnels strategically placed along the corridor with the Parkway alternative provide opportunities for parkland, new linkages and connectivity between neighbourhood communities, removes

the physical barrier of the freeway, and provides an opportunity for an expanded trail network in Windsor, LaSalle, and Tecumseh. Having fewer residences adjacent to the freeway and service road, although recognizing the potential hardship such displacements may create, reduces the number of households with potential for experiencing long-term air quality, noise, property access disruption impacts, and personal safety concerns due to the volume of traffic passing their homes.

Although the impacts to community and neighbourhood characteristics are high for all access road alternatives, the Parkway is slightly preferred as it provides benefits to the community that the others do not. These benefits include a buffer area between residences and the roadway, an opportunity for additional parkland and recreational features, and connectivity between communities and community features that currently does not exist. The Parkway features will result in an improvement to the character of the broader communities of South and West Windsor, LaSalle, and Tecumseh over the current conditions.

### **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 away from the plazas. There is one social feature displaced with all the plaza and crossing alternatives – the Erie Wildlife Rescue facility. This is a regional facility with unique requirements; however, its continued programming and services are not dependant on its existing location.

### **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 households 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 other than nuisance impacts (out-of-way travel, light trespass) 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 industrial lands along the Detroit River, 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 is closest to the Sandwich Towne residents. Although this Crossing would be located in an industrial area, Crossing C is perceived as encroaching into the community and creating an undesirable aesthetic impact of “sandwiching” the community between two international border crossings. There are five or six industrial businesses that will be displaced with the Crossing C and plaza combinations compared to one with the other crossing and plaza combinations. 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 to impact community character and cohesion due to the changes to the existing park-like setting, greater displacement of residents, and proximity to the adjacent Armanda Street residential area. Similarly, Crossing C has the greatest potential to impact community character due to its proximity to Sandwich Towne. The Plaza B1 and Crossing B alternative 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 technically and environmentally preferred alternative project phase will further define impacts to the communities, identify appropriate mitigation and impact management measures and, develop monitoring activities. The community will be engaged through additional neighbourhood meetings and workshops.

# Practical Alternatives Evaluation Working Paper

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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. For clarity, the Social Impact Assessment is best read with the conceptual design maps for each alternative provided in Appendix A.

## 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.

With these four alternatives, two alignment options were assessed on the segment between Howard Avenue and Lennon Drain: Option 1, alignment more to north of Highway 3, and Option 2 alignment more to south side of Highway 3.

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

**Parkway Alternative** is a below grade six-lane freeway with a series of tunnels ranging in length from 120 m to 240m. Service roads include both two-way and one-way segments

located adjacent to the freeway. A landscaped parkland buffer to the right-of-way provides a trail system and linkages to both sides of the transportation corridor.

For all alternatives, the alignment to connect to Plaza A at Malden Road was different through the Grand Marais Drain to Malden Road segment than the alignment to connect to Plaza B/C.

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

### 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 B.

## 1.2

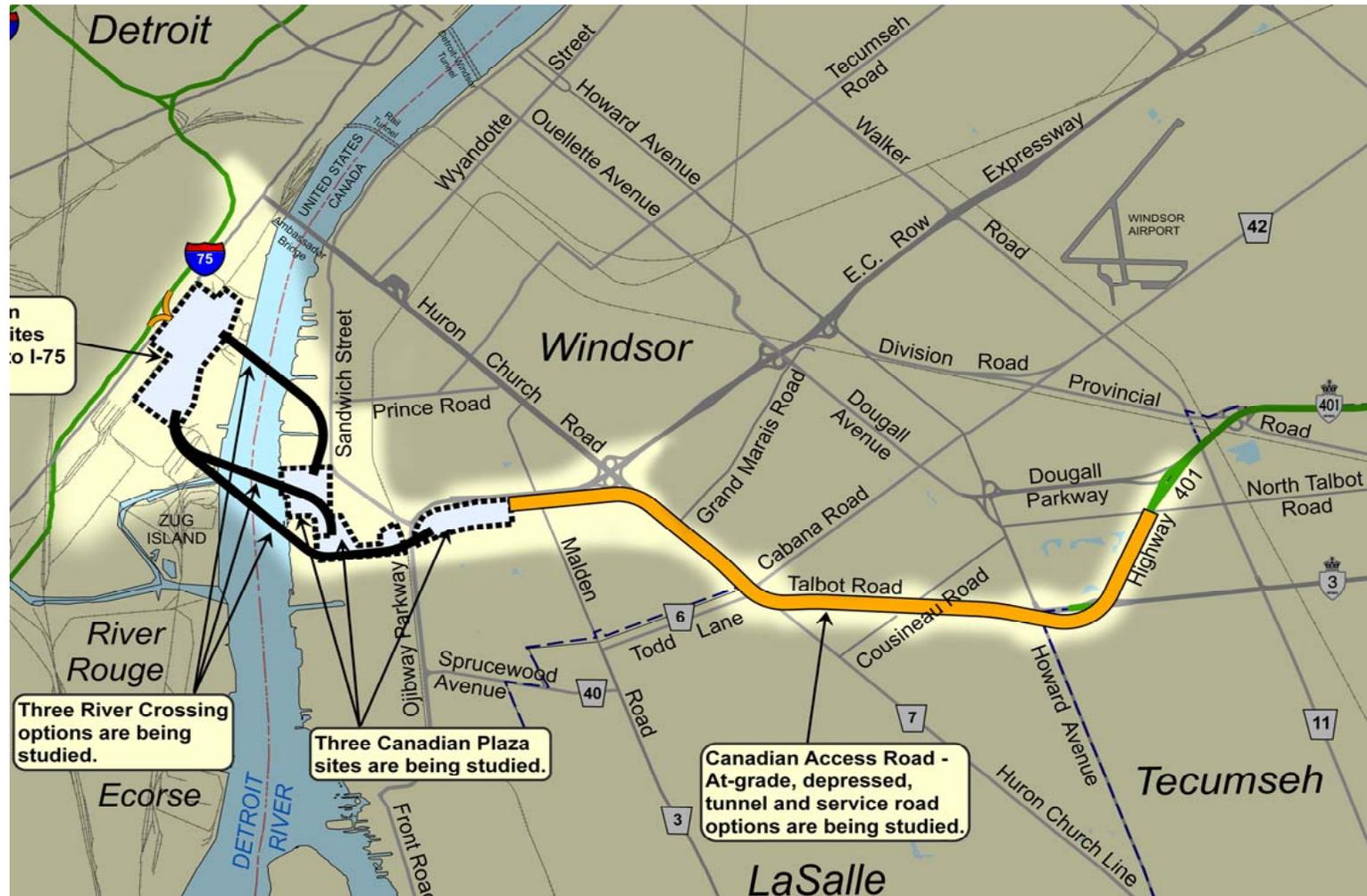
## Area of Investigation

Windsor is the southernmost city in Canada and the second largest city in southwestern Ontario. 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.

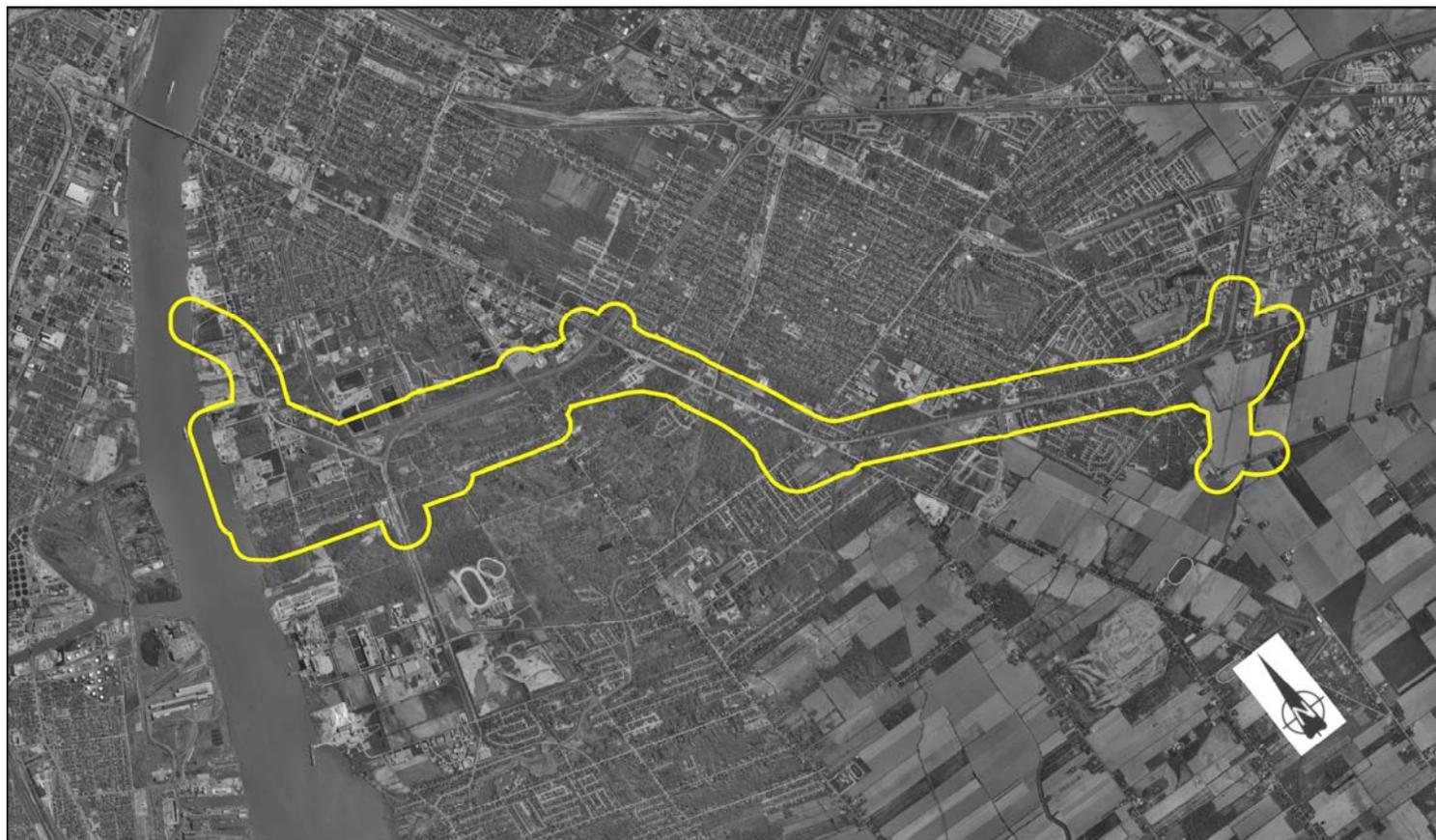
FIGURE 1.1 KEY PLAN OF THE AREA OF CONTINUED ANALYSIS



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 impact 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 or a nuisance impact zone was identified. A zone of influence 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 <sup>a</sup>	Other Disciplines <sup>b</sup>
	Household	Facilities		Mental Mapping	Discussion/ Workbook				
Displacement of Residents	<ul style="list-style-type: none"> <li>Number of houses potentially displaced in the ROW</li> <li>Number of potentially displaced adults, and special populations including children, adults over age 65 and people with special needs</li> </ul>			<ul style="list-style-type: none"> <li>Area boundaries of communities</li> <li>Geographic range of daily activities</li> </ul>	<ul style="list-style-type: none"> <li>Defined community boundaries</li> <li>Community character, change, cohesion</li> <li>Property uses</li> <li>Perceived impact of the DRIC project a resident community</li> </ul>		Confirmed potentially displaced households in the ROW	Cross referenced census population and households data to identify the potentially displaced	
Displacement of Social Features		<ul style="list-style-type: none"> <li>Number and type of facilities potentially displaced</li> <li>Number of uses/activities potentially displaced</li> </ul>				<ul style="list-style-type: none"> <li>Number and type of facilities potentially displaced</li> <li>Uses/activities potentially displaced</li> </ul>	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 households 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"> <li>Boundaries of disrupted communities</li> <li>Disruption of day-to-day use and enjoyment of property for residents during operation (access,</li> </ul>		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 <sup>a</sup>	Other Disciplines <sup>b</sup>
	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. Each is described separately below.

#### 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, these decision rules were applied to all practical alternatives for consistency in analysis and reporting.

Once identified, a household questionnaire was administered 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 C.

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 Features<sup>1</sup>

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.

A facility-specific questionnaire was developed to collect data for potentially displaced or disrupted social features and was administered during an interview with the facility manager. The questionnaire and interview collected information on programs, the service catchment area, number of users, and access to the facilities. The facility-specific questionnaires used are provided in Appendix D.

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. Three PIOHs were held during the practical alternatives generation and assessment. During these open houses, data was collected through submitted written comment forms, and personal communication with participants.

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<sup>1</sup> 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.

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 of the various project alternatives and related issues/concerns on how the proposed access road, plaza or crossing alternatives, may or may not affect residents and the community; and
- Unique features related to individual properties, and/or the neighbourhoods within the area of investigation.

## 2.3 Focus Group Meetings

Focus group meetings were used to collect information from residents that would be potentially disrupted by the various access road, inspection plaza or crossing alternatives. Two focus group meetings held in October 2006 invited those residents 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. Site visits were also used to confirm proximity to businesses along the Huron Church/Hwy 3 corridor and likely neighbourhood interactions.

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 various school board representatives and 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. The 2005 Accommodation Planning Report prepared for the Greater Essex County School Board was 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 neighbourhoods 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:

- refusal to participate due to perception that participation may be interpreted by the Project Team as support for the project;
- level of attendance,
- 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. For comparison purposes, Table 3.1 provides data for the City of Windsor, Essex County, and the Province of Ontario. A higher percentage of residents within the ACA own their homes compared to the City of Windsor as a whole. The percentage of the population that are immigrant or visible minorities is lower in the ACA comparatively to the City of Windsor; however, it is similar to that of the Province. Similar to all geographic areas the largest percentage of residents within the ACA identified English as their first language.

**TABLE 3.1 - DEMOGRAPHIC BASELINE**

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

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

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

## 3.2 Community Characteristics

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

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

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

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

The use and enjoyment of property contributes to residents’ feelings of satisfaction with the community. The presence of nuisance impacts, or physical disturbances such as

excessive noise, dust, traffic and aesthetics, is also related to how residents use and enjoy their property. The presence of such nuisance features often defines what attributes residents dislike about their community.

### 3.2.1 South Windsor and LaSalle Community Characteristics

The ACA crosses through the communities of South Windsor and LaSalle. Within these broader communities are unique neighbourhood communities (these are discussed in Section 3.2.2 below) that share common characteristics.

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

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

### 3.2.2 Neighbourhood Community Characteristics

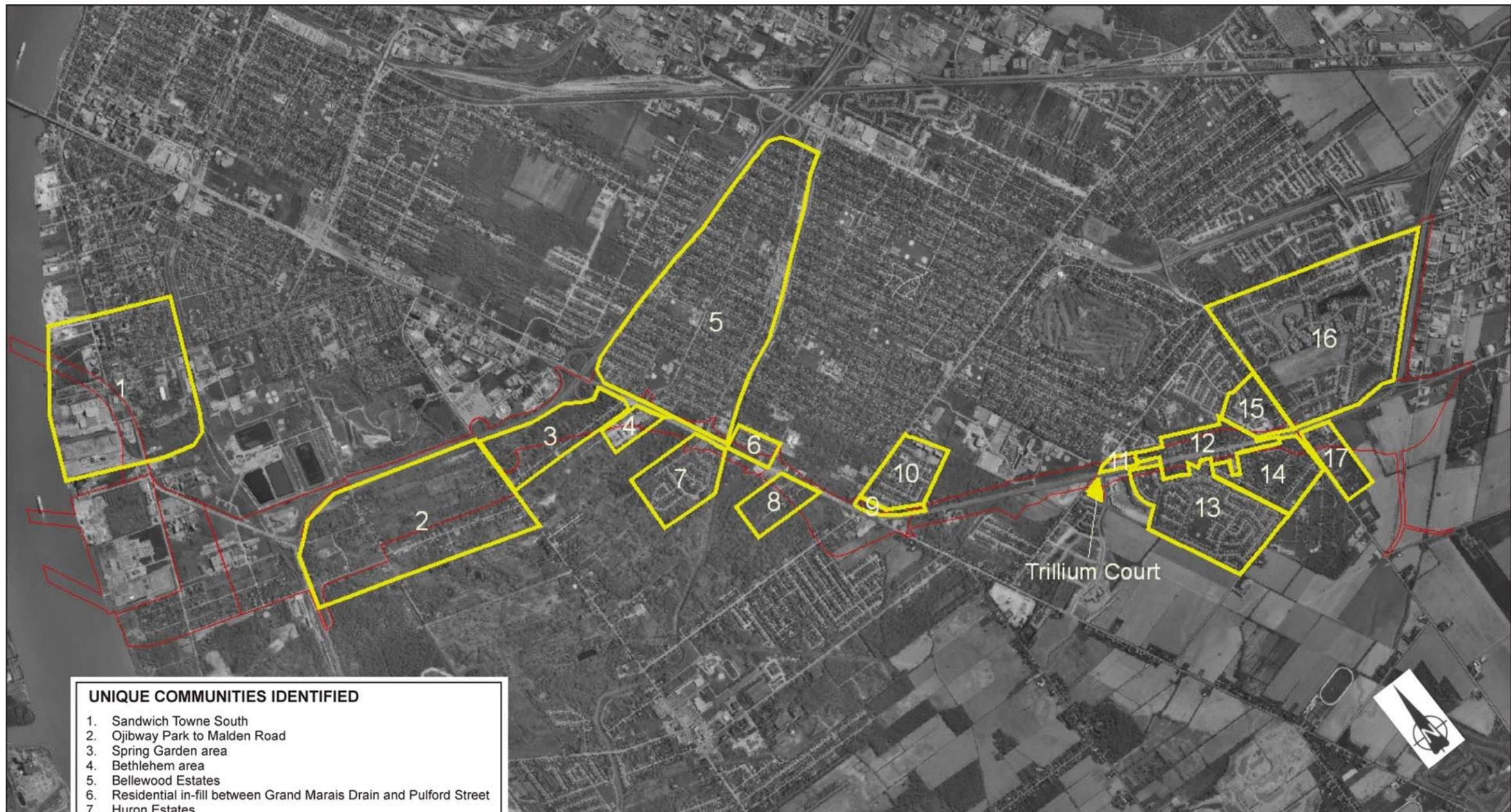
Within the ACA 17 unique neighbourhood communities were identified based on input from the focus group meetings. Focus group participants discussed what the terms "community" and "neighbourhood" meant to them and concluded by drawing the boundary of their community on a map. The delineation of community boundaries varied, for some the boundary was their immediate street, for others the boundary included a large part of South Windsor and LaSalle. Although focus group residents identified with being part of a broader community such as South Windsor or LaSalle, they, generally, identified more closely with their local neighbourhood community (e.g. Sandwich Towne, Huron Estates or Southwood Lakes).

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

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

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

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



- UNIQUE COMMUNITIES IDENTIFIED**
1. Sandwich Towne South
  2. Ojibway Park to Malden Road
  3. Spring Garden area
  4. Bethlehem 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. Kendleton Court
  12. Talbot Road
  13. Heritage Estates
  14. Oliver Estates
  15. Shadetree Court
  16. Southwood Lakes
  17. East of Howard Avenue

Figure 3.1  
**UNIQUE COMMUNITIES AND NEIGHBOURHOODS**



### 3.2.2.1 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, as illustrated in Figure 3.2.

#### Community Character

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

Sandwich Towne is characterised as a community with a rich heritage evidenced by the many significant historical buildings and landmarks. The picture of the community that emerged through PIOHs and the focus groups was a community that still offers a friendly small-town feeling. 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.

