

**CRITERIA # 16 Roadway capacity**  
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<b>Site A</b>	The site is located on #3Hwy. (Provincial Highway) and the Oldcastle Rd. (Municipal Rd.). It is anticipated that Oldcastle Rd. would be reconstructed as part of the sewer extension project for this area. The following chart shows the distance from the Site to several of the arterial roadways servicing the City and the County. Given the sites location at the convergence of many of the arterial roads serving the City and the County, the traffic loading in the area is widely distributed providing for efficient traffic movement in the area of the Site. See Attachment 16			
<b>Site B</b>	The Site is 1 km from Lauzon Parkway (Class 1 Arterial Rd), 13 km from E.C Row Expressway and 700 metres from Tecumseh Road East, (Class 2 Arterial Rd). The Macdonald Cartier Freeway (Highway # 401) is 9.4 km from the Site. Please see attached Schedule "E".			
<b>Site C</b>	The subject site location has access to a large road network that connects it to the County municipalities, as well as other cities (Figure 17a). Walker Road is a 4-lane Class II Arterial Road with a posted speed of 60 km/h and has existing interchanges with E.C. Row Expressway, and an Indirect interchange with Highway 401 via County Road 46/Provincial Road and Highway 3. Highway 401 is a 6 lane provincial freeway with a posted speed of 100km/h, and has existing interchanges at County Road 46 (Provincial Road), County Road 19 (Manning Road) and County Road 25 (E. Puce Road). E.C. Row Expressway/County Road 22 is a 4-lane east-west expressway with a posted speed of 100km/h west of Banwell Road, and a 4-lane Class I Arterial to the east with a posted speed of 80km/h. Highway 3 is a 4-lane undivided provincial highway with a posted speed of 80 km/hr. It connects Windsor with County municipalities such as Essex, Kingsville and Leamington. The subject site is a part of the area to be served by the new Lauzon Parkway extension project. MRC, a member of MMM Group has been retained by the Ontario Ministry of Transportation, the City of Windsor and the County of Essex, to undertake a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway (Figure 17 b). The study recommended a new East-West Arterial roadway with a 2-lane cross-section with protection for an ultimate 4-lane cross-section from Walker Road to 10th Concession Road/County Road 17. This Arterial roadway is proposed to run along the northerly edge of the subject site and to provide a traffic circle access directly to the site. Most roads that connect to the subject site have a Level of Service (LOS) of A-C. Walker Road has an existing LOS of F but the new East/West Arterial will improve the congestion on Walker Road. The new road would also allow traffic to be directed away from Walker Road (See Figure 17 c)			
<b>Site D</b>	The proposed property is located immediately adjacent to primary road County Road 8. County Road 8 has one lane in each direction and a turning lane at the already built entrance to the site. In addition , the entrance to the site is located less than 500 m from the provincial Queens highway number 3, which hosts two lanes in each direction with a signalized intersection at County Road 8. Access can also be granted off Bell Avenue providing a delivery point away from other entranceways; ideal for delivery of supplies and services ; as Bell Avenue runs through a small industrial park which is already accustomed to large truck/trailer traffic .			

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Site E	<p>The roadway capacity (planned or existing) on the subject site is excellent for handling existing and proposed traffic as well as population growth: it has TWO (2) lanes each direction for at least one primary road.</p> <p>16 (a) The Two (2) Primary Roads servicing the subject site are Laurier Parkway and Howard Avenue.</p> <p>16 (b) Currently, Laurier Parkway is a Two (2) Lane Road, however, under the terms of a development agreement, Laurier Parkway will eventually be expanded to a Four (4) Lane Road. This expansion will serve the needs of future growth in the area.</p> <p>16 (c) Howard Avenue is a Two (2) Lane Road that directly connects to the newly constructed Promenade Herb Gray Parkway, and provides easy access to Highway 401, Highway 3 (County Access) and to the City of Windsor.</p> <p>Refer to Appendix E - Distance to Arterial Roads Chart</p> <p>This response is applicable to all three (3) parcels of land that form the subject site.</p>			
Site F	<p>The Two Primary roads are the 401 and Manning Road, the 401 is 4 lanes, Manning Road is 2 lanes. There has been a proposal by the Provincial government to expand Manning Road near the Site to 4 lanes.</p>			
Site G				

