



The Corporation of the City of Windsor

Schedule 'B' Class Environmental Assessment Study for Second Egress for Twin Oaks Business Area

Project File Report

July 2026

Submitted by
Dillon Consulting Limited

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Executive Summary

Introduction and Background

The Twin Oaks Business Area historically operated with two vehicular access points via Lauzon Parkway and Banwell Road. The eastern access to Banwell Road was permanently closed in 2023 to accommodate the development of the NextStar Energy EV Battery Plant. Consequently, the business area has been restricted to a single entrance/exit point off Lauzon Parkway via Twin Oaks Drive.

There is an opportunity to implement a secondary means of egress from the Twin Oaks Industrial Park which will also improve overall traffic flow while minimizing potential congestion. To address this risk, Mayoral Direction MD 01-2026 was issued on January 16, 2026, directing administration to establish a secondary egress.

Scope of Current Class Environmental Assessment Study

This study is being carried out in accordance with the requirements of the Municipal Engineers Association (MEA) Class EA, (2024), approved under the Ontario Environmental Assessment Act. This study satisfied Phase 1 and 2 of the Class EA process including: (Phase 1) review of background information and definition of a problem statement, (Phase 2) evaluation of alternative solutions. The objective of this study was to identify and evaluate alternative solutions and develop a preferred alternative for the second egress that is cost-effective, environmentally responsible, and sustainable.

The attached study was completed as a Schedule 'B' Municipal Class Environmental Assessment (MCEA) to identify a preferred secondary exit route extending from Anchor Drive to the E.C. Row Expressway.

Study Area and Existing Conditions

The study area is located entirely within municipally owned right-of-way lands adjacent to the E.C. Row Expressway corridor (Figure ES-1). The surrounding area is designated primarily for Industrial, Business Park, and Mixed-Use Corridor land uses under the City of Windsor Official Plan and supports approximately thirty businesses representing manufacturing, logistics, warehousing, transportation, commercial, and professional service sectors.

Reviews of the study area were completed to document environmental, transportation, cultural heritage, archaeological, and socio-economic conditions.

Background studies undertaken as part of the Class EA process included:

- Transportation Review (Dillon Consulting Limited)
- Natural Environment Baseline Conditions Review (Dillon Consulting Limited)
- Archaeological Screening and Windsor Archaeological Management Plan Review
- Cultural Heritage Screening Assessment
- Public, Agency, and Indigenous Community Consultation Program

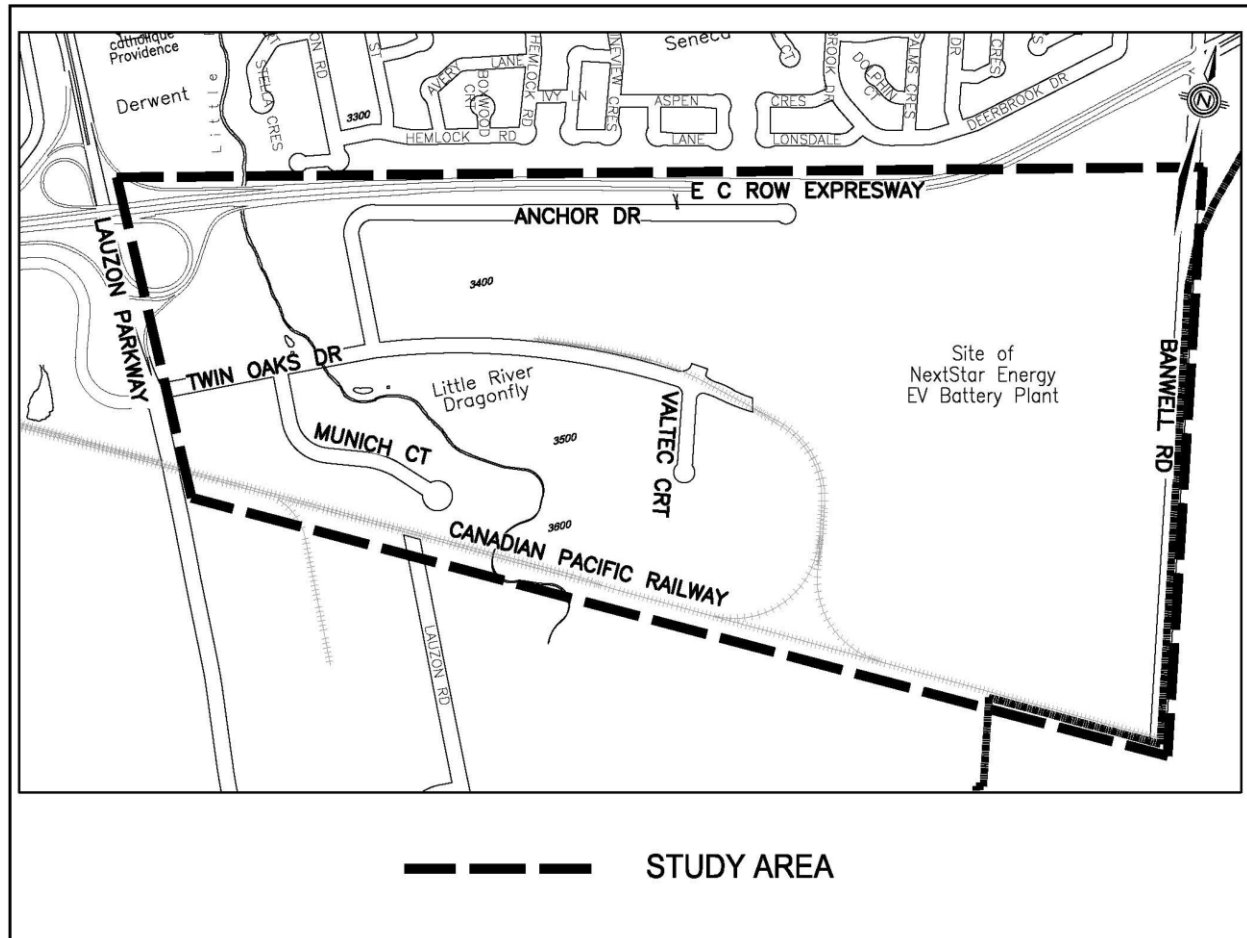


Figure ES-1: Twin Oaks Second Egress Study Area

The investigations determined that the study area consists largely of previously disturbed transportation and industrial lands with relatively limited environmental constraints. No Provincially Significant Wetlands, Areas of Natural and Scientific Interest (ANSIs), designated cultural heritage resources, or archaeological potential areas were identified within the project footprint. Limited Species at Risk habitat was identified, primarily associated with potential Butler's Gartersnake habitat within meadow communities adjacent to the proposed works.

Appropriate mitigation measures including snake exclusion fencing, restricting vegetation clearance during breeding bird windows, and enforcing standard dust and noise controls will be implemented prior to and/or during construction.

Alternative Solutions

Building off the Twin Oaks Drive Transportation Review (Dillon) previously provided to the City, four (4) alternatives were carried forward for consideration to address the problem.

- Alternative #0 – Do Nothing (Maintain Existing Conditions)
- Alternative #1 – Westernmost Access from Anchor Drive
- Alternative #2 – Midpoint Access from Anchor Drive
- Alternative #3 – Easternmost access from Anchor Drive, with extended interchange ramp