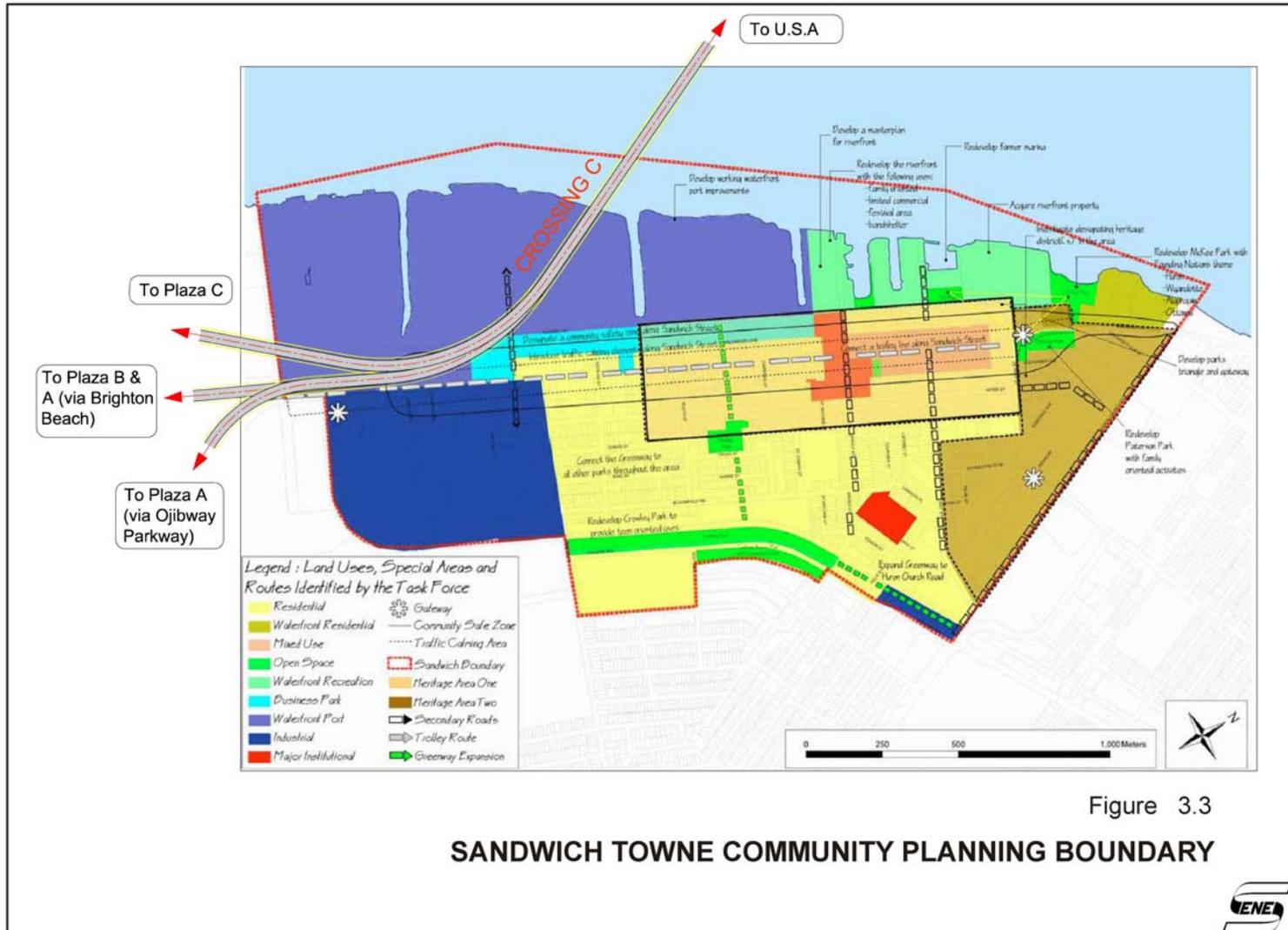


NOTE: Community boundaries shown are approximate.

Figure 3.2

### SANDWICH TOWNE SOUTH COMMUNITY





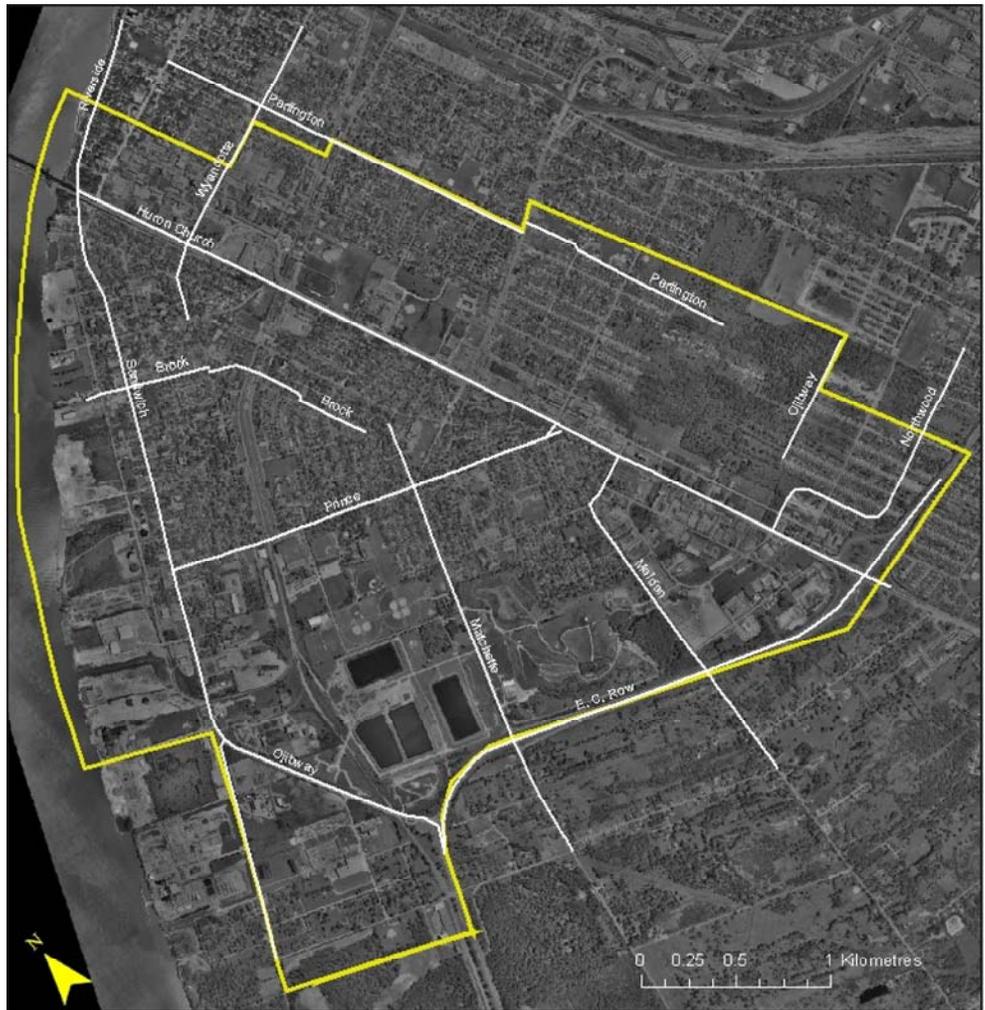


Figure 3.4  
**APPROXIMATE BOUNDARY OF SANDWICH TOWNE  
AS DEFINED BY MENTAL MAPPING EXERCISE**



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

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

### Community Satisfaction

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

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

The presence of nuisance impacts, or physical disturbances such as excessive noise, dust, traffic and aesthetics, is also related to how residents use and enjoy their property. The presence of such nuisance 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.

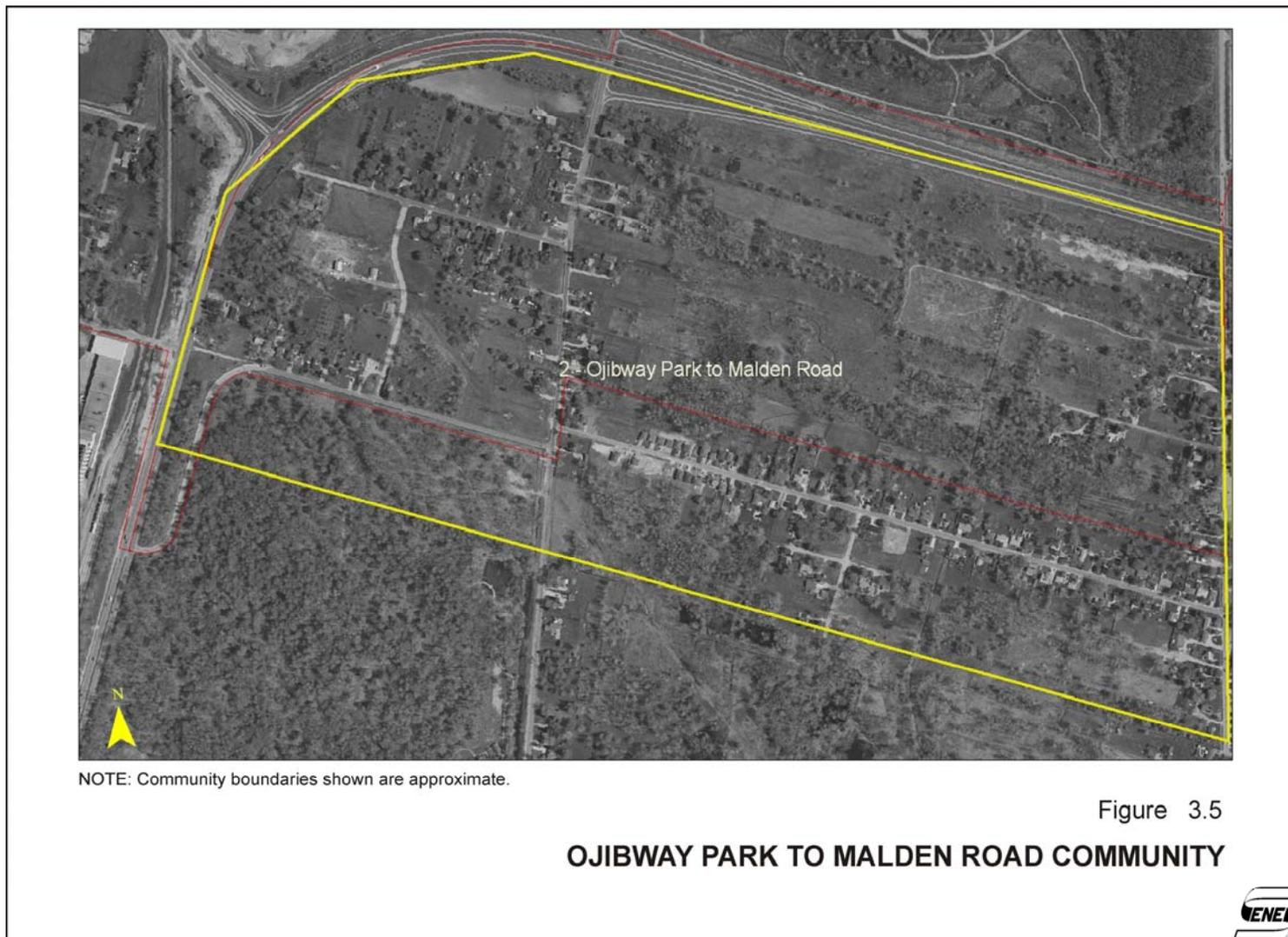
#### Community Cohesion

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.

### 3.2.2.2 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 (as illustrated in Figure 3.5). 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 Change

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

- Increased noise levels;
- Increased volume of truck traffic;

- Decrease air quality;
- Increased awareness and concern with health issues related to changes in the environment;
- Increased development (i.e. Housing development) and growth in neighbourhood.

#### Community Cohesion

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

### 3.2.2.3 Spring Garden Area

The Spring Garden area is bounded by Malden Road, E.C. Row and the Huron Church interchange, and Spring Garden Road. This community is delineated in Figure 3.6 area 3. The 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.



NOTE: Community boundaries shown are approximate.

Figure 3.6

### SPRING GARDEN AREA AND BETHLEHEM AREA COMMUNITIES



### 3.2.2.4 Bethlehem Street and Area

Adjacent to Spring Garden Road and located on the edge of the Spring Garden Road Prairie is an in-fill residential settlement that is characterized by new homes surrounded by a forested area. The north end of Bethlehem connects to Huron Church Road and Spring Garden Road. As seen in Figure 3.1, the ACA encroaches into this community. An aerial close-up of this community is shown in Figure 3.6 area 4. The alignments for the access road into the plazas pass through this area.

#### Community Character

The homes along Bethlehem, 6<sup>th</sup> 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.

### 3.2.2.5 Bellewood Estates

Bellewood Estates is an established sub-division development located north of Huron Church Road, between E.C. Row and Pulford Street. The alignment of the access road to the Plazas is located adjacent to Bellewood Estates (see Figure 3.7). Bellewood Estates extends from E.C.Row to Grand Marais Road, and from Huron Church Road to the Randolph Avenue area. Well over 1,000 homes, several schools and parks are located within Bellewood Estates.

#### Community Character

Much of Bellewood Estates is an established residential community. When asked to describe the character of their community, residents that participated in the focus groups identified individual homes and well maintained properties. Residents felt that home

improvements evident within their community reflect pride in ownership and the expectation that property values will increase.

Other unique features identified in Bellewood Estates include the variety of elementary and secondary schools (Catholic, French, public) available in the area, the variety of churches, recreation areas (park, ice rink, gyms), and the availability of medical service. The location of Bellewood Estates provides convenient and easy access to Highway 401, the U.S. border crossing, and downtown Windsor for work.

### Community Satisfaction

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

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

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

### Community Change

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



NOTE: Community boundaries shown are approximate.

Figure 3.7

### BELLWOOD ESTATES COMMUNITY



### 3.2.2.6 Residential In-fill between Grand Marais Drain and Pulford Street

#### 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.

The residential in-fill between Pulford Street Grand Marais Drain is shown on Figure 3.8 area 6 and is within the ACA. The access road alignments may potentially affect 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.



NOTE: Community boundaries shown are approximate.

Figure 3.8

**RESIDENTIAL IN-FILL, HURON ESTATES AND REDROCK STREET COMMUNITIES**



### Community Change

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

### Community Cohesion

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

## 3.2.2.7 Huron Estates

The community of Huron Estates is located south of Huron Church Road between Lambton Road and the Grand Marias Drain/Turkey Creek. As depicted on Figure 3.1, Huron Estates is located on the periphery of the ACA. An aerial close-up of this community is illustrated in Figure 3.8 area 7. Huron Estates backs onto the park land adjacent to the Drain and the Spring Garden Road Prairie.

### Community Character

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

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

### Community Satisfaction

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

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

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

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

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

#### Community Change

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

#### Community Cohesion

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

### 3.2.2.8 Reddock Street

Reddock Street is located on the periphery of the Spring Garden Road Prairie between the Grand Marais Drain and Todd Lane. Reddock Street was part of a larger planned development at one time; however, due to the natural significance of the Spring Garden Prairie, additional residential development was stopped. Reddock Street consists of a cluster of 16 households and approximately 44 residents which is located partly within the ACA as shown in Figure 3.1. An aerial close-up of this community is illustrated in Figure 3.8 area 8.

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

### Community Character

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

### Community Satisfaction

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

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

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

### Community Change

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

### Community Cohesion

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

## 3.2.2.9 East of Huron Church Road

Between Pulford Street and Lennon Drain is a mixture of land uses within the ACA, including open green space and highway commercial. From Lennon Drain to Cabana Road West is a strip of residential properties between the Villa Borghese neighbourhood and Huron Church Road. These residential properties adjacent to Huron Church Road are located within the ACA as shown on Figure 3.1. An aerial close-up of this community is illustrated in Figure 3.9 area 9.

### Community Character

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



NOTE: Community boundaries shown are approximate.

Figure 3.9

### EAST OF HURON CHURCH ROAD AND VILLA BORGHESE COMMUNITIES



### Community Satisfaction

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

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

### Community Change

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

### Community Cohesion

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

## 3.2.2.10 Villa Borghese

The Villa Borghese neighbourhood is located between Cabana Road West and the Lennon Drain on the east side of Huron Church Road. Figure 3.1 illustrates its location in relation to the ACA. An aerial close-up of this community is illustrated in Figure 3.9 area 10.

### Community Character

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

### Community Satisfaction

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

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

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

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

Residents listed things they least liked in their community:

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

#### Community Change

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

#### Community Cohesion

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

### 3.2.2.11 Talbot Road

The Talbot Road community is split by both political boundaries and the physical barrier presented by the existing transportation corridor. Talbot Road serves as the municipal boundary between the City of Windsor, located north of the transportation corridor, and the City of LaSalle, located to the south. Figure 3.10 area 12 illustrates the location of the Talbot Road community 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 barrier imposed by the traffic along Talbot Road. Generally, residents relate closely to those on the same side of Talbot Road as themselves; however, past Talbot Road/Highway 3 expansion plans have helped to strengthen their community ties.



NOTE: Community boundaries shown are approximate.

Figure 3.10

### KENDLETON COURT AND TALBOT ROAD COMMUNITIES



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

### Community Character

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

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

### Community Satisfaction

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

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

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

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

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

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

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

### Community Change

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

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

### Community Cohesion

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

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

### 3.2.2.12 Heritage Estates

Heritage Estates is a large residential development located east of the Windsor Crossing Outlet Mall, north of Heritage Drive and west of Montgomery Drive. As Figure 3.1 illustrates, only a small portion of Heritage Estates is located within the ACA. An aerial close-up of this community is shown in Figure 3.11 area 13.

#### Community Character

Focus group participants had different attitudes about their community depending 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.



NOTE: Community boundaries shown are approximate.

Figure 3.11

### HERITAGE ESTATES AND OLIVER ESTATES COMMUNITIES



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

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

#### Community Change

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

#### Community Cohesion

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

### 3.2.2.13 Residential In-fill

#### Kendleton Court

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

### Community Cohesion

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

## Shadetree Court Area

The Shadetree Court is a new residential in-fill located north of Talbot Road immediately west of Howard Avenue. This new residential development is shown on Figure 3.1 and is located at the periphery of the ACA. An aerial close-up of this community is illustrated in Figure 3.12 area 15.

### Community Character

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

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

### Community Satisfaction

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

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



NOTE: Community boundaries shown are approximate.

Figure 3.12

### SHADETREE COURT AREA AND EAST OF HOWARD AVENUE COMMUNITIES



### Community Change

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

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

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

### Community Cohesion

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

## 3.2.2.14 Oliver Estates

This community is located from Montgomery Drive to Howard Avenue. Several of the residential streets within the area provide access directly onto Talbot Road. As identified in Figure 3.1, the ACA encroaches into the periphery of a portion of the neighbourhood. An aerial close-up of this community is illustrated in Figure 3.11 area 14.

### Community Character

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

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

None of the streets in the community have sidewalks; however, with the exception of Montgomery Street, low volumes of traffic utilize the local road network and consequently, residents feel safe walking and cycling on the road. Montgomery serves as a connecting route between Highway 3/Talbot Road and other LaSalle neighbourhoods. As such, is used by commuter traffic in the morning and afternoon. Residents living on Montgomery complain of heavy traffic and excessive speed during these times.

### Community Satisfaction

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

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

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

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

### Community Change

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

### Community Cohesion

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

### 3.2.2.15 East of Howard Avenue

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

### 3.2.2.16 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 3.1. An aerial close-up of this community is illustrated in Figure 3.13.



NOTE: Community boundaries shown are approximate.

Figure 3.13

### SOUTHWOOD LAKES COMMUNITY



### Community Character

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

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

### Community Satisfaction

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

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

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

### Community Change

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

### Community Cohesion

When asked about community cohesion, residents felt a range from 'somewhat close knit' to 'very close knit'. Several had relatives in the community that they visit either daily or several times a week. In terms of their relationship with neighbours, residents indicated that they have close relations with a few or in some cases, many of their neighbours. It

appears that at a minimum, they know most of their neighbours and go out of their way to develop close relationships with many of them. Getting together with neighbours also varies, between daily visits to two or three times per month.

### 3.3 Businesses in the ACA

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

### 3.4 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 Nematik 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.

## 3.5 Social Features within the Area of Investigation

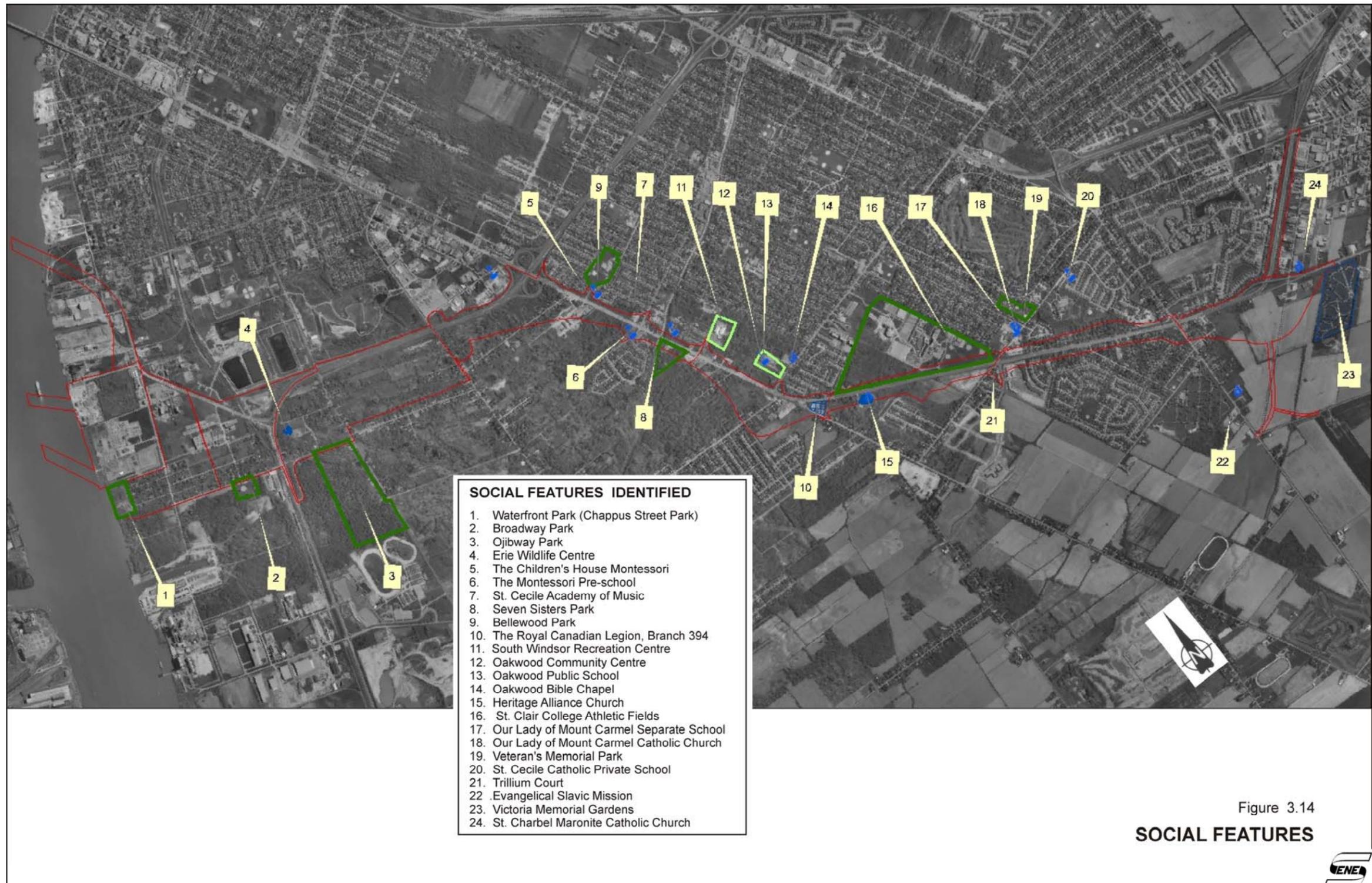
Social features identified within the area of investigation fall into either recreational (e.g. parks, community centres) or institutional (e.g. Churches, schools). Some of the features serve the neighbourhood community while others serve the broader community. The social features described below are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

### Institutional Social Features

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

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

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



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

*The Children's House Montessori*, 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 a.m. to 5:30 p.m. for children aged 2.5 years to 5 years of age. The nursery school serves a wide area including South Windsor, LaSalle and as far away as Bell River and Amhurstburg. The proximity of the school to E.C.Row Expressway and Huron Church Road (Hwy 3 and 401), provides convenient access to the facility regardless of the direction clients are traveling from.

