



Lauzon Parkway Improvements Class Environmental Assessment

SUMMARY REPORT ON PUBLIC INFORMATION CENTRE 2



A member of  MMM GROUP

May 2013

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1.0 INTRODUCTION

As part of an Ontario/Canada announcement in April 2005 of the *Let's Get Windsor Essex Moving* strategy, a commitment was made to conduct an environmental assessment and preliminary design study to examine upgrades and the extension of Lauzon Parkway between the E.C. Row Expressway and Highway 401, and its further extension to Highway 3.

The environmental assessment and preliminary design of improvements to Lauzon Parkway is one of the initiatives to improve the Windsor-Detroit Gateway that was further announced by the Government of Ontario on April 9, 2010.

In addition, partners have agreed to include planning components related to County Road 42, a future East-West Arterial and a Secondary Plan for the Sandwich South lands. These components are included because of their interconnection to Lauzon Parkway.

By combining environmental assessment and land use planning requirements into a single process, efforts are streamlined and promote effectively meeting the requirements of both the Planning Act and Environmental Assessment Act.

Based on the review of existing conditions and proposed growth/development, the study team has identified the need for improvements to the transportation infrastructures within the Study Area (Exhibit 1).

This report documents the second of two Public Information Centres (PIC) held during the planning process to allow the public an opportunity to review and comment on project details.

In addition, the third workshop for the Sandwich South Secondary Plan was held concurrently with PIC #2. As part of the Secondary Plan, three public workshops were to be held during the planning process. Furthermore, the Upper Little River Watershed Master Drainage Plan and Stormwater Management Plan Class EA held its second PIC concurrently, at the same location.

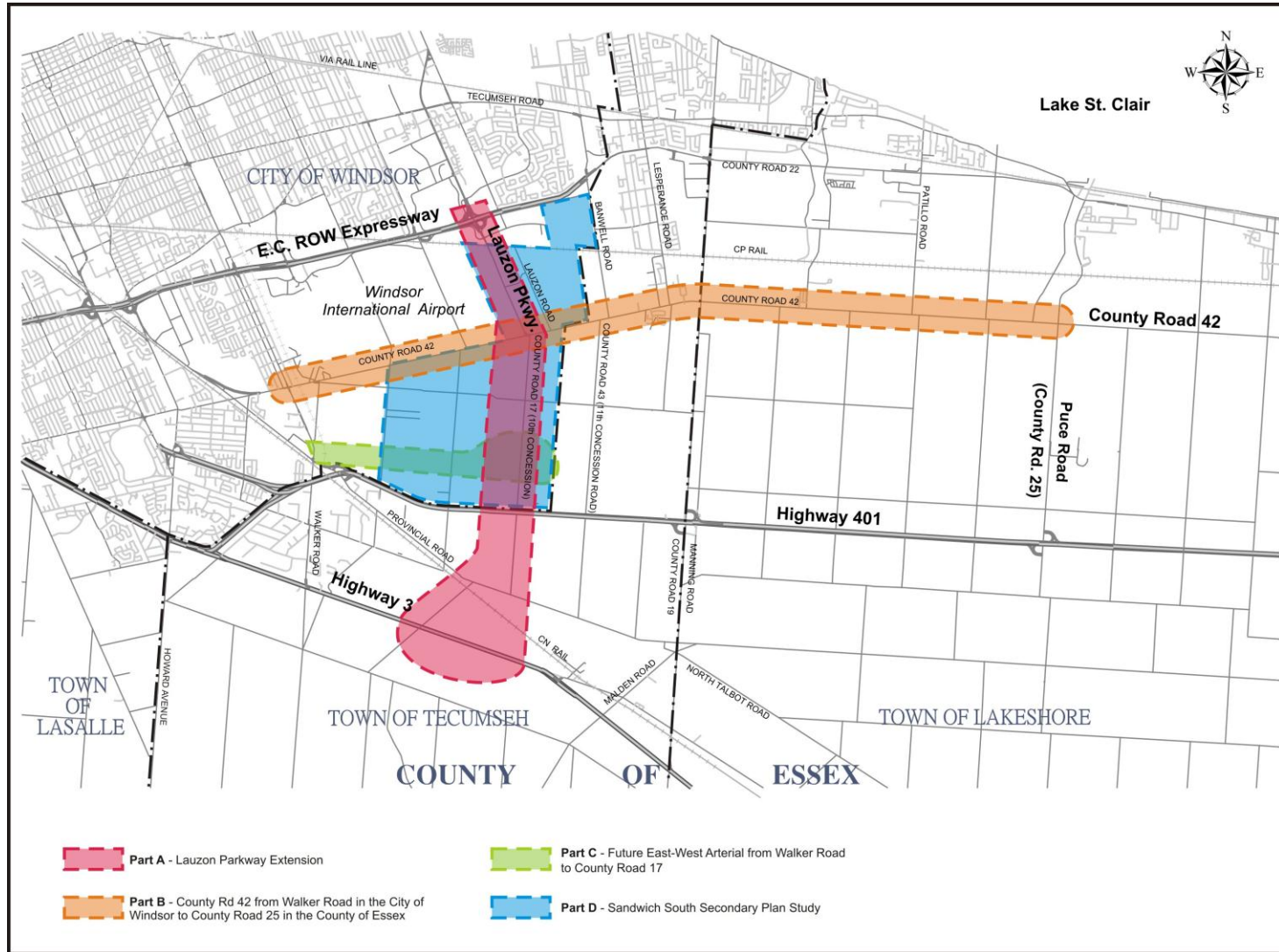


Exhibit 1 – Study Area

2.0 PURPOSE

PICs are informal meetings where planning and design plans that have been developed are presented for review and comment by area residents and other interested parties. PICs are part of the overall consultation program for this project and are designed to involve stakeholders early and throughout the study to identify public concerns and to assist in the development of a preferred alternative.

3.0 LOCATION, DATE AND TIME

Windsor Christian Fellowship
4490 7th Concession Road
Windsor, Ontario
Gymnasium

October 22, 2012
4:00 p.m. to 8:00 p.m.

4.0 PUBLIC NOTIFICATION

The PIC was advertised in the following newspapers:

- The Windsor Star Wednesday, October 10, 2012
- The Windsor Star Saturday, October 13, 2012
- Lakeshore News Thursday, October 11, 2012
- Tecumseh Shoreline Week Friday, October 12, 2012
- Le Rempart (French publication) Wednesday, October 17, 2012

A copy of the PIC notice is included in Appendix A.

PIC notices were distributed by direct mail to government agencies, local emergency services, utility companies, interest groups and property owners. This contact list is included in Appendix B.

The PIC notice included information on PIC #2 as well as Workshop #3 for the Sandwich South Secondary Plan. As mentioned previously, Workshop #3 was held concurrently with PIC #2.

MRC mailed notices to members of the public that requested to be included on the project contact list. In addition over 1000 PIC notices were distributed by direct mail to property owners and businesses within the study area. A separate notice for the Workshop #3 for the Sandwich South Secondary Plan Study was included in the direct mailing.

Furthermore, a specific notice was sent to property owners whose property was being impacted by the preferred designs.

5.0 STAFF ATTENDANCE

The following project team members were in attendance at the PIC to answer questions and discuss the study with the public:

Rakesh Shreewastav	Ministry of Transportation
Bob Felker	Ministry of Transportation
Mark Conley	Ministry of Transportation
Dave Reis	Ministry of Transportation
Josette Eugeni	City of Windsor
Anna Godo	City of Windsor
Frank Scarfone	City of Windsor
Mike Clement	City of Windsor
Tiffany Pocock	City of Windsor
Patrick Winters	City of Windsor
Mohammed Mirza	City of Windsor
Jane Mustac	County of Essex
James Bryant	County of Essex
Brian Hillman	Town of Tecumseh
Tony Diciocco	Town of Lakeshore
Michael Chiu	MRC
Heather Templeton	MRC
Keyur Shah	MRC
Katherin Jim	MRC
Jay Goldberg	MRC

6.0 MATERIAL DISPLAYED

The following exhibits were displayed and are shown in Appendix C:

1. Welcome (text and photo)
2. Background (text and photo)
3. Environmental Assessment Process (text and flow chart)
4. Study Schedule and EA Process (flow chart and text)
5. Summary of Public Information Centre 1 (text)
6. Activities Since PIC 1 (text)
7. Study Area (text and key map)
8. Sandwich South Secondary Plan (text and graphic)
9. Lauzon Parkway (text and graphic)
10. Alignment Alternatives (text and graphics)

11. Alignment Alternatives – Evaluation (table)
12. Preferred Alignment (text and graphic)
13. Design Alternatives (text)
14. E.C. Row Expressway Interchange (text and graphic)
15. Highway 401 Interchange Alternatives (text and graphics)
16. Highway 401 Interchange – Evaluation (table)
17. Highway 3 Intersection Alternatives (graphic)
18. Highway 3 Intersection – Evaluation (table)
19. Technically Preferred Plan (text)
20. Lauzon Parkway Technically Preferred Plan (text and map)
21. County Road 42 (text and graphic)
22. Existing and Future Conditions (text)
23. Intersection Analysis (text and graphic)
24. Key Features of the Preferred Plan (text)
25. Walker Road to City/County Boundary (text and map)
26. City/County Boundary to Manning Road (text)
27. City/County Boundary to Manning Road (map)
28. Banwell Road (CR 43) Intersection (text and graphics)
29. Banwell Road (CR 43) Intersection Alternatives – Evaluation (table)
30. Manning Road (CR 19) Intersection (text and graphics)
31. Manning Road (CR 19) to Puce Road (CR 25) (text and table)
32. Manning Road (CR 19) to Puce Road (CR 25) (map)
33. East-West Arterial (text and graphic)
34. Preferred Alignment (text and graphics)
35. West End Connection Alternatives (text and graphics)
36. Walker Road Connection – Evaluation (table)
37. Technically Preferred Plan (text)
38. East-West Arterial – Technically Preferred Plan (map)
39. Overall Stormwater Management Plan (text and graphic)
40. About Noise (text and graphic)
41. Overall Study Area Context Plan (text and graphic)
42. Highway 401 AT Bridge Alternatives (text and graphics)
43. Highway 401 AT Bridge Alternatives (table)
44. Highway 401 AT Bridge – Preferred (text and graphic)
45. Next Steps (text and flow chart)
46. Please Complete a Comment Sheet (text)
47. Samples of Urban Design Elements (text and graphics)

7.0 PUBLIC INFORMATION CENTRE FORMAT

The PIC was a “drop-in centre” format. Individuals attending the PIC were asked to sign the register. They were informed of the availability of comment sheets, which they were

encouraged to complete. They were then directed to follow the displays around the room. Staff members were available to answer questions and provide information on the study. Individuals who expressed specific concerns or comments were directed to the appropriate staff person for an explanation of how the concern or comments were being addressed.

Duplicate design plans were provided on tables for the public and staff to mark-up with comments during the PIC. The display panels were also colour coded in the titles according to the study area: Lauzon Parkway (pink), County Road 42 (orange), E-W Arterial (green), Secondary Plan (blue). These colours were matched with those used in the Study Area map provided at PIC 1 and in the notices.

Attendees were encouraged to provide their comments on the comment sheets at the PIC. If individuals wished to take comment sheets home, they were requested to provide their responses via mail, email or fax by November 16, 2012.

In addition, the third workshop for the Sandwich South Secondary Plan was held concurrently with presentations at 5:30 p.m. and 7:00 p.m. As part of the Secondary Plan, three public workshops were held during the planning process. A summary of the third workshop is documented in a separate report included in Appendix E.

8.0 SUMMARY OF COMMENTS RECEIVED

The PIC was attended by over 160 people. There were 19 comment sheets submitted at the PIC, and 7 (including emails and letters) received following the PIC. Copies of the comments are included in Appendix D.

The following is a summary of the key written and verbal comments that were received at or after the PIC.

- Timing of the transportation improvements
- Timing of the development of the Sandwich South lands
- Inquired about constructions cost
- Inquired about the completion date of study
- Inquired about property impacts
- Concern about accesses for Windsor Christian Fellowship and its associated properties
- Concern regarding the potential increase in truck traffic on County Road 42
- Concern regarding noise impacts to the properties along County Road 42 around Shiff Dr.
- Concern regarding pedestrian safety across County Road 42 and Shiff Dr. with increased traffic and 5 lanes
- Explore alternatives to shift the proposed Lauzon Road alignment east south of County Road 42

- The added bike lanes and sidewalks on County Road 42 will provide needed safety to cyclists and pedestrians

9.0 NEXT STEPS

The study team will review and respond to public input received. The study team will confirm and refine the Technically Preferred Alternatives based on input received from the public and stakeholders. The Environmental Study Report (ESR) will be prepared and submitted in Summer 2013 followed by the 30-day public review period.

