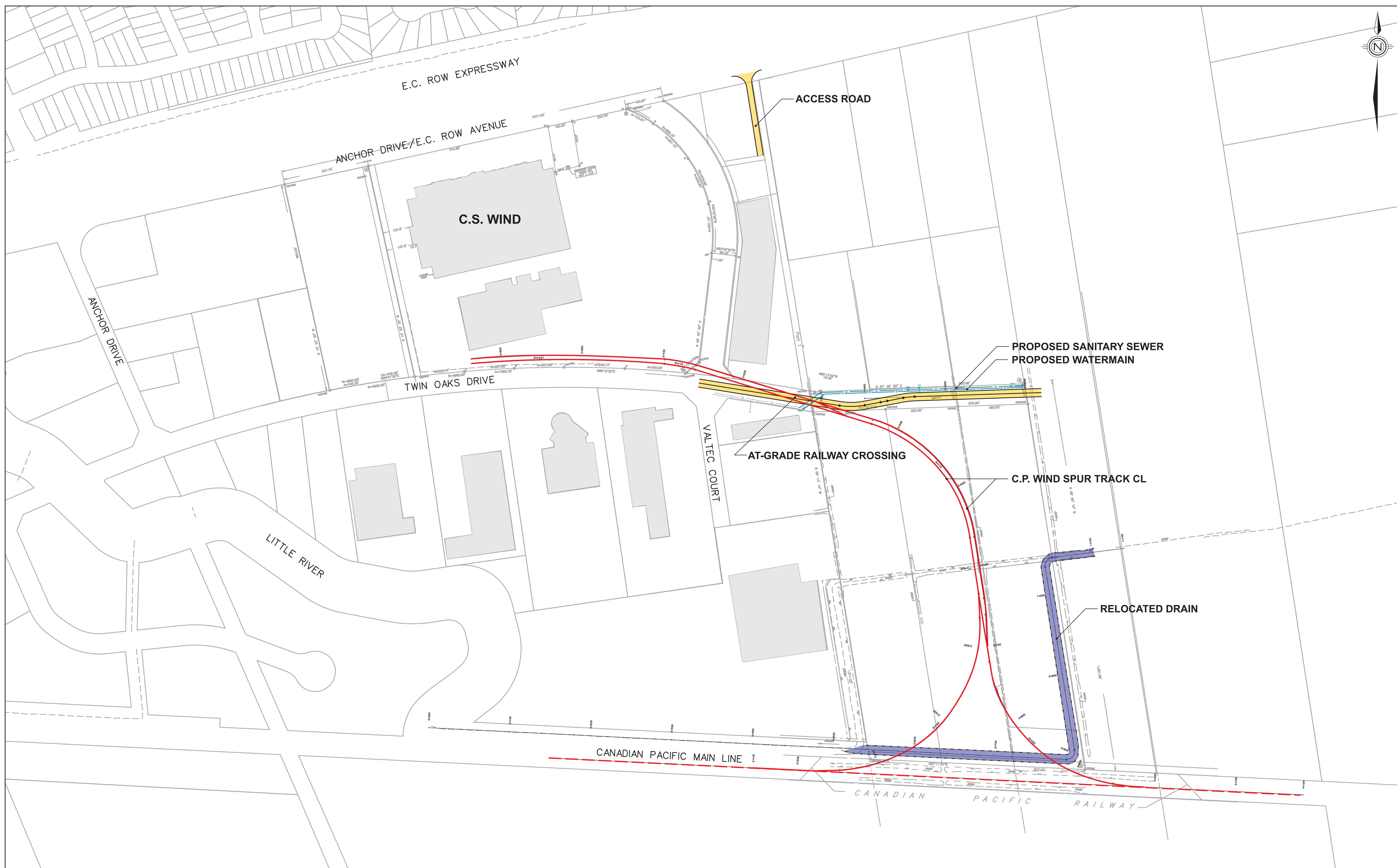
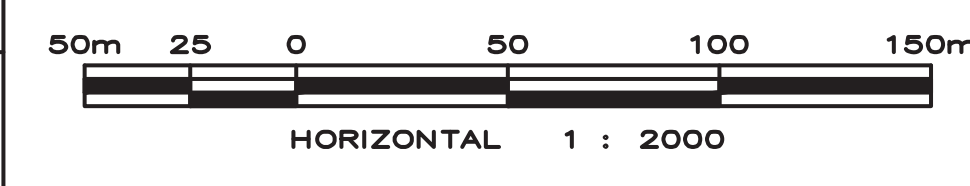