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

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

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

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

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

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

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

*Our Lady of Mount Carmel Separate School* is located 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. Weekdays the Church is open 9 a.m. to 4:30 p.m. and 8:30 a.m. to 6:30 p.m. on Sunday. Facilities at the Church include a meeting hall, church office and sanctuary. The Church does not have any outside facilities. Current membership for Our Lady of Mount Carmel Catholic Church is 5665 people, or 1872 families, 583 originating below Talbot Road and 1289 originating above Talbot Road. In addition to the weekday and Sunday masses, the Church is also used for weddings and funerals. Several community groups, primarily consisting of adults or seniors use the facility for meetings throughout the week.

*St. Cecile Catholic Private School.* A part of the school ground south of the school buildings lies within the ACA and as such was included in the initial data collection for the practical stage.

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

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

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

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

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

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

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

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

*Victoria Memorial Gardens*, a cemetery, is 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. The grounds hold approximately 8,000 funeral plots with some plots extending close to the property line boundaries. The Chapel and office area comprise the main building area. A funeral home is planned for the property lot abutting east of the Victoria Memorial Garden as permits for construction are forthcoming.

The *St. Charbel Maronite Catholic Church* is located 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.

### Recreational Social Features

The *Waterfront Park*, also known as *Chappus Street Park* is located on Chappus Street and Water Avenue near the waterfront. The park is located within the ACA in the vicinity of Plazas B and C and Crossings A and B. It is not known how long this 1 ha park has been at its current location. The park is accessible daily from 5:00 a.m. to mid-night, throughout the year, including holidays. Activities/programs that take place at the park include photography, non-motorized boat launches, hiking and walking, and bird watching. This park is a significant public right-of-way access to the water on the west side of the City of Windsor. Patrons include the local community, and people from throughout the City of Windsor and Essex County.

*Broadway Park* is located adjacent to the ACA in the vicinity of Crossing A and Plazas B and B1, south of Broadway Street between Linsell and Scotten Streets. Broadway was once a neighbourhood park with a baseball diamond prior to the area being re-developed as an industrial park. This 9.51 ha park has been at its current location since 1987. There are plans to expand the park by acquiring three lots on the south side of Page Street between Reed and Dupont Avenues. The park also serves as an entrance to Black Oak Heritage Park. The Black Oak Heritage Park is discussed in the Natural Environment Assessment (April 2007) and is not carried forward in the social impact assessment.

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

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

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

*Windsor Recreationway* is a trail network that crosses through the ACA at several locations including in the vicinity of the access road leading to Plaza A. The trail leads under Huron Church Road adjacent to the Grand Marais Drain and runs through the Spring Garden ANSI, Ojibway Park and connects with Malden and Mic Mac Parks north of E.C. Row Expressway via Malden Road. The trail permits cycling and walking. It is unknown how many use the trail system.

The *Seven Sisters Park* is a neighbourhood park located 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 West Windsor Recreationway and a bike path from California Street that leads through Spring Garden. There is a playground unit to serve the needs of the neighbourhood at Fazio Drive.

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

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

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

*South Windsor Recreation Complex* is located 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.

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

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

***Veteran's Memorial Park*** is located 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.

## 3.6 Delivery of Emergency Services

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

Figure 3.15 illustrates the location of the various municipal emergency services relative to the ACA. As noted in Figure 3.15, St. Clair College is a designated Evacuee for the FERMI Nuclear Plant. The primary evacuation route is Highway 20 out of Amherstburg to E.C.Row Expressway and along Huron Church Road. The secondary evacuation route is up Howard Avenue to Huron Church Road.

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

All communities within the ACA are serviced by the City of Windsor Police and Fire or LaSalle Police and Fire. Ambulance services are provided by the County of Essex. Windsor Fire District 5 station is located on Cabana Road, east of the Huron Church/Talbot Road transportation corridor. Huron Church Road is used to access the service area in these communities 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. Todd Lane or Sandwich Parkway are used by Emergency Services to access the LaSalle service area on Highway 3/Talbot Road.

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

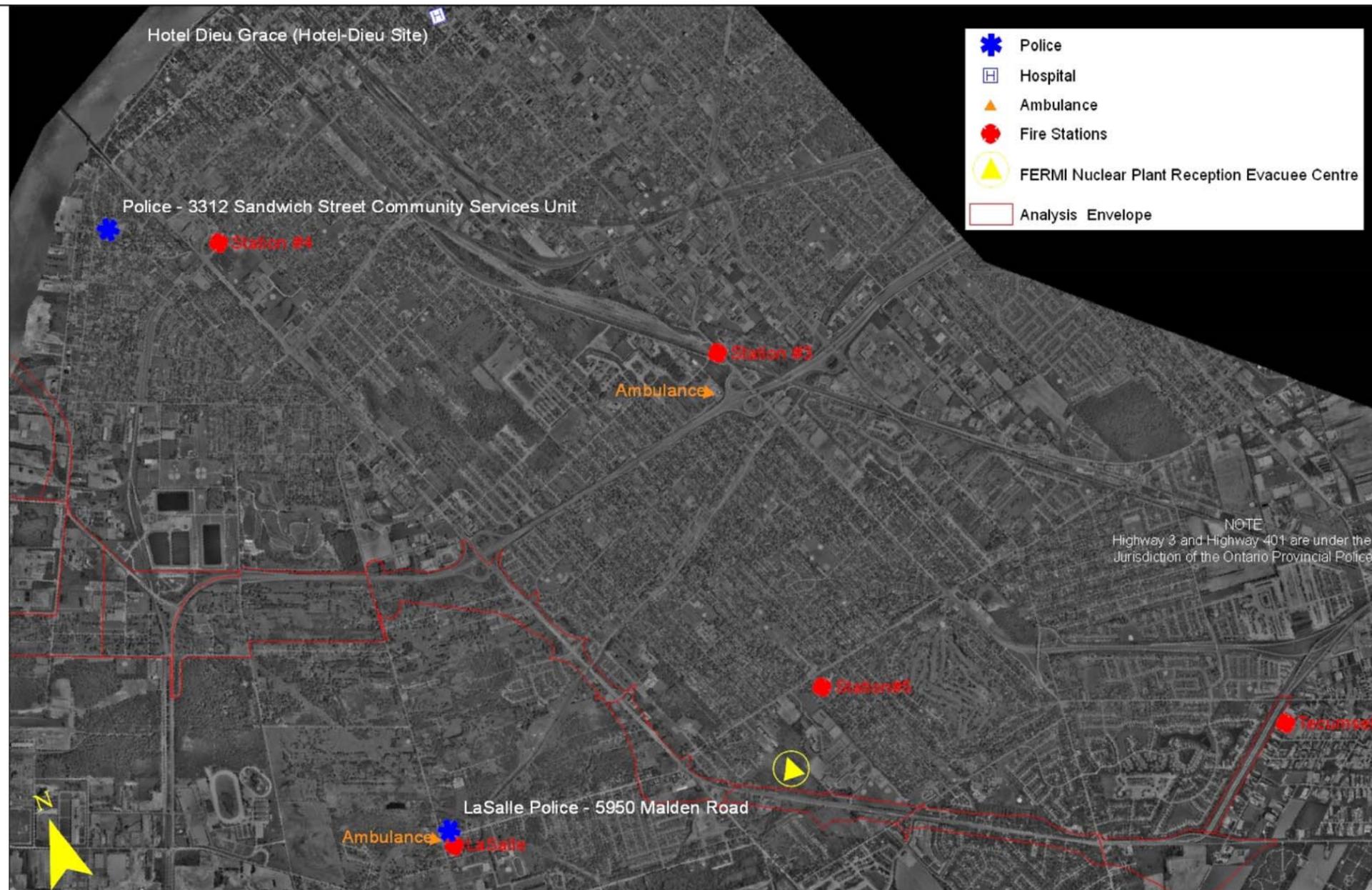
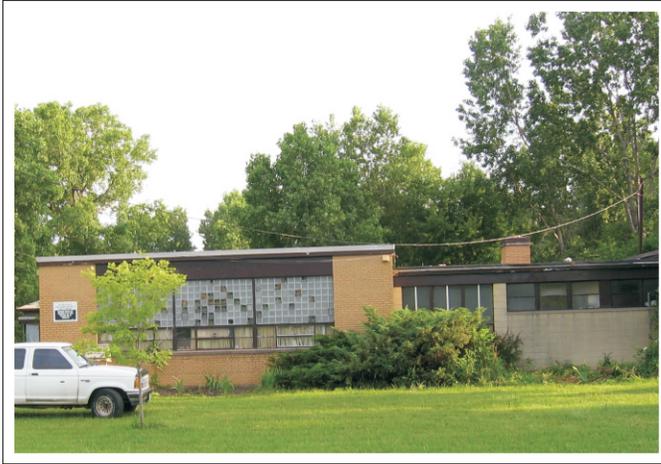


Figure 3.15  
**LOCATION OF EMERGENCY SERVICES**



PHOTO EXHIBIT  
INSTITUTIONAL SOCIAL FEATURES



ERIE WILDLIFE CENTRE



THE CHILDREN'S HOUSE MONTESSORI



THE MONTESSORI PRE-SCHOOL



ST. CECILE ACADEMY OF MUSIC



ROYAL CANADIAN LEGION



OAKWOOD PUBLIC SCHOOL

**PHOTO EXHIBIT  
INSTITUTIONAL SOCIAL FEATURES**



**OAKWOOD BIBLE CHAPEL**



**HERITAGE PARK ALLIANCE CHURCH**



**CHARTWELL OAK PARK RETIREMENT HOME**



**OUR LADY OF MOUNT CARMEL  
SEPARATE SCHOOL**



**OUR LADY OF MOUNT CARMEL  
CATHOLIC CHURCH**

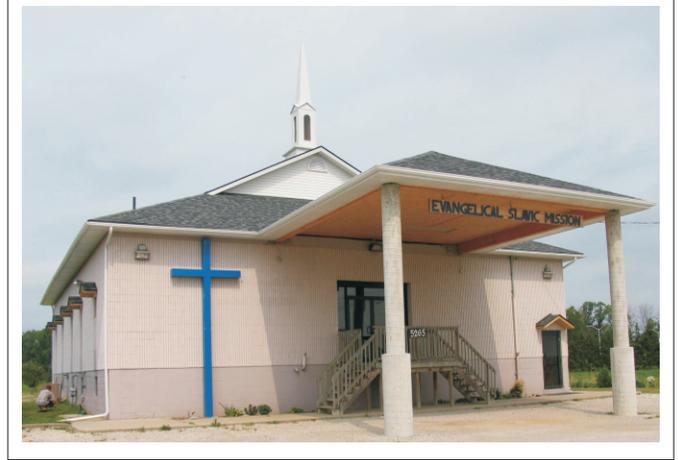


**ST. CECILE CATHOLIC PRIVATE SCHOOL**

**PHOTO EXHIBIT  
INSTITUTIONAL SOCIAL FEATURES**



**TRILLIUM COURT**



**EVANGELICAL SLAVIC MISSION**



**VICTORIA MEMORIAL GARDENS**



**ST. CHARBEL MARONITE CATHOLIC CHURCH**

PHOTO EXHIBIT  
RECREATIONAL SOCIAL FEATURES



WATERFRONT/CHAPPUS STREET PARK



BROADWAY PARK



OJIBWAY PARK



WEST WINDSOR RECREATIONWAY  
(Trail Off Spring Garden)



SEVEN SISTERS PARK  
(Beyond Huron Church Road Bridge)  
West Windsor Recreationway under Huron Church Road



BELLEWOOD PARK

**PHOTO EXHIBIT  
RECREATIONAL SOCIAL FEATURES**



**SOUTH WINDSOR RECREATION COMPLEX**



**OAKWOOD COMMUNITY CENTRE**



**ST. CLAIR COLLEGE ATHLETIC FIELDS**



**VETERANS MEMORIAL PARK**

## 4.0 Analysis of Practical 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. Following the PIOH in December 2006, a Parkway alternative was developed for the access road based on refinements to the below-grade practical alternatives (Alternatives 1B and 2B) and reflecting the study goals and the community input received. As illustrated in Appendix A, there are six potential alternatives for the proposed access road. As described in Chapter 1 each of the six access road alternatives (1A, 1B, 2A, 2B, 3 & Parkway) has differing road alignments in certain segments of the access road, which results in slightly different impacts. The six 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.
- Parkway Alternative is a below grade six-lane freeway with 11 tunnel sections with a separate service road.

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;
- Displacement or disruption of social features; and

- Displacement of businesses that serve the neighbourhood communities.

In order to assess the potential for disruption to residents as a result of project activities, the noise and vibration, and air quality study team members were consulted and input provided. The *Practical Alternative Working Paper Air Quality Impact Assessment* (SENES 2008a) and the *Practical Alternative Working Paper Noise and Vibration Impact Assessment* (SENES 2008b) provides a full discussion on the anticipated air quality and noise effects of the Detroit River International Crossing project. The reader is cautioned however; that both of these are technical reports that focus on modelling results of the worse case scenarios and not typical conditions. The results of the worse case scenarios are compared to government standards to determine the impact of the project on noise levels and air quality. It is the role of the SIA to incorporate those technical results into a meaningful discussion on how nuisance effects (noise, dust) may disrupt or influence the use and enjoyment of properties and social features.

Of particular interest to the SIA related to the air quality assessment is particulate matter (PM<sub>2.5</sub>) emissions from road dust. Road dust is generated from the re-suspension of surface material and debris, tire and brake wear, and road abrasion. Adverse air impacts, as a result of particulate matter emissions, may be experienced within 50 to 100m of the ROW in some areas under certain conditions. It should be noted that road dust is only one component of local particulate concentrations; other sources, including upwind sources in the U.S, constitute a greater proportion of the local particulate concentrations. For example, under typical conditions, air pollution that originates outside the region comprises of approximately 50% of the total amount of PM<sub>2.5</sub> in the Windsor area; this attribution increases to over 80% during smoggy days.

The noise quality assessment (SENES 2008b) compares the various study alternatives against not building the project (i.e. the "no build" scenario) and against the existing baseline levels of noise, for all project alternatives. The projected noise impact is rated from marginal to none, low, moderate, and high relative to the no build scenario. Noise disruption to residents relates to the level of noise loudness generated by the practical road alternatives, where for example noise levels 6 to 10 dBA would be almost twice as loud as the background noise level (see Table 4.1). Noise impacts from moderate to high (i.e. > 5 dBA) would require mitigation measures.

**TABLE 4.1 QUALITATIVE CRITERIA\* FOR ASSESSING TRAFFIC NOISE**

Increase in Background Noise Level	Loudness	Impact Rating
up to 3 dBA	hardly perceptible	marginal to none
4 to 5 dBA	noticeable	Low
6 to 10 dBA	almost twice as loud	Moderate
11 plus dBA	more than twice as loud	High

\*adapted from Table 6.9 in MOE 1990.

## 4.1

### South Windsor, LaSalle and Tecumseh Overview

As discussed above, the access road, plaza and crossing alternatives affect the general communities of South Windsor, LaSalle and Tecumseh. 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

Measuring the effects on residents and the community as a result of one of the practical alternatives involves examining social indicators, and developing 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.

The broader community of south Windsor, LaSalle and Tecumseh will experience both negative and positive effects related to the construction and operation of an access road and new border crossing. Negative effects include the displacement of between 140 and 330 homes along the transportation corridor, resulting in a change to community cohesion and character, loss of businesses, and overall disruption and nuisance effects, during and post construction to both residents and the travelling public.

All access road alternatives will result in a high impact to the community due to the number of residential and business displacements required for each. Recognizing that displacing residents creates hardship for those forced to move, their ability to adapt to the change will vary. Typically, special populations, that is, children, elderly, and those with special needs, have a greater challenge in adapting to change that is imposed upon them.

The special populations potentially affected are similar for each alternative, and, as defined in Chapter 3's Baseline Characterization, include those members of society that are vulnerable to change and may experience hardships as a result of changes induced by project activities. Based on the questionnaire responses, children under the age of 18 years account for 16 to 27% of the population; seniors over 65 years of age account for 16 and 24%; and those with special needs account for 3 to 6% of the population. Displacement of special populations may result in additional hardship to residents relocating. The similarity of demographic characteristics does not contribute to the comparison between alternatives, however, will be taken into consideration when evaluating the preferred alternative.

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, personal safety and increasing volume of traffic onto other neighbourhood streets as cross-border traffic seek a less congested route to and from the Ambassador Bridge. Without the proposed project, traffic will continue to increase, further exasperating the existing concerns. Mobility is improved through the area with all alternatives with the extension of Highway 401 to a new plaza and separating the international/freeway traffic from the 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. The below grade, tunnel, and Parkway alternatives also provide the benefit of removing truck traffic from City streets and placing it out of sight to varying degrees.

It is within 50m of the ROW that nuisance effects can be most noticeable. Typically, residents living within this distance will experience long term disruption as a result of change in noise and air quality impacts generated by the transportation corridor. Long term disruptions can lead to a decreased level of satisfaction and a change in the use and enjoyment of properties. Anecdotal evidence provided during public consultation and social data collection activities, suggest that residents would rather be bought out (ie. displaced) than live directly adjacent to a busy transportation corridor.

The number of households located within 50m of the ROW for each alternative, and therefore potentially subject to nuisance effects, is provided in Table 4.2. It should be noted that the values in Table 4.2 include 64 households on the periphery of Southwood Lakes, where all the alternatives share a common alignment and ROW limit.

**TABLE 4.2 NUMBER OF HOUSEHOLDS WITHIN 50M OF ALTERNATIVE ROW**

	Alternative 1		Alternative 2		Alternative 3	Parkway
	Option 1	Option 2	Option 1	Option 2		
Plaza A alignment	198	207	151	153	193	93
Plaza B/C	168	177	124	125	161	80

As shown in Table 4.2, fewer residents are left within 50m of the ROW with the Parkway alternative compared to the other alternatives.

Disruption effects were assessed along the entire access road alignment and are discussed for each neighbourhood community in later sections of this document. The noise quality and vibration impact assessment (SENES 2008b) indicates that overall, a 5 m high barrier where it is warranted will be effective in reducing noise for the entire length of the access road, for all alternatives; except for the area extending from Malden Road to Pulford Street for Alternatives 1A and 1B. In this area, mitigation measures using up to 6.5 m high noise barriers for Alternatives 1A and 1B would reduce the noise levels to a point that would not exceed the future no build noise levels by more than 5 dB.. Once the preferred alternative has been identified and site specific noise attenuation is identified, an evaluation of the potential aesthetic effects of noise barrier walls will be conducted.

The below-grade (1B and 2B), tunnel (3) and Parkway alternatives generate lower noise levels at the receptor locations in comparison to the at-grade alternatives (1A and 2A) Without mitigation, based on noise modelling results for the access road alternatives connecting to the proposed Plaza A, alternatives 2B, 3 and the Parkway will result in the least occurrences of project sound levels that are greater than 5 dB above the no-build scenario. For route alignment connecting to Plazas B and C, both Alternative 3 and the Parkway alternative will result in the least occurrences of project sound levels exceeding the no-build sound level by greater than 5 dB.

Once the preferred plaza site is selected, thereby determining the alignment of the access road to the plaza site, additional investigations of noise impacts and mitigation is required in the Malden Road/Spring Garden area.

Generally, all access road alternatives will result in an improvement in air quality along the transportation corridor compared to the no-build scenario; however, individual residences within 50 to 100m of the ROW may experience a change in air quality; neighbourhoods with residences within 50 to 100 m of the ROW include the Spring Garden area and Oliver Estates.

The character, cohesion and function of a community 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 as a neighbourhood restaurant, grocery store or coffee shop. The broader community will also experience a loss of economic revenues and employment as many of the businesses located within or adjacent to the existing transportation corridor will be displaced. Businesses along the corridor serve both local consumers and the traveling public to varying degrees. Employment losses may be short term as displaced businesses relocate. Those businesses remaining along the corridor will experience a potential loss of business due to the loss of visibility to the traveling public with Alternative 3 and to a lesser extent with the below grade alternatives. The full discussion on the economic impact of the project is provided in the Economic Impact Assessment (Hemson 2008).

