

Public Information Centre

Municipal Class Environmental Assessment Study
for a Second Egress for
Twin Oaks Industrial Park

May 7, 2026

Welcome

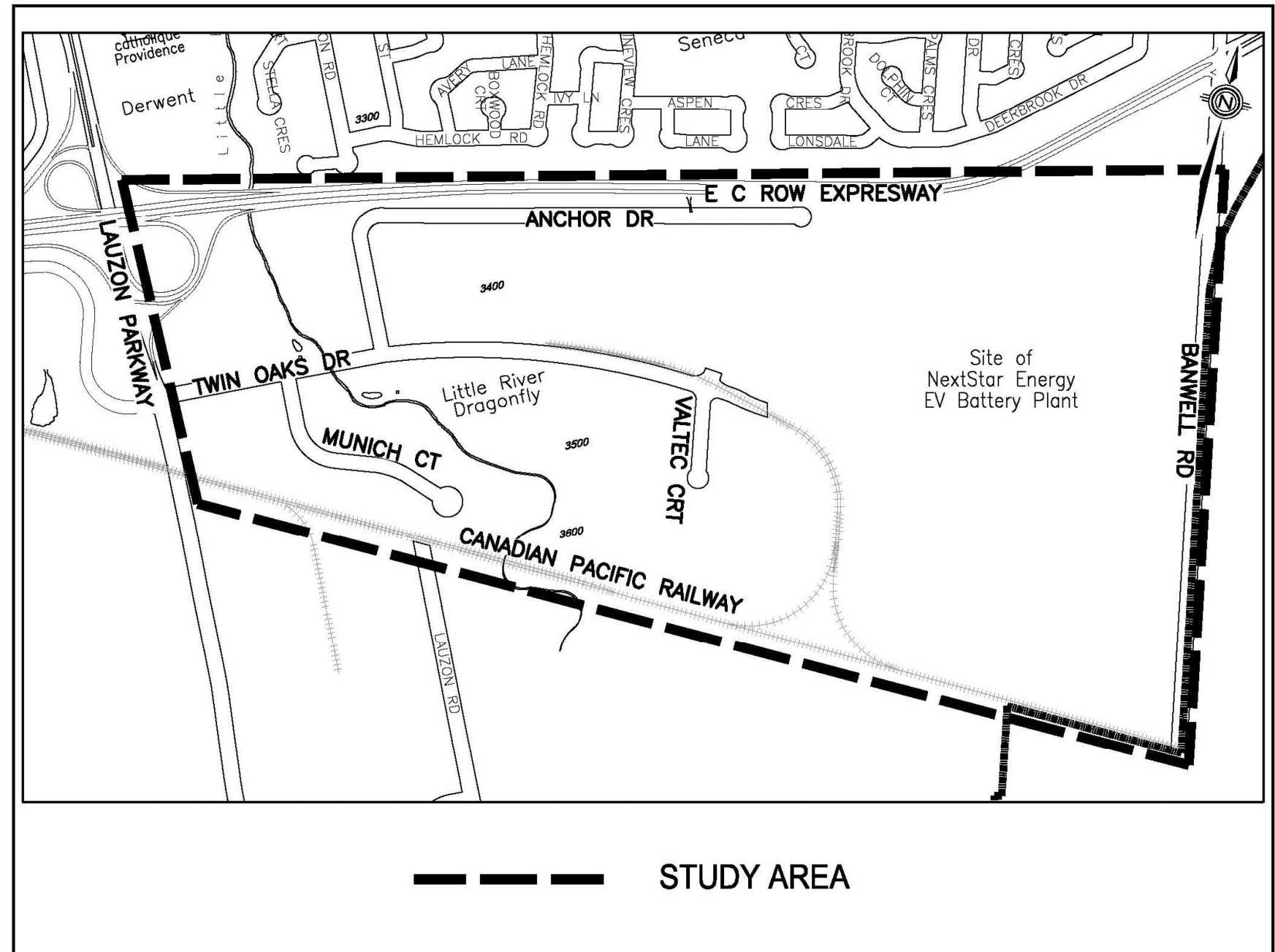
Today's Objectives

- ✓ OUTLINE why the study is being completed
- ✓ PROVIDE background information and define the study area
- ✓ IDENTIFY alternatives considered and the preliminary preferred alternative
- ✓ RECEIVE public and agency input on the preliminary preferred alternative
- ✓ SUMMARIZE the next steps in the study.