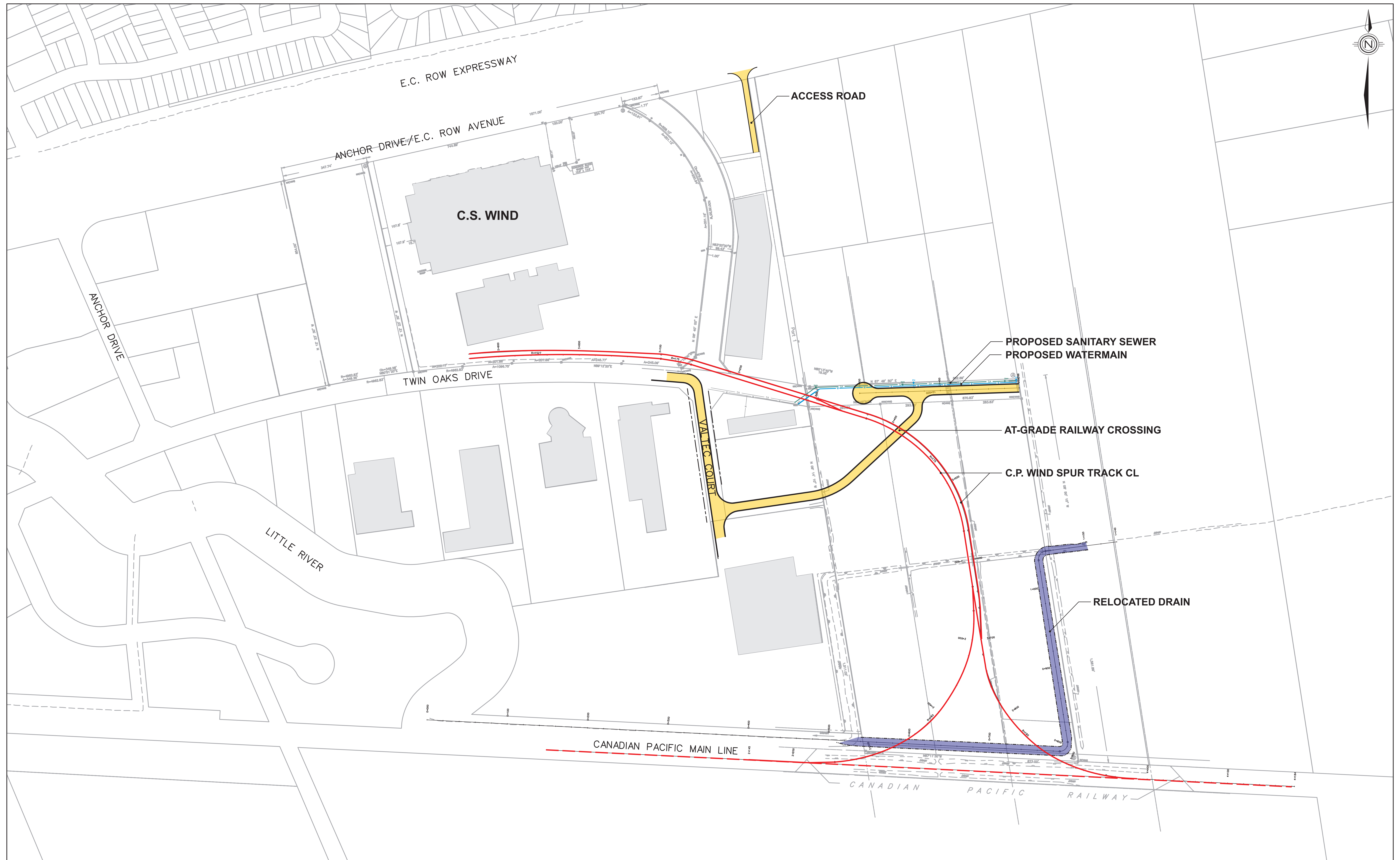


TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE CLASS EA STUDY

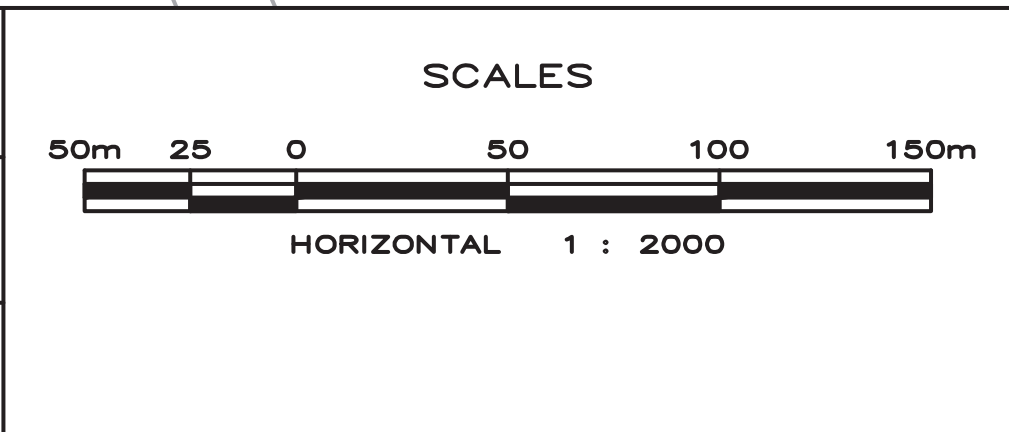


No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :	SCALES 	DATE DRAWN: JANUARY 2012	 THE CORPORATION OF THE CITY OF WINDSOR ENGINEERING DEPARTMENT	C.P. RAIL TO C.S. WIND PROPERTY	TENDER No. 00-00
				ISSUED FOR CONSTRUCTION DATE :		DRAWN BY: NAME		OPTION B	ACCOUNT No. 0000000
				AS CONSTRUCTED DATE :		CHECKED: NAME			DRAWING No.
					CHECKED: NAME		SHEET	OF	

TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE CLASS EA STUDY



No.	REVISIONS	DATE	INIT.	ISSUED FOR TENDER DATE :
				ISSUED FOR CONSTRUCTION DATE :
				AS CONSTRUCTED DATE :



DATE DRAWN:
JANUARY 2012

DRAWN BY:
NAME

CHECKED:
NAME

DESIGN:
NAME

CHECKED:
NAME



THE
CORPORATION
OF THE
CITY OF WINDSOR
ENGINEERING DEPARTMENT

C.P. RAIL TO C.S. WIND PROPERTY

OPTION C

TENDER No. 00-00
ACCOUNT No. 0000000
DRAWING No.
SHEET OF

TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE CLASS EA STUDY