## 4.1.2 Impacts to Social Features

The displacement of a social feature, such as a church or recreation facility, or a disruption/change in use 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.

Features located either wholly or partially within 200m of the access road, plaza or crossing right-of-way were inventoried and interviewed (see Chapter 3). Based on refinements of the practical alternatives, and data received from other disciplines concerning the potential for disruption effects to the facility, several social features were not carried forward for analysis. These social features include the Oakwood Bible Chapel, Chartwell Classic Oak Park LaSalle retirement facility, Our Lady of Mount Carmel Catholic Church, St. Cecile Catholic Private School, Evangelical Slavic Mission, Victoria Memorial Gardens, Bellewood Park, and Veteran's Memorial Park.

In addition, Ojibway Park was not carried forward in the social impact assessment as it is not anticipated that use of the park or any of its features will be influenced by nuisance impacts. 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* (LGL 2008).

The social features discussed in this section serve the broader Windsor and LaSalle 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 and 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 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* (URS 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* (Hemson 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 sufficient time in advance of the removal of the existing Legion to enable establishment of a new Legion facility for this community,. 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, 2A and B option 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. The Church, itself, is displaced with alignment option 1 for alternatives 2A and 2B and the Parkway alternative.

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. If it is possible to 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 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. A concern has been expressed that traffic noise will interfere with the ability of Coaches to communicate with their players on the fields. The noise impact assessment (SENES 2008b); however, indicates that a change in noise is 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 project located on the southwest corner of Talbot Road/Highway 3 and Sandwich Parkway. Trillium Court is situated in the Town of LaSalle but managed by an agency of the City of Windsor.

The alignment option 2 for access road alternatives 1A and B, and 2A and B potentially displaces fourteen households. Similarly, alternative 3, also results in the displacement of 14 out of 56 households. In all of these 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 housing units out of 56 from Trillium Court will have consequences for the 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.

In order to provide additional buffer and green space between the transportation corridor and residential neighbourhoods, the Parkway alternative displaces 48 of the 56 housing units leaving only those facing Heritage Drive. According to discussions with the River Park Non-Profit Housing and Housing Services at the City of Windsor, the Trillium Court housing project would not be feasible to operate with so few units, and as such, it was recommended that the entire Project be displaced. Similar housing will need to be provided to tenants; a new housing project may need to be built as a result of the DRIC project to lessen the impacts to current tenants as well as to the non-profit housing stock in the area. Creating a new housing project also provides an opportunity to add additional units at the replacement housing site, thus increasing the gross number of units available to residents looking for geared-to-income housing.

For displaced residents, relocating to other geared-to income housing may pose a hardship in terms of incurring moving expenses, potentially 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 access road alternatives 1A, 1B, 2A and 2B 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. These routes may see alterations/refinements once the new transportation corridor is operational.

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 Dougall 6 Express.

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.

Transit Windsor offers bus service "extras" to a number of secondary schools. An extra is a bus that takes the rider directly to school. These buses are only for students attending a secondary school, and are put in place to take excess loads off of the regular routes. School extras completing drop-off and pickup services to Holy Names Catholic High School and Vincent Massey Secondary School may experience disruption effects during the project construction phase.

### School Bus Routes Affected

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

Schools with student catchment areas that are adjacent to, or intersect with the transportation corridor include:

Bellewood Public French Immersion	Our Lady of Mount Carmel Catholic School
General Brock Public School	St. James Catholic School
Marlborough Public	Assumption Catholic School
Oakwood Public School	Holy Names Catholic School
Forster Secondary School	Monseigneur Jean-Noel
Vincent Massey Public High School	E.J. Lajeunesse
Notre Dame Catholic School	

School bus services may be affected to the extent the routing within the school catchment area crosses the transportation corridor. Transportation disruption effects may entail increased travel times as a consequence of traffic volume and route alterations due to temporary or permanent road closures or re-alignment during construction or operation

phases. In cases where the transportation corridor is located on the fringe of the school catchment area, little transportation disruption is anticipated. Where the school catchment area crosses the transportation corridor, transportation disruptions would be expected during the construction phase of the project with potential for permanent route alterations on completion of the transportation corridor.

Schools located near the corridor (< 1 km away) that have a smaller catchment area with portions straddling the proposed highway (e.g. Oakwood, Bellewood French Immersion, Notre Dame, St. James) would experience relatively more transportation disruption than schools located further away with a wider catchment area (e.g. Sandwich West Public School, St. Mary's Catholic School). One exception is Our Lady of Mount Carmel School. Although busing service to this school does not cross the transportation corridor, access to the school via Cousineau Road may be affected during the construction phase of the project due its proximity to the corridor (approximately 200 m).

Consultation with the School Boards and Transportation Services 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.

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 connection to Plazas B/C is not anticipated to have the same effect, thus a lower level of disruption is anticipated (i.e. 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 and the Parkway alternative would not likely disrupt the current route as it accommodates for access along Spring Garden Road and Bethlehem Street.

### **Delivery of Emergency Services**

The proposed project construction and operation phases may result in changes in the delivery of emergency services (police, fire, ambulance) within the study area and in adjacent neighbourhoods. If the ability to respond and to provide quality emergency service is impacted by project activities, this may influence residents' sense of well-being

and their level of community satisfaction. Recognizing the response time for all emergency services is provincially mandated, all emergency services have committed to maintaining this level of service. The individual departments may require a review of their service plans in order to ensure they continue to meet the mandated response times.

Figure 3.15 illustrates the location of the various municipal emergency services relative to the ACA

Generally, emergency services may experience increased response times during the construction phase due to traffic congestion, road re-alignments and construction scheduling. Specifically those alternatives that do not displace all residents on Talbot Road, emergency services will have difficulty accessing the properties. 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. During the construction phase, emergency services will need to be regularly updated on construction scheduling. Similarly, the FERMI Nuclear Plant emergency evacuation routes may need to be temporarily re-designated. Any changes to these routes will need to be communicated to the effected communities and its residents.

The delivery of emergency services during operation of the new highway and associated works may be influenced by changes to the existing transportation network such as, road re-alignments, road closures, or by the presence of new infrastructure (freeway, associated ramps, plaza).

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. Sandwich Parkway and Cabana Road/Todd Lane were identified as arteries used by LaSalle emergency services and Windsor Fire to access Huron Church Road (both directions). Access to the freeway is not provided at these locations in all of the alternatives; however, access to the local access roads remains.

For those alternatives with split one-way local service roads adjacent to the new Highway 401 corridor, that is Alternative 1A and 1B, emergency services will experience an increased response time due to the need to double-back by emergency services. LaSalle Fire Services is not able to access their entire service area of the transportation corridor (i.e. Talbot Road or Hwy 401) with the Parkway Alternative or with Alternatives 1A and 1B as the design does not provide an interchange at Todd Lane/Cabana.

Access road alternative 3, 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, including limited access points. 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 noted that with the at-grade and below grade alternatives, access to an incident was not as limited as the tunnel alternative 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.

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.

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; 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.

Another issue identified in the consultation with emergency services is one of jurisdiction. The local service roads and the access road (freeway) alignments weave in and out of the City of Windsor and the Town of LaSalle creating a servicing challenge that will need to be negotiated with the Municipalities and the Union's representing the various emergency servicing departments. Mutual aid agreements may also need to be negotiated between the departments to ensure the transportation corridor is serviced in the most efficient manner by the fire, police, and emergency response teams.

#### 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 four lanes of traffic along Huron Church Road during the construction phase. This includes two 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. Additional policing may be required to ensure that border bound traffic does not cut through adjacent neighbourhoods during periods of increased traffic congestion along the transportation corridor.

Generally, adjacent neighbourhoods to the transportation corridor may experience nuisance impacts associated with construction activities including noise, dust and an increase in construction related truck traffic. The multi-year construction period will create nuisance and inconvenience to both local residents and the travelling public. Disruption effects will be greater with alternative 3, the Parkway and the below grade alternatives due to the degree of earth works required to construct each of those alternatives.

Users of the social features located in the neighbourhoods adjacent to the Highway 3/ Huron Church transportation corridor may experience delays in accessing the facility due to the construction activity in the transportation corridor. Of particular concern is the access to the Victoria Memorial Gardens directly onto Highway 3. Staff and users of the cemetery will potentially experience delays in accessing the site during construction. This is of concern for funeral processions headed eastbound on Highway 3 to the Gardens for the Internment. During construction noise may also impact use of the Gardens, as it may not provide the desired quiet and tranquil environment for burials, graveside visitation or recreational walks as is presently provided. This is a short term impact that will only be experienced during construction.

## 4.2 Neighbourhood Community Impacts Associated with Access Road Alternatives

Due to their proximity, the unique communities may experience some common impacts, regardless of the alternative. All unique communities discussed below experience the same vibration levels during operation. The vibration measurements showed, for the most part that, the levels measured were within the threshold of perception limit of 0.14 mm/sec. These levels do not decay very much with distance at close proximities to the road edges and should the roadway contain an expansion joint, etc., these levels may increase to the threshold level of perception. Hence, as a precautionary measure, receptors within 25 m of the edge of the roadway were counted as potential locations where vibration levels could potentially reach the threshold value of 0.14 mm/sec. However, at this time, it is determined that vibration mitigation measures are not required for the crossings, plazas and access roads since vibration levels are not expected to approach 50 mm/sec which is the threshold for structural damage (SENES 2008b).

Similarly, with mitigation, noise impacts are reduced in most cases so as not to result in an impact to residents. Mitigation measures were considered at locations where the predicted sound levels exceeded the future "no build" (without the Project) sound levels by more than 5dB (SENES 2008b). Impacts associated with noise mitigation measures can include loss of property, change in use of property and aesthetic impacts.

For each community the discussion focuses on the overall impact to community character, cohesion, 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 neighbourhood 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 neighbourhood community: the access road connection to Plaza A, and the connection to Plazas B, B1, 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 (section 3.2.2.3), 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 and approximately 192 residents along Spring Garden Road, of which the various alignments of the access road alternatives will displace between approximately 19 to 61 households as presented in Table 4.3.

**TABLE 4.3 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN SPRING GARDEN**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Connection to Plaza A	33	37	50	50	49	61
Connection to Plaza B/C	25	25	30	30	19	23

The Plaza A alignment displaces more households than the Plaza B/C alignment for all alternatives. For the access road connection to Plaza A alignment, the Parkway alternative displaces the highest number of households, followed by alternative 2A (at-grade) and alternative 2B (below grade). Displacing over half the households on Spring Garden will result in dramatic change in the community composition and cohesion. Typically residents living on Spring Garden Road or in the neighbourhood have lived long term (20 to 50+ years) within the neighbourhood. Displacements of long term residents as

a result of the project may disrupt close and meaningful neighbour, friendship and family ties in the community and; in so doing, contribute to hardship.

According to the survey responses for this community special populations associated with this alignment include approximately 7.3% children under 18 years of age, 10.4% seniors over 65 years and 2.6% residents with special needs. Those with special needs have adopted their homes to address the need. Special populations typically experience a greater level of stress due to their ability to adapt to change, thus, displacing special populations as a result of the project may contribute to hardship.

For the alternatives connecting to Plaza B or C, the at-grade and below grade alternatives, would displace a higher number of households compared to the tunnel (3) or Parkway alternatives. The number of displacements is also high with the Plaza B/C alignment.

Displacement of residents 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.

### **Disruption to Residents**

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. 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.

### ***Access Road Connecting to Plaza A***

In this neighbourhood, the profile and alignment to Plaza A is similar for all alternatives, thus there is no difference between the at-grade, below grade and tunnel alternatives. The alternative 3 tunnel ends near Spring Garden Road.

Based on the air quality assessment (SENES 2008a), which compares the various study alternatives against not building the project (i.e. the "no build" scenario), for all alternatives, residents within 50m to 100m of the ROW may experience an increase in particulate (PM<sub>2.5</sub>) concentrations compared to the no build scenario for the alignment to Plaza A. The particulate concentrations are highest near the ROW and diminish with distance from the ROW with all alternatives including alternative 3. Residents may experience a change in particulate concentrations under certain conditions; but generally the air quality is not expected to change.

The noise assessment (SENES 2008b) compares the various study alternatives against not building the project (i.e. the “no build” scenario), for all project alternatives. For the area extending from Malden Road to Pulford Street mitigation measures using up to 6.5 m high noise barriers for Alternatives 1A and 1B would reduce the noise levels to a point that would not exceed the future no build noise levels by more than 5 dB. However, it should be noted that the potential for aesthetic effects associated with the mitigation measures has not been assessed. Once the preferred alternative has been identified and site specific noise attenuation is identified, an evaluation of the potential aesthetic effects will be conducted.

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 on Cabana Road West. The Parkway alternative provides an opportunity to expand the trail network to surrounding neighbourhoods, specifically Bellewood Estates across the Huron Church Road corridor and Bethlehem Avenue neighbourhood communities due to a 200m tunnel section. This benefit can be realized with both access road alignments (to Plaza A and to Plaza B/C) in this section.

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 does not have the same degree of impact on the community. There is no difference between the at-grade alternatives (1A, 2A), below grade alternatives (1B, 2B) or the tunnel alternative (3). The Parkway provides a 200 metre tunnel in this area which provides an area for plantings and trails to reduce somewhat the impacts to the community as a result of the loss of vacant natural area between Spring Garden and the E.C. Row Expressway.

The Parkway provides a connection from Plaza A to Malden Road for local traffic. Spring Garden Road and Bethlehem will provide access to Bellewood Estates and Huron Church Road from Plaza A, thus traffic volumes along Spring Garden/Bethlehem Avenue are anticipated to increase with this configuration. This increase in traffic will also contribute to a change in character for the area.

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***

In this neighbourhood, the profile and alignment to Plaza B/C is similar for all alternatives, thus there is no difference between the at-grade, below grade and tunnel alternatives. The alternative 3 tunnel ends near Spring Garden Road.

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

Based on the air quality impact assessment, the alignment to Plaza B/C for all alternatives results in residents within 50m to 100 m of the ROW experiencing an increase in particulate concentrations compared to the no build scenario, under certain conditions. For the most part, residents on Spring Garden Road are beyond 100m of the ROW, and consequently, will experience similar impacts to the no build scenario.

### Summary of Impacts to the Spring Garden Neighbourhood Community

The combined result of these predicted impacts will result in changes to community character and cohesion for the Spring Garden community neighbourhood. The degree to which these changes will be experienced depends in part on the number of displacements experienced, the number of residents that will experience long term disruption effects and any benefits, if any, an alternative will provide to the community. With the Plaza A alignment for Alternatives 2A, 2B, 3 and the Parkway alternative, 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 thus displaces the fewest households, and as such, will result in less hardship to the residents and fewer effects on this community; however, the Spring Garden neighbourhood will not experience any of the benefits of a tunnel. The Parkway alternative displaces the greatest number of residents; however, a green space is provided adjacent to the freeway to buffer residents from long term nuisance effects. The Parkway also provides a tunnel section in this area, which together with the additional buffer space, provides the added benefit of opportunities for an expanded parkland and trail system, and connectivity to neighbourhoods adjacent to Spring Garden and across the Huron Church corridor (e.g. Bellewood Estates).

Once the preferred plaza site is selected, thereby determining the alignment of the access road to the plaza site, additional investigations of noise impacts and mitigation is required in the Malden Road/Spring Garden area.

## 4.2.2 Bethlehem Avenue Area

This new neighbourhood community includes Bethlehem Avenue, 6<sup>th</sup> Avenue and Lamont Avenue and is described in Section 3.2.2.4.

### Displacement of Residents

Bethlehem Avenue is a new residential area with approximately 48 households on the street and approximately 115 residents. None of the potential displacements occur on 6<sup>th</sup> Avenue or Lamont Avenue for alternative 1A through 3; however, the Parkway does displace households on Lamont Avenue. Table 4.4 provides an overview of the number of households displaced by alternative.

**TABLE 4.4 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN BETHLEHEM AVENUE AREA**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Connection to Plaza A	36	36	32	32	32	39
Connection to Plaza B/C	6	6	19	19	0	27

The alignment to Plaza A for all alternatives will result in the displacement of over 50% of Bethlehem Avenue residents. This will result in a noticeable change in community character. Although the community is relatively new, with residents typically living in the neighbourhood less than five years, the loss of property will result in a change to the existing level of cohesion in the neighbourhood. Anecdotal evidence provided by residents indicates that many choose their property for retirement due to its quiet location adjacent to a protected natural area.

There are differences between alternatives for the access road alignment to Plaza B/C as shown in Table 4.4. Alternative 3 alignment to Plaza B/C is the only alternative that does not displace any of the residents. The Parkway, with its wider ROW to accommodate buffer zones between the roadway and the neighbourhood displaces the highest number of residents.

**Disruption to Residents**

Although residents do benefit from the freeway traffic being below grade through this neighbourhood for all access road alternatives, nuisance effects experienced as a result of changes to the local service road network may change how residents use and enjoy their property.

The air quality impact assessment indicates that compared to the future no build scenario, all alternatives may result in an increase in particulate (PM<sub>2.5</sub>) concentrations under certain conditions for both the access road alignment to Plaza A and to Plaza B/C. The exception is alternative 3, as this alternative will result in comparable air quality as the no build scenario. For alternatives 1A, 1B, 2A, 2B, and the Parkway, the particulate concentrations are highest near the ROW and diminish with distance from the ROW. Due to the greater encroachment of the Plaza A access road alignment, residents along Bethlehem Avenue will experience the highest levels of concentrations under certain conditions with the Plaza A alignment compared to the Plaza B/C alignment for all alternatives, except alternative 3. The highest particulate concentrations are located outside the Bethlehem neighbourhood community for the Plaza B/C alignment (SENES 2008a).

Noise assessment results indicate that one household in the vicinity of Lamont Avenue would be affected by moderate noise levels almost twice as loud as existing levels generated by alternatives 1A, 1B and 3, both with the access road alignment to Plaza A and to Plaza B/C. Compared to future no build noise levels only alternative 1B would

result in low noise levels. Mitigation measures would reduce the noise levels to existing baseline levels (SENES 2008b).

The Bethlehem Avenue area community will experience a change in the existing community character due to the new road connection required between Spring Garden Road and Bethlehem Avenue in the unopened road allowance along the edge of what is presently a natural area. Alternative 1A, 1B and the Parkway utilize a greater length of Bethlehem Avenue to provide access to the service road; consequently, local traffic will travel through a previously quiet, low traffic volume neighbourhood. Alternative 2A and 2B are somewhat better as the present connection to the service road via Bethlehem Avenue is maintained, thus, the volume of traffic will be reduced through the Bethlehem area. The alternative alignment to Plaza A for all alternatives will result in increased traffic volumes through the Spring Garden and Bethlehem neighbourhoods on route to Huron Church Road or Bellewood Estates due to the connection provided from Plaza A to Malden Road and the local road network.

Alternative 3 leaves Bethlehem Avenue as a dead end local street, with access to Malden Road provided via Spring Garden.

While it is recognized that the local secondary plan proposes development of a similar local road network as proposed by the Study Team, the effect of the changes to Bethlehem Street associated with the access road alternatives are considered in the assessment for the DRIC study.

The Parkway alternative provides two tunnels in this area that will result in a benefit to the community, in that it provides the opportunity for additional trails and parkland. The tunnels provide connectivity, not previously experienced between the neighbourhood communities of Bethlehem, Bellewood Estates, Spring Garden, and Huron Estates.

Community residents may also experience a change in social patterns and community function due to the displacement of the Golden Griddle located in the Huron Church transportation corridor with all alternatives. 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 including the West Windsor Recreationway, located on the periphery of the Spring Garden parkland, will need to be re-routed, as a result of a new road network in the area. 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.

The Parkway alternative provides the opportunity to replace and expand the trail system in this area; and as such, may contribute to residents' increased satisfaction with their community.

### Summary of Impacts to Bethlehem Avenue Neighbourhood Community

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. Alternative 3 also leaves Bethlehem Avenue as a dead end local road, thus influencing the degree of nuisance effects experienced by residents. Although the Parkway will also change the character of the community; the green space buffer will result in fewer residents living directly adjacent to the ROW, and the green space provided along the ROW and across the tunnels will enhance the recreational opportunities presently available and valued. Due to the additional features it provides, the Parkway is considered to result in slightly lower impacts than the tunnel alternative for this neighbourhood community.

### 4.2.3 Bellewood Estates

The community of Bellewood Estates, as characterized in section 3.2.2.5, is located east of the Huron Church corridor, and is primarily accessed from the west by LaBelle Street. The community does not currently interact with the transportation corridor except for access into and out of the community. There are over 1,000 households and approximately 2,400 residents associated with this community.

#### Displacement of Residents

No residents are displaced in Bellewood Estates with the access road alternatives as shown in Table 4.5 below.

**TABLE 4.5 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN BELLEWOOD ESTATES**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Connection to Plaza A	0	0	0	0	0	0
Connection to Plaza B/C	0	0	0	0	0	0

#### Disruption to Residents

The air quality assessment (SENES 2008a) indicates that compared to the future no build scenario for all alternatives, Bellewood Estate residents generally, would not experience a change in air quality due to the distance the neighbourhood is from the corridor. Those residents adjacent to Huron Church Road (e.g. Mangin Court) may experience an improvement to their air quality due to the diversion of traffic onto the new freeway, leaving less traffic on Huron Church Road.