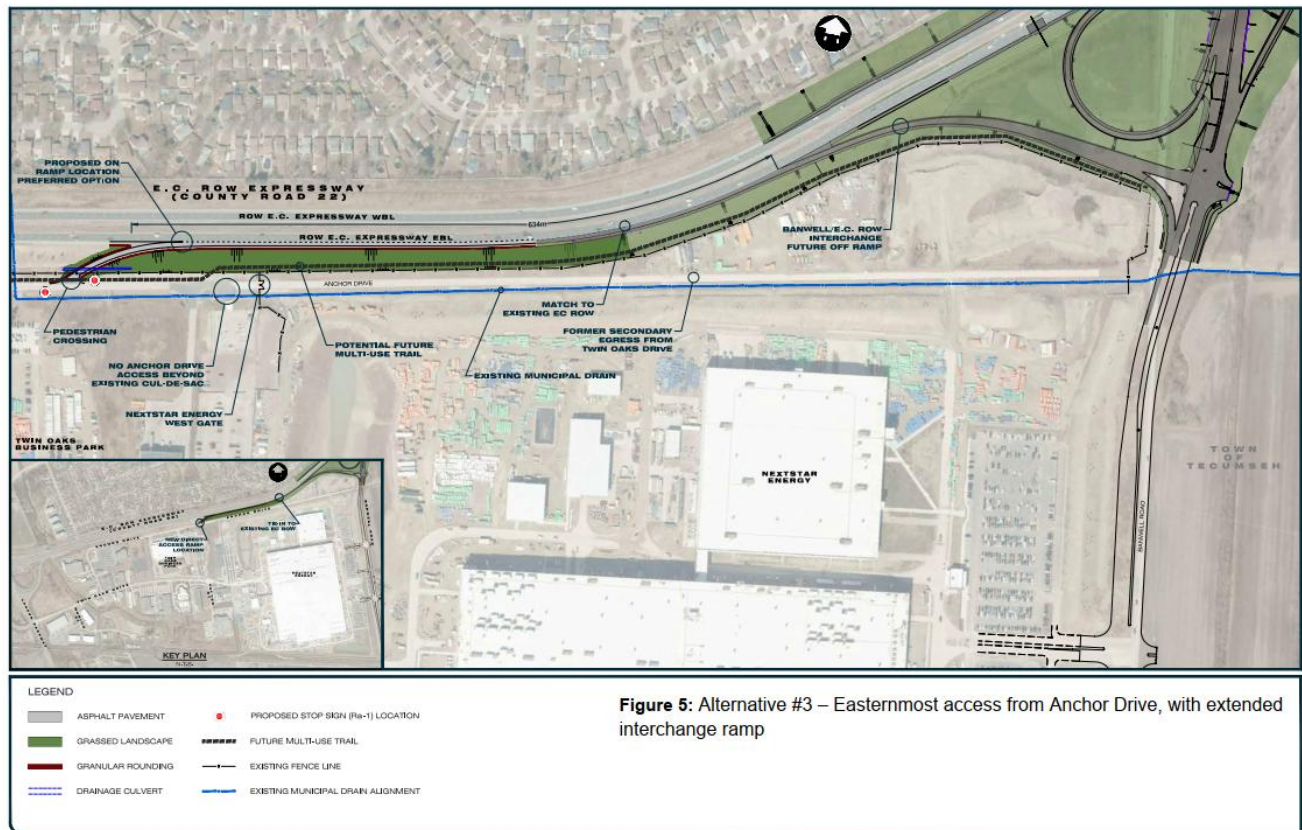


Figure ES-2: Alternative 3 – Preferred Alternative

Alternative 3 (as illustrated in Figure ES-2) was selected as the Preferred Alternative based on distinct advantages across all study metrics including minimizing environmental impacts, positive stakeholder support, improvement in traffic flow (due to continuous on-ramp connection to future Banwell Road interchange), reduced construction timeline, and lower engineering and construction costs.

Public Consultation Process

Consultation with review agencies, stakeholders and the public is a necessary and important component of the Municipal Class EA process. Further documentation related to the consultation activities undertaken during this Municipal Class EA Study is included in Appendix A. The City of Windsor has met Municipal Class EA consultation requirements with the following components for this project:

- Notice of Commencement and Public Information Centre (PIC)
- Direct Mailings to Stakeholders
- Project Website
- Public Information Centre
- Agency Consultation
- Indigenous Communities Consultation

The Project File Report will be placed on the public record for a mandatory 30-day public and agency review period from July 27 to August 26, 2026. Following clearance, the City will proceed to final design and tendering. Main construction is targeted for completion in 2027, with the potential to initiate preliminary phases as early as late summer 2026 alongside the Banwell Road interchange project.

1.0 Introduction

Dillon Consulting Limited (Dillon) was retained by The Corporation of the City of Windsor (City) to complete a Municipal Class Environmental Assessment (EA) Study to identify the preferred alternative for a second egress, or on-ramp, to service the Twin Oaks Industrial Park (also referred to as the business park) area (**Figure 1**) located in the City of Windsor, Ontario. The proposed on-ramp will extend east from Anchor Drive to connect with the E.C. Row Expressway.

1.1 Project Background

Historically, the Twin Oaks Industrial Park had two vehicular access points: one via Lauzon Parkway and one via Banwell Road. When the lands east of Twin Oaks Drive were developed for the NextStar Battery Plant, the eastern access to Banwell Road was removed. As a result, access to the Twin Oaks Industrial Park has one single entrance/exit point off Lauzon Parkway, without a secondary egress. The proposed on-ramp to the E.C. Row Expressway will serve as a secondary egress point to improve connectivity for the Industrial Park and address potential safety concerns resulting from having only one egress from the Industrial Park. The proposed on-ramp will be assumed and maintained by the City.

This Class EA Study provides an overview of the project, identifies and evaluates alternative solutions, and identifies the preferred alternative for the second egress for the Twin Oaks Industrial Park. This study has been conducted in consultation with the public, Indigenous communities, and regulatory agencies. This report documents the planning and decision-making process completed for this study.

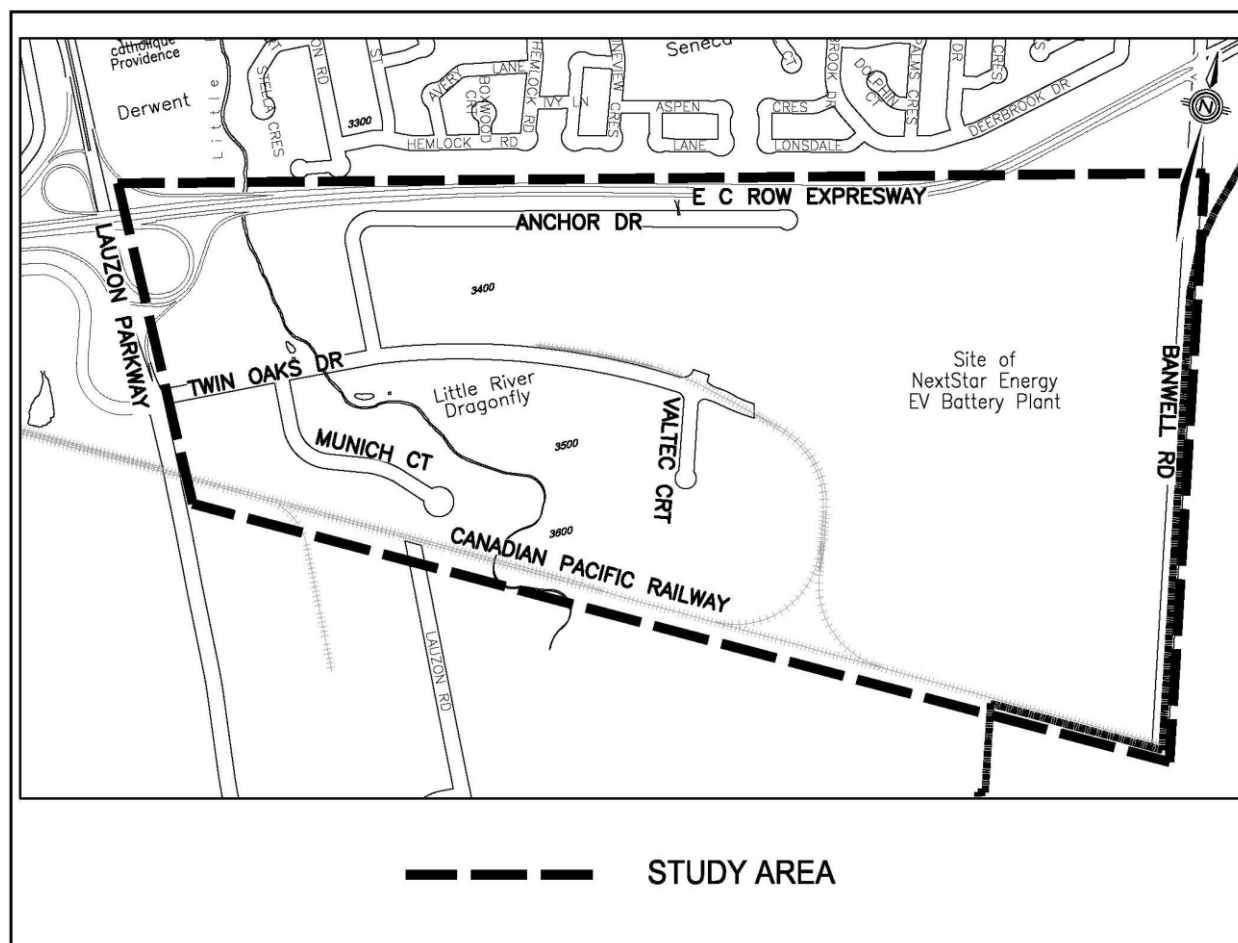


Figure 1: Twin Oaks Second Egress Study Area

1.2 Municipal Class Environmental Assessment Process

This Class EA Study was carried out as Schedule “B” project following the Municipal Class Environmental Assessment (MCEA) document (2024). Projects undertaken through this planning process are classified as one of four “Schedule” types ranging from Schedule ‘A’ and ‘A+’ to Schedule ‘B’ and ‘C’ in accordance with their degree of anticipated environmental impact and magnitude.