Project Introduction

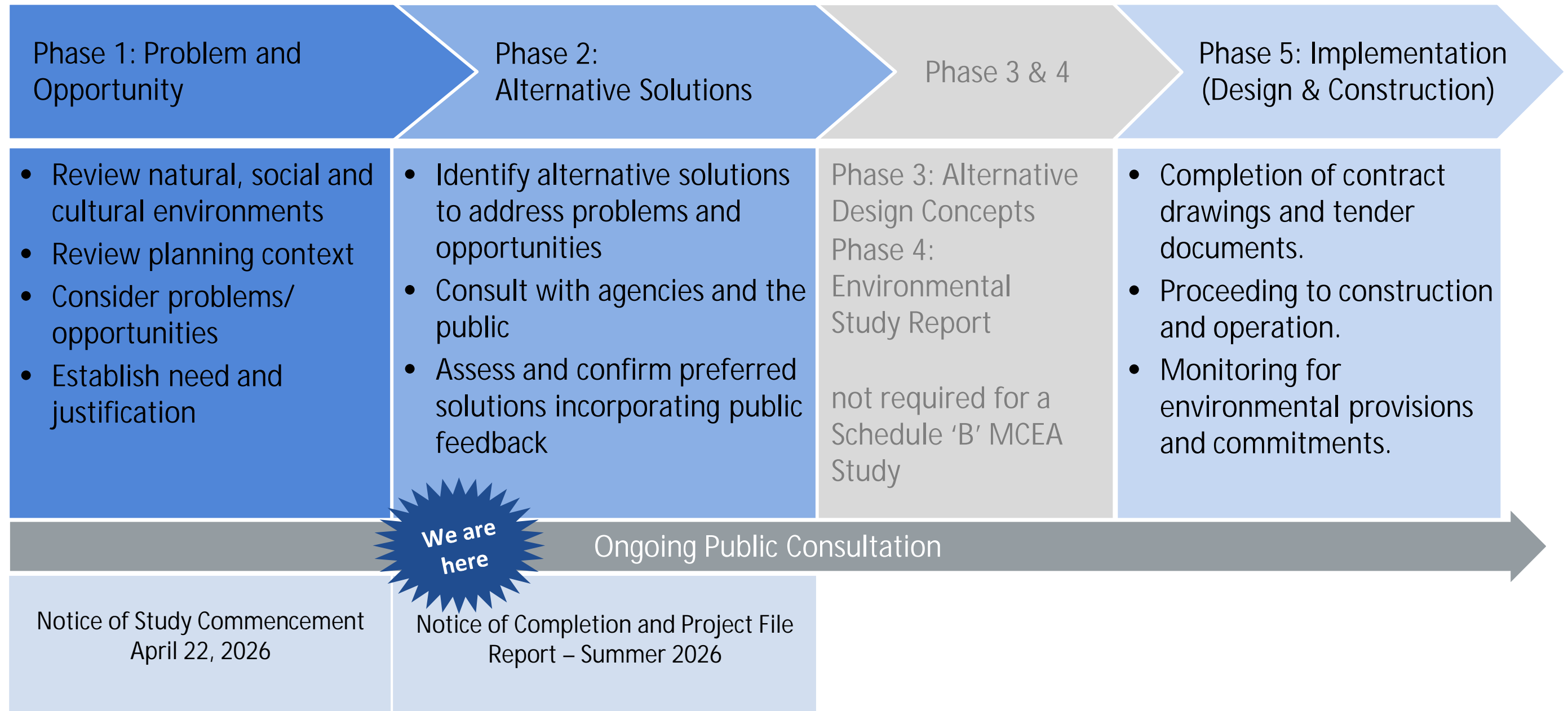
The City of Windsor has initiated a Municipal Class Environmental Assessment (EA) Study that will consider several alternatives for a second egress to serve the Twin Oaks Industrial Park area.

Currently, access to the Twin Oaks Industrial Park relies solely on a single entrance/exit point off Lauzon Parkway and there is no other secondary means of egress.