The formal review of the Sandwich South Secondary Plan was deferred until the completion and final approval of the Lauzon Parkway EA.

**APPENDIX A
PUBLIC INFORMATION CENTRE NOTICE**

Lauzon Parkway Improvements Class Environmental Assessment

(Including Lauzon Parkway / County Road 42 / Future East-West Arterial / Sandwich South Secondary Plan Study)

Notice of Public Information Centre #2

THE STUDY

McCormick Rankin on behalf of the Ontario Ministry of Transportation, the City of Windsor and the County of Essex, is undertaking a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes:

- Lauzon Parkway from E.C. Row Expressway to County Road 42
- Lauzon Parkway's extension to Highway 401
- Lauzon Parkway's further extension to Highway 3
- the environmental assessment study for Essex County Road 42 from Walker Road to Essex County Road 25
- the environmental assessment study for the future East-West Arterial from Walker Road to Essex County Road 17
- preparation and approval of a Secondary Plan for the remainder of the lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline north of the Windsor International Airport, Lauzon Parkway and the 8th Concession Road, and the City of Windsor boundary).

The study area is shown on the key map.

THE PROCESS

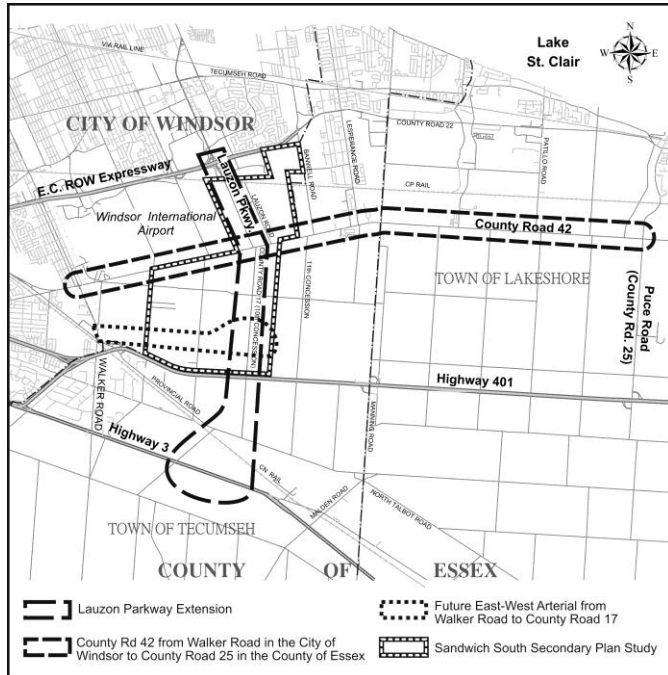
This study is following the Ontario *Environmental Assessment Act* through the application of the *Municipal Class Environmental Assessment* (October 2000 as amended in May 2007). As well, the basic requirements of the Class Environmental Assessment for Provincial Transportation Facilities (July 2000) must be met. The preparation and approval of the Secondary Plan will follow the requirements of the *Ontario Planning Act*.

PUBLIC CONSULTATION

Public consultation is an important part of the environmental assessment process. We encourage everyone who has an interest in this project to provide input.

The first Public Information Centre (PIC) 1 was held on July 14, 2011 to review the study scope, existing conditions, need and justification, planning alternatives, and preliminary generation of alternatives. Following the PIC, the alternatives were further refined based on comments received from the public and stakeholders, and through further technical assessment by the Project Team.

The second PIC is scheduled for **October 22, 2012** to review a summary of PIC 1, the assessment and evaluation of the refined alternatives, and present the preliminary preferred design.



In addition, Workshop #3 for the Secondary Plan Study will be held separately at the same venue and day:

Public Information Centre #2	
Date:	Monday October 22, 2012
Place:	Windsor Christian Fellowship 4490 7th Concession Road Windsor, Ontario
Time:	4:00 p.m. to 8:00 p.m.

Workshop #3	
Date:	Monday October 22, 2012
Place:	Windsor Christian Fellowship 4490 7th Concession Road Windsor, Ontario
Time:	Session 1: 5:30 p.m. to 6:30 p.m. Session 2: 7:00 p.m. to 8:00 p.m. (Session 2 is a repeat of Session 1)

COMMENTS

Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record. McCormick Rankin has created a study website (www.lauzonparkwayea.ca) and comment forms and study information are available. For further information, or to be added to the mailing list, please visit the study website or contact:

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Please visit the website at: www.lauzonparkwayea.ca

Des renseignements sont disponibles en français en composant (905) 823-8500 Poste 1471 (Yannick Garnier).

APPENDIX B
CONTACT LIST

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Director of Operations
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Interest Groups/Stakeholders

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c/o Averil Parent and Sue Vadori
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APPENDIX C
DISPLAY PANELS

LET'S GET WINDSOR-ESSEX MOVING!

Welcome to the

Lauzon Parkway Improvements Class Environmental Assessment Study

(Including Lauzon Parkway / County Road 42 / Future East-West Arterial and
the Sandwich South Secondary Plan)

Public Information Centre 2

October 22, 2012

4:00 p.m. to 8:00 p.m.

***PLEASE SIGN-IN
AT THE FRONT DESK***



WELCOME

This is the second of two Public Information Centres (PIC) to be held during the planning process to allow the public an opportunity to review and comment on project details.

This second PIC has been arranged to present:

- Summary of PIC 1;
- Design alternatives;
- Assessment and evaluation of the alternatives;
- Technically Preferred Alternatives; and
- Next steps in the study.



There are representatives of the Ontario Ministry of Transportation (MTO), City of Windsor, County of Essex and their consultants available to discuss the project with you.

Please take the time to review the Display Panels and speak to any member of the study team, ask questions, and provide your comments. There are comment sheets available to be completed.

***PLEASE SIGN-IN
AT THE FRONT DESK***



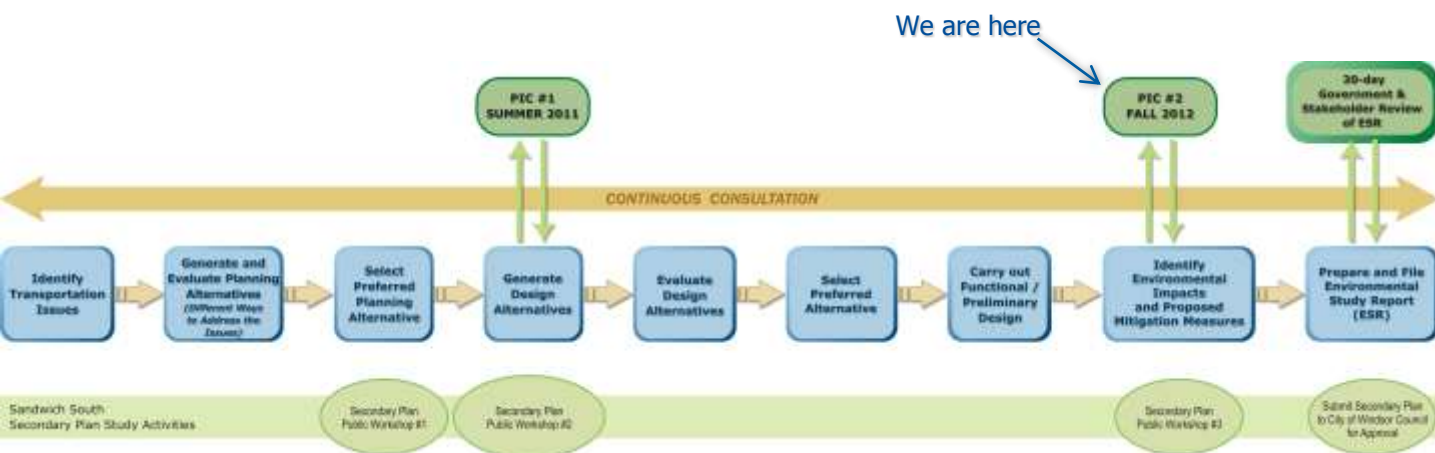
BACKGROUND

- As part of an Ontario/Canada announcement in April 2005 of the *Let's Get Windsor Essex Moving* strategy, a commitment was made to conduct an environmental assessment and preliminary design study to examine upgrades and the extension of Lauzon Parkway between the E.C. Row Expressway and Highway 401, and its further extension to Highway 3.
- The environmental assessment and preliminary design of improvements to Lauzon Parkway is one of the initiatives to improve the Windsor-Detroit Gateway that was further announced by the Government of Ontario on April 9, 2010.
- In addition, partners have agreed to include an EA for County Road 42, an EA for East-West Arterial and a Secondary Plan for the Sandwich South lands. These components are included because of their interconnection to the potential improvements to Lauzon Parkway.



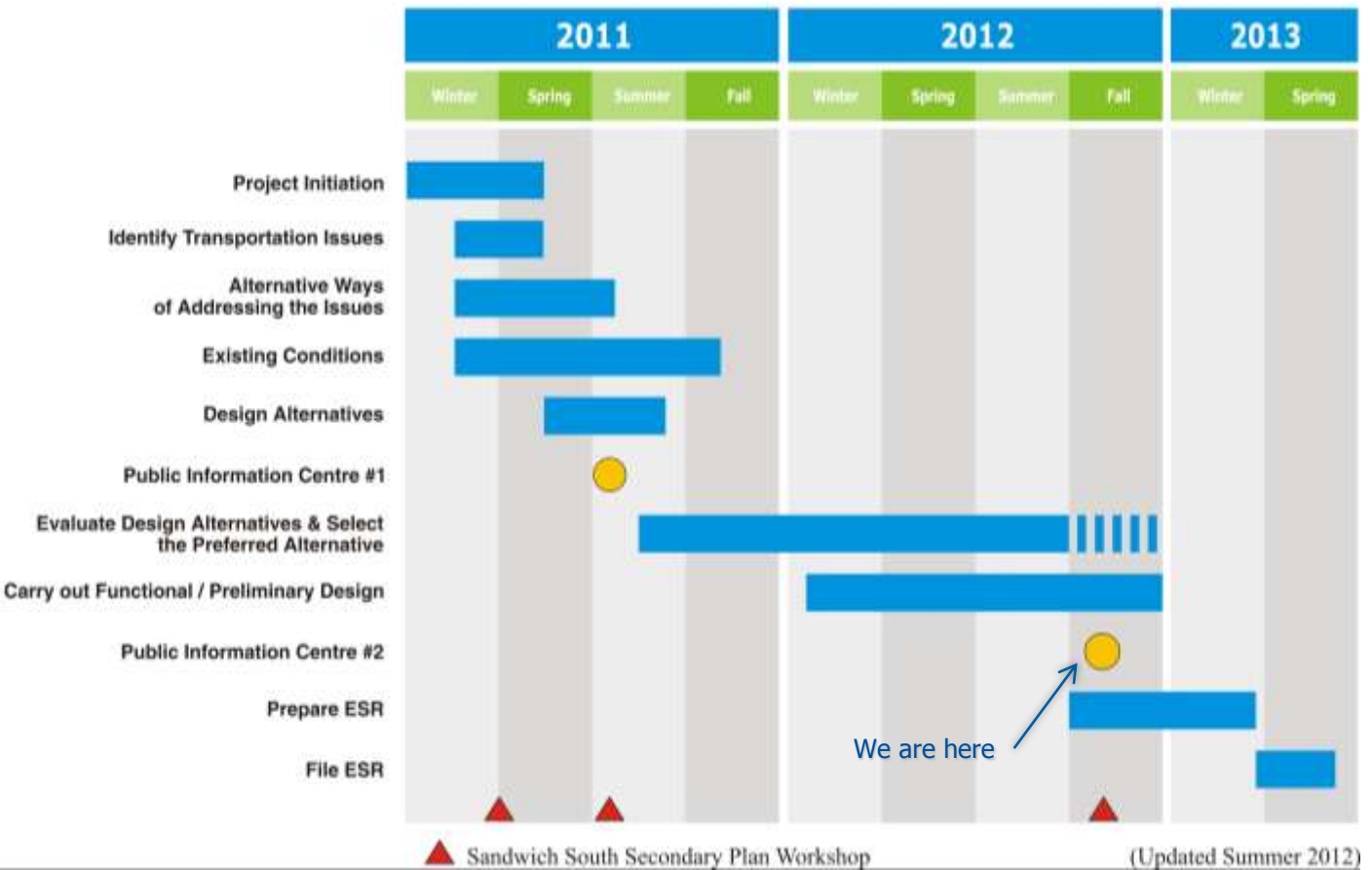
ENVIRONMENTAL ASSESSMENT PROCESS

- This study will follow the *Ontario Environmental Assessment Act* through the application of the *Municipal Class Environmental Assessment (October 2000, as amended in 2007 & 2011)*. As well, the basic requirements of the Class Environmental Assessment for Provincial Transportation Facilities (July 2000) must be met.
- With the enactment of CEEA 2012 (*Canadian Environmental Assessment Act*), a 'Screening' assessment under the former Act is not required.
- The preparation and approval of the Secondary Plan will follow the requirements of the *Ontario Planning Act*.