The new secondary egress is classified as an MCEA Schedule B project. The new ramp has potential for localized impacts and limited adverse environmental effects. The overall risk for negative environmental impacts is relatively low. The new ramp will be located entirely within the municipally owned right-of-way of the Twin Oaks Industrial Park.

This Schedule “B” study requires the completion of Phases 1 and 2 of the MCEA process (illustrated in Error! Reference source not found.). As part of the study, a Project File Report (PFR) is prepared for a 30-day public and agency review period.

Based on the objective of avoiding or minimizing adverse environmental impacts, the Schedule “B” screening process involves:

- The preparation of an inventory of the environment potentially affected by the project;
- Public and agency consultation.
- An impact assessment of the preferred alternative, including measures to avoid/mitigate any adverse impacts.
- Documentation of the Class EA process in a PFR.

EXHIBIT A.2. MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the MCEA

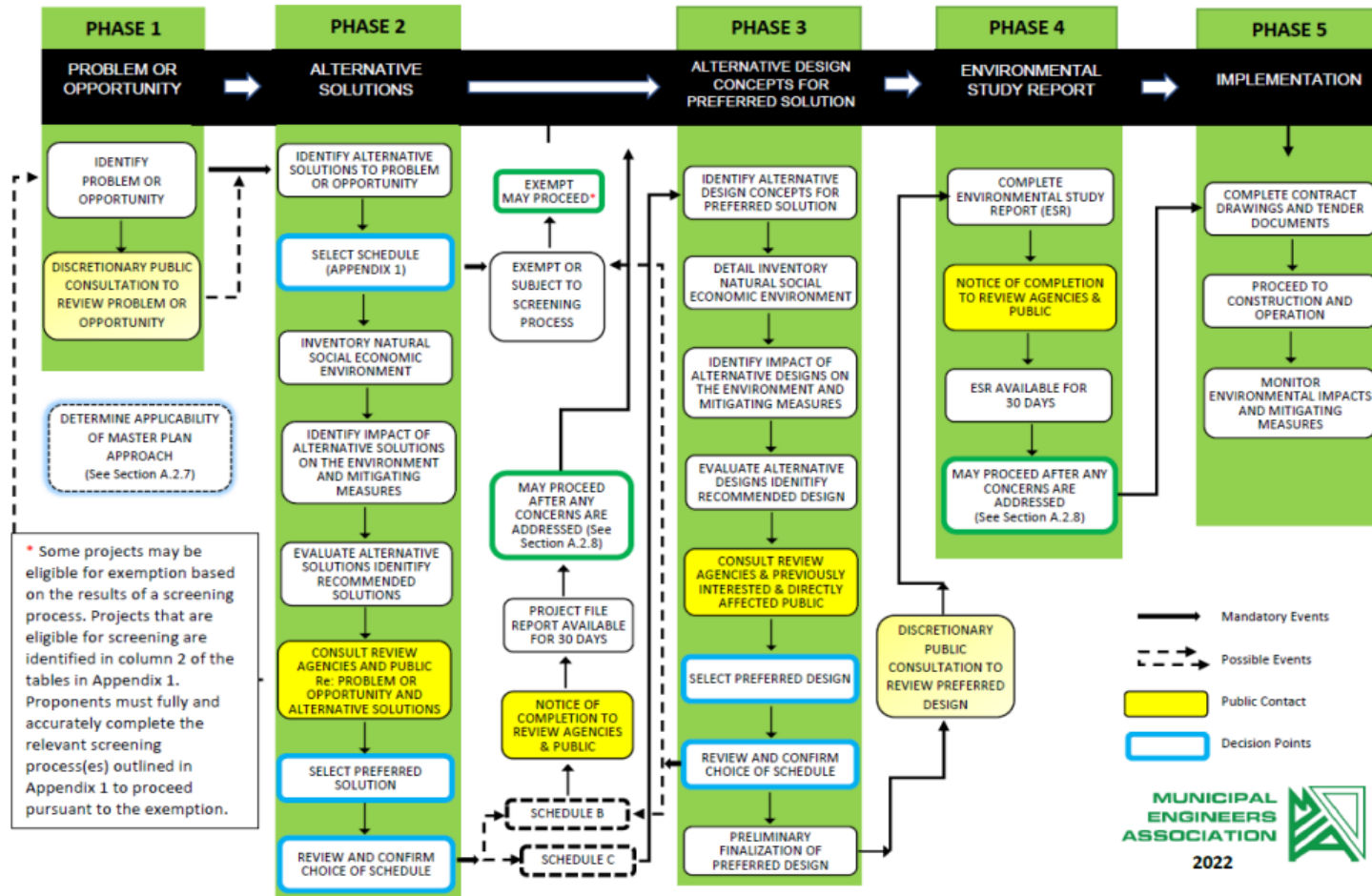


Figure 2: Municipal Class Environmental Assessment Process (Municipal Engineers Association, 2024)

2.0 Problem Statement

With the ongoing expansion of the Twin Oaks Industrial Park, the area now depends on a single point of entry and exit at Lauzon Parkway. Previously, the Industrial Park was serviced by a secondary egress access point from Banwell Road. This egress was removed during the development of the neighbouring NextStar Battery Plant. The single egress presents a safety risk. Should the existing egress become obstructed due to a vehicle collision, infrastructure failure, or other unexpected restrictions, there is no secondary means of egress for vehicles inside the Twin Oaks area.

The urgency of providing a secondary egress from the Industrial Park is highlighted by a documented instance where workers were unable to leave the business park for several hours due to a collision blocking the Twin Oaks Drive egress at Lauzon Parkway.

On January 16, 2026, the City of Windsor's Mayor issued a Mayoral Direction letter, MD 01-2026 (**Appendix B**), to address the issue of the single egress.

A review of recent collision history in the area (from 2021 to present) shows an increase in collisions in the general area since 2021. The increase in collisions is tied to increased industrial traffic, and vehicles weaving near the highway ramps.

The construction of a new on-ramp to E. C. Row Expressway from Anchor Drive will provide the Twin Oaks Industrial Park with a secondary means for egress, improving overall traffic flow exiting the area.

Phase 1 of the Class EA involves developing a Problem/Opportunity Statement for the study. The following statement was developed based on the needs and study objectives:

Due to recent area development, traffic within the Twin Oaks Industrial Park relies on a single exit point onto Lauzon Parkway. This single exit can become problematic if it becomes temporarily obstructed due to vehicle collisions, road infrastructure constraints, or other restrictions.

There is an opportunity to implement a secondary means of egress from the Twin Oaks Industrial Park which will also improve overall traffic flow while minimizing potential congestion.

3.0 Existing Conditions

The following section summarizes existing conditions within the Study Area that were considered as part of the identification and evaluation of alternative solutions.

3.1 Land Use

The proposed project is located within the City of Windsor, Ontario, and is entirely within the municipally owned right-of-way.

The study area is bounded by the E.C. Row Expressway corridor to the north, the Canadian Pacific Kansas City (CPKC) Railway tracks to the south, Lauzon Parkway to the west, and Banwell Road to the east. This study area includes internal roads such as Twin Oaks Drive, Munich Court, and Valtec Court, and sits immediately adjacent to the NextStar Energy EV Battery Plant development.

The primary land use designation within the study area is Industrial, as well as Business Park and Mixed-Use Corridor use that abut the area directly to the east and terminate at Banwell Road. The study area is characterized by a mix of heavy and light industrial operations, commercial suppliers, corporate offices, medical and corporate/professional services.

There are approximately thirty businesses distributed across six different commercial and industrial sectors. There are eight manufacturing and heavy industrial operations alongside three transportation, logistics, and distribution facilities. Additionally, the area supports six commercial suppliers and wholesalers, four trade and contracting service providers, six corporate and professional service offices, and health and wellness clinics.

There are two parcels of vacant, vegetated land that remain undeveloped within the study area. The first is a center-south parcel that is situated directly north of the CPKC Railyard. The second is a westernmost parcel located north of Twin Oaks Drive and immediately south of the E.C. Row Expressway.