AREA FEATURES



Legend

- Study Area
- Hedgerow Units (HR)
- Vegetation Units (1-7)
- Active Grading (approx.)

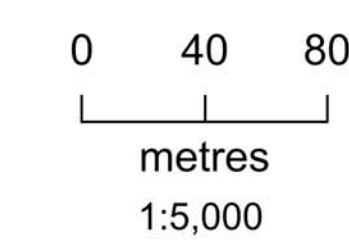
Unit	ELC Code	Description
1	CUM1-1	Dry-Moist Old Field Cultural Meadow
2	CUM1-1	Dry-Moist Old Field Cultural Meadow
3	MAM2-10	Forb Mineral Meadow Marsh
4	SWT2-2	Willow Mineral Thicket Swamp
5	CUM1-1	Dry-Moist Old Field Cultural Meadow
6	CUM1-1	Dry-Moist Old Field Cultural Meadow
7	CUM1-1	Dry-Moist Old Field Cultural Meadow

Notes:
Species at risk have been recorded in the study area and will be discussed further with MNR and ERCA staff



Windsor Railway Spur Line
Environmental Features

Bing, Airphoto, 2006



Date: January 2012
Project No: 3211128
Figure No: X

PROBLEM STATEMENT

Phase 1 of the Class EA process is to define the specific transportation problem or deficiency that requires improvement. From the problem statement, potential solutions can be identified and evaluated, and a preferred solution developed.