STUDY SCHEDULE AND EA PROCESS

The following outlines the study schedule for the key study tasks based on the EA process.



- In addition, as part of the Secondary Plan, three public workshops have been included in the planning process to provide an opportunity to review and comment on the plan details.

SUMMARY OF PUBLIC INFORMATION CENTRE 1

- PIC 1 provided stakeholders with an opportunity to meet the Project Team, review the study scope, existing conditions, need and justification, planning alternatives, preliminary generation of alternatives and next steps in the study.
- PIC 1 was held on July 14, 2011 and was attended by over 80 people. Ten comment sheets were submitted at PIC 1 and additional comments were received prior to and following PIC 1.
- Key comments received from PIC 1 included:
 - Timing of the transportation improvements
 - Timing of the development of the Sandwich South lands
 - Inquired about construction cost
 - Inquiry about the completion date of study
 - Inquiry about property impacts
 - Concern about accesses for Windsor Christian Fellowship and its associated properties
 - Concern regarding the potential increase in truck traffic on County Road 42
 - Inquiry about the classification/number of lanes of Lauzon Parkway
 - Inquiry about the preferred route for Lauzon Parkway
 - Concern regarding noise impacts to the properties along County Road 42.

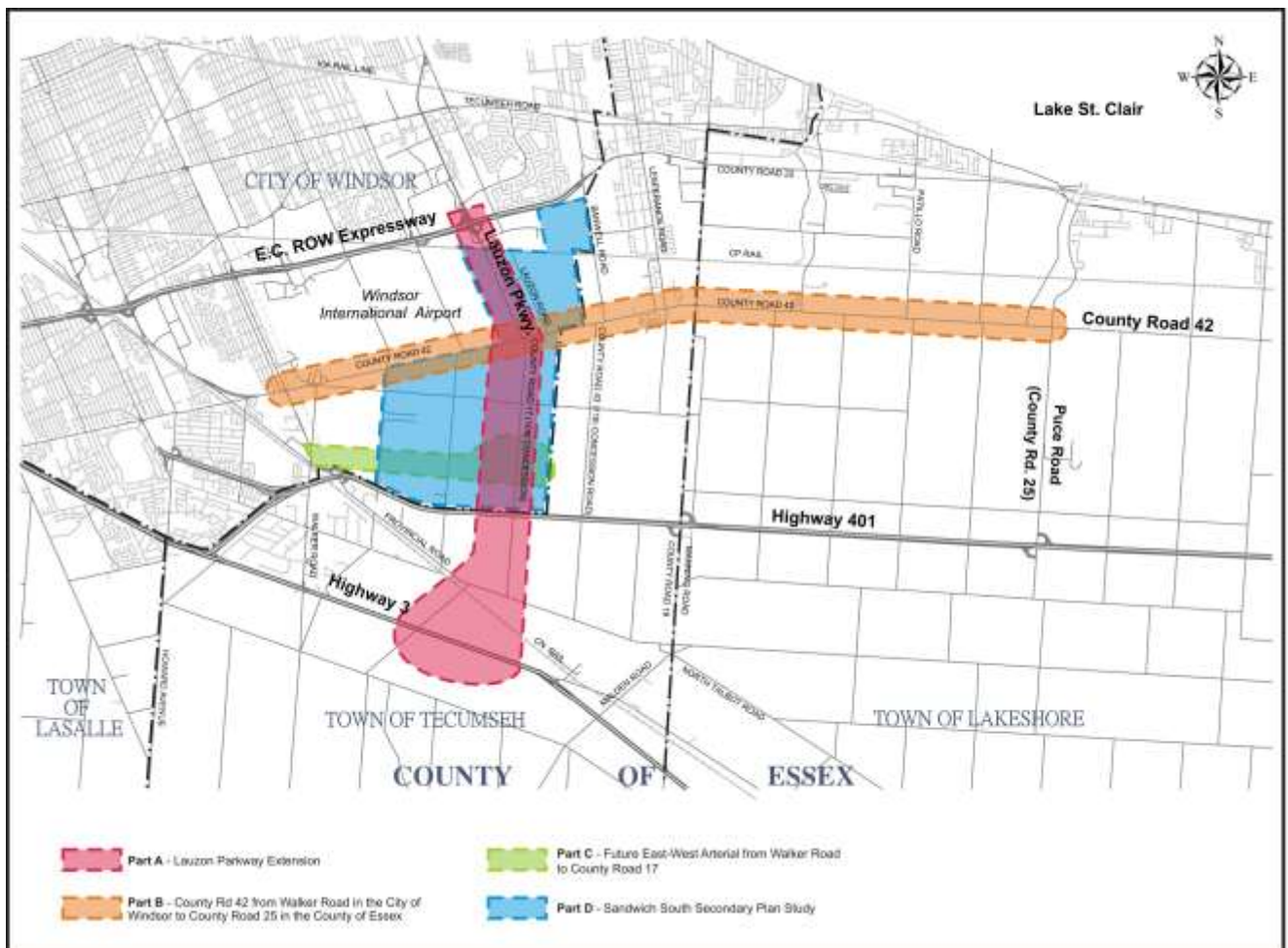
ACTIVITIES SINCE PIC 1

- All public comments from PIC 1 were reviewed and considered by the Project Team
- Continual consultation with stakeholders
- Assessment and evaluation of alternatives using a comprehensive set of environmental criteria, for:
 - Road Classifications
 - Cross-Section Elements
 - Alignment
- Preparation of Draft Preliminary Design Plans:
 - Lauzon Parkway
 - County Road 42
 - E-W Arterial
- Consideration and Integration of Active Transportation
- Development of the Secondary Plan
- Consideration and integration of the Little River Stormwater Management Plan

STUDY AREA

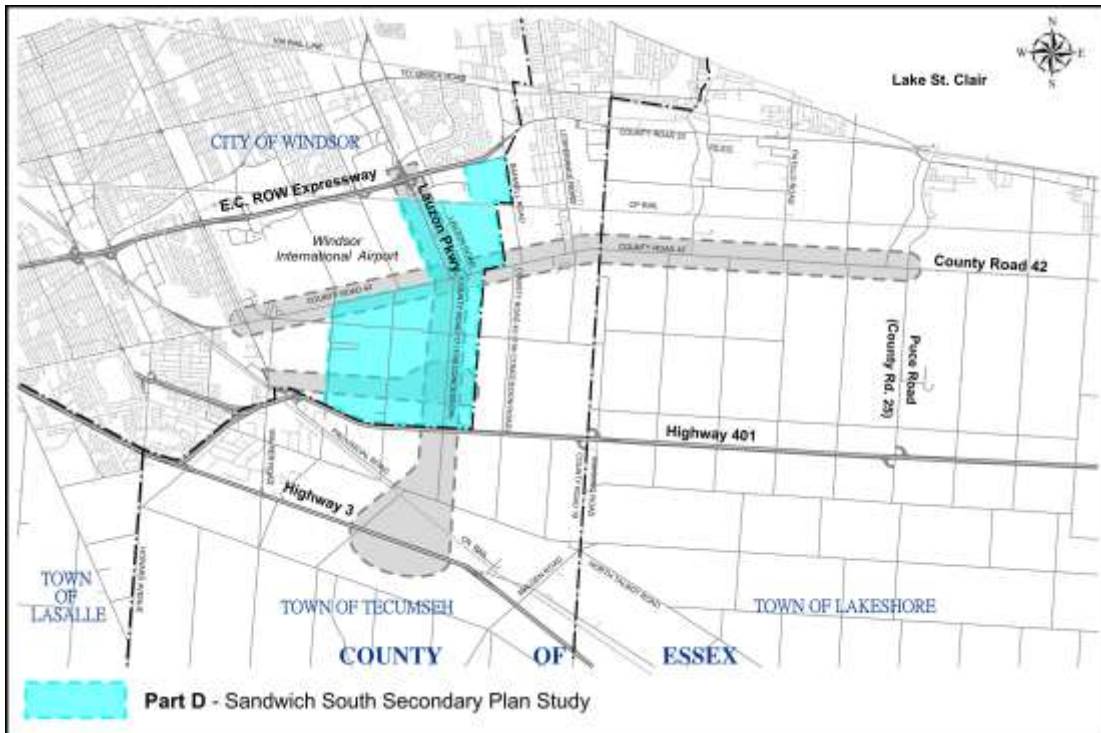
The study has the following main components:

- Part A (Red) – Lauzon Parkway:
 - Lauzon Parkway from E.C. Row Expressway to County Road 42;
 - Lauzon Parkway’s extension to Highway 401; and
 - Lauzon Parkway’s further extension to Highway 3.
- Part B (Orange) – County Road 42 from Walker Road to County Road 25.
- Part C (Green) – East-West Arterial from Walker Road to County Road 17.
- Part D (Blue) – Sandwich South Secondary Plan for the remainder of the lands transferred to the City of Windsor in 2003.