Study Process

This study is being carried out as Schedule B project (Phases 1 & 2) following the Municipal Class Environmental Assessment (2024).



Existing Conditions

The project is expected to have minimal potential environmental impacts because the work is focused on existing infrastructure and is situated entirely within Municipally owned rights-of-way.

Archaeological Conditions

- The location has been cleared of archaeological significance in previous reports
- The site is not identified in the City's Archaeological Management Plan as an Archaeological Potential Zone (APZ)

Environmental Conditions

- The preliminary preferred on-ramp location is adjacent to the EC Row / Banwell Interchange project, which is already cleared of natural heritage impacts
- A new Endangered Species Act (ESA) Permit is required to cover the added on-ramp lands
- When the new ESA Permit is approved by the MECP, construction preparation requires installing new snake fencing and executing snake sweeps/relocations (if required)

Existing environmental conditions and potential impacts are consistent across all layout options.

Problem/Opportunity Statement



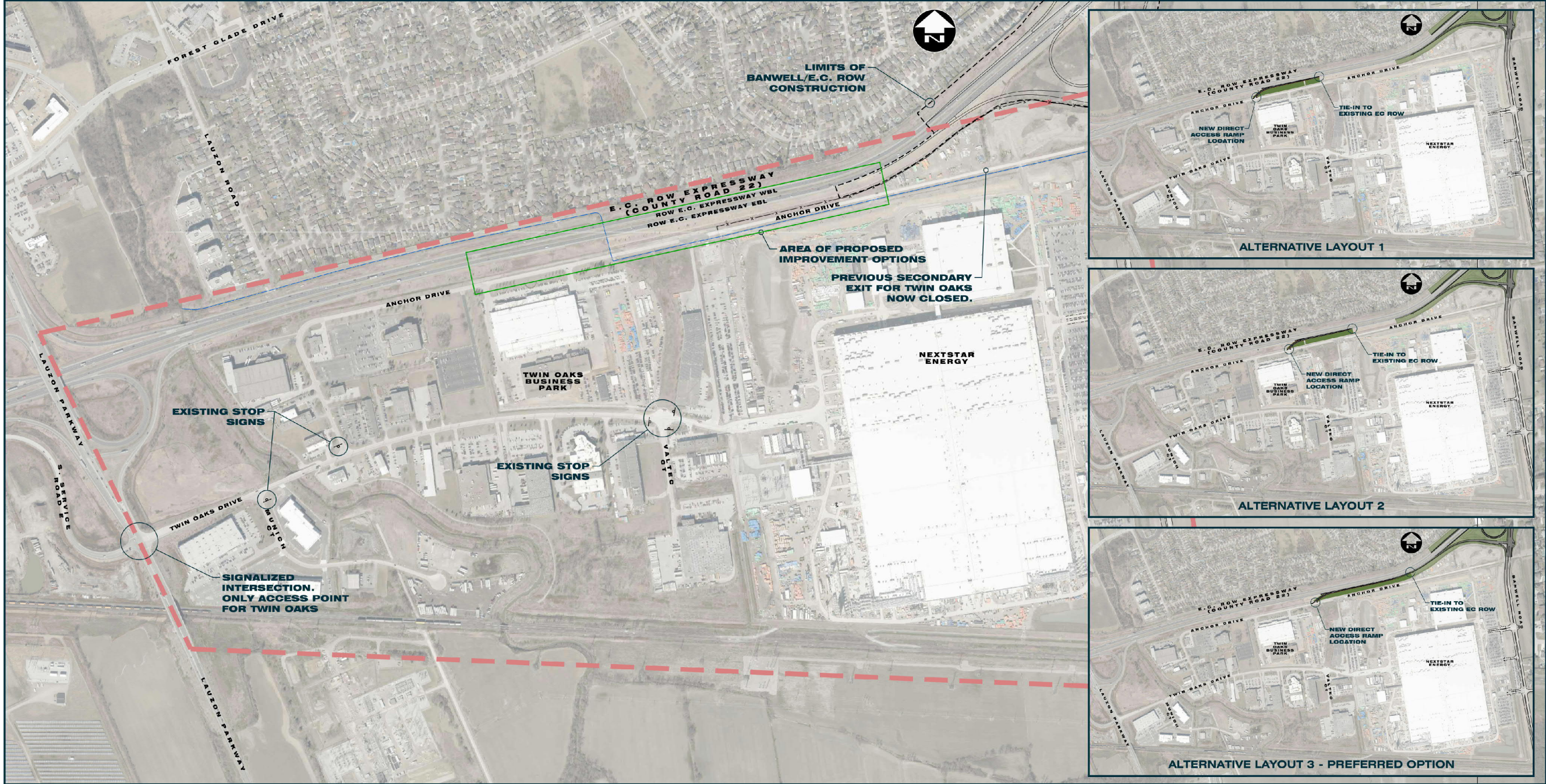
Due to recent area development, traffic within the Twin Oaks Industrial Park relies on a single exit point onto Lauzon Parkway. This single exit can become problematic if the exit is temporarily obstructed due to vehicle collisions, road infrastructure constraints or other restrictions.