The noise assessment (SENES 2008b) conducted as part of the analysis of alternatives, identified residents on the fringe of Bellewood Estates as already experiencing high noise levels from the current traffic volume. The noise assessment indicated that predicted noise levels in this community would be similar to existing baseline levels for all access road

alternatives. Mitigation measures will reduce noise levels so as not to exceed the future no build noise levels.

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

The displacement of local businesses will result in the loss of some community function and a change to some social patterns within the neighbourhood community. Local businesses to be displaced by alternatives 1A, 1B, and the Parkway alternative include Tim Horton's, Fred's Fresh Produce, Golden Griddle, Petro Canada, the seasonal business of King Kone and those businesses within Lambton Plaza. Two fewer businesses are displaced with alternative 2A and 2B, 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 King Kone.

#### Displacement/Disruption of Social Features

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

*The Children's House Montessori*, located on LaBelle Street in Bellewood Estates, may experience access disruption during both the construction and operation phases. During construction traffic crossing Huron Church at LaBelle may experience delays. During operation with access road alternative 1A, slightly increased travel times may result due to the one-way service road proposed with this alternative. Access is important to the school as it impacts 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.

Local traffic is similar for all alternatives, including no build, consequently, the facility will not experience any changes in air quality for both access road alignments to Plaza A and Plaza B/C.

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.

*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. 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. This impact may be mitigated through appropriate fencing and landscaping (e.g. a densely grown hedge) along the property.

Future traffic volumes on Grand Marais Road are predicted to be similar for all alternatives, including no build, consequently, the facility will not experience any changes in air quality for both access road alignments to Plaza A and Plaza B/C.

Access to St. Cecile may become congested with Alternatives 1A and 2A due to the close proximity of the service road connection to the entrance of the school.

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.

The Parkway alternative is not anticipated to impact St. Cecile as the adjacent land to the school is part of the proposed green space buffer of the transportation corridor ROW. The alignment of the service road is within the existing Huron Church corridor and, as such, traffic will not affect the school.

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.

#### **Summary of Impacts to the Bellewood Estates Neighbourhood Community**

Overall, the impact to the neighbourhood community is minimal; 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 and Pulford Street**

There is a residential in-fill between Grand Marais Drain and Pulford Street that includes Norfolk Pines Street. The community is described in Section 3.2.2.6. There are approximately 50 households and approximately 140 residents associated with this community.

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 segment between Grand Marais Drain and Pulford Street.

### Disruption to Residents

The air quality impact assessment indicates that, residents will experience an improvement in air quality for the neighbourhood compared to the no build scenario with alternative 3; the other alternatives would result in no change in air quality compared to no-build.

The noise impact assessment indicates that disruption due to noise on receptors would be high compared to the existing noise levels and to the future no-build noise levels for alternative 1A, 2A and the Parkway (SENES 2008b). With mitigation measures the noise level will not exceed the future no build sound level.

Access into the community is via Pulford Street via Huron Church Road. 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), alternative 3, and the Parkway, will change social patterns and potentially impact on the character of the area. Both businesses service several neighbourhoods in the area and the traveling public.

### Displacement/Disruption of Social Features

There are no social features displaced by any of the alternatives in this neighbourhood community.

The *West Windsor Recreationway* travels parallel to the Grand Marais drain and passes under Huron Church corridor thus linking the Oakwood Bush with the Spring Garden Road Prairie. This linkage is maintained with the Parkway alternative through the green space provided along the ROW and across the tunnels at the end of Pulford Street and Grand Marais Road. The existing trail under Huron Church Road, adjacent to the drain will be maintained in all other alternatives.

The *South Windsor Recreation Complex* may experience access 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 with Alternatives 1A, 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 Neighbourhood Community

Overall, the impact to the neighbourhood community is limited (no residents displaced); however, the displacement of businesses with alternatives 1A, 1B, 3, and the Parkway may result in a change in community function and social patterns. Alternative 3 and the Parkway alternative appear to have the fewest negative impacts and both offer aesthetic benefits; however, the Parkway provides benefits that alternative 3 does not. These benefits include a green space buffer between the corridor and adjacent residents; greater

connectivity, not previously enjoyed, between neighbourhood communities on both sides of the corridor and adjacent to one another; and, opportunities for additional parkland and recreational features. Among all alternatives, the Parkway results in slightly less impacts for this neighbourhood community.

## 4.2.5 Huron Estates

Huron Estates is a relatively small community located west of the Huron Church corridor. Access to Huron Estates is only available via Lambton Road. There are approximately 260 households and approximately 624 residents associated with this community.

The social characterization baseline of Huron Estates is described in Section 3.2.2.7.

### Displacement of Residents

The access road alignment generally follows the existing Huron Church Road corridor in this area for alternatives 1A, 1B and 3. The alignment is adjacent to the Huron Church Road corridor for alternatives 2A, 2B and the Parkway, as reflected by the number of households displaced in Table 4.6. All households displaced are along the edge of Huron Estates.

**TABLE 4.6 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN HURON ESTATES**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Connection to Plaza A	0	0	8	8	0	20
Connection to Plaza B/C	0	0	8	8	0	20

Typically residents along the eastern edge of Huron Estates that may be displaced have lived in the community less than 15 years, and many have children. Displacement of residents as a result of Alternative 2A, 2B or the Parkway may disrupt close and meaningful neighbour and friendship ties in the community and, in so doing, contribute to hardship. Anecdotal evidence suggests that many residents have landscaped their properties with in-ground swimming pools and commemorative plantings, further contributing to any hardship if these residents are displaced. It is not anticipated that the displacements along the edge of the community caused by the Parkway alternative will result in a substantive change to community character or cohesion.

### Disruption to Residents

The at-grade alternatives (1A, 2A) are below grade between Labelle Street and Grand Marais and transition to at grade beyond Grand Marais. The below grade alternatives (2A, 2B, Parkway) are below grade for the entire route, and alternative 3 is completely tunnelled in this section. Due to the similar alignment and profile for all alternatives, the air quality assessment (SENES 2008a) indicates that compared to the future no build scenario, most residents would not experience a change in their air quality with any of the

project alternatives. The Parkway alternative includes a buffer area for Huron Estates residents adjacent to the corridor.

Noise assessment results indicate that approximately 10 households within Huron Estates are anticipated to be affected by moderate to high noise levels associated with alternative 2A. The noise disruption would likely range from almost twice as loud to more than twice as loud as the future no build noise levels. Similarly, approximately 14 households would be affected by moderate to high noise levels from the Parkway Alternative. Noise mitigation measures (e.g., minimum of 5 m high noise barrier) can reduce these changes in noise levels to less than 5dB.

Several businesses in the area of Huron Estates will be displaced (Tim Horton's, Fred's Fresh Produce, Gino's Pizza, Petro Canada and King Kone) that will potentially result in a change in community function and social patterns. These businesses serve the local Huron Estates community and Bellewood Estates. 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, 1B, 3 and the Parkway alternative. Businesses not displaced that rely on travelling public, no longer have visibility with alternative 3 and to a lesser extent with the below-grade alternatives, and may not be able to sustain business long term.

Access across the freeway and onto the service roads is maintained via Lambton Road for all alternatives. With the Parkway alternative the tunnel segment at Lambton/Grand Marais Road provides improved access for pedestrians and cyclists across the corridor. The Parkway enhances the trail network opportunities and connects the neighbourhood communities on both sides of Grand Marais Road with Huron Estates and Seven Sisters Park and beyond. The green space buffer and the tunnel segment will have a positive effect on the character of the neighbourhood.

### **Displacement/Disruption of Social Features**

The *Montessori Pre-school* located in Lambton Plaza is 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 Neighbourhood Community**

The fewest impacts to Huron Estates are anticipated with alternative 3; however, the displacement of businesses may result in a change in community function and social patterns. Those businesses not displaced by the project alternatives have lost visibility to varying degree to the travelling public. This effect is more pronounced with Alternative 3. The Parkway alternative although displacing the greatest number of residents, offers

benefits to Huron Estates and the broader South Windsor community that the other alternatives do not. These benefits include a green space buffer between the corridor and adjacent residents; greater connectivity, not previously enjoyed, between neighbourhood communities on both sides of the corridor and adjacent to one another; and, opportunities for additional parkland and recreational features. Although alternative 3 has fewer impacts, it offers few benefits to this neighbourhood community. Due to the additional benefits provided by the Parkway, this alternative is considered to have less overall impact to this neighbourhood community.

## 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 Forest. Reddock Street consists of 16 households and approximately 38 residents. The social characterization baseline of Reddock Street community is described in Section 3.2.2.8.

### Displacement of Residents

As summarized in Table 4.7, access road alternatives 1A and 1B encroach slightly into the northern end of Reddock displacing 4 households, adjacent to the existing ROW; however, Alternative 2A bisects Reddock in half, displacing 7 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 10<sup>th</sup> Street. Similarly with the Parkway alternative half of the households are displaced (9 out of 16).

**TABLE 4.7 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN REDDOCK STREET**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Households displaced	4	4	7	7	2	9

**Note:** The connection to Plaza A or to Plaza B/C does not result in two alignments in this community or eastward.

Typically these residents have lived in the neighbourhood long term, most over 20 years. Displacements of long term residents as a result of the project may disrupt close and meaningful neighbour and friendship ties, and in so doing, contribute to hardship. For alternatives 2A, 2B and the Parkway where half the households are displaced, the displacements may result in fragmenting the community and potentially creating an increased sense of isolation and loss. This sense of loss can contribute to a decreased satisfaction with their neighbourhood for those residents not displaced. A change in community character and cohesion is anticipated with varying degree with all project alternatives.

### Disruption to Residents

The access road alignment generally parallels Huron Church Road. The freeway is located more to the west of Huron Church Road for alternatives 2A, 2B and the Parkway relative to alternatives 1A and 1B. Alternative 3 is completely tunnelled at Reddock Street. Residents will experience disturbance in their day-to-day activities and enjoyment of their property as a result of the project alternatives encroaching into their neighbourhood. Residents enjoy a variety of outdoor activities including walking on trails, wildlife observation and nature appreciation in this secluded area of the city.

According to the air quality assessment, residents within 50m to 100m of the ROW corridor for all alternatives, except alternative 3, will not experience a change in air quality relative to the no-build scenario. Alternative 3 in this area is fully tunnelled, consequently, this alternative will result in an improvement to air quality to the Reddock neighbourhood.

For the at-grade, below-grade and Parkway alternatives, implementation of mitigation measures using a 5m high noise barrier along the ROW would reduce the noise to levels that would not exceed current (baseline) levels

One of the proposed alternative 3 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. Mitigation measures to reduce noise levels and the orientation of the proposed ventilation building must minimize noise to night time noise levels (45 dBA) within a 50 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 noise would not likely be noticeable.

The community character will be influenced with the change of access to Huron Church Road and the new road configuration for Reddock Street. Alternatives 1A and 1B offer one-way service road at the end of the street resulting in out-of-way travel for residents, access to the freeway corridor or Huron Church local service roads will be via Todd Lane for alternatives 2A, 2B and the Parkway. With the Parkway, the tunnel located just east of Reddock Street covers both the freeway and service road. This feature reduces the change to community character by lessening the visual impact of the roadway, creating additional recreational trail opportunities and improving linkages to greenspace along both sides of the transportation corridor and specifically between the Oakwood Bush and the Spring Garden forest that surrounds Reddock Street. The status quo is maintained with Alternative 3, as the Huron Church local service roads are located on top of the tunnel alignment.

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 neighbourhood community is the recreational trail network in the adjacent forested area. The trail network in Spring Garden Road Forest will change as a result of new local access roads in Alternative 2A

and 2B. With the Parkway, the tunnel parkland located just east of Reddock Street creates additional recreational trail opportunities and linkages, particularly between the Oakwood Bush and the Spring Garden Forest that surrounds Reddock Street.

**Summary of Impacts to Reddock Street Neighbourhood Community**

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. Regardless of the alternative, impacts to the community will be high; however, the Parkway alternative offers benefits that the other alternatives do not. These benefits include a green space buffer between the corridor and adjacent residents; greater connectivity, not previously enjoyed, between neighbourhood communities on both sides of the corridor and adjacent to one another; and, opportunities for additional parkland and recreational features. Overall, the Parkway has slightly lower impacts for this neighbourhood community.

**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. There are approximately 13 households and approximately 31 residents associated with this community. Section 3.2.2.9 provides a description of the social characterization for this neighbourhood.

This cluster of residents presently experience disruption effects (noise, dust, exhaust fumes) from the existing volume of traffic on the Highway 3/Huron Church transportation corridor. Residents also face access challenges to/from their property during peak hours and border delays.

**Displacement of Residents**

As summarized in Table 4.8, alternatives 1A and B, and 3 displace approximately 7 households. The Parkway alternative displaces all 13 households, all of which are directly adjacent to the existing transportation corridor; consequently, none of the residents will continue to experience long term disruption effects of living directly adjacent to a busy transportation ROW. Alternatives 2A and B do not displace any households. All households displaced have driveways into the existing transportation corridor.

**TABLE 4.8 HOUSEHOLDS DISPLACED BY ALTERNATIVE EAST OF HURON CHURCH ROAD**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Households displaced	7	7	0	0	7	13

The range of tenure is considerable for these residents, with some having lived in their homes for over 30 years. Displacing long-term residents may contribute to hardship as neighbourhood and friendship ties are broken. Anecdotal evidence identified one retired couple that were expropriated by the City of Windsor from the Brighton Beach area five years ago. They now face a second upheaval as a result of the access road alignment.

### Disruption to Residents

These households that are directly adjacent to the Highway 3/Huron Church Road ROW 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.

As stated above, the Parkway displaces all of these households and, thus, there are no households in this neighbourhood community that would be subject to nuisance impacts with this alternative. The freeway is shifted away from the existing Huron Church/Highway 3 corridor toward the west with alternatives 2A and 2B; consequently, the residents are less impacted compared to alternatives 1A and 1B due to greater distance to the freeway and service road alignment. The particulate concentrations for alternatives 1A and 1B are similar to future no build concentrations.

For those residents not displaced by an alternative, a moderate increase in noise levels compared to the existing baseline noise levels is predicted for alternative 1A and 2A. Compared to the future no build noise levels, only alternative 1A will result in a moderate increase in noise levels (SENES 2008b). The Parkway alternative displaces these potentially disrupted residents and provides a buffer to adjacent neighbourhoods and improved connectivity across and along the corridor.

### Summary of Impacts to the Neighbourhood Community East of Huron Church Road

The anticipated impact to this neighbourhood is high for all alternatives due to its proximity to the transportation corridor. Displacing residents, although recognized as a high impact, is considered a better result in this neighbourhood due to the potential for long term disruption effects. During the consultation process, residents did express a preference for relocating rather, than remaining directly adjacent to the freeway. The Parkway alternative addresses this by displacing the 13 households that presently face and have direct access into the transportation corridor. Acquiring these properties reduces the overall impacts to these residents and creates a buffer between the freeway and the Villa Borghese residents located behind the displaced properties.

## 4.2.8 Villa Borghese

The Villa Borghese community is located between Cabana Road West and the Lennon Drain, on the east side of Huron Church/Talbot Road. This community is accessed via Cabana Road West, and is a quiet family oriented community as described in the community characterization baseline (Section 3.2.2.10).

### Displacement of Residents

No residents within the Villa Borghese community are displaced by any of the access road 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 (SENES 2008a). In fact, due to the shifting of the freeway alignment further to the west of Huron Church Road, and by eliminating the need for much of the international traffic to pass through the two signalized intersections in close proximity in this area (at Huron Church Line and at Todd Lane/Cabana Road), portions of this neighbourhood will realize a betterment in air quality over the no-build scenario.

The noise assessment indicates that disruption due to noise on receptors would be similar to future no build noise levels for all access road alternatives (SENES 2008b).

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

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

The Parkway alternative provides the benefit of connecting Villa Borghese to other neighbourhood communities on both sides of the transportation corridor due to the two tunnels located at the east and west ends of the Villa Borghese neighbourhood. The green space buffer between the community and the ROW is an additional benefit to the community.

### 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 transportation as a result of increased bus 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.

The Parkway alternative provides an opportunity for additional trail and parkland along the edge of Villa Borghese due to the green space buffer and the tunnels located at Cabana Road West and Highway 3 and at Huron Church Line and Highway 3.

**Summary of Impacts to Villa Borghese Neighbourhood Community**

The impacts to Villa Borghese for all alternatives are minimal. The Parkway alternative provides benefits to the Villa Borghese neighbourhood that the other alternatives do not, including a green space buffer between the community and the freeway, an opportunity for enhanced trail and parkland system, and connectivity between neighbourhoods on both sides of the corridor that does not currently exist.

**4.2.9 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. There are approximately 55 households and approximately 132 residents associated with this community. Residents live on comparatively 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. The community characterization baseline is described in Section 3.2.2.11.

**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 Highway 3 corridor and pushes the new freeway and service road configuration north. The number of households displaced by these options is approximately 48. Option 2 also utilizes the existing Highway 3 corridor but pushes the new configuration south. These options essentially impact on one side or the other of Highway 3/Talbot Road. The Parkway alternative displaces all households that front onto Talbot Road. The number of households displaced by all access road alternatives is approximately 31 to 50 as presented in Table 4.9 below.

**TABLE 4.9 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN TALBOT ROAD NEIGHBOURHOOD**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Option 1*	48	48	46	46	31	50
Option 2*	37	37	33	33	N/A	N/A

\*available with Alternatives 1A, 1B, 2A, 2B only.

Displacing residents along one side will substantially impact the community. Many neighbours are long term residents with strong ties to their neighbours. Relocating will be potentially more difficult for these residents as these social ties are broken and daily patterns changed. Leaving a unique property in a mature natural setting and many long term valued neighbours may result in a sense of loss for these residents

Alternative 3 is located within the existing Highway 3 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. Typically residents have enhanced these unique properties with various landscaping attributes including swimming pools, ponds, gardens, and commemorative plantings. Anecdotal evidence from one resident indicated that they had significantly invested time and resources over the years into their property and now feel it is their personal "sanctuary". Displacement of residents with such strong ties to their property as a result of the project will contribute to the hardship of relocating.

The Parkway alternative displaces both sides of the Talbot Road neighbourhood resulting in the loss of this neighbourhood community. It was recognized that the impact to this particular neighbourhood community would be high regardless of the side displaced by any given project alternative; consequently, rather than leave one side that would continue to experience long term disruption effects, residents on both sides of Talbot Road are displaced with the Parkway alternative. During the public consultation process and in consultation with the City of Windsor<sup>2</sup> generally, it was recognized that the displacement of residents creates a hardship; however, it was slightly preferred to leaving residents to experience long-term impacts associated with living directly adjacent to the transportation corridor.

### Disruption of Residents

Residents along Highway 3/Talbot Road presently enjoy many outdoor activities including neighbourhood BBQ's and nature appreciation. Most, if not all of these activities take place at the rear of their properties away from Highway 3/Talbot Road. 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 may result in reduced nuisance (noise, air, traffic) effects for residents in this community compared to the other access road alternatives. The Parkway alternative results in displacing all residents within this neighbourhood community, providing buffer and new connections for adjacent communities.

As stated above, the Parkway displaces all households along Highway 3, thus, there are no residents in this neighbourhood that would be subject to nuisance impacts with this alternative. The air quality assessment indicates increased particulate concentrations will be experienced under certain conditions by residents adjacent to the ROW for alternative 1A and 1B, alignment options 1 and 2, compared to the future no build scenario. Similarly, alternatives 2A and 2B option 1 will result in an increase in particulate concentrations compared to the future no build scenario. Alternative 3 generally shows a reduction in concentrations within 50m to 100m of the ROW due to emission sources being covered and vented at tunnel portals.

For the at-grade, and below grade alternatives disruption due to noise would be similar to future no build noise levels for noticeable noise impact (SENES 2008b).

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<sup>2</sup> Includes input from residents at open houses, and meetings with the City of Windsor

The ventilation building included with alternative 3 is located in the vicinity of an open stretch of land between the Lennon Drain and Cousineau Road, south of Highway 3. The range of impacts on residents or social features from the ventilation building would 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 noise to the neighbourhood residents along Cousineau Road. The visible landscape will be changed by the presence of intrusive ventilation buildings associated with alternative 3, and as such, the community may experience an impact to its character.

With the Parkway alternative, tunnels are provided on the Highway 3 section of the access road at the St. Clair College entrance, Cousineau Road/Sandwich West Parkway, in the area of Hearthwood Place and in the area of Chelsea Drive. In addition, the displacement of residences on both sides of Highway 3 provides a significant opportunity for establishing large green spaces, parks and parkettes, trails and linkages. Wolfe Drain, presently channelled into the roadside ditch and covered in areas by several culverts, would be realigned to create a more natural stream alignment suitable for fish and other wildlife habitat. These improvements provide a significant net benefit to the visible landscape through this area.

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

With the separation of freeway traffic from local traffic, residents not displaced may 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 out-of-way travel.

### **Displacement/Disruption of Social Features**

Trillium Court, not-for-profit housing project will experience the loss of 14 geared-to-income households with alignment option 2 for alternatives 1A, 1B, 2A and 2B and 3. The Parkway alternative will displace 44 households out of 56 at Trillium Court, effectively displacing the entire housing project. The displacement of geared-to-income housing will result in a hardship to those displaced; however, replacement housing will be provided to those displaced. This has been discussed under the impacts to the broader community (section 4.1).