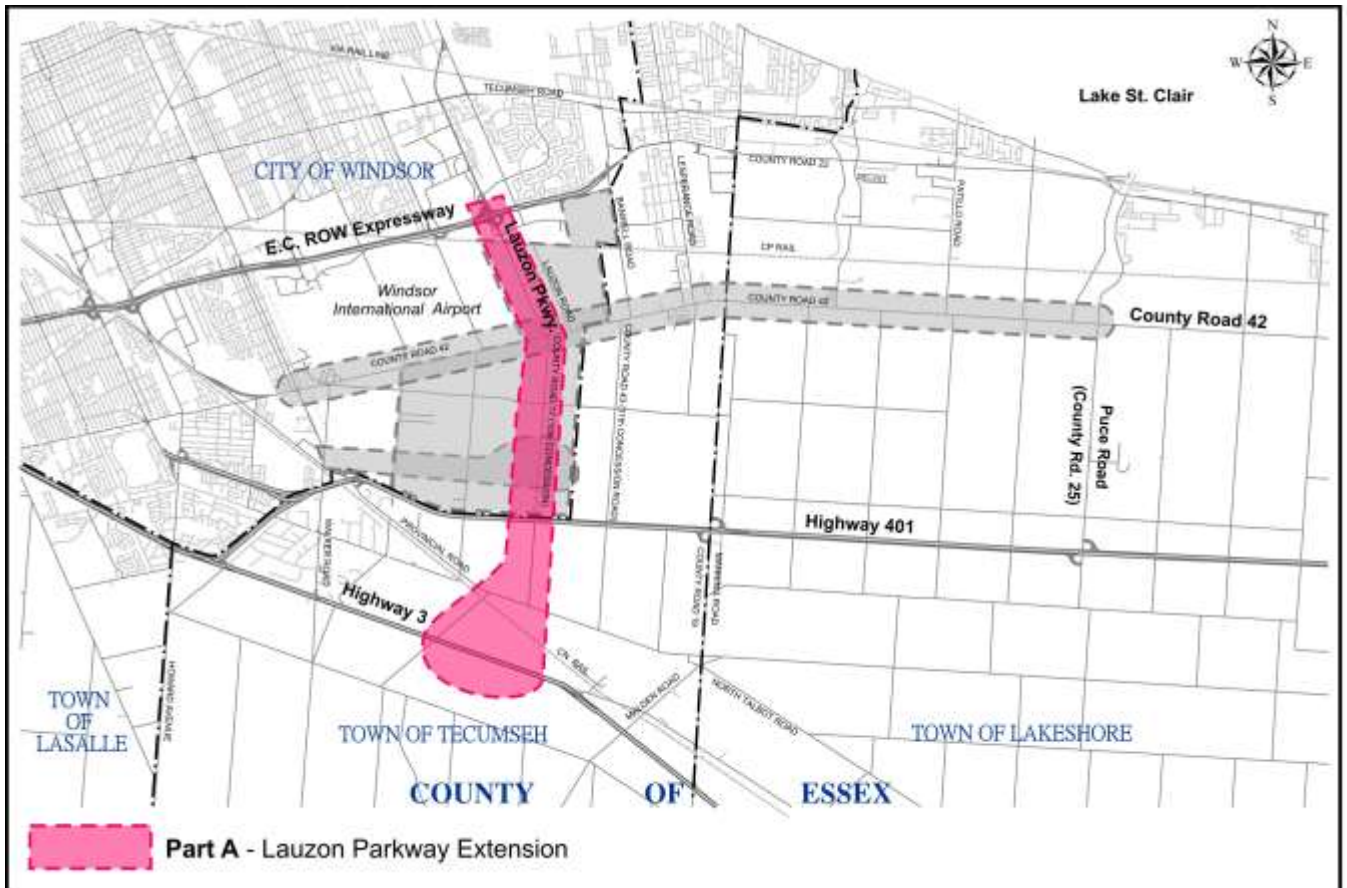
SANDWICH SOUTH SECONDARY PLAN

The Secondary Plan Workshop #3 is currently being held in Room 118



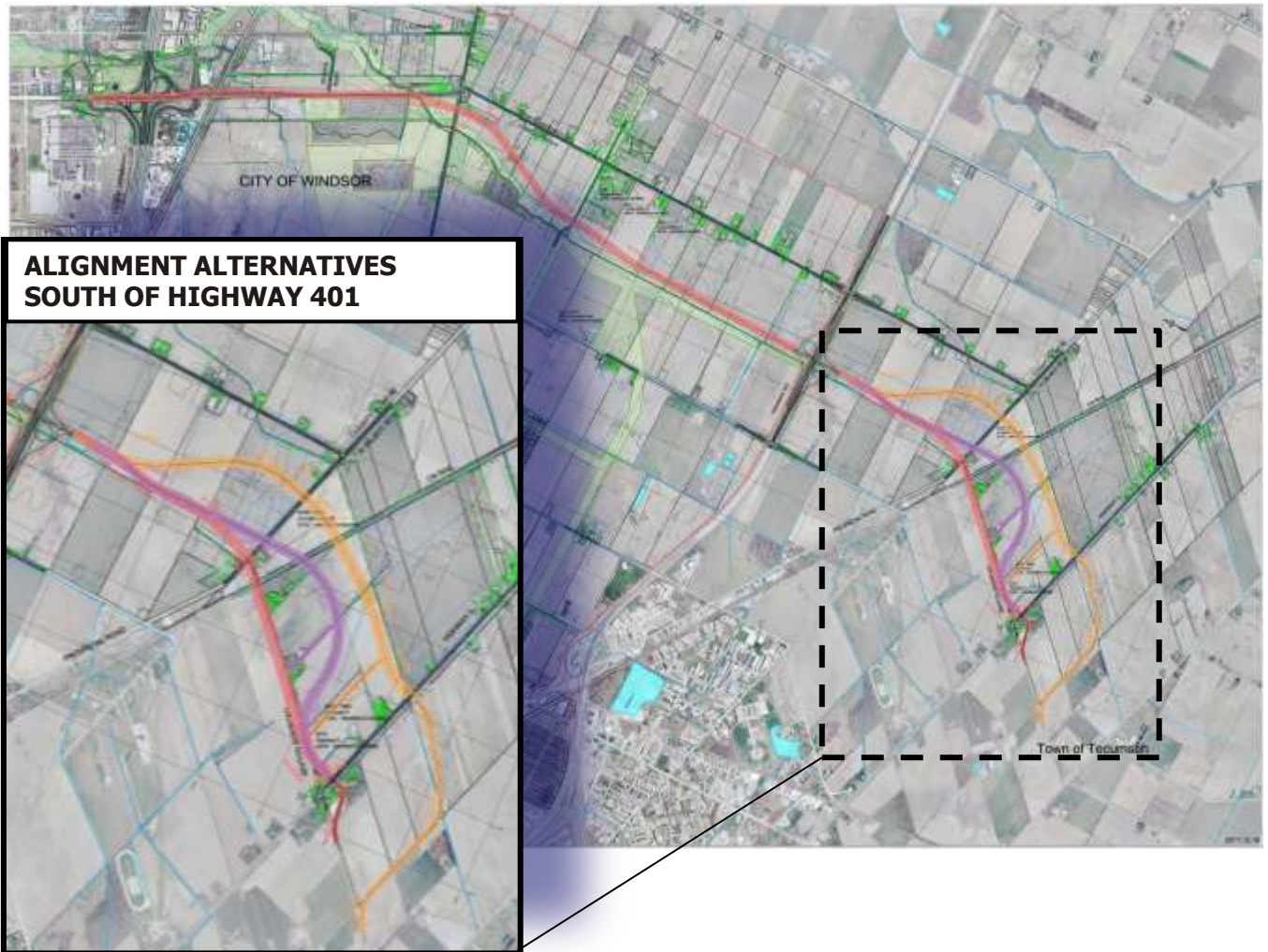
- A Secondary Land Use Plan is being prepared for the lands east and south of the airport referred to as Sandwich South, which are the remainder of the lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline north of the Windsor International Airport, Lauzon Parkway and the 8th Concession Road, and the City of Windsor boundary).
- Public Workshop #1 and #2 were held in May and June 2011, respectively.
- Public Workshop #3 is being held today in Room 118:
 - Session 1: 5:30 p.m. to 6:30 p.m.
 - Session 2: 7:00 p.m. to 8:00 p.m.

LAUZON PARKWAY



- Lauzon Parkway from E.C. Row Expressway to Highway 3

ALIGNMENT ALTERNATIVES



A preferred corridor (West Option) was identified and reviewed with the public at PIC #1.

North of Highway 401, the preferred alignment was selected to follow the Little River, creating an integrated enhanced community and transportation corridor.

South of Highway 401, several alternatives were developed for assessment after PIC #1. Consultation with area residents was conducted to receive input for the assessment of alternatives.

A preferred alternative was selected as shown on the following panel.

ALIGNMENT ALTERNATIVES - EVALUATION

Factor/Criteria	Option 1 (Red)	Option 2 (Purple)	Option 3 (Orange)
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 			
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and Heritage Features 			
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 			
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Traffic operations (level of service) Geometric and Safety Flexibility to meet future needs Connectivity with local road network Highway 3 intersection spacing 			
OVERALL SUMMARY			
<p>Option 3 is the least preferred in Socio-Economic Environment as it results in the greatest number of property and agricultural impacts; and is also the least preferred in Technical Considerations, as it results in significant impacts to the existing local road network.</p> <p>Option 2 results in less potential nuisance effects with only 1 residence at Sexton Sideroad & CR 42 exposed to increased traffic volumes, while Option 1 results in 5 residences on Sexton Sideroad exposed to increased volumes. However, Option 2 results in greater overall property and agricultural impacts.</p> <p>Although Option 1 results in incrementally greater nuisance effects to residences adjacent to the corridor, it results in minimal impact to agricultural operations and properties and results in the least property impact with 1 displacement of residence. Option 1 also makes use of MTO properties protected in the Highway 3 EA, and it utilizes an existing transportation corridor with a relatively straight alignment and adequate intersection spacing.</p> <p>Therefore, Option 1 is preferred overall.</p>			

PREFERRED ALIGNMENT

In summary, Option 1 (Red) is selected as the preferred alignment for the segment from Highway 401 to Highway 3 based on the following rationale:

- Minimal impact to agricultural operations and properties
- Least property impact with 1 displacement of residence
- Makes use of MTO's properties protected in Highway 3 EA
- Uses existing Sexton Sideroad



DESIGN ALTERNATIVES

Following identification of the Preferred Alignment for Lauzon Parkway from E.C. Row Expressway to Highway 3, the study team developed and evaluated design alternatives for the following key interchanges/intersections along Lauzon Parkway:

- E.C. Row Expressway Interchange
 - Completed a detailed assessment of existing and future conditions (traffic, geometric, and safety); and
 - Developed recommendations to address existing transportation issues and improvements to meet future needs.

- Highway 401 Interchange
 - Developed alternative interchange configurations; and
 - Evaluated their ability to meet future needs.

- Highway 3 Intersection
 - Developed alternative intersection locations; and
 - Completed a comparative evaluation of all factors.

The evaluation and preferred alternatives are presented on the subsequent panels.

E.C. ROW EXPRESSWAY INTERCHANGE

A geometric, traffic, and safety review on the interchange was conducted. The findings indicated that there are no significant concerns associated with the existing interchange.

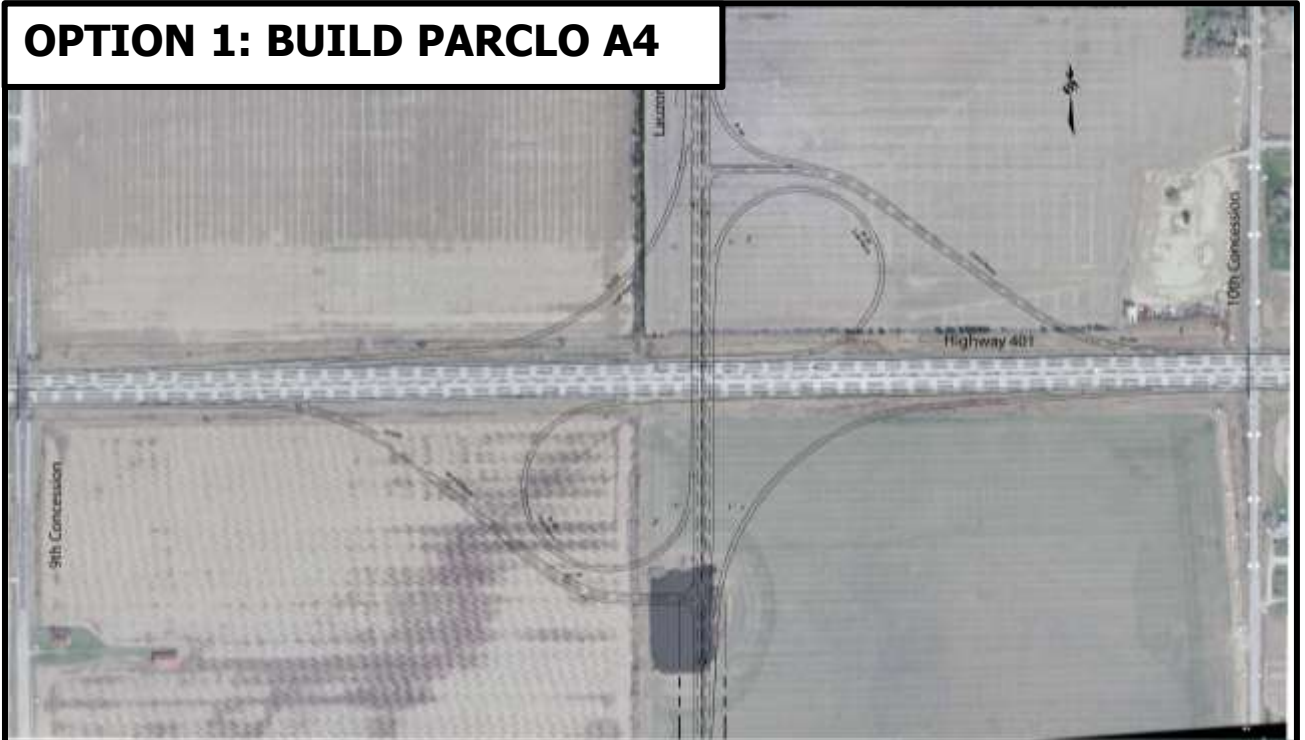
Recommendations for the interchange are:

- Retain existing bridge structure
- Provide safety improvements
 - Shorter right turn channelization onto S-E Ramp
- Lauzon Parkway and Forest Glade Drive improvements
 - Lane designation directional signage for westbound left-turn and southbound through movements
- Lauzon Parkway and Twin Oaks Drive improvements
 - Northbound and southbound additional through/right turn lanes