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.

Alternative Solution Concepts

	Alternative Solution Concepts	Comments
0	Do nothing	No alternate access provided, does not solve problem. Option screened out from further evaluation
1	Westernmost access from Anchor Drive to Eastbound EC Row Expressway	Crosses existing municipal drain
2	Midpoint Access from Anchor Drive to Eastbound EC Row Expressway	Crosses existing municipal drain
3	Easternmost access from Anchor Drive to Eastbound EC Row Expressway, with extended interchange ramp	Extended interchange ramp to meet Banwell Road, no municipal drain crossing

Existing Conditions



LEGEND			
	PROJECT STUDY AREA		LIMITS OF BANWELL ROAD CONSTRUCTION
	EXISTING FENCE LINE		LIMITS OF BANWELL ROAD CONSTRUCTION
	EXISTING MUNICIPAL DRAIN ALIGNMENT		EXISTING STOP SIGNS

Alternative Solution #1



Key Advantages









- Maximized separation from Banwell Road interchange

Key Disadvantages

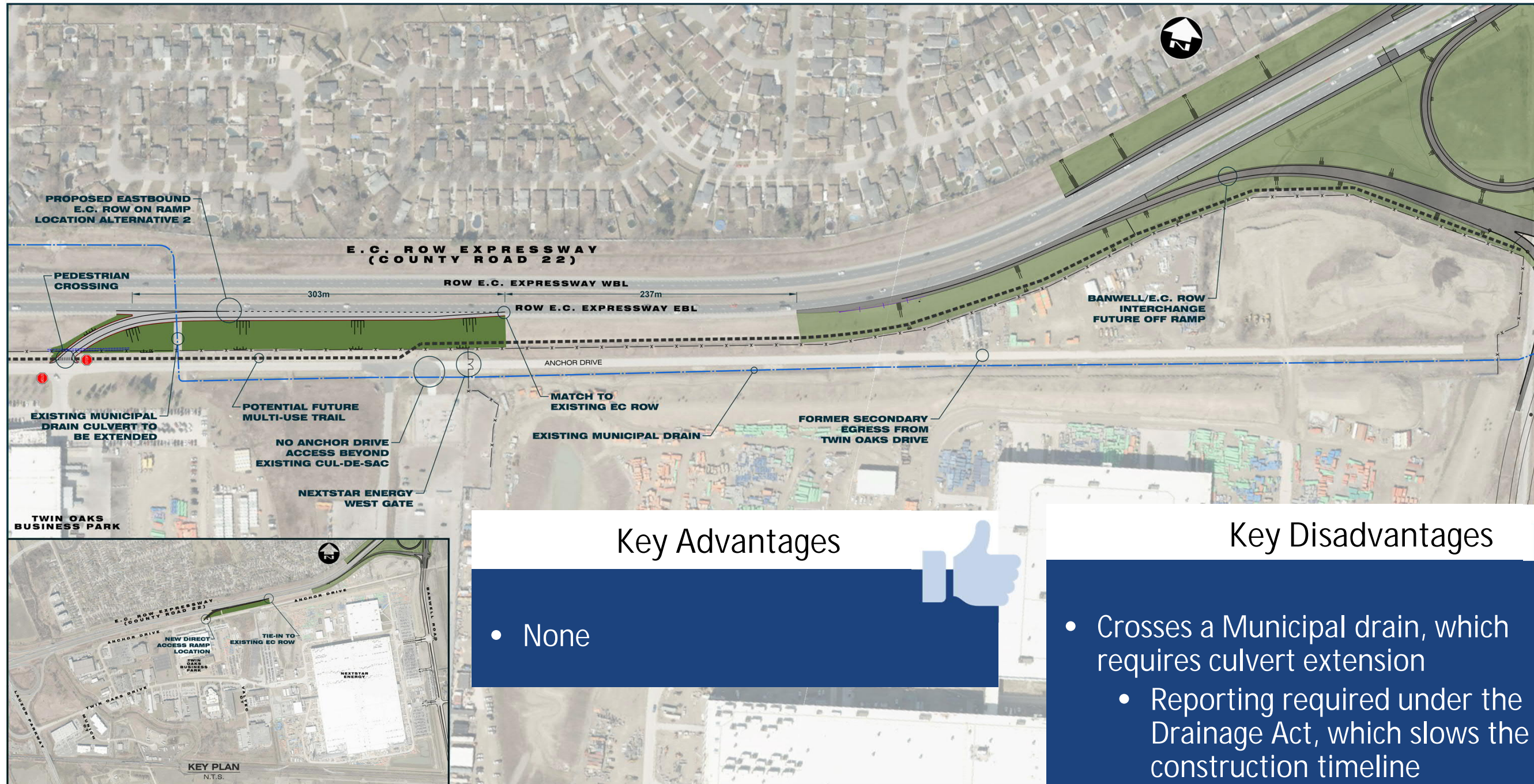


- Crosses a Municipal drain, which requires culvert extension
 - Reporting required under the Drainage Act, which slows the construction timeline
 - Potential for in-water works, disruption to natural features
 - Added costs