### **Summary of Impacts to the Talbot Road Neighbourhood Community**

Overall, the Talbot Road community will experience a high impact to community character and cohesion for all alternatives. The option 1 alignment associated with alternatives 1A, 1B, 2A and 2B result in fewer impacts to Trillium Court; however, the option 2 alignment for all alternatives displace fewer households. Although the Parkway alternative displaces all households directly on Highway 3, this alternative leaves no residences subject to long-term nuisance impacts in the immediate area of the corridor. The Parkway also provides the added benefit of substantial green spaces, tunnel sections, parks and trails connecting

neighbourhoods that previously have been divided due to the barrier effect of the Highway 3/Huron Church corridor.

## 4.2.10 Heritage Estates

Heritage Estates is a large community in LaSalle with over 400 homes and approximately 960 residents. The residential development backs onto the Highway 3 corridor and the deep lots of Highway 3 residents. The community characterization baseline is described in Section 3.2.2.12.

There are two alignment options through this area for all alternatives. Alignment option 2 pushes into Heritage Estates whereas alignment option 1 is slightly to the northeast of the Talbot Road/Highway 3 corridor.

### 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 and the Parkway displaces 11 households as shown in Table 4.10. 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: Homestead Lane, and Hearthwood Place.

**TABLE 4.10 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN HERITAGE ESTATES**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Alignment Option 1	0	0	0	0	11	11
Alignment Option 2	13	13	13	13	11	11

The range of tenure is from 1 to 20 years for those residents potentially displaced in the Heritage Estates. Displacement of long term residents may disrupt close neighbour and friendship ties in the community and, in so doing, contribute to hardship. Typically those residents that back onto the Highway 3 corridor have a twelve foot buffer between their back fence line and Highway 3. Anecdotal evidence suggests that not all residents are opposed to being displaced if fairly compensated; however, they are anxious for a decision to be made. As one resident stated, they feel their life is "on hold" until the preferred access road is selected.

It is not anticipated that the displacements along the edge of the Heritage Estates community caused by the alignment option 2, alternative 3 or the Parkway alternative will result in a substantive change to community character or cohesion.

### Disruption to Residents

The air quality assessment indicates that all access road alternatives result in no difference in air quality compared to the no build scenario. Of particular concern are those residents on Homestead Lane as they are directly adjacent to the transportation corridor. The air quality assessment indicates that these residents will also not experience a change in air quality compared to the no build scenario (SENES 2008a). The Parkway alternative provides a green space buffer, thus no disruption effects as a result of changes to air quality are anticipated in Heritage Estates.

For most alternatives, disruption due to noise on households located in Heritage Estates would be similar to future no build levels. The exception is the option 2 alignment for alternatives 1A and 2A as they likely would generate moderate noise levels, affecting 11 households in the vicinity of Homestead Lane, Foxwood Court and Hearthwood Place. Mitigation measures would reduce these noise levels to future no build noise levels (SENES 2008b).

For alignment option 2 (alternatives 1A, 1B, 2A, 2B) and alternative 3, the regional Windsor Crossing Outlet Mall will experience displacement of 15 retail businesses in the front two buildings; 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 Heritage Drive via Sandwich Parkway or 6<sup>th</sup> Concession Road.

With the Parkway alternative, residences along Highway 3 would be displaced, leaving the Heritage Estates neighbourhood fronting the Parkway ROW. Tunnels are provided on the Highway 3 section of the access road at the St. Clair College entrance, Cousineau Road/Sandwich West Parkway, in the area of Hearthwood Place and in the area of Chelsea Drive. In addition, the displacement of residences on both sides of Highway 3 provides a significant opportunity for establishing large green spaces, parks and parkettes, trails and linkages. These changes substantively reduce the effects of being adjacent to the access road corridor.

### Displacement/Disruption of Social Features

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

### Summary of Impacts to Heritage Estates Neighbourhood Community

The transportation corridor encroaches into the edge of the community but does not notably impact on its cohesion or its functions. Although some households are displaced at the end of two cul-de-sacs as a result of the alignment option 2 for access road alternatives 1A, 1B, 2A, and 2B, and both alignments for alternative 3 and the Parkway alternative, the displacements will not adversely affect the neighbourhood community of Heritage Estates. The Parkway and tunnel alternatives offer aesthetic benefits by removing freeway traffic from sight; however, the additional green space buffer,

opportunities for parkland and trails, and the connectivity created between neighbourhoods offered by the Parkway alternative provides benefits not realized by other alternatives.

## 4.2.11 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 3.2.2.13. 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, for the most part, 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

The summary of household displacements is provided in Table 4.11. For alternatives 1A through 3, all households displaced occur in Kendleton Court. The households displaced by the Parkway alternative occur on both Kendleton Court and Shadetree Court.

**TABLE 4.11 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN RESIDENTIAL IN-FILL NEIGHBOURHOODS**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Alignment Opt 1	17	17	28	28	0	22
Alignment Opt 2	1	1	0	0	0	22

*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 change the character of the community; however, alternative 2A and B with alignment option 1 will displace the entire community. The Parkway alternative creates a green space buffer between the freeway and the adjacent residents on Kendleton Court.

Typically residents on Kendleton Court are retired or seniors that moved to these new townhomes with their retirement needs in mind. Relocating after such a brief time will create a hardship for these residents. At least one home has been adapted to

accommodate special needs. Residents with special needs typically have more difficulty adapting to change than those without.

*Shadetree Court* area is also a new neighbourhood that is still under development. No households are displaced for alternatives 1A through 3. The Parkway alternative displaces 5 households thus creating a green space buffer between the freeway and the adjacent residents as well as tunnels to reduce aesthetic impacts.

### **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. Shade Tree Court is located beyond 50m of the ROW, consequently, the no build scenario provides the highest particulate concentrations, whereas, the tunnel alternative provides the lowest.

The noise assessment indicates residents on Kendleton Court would experience similar noise levels compared to the future no build noise levels with all access road alternatives. However, moderate noise levels, that is an increase in noise levels greater than 5 dBA, are anticipated for approximately 57 households on Shadetree Court with alternative 1A (Options 1 & 2). Mitigation measures would reduce the noise to levels that would not exceed future no build levels (SENES 2008b).

There is one local community business that is displaced only by the Parkway alternative; Alibis Sport Bar located at the corner of Howard Avenue and Highway 3. This displacement of a neighbourhood bar and restaurant may result in a minor change in community social patterns for some residents.

The green space buffer provided by the Parkway will create an aesthetic benefit to those residents not displaced on Kendleton Court. With the Parkway alternative, tunnels are provided at Cousineau Road/Sandwich West Parkway and in the area of Hearthwood Place. In addition, the displacement of residences on both sides of Highway 3 provides a significant opportunity for establishing large green spaces, parks and parkettes, trails and linkages. The improvements to Wolfe Drain noted previously also represent a benefit to the Kendleton Court area. These changes substantively reduce the effects of being adjacent to the access road corridor.

### **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 effects. It is not anticipated that either social feature will experience nuisance effects as a result of changes to air quality.

### **Summary of Impacts to the Neighbourhood Community**

Alternative 3 does not displace any of the residents on Kendleton Court or Shadetree Court compared to the other alternatives, and it provides the added benefit of placing all international traffic within the tunnel and out of sight. The Parkway provides similar

aesthetic benefits, although 22 homes are displaced due to the wider right-of-way. The Parkway also provides the added benefit of a green space buffer between the freeway and the neighbourhood, connectivity with other area neighbourhoods and expanded recreational opportunities.

## 4.2.12 Oliver Estates

Oliver Estates (Montgomery-Chelsea Drive area) is an old neighbourhood with mature trees and large lots located in LaSalle, west of Howard Avenue. There are approximately 110 households and approximately 264 residents associated with this community. The community characterization baseline is described in Section 3.2.2.14.

### Displacement of Residents

Residents along the edge of this large community will be displaced as the transportation corridor is aligned on the south side of Highway 3 at Howard Avenue. The displaced households, identified in Table 4.12, are concentrated on the periphery of the community, the corner lots of Montgomery, Surrey and Grosvenor Drives, and the Howard Avenue side of Chelsea Drive.

**TABLE 4.12 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN OLIVER ESTATES**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Alignment Option 1	7	7	7	7	7	20
Alignment Option 2	7	7	7	7	7	20

Generally, the community feels close knit, with some residents enjoying having relatives living within the community. The longer term residents and those with relatives in the community will potentially have a more difficult time in being uprooted and relocated than newer residents that have yet to establish close knit connections to the community and neighbours.

### 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; however, the Parkway alternative provides green space buffer and a recreation trail adjacent to Chelsea Drive and at the end of Surrey, Grosvenor and Montgomery Drives. The community is already undergoing change with a mixture of young families and seniors that have lived in the community for many years. It is not anticipated that, with the exception of those displaced along Chelsea Drive that community cohesion will change.

Concerns were expressed by residents at a community meeting held in February 2008, that with the displacement of households along the periphery of the community, the residents newly "exposed" to the ROW will experience long term disruption effects such as

decreased air quality, increased noise levels, and an adverse change in their visual landscape.

The air quality assessment indicates for alternatives 1A, 1B, 2A, 2B, and the Parkway residents may experience an increase in particulate concentrations under certain conditions (calm, smoggy days). This is due to the closer proximity of the freeway alignment to Chelsea Avenue and the very limited buffer zone along Chelsea. Alternative 3 is completely tunnelled in this area, and consequently, the air quality with this alternative is comparable to the future no build scenario.

The noise assessment indicated that disruption due to noise in this community would be similar to existing levels for all access road alternatives (SENES 2008b).

The XTR Gas and Convenience Store and the Vachon Bakery Outlet will be displaced by all alternatives. The Parkway alternative will also displace Alibis Sport Bar located across Highway 3 on the corner of Howard Avenue. The displacement of these local businesses may result in a change in social patterns and community function.

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 regard 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. The Parkway alternative closes Surrey and Grosvenor Drives at Highway 3/Talbot Road, leaving only Montgomery Drive as the only route to 6<sup>th</sup> Concession in LaSalle. As this road is already heavily used during morning and afternoon commuting times, traffic utilizing this route is anticipated to increase by over 180 vehicles travelling up to Highway 3 and 340 vehicles travelling from Highway 3 into LaSalle. Residents have already identified the lack of sidewalks presents a safety concern due to the volume and speed of traffic along Montgomery Drive. Increased traffic volumes on Montgomery Drive with the Parkway alternative may result in a decrease in satisfaction with the community and/or a change in social patterns as residents forego walking on Montgomery for other streets with less traffic.

With the Parkway alternative, a tunnel is provided in the area of Chelsea Drive, where the access road is nearest existing residences. In addition, the displacement of residences on both sides of Highway 3 provides a significant opportunity for establishing large green spaces, parks and parkettes, trails and linkages in the Oliver Estates area. The improvements in connectivity to these green spaces both across and along the corridor help to reduce the effects of being adjacent to the access road corridor.

### **Displacement/Disruption to Social Features**

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

### Summary of Impacts to the Oliver Estates Neighbourhood Community

The alignment and profile for all access road alternatives are similar in this area, thus the community impacts are similar. The Parkway alternative displaces more residents than any of the other alternatives. Those displaced are located along the periphery of the community along the Highway 3/Talbot Road corridor. The Parkway alternative provides a benefit to the community of a green space buffer between residents and the freeway, and in addition, the tunnel section provides improved connectivity and recreational enhancements; overall, the Parkway is considered to have slightly lower impacts to the Oliver Estates neighbourhood than the other alternatives.

## 4.2.13 Howard Avenue to North Talbot Road

This area includes the Southwood Lakes community (baseline characterization described in Section 3.2.2.16), 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 (baseline characterization described in Section 3.2.2.15). The largest residential development is located on the north side within Southwood Lakes. Located east of Howard Avenue and Highway 401, the Town of Tecumseh land use is predominately industrial and agricultural with some highway commercial at the Howard /Highway 3 intersection. Residential development occurs along Howard Avenue in the Town of Tecumseh.

### Displacement of Residents

The ROW configuration for all practical access road alternatives in this segment is generally the same, thus an equal number of households will be displaced for each practical alternative, as shown in Table 4.13.

**TABLE 4.13 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN EAST OF HOWARD AVENUE**

	Alt 1A	Alt 1B	Alt 2A	Alt 2B	Alt 3	Pkwy
Displacements	14	14	14	14	14	14

A total of 14 households would be potentially displaced affecting approximately 34 residents. Affected neighbourhoods include Mero Avenue, Howard Avenue and Highway 3. No household displacements are anticipated in Southwood Lakes.

South of Highway 401 at Howard Avenue, this neighbourhood will experience a slight change in character with the re-configuration of Highway 401/Highway 3<sup>3</sup>. The highway ROW moves southward and displaces all households on Mero Avenue. Displacement of Mero Avenue residents will result in the loss of that neighbourhood community. Residents that previously enjoyed a close knit relationship with neighbours, will experience a change

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

in those relationships as their proximity to one another changes. In addition, the community character of the neighbourhood will change due to the displacement of all the Mero Avenue households.

### **Disruption to Residents**

All alternatives are at grade in this section of the roadway and alternative 3 is not tunnelled in this section.

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 any of the access road alternatives.

It is not anticipated that Southwood Lakes, will experience a change in community character or cohesion.

Residents living in the Town of Tecumseh along Howard Avenue also enjoy a number of outdoor uses of their property. During consultation on the access road alternatives, the Town of Tecumseh expressed an interest in a recreational link between LaSalle and Tecumseh across Howard Avenue. The Parkway alternative provides an off-road pedestrian crossing across Howard Avenue.

Howard Avenue traffic influences the air quality experienced by residents living adjacent to the roadway. Those residents not displaced along Howard Avenue by project alternatives should not experience a change in particulate concentrations compared to the future no build scenario.

The community will not realize any substantive benefit (air, noise) from the tunnel alternative, as the portal is located in this neighbourhood. The range of noise impacts from the east portal would be contained within a 75 m radius, and would likely result in a negligible increase in perceptible noise in neighbourhoods south of Talbot Road and to Aspen Court, to the north of Talbot Road (SENES 2008b).

The displacement of XTR Gas and Convenience store and the Vachon Bakery Outlet 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 a high degree 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. Project activities may result in the Church experiencing disruption impacts such as noise, dust and disruption to access. It is not anticipated that these disruption effects will result in changes to their programming, services, or overall use of the Church.

### Summary of Impacts to the Howard Avenue Neighbourhood Community

Overall, there is little difference among the alternatives in terms of impacts to this neighbourhood; however, some benefits are associated with the Parkway alternative that the others do not offer. These benefits include a green space buffer between the corridor and adjacent residents; greater connectivity, not previously enjoyed, between neighbourhood communities on both sides of the corridor and adjacent to one another; and, opportunities for additional parkland and recreational features. The Parkway is considered to have slightly lower impacts for this neighbourhood 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, other industries, 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 of a residential area with patches of natural area.

### 4.3.1 Ojibway Parkway to Malden Road Area

This segment is the proposed location of either the access road into Plazas B, B1, and C or is the location of Plaza A. Plaza A situated adjacent to E.C. Row Expressway between Ojibway Parkway and Malden Road, as illustrated on Figure 4.1. 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 households affecting at least 149 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 74 residents. Access to LaSalle via Matchette Road will be maintained; however, Chappus Street will be removed and part of Beech Street will be closed.

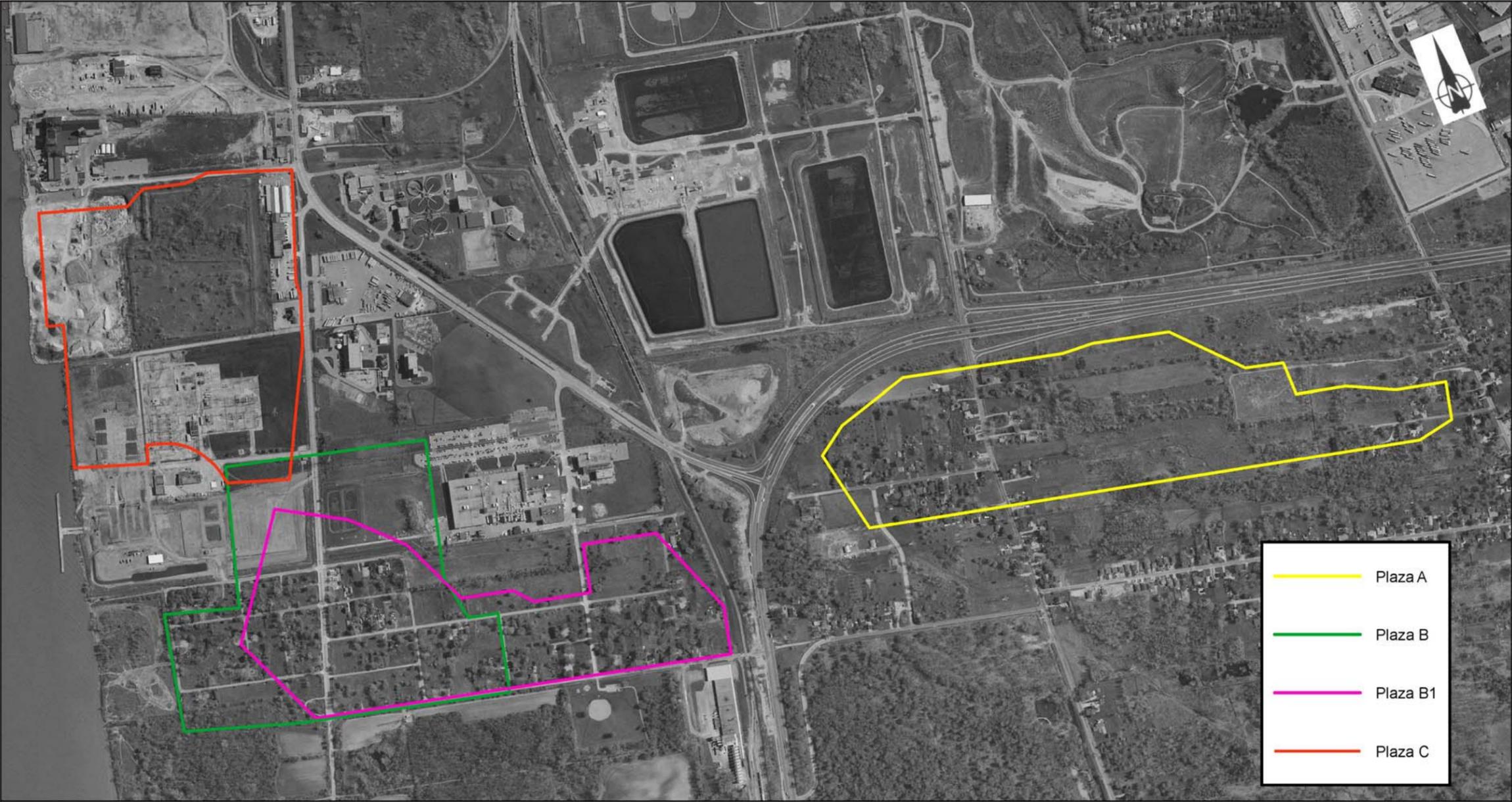
**TABLE 4.14 HOUSEHOLDS DISPLACED BY ALTERNATIVE IN OJIBWAY PARKWAY TO MALDEN ROAD AREA**

Plaza A	Access Road Alignment to Plaza B, B1, C
62	31

Affected households 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 households 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 households 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 high. 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.



- Plaza A
- Plaza B
- Plaza B1
- Plaza C

Figure 4.1  
**LOCATION OF PLAZAS**



### 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 households.

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 4.15. 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 4.15 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<sub>2.5</sub>.

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 4 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 (SENES 2008b). Acoustic barriers on the Ojibway Parkway approach were shown to reduce noise levels to existing baseline levels for residents in the vicinity of Sandwich Towne South. The highest noise impact was predicted with Plaza A to Crossing C (via Brighton Beach combination) for a receptor location in the Brighton Beach area. This location represents remnant residential properties in the Brighton Beach Industrial Park located on lands zoned industrial and are legal non-conforming uses (SENES 2008b).

#### 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 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 Road, which serves as a major transportation route 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 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 noise levels 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 Port<sup>4</sup> 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 Nemaok 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 crossing C displaces two dwellings on the fringe of South Sandwich Towne on Russell Street.

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<sup>4</sup> As defined in the *Olde Sandwich Towne: Community Planning Study Report*, October 2006.

### 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, SENES 2008a).

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 4.16.

**TABLE 4.16 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 sited 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* (City of Windsor 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 Neighbourhood Community**

Generally, no impacts to community cohesion, or function anticipated due to the industrial land uses in this area. Plaza C, the closest plaza to Sandwich Towne is not anticipated to result in a change to the character of the industrial park in which it is located, nor change the Sandwich Towne south neighbourhood. Crossing C, located within the Sandwich Towne south neighbourhood community may result in a change in character to the neighbourhood and to the broader community of Sandwich Towne. Long term disruption of the crossing on Sandwich Towne would include impacts associated with aesthetics and noise, as the crossing is still elevated at the edge of the river. Crossing C also contributes to the public perception that the community of Sandwich Towne will be "sandwiched" between two elevated international bridges; an image that is highly undesirable to its residents.