The problem being addressed is described as follows:

- Existing infrastructure (Twin Oaks Drive and rail access) is not adequate to support the planned and approved expansion of CS Wind and service the adjacent lands.

The following infrastructure improvements are being considered to address the problem statement:

- In order to provide additional transportation capacity for CS Wind, a rail spur is required between the CPR main track and the existing CS Wind Facility;
- In order to protect for future extension of Twin Oaks Drive, options for extending Twin Oaks Drive to the east of the rail spur are being considered;
- In order to improve the use of City of Windsor lands adjacent to the rail spur, a portion of Lachance Drain is to be relocated;
- In order to protect for future servicing of the lands on the east side of the rail spur, options for extending the existing servicing to the east of the rail spur are being considered.

PLANNING ALTERNATIVES

- Planning alternatives are “alternative methods” of addressing the problem statement described on the previous display. This is Phase 2 of the Class EA process.
- Planning alternatives are relatively broad alternatives that are evaluated to identify significant beneficial and detrimental aspects relative to both transportation improvements and environmental protection.
- One or more of the planning alternatives may be carried forward for more detailed study, including the development and evaluation of design alternatives.

PLANNING ALTERNATIVE:	CARRY FORWARD?
<p>A. Do nothing.</p> <ul style="list-style-type: none"> ● Do not extend Twin Oaks or municipal services to the east of the rail spur. ● Not extending the road or municipal services would severely inhibit development of the lands to the east of the rail spur, and is therefore not a reasonable solution. 	No
<p>B. Extend Twin Oaks Drive along its current alignment.</p> <ul style="list-style-type: none"> ● Extend Twin Oaks Drive from the end of the existing cul-de-sac to the east ● This road alignment creates a substandard road/rail at-grade crossing with poor sightlines 	No
<p>C. Extend Twin Oaks Drive from the end of Valtec Court</p> <ul style="list-style-type: none"> ● Valtec Court would be reconstructed and Twin Oaks Drive would extend east across the railway spur track ● Creates a suitable at-grade crossing with the railway spur track ● Site Servicing is available within the Study Area 	Yes
<p>D. Construct a new access road connecting to Anchor Drive to service the lands to the east of the railway spur</p> <ul style="list-style-type: none"> ● A new access road would be constructed which runs north/south from Anchor Drive and would not cross the railway spur track ● Twin Oaks Drive and Valtec Court would remain the same as they are today ● Site Servicing is available within the Study Area 	Yes
<p>E. Extend Intersection Road to the west of Banwell Road to a point just east of the rail spur</p> <ul style="list-style-type: none"> ● Construct an east/west access road which connects to Banwell Road at the existing intersection with Intersection Road and not cross the railway spur track ● Would require significantly more relocation of Lachance Drain 	No

DESIGN ALTERNATIVES

Upcoming work will include refining and finalizing these plans based on input received from this PIC and external agencies, and completing a detailed evaluation of each. From this evaluation, the Preferred Solution will be selected.

The evaluation process will be conducted by comparing the Design Alternatives based on appropriate evaluation criteria. The draft evaluation criteria is presented in the table below:

Category	Criteria
Technical	Roadway Geometry
	Operation and maintenance requirements associated with the alternative
	Approval requirements
	Impacts on property or entrances
	Impacts on ambient noise levels
	Impacts on utilities
	Hydraulics
Financial	Constructability
	Capital costs
Financial	Operating and maintenance costs
Natural Environment	Impacts on groundwater
	Impacts on surface water, aquatic habitat
	Impacts on existing vegetation
	Impacts on the Lachance Drain and floodplain
Social Environment	Disruption of existing residences, businesses and/or community, institutional and recreational uses
	Impacts on travel patterns/volumes
	Impacts on approved/planned land uses
	Impacts on agricultural resources
Cultural Environment	Impacts on archaeological resources
	Impacts on built heritage features/cultural landscape features
Community Planning	Conformity with approved local and regional plans and policies
	Disturbing or altering existing community character or structure
	Community accessibility and potential out-of-way travel

Please provide us with your input on the evaluation criteria, and let us know if any additional criteria should be considered.

TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE CLASS EA STUDY

Category	Criteria	Alignment Alternatives	
		Alternative C	Alternative D
Technical	Roadway Geometry	<ul style="list-style-type: none"> - Existing Road Right of way / Property constraints restrict the horizontal alignment and operational speed of the roadway. - At-grade crossing of railway controls vertical profile of roadway 	<ul style="list-style-type: none"> - New road in vacant field provides greater design flexibility. - Requires new intersection on Anchor Drive
	Operation and maintenance requirements associated with the alternative	<ul style="list-style-type: none"> -At-grade crossing restricts rail/roadway operations, railcars must not be left within 45 metres of the crossing. - C.S. Wind access to proposed storage yard south of Twin Oaks Drive is impacted by proposed roadway extension. - Continuity of Twin Oaks Drive would be preferred for Transit Services. 	<ul style="list-style-type: none"> - Twin Oaks Drive remains a cul-de-sac road. - No restriction to rail, roadway or CS Wind operations. - Transit services into this area will be negatively impacted by the cul-de-sac on Twin Oaks Drive.
	Approval requirements	City of Windsor and ERCA	City of Windsor and ERCA
	Impacts on property or entrances	<ul style="list-style-type: none"> - Roadway construction adjacent to multiple industrial properties may require minor adjustments. All roadway construction on City property - Railway spur impacts entrance to 9650 Twin Oaks (Jamieson) and will require relocation of their entrance to Anchor Drive 	<ul style="list-style-type: none"> - Roadway poses no impact to existing property or entrances - Roadway construction requires 4,600 square metres of private property - Railway spur impacts entrance to 9650 Twin Oaks (Jamieson) and will require relocation of their entrance to Anchor Drive
	Impacts on ambient noise levels	Minor increase in noise levels for adjacent industrial properties	Minor increase in noise levels for adjacent industrial properties
	Impacts on utilities	<ul style="list-style-type: none"> - Existing utilities available within the study area. - Widening of Valtec Court to occur on the west side to minimize impact to hydro line. 	<ul style="list-style-type: none"> - Existing utilities available within the study area.
	Hydraulics	Drainage will be directed to Lachance Drain	Drainage will be directed to Lachance Drain

**TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE
CLASS EA STUDY**

Category	Criteria	Alignment Alternatives	
		Alternative C	Alternative D
Technical	Constructability	Construction through existing industrial roadway may cause minor disturbances	No significant issues anticipated
Rank			
Financial	Capital costs	\$3.1 MIL	\$2.9 MIL *(Does not include costs for private property acquisition)
	Operating and maintenance costs	Additional long term maintenance costs associated with at-grade rail crossing and signalization.	- Standard roadway maintenance costs (snow ploughing, de-icing, etc.) - Cul-de-sac will result in some additional maintenance
Rank			
Natural Environment	Impacts on groundwater	Slight reduction in local infiltration capacity	Slight reduction in local infiltration capacity
	Impacts on surface water, aquatic habitat	Relocation of Lachance Drain and surrounding hedge rows may affect existing snake habitat.	Relocation of Lachance Drain and surrounding hedge rows may affect existing snake habitat.
	Impacts on existing vegetation	Rail spur and drain relocation will require relocation of sensitive vegetation into appropriate habitats.	Rail spur and drain relocation will require relocation of sensitive vegetation into appropriate habitats.
	Impacts on the Lachance Drain and floodplain	Disruptions expected during construction, with no long term impact to local drainage	Disruptions expected during construction, with no long term impact to local drainage
Rank			
Social Environment	Disruption of existing residences, businesses and/or community, institutional and recreational uses	- Construction at Valtec Court may cause minor disruptions to surrounding businesses. - Entrance to 9650 Twin Oaks to be relocated to mitigate impacts of rail spur construction and rail operations.	- Entrance to 9650 Twin Oaks to be relocated to mitigate impacts of rail spur construction and rail operations.