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

Alternative Solution #2



Key Advantages



- None

Key Disadvantages

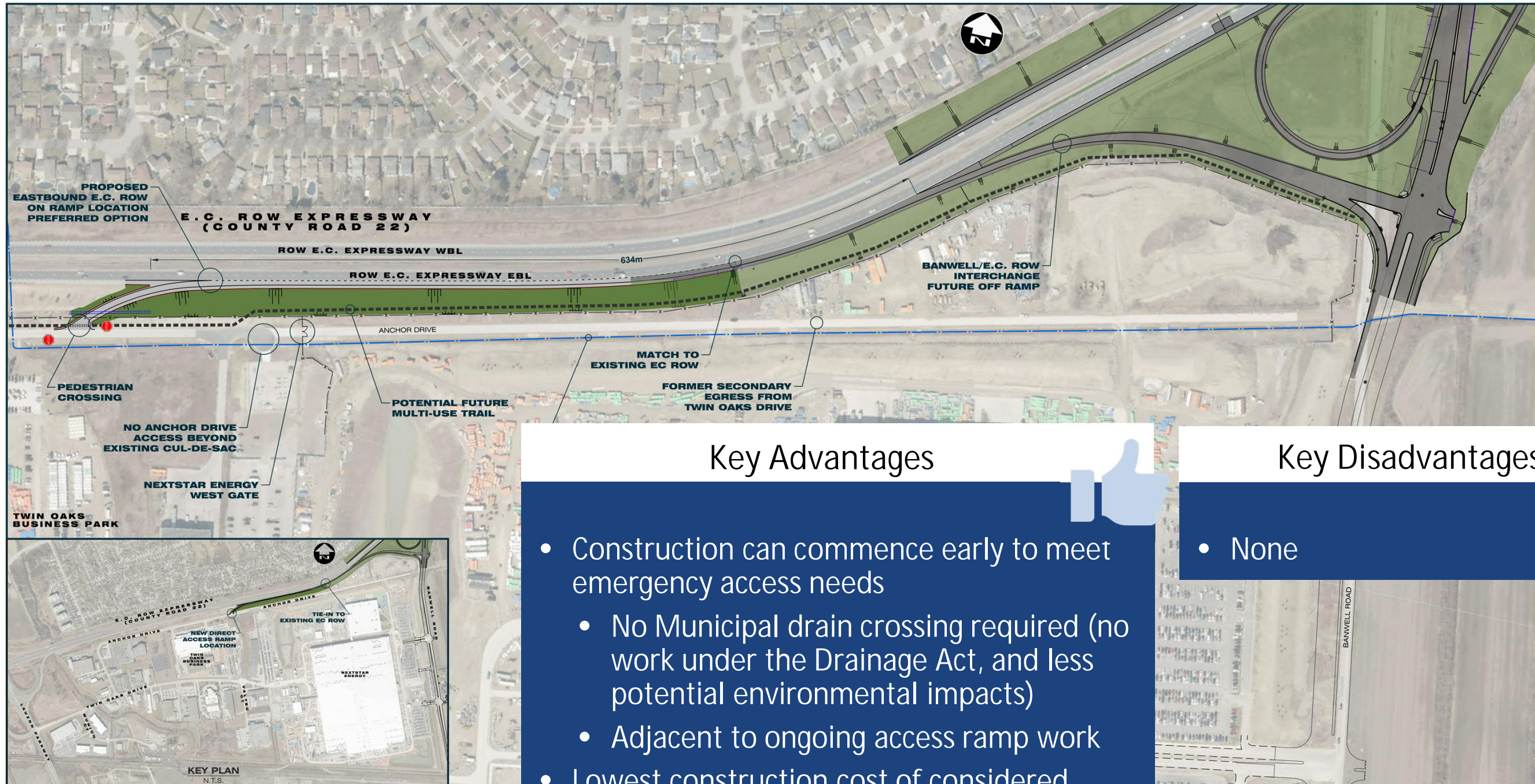


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LEGEND

	ASPHALT PAVEMENT		PROPOSED STOP SIGN (Ra-1) LOCATION
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	GRANULAR ROUNDING		EXISTING FENCE LINE
	DRAINAGE CULVERT		EXISTING MUNICIPAL DRAIN ALIGNMENT

Alternative Solution #3



Key Advantages









- Construction can commence early to meet emergency access needs
- No Municipal drain crossing required (no work under the Drainage Act, and less potential environmental impacts)
- Adjacent to ongoing access ramp work
- Lowest construction cost of considered alternatives
- Access to Banwell Road requires no lane changes due to continuous on/off ramp

Key Disadvantages













- None

PREFERRED SOLUTION




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

Preliminary Evaluation

Factor Area	Evaluation Criteria	Alternative Solution #1	Alternative Solution #2	Alternative Solution #3
Natural Environment	<ul style="list-style-type: none"> • Terrestrial Ecosystems • Fish and Fish Habitat • Species at Risk 			
Socio-Economic Environment	<ul style="list-style-type: none"> • Land Use • Emergency Services • Alignment with Public Input • Cultural Heritage Resources • Archaeological Resources • Impacts to Property/Business Operations 			
Engineering	<ul style="list-style-type: none"> • Safety • Traffic Operations and Capacity • Constructability 			
Cost	<ul style="list-style-type: none"> • Capital and Maintenance Cost (high-level estimates for comparison purposes) 			

Preliminary Preferred