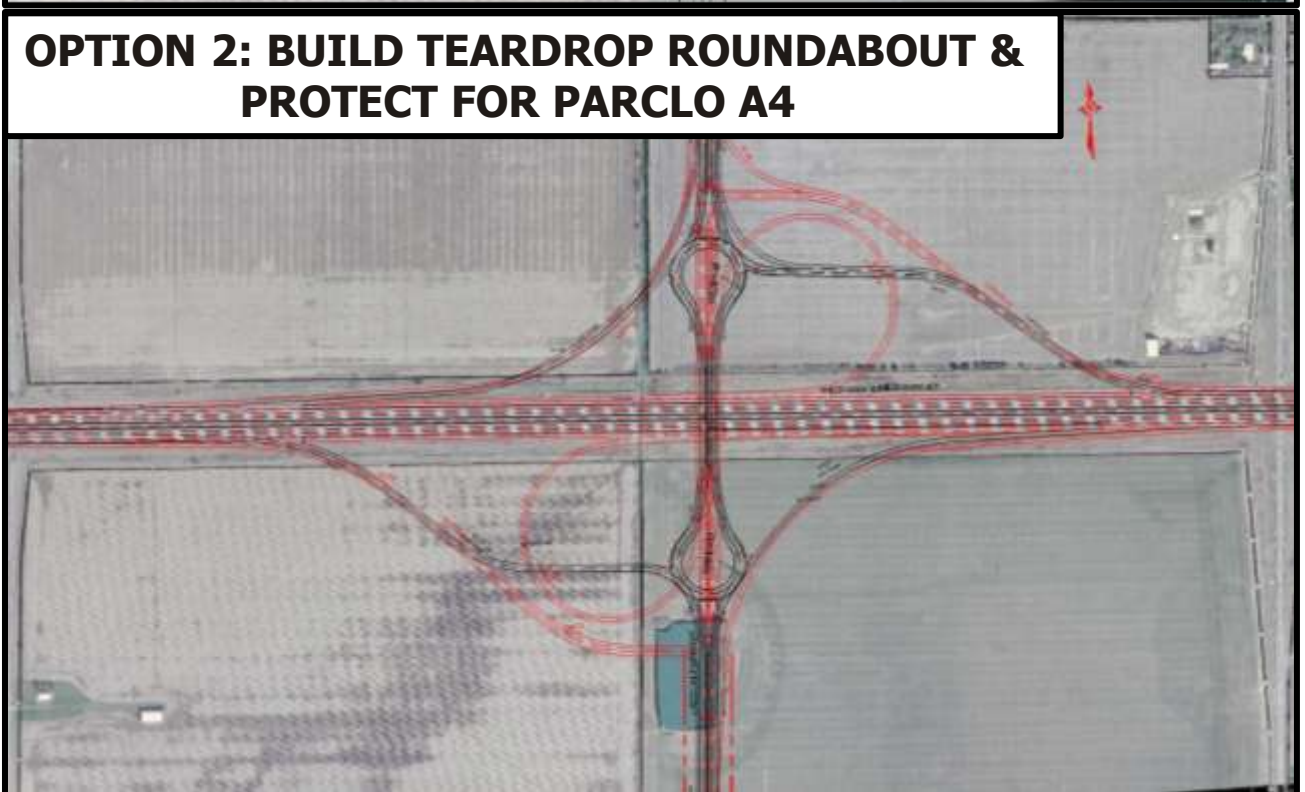


HIGHWAY 401 INTERCHANGE ALTERNATIVES

OPTION 1: BUILD PARCLO A4



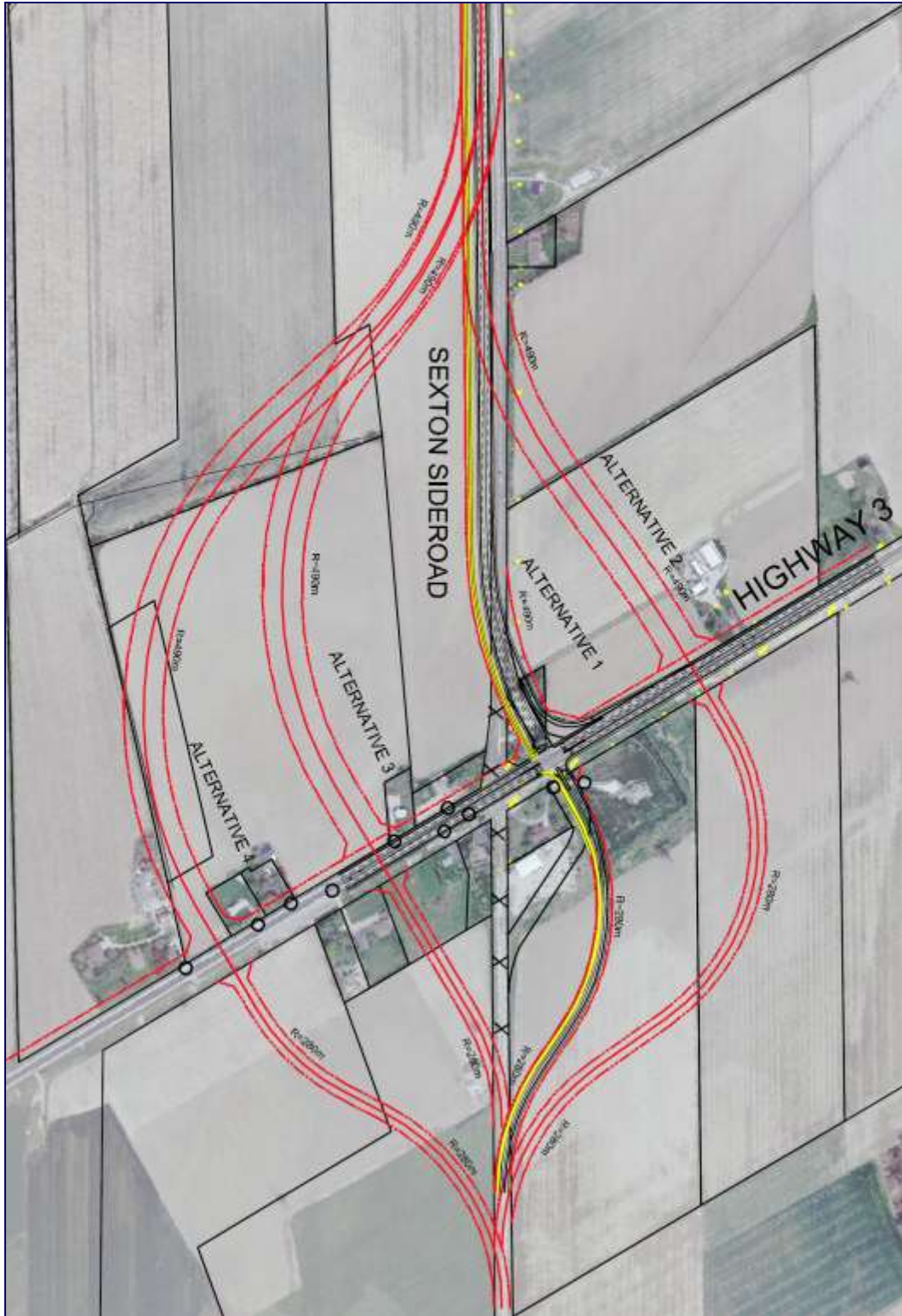
OPTION 2: BUILD TEARDROP ROUNDABOUT & PROTECT FOR PARCLO A4



HIGHWAY 401 INTERCHANGE - EVALUATION

Factor/Criteria	Option 1 Parclo A4 Alternative	Option 2 Roundabout (& Ultimate Parclo A4)
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 	●	●
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and heritage features 	●	●
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 	●	●
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Traffic operations (level of service) Geometric and safety Flexibility to meet future needs Integration to adjacent network Emergency services Cost 	●	●
OVERALL SUMMARY	●	<div style="text-align: center;">●</div> <p>The Roundabout has an initial build of 4 ramps, compared with 6 ramps in the Parclo A4, and eliminates the need to construct and maintain traffic signals. Although the roundabout ramp terminal may be unconventional, it reduces the severity of accidents by increasing driver attentiveness and decreasing T-Bone collisions.</p> <p>Additionally, the roundabout offers unique and special gateway features for the planned Sandwich South Secondary Plan area, without major differences on impacts to the surrounding properties, cultural or natural environments.</p> <p>Overall, Option 2 offers flexibility to reduce initial construction costs with staged implementation of interchange capacity (i.e., ramps and structure width) to meet the forecasted traffic demands as growth occurs in the Sandwich South Secondary Plan area for the next 30-40 years and beyond.</p>

HIGHWAY 3 INTERSECTION ALTERNATIVES



HIGHWAY 3 INTERSECTION - EVALUATION

Factor/Criteria	Alternative 1 Sexton Sideroad	Alternative 2 East of Sexton Sideroad	Alternative 3 West of Sexton Sideroad	Alternative 4 West of Sexton Sideroad
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 				
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and Heritage Features 				
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 				
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Traffic operations (level of service) Geometric and Safety Flexibility to meet future needs Connectivity with local road network Highway 3 intersection spacing 				
OVERALL SUMMARY				
<p>All alternatives accommodate forecasted traffic volumes, meet geometric design standards, and will require closure of the existing Sexton Sideroad and Highway 3 intersection.</p> <p>Alternative 4 is the least preferred overall as it results in the greatest direct property impacts (7) and the most out-of-way travel. In comparing Alternatives 2 and 3, it is noted they result in similar direct property impacts (5), however Alternative 3 results in additional nuisance effects, newly exposing three residences on Highway 3 to increased traffic volumes.</p> <p>Alternative 1 is preferred overall in that it results in the least direct impacts (4) to agricultural lands. Although, Alternative 1 potentially displaces 1 residence at the intersection of Highway 3 & Sexton Sideroad and newly exposes one residence on Highway 3 to increased traffic volumes, it does not sever any existing agricultural properties, and results in only minor edge impacts to two agricultural properties.</p>				

TECHNICALLY PREFERRED PLAN

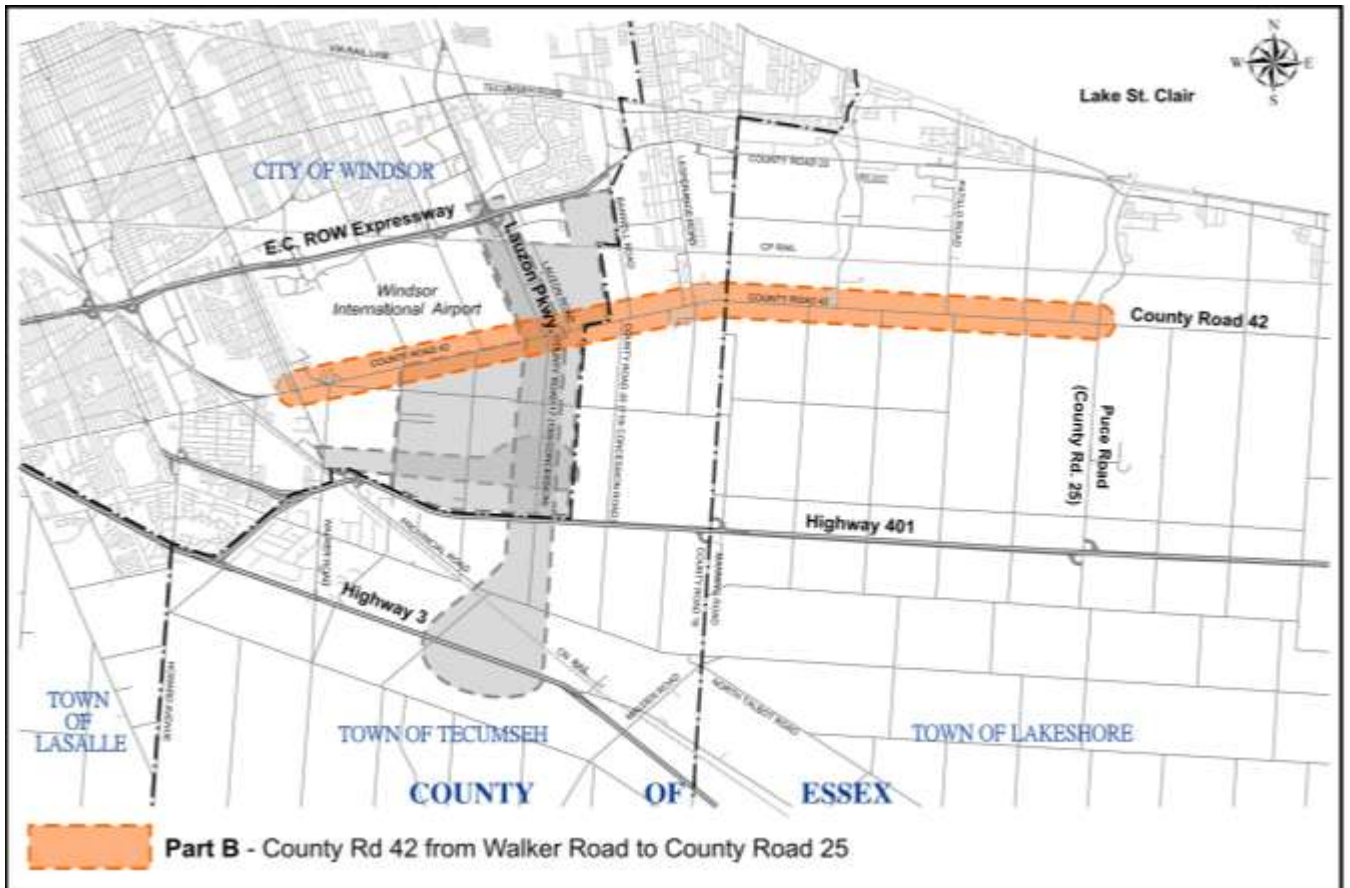
Key Features of the Preferred Plan:

- Design Criteria
 - 4-Lane Class I Arterial (6-Lane Ultimate)
 - 50 m wide Right-of-Way (ROW)
 - Posted Speed 70 km/h in City, 80 km/h in County
- Improvements to E.C. Row Expressway Interchange
- New Highway 401 Interchange
 - Initial Phase: Teardrop Roundabout
 - Ultimate: Partial Cloverleaf (Parclo A4)
- New Highway 3 Intersection
- Active Transportation integrated in the corridor with the following key connections:
 - North through Twin Oaks Dr./E.C. Row Expressway
 - East through the Little River Corridor to Banwell Road
 - Pedestrian Bridge over Highway 401
 - South and West connection to Chrysler Greenway

TECHNICALLY PREFERRED PLAN

SEE SEPARATE FILE

COUNTY ROAD 42



- County Road 42 (CR 42) from Walker Road to Puce Road (CR 25)

EXISTING AND FUTURE CONDITIONS

- CR 42 provides continuous east-west connection between the City of Windsor, Town of Tecumseh, and Town of Lakeshore.
- The detailed Transportation Needs Assessment of existing and future traffic conditions recommended a widening of CR 42 from the existing 2 lanes to 4 lanes to meet future traffic capacity requirements.
- The widening of CR 42 was considered in three segments:
 - Walker Road to City/County Boundary (City of Windsor)
 - City/County Boundary to Manning Road (CR 19) (Town of Tecumseh, County of Essex)
 - Manning Road (CR 19) to Puce Road (CR 25) (Town of Lakeshore, County of Essex)
- In addition, the future needs for all intersections along CR 42 was confirmed:
 - All existing and future signalized intersections were also evaluated against a roundabout alternative
 - The preferred alternative at each key intersection are presented in detail on the subsequent panels.