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<b>Site H</b>	<p>The roadway capacity (planned or existing) is EXCELLENT for handling existing and proposed traffic as well as population growth.</p> <p>16.1 The subject site has frontage on Banwell Road and is adjacent to the E.C. Row and within 0.5 km of Lauzon Parkway.</p> <p>16.2 Highway 401, Manning Road exit, is within 6 kms to the subject site.</p> <p>16.3 Banwell Road, a Class 1 Arterial Road, will be the principle access as a municipal collector road.</p> <p>16.4 A Banwell Rd. Corridor Class Environmental Assessment Study is being prepared by Gillis and Associates and the City of Windsor to investigate improving the transportation corridor along Banwell Road from Tecumseh Road East to the Windsor City Limits at the CPR tracks south of Intersection Road (approximately 2.7 km). The study will address the short and long term traffic impacts, the adjacent road network, provisions for cyclists and pedestrians, and improved public safety in accordance with the Windsor Area Long Range Transportation Study (WALTS) and the Essex Windsor Regional Transportation Master Plan.</p> <p>16.6 Improvements to Banwell Rd. will increase traffic capacity and access to the subject site.</p> <p>16.7 Twin Oaks Drive is intended to be extended over the subject property to connect to the existing Twin Oaks Drive in Tecumseh. This will allow for more frontage and increased access to Banwell Road, a major arterial road.</p> <p>16.8 Please refer to DISTANCE TO ARTERIAL ROADS TAB 20. The neighbourhood roadway capacity are excellent and with proposed improvements to Banwell Road, will continue to improve to accommodate population growth</p>			
<b>Site I</b>	Distance to Hwy 3 Bypass 3.0 kms. (south) Distance to Hwy 401 (Manning Rd) 7.8 kms. (North)			
<b>Site J</b>	Distance to Hwy 3 Bypass 3.0 kms. (south) Distance to Hwy 401 (Manning Rd) 7.8 kms. (North)			
<b>Site K</b>	As indicated in Figure 1a (attached), the Subject Site directly abuts Walker Road (a 4-lane, Class 2 artery), Kildare Avenue (a 4-lane local roadway), and Seneca Street (a 2-lane local roadway). These roadways are all currently operating at an acceptable Level-of-Service in terms of capacity. Access to the site is also provided from Seminole Street (a 2-lane, Class 2 Collector), which intersects with Walker Road adjacent to the site.			

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<b>Site M</b>	<p>The proposed site is generally surrounded by higher road classifications:</p> <ul style="list-style-type: none"> <li>- EC Row Expressway (Expressway to the North);</li> <li>- County Road 42 (Class II Arterial) to the South boundary;</li> <li>- Lauzon Parkway (Class I Arterial) to the East;</li> <li>- Walker Road (Class II Arterial) to the West</li> </ul> <p>Road classification information for the local network is displayed in Appendix 16-1. Existing roadway capacity conditions for the two primary roads providing access to the proposed site, County Road 42 (Lauzon Rd to 8th Concession) and Lauzon Parkway (EC Row to County Road 42) are as follows:</p> <ul style="list-style-type: none"> <li>- County Road 42 is a 2 lane rural roadway with ditches and gravel/stone shoulders. A small section of County Road 42, at Riberty Road looking west, has an urban cross-section with turning lanes. County Road 42 from 8th Concession to Lauzon Parkway is operating at greater than 60% capacity</li> <li>- Lauzon Parkway - North of the E.C. Row Expressway Interchange, the existing section of Lauzon Parkway consists of a 6-lane cross section. From 350m south of the interchange the roadway tapers to a 4-lane cross section. Continuing further south, the roadway tapers to a 2-lane cross-section with open ditches and gravel/stone shoulders. From this point the road is currently operating at greater than 80% capacity</li> </ul> <p>Both primary roads were identified for improvements as part of the Lauzon Parkway Environmental Assessment Study (20 year study horizon). The Notice of Completion for this study was published on January 20, 2014. Future improvements identified included:</p> <ul style="list-style-type: none"> <li>- County Road 42 - upgrade to a Class II Arterial with a 4 lane urban cross section with buffered bike lanes, multi-use trail along the north side, and sidewalk along the south.</li> <li>- Lauzon Parkway - upgrade to a median divided controlled access Class I arterial with an interim 4 lane cross section and ultimate 6 lane cross section. A multi-use trail is planned for the west/east side with a sidewalk along the opposite side. An extension and interchange at the 401 is planned with a further extension into the County of Essex to intersect with Highway 3.</li> </ul> <p>The map in Appendix 13-2 provides a graphic indication of the future identified improvements for both primary roads as described above.</p>			
<b>Site N</b>	The site is on County Road 42 and adjacent to the future Lauzon Parkway. County Road 42 is slated for expansion in the official plan.			
<b>Site O</b>	Maps are attached which demonstrate the central location of these lands and their focal point in respect to all road networks: FOR DETAILS & INSERTS SEE INDEX TAB 16			
<b>Site P</b>	Manning Rd. has had an Environmental Assessment study approved for improvement of the road. Being only 0.5km from 401 highway allows quick movements to and from this site to all areas of the region. SEE TAB 4			
<b>Site Q</b>	The Site is less than 2 km from Walker Road and Highway 401. The 8th Concession has been approved to become a Class I Arterial under the East Pelton Secondary Plan.			
<b>Site R</b>	Our Site has frontage on Front Road (2 lane county roadway)			
<b>Site S</b>	Our Site is 5 km east of E.C. Row Expressway, a four-lane municipal expressway operated by the County of Essex. Our Site is 20 km north of Highway 401, a four lane freeway operated by the Ministry of Transportation			
<b>Site T</b>	The Site has direct access to Ojibway Parkway which is an arterial road that becomes E.C. Row Expressway. In addition, the Site is the following distances away from other major highways and arterial roads: Highway 401 - 10.6 km and Highway 3 - 6.9 km			
<b>Site U</b>	Situated on corner of major arterial road and EC Row			

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Signature \_\_\_\_\_

Date \_\_\_\_\_