TWIN OAKS DRIVE, MUNICIPAL SERVICING AND RAILWAY SPUR LINE CLASS EA STUDY

Category	Criteria	Alignment Alternatives	
		Alternative C	Alternative D
Social Environment	Impacts on travel patterns/volumes	Minimal increase to local traffic volumes	- Minimal increase to local traffic volumes - Transit service into the industrial park will not be continuous - Will impact travel patterns to staff and customers at 9650 Twin Oaks Drive
	Impacts on approved/planned land uses	Roadway extension to provide access and services for planned development sites	Roadway extension to provide access and services for planned development sites
	Impacts on agricultural resources	Rail and road works to occupy small area of un-used agricultural land	Rail and road works to occupy small area of un-used agricultural land
Rank			
Cultural Environment	Impacts on archaeological resources	No expected impacts	No expected impacts
	Impacts on built heritage features/cultural landscape features	No expected impacts	No expected impacts
Rank			
Community Planning	Conformity with approved local and regional plans and policies	Plan meets "Building Windsor's Future" initiative for encouraging economic development in the area. Road alignment follows plans for future expansions.	Plan meets "Building Windsor's Future" initiative for encouraging economic development in the area. Road alignment restricts plan to extend Twin Oaks Drive to Banwell Rd.
	Disturbing or altering existing community character or structure	Rail spur and roadway construction match existing land use of Twin Oaks Business Park	Rail spur and roadway construction match existing land use of Twin Oaks Business Park
	Community accessibility and potential out-of-way travel	Roadways provide community access to proposed industrial park expansion	Roadways provide community access to proposed industrial park expansion
Rank			
OVERALL RATING			

LEGEND: Overall Achievement of Objectives:  Poor Very Good

WHAT HAPPENS NEXT?

- Review alternatives in light of comments received from residents, technical agencies and the public
- Complete the evaluation of Design Alternatives and select the Preferred Solution
- Refine and finalize the preliminary design plans
- Prepare the Environmental Project File and file it for public review
- Secure all required approvals

Subject to finalizing this Class EA Study and obtaining all required approvals, the City of Windsor anticipates completing detail design and initiating construction in April 2012

THANK YOU FOR ATTENDING!

We welcome your comments on the material presented.

***Please complete a Comment Sheet or
Speak to one of the staff members in attendance***



**CITY OF WINDSOR
CLASS ENVIRONMENTAL ASSESSMENT STUDY
TWIN OAKS DRIVE EXTENSION**

Kgd321@hotmail.com

PUBLIC INFORMATION CENTRE #1

Tuesday, January 24th, 2012

4:00 PM - 8:00 PM

NAME (Please Print)	MAILING ADDRESS AND EMAIL (Please Print)	POSTAL CODE
Tom Henderson	1074 Parkview Windsor henderson99@gmail.com	N8S2X7
Bill Salzer	Mastercraft Homes 3199 Donzall	N9E 1S5
IAN NAISBITT	399 WOODRIDGE DR. TECUMSEH, ON	N8N 3A7
ROB WARREY	TRANSIT WINDSOR RWARREY@CITY.WINDSOR.ON.CA	
DENIS GAUTHIER	6555 MALDEN RD. WINDSOR, ON, N9H 1T5	N9H 1T5
SAMIR MÉCHAL	6555 MALDEN RD WINDSOR, ON N9H	N9H 1T5
GEORGE POPMARKEN	2971 STILLMEADOW WINDSOR N9R1N2	N9R 1N2
DAN PIESCIC	917 Lesperance Rd Tecumseh ON	N8N 1W9
ANDREW KILLING	9495 TWIN OAKS DRIVE andrew.killing@dieffenbacher.ca	N8N 5B8
RIEK SPENCER	RC Spencer Associates	
FRANK LUDGATE	9495 TWIN OAKS DR FRANK.LUDGATE@DIEFFENBACHER.CA	N8N 5B8
JOHN CHITTI	126 Melat cres	N8K6S

**CITY OF WINDSOR
 CLASS ENVIRONMENTAL ASSESSMENT STUDY
 TWIN OAKS DRIVE EXTENSION**

**PUBLIC INFORMATION CENTRE #1
 Tuesday, January 24th, 2012
 4:00 PM – 8:00 PM**

NAME (Please Print)	MAILING ADDRESS AND EMAIL (Please Print)	POSTAL CODE
Robert Spagnuolo Enwin Utilities	4545 Rhodes Dr. rspagnuolo@enwin.com	
Patrick Persichitti CS WIND	4355 ANCHOR DRIVE WINDSOR ON	N8N5A8