3.1.1 City of Windsor Official Plan

Land uses within the project area are governed by the City of Windsor's Official Plan, adopted in 2022.

Lands within the Study Area are designated "Industrial," "Business Park," and "Mixed-Use Corridor" on Schedule D of the Official Plan (**Appendix C**). The Official Plan states the "Industrial" land use designation provides for a broad range of industrial uses which, because of their physical and operational characteristics, are more appropriately clustered together and separated from sensitive land uses. The "Business Park" designation allows business and industrial uses of a similar quality and character to locate together in highly visible areas.

Chapter 6 of the Official Plan states that adequate infrastructure and transportation services must be provided to employment areas to maintain viable industrial zones and support the retention and expansion of Windsor's employment base. In accordance with the development criteria set out in Section 6.4.3 (Industrial Policies) and Section 6.4.4 (Business Park Policies), infrastructure improvements, such as a new on-ramp to the E.C. Row Expressway, are permitted within these designations subject to the satisfaction of the City and relevant review agencies.

3.2 Transportation

3.2.1 Existing Road Network

Lauzon Parkway, a four-lane Class I arterial road, provides access to the Twin Oaks Business Park from the City's roadway network. At the interchange with the E.C. Row Expressway, Lauzon Parkway widens to a seven- to eight-lane cross-section to accommodate auxiliary lanes connecting to the interchange ramps.

Branching north from Twin Oaks Drive at a location 450 meters east of Lauzon Parkway is Anchor Drive, a two-lane local street with an unposted speed limit of 50 km/h that turns to the east and runs along the south side of the E.C. Row Expressway. Historically, Anchor Drive turned into E.C. Row Avenue and extended east to Banwell Road, serving as a second access and egress route to the Industrial Park. However, this connecting road was permanently closed in 2023 to accommodate the construction of the NextStar battery plant, with Twin Oaks Drive currently serving as the sole access and egress point for the business park.

Twin Oaks Drive and Anchor Drive are part of the Sidewalk and Cycling Networks in the City's 2019 Active Transportation Master Plan. Other roads and connecting intersections adjacent to the study area were identified as requiring modifications which include potential ramp realignments, signalization improvements, and the implementation of a secondary egress route, however these considerations are outside the scope of this project.

3.2.2 Traffic Trip Generation and Distribution

A report to City of Windsor Council was prepared in January 2026 (**Appendix D**), which provided background and discussion regarding the transportation situation related to options to provide additional access for Twin Oaks Business Park. The report describes the history of closure of the access at E.C. Row Avenue (to Banwell Road), trip generation and alternatives.

Traffic studies in the Twin Oaks Business Park area (including data collected at Lauzon Parkway/ Twin Oaks Drive and South Service Road) indicated an increase in traffic volumes between 2022 and 2024, which included construction related traffic. Since the 2025 completion of the NextStar battery plant, the construction traffic has subsided.

3.2.3 Future Conditions

As the Industrial Park continues to develop, it is expected that traffic volumes will continue to grow. Future reliance on a single access point via Twin Oaks Drive to Lauzon Parkway presents a safety related concern that should be addressed.

A future interchange at Banwell Road and the E.C. Row Expressway, located to the east of the Twin Oaks Industrial Park is currently under construction, and is expected to be completed in 2027. Future traffic impacts of this are expected to improve the level of service at the Banwell and E.C. Row Expressway, and provide alternate access to and from the Expressway, which may improve traffic flow at the Lauzon and Twin Oaks intersection, and the Lauzon Parkway interchange at E.C. Row Expressway.

3.3 Natural Environment

A natural environment baseline conditions review was undertaken for the Twin Oaks – E.C. Row Expressway On-ramp study area, which used available background information and the results of a site visit undertaken for the adjacent Banwell/E.C. Row Expressway intersection improvements, the westernmost portion of which overlaps with this study area (**Appendix E**). The review included ecological land classification (ELC) and Species at Risk (SAR) habitat screening.

3.3.1 Terrestrial Environment

ELC within the study area, adjacent to the E.C. Row Expressway, includes the following community types:

- Mixed Meadow
 - characterized by open communities dominated grassland species, and a mix of deciduous and coniferous species.
 - has a history of anthropogenic disturbance (such as staging areas for road works).
- Cultural Communities
 - includes Transportation and Utilities, Commercial and Institutional, Residential, and Constructed Green Lands communities.
 - refer to a broad cultural or human-modified land type, designating built-up properties such as roads, manicured landscapes, and industrial uses.

A figure showing the ELC types can be found in the baseline review in **Appendix E**.

It is expected due to the nature of the construction, all trees within the project footprint will require removal ahead of construction.

3.3.2 Fish and Fish Habitat

The Study Area lies within the Little River Watershed. The Gouin Drain runs east-west along the north side of the Study Area, adjacent to the existing E.C. Row Expressway. This drain is considered "Class F" in DFO's drain classification (OMAFRA, 2023). A drain classification of "F" indicates that the feature has an intermittent flow. Though not expected to be direct fish habitat, based on the existing conditions, it is possible that fish have access to these drains seasonally during periods of higher flow.

Aquatic assessments undertaken for the adjacent Banwell Road and E.C. Row Expressway Interchange and Corridor Improvements found that the drain could support a primarily warmwater fish community during elevated flows. While the system features limited in-stream habitat, two fish species were recently observed in the drain (2023).

3.3.3 Species at Risk

The completed natural environmental screening identified a potential for Species and Risk to occur within the general study area, with limited potential to occur within the specific project footprint:

- Four SAR bird species have the potential to occur. The current conditions within the study area are not likely to support these species due to the level of disturbance at the study area, the tree sizes (small), and lack of both open meadow area, and undisturbed forested areas.
- Two SAR snake species were determined to have the potential to occur. The dense overgrowth of the meadow area is unlikely to support these species. Despite these conditions, one Butler's Gartersnake was observed during a 2023 sweep to the east of the Study Area, near the intersection of Banwell and Anchor Drive.
- Seven SAR bat species were determined to have the potential to occur. However, no adverse impacts to SAR bats are anticipated provided that best management practices and standard mitigation measures are implemented.
- Six SAR vegetation species determined to have the potential to occur.

Works are ongoing to establish the existing conditions for potential SAR in the study area, with a focus on snake habitat and species. The City is actively reviewing the work zone and has proactively commenced placing cover boards on site to identify any active snake habitats.

Fisheries and Oceans Canada (DFO) SAR mapping was reviewed and there were no aquatic SAR identified within the Study Area. There were no aquatic SAR records in other background reviews, and as such aquatic SAR are not anticipated to be encountered or impacted.

Online registration and appropriate mitigation and conservation measures under O.Reg. 75/26 Registrable Activities will be undertaken by the City for any potential impacts to SAR prior to the start of construction.

3.4 Cultural Resources

3.4.1 Archaeology

Lands within the Study Area are subject to Chapter 9 (Heritage Conservation) of the City of Windsor Official Plan (2024), which enables the implementation of the Windsor Archaeological Management Plan (2024) (WAMP) to identify and conserve valuable cultural heritage resources. The main objective of the WAMP is to ensure that municipal infrastructure works and development applications within areas of archaeological potential are managed and evaluated prior to any soil disturbance.

The proposed project falls outside the requirements for active archaeological field investigations. Under criteria established within the WAMP, the E.C. Row Expressway alignment is designated as an exception that does not retain historical colonial-period roadside potential. The WAMP also dictates that standard roadbeds extending 7.5 metres from paved road centrelines have experienced extensive landscape alterations. These areas are deemed to possess low or no remaining archaeological integrity.

As the proposed works are situated entirely within an existing municipally owned right-of-way, no formal Stage 1 or Stage 2 archaeological investigations are required to proceed, the project lands are not designated as an Archaeological Potential Zone (APZ) (**Appendix F**).

3.4.2 Built Heritage

The Ministry of Tourism, Cultural and Sport (MTCS) "Screening for Impacts to Built Heritage and Cultural Heritage Landscapes" checklist was completed to determine potential impacts to cultural heritage resources (**Appendix G**). Based on the findings of the checklist, the project is unlikely to impact cultural heritage landscapes or built heritage resources, and a Cultural Heritage Evaluation Report is not required.

4.0 Alternative Solutions

Phase 2 of the Class EA process involves the identification and evaluation of several “Alternative Solutions” for the problem identified in Phase 1. A preferred solution is chosen at the end of Phase 2.

As required by the Class EA, a “do nothing” alternative was considered, however due to the need identified through the Problem Statement, the “do nothing” alternative does not solve the problem and is therefore not a feasible solution.