INTERSECTION ANALYSIS

SEE SEPARATE FILE

KEY FEATURES OF THE PREFERRED PLAN

CR 42 FROM WALKER ROAD TO CITY/COUNTY BOUNDARY

- The City of Windsor is proposing to change the name of CR 42 to “Cabana Road” from Walker Road to the City limits (160 m east of Lauzon Road)
- A “best-fit”** design was applied to identify the recommended widening plan for this section due to significant constraints.
- Design Criteria
 - 4-Lane City Class II Arterial, Posted Speed 60 km/h
 - 35 m to 40 m Right-of-Way (ROW)

CR 42 FROM CITY/COUNTY BOUNDARY TO MANNING ROAD

- A “best-fit”** design was applied to identify the recommended widening plan for this section due to significant constraints.
- Consideration of Context Sensitive Design (CSD) – *is a collaborative, interdisciplinary approach to designing transportation facilities that fits its setting.*
- Design Criteria
 - 4-Lane County Arterial Road, Posted Speed 60 km/h
 - 30 m to 35 m Right-of-Way (ROW)

CR 42 FROM MANNING ROAD (CR 19) TO PUCE ROAD (CR 25)

- Developed and evaluated widening symmetrical versus widening north.
- Design Criteria
 - 4 Lane County Arterial Road, Posted Speed 80 km/h
 - 36 m Right-of-Way (ROW)

** ‘Best-fit’ design - to vary how the roadway is widened along the corridor to best minimize impacts.

WALKER ROAD TO CITY/COUNTY BOUNDARY

SEE SEPARATE FILE

CITY/COUNTY BOUNDARY TO MANNING ROAD

- CR 42 through the Town of Tecumseh is bound by commercial/ industrial/residential subdivisions
- Objectives of CR 42 in this section:
 - provide capacity for higher inter-regional traffic volumes
 - provide access for local traffic to frequent driveways
 - provide access to local areas via local side streets
 - address all road users (drivers, cyclists, pedestrians); and
 - influence safe driving behaviours at moderate speeds.
- Context Sensitive Design is applied to this section to respect the urban characteristics and create a transition into the Town of Tecumseh from Lakeshore and Windsor
- The roundabout at Banwell Road (CR 43) creates a physical and noticeable transition into a new roadway
- The speed limit in the Town's section is 60 km/h; The posted speed is complimented with reduced lane widths and edge of curb landscaping which increase traffic friction making drivers more aware of their surroundings
- To facilitate the inter-regional traffic, a two-way centre left-turn lane (TWCLTL) has been included in the cross-section, eliminating sudden blockages in traffic and optimizing capacity

CITY/COUNTY BOUNDARY TO MANNING ROAD

SEE SEPARATE FILE

BANWELL ROAD (CR 43) INTERSECTION

- The County of Essex July 2009 Banwell Road (CR 43) EA recommended a signalized intersection
- That EA did not analyze CR 42 as a 4-lane roadway
- Based on the current lane requirements for CR 42, a new signalized vs. roundabout analysis was completed for the Lauzon Parkway EA

The roundabout option is preferred as it:

- Results in better level-of-service
- Safer design due to fewer conflict points and reduced severity of collisions
- Creates a gateway between Windsor and Tecumseh
- Environmental benefits of reduced engine idling and reduced noise from stop and start traffic
- Although higher property impacts at intersection; Lower property impacts approaching intersection

Preferred Design











Option 1: Signalized Intersection



Option 2: Roundabout Intersection



BANWELL ROAD (CR 43) INTERSECTION ALTERNATIVES - EVALUATION

Factor/Criteria	Banwell Road (CR 43)	
	Signalization	Roundabout
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 		
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and Heritage Features 		
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 		
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Traffic operations (level of service) Geometric and Safety Connectivity with local road network Emergency response Utilities Cost 		
OVERALL SUMMARY		
	<p>The Roundabout reduces delay, improves safety has fewer conflict points and has an overall better level of service when compared to a signalized intersection.</p> <p>A roundabout at this location has the additional benefit to act as a gateway between Windsor and Tecumseh.</p> <p>There would be minor additional property requirements at the intersection to those already considered in the Banwell Road (CR 43) EA but fewer approaching the intersection. The initial construction cost of a roundabout is slightly higher to the initial construction cost of a signal, however it eliminates the maintenance and electricity costs associated with traffic signals.</p> <p>Therefore a roundabout is preferred overall.</p>	

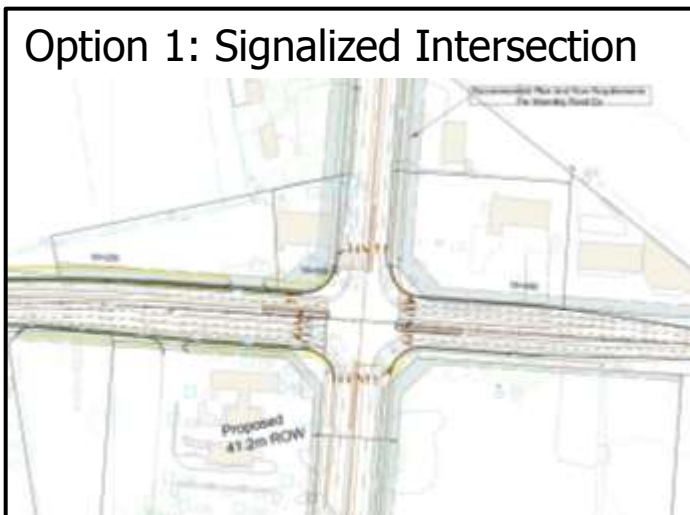
MANNING ROAD (CR19) INTERSECTION

- The County of Essex May 2008 Manning Road (CR 19) EA recommended a signalized intersection
- That EA did not analyze a roundabout for this intersection
- Based on the current lane requirements for CR 42, a signalized vs. roundabout analysis was completed for the Lauzon Parkway EA

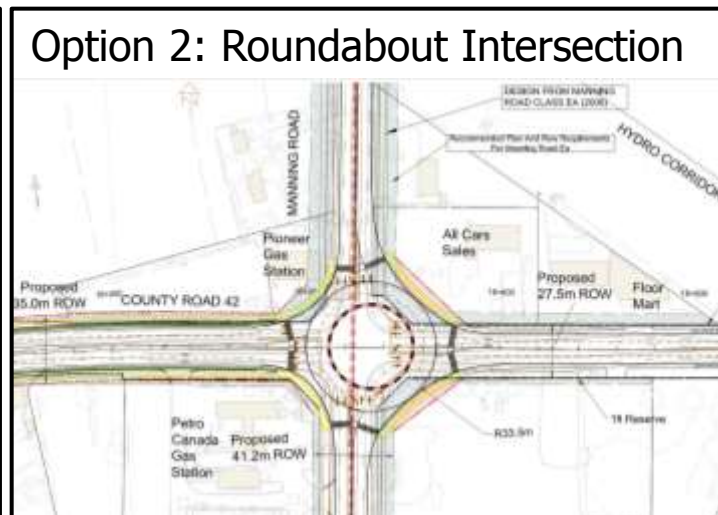
In assessing a Signalized Intersection versus Roundabout it is noted that:

- Roundabout results in better level-of-service
- Roundabout is a safer design due to fewer conflict points and reduced severity of collisions
- Roundabout serves as a gateway between Tecumseh and Lakeshore, and offers environmental benefits of reduced engine idling and reduced noise from stop and start traffic
- Roundabout has higher property impacts at intersection but lower impacts on the approaches
- Signalized intersection has less property impacts at intersection but higher property impacts on the approaches

Option 1: Signalized Intersection



Option 2: Roundabout Intersection



MANNING ROAD (CR 19) TO PUCE ROAD (CR 25)

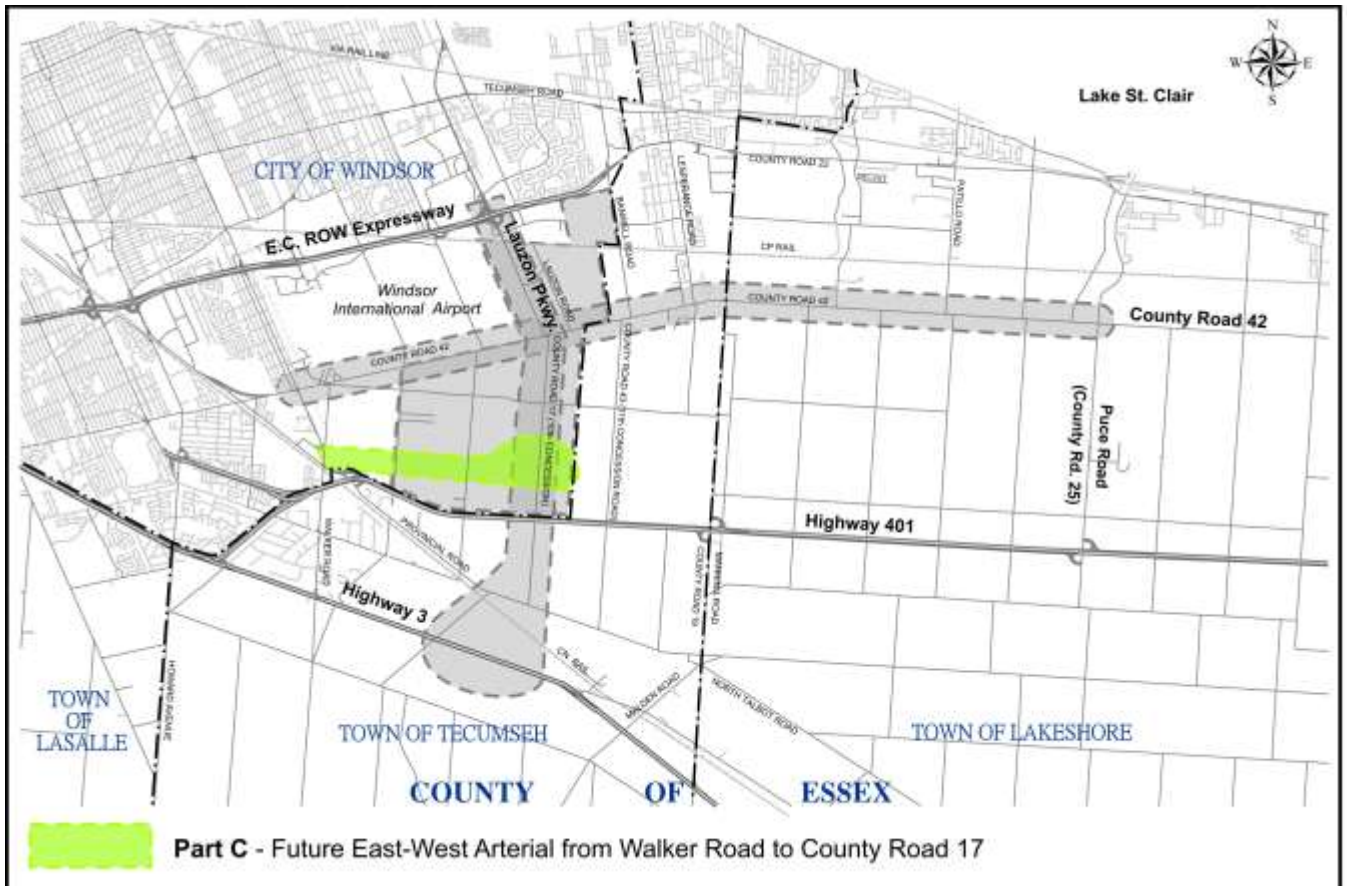
- The study team developed and evaluated widening options for CR 42 from Manning Road (CR 19) to Puce Road (CR 25):
 - Widen North
 - Widen Symmetrically
- The evaluation and rationale for the preferred alternative is presented below and the Preferred Plan is presented on the subsequent panel.