**CITY OF WINDSOR
CLASS ENVIRONMENTAL ASSESSMENT STUDY
TWIN OAKS DRIVE, MUNICIPAL SERVICING AND
RAILWAY SPUR LINE**

ENGINEERING DEPARTMENT	
Sr. Mgr. Infrastructure & Transportation Planning	
Sr. Mgr. Development & Geomatics	
COPY	JAN 30 2012
	Fm
	Manager, Adm.
	Manager, Geomatics
Please provide your comments	

**COMMENT SHEET
PUBLIC INFORMATION CENTRE #1
Tuesday, January 23rd, 2012**

Please provide your comments on any aspect of the study being considered, and place your comment sheet in the box provided, or submit by Friday, February 10th, 2012, to one of the following:

Mr. Fahd Mikhael, P.Eng.
Engineer III
City of Windsor
350 City Square Hall West, Suite 302
Windsor ON
N9A 6S1
Phone: 519-255-6257, ext 6890
E-mail: fmikhael@city.windsor.on.ca

Mr. Scott Bowers, P.Eng.
Consultant Project Manager
MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, Ontario
L5K 2P8
phone: 905-823-8500 x398
or 1-877-562-7947 (toll free)
fax: (905) 823-8503
e-mail: sbowers@mrc.ca

COMMENTS:

Concern that the re-alignment of the Lachance Drain should be based on eco-system planning — buffer zones, water quality, fish habitat, riparian improvements.

As for Options C and D, I have no preference.

Where the railway line intersects the drain, the damage done should be mitigated.

- tree plantings in buffer zone. Li'l REG is prepared to assist

* Good presentation: good diagrams + explanations
staff very helpful!!

Thank you for your participation. The information collected on this form becomes part of the public record and a copy of this document may be attached to future reports that are submitted to Council.

PLEASE PRINT

NAME:

Tom Henderson (Li'l REG)
Vice Chair

MAILING ADDRESS:

POSTAL CODE:

henderson99@gmail.com

**City of Windsor – Twin Oaks Drive Class Environmental Assessment
Comments Received**

Date	Comment	Response
Letter dated February 8, 2012	Letter from Pointe East Windsor Limited – see separate letter	The City has met with Pointe East and has noted that Option C which extends Twin Oaks Drive can accommodate future traffic requirements for their lands east of the Study area.
Received February 9, 2012 by e-mail	<p>Scott B.:</p> <p>As employers have located in Twin Oaks, Transit Windsor has always received service requests from their staff. Managers at the larger firms, Valiant Tool, Jamieson Laboratories and Green Shield have requested transit service, on behalf of all their employees. Although the community requires transit work trips; a route extension to the area is impossible due to limitations posed by the incomplete road network. No bus turnaround is possibly on Public pavement. We know the work trip market exists, for two industrial shifts, Days & Afternoons, based on our latest employer survey (Green Shield, 2nd shift). Since Anchor Dr. may be closed with a Cul de Sac at Banwell, and because no development at all exists on Anchor, east of the Jamieson’ facility; Transit requires a Public R.O.W. bus turnaround, now, within the developed area of Twin Oaks.</p> <p>At the recent PIC, I highlighted further limitations posed by the proposed alignment for the rail spur to serve CS WIND, without first or simultaneously completing the road network, with Scott, Fahd and Wes. Scott B. invited us to pose a solution that would support transit service extension.</p> <p>Transit Windsor requests that the historically planned roadway on the Public R.O.W. parcel between Anchor Dr. and Twin Oaks Dr., be developed through to its’ intersection with Valtec Court; rather than closing it with the proposed Jamieson parking lot / dead end.</p> <p>We appreciate that maintaining and extending road access to all properties parcels while limiting rail crossings are priorities in this Project to extend CP Spur service to CS WIND; but transit service for the employees of all firms in the area is a long overdue priority.</p> <p>I suggest that MRC arrange a meeting with City Transit, Transportation Planning and Engineering representatives. With PDFs portraying ALL options,</p>	<p>The future implementation of Option C will allow future transit services to turnaround at the end of the Twin Oaks Drive extension.</p> <p>Existing deficiencies with turnaround opportunities within the existing road network should be reviewed with the City’s engineering department.</p> <p>The City does not plan to connect Anchor Drive and Twin Oaks through the old roadway right-of-way.</p>