**Factor: Protection of Community and Neighbourhood Characteristics**

Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A		Alternative 2B		Alternative 3	Parkway	
			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	11 Crossings 18 Closings 16 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	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	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	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	0	
	Assessment of change in noise levels	Subjective Assessment	Generally, with standard mitigation of a 5m high acoustic barrier, the depressed alternatives (1B, 2B and Parkway) 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)	321 (connection to Plaza A) 302 (connection to other plazas)	
	# sensitive receptors exceeding 50 mm/sec vibration frequency (see note 2)	Number of houses	0	0	0	0	0	0	0	0	0	0	
Assessment of vibration impacts	Subjective Assessment	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. Vibration mitigation measures are not required for all access road alternatives since vibration levels are not expected to approach 50 mm/sec which is the threshold for structural damage.											
<b>DISPLACEMENTS-RESIDENTIAL/SOCIAL</b>													
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	Plaza A - 342 Plaza B/C - 292	
		Quantitative assessment of the total number of people within displaced household/dwelling	432 - 552	384 - 504	432 - 552	384 - 504	456 - 552	408 - 528	432 - 552	408 - 528	336-432	701 - 823	
		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%	Plaza A - 35% Plaza B/C - 36%
			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%	Plaza A - 19% Plaza B/C - 21%
			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 - 40% Plaza B/C - 43%	Plaza A - 37% Plaza B/C - 46%	Plaza A - 31% Plaza B/C - 30%
			>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 - 14% Plaza B/C - 15%	Plaza A - 14% Plaza B/C - 14%	Plaza A - 16% Plaza B/C - 15%	Plaza A - 16% Plaza B/C - 14%
		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%	Plaza A - 22% Plaza B/C - 22%
			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%	Plaza A - 15% Plaza B/C - 15%
			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%	Plaza A - 3% Plaza B/C - 3%

Notes:

1. 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
2. Vibration frequency of 0.14mm/sec represents level at which average person feels vibration
3. Sustained vibration frequency of >50 mm/sec can lead to structural damage
4. Based on responses from questionnaires sent to residences within ACA
5. Based on responses from questionnaires sent to residences within ACA, interviews and census data

Factor: Protection of Community and Neighbourhood Characteristics												
Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A		Alternative 2B		Alternative 3	Parkway
			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)	5 - Montessori Pre-School in Lambton Plaza, Royal Canadian Legion, Heritage Park Alliance Church, Trillium Court Housing (partially - 44 households), St. Clair College Athletic Field (partial)
		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. 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. 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. 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. 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. Loss of geared-to-income
<b>DISRUPTIONS-SOCIAL</b>												
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	Qualitative assessment of nuisance impacts (noise, dust, air) significance of effect of number of people affected	No difference in noise effects anticipated across all access route alternatives with mitigation. Mitigation measures vary with alternative and location from 5 m to 6.5 m high noise barrier. Generally, improvement in local air quality predicted with all alternatives vs. no build. Nuisance impacts are predicted with all alternatives under certain conditions in the vicinity of E.C. Row/Malden Road and Chelsea Drive area (Howard Ave. and Hwy 3). Potential for disruption of day-to-day use and enjoyment of property for those residents within 50 m of the freeway ROW post construction. During three year construction period all alternatives will result in temporary disruption from noise, dust and property access for residents adjacent to corridor. Highest impact anticipated for those not displaced and directly facing the corridor.									Greenspace provides buffer and recreational opportunities between access road and adjacent neighbourhoods. Potential for long term disruption effects to residents less likely due to distance from freeway/service roads than other alternatives.
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 Church	5 - The Children's House Montessori, St. Cecile Academy of Music, Oakwood Public School, Our Lady of Mount Carmel Separate School, and St. Charbel Maronite Catholic Church
	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				6 - Bellewood Park, Seven Sisters Park, South Windsor Recreational 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.	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)				Opportunity to provide additional recreational uses by utilizing the green space buffer along the entire length of the corridor. Opportunities for an expanded park system and trail network for all neighbourhoods adjacent to the corridor.

PRACTICAL ALTERNATIVES EVALUATION												
Factor: Protection of Community and Neighbourhood Characteristics												
Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A		Alternative 2B		Alternative 3	Parkway
			Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2		
Community/ Neighbourhood 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)	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides limited benefit to community. At grade option aesthetically similar to status quo, that is all traffic in corridor and visible to residents, potentially resulting in further deterioration of community character as traffic volumes increase.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides limited benefit to community. Below grade freeway provides benefit of removing traffic from sight. Loss of business may change community function, below grade alternative, slightly worse due to lack of visibility of remaining businesses to travelling public, resulting in less stability long term.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides limited benefit to community. At grade option aesthetically similar to status quo, that is all traffic in corridor and visible to residents, potentially resulting in further deterioration of community character as traffic volumes increase.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides limited benefit to community. Below grade freeway provides benefit of removing traffic from sight. Loss of business may change community function, below grade alternative, slightly worse due to lack of visibility of remaining businesses to travelling public, resulting in less stability long term.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides limited benefit to community. Below grade freeway provides benefit of removing traffic from sight. Loss of business may change community function, below grade alternative, slightly worse due to lack of visibility of remaining businesses to travelling public, resulting in less stability long term.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, Talbot Road and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood without the perceived benefits of the tunnel as the portals are located in proximity to these neighbourhoods. Divided freeway/local traffic provides benefit to community. Freeway traffic out of site in tunnel desirable by residents. Loss of business may change community function, tunnel slightly worse compared to other below grade alternatives due to lack of visibility and access of remaining businesses to travelling public, resulting in less stability long term.	Generally, high impact to neighbourhood communities adjacent to corridor. Spring Garden, and Oliver Estates to experience the greatest change in cohesion, character due to encroachment of freeway ROW into neighbourhood. Divided freeway/local traffic provides benefit to community. Freeway traffic out of site due to below grade and tunnels; desirable by residents. Loss of business may change community function. Benefit of green space buffer results in fewer residents living adjacent to corridor and experiencing long term disruption effects. Benefit of providing an opportunity for increased recreational space (parks, trails) along the entire length of the corridor. Connectivity provided between neighbourhood communities on both sides and along the corridor. All of these benefits provide a			
	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 or delays may be experienced during construction phase, and a new location for a bus stop may be required at the Outlet Mall. Long term no significant changes to service anticipated.								
		Effect on school bus routes		1 (Oakwood PS) Route alteration required - no access to Huron Church Road from Spring Garden Road. Other routes that cross over the Highway 3/Huron Church Road corridor may experience minor delays during construction phase.								
	Effect on the delivery of emergency services (police fire, ambulance)		No entrance/egress from Todd Lane ( a major artery for LaSalle emergency services) to the proposed highway. Increased response times for municipal emergency services to adjacent neighbourhood and freeway, resulting in re-evaluation of service and available resources. OPP freeway jurisdiction will extend 6 km from Howard Ave to plaza, thus may need to adjust deployment of resources to accommodate additional coverage. Below grade alternatives present access challenges to incidents on the freeway. Tunnel alternative presents the greatest challenge for emergency services.						No entrance/egress from Todd Lane ( a major artery for LaSalle emergency services) to the proposed highway. Increased response times for municipal emergency services to adjacent neighbourhood and freeway, resulting in re-evaluation of service and available resources. OPP freeway jurisdiction will extend 6 km from Howard Ave to plaza, thus may need to adjust deployment of resources to accommodate additional coverage. Tunnel alternative presents the greatest challenge for emergency services to access incidents located in the tunnel.		Increased response times for municipal emergency services to adjacent neighbourhoods and freeway, resulting in re-evaluation of service and available resources. OPP freeway jurisdiction will extend 6 km from Howard Ave to plaza, thus may need to adjust deployment of resources to accommodate additional coverage. Below grade and tunnel segments present access challenge for incidents occurring on the freeway; however, 3:1 side slope ratio, enables EMS to traverse sides if necessary.	

Factor: Protection of Community and Neighbourhood Characteristics												
Performance Measure	Criteria/Indicator	Measurement/Units	Alternative 1A		Alternative 1B		Alternative 2A		Alternative 2B		Alternative 3	Parkway
			Option 1	Option 2	Option 1	Option 2	Option 1	Option 2	Option 1	Option 2		
<b>DISPLACEMENTS-BUSINESS</b>												
	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, Vachon Bakery Outlet, Natures He	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, Vachon Bakery Outlet, Natures He	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	48/48 - Century Fire Equipment, 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 Service, Mac's, Town County Animal Clinic, XTR Gas, Vachon Bakery Outlet, Natures Health Consulting, Sleep factory, Alibis Sports Bar, Hellenic Banquet Hall & 15 stores of the Windsor Crossing Outlet Mall.
		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	361 / 361 employees; \$43.6 Million in revenues, and \$29.1million in lost property assessment
<b>DISRUPTIONS-BUSINESS</b>												
	Businesses disrupted (partial property impacts)	Number of Businesses	51	37	51	37	57	43	57	43	36/37	31/31
	Direct Effects on Existing Businesses in Area of Continued Analysis	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/tourism oriented and able 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/tourism oriented and able 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/tourism oriented and able 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/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/tourism oriented and able to	For the remaining 30 businesses that comprise Windsor Crossing Outlet Mall, there would be a significant loss of revenue and property assessment, and likely employment. For Joe's Woodcraft the impact would be very small, as the reduced access does not affect business operation.
	Indirect Impact on Businesses outside Area of Continued Analysis	Regional business impacts - Industrial	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	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	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									
	Summary of Impact Assessment		High impact to community due to displacement of residents, social features and businesses, similar to existing corridor; benefit of separating freeway and local traffic, improved mobility and truck traffic off city streets. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment.	High impact to community due to displacement of residents, social features and businesses, similar to existing corridor; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment. Option 2 alignment on north side of Highway 3 has less impact to communities than Option 1.	High impact to community due to displacement of residents, social features and businesses, similar to existing corridor; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Higher economic impact due to loss of business at Outlet mall. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment.	High impact to community due to displacement of residents, social features and businesses; business displaced from Outlet mall; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Below grade offers aesthetic benefit of traffic out of site. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment. Option 2 alignment on north side of Highway 3 has less impact to communities than Option 1.	High impact to community due to displacement of residents, social features and businesses; businesses displaced from Outlet mall; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment.	High impact to community due to displacement of residents, social features and businesses; businesses displaced from Outlet mall; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment. Option 2 alignment on north side of Highway 3 has less impact to communities than Option 1.	High impact to community due to displacement of residents, social features and businesses; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Below grade offers aesthetic benefit of traffic out of site.	High impact to community due to displacement of residents, social features and businesses; business displaced from Outlet mall; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment. Option 2 alignment on north side of Highway 3 has less impact to communities than Option 1.	High impact to community due to displacement of residents, social features and businesses; however, less displacements than other alternatives; benefit of separating freeway from local traffic, improved mobility and truck traffic off city streets. Tunnel offers aesthetic benefit of traffic out of site. Nuisance effects limited to area at portals and ventilation buildings. Ventilation buildings incompatible with existing land use. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment.	Generally, high impact to community due to displacement of residents, social features and businesses; highest number of displacements compared to other alternatives; business displaced from Outlet mall; however, offers long term benefits to community other alternatives do not. Below grade design and tunnels offer aesthetic benefit of traffic out of site. Green space buffer between residents and freeway/service roads will result in fewer residents experiencing long term nuisance effects. Provides opportunity for new recreational space (parkland and trails) along the entire corridor. Provides connectivity between neighbourhood communities on both sides of the corridor. Because of these community benefits, the Parkway is slightly preferred over all other access road alternatives. Connection to Plaza B/C alignment has less impacts than connection to Plaza A alignment.
	Score		1	1	1	1	1	1	1	1	1	1

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 (2035) - post 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 (2035) - post mitigation	1	2	3	3	0	0	0
	Receptors with change in noise levels >10 dBA versus Do Nothing	Number of Receptors (2035) - post 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 scenario), except for some receptors near E.C. Row Expressway, south of Ojibway Parkway, and in the Brighton Beach area; these receptors are potentially impacted by noise emanating from crossings that are connected to Plaza A.						
	# of sensitive receptors with vibration exceeding 0.14 mm/sec vibration frequency (see Note 2)	Number of houses	0	0	0	0	0	0	0
	# sensitive receptors exceeding 50 mm/sec vibration frequency (see Note 3)	Number of houses	4	12	11	13	26	26	27
	Assessment of vibration impacts	Subjective Assessment	The vibration measurements, for the most part, were within the threshold of perception limit of 0.14 mm/sec for all locations measured. Vibration mitigation measures are not required for the crossings and plazas since vibration levels are not expected to approach 50 mm/sec which is the threshold for structural damage.						

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
<b>DISPLACEMENTS-RESIDENTIAL/SOCIAL</b>									
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	149	156	154	159	92	86	84
		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, extended care facilities)	Social features (institutional, recreational) within the project area.	Number of social features (institutional, recreational) displaced	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 displaced. Volunteer membership may experience a hardship in locating an appropriate replacement facility; relocating may effect funding and ability to continue to offer service; relocation provides an opportunity to form partnerships with like-minded organizations.						
<b>DISRUPTIONS-SOCIAL</b>									
Disruption of day-to-day use and enjoyment of property	Disruption of day-to-day use and enjoyment of property for residents during and post construction	Qualitative assessment of nuisance impacts (noise, dust, air) significance of effect of number of people affected	With mitigation, no difference in noise effects anticipated across all plaza and crossing alternatives. Mitigation measures vary with alternative and location from 5 m to 6.5 m high noise barrier. No difference in air quality effects except in the vicinity of the proposed highway/plazas from Malden Road to the Detroit River shoreline. Potential for disruption of day-to-day use and enjoyment of property for those residents within 50 m of the freeway ROW post construction in this section. Sandwich Towne may experience a high impact associated with Crossing C due to proximity between international bridges, and residents perception of aesthetic and disruption effects. Residents perceive community will be within "shadow" of both bridges.						
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 use of institutional feature	Qualitative assessment of impacts on the use of facility (characterization of use, number and location of users, facility access and catchment area, etc.)	n/a						
	Effect on recreational uses (parks, community centres)	Quantitative assessment of the total number of institutional features disrupted by the project	1 - Broadway Park						
	Effect on use of recreational feature	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	
<b>Community/Neighborhood Impacts</b>	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)	Plaza A and across road to Plazas B/C will result in a change in Community Character and function to the Ojibway Parkway to Maldeux Road neighbourhood. Plazas B, B1 and C are located in an industrial park, thus no change in character anticipated							
	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. Route alteration - no longer able to access Armanda Street directly from Matchette Road				0			
	Effect on the delivery of emergency services (police, fire, ambulance)	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 provincially mandated response times; with below-grade or tunnel option additional equipment and training may be required.								
<b>DISPLACEMENTS-BUSINESS</b>										
	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	
<b>DISRUPTIONS-BUSINESS</b>										
<b>Direct Effects on Existing Businesses in Area of Continued Analysis</b>	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	

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
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 improved transportation for the movement of Goods. Most Industrial land in the area will become more attractive and likely more valuable.						
	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, commercial businesses outside ACA will be slightly better off due to an increase of non-local traffic coming through the area and the decrease in congestion. Some of the positive impacts will be off-set by, as a result of the improved transit through Windsor to and from the border, less non-local traffic making unplanned stops or stopping for any significant period of time.						
	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 decrease in non-local people making unplanned and/or long stops in the area.						
Factor Summary:			High impact due to loss of residential property. Plaza intrudes into predominately residential and natural area; minimal effects on loss of business and employment; crossing utilizes industrial area, encroaching on 3 heavy industry sites.	High impact due to loss of residential property, Plaza intrudes into predominately residential and natural area; minimal effects on loss of business and employment; crossing utilizes industrial area, encroaching on 4 heavy industry sites.	High impact due to loss of residential property, Plaza intrudes into predominately residential and natural area; minor effects on loss of business and employment; crossing utilizes industrial area, encroaching on 5 heavy industry sites.	High impact due to loss of residential property, Plaza intrudes into predominately residential and natural area; minor effects on loss of business and employment; crossing utilizes industrial area, encroaching on 5 heavy industry sites.	Miminal loss of residential property, crossing may result in high impact to Sandwich Towne due to resulting change in character and perceived negative effect of proximity of community between two international bridges; Plaza within industrial park; minor effects on loss of business and employment; plaza/crossing encroach on 5 heavy industry sites.	Lowest number of residential properties displaced, Plaza within industrial park; minimal effects on loss of business and employment; plaza/crossing encroach on 5 heavy industry sites	Miminal loss of residential property, crossing may result in high impact to Sandwich Towne due to resulting change in character and perceived negative effect of proximity of community between two international bridges; Plaza within industrial park; minor effects on loss of business and employment; plaza/crossing encroach on 5 heavy industry sites.
Factor Score:			1	1	1	1	1	3	1

1-High Impact 2-Medium Impact 3-Low Impact 4-Neutral/No Impact 5-Low Benefit 6-Medium Benefit 7-High Benefit

NOTE 1: Without mitigation, Crossing C will impact 79 residences and 6 apartments, totalling over 100 households, in south Sandwich Towne. Mitigation measures including barriers and other options required additional investigation.

## 5. Evaluation of Alternatives

The previous chapter presented the social impacts to the broader communities of South Windsor and LaSalle as well as for the unique neighbourhood communities for each access road, plaza, and crossing alternative. This chapter of the Social Impact Assessment presents a comparative evaluation of the different alternatives and discusses the potential benefits and effects to the broader communities and the neighbourhood communities.

The evaluation of alternatives by social indicator is summarized in the tables at the end of this chapter. Many of the impacts are similar for each access road or plaza and crossing alternative; in part, due to the physical location being similar; however, impacts do vary slightly by alternative.

### 5.1 Access Road Alternatives

The evaluation of the access road alternatives focuses on the impacts to the broader communities of South Windsor and portions of LaSalle and Tecumseh and to specific neighbourhood communities where impacts are unique for a particular alternative. There are four variations of Alternatives 1A, 1B, 2A and 2B as a result of two alignment options between St. Clair College and Howard Avenue, and two connection alignments to the Plazas for each alternative.

In selecting the preferred alignment option between Howard Avenue and Lennon Drain, consideration was given to the number of households displaced or disrupted, the number of businesses displaced, the characteristics of the neighbourhood communities affected and the displacement and disruption of social features. The comparison of the two access road alignment connections to Plaza A or Plazas B/C from Pulford Drive to Malden took under consideration how intrusive the alignment was into the neighbourhood, the number of households displaced and disrupted, and the degree to which community character may change.

For Alternatives 1A, 1B, 2A and 2B, the preferred alignment is Option 2 due to the difference in the number of households and businesses displaced. Fewer households and businesses are displaced with Option 2 alignments than Option 1. When comparing these four alternatives to the tunnel and Parkway, only the option 2 alignment will be considered. Similarly, there are 2 variations for all alternatives between Grand Marais Drain and Malden Road. The preferred alignment through this section is the access road to Plaza B/C due to fewer household displacements and its less intrusive nature into a forested area. Recognizing that plaza selection is a distinct element of the DRIC Study, for discussion purposes only in this document, when comparing the access road alternatives, only this alignment will be considered.

## 5.1.1 Community Impacts

Within the communities of South Windsor and the portions of LaSalle and Tecumseh within the ACA, widening the existing transportation corridor to accommodate the proposed access road alternatives will result in a high impact regardless of the alternative. The impacts will be experienced along the edge of the corridor from Howard Avenue to Spring Garden Road.

Common impacts to all access road alternatives pertain to the displacement or disruption to residents, the displacement or disruption to social features, the delivery of municipal services, and the loss of businesses that serve the neighbourhood communities.

Property loss can potentially affect community character and cohesion of both the neighbourhood communities and the broader communities of South Windsor, LaSalle and Tecumseh. All the households displaced are located along the periphery of the neighbourhoods located along the Highway 3/Huron Church corridor, and as such have varying degree of impacts on the neighbourhood communities as well as a collective impact to Windsor, LaSalle and Tecumseh.

The existing busy transportation corridor already impacts on the neighbourhoods, creates a perceived "barrier" between neighbourhoods, and generally results in dissatisfaction with many residents. Although tolerated, the Highway 3/Huron Church corridor is a source of concern for many residents. During the consultation process, residents spoke out against the existing truck traffic on city streets, the air pollution generated by the traffic, and the need for a long term solution that would generally improve their quality of life and improve air quality in the City.

All alternatives do provide benefits to the communities compared to maintaining status quo (no build scenario). Traffic predictions indicate that traffic will continue to increase resulting in further congestion along the corridor, traffic spill over through adjacent residential neighbourhoods, reduced access into/out of neighbourhoods, increased nuisance effects, and increasing concerns with air quality. Any of the project alternatives will provide an improvement to the community as a result of separating the local and freeway traffic, and in so doing, removing truck traffic from city streets.

The Parkway alternative includes more characteristics which can serve to mitigate potential impacts and to address these concerns expressed by the public and the City of Windsor. Consequently, the Parkway alternative provides benefits that the others do not, including a green space buffer between the freeway/service roads and adjacent residents, greater connectivity between neighbourhood communities on both sides of the Highway 3/Huron Church corridor and opportunities for additional parkland and trail system.

Other aspects that contribute to the community character of South Windsor, LaSalle and Tecumseh are the social features located along the Highway 3/Huron Church corridor that are displaced or disrupted. The loss of several of these social features may decrease the attractiveness of the area as a place to live. Features displaced and common to all

alternatives include the Montessori Pre-School, the Royal Canadian Legion, the Heritage Park Alliance Church, and Trillium Court Housing.