Factor/Criteria	Option 1 Widen North	Option 2 Widen Symmetrically
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 		
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and Heritage Features 		
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 		
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Utilities Cost 		
OVERALL SUMMARY		
	<p>Overall, Option 1 results in fewer impacts to properties, cultural heritage landscapes, and the natural environment. Although, both options displace one residence, are in close proximity to the Puce Memorial Cemetery, and involve the re-alignment of the existing hydro poles along the north side of CR42, Option 2 also results in additional cost to re-align the municipal drains located on the south side of CR42.</p> <p>It is noted that the potential property impacts along the north side of CR42 between the Puce River Bridge and Puce Road can be avoided through refinement of the roadway alignment in preliminary design, recognizing that there is available ROW along the south side of CR42 and north of the Standish Drain. It is also noted that there are opportunities to reduce the standard cross-section in limited areas to minimize/avoid potential residential/commercial property impacts.</p> <p>Therefore Option 1 is preferred overall.</p>	

MANNING ROAD (CR 19) TO PUCE ROAD (CR 25)

SEE SEPARATE FILE

EAST-WEST ARTERIAL



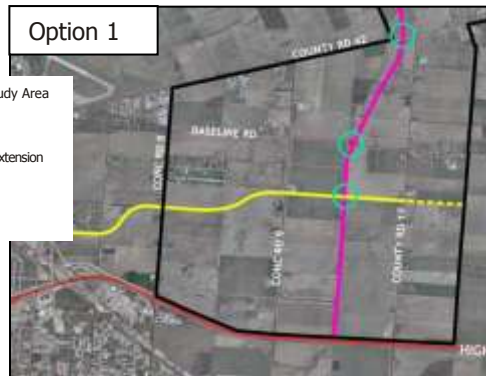
- East-West Arterial from Walker Road to 10th Concession / CR 17

PREFERRED ALIGNMENT

- Four corridor options were developed and presented at the last PIC and the Secondary Plan workshop for public review and input.
- With input from this Study, the Secondary Plan team evaluated the alignment alternatives and selected **Option 3** as the Preferred Alternative in conjunction with the development of the Sandwich South Secondary Plan.
- For details on the Secondary Plan, please visit the Workshop in Room 118

Legend

- Sandwich South Secondary Plan Study Area
- Proposed Intersection
- Proposed Preferred Lauzon Parkway Extension
- Future East-West Arterial Option
- Proposed Right-of-Way Protection



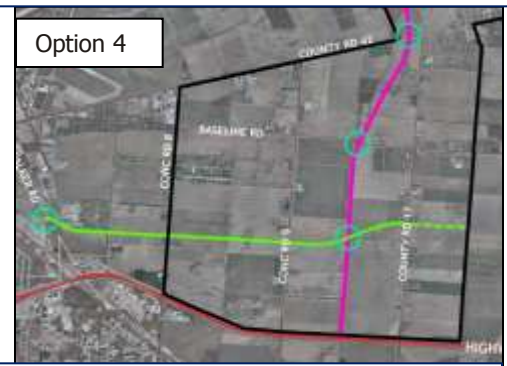
- Option 1**
- Intersection at the Proposed Preferred Lauzon Parkway Extension would be centrally located within the Sandwich South community.
 - Sufficient interchange spacing to the Proposed Highway 401 / Lauzon Parkway Extension Interchange.
 - Bisections 3 properties.
 - Direct impact to the building on 1 property.
 - Close proximity to the existing Ray Road / Joy Road residential area.



- Option 2**
- Intersection at the Proposed Preferred Lauzon Parkway Extension would be centrally located within the Sandwich South community.
 - Sufficient interchange spacing to the Proposed Highway 401 / Lauzon Parkway Extension Interchange.
 - Bisections 2 properties.
 - Direct impact to the building on 1 property.
 - Close proximity to the existing Ray Road / Joy Road residential area.



- Option 3**
- Intersection at the Proposed Preferred Lauzon Parkway Extension would be located further south within the Sandwich South community.
 - Sufficient interchange spacing to the Proposed Highway 401 / Lauzon Parkway Extension Interchange. However, may limit the potential of a service road intersection, which would provide access to proposed future employment lands along Highway 401, at the Proposed Lauzon Parkway Extension between the proposed intersection and the East-West Arterial intersection due to required intersection/interchange spacing.
 - Bisections 1 property.



- Option 4**
- Intersection at the Proposed Preferred Lauzon Parkway Extension would be located further south within the Sandwich South community. In addition, the alignment of the East-West arterial results in a skewed intersection.
 - Sufficient interchange spacing to the Proposed Highway 401 / Lauzon Parkway Extension Interchange. However, may limit the potential of a service road intersection, which would provide access to proposed future employment lands along Highway 401, at the Proposed Lauzon Parkway Extension between the proposed intersection and the East-West Arterial intersection due to required intersection/interchange spacing.
 - Bisections 2 properties

Technically
Preferred
Alternative

WEST END CONNECTION ALTERNATIVES

- Alternatives 2, 3 and 5 were carried forward for assessment after PIC #1. In addition, Alternative 2A was developed for inclusion in the assessment of the short list alternatives.
- Alternative 2A was selected as the Preferred Alternative. The evaluation of alternatives is presented on the subsequent panel. The key features of the preferred alternative includes:
 - Median separated eastbound traffic from westbound traffic to prevent left-turns onto 7th Concession northbound.
 - Raised curb separating westbound left-turn traffic to prohibit access for southbound 7th Concession traffic to eliminate unsafe operations.



WALKER ROAD CONNECTION – EVALUATION

Factor/Criteria	Option 2 RIRO with Realignment	Option 2A RIRO without Realignment	Option 3 Alternative Connection to Walker Road (South Option)	Option 5 Cul-de-Sac
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 				
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and Heritage Features 				
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 				
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Traffic operations (level of service) Geometric and Safety Compatibility / Connectivity Emergency Response Utilities Cost 				
OVERALL SUMMARY				
<p>Option 2 results in the most direct/property impacts compared to the other alternatives with only slightly improved traffic operations. The adjacent property owner has shown significant opposition for this alternative.</p> <p>Option 2A does not directly impact property or accesses, maintains road network connectivity, and accommodates the future traffic demand. A median separating eastbound traffic from westbound traffic will prevent eastbound left-turns onto 7th Concession Road. Also a raised curb separating westbound left-turn traffic will prohibit southbound access from 7th Concession Road to Walker Road. These will eliminate unsafe traffic operations.</p> <p>Option 3 would require property acquisitions for the alternative connection to Walker Road.</p> <p>Option 5 results in good traffic operations compared to the other alternatives with good intersection spacing from Walker Road to CN Rail; however, may result in a less direct connection to the E-W Arterial through the East Pelton lands, and less direct emergency routing.</p> <p>Option 2A is the preferred option overall.</p>				

TECHNICALLY PREFERRED PLAN

Key Features of the Preferred Plan:

- Design Criteria
 - 2-Lane Class II Arterial
 - 30 m wide Right-of-Way (ROW)
 - Posted Speed 60 km/h
- New Intersection with Walker Road & 7th Concession Road
- New Intersection with Lauzon Parkway
 - Initial Phase: Teardrop Roundabout
 - Ultimate: Partial Cloverleaf (Parclo A4)
- New Roundabouts intersecting with:
 - 8th Concession Road
 - 9th Concession Road
 - 10th Concession Road / CR17
- Active Transportation integrated in the corridor with the following key connections:
 - East to the Little River Corridor / Lauzon Parkway Trail
 - West to Walker Road
 - South and West connection to Chrysler Greenway

FUTURE EAST-WEST ARTERIAL

SEE SEPARATE FILE

OVERALL STORMWATER MANAGEMENT PLAN

SEE SEPARATE FILE

ABOUT NOISE

Noise is a form of energy. Noise is measured in terms of sound pressure, using "Decibels".

Noise may be measured on an "A" weighted scale (dBA) to best represent the way in which the human ear perceives noise.

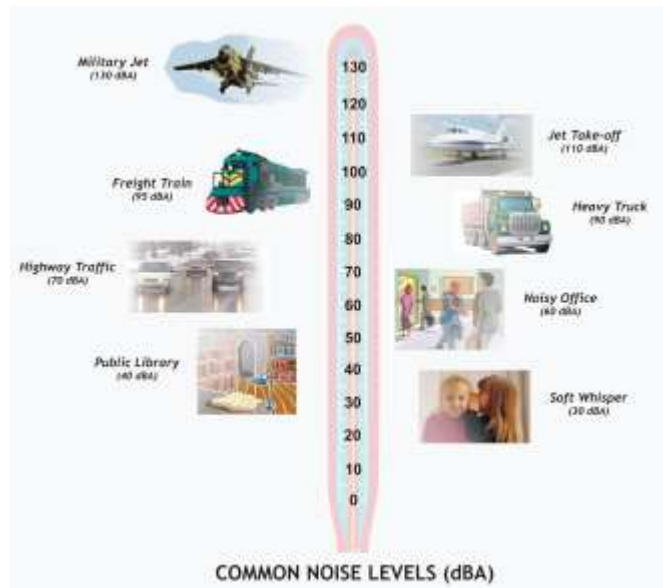
The decibel scale is not linear; it is logarithmic:

1 dBA increase	=	not normally perceivable
2-3 dBA increase	=	just perceivable
10 dBA increase	=	twice as loud
20 dBA increase	=	four times as loud

A doubling of traffic volume typically produces an increase in sound level of about 3 dBA.

Roadway noise levels generally depend on:

- Vehicle type (truck, car)
- Operating Speed
- Road profile
- Distance from receiver
- Type of ground between the road and the receiver



Roadway noise, like most noise, varies throughout the day.

NOISE ANALYSIS

SEE SEPARATE FILE

OVERALL STUDY AREA CONTEXT PLAN

SEE SEPARATE FILE

HIGHWAY 401 AT BRIDGE ALTERNATIVES

- A Multi-use Trail is proposed along the west side of Lauzon Parkway from Twin Oaks Drive to Highway 3 with a connection to the Little River corridor.
- A grade-separated crossing is recommended over Highway 401 to the west of the proposed interchange.
- Four crossing locations alternatives were developed and are illustrated below and the evaluation is presented on the subsequent panel.

