

PROSPECTUS ON OJIBWAY SHORES AS MEANINGFUL LINKAGE FROM THE DETROIT RIVER TO THE OJIBWAY COMPLEX AND A POTENTIAL SITE FOR HABITAT COMPENSATION ACTION BENEFITS

Extended Abstract

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INTRODUCTION

Ojibway Shores as the key stone property (Windsor Port Authority owned property) is 33.6 acres (13.5 ha) with approximately 500 linear meters of natural (undeveloped) shoreline. The additional linkage with city owned lands (including Black Oaks) is an additional 210.3 acres (85.1 ha). Total linkage potential from the Detroit River into the Ojibway Complex is approximately 250 acres (101.0 ha) (with a few smaller parcels included). The overall shoreline potential is over 1250 m (1¼ km) in a natural state or with potential to restore based on ecological design for the bridge plaza complex and the Brighton Beach Power Plant.



SIGNIFICANT ASPECTS

- Last remaining stretch of undeveloped, natural shoreline in Windsor on the Detroit River
- Last remaining opportunity to physically link the Detroit River directly to the Ojibway Complex
- Size and location significant to function as an ecological connection.
- Has existing Carolinian features (flora / fauna) and good “parent material” for habitat enhancement process.
- Currently supporting native species from a “soft” shoreline and river bottom.
- Is in close proximity to potential additional shoreline projects.

OPPORTUNITIES

- Opportunity to enhance and restore swamp wetland features, Carolinian forest habitats and create coastal wetland.
- Current native cover substantiates restoration projects to further lengthen and naturalize shoreline and restore and enhance existing natural features and links, use ecological design to create linkage and corridors over / through existing barriers.
- Address and mitigate identified Beneficial Use Impairments (BUI) from the Stage 2 Detroit River Remedial Action Plan (RAP), principally the Loss of Fish and Wildlife Habitat, Degradation of Fish and Wildlife Populations, Degradation of Benthos, and Degradation of Aesthetics. Opportunity to re-establish fish, benthonic and terrestrial species as well as enhance existing habitat for identified species at risk (Butler’s Gartersnake, Eastern Fox Snake, Massasauga Rattlesnake, Bald Eagle, Cerulean Warbler, Northern Saw-whet Owl, Mollusc sp. (Riffleshells), Whitefish, Lake Sturgeon, etc)
- A good opportunity to establish passive recreational connection for the public to the shoreline of the Detroit River from Hon Herb Gray Parkway (expanded trail network).
- Establish the first component of an International Wildlife Refuge for the Canadian side of the Detroit River complimenting the established United States Detroit River IWF. This is qualified by the connection to the Ojibway Complex, an area of national scientific interest.
- Address environmental and species compensation required from DRIC Plaza and Bridge Crossing footprint
- To improve the aesthetics of the Detroit River and gateway into Windsor and Canada.

SUPPORT

Federal and Provincial Policy Statement(s) Ecological linkage and corridor, Coastal wetland

Detroit River Canadian Cleanup
(Federal, Provincial Municipal and
Citizen partners)

Habitat Working Group (Priority Habitat Areas Report)
Public Advisory Council (Linkage Benefits Report - Draft)
RAP Stage 2 (Beneficial Use Impairments)

City Of Windsor

Gateways (City of Windsor Council Report / Resolution(s))
Black Oak / Ojibway Complex ANSI, SAR (OMB / Ecological
Recommendations)

DRIC / Transport Canada
Government of Canada

Plaza / Bridge Crossing – CEPA recommendations for habitat compensation
Detroit River International Wildlife Refuge (Canadian Component)

Brighton Beach Power Generation

Naturalize shoreline (Shoreline agreement / Public relations)



CHALLENGES

Lack of Significant Species identified
(Preliminary investigations have not found
species at risk)

PROSPECTIVE

The property by location alone is significant as a remaining viable link
from the Detroit River to Ojibway Complex. SAR likely, detailed species
investigation is required.

Site heavily disturbed
(Destructive recreational use / trespassing)

Habitat restoration opportunities good with existing flora / woodlot
composition. Security for the site will increased with security from the
establishment of border service agencies occupying the DRIC plaza.

Existing barriers to corridors, connection, linkage
(Essex Terminal Rail / Ojibway Parkway)

Ecological design for plaza with highway connection and approaches
could create and enhance linkage / reestablish drainage connections
(green infrastructure, riparian drains, etc).

Potential economic / industrial development
(Positioned between dock / rail / international
crossing)

Property is limited in size for multi-modal hub concepts, the region is
identifying opportunities for “inland port” concepts. The public
interest may be best served with this as green gateway vs. industrial
gateway.

Ownership / potential revenue source
(Revenue for Port operations from
leases, tonnage fees)

Potential revenue options for the Port Authority could include sale / trust,
long-term lease, eco-tariff on new bridge crossing, land swaps (the City of
Windsor has a 3-4 million dollar liability to service this property for
development).