	<p>we could share ideas via teleconference, if necessary.</p> <p>Best Regards, Rob Larret, Planning Manager, Transit Windsor</p>	
<p>Received February 10, 2012 by e-mail</p>	<p>Hello Scott,</p> <p>The following is a comment from Canadian Pacific referring to the Class EA that you are working on for the Twin Oaks Drive, Municipal Servicing and Railway Spur line. There are private and public road crossings of the spur track in the proposals. Road crossings are always a point of conflict between users of the road and users of the rail. Canadian Pacific would encourage elimination of road crossings on this spur track in order to eliminate future conflict between the rail and road users.</p> <p>Regards,</p> <p>Paul Kerry Network Development Manager, Ontario (905) 803 3249 Canadian Pacific Driving the Digital Railway</p>	<p>The future implementation of an at-grade railway crossing with the spur track and Twin Oaks Drive will be designed and constructed in accordance with the current design and safety standards and will be subject to CPR's review and approval.</p>

POINTE EAST WINDSOR LIMITED

3199 Dougall Avenue
Windsor, ON N9E 1S5
Telephone (519) 966-8100 Facsimile (519) 972-9118

February 8, 2012

City of Windsor
350 City Hall Square West, Suite 302
Windsor, Ontario
N9A 6S1

Attention: Mr. Fahd Mikheal
Engineer III

RE: Twin Oaks Drive, Municipal Servicing and Railway Spur Line – Class EA Study

Dear Sir:

We have reviewed the Analysis of the Proposed Road Options for Twin Oaks Drive from the Public Information Centre held on Tuesday January 24, 2012 and respond as follows:

- None of the three (3) alternatives (Options B, C and D) conform with the covenants that the City of Windsor agreed to under the Purchase and Sale Agreement (dated December 17, 2010) made with Pointe East Windsor Limited for the original acquisition of the 58.3 acres;
- All three (3) options will significantly diminish traffic synergies along Twin Oaks Drive;
- Without a continuous and natural extension of Twin Oaks Drive east of its existing termination point, joint accessibility for vehicles moving to and from Lauzon Parkway to Banwell Road is lost. This will negatively impact both demand and value for the lands east of the EA Study (lands owned by Pointe East Windsor Ltd), since access from the main east-west road through the Twin Oaks Business Park will not be a continuous throughway.

Option B, which is the only alternative providing for the most natural easterly extension of Twin Oaks Drive, possesses such a long run of railroad through the street that it will have a significant negative impact on vehicular movement along Twin Oaks Drive.

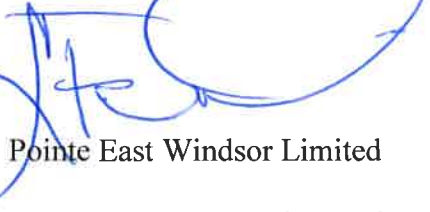
Under Option C, Valtec Court is a more direct connection to the east extension of Twin Oaks Drive but the connection will significantly lose traffic synergies along the road.

- Under both Options B and C, the rerouting of roadways across the rail spur will not only negatively impact traffic flow patterns but will also create an increased distance and time period for vehicular access to the lands on the east side of the EA Study area. This will ultimately increase transportation time and transportation costs for vehicles to the lands on the east side of the EA Study. As well, it significantly impacts both demand and value to the lands to the east of the EA Study area for any industrial user looking to locate here. Increased drive times and increased distances through the Twin Oaks Business Park will become cost-driven to industrial user supply chains and logistics costs for doing business.
- We vehemently object to Option D as Twin Oaks Drive does not extend easterly to Banwell Road , which contravenes our agreement with the City of Windsor, which we negotiated in good faith.

We anticipate that any of the proposed options will reduce the value of the remnant lands owned by Pointe East Windsor Limited situated east of the EA Study area by values in excess of 25% on the lands as well as increasing the time required to sell them due to the negative impact on traffic flow patterns that will exist under any one of the three alternatives proposed.

Thank you for your attention.

Yours truly,

A handwritten signature in blue ink, appearing to be 'M. Songeo', is written over the typed name 'Pointe East Windsor Limited'. The signature is stylized and somewhat illegible.

Pointe East Windsor Limited

c.c. M. Songeo, City Engineer
A. Farlam, Barat, Farlam, Millson