An egress point at the south of the Study Area is not feasible due to the existing railway corridor. Similarly, an egress point to the east of the Study Area is not feasible due to development of the NextStar Battery Plant and resulting closure of the egress to Banwell Road. With the existing access and egress point at the west of the Study Area (existing access to Lauzon Parkway), the focus of alternative solutions was to the north of the Study Area.

The Transportation Review (January 2026) (**Appendix D**) identified a number of technical alternatives for additional egress and/or access. Four alternatives were identified as feasible from a transportation perspective:

- New Access to Eastbound Expressway from Anchor Drive
- New Access to Eastbound Expressway from Twin Oaks Drive
- New Access and Egress between Eastbound Expressway and Twin Oaks Drive, and
- New Access to Eastbound Expressway from Anchor Drive Extension.

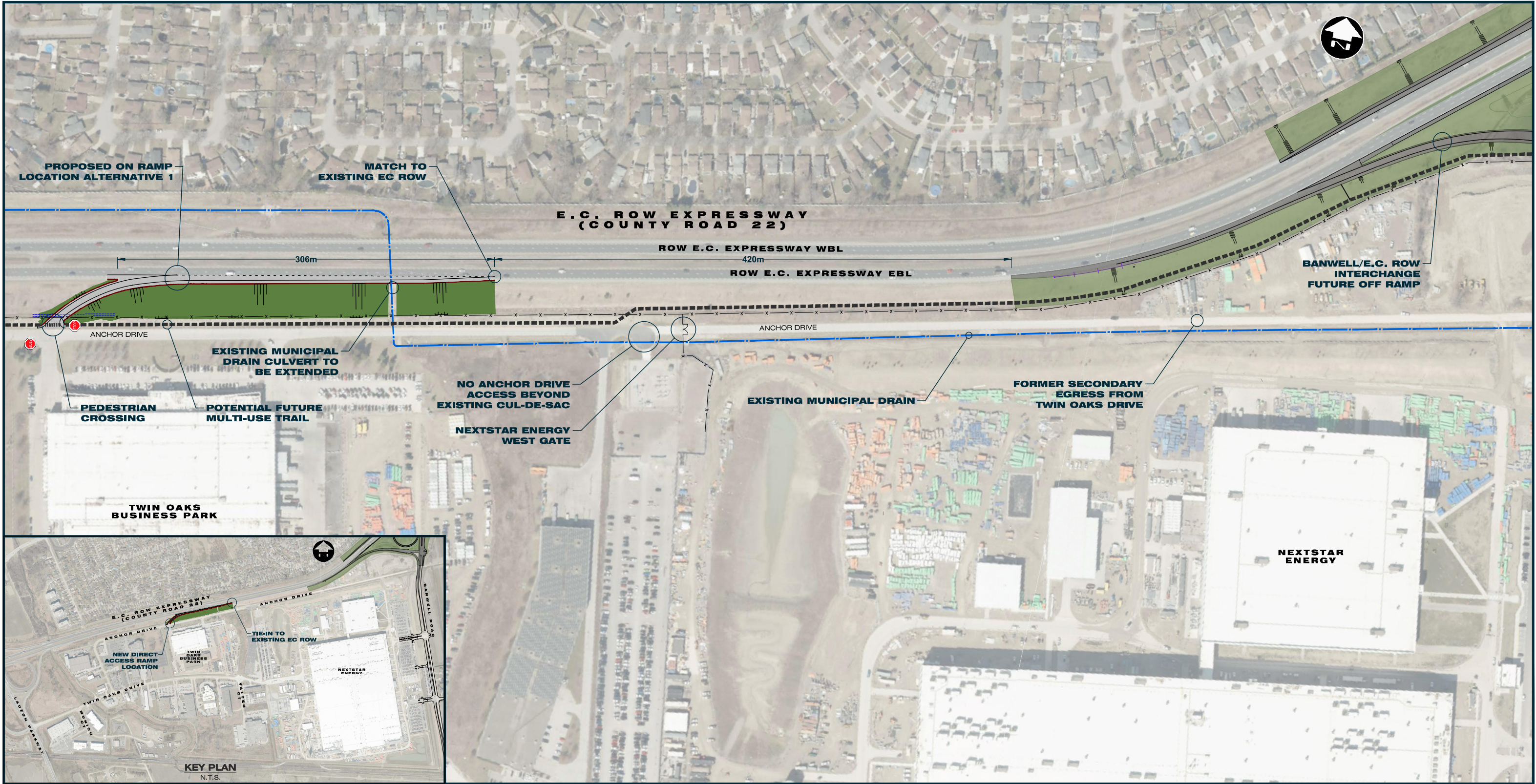
Recommendations from the Transportation Review (January 2026) were to proceed with egress from existing Anchor Drive to the eastbound E.C. Row Expressway which achieves the primary objective of providing a secondary egress at the lowest cost.

As a result of this recommendation, the EA alternative solutions were developed to focus on the most viable, cost-effective alternative: an egress from the existing Anchor Drive and did not further consider the three other alternatives presented in the Transportation Review. Two options for new access from Anchor Drive were identified within the Transportation Memo (represented conceptually by Alternatives 3a and 3b in the Transportation Review), and a third alternative was subsequently identified based on potential opportunities with adjacent Banwell Road works. Section 4.1 outlines the options carried forward in the EA.

4.1 Alternative Solutions Considered for Study Area

For the purpose of this Class EA Study, three alternatives were developed and carried forward for evaluation. The alternative solutions that were considered for the secondary egress are:

- **Alternative #0 – Do Nothing (Maintain Existing Conditions):** This baseline option involves maintaining the existing road network as it is today. Under this scenario, the Twin Oaks Industrial Park would continue to rely solely on the single entrance/exit point off Lauzon Parkway, and no new secondary egress to the E.C. Row Expressway would be constructed.
- **Alternative #1 – Westernmost Access from Anchor Drive:** This alternative includes the new construction of an eastbound on-ramp from Anchor Drive to E.C. Row Expressway eastbound lanes, from approximately 470 m west of the existing Anchor Drive cul-de-sac. The length of the interchange lane for this alternative would be approximately 306 m. This alternative is the westernmost alternative, and provides maximum separation distance from the future Banwell/E.C. Row Expressway interchange of the considered alternatives, with a separation of approximately 420 m. This alternative crosses an existing municipal drain, which would require modifications made to the existing concrete twin box culvert structure crossing under E.C. Row Expressway. These works would require approval under the *Drainage Act*, and potential for in-water works. The location of this access is shown in **Figure 3**.
- **Alternative #2 – Midpoint Access from Anchor Drive:** This alternative includes the new construction of an eastbound on-ramp from Anchor Drive to E.C. Row Expressway eastbound lanes, from approximately 300 m west of the existing Anchor Drive cul-de-sac. The length of the interchange lane for this alternative would be approximately 303 m. This alternative uses a mid-point between Lauzon and Banwell as an access point, does not connect to the future Banwell/E.C. Row Expressway interchange, and has a separation distance between the interchanges of approximately 235 m. This alternative crosses an existing municipal drain, which would require modifications made to the existing concrete twin box culvert structure crossing under E.C. Row Expressway. These works would require approval under the *Drainage Act*, and potential for in-water works. The location of this access is shown in **Figure 4**.
- **Alternative #3 – Easternmost access from Anchor Drive, with extended interchange ramp:** This alternative includes the new construction of an eastbound on-ramp from Anchor Drive to E.C. Row Expressway eastbound lanes, with an extended interchange lane to connect with the future Banwell/ E.C. Row Expressway interchange. This alternative results in one extended interchange lane for the Anchor Drive and Banwell interchange, with a total expected length of 630 m. The total new added on/off ramp length from what was included in the E.C. Row Expressway/Banwell Interchange project is 472m. This alternative does not cross a municipal drain. The location of this access is shown in **Figure 5**.