The displacement of the Montessori Pre-school in Lambton Plaza will result in an impact to families using the school, however, it is anticipated that this presents a short-term hardship to parents while they look for other pre-school spaces in the community. It is anticipated that the Montessori Pre-school will relocate to appropriate facilities within the community, and as such, will not experience a loss of business. Due to its specialized programming and the demand for pre-school spaces, relocating the pre-school is not expected to negatively affect the business or its programming.

The Royal Canadian Legion, with a membership of 700, is an important social feature that provides support, recreation, meals, and social activities for veterans and seniors in the community. The relocation of the Legion presents a short-term and potentially emotional hardship to users of the facility. A new location for the Legion can result in greater travelling times, inconvenience and general upheaval to existing routines for those seniors that actively rely on its services and activities. Given the importance of November 11<sup>th</sup> to veterans, the membership of the Legion, and members of society, generally, scheduling the relocation so as not to interfere with services will be important. As a valued social feature to the community, the displacement of the Legion is a moderate impact; however, thoughtful and timely relocation will help to mitigate this impact.

The access road alternatives that result in a partial property taking (0.1 ha) or the full displacement of the Heritage Park Alliance Church is considered a minor impact, as the Church is able to relocate within the community. Relocating the Church is not anticipated to pose a threat to their ministry, programs or other services they provide. The Church has been considering alternatives for expansion due to growth in their membership and programs, and, consequently, have a thorough understanding of their transition requirements.

The displacement of 14 housing units at Trillium Court for the below and above-grade alternatives results in a loss of cohesion to its residents, and the potential for duplication of costs incurred by property management. In addition, the noise and dust impacts experienced by the "newly exposed" housing units to the freeway ROW will result in a potential change in use and enjoyment of these households.

During consultation with the City of Windsor's Housing Services department representative and the Property Management organization, a preference to a complete displacement of the housing project was expressed due to the viability of operating the remaining units. The Parkway alternative consequently, is considered to displace the entire housing project. The loss of geared-to-income housing does present a hardship to those displaced due to the costs associated with moving, the relocation to similar housing that may not be within the same school catchment area, or assessable to city bus routes, social services, or employment. The replacement of housing lost at Trillium Court is mandated through Provincial housing legislation and must be available for those being displaced at the time of displacement. It is unlikely that residents will all move to the same housing project, thus some residents may be uncertain as to whether they will find social support services

currently provided by their neighbours at Trillium Court such as babysitting, mentoring and emotional support. Relocating residents from Trillium Court is a high impact of the project; however, an opportunity does exist for residents to move to a new updated/upgraded housing facility away from the Highway 3 corridor.

Social features along the corridor will experience inconvenience maintaining adequate access during the construction phase for all access road alternatives. This is a short-term impact, consequently, none of the social features are anticipated to experience a change in use or programming as a result.

During operation, limited to no impacts are anticipated on social features due to nuisance effects. Use and programming are not anticipated to change as a result of the project.

Overall, the change in community character is similar for all access road alternatives; however, the at-grade alternatives do not provide any benefit to the community other than the separation of the freeway traffic from local traffic. The at-grade alternatives do not address the public desire to remove trucks from sight and, consequently, are slightly more invasive than below grade alternatives. This slightly more invasive nature would change the character in a more negative fashion compared to the below grade or tunnel alternatives. The Parkway provides the benefit of softening the image of this transportation corridor with a green space buffer between the corridor and neighbourhoods, opportunities for additional recreational features such as park lands and trails, and places all freeway traffic below grade. This contributes a positive change to the community character. The tunnel alternative also provides a benefit; however, less so than the Parkway, due to the relocation of the service roads on top of the tunnel, the limited improvement to connectivity and lack of community enhancements.

It is anticipated that the function of South Windsor, LaSalle or Tecumseh communities will change slightly due to reconfiguration of local road networks and the resulting impacts on services that use the roads such as public transit, school busing, and emergency services. Minor changes to existing routes and increased travelling times are anticipated during the construction phase of the project. Transportation planners with the school boards, Municipalities and emergency services will need to be informed of scheduling and sequencing of project works well in advance in order to adapt their services as appropriate. This is a short term minor impact of construction that all alternatives will experience to varying degrees.

Of particular concern, as expressed during stakeholder meetings with emergency services (fire, police, and ambulance) and during public consultation initiatives, is the potential for increased response times by emergency services during and post construction. Alternative 1A's one-way service road will slightly increase response times by emergency services compared to the other alternatives.

As illustrated in Figure 3.15, Windsor Fire has a station on Cabana Road West, just east of Huron Church Road, and LaSalle Municipal Emergency Services has a facility at Malden Road/Normandy Road. Services based at these two facilities use Todd Lane/Cabana Road West to access the new freeway eastbound and westbound. Howard Avenue was

also identified by emergency services as an essential access point to the new freeway. Comparatively, the alternatives that provide access to the new freeway at the Todd Lane/Cabana Road West intersection is alternatives 2A, 2B and the Parkway. The Parkway alternative provides both eastbound and westbound access to the freeway from Todd Lane/Cabana Road as well as westbound access to the freeway from Howard Avenue. Comparatively, the Parkway provides the highest degree of access between Highway 401 and the service roads (URS Canada 2008).

Consultation with emergency response services also identified a number of challenges associated with the tunnel option and to a lesser degree with the below grade options in terms of being able to access an incident on the freeway. The Parkway alternative sloped wall design allows access to the freeway between ramps if necessary, thus mitigating this impact for this alternative.

In order to continue to meet provincially mandated response times, emergency services will need to re-assess their resources, level of service, access routes for the new freeway, and in general, access to their entire area of coverage. Negotiations between the municipalities and the appropriate Unions may be necessary if cross-boundary servicing agreements are required as a result of the new freeway and changes to the local road network.

This impact to the community is low to moderate if additional resources are required by emergency services in order to meet mandated response times.

The project will also impact the economic environment as reported in the economic impact assessment (Hemson 2008). All project alternatives result in a similar negative impact to the community as a result of business displacements; however, if status quo is maintained, the economic effects of increasing border delays will mean that Ontario will attract 14,000 fewer jobs in the future.

The displacement of businesses along the Highway 3/Huron Church corridor may affect community function and, consequently, change social patterns. All access road alternatives displace a comparable number of businesses from along the edge of the corridor. Alignment option 2 displaces a greater number of business generally, most of which are located at the Windsor Crossing Outlet Mall. The additional loss of businesses at the Outlet Mall, may decrease their long term viability as a regional shopping destination.

Businesses displaced that serve the local communities will potentially impact social patterns for residents within Bellewood Estates, the residential in-fill between Grand Marais Drain and Pulford Street, Huron Estates, and Oliver Estates. It is anticipated that those businesses displaced by the access road alternatives will be able to relocate, and as such, will not result in a long term loss to the broader community. Business relies to some degree on visibility and access to attract customers. Those alternatives that alter these two variables will result in the potential for a long term loss of business from the travelling public. The below grade alternatives (1B, 2B), the Parkway, and to a greater extent the tunnel (3), removes varying degrees of visibility of the business from the travelling public.

Those businesses that formally relied on the travelling public and to a lesser extent, the local neighbourhoods, will lose a significant portion of their business once the travelling public is no longer able to see or to access the business from the freeway. This effect is most significant for alternative 3.

Overall, impacts to the broader community function will be both negative and positive. Changes to the local service road network will result in improvement in mobility; however, transportation planners with the school boards, public transit and emergency services will need to adjust their servicing as appropriate. Businesses displaced are anticipated to relocate within the community, thus minimal economic impacts are anticipated to the community.

## 5.1.2 Neighbourhood Community Impacts

Within the broader communities of South Windsor, LaSalle and Tecumseh, widening the existing transportation corridor to accommodate the various project alternatives will result in impacts experienced along the edge of neighbourhood communities from Howard Avenue to Spring Garden Road. The loss of property along the edge of the Highway 3/Huron Church corridor will result in impacts of varying degrees to the neighbourhood communities. Further, these changes may result in the disruption of day-to-day use and enjoyment of residential property as reflected in the degree of nuisance effects experienced by residents. A change in enjoyment can also contribute to decreasing satisfaction with their community. Nuisance effects can also influence the potential impacts on the community.

The neighbourhood communities affected include Spring Garden and Bethlehem (by both connection alignments to the plazas), Heritage Estates, Reddock Street, Kendelton Court, Shade Tree Court, Talbot Road, Oliver Estates and those residents east of Howard Avenue.

*Spring Garden and Bethlehem* neighbourhood communities experience similar impacts as a result of the project, namely, a change in character and cohesion, the loss of property, and nuisance effects for residents within 50 m of the ROW at Spring Garden Road, Malden Road, and Bethlehem Avenue.

Due to the similar alignment of the access road alternatives encroaching into and through these neighbourhood communities, there are only slight differences between the alternatives. Traffic transitions from a below grade alignment as it curves into the Spring Garden area to an overpass at Malden Road. The tunnel alignment comes slightly further into Spring Garden neighbourhood before transitioning to the overpass. Due to the similar design of these alternatives the Spring Garden neighbourhood does not experience the benefits of a tunnel; however, the Bethlehem community does. Alternative 3 does not intrude into the Bethlehem neighbourhood, and as such is slightly preferred over the other alternatives. For the Spring Garden neighbourhood community, the slightly less intrusive alternative is the Parkway. The Parkway alternative provides the benefit to both Spring Garden and Bethlehem community neighbourhoods of an expanded recreational trail

system, green space buffer, and connectivity to neighbourhood communities of Bellewood Estates, Huron Estates and other communities to the east.

The loss of property will also result in a change in character and cohesion for residents in the Reddock Street neighbourhood community. The degree of property loss varies by alternative; however the greatest impact is felt with alternatives 2A, 2B and the Parkway. Unlike alternatives 2A and 2B, the loss of property associated with the Parkway alternative is a result of its wider ROW to accommodate buffer zones between the roadway and the neighbourhood. Alternative 3 and, to a greater extent, the Parkway are the only alternatives that do not negatively impact on the peaceful surroundings, and natural attributes valued by residents. The Parkway provides a green space buffer between the freeway corridor and Reddock Street, in essence resulting in completely surrounding the neighbourhood with green space and trails. This will have a positive effect on the character of the neighbourhood.

The ventilation buildings required with the tunnel alternative will create an aesthetic intrusion on the landscape as they are not compatible with the surrounding landscape. Residents living along Todd Lane and Reddock Street, and potentially St. Clair Street will experience a permanent change in their view shed due to the presence of the ventilation buildings and stacks. The ventilation buildings contribute to a notable change in the community character, and as such will have a moderate impact to the Reddock Street neighbourhood community.

The residents living directly adjacent to **Huron Church Road** between Pulford Street and Lennon Drain are severely impacted by the existing volume of traffic on Huron Church Road. Some are displaced with alternatives 1A, 1B and 3, whereas none are displaced with alternatives 2A and 2B. Those not displaced will continue to experience long-term impacts of the transportation corridor as traffic volumes continue to increase over time. Recognizing that living in such close proximity to the transportation corridor is not desirable, the Parkway alternative displaces all 13 residential properties in this area.

The neighbourhood community of **Villa Borghese** is located directly behind this row of houses on the east side of Huron Church Road. The proposed transportation corridor encroaches closer to Villa Borghese with alternatives 1A and 1B, and the Parkway; raising concerns with regard to the potential for nuisance effects within the Villa Borghese neighbourhood. Unlike alternatives 1A and 1B, the Parkway provides a green space buffer between the service road and the neighbourhood. It is not anticipated that residents will experience nuisance impacts as a result of changes to noise levels or air quality. The neighbourhood will not experience a negative change in character; however, they have the opportunity to experience benefits with the Parkway alternative in terms of a green space buffer, recreational trails, and connectivity to other neighbourhood communities across the transportation corridor with the Parkway alternative.

All access road alternatives will have a high impact to community character and cohesion for **Talbot Road residents**. The alternatives vary between displacing one side or the other of Talbot Road or both sides, as is the case with the Parkway alternative. For those alternatives that displace only one side of Talbot Road, residents may experience a sense

of animosity toward those remaining on Talbot Road. The Parkway alternative; displaces all residents and in so doing, removes any residents that would be left adjacent to the new transportation corridor, and in a position to experience long-term impacts of the corridor; and provides a green space buffer between the ROW and the adjacent neighbourhoods.

It is not anticipated that **Heritage Estates** will experience a change in community character or cohesion, as a result of project alternatives. For those alternatives that do result in residents being displaced, property takings are limited to households on the edge of the corridor. The Parkway alternative provides the benefit of connecting Heritage Estates with neighbourhoods across the Talbot Road corridor due to the tunnel located between Homestead Lane and Hearthwood Place and providing a green space buffer that offers additional recreational opportunities.

The option 2 alignment of Alternatives 1A, 1B, 2A, and 2B and alternative 3 result in the fewest property takings at **Kendleton Court**. Residents living on the west side of the street (and not displaced) may experience long term nuisance effects as a result of the encroachment of the ROW. The Parkway alternative displaces residents adjacent to the ROW; however, it provides the benefit of a green space buffer between the ROW and the remaining residents on Kendleton Court. In addition, Kendleton Court residents will now experience enhanced recreational opportunities accessible from their doors steps. These benefits may result in a positive change in the community character.

The **Oliver Estates** community will experience a slight change in character and cohesion due to the displacement of neighbours and the encroachment of the transportation ROW into this established neighbourhood, predominately along Chelsea Drive. The alignment for all alternatives is very similar through this area; however, the Parkway alternative provides benefits to the community including a green space buffer between the residents and the transportation ROW, connectivity to other neighbourhoods and an expanded recreational system. The added green space buffer will have the greatest benefit to those residents living on Chelsea Drive and at the end of Surrey, Grosvenor, and Montgomery Drives that were not previously adjacent to the Highway 3/Huron Church transportation corridor.

The change in traffic patterns through the Oliver Estates community due to road closures at Highway 3/Talbot Road and Surrey, Grosvenor, and Montgomery Drives with alternative 2A, and the road closures at Surrey and Grosvenor Drives only, with alternatives 2B and the Parkway, will result in Montgomery Drive experiencing increased traffic volumes as a connecting route between Highway 3 and Concession 6 in LaSalle. This is considered a minor impact as a result of the changes to the local road network.

With the removal of many of the properties on Chelsea, the encroachment of the ROW further into the community results in nuisance impacts potentially being experienced by those not previously affected. Regardless of alternative, nuisance effects such as noise and dust may be experienced by residents within 50 m of the ROW. This can result in a decrease in satisfaction with their community and a change in the day-to-day use of property, for example, residents may no longer air-dry laundry, sit outdoors, or keep household windows open with a noticeable increase in dust levels.

With alternative 3, the ventilation buildings create an aesthetic intrusion on the 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 is a notable change in the character of the area and may result in residents feeling less satisfied with their neighbourhood.

The Parkway alternative provides the added benefit of the opportunity to expand the recreational trail network through its green space buffer and tunnel at Chelsea Drive. This tunnel connects Oliver Estates with communities across the transportation corridor and with Tecumseh across Howard Avenue.

Only residents on **Mero Avenue** will be affected by the access road alternatives. The displacement of this entire dead-end street will change the community character and cohesion. Most residents feel strong ties to each other and; consequently, will have greater difficulty in relocating than those with out. Regardless of alternative, these residents will experience a high impact. None of the other neighbourhoods east of Howard will experience any adverse effects of the project.

### 5.1.3 Conclusion of Access Road Comparison

Comparison of the various access road alternatives suggests that all alternatives will result in high impacts of varying degree to the broader and neighbourhood communities. The **at-grade alternatives (1A, 2A)** is little more than status quo through the existing transportation corridor. These alternatives improve traffic flow by separating the local and freeway traffic; however, do not provide other substantive benefits. Residential property, social features, and business losses still occur along the periphery of the ROW resulting in a high impact. Residents adjacent to the ROW will experience long-term nuisance affects, including the aesthetic affect of seeing truck traffic. Many residents have voiced a preference for removing truck traffic from City streets and from their view. The one-way service roads will result in out-of-way travel for local traffic and municipal emergency services resulting in a change in social patterns and potentially added pressure on emergency services to meet the legislated response time. Overall, the alternatives will result in an improvement in air quality; however, some residents within 50m of the ROW will experience an increase in particulate matter emissions.

The **below grade alternatives (1B, 2B)** provide the aesthetic benefit of removing freeway traffic from sight and separating it from local traffic. These alternatives also necessitate the displacement of residents, social features and businesses along the periphery of the ROW. Overall, the below-grade alternatives will result in an improvement in air quality; however, some residents within 50m of the ROW will still experience an increase in particulate matter. Businesses not displaced will experience limited visibility to the travelling public which may result in a loss of business.

Highly desired by many residents, the **tunnel alternative** provides the same benefits as the below-grade alternatives in terms of improved mobility, improved air quality, and the removal of truck traffic from city streets and from sight. The tunnel ROW does not displace

as many residents as the above and below-grade alternatives; however, the number displaced still creates a high impact. Remaining businesses along the ROW no longer have benefit from freeway traffic due to the lack of visibility. The ventilation buildings associated with this alternative are an intrusion on the existing view shed for residents in specific neighbourhoods (Reddock, Howard Avenue, Talbot Road). The Spring Garden neighbourhood community and the Oliver Estates neighbourhood community do not benefit from the tunnel, as the freeway is transitioning above ground in these neighbourhoods. Emergency services will face additional response challenges given the limited access points available to the tunnel.

The **Parkway alternative** was designed to address community objectives expressed by municipalities and residents during consultation on the practical alternatives. These objectives included the removal of truck traffic from local streets and an overall improvement to the quality of life for residents living adjacent to the existing transportation corridor. Displacing the residents that would otherwise be living adjacent to the freeway and service road, although recognizing the potential hardship this may create, will ultimately remove those with the greatest potential for experiencing long-term air quality, noise, property access disruption impacts, and personal safety concerns due to the volume of traffic passing their homes. The green space buffer and tunnels strategically placed along the corridor provide opportunities for parkland, new linkages and connectivity between neighbourhood communities, removes the physical barrier of the freeway, and provides an opportunity for an expanded trail network in Windsor, LaSalle, and Tecumseh.

In terms of impacts to the neighbourhood communities, the impacts vary slightly by alternative. The neighbourhood communities that will experience the greatest impacts are Spring Garden and Bethlehem Avenue neighbourhoods, Reddock Street, Talbot Road and Oliver Estates. Impacts relate to the change in community character, cohesion and function as a result of the displacement of residents and the intrusion of the freeway ROW into the neighbourhoods.

Recognizing that the community impacts are high with every alternative and when considering the benefits offered by the various alternatives, the Parkway alternative is the slightly preferred access road alternative.

## 5.2 Plazas and Crossings

Located within south/east Windsor in a rural residential area located in the vicinity of Ojibway Parkway, E.C Row and Armanda Street, Plaza A will change the character of the area. The Plaza is an intrusive feature in a previously natural and rural residential area. Conversely, Plazas B, B1 and C are located within the Brighton Beach Industrial Park.

The displacement of residents with Plaza A is a high impact to the neighbourhood community, resulting in a change in character and a loss of cohesion. Of particular note is the displacement of multi-generations of one family living adjacent to one another. Relocating will be particularly difficult for this family as they have formed strong ties to the community and to each other.

The access road to Plazas B, B1, and C will also displace residents in this neighbourhood; however, to a lesser degree than Plaza A. In fact the majority of property acquisitions for all Plazas are within this neighbourhood. The access road alignment; however, is less intrusive as it parallels the existing highway network of E.C.Row and Ojibway Parkway; and, therefore, will result in fewer residents experiencing long term nuisance impacts.

The impacts of Plaza A on municipal services is minor; however, public transit, and school transportation will require route adjustments, and emergency services will potentially require additional resources in order to meet provincial response time standards.

Within the industrial park, there are only a handful of residents that did not move out with the creation of the industrial park. Those properties remaining will be displaced with the Plaza and crossing alternatives.

Overall, the fewest displacements are anticipated with Plaza B1 and Crossing B; the largest number of displacements is anticipated with Plaza A and Crossing C via Brighton Beach. Due to their location within an industrial park, plazas B, B1, and C are not anticipated to change the character of the area.

Common to all plaza/crossing alternatives, the only social feature to be displaced is the Erie Wildlife Rescue. 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. This is a minor impact to the broader community, as it is anticipated that the organization will be able to relocate to appropriate facilities. Although the space requirements are unique since they deal with live animals and birds, the organization and the service it provides is not location dependent, and as such, will be able to relocate with appropriate compensation.

Compared to the no build scenario, all Plaza alternatives result in increased PM<sub>2.5</sub> emissions; however, due to the proximity of residents to Plaza A, a larger number of residents may be disrupted by air quality impacts with Plaza A than the other Plaza alternatives. It is anticipated that an increase in PM<sub>2.5</sub> emissions will extend 250 m from the plaza edge. Nuisance impacts (e.g. dust) associated with the Plaza may result in a change in how residents use and enjoy their property on a day-to-day basis. Given the value that residents place on spending time outdoors in the neighbourhood between Malden Road and Ojibway Parkway, the level of satisfaction with the community may decrease as a result.

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 do not change community character due and impact on the fewest residents and social features.

The only Crossing that results in a potential social impact is crossing C due to its proximity to Sandwich Towne. The elevated bridge entering into Sandwich Towne creates an

aesthetic impact on the community. The residents of Sandwich have also expressed concern with having a community that is bordered by two elevated bridges, creating a perceived “sandwich” effect. This is a high impact to the community as this negative perception may affect re-investment in the community and the community’s efforts to revitalize the area as documented in the 2006 Community Planning Study.

### 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 and only 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 and is preferred.

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