 Preferred
  Moderately Preferred
  Less Preferred
  Least Preferred

Preliminary Mitigation Measures

Preliminary mitigation measures include:

- Adhere to strict safety guidelines during construction, including best practices for vehicle safety;
- Advance notification of closures or lane restrictions will be provided via construction signage;
- Minimize vegetation removals to the extent necessary to complete the work;
- Time vegetation removals to avoid sensitive life stages for birds (e.g., nesting periods); and
- Install erosion and sediment control measures such as silt fencing before soil is exposed.
- Review and mitigate site for any Species at Risk (SAR) following MECP processes.

Next Steps

Current Consultation

- We are currently seeking comments regarding information presented at this Open House. Submit comment to twinoaks@dillon.ca, paper forms at registration desk, or via the QR code on Welcome panel
- Environmental Project Report (EPR) will be posted for review on the City's EA Webpage:

www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/twin-oaks-business-area-second-egress

Anticipated Timelines

- Posting of EPR for public review: Late Spring 2026
- Construction: Target Summer 2026

If you have questions, comments, or wish to be added to our contact list, please speak with one of the project team members at this open house or fill in a comment form. You can also contact either of the project team members listed below following the meeting. Project information and updates will be posted to the City of Windsor's website at www.windsorEAs.ca.

Your comments are requested by May 14, 2026.

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