LEGEND

- | | | | |
|---|-------------------|---|------------------------------------|
|  | ASPHALT PAVEMENT |  | PROPOSED STOP SIGN (Ra-1) LOCATION |
|  | GRASSED LANDSCAPE |  | FUTURE MULTI-USE TRAIL |
|  | GRANULAR ROUNDING |  | EXISTING FENCE LINE |
|  | DRAINAGE CULVERT |  | EXISTING MUNICIPAL DRAIN ALIGNMENT |

Figure 3: Alternative #1 – Westernmost Access from Anchor Drive

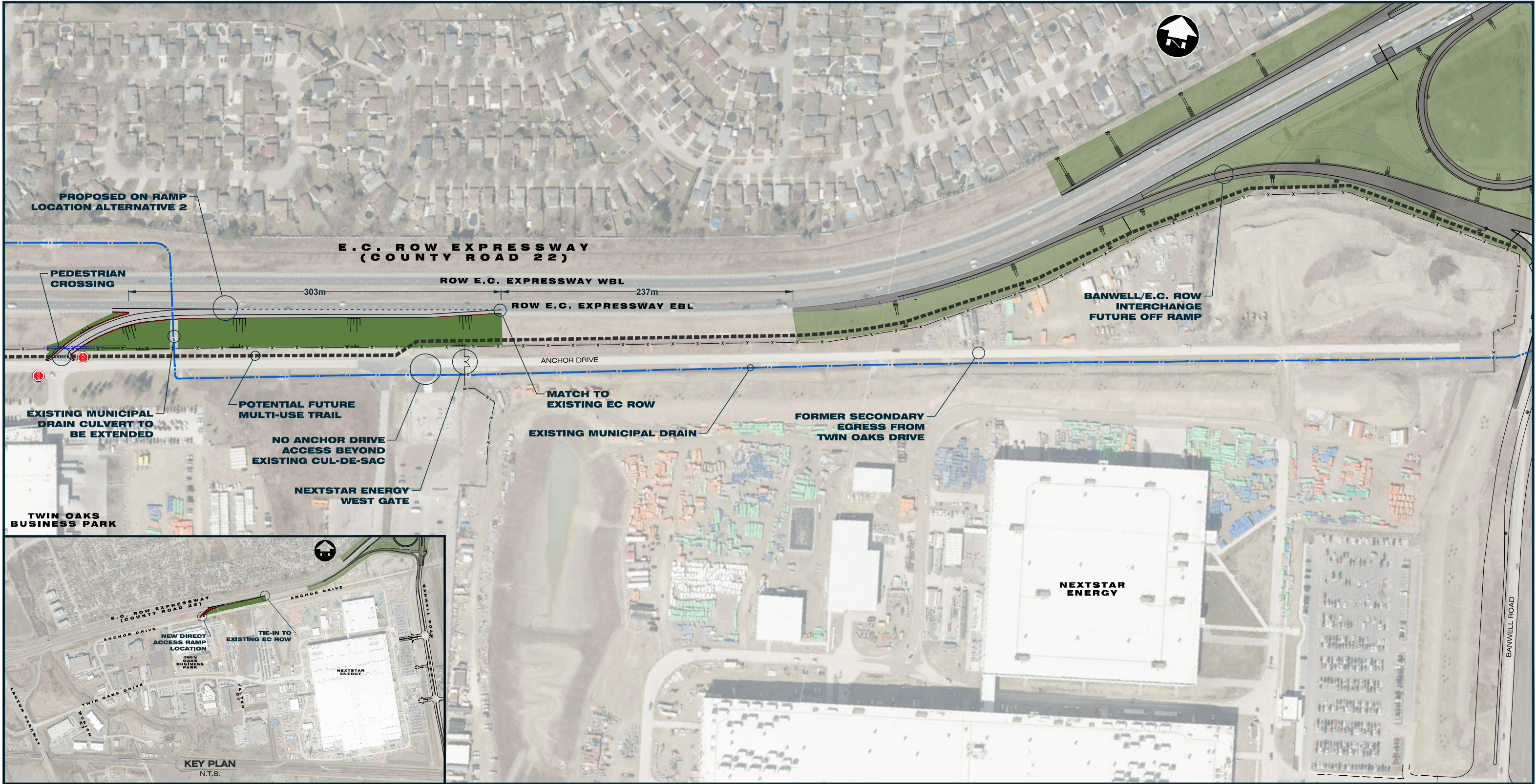
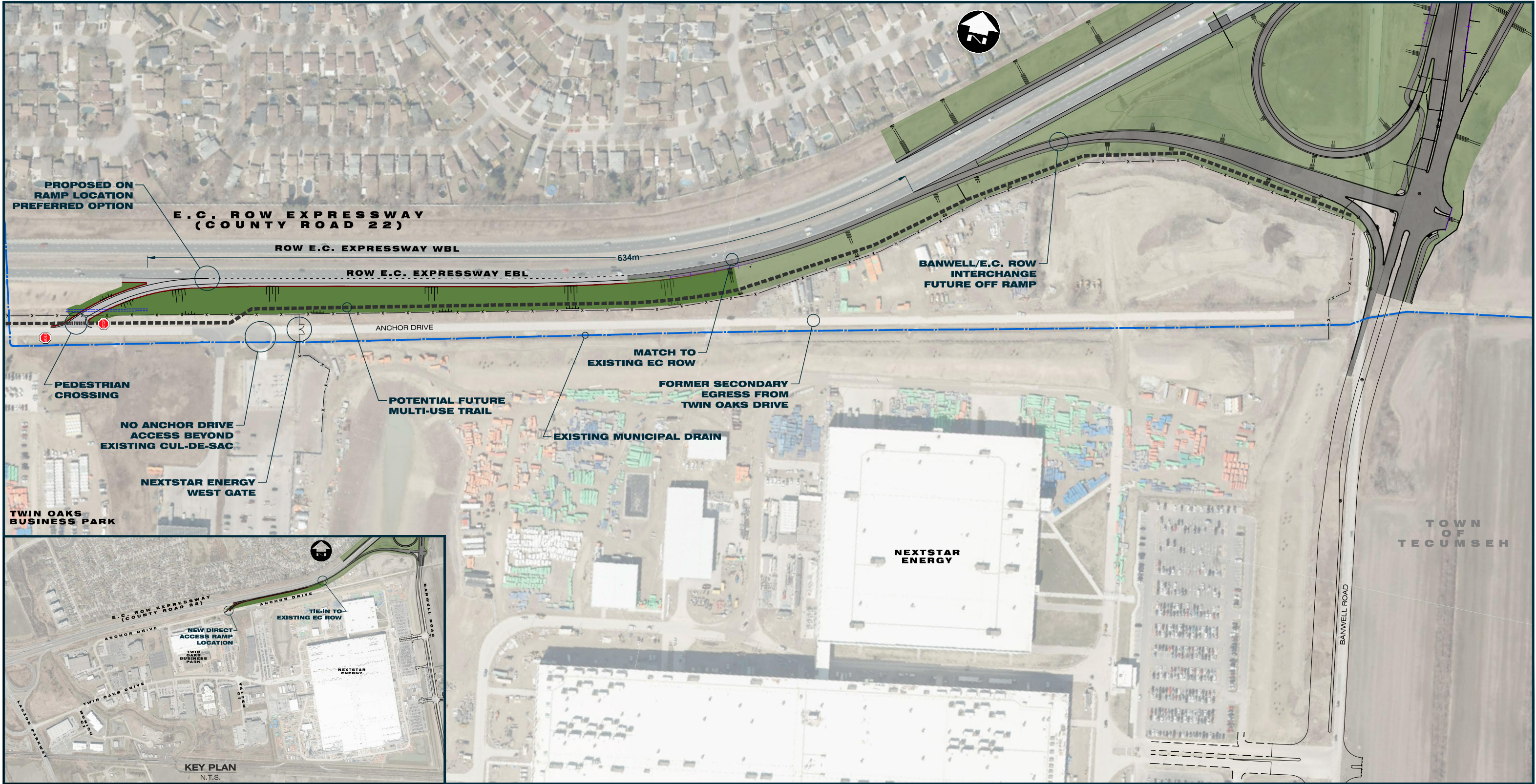


Figure 4: Alternative #2 – Midpoint Access from Anchor Drive



LEGEND

- | | | | |
|---|-------------------|---|------------------------------------|
|  | ASPHALT PAVEMENT |  | PROPOSED STOP SIGN (Ra-1) LOCATION |
|  | GRASSED LANDSCAPE |  | FUTURE MULTI-USE TRAIL |
|  | GRANULAR ROUNDING |  | EXISTING FENCE LINE |
|  | DRAINAGE CULVERT |  | EXISTING MUNICIPAL DRAIN ALIGNMENT |

Figure 5: Alternative #3 – Easternmost access from Anchor Drive, with extended interchange ramp

4.2 Evaluation Methodology and Criteria

In accordance with Class EA requirements, the alternatives were evaluated based on both environmental and technical engineering factors. As shown in **Table 1**, specific evaluation criteria were developed to address engineering, cultural and socio-economic, natural environment, and cost considerations. The evaluation between alternatives was done comparatively, reviewing each criterion and identifying the preferred alternative for each. The alternative that demonstrated the best balance of advantages and minimal adverse impacts across the categories will become the preferred alternative. Each alternative was rated on a scale of least preferred to preferred.

Table 1: Evaluation Criteria

Criteria	Indicator
Natural Environment	
Terrestrial Ecosystems	Potential for impact on natural environment features (terrestrial ecosystems)
Fish and Fish Habitat	Potential for impact on natural environment features (fish and fish habitat)
Species at Risk	Potential for impact on natural environment features (Species at Risk)
Socio-Economic Environment	
Alignment with Public Input	Potential to address comments received from stakeholders
Cultural Heritage Resources	Disruption of any cultural heritage resources
Archaeological Resources	Displacement or disruption of any archaeologically significant findings
Impacts to Property/Business Operations	Disruption to access and operation
Engineering	
Safety & Emergency Services	Improvement to traffic safety and routing within the Study Area
Traffic Operations and Capacity	Potential to reduce traffic concerns
Constructability	Complexity of construction methods
Cost	
Capital and Maintenance Cost (high-level estimates for comparison purposes)	Relative capital and maintenance costs

4.3 Evaluation of Alternative Solutions

Using the methodology and criteria presented in the previous section, the evaluation was used to select a preferred alternative. The results of this evaluation are included in **Table 2**.

Table 2: Evaluation of Alternative Solutions

Evaluation Criteria	Indicator	Alternative Solution #1		Alternative Solution #2		Alternative Solution #3		Preferred Alternative
Natural Environment								
Terrestrial Ecosystems	Potential for impact on terrestrial ecosystems.	Some vegetation removal/ disturbance required for construction; however, not considered significant as this has been a previously disturbed area. Some terrestrial disturbance is expected for construction around the Municipal Drain crossing area.		Same as Alternative Solution #1.		Some vegetation removal/ disturbance required for construction; however, not considered significant as this has been a previously disturbed area.		Alternative Solution #3.
Fish and Fish Habitat	Potential for impact on fish and fish habitat.	Some in-water works are expected for construction of the crossing of the Gouin Municipal Drain. Potential for impact to fish and fish habitat, may require species protection or relocation.		Same as Alternative Solution #1.		No expected impact to fish and fish habitat.		Alternative Solution #3.
Species at Risk	Potential for impact on Species at Risk.	Impact to SAR is expected to be minimal across the site due to the minimal vegetation removal/disturbance required for construction.		Same as Alternative Solution #1.		Same as Alternative Solution #1.		All alternatives are relatively equal.
Socio-Economic Environment								
Alignment with Public Input	Potential to address comments received from stakeholders.	No feedback received from the public regarding alternative.		Same as Alternative Solution #1.		Public support provided for Alternative Solution #3 as the Preferred Alternative.		Alternative Solution #3.
Cultural Heritage Resources	Disruption of any cultural heritage resources.	No expected impact for cultural heritage resources.		Same as Alternative Solution #1.		Same as Alternative Solution #1.		All alternatives are relatively equal.
Archaeological Resources	Displacement or disruption of any archaeologically significant findings.	No expected impact for archaeological resources.		Same as Alternative Solution #1.		Same as Alternative Solution #1.		All alternatives are relatively equal.
Impacts to Property/Business Operations	Disruption to access and operation.	The construction of this egress alternative is not expected to cause prolonged disruption to access to businesses, or to operations. Construction will occur primarily in the municipal road corridor with minor disruption of traffic expected when construction occurs at the Anchor Drive connection. No land takings are necessary.		Same as Alternative Solution #1.		Same as Alternative Solution #1.		All alternatives are relatively equal.

Evaluation Criteria	Indicator	Alternative Solution #1		Alternative Solution #2		Alternative Solution #3		Preferred Alternative
Engineering								
Safety & Emergency Services	Improvement to traffic safety within the study Area.	Provides an alternative egress route to local traffic, improving access during emergency situations.		Same as Alternative Solution #1.		Same as Alternative Solution #1.		All alternatives are relatively equal.
Traffic Operations and Capacity	Potential to reduce traffic concerns.	Alternative maximizes the distance between the proposed Banwell off-ramp and proposed Twin Oaks on-ramp, reducing expected congestion between the traffic movements; however, introduces an additional separate connection to the expressway		Located within relative proximity of the proposed Banwell off-ramp, which has the potential to cause some traffic congestion between the traffic movements.		Alternative extends the on-ramp to connect with the proposed Banwell off-ramp, reducing the number of separate on/off ramps, which may streamline traffic movements.		Alternative Solution #3.
Constructability	Complexity of construction methods.	Higher complexity due to municipal drain crossing and associated in-water works requirements.		Same as Alternative Solution #1.		Efficiencies in construction may be realized with the adjacent Banwell interchange works. Complexity associated with municipal drain crossing not expected to apply, no in-water works.		Alternative Solution #3.
Cost								
Capital and Maintenance Cost (high-level estimates for comparison purposes)	Relative capital and maintenance costs.	Higher relative capital and operating cost, including cost for Municipal Drain crossing (and related design). Estimated probable cost (incl. contingency): \$2.6M		Same as Alternative Solution #1. Estimated probable cost (incl. contingency): \$2.6M		Lower relative capital and operating cost, as there is no expected Municipal Drain crossing (and related design), construction with adjacent Banwell Road off-ramp works could lead to efficiency in mobilization costs. Estimated probable cost (incl. contingency): \$1.55M		Alternative Solution #3.
Overall Preference								

Legend

 Preferred

 Moderately Preferred

 Less Preferred

 Least Preferred

5.0 Preferred Alternative

Based on the comparative evaluation, Alternative #3: Easternmost access from Anchor Drive with an extended interchange ramp, was identified as the preferred alternative based on the following:

- Addresses the issue described in the Problem Statement (similar to the other alternative solutions).
- Lower capital and operating costs by eliminating the need for a Municipal Drain crossing, and opportunity for efficiencies in construction costs may be achieved through mobilizing concurrently with the adjacent Banwell interchange works.
- Least expected impact on the natural environment, as in-water works are not required, and some disturbed area footprint overlap is expected with the Banwell interchange works.
- Improves overall traffic operations by redistributing vehicle volumes away from the single exit at Lauzon Parkway, which effectively reduces congestion and weaving movements near the highway ramps.

An estimated construction cost was developed for the preferred Alternative, as shown previously in Table 2. Actual construction costs will be subject to the City tendering process.

6.0 Impacts and Mitigation

Mitigation measures as outlined in **Table 3** must be incorporated into the design and construction phases.

Table 3: Mitigation Measures

Environmental Feature	Impacts and Mitigation
Safety	Public safety during construction will adhere to strict guidelines, including best practices for vehicle safety, and minimum OTM requirements for traffic control. Advance notification of any temporary closures or lane restrictions will be proactively communicated to motorists and pedestrians via public media and highly visible construction signage, ensuring safe and efficient traffic flow throughout the work zone.
Natural Environment – Vegetation Removals	Vegetation removals and disturbances will be minimized to the extent necessary for the work. Additionally, clearing activities will be timed to avoid sensitive life stages for wildlife, specifically critical bird nesting periods (removals should be completed outside of the migratory bird nesting season; no removals completed from April 1 to August 31). If vegetation removal activities must occur within the active breeding bird window, nest sweeps will be conducted by a qualified biologist no more than 48 hours prior to clearing. If required, vegetation removal should be limited to the smallest extent possible and should be conducted between August 31 and October 31, outside of the migratory breeding bird window and when SAR snake individuals are active and most able to flee areas of disturbance, or between December 1 and March 30, when SAR snake individuals are over-wintering. Accordingly, vegetation removals should be targeted between August 31 and October 31, or December 1 and March 30. If that timing is infeasible, works between April 1 and August 31 can occur with sufficient sweeps conducted by a qualified biologist. Erosion and sediment control measures, such as silt fencing, will be installed according to best practices prior to disturbance of soil. Construction activities will be in line with regulatory requirements, and any required approvals through the local Conservation Authority.

Environmental Feature	Impacts and Mitigation
Natural Environment – Species at Risk	The site is being reviewed for SAR in accordance with Ministry of the Environment, Conservation and Parks (MECP) processes. If any species are identified within the project area, online registration and appropriate mitigation and conservation measures under O. Reg. 75/26 Registrable Activities will be undertaken. Preventative snake exclusion fencing will be installed at the construction site, and snake sweeps will be completed once this exclusion fencing is fully secure to safely clear the area of any snakes prior to the start of construction. Workers must be vigilant and check work areas for the presence of snakes. If snake species are encountered, work must be temporarily suspended until the animal is out of harm's way. If the snake persists in the work area, a person qualified to handle snakes should be contacted to relocate the animal. Construction and vegetation-clearing equipment that is left idle for over one hour or is parked overnight on the study area between April 1 and October 31, must be surveyed for the presence of SAR snakes before re-ignition. This visual examination should include all lower components of the machinery, including operational extensions and running gear. During the active snake season (March to November), individuals may find and occupy material and equipment stored on site; therefore, a clean, debris-free work site should be maintained (e.g., storage of flat materials like plywood and rubber mats in open areas should be avoided).
Construction Measures	Standard mitigation measures in the Ontario Provincial Standard Specifications (OPSS) related to noise and dust during construction will apply.

6.1 Climate Change

The project's impact and resiliency to climate change were taken into consideration during the Class EA study and will be carried forward into the design. New infrastructure in the City is designed with consideration for climate change. One of the considerations when evaluating the Alternative Solutions was crossing the existing municipal drain. Alternative 3 does not cross the drain, reducing potential for flooding on the ramp in the event of a significant rainfall event, which is preferred from a climate change perspective. The second egress from the Twin Oaks Business Park also minimizes the potential for traffic congestion and idling, thereby having a minimal (positive) impact to climate change, and improves transportation network resilience by providing an alternate route during extreme weather events that may affect primary access to the business area.

7.0 Consultation

The following summarizes the consultation activities completed throughout the Class EA Study. Consultation materials referred to in this section are included in **Appendix A**.

7.1 Contact List

The Class EA Study contact list was updated throughout the project, including agencies and local property owners.

7.2 Notice of Study Commencement and Public Information Centre

A combined Notice of Study Commencement and Public Information Centre was issued by the City of Windsor on April 24, 2026. The Notice was posted on the City of Windsor website and sent to local property owners within the Study Area, agencies, and Indigenous Communities on the project contact list. A Project Information Form was sent to the MECP with the Notice.

Two agency responses to the notice were received, summarized in **Table 4**.

Table 4: Notice of Commencement and PIC - Agency Comment Summary

Contact	Comment	Response
Essex Region Conservation Authority (ERCA)	ERCA indicated support of the preferred alternative and provided reminders of the obligations for approval and regulatory requirements that may be required during construction phase.	No response required.
Windsor Police Service (WPS)	WPS indicated strong support of a second egress/access point for the Twin Oaks Area, as it aligns with public safety principle of having two separate means to access the area in the event of an emergency	No response required.

A Public Information Centre (PIC) was held on May 7, 2026, at the Forest Glade Community Centre in Windsor, Ontario, with 21 people in attendance. The majority of feedback received was in support of the new egress and interest in additional left-turn signalization at the Lauzon Parkway intersection. Five comments were received from the public, either via comment forms at the PIC or email during the comment period, and are summarized in **Table 5**.

Table 5: Public Information Centre Comments

Comment	Project Team Response
Interest in left-turn signals at Twin Oaks and Lauzon Parkway intersection.	Conversation with the member of the public at the meeting noted that the focus of this PIC and work will include improvements for the Twin Oaks egress; however, works are anticipated in upcoming years at Lauzon and consideration can be taken at that time.
Suggestions and concerns raised for improvement of traffic in the Study Area, including implementation of solutions for turning movements (e.g., signalized left turns), and a walking path.	Conversation with the member of the public at the meeting noted that the focus of this PIC and work will include improvements for the Twin Oaks egress, however feedback on traffic movement issues were noted, and can be considered for future improvements in the area.
Agreement with Solution #3, acknowledgement of the improvement to traffic flow for the area.	Acknowledged, no further response required.
Support for Solution #3, and suggestion for immediate implementation.	Acknowledged.
Interest in having the area accessed through cycling infrastructure, suggesting a tunnel or bridge to cross E.C. ROW Expressway.	Acknowledged.

7.3 Municipality Meetings

The Twin Oaks secondary egress was brought forth to the City of Windsor Council, including the Notice of Study Commencement and Public Information Centre, as part of a Correspondence Report for the Monday, April 27, 2026, City Council Meeting.

The project was previously discussed with the Council and the Mayor; a summary of the timeline and associated actions is provided in **Table 6**.

Table 6: Council and Mayor Action Summary

Date	Action
April 22, 2024	Initial council questions raised.
September 9, 2024	Follow-up council questions posed.
February 10, 2025	Report C24-2025 presented to Council Resulting decision: C25-2025
January 16, 2026	Mayoral Directive MD 01-2026 issued
January 26, 2026	Report C14-2026 presented during budget deliberations Outcome: B11-2026

7.4 Consultation with Indigenous Communities

A copy of the Notice of Study Commencement and PIC was sent to the following Indigenous Communities and associations via email as part of the study on April 22, 2026:

- Can-Am Indian Friendship Centre
- Chippewas of the Thames First Nation
- Chippewas of Kettle & Stony Point First Nation
- Chippewas of Aamjiwnaang First Nation
- Bkejwanong Territory (Walpole Island First Nation)
- Caldwell First Nation
- Delaware Nation (Moravian of the Thames)
- Munsee-Delaware First Nation
- Oneida Nation of the Thames
- Metis Nation of Ontario
- Union of Ontario Indians
- Chiefs of Ontario
- Tribal Council

No responses were received following the initial notification, and a follow-up was sent to communities on June 1, 2026.

A response was received by Southern First Nations Secretariat, looking for confirmation that the project information had been circulated to the eight London District Chiefs Council Member First Nations; a response was sent by the City confirming this had occurred.

The information was subsequently provided to Chippewas of the Thames First Nation, Caldwell First Nation and Chippewas of Kettle & Stony Point First Nation through the NationsConnect system for their review and use.

A comment response letter was received on June 25, 2026 from Chippewa of the Thames First Nation, indicating a preference for Alternative #3 as it does not cross a municipal drain. The letter further requested opportunities to be a part of any future environmental or archaeological surveys, and for notification of the alternative solution selected once it proceeds.

Follow-ups were completed by phone and email on July 10, 2026 to communities who had not provided feedback. A detailed communication log is included in Appendix A.

8.0 Approvals and Schedule

The following outlines approvals required prior to construction, as well as the anticipated project schedule.

8.1 Class EA Approval

When completed, this Project File Report will be placed on the public record and be available for review by Indigenous Communities, the public and review agencies for a period of at least 30 calendar days.

Concurrently, The City of Windsor will post a Notice of Completion for this project to provide Indigenous Communities, the public and review agencies information regarding the public comment period. This project will not commence until at least 30 days after the end of the public comment period. During the public comment period, anyone can:

- Review the documentation
- Submit any comments or concerns to the proponent, or
- Request a Section 16(6) Order.

An individual or agency can request the Minister to make a Section 16(6) Order if they have outstanding concerns that this project may have a potential adverse impact on constitutionally protected Aboriginal and treaty rights or believe that an Order may prevent, mitigate or remedy this impact. This request must be made before the public comment period is complete.

A Section 16(6) Order Request must include the following information:

- Contact Information
- Project Details
- Type of Request
- Indigenous Rights Impact
- Community Consultation
- Proponent Engagement, and
- Supporting Documentation

The request must be sent to the Minister, the Director of the Environmental Assessment Branch, and a copy to the City of Windsor. Submissions can be made via mail, email, fax, or hand delivery.

The Minister will evaluate requests based on the purpose of the Environmental Assessment Act, how the project differs from typical projects in its class, the requester's reasons, mediator reports, and the proponent's response.

- **If the Request is Denied:** The decision is final and cannot be appealed. The City may proceed with the project.
- **If the Order is Issued:** The City can only proceed by complying with the Order's conditions. The Order may require:
 - An Individual EA (requiring a formal application for approval).
 - Further Conditions (e.g., additional studies, long-term monitoring, or mandatory consultation).
 - Alternatively, the City may choose to abandon the project.

8.2 Approvals Required Prior to Construction

Any permitting required under the Species Conservation Act for the works will be completed prior to engaging in construction activities. Approvals from the Essex Region Conservation Authority will be sought where applicable; however, they are not expected to be required.

8.3 Schedule

Following the 30-day public and agency review period for this PFR, the City will proceed with design, tendering and construction of this project.

The anticipated construction has a target completion in 2027, however there is potential to begin as early as fall 2026 (in conjunction with the adjacent Banwell Road interchange project).