Option 1



Option 2



Option 3



Option 4



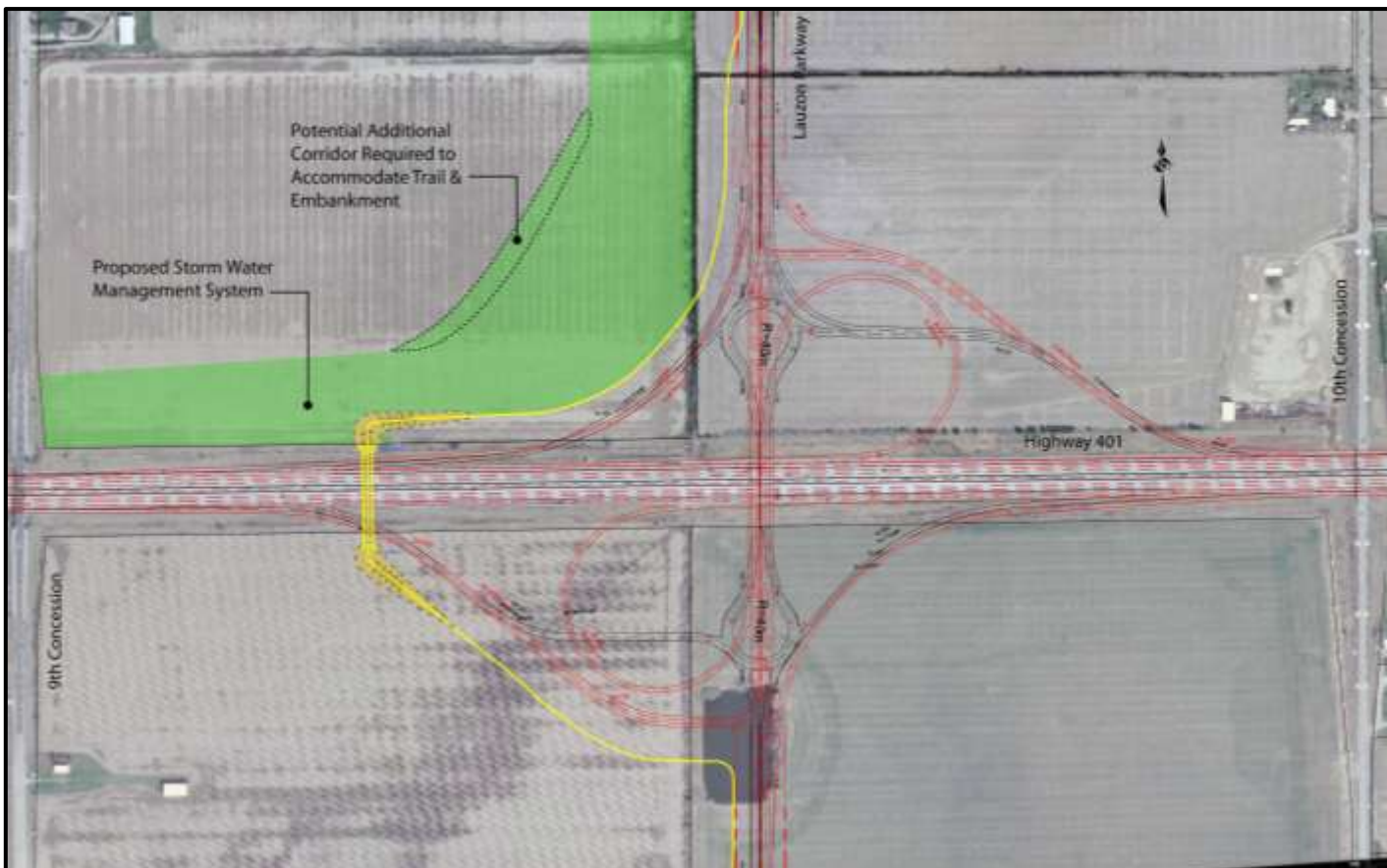
HIGHWAY 401 AT BRIDGE ALTERNATIVES

Factor/Criteria	Option 1 Adjacent to Lauzon Parkway Bridge	Option 2 Separate Crossing	Option 3 Mid-block Separate Crossing	Option 4 Shared Crossing with 9 th Concession Road
1.0 SOCIO-ECONOMIC ENVIRONMENT <ul style="list-style-type: none"> Impacts to property and access Community effects 	<ul style="list-style-type: none"> Minimal property impacts (0.85 ha) Maintains continuity of multi-use trail 	<ul style="list-style-type: none"> Minimal property impacts (0.29 ha) Maintains continuity of multi-use trail 	<ul style="list-style-type: none"> Minimal property impacts (0.35 ha) Maintains continuity of multi-use trail 	<ul style="list-style-type: none"> Minimal property impacts (0.45 ha) Maintains continuity of multi-use trail
2.0 CULTURAL ENVIRONMENT <ul style="list-style-type: none"> Archaeology and heritage features 	<ul style="list-style-type: none"> Archeology assessment is required for the new Lauzon Parkway 	<ul style="list-style-type: none"> Archeology assessment is required for the new Lauzon Parkway 	<ul style="list-style-type: none"> Archeology assessment is required for the new Lauzon Parkway 	<ul style="list-style-type: none"> Archeology assessment is required for the new Lauzon Parkway
3.0 NATURAL ENVIRONMENT <ul style="list-style-type: none"> Impacts to stormwater management Impact on vegetation, wildlife, landscape, and aquatic resources 	<ul style="list-style-type: none"> minimal impacts on natural resources 	<ul style="list-style-type: none"> minimal impacts on natural resources 	<ul style="list-style-type: none"> minimal impacts on natural resources 	<ul style="list-style-type: none"> minimal impacts on natural resources
4.0 TECHNICAL CONSIDERATIONS <ul style="list-style-type: none"> Geometric and safety Out-of-Way travel Connectivity to AT Network Cost 	<ul style="list-style-type: none"> Sight safety concern at ramps Most direct route Very high cost for long bridge span, embankments and retaining wall 	<ul style="list-style-type: none"> 450 m out-of-way distance 2 min. out-of-way travel for cyclists High cost for 2 bridge spans over highway and ramps 	<ul style="list-style-type: none"> 700 m out-of-way distance 3 min. out-of-way travel for cyclists Medium cost for 1 bridge span over highway and ramps 	<ul style="list-style-type: none"> 1500 m out-of-way distance 6 min. out-of-way travel for cyclists Low cost for 1 bridge span over highway
OVERALL SUMMARY	●	●	●	●
<p>All alternatives provide a continuous connection of the Lauzon Parkway Multi-use Trail north and south of Highway.</p> <p>Overall, Options 1 and 4 are the least preferred. Option 1 results in significantly higher construction costs requiring 3 new structures and 1 retaining wall. Option 4 results in significantly longer out-of-way travel, potentially reducing the attractiveness for recreational users.</p> <p>In comparing Options 2 and 3, it is noted that both alternatives have similar out-of-way travel, however Option 3 requires 1 bridge resulting in lower construction costs. Option 3 also has the potential to offer good connectivity with other future cycling routes as the surrounding areas are developed.</p> <p>Therefore, Option 3 is the preferred.</p>				

HIGHWAY 401 AT BRIDGE - PREFERRED

Through a comparative evaluation of the four alternatives, Option 3 is preferred overall as it:

- Provides continuous connection of the Multi-Use Trail (MUT) north and south of Highway 401
- Provides additional potential connections to planned development north and south of Highway 401
- Avoids excessive out-of-way travel for pedestrians and cyclists
- Has a relative low cost due to short bridge span length

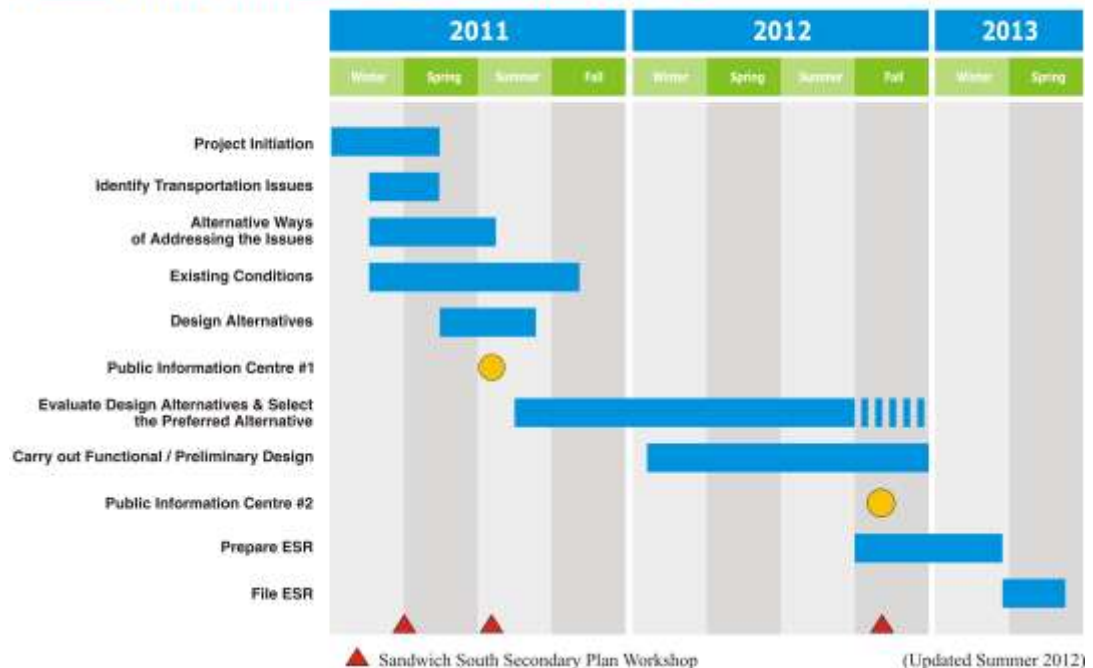


NEXT STEPS

Following this PIC, the Project Team will complete the following activities:

- Review and respond to public comments;
- Confirm and refine the Technically Preferred Alternatives based on input received from the public and stakeholders;
- Prepare an Environmental Study Report (ESR);
- File the ESR for 30-day public review

The Major Activities of the Lauzon Parkway Improvements Class Environmental Assessment are:



PLEASE COMPLETE A COMMENT SHEET



Would you like to be included in the study mailing list? Do you have any questions or comments regarding the study? Please let us know your thoughts by completing a Comment Sheet. Completed sheets can either be dropped in the boxes on the tables or submitted by mail, fax or email to any of the following Study Team members:

Mr. Michael Chiu, P. Eng.

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Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group
Project Delivery Office
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E-mail: jeugeni@city.windsor.on.ca

Please provide all comments by November 16, 2012.

These displays and additional project information is
available on the study website at
www.lauzonparkwayea.ca

Thank You for Attending!

APPENDIX D
COMMENT SHEETS

Comment Sheet

Please provide your comments on any aspect of the study:

PLEASE CONSIDER AN OVERPASS OR ROUNDABOUT FOR THE COUNTY Rd 42 LAUZON PARKWAY EXTENSION. THE VEHICLE TRAFFIC WILL GROW IMMEDIATELY AND IN THE FUTURE, WITH 4 LANE ON COUNTY ROAD 42 PEOPLE IN THE FUTURE LEAVING THE NEW INDUSTRIAL AREA AT AND SOUTH OF THE AIRPORT WILL CLOG AN INTERSECTION AT GRADE

← PLEASE FOLLOW THROUGH WITH THE 100 M BUFFER FOR THE LITTLE RIVER DRAINAGE AND INSIST FARMERS AND NEW CONNECTIONS INSTALL FILTER ~~DRAINAGE~~ ^{PIEL} ~~DRAINAGE~~ ^{SYSTEMS} OVER

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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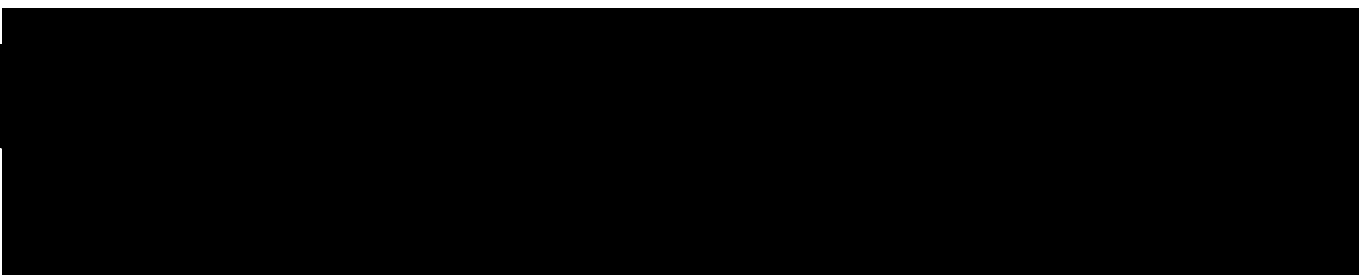
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Thank you for your participation. Comments and information regarding this study are being collected in accordance with the *Freedom of Information and Protection of Privacy Act*, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Preferred Method of Correspondence: Regular Mail Email



IF POSSIBLE ASK FOR
BUFFERS ALONG FARM
FIELDS SO SOIL FROM
THE FIELDS DOES NOT
ENTER THE LITTLE RIVER
WITHOUT BEING FILTERED

McCormick Rankin
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Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mrc.ca

December 21, 2012



VIA Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

With regards to your comment to provide an overpass or roundabout at County Road 42 and Lauzon Parkway, please note that a detailed traffic analysis completed as part of this study determined that an at-grade signalized intersection will result in good traffic operations given the forecasted traffic growth within the study period (2031). The project team also analyzed a roundabout at this intersection, and carried out a comparative evaluation. A signalized intersection is preferred over a roundabout intersection, as a complex 3-lane roundabout would result in poor operations and increased delay compared to a signalized intersection.

Your comments in relation to the Little River have been noted and by copy of this letter are being shared with Anna Godo, City of Windsor who is working in conjunction with the Essex Region Conservation Authority to carry out the Upper Little River Watershed Master Drainage Plan & Stormwater Management Plan.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have added your contact information to our study mailing list to ensure you will be informed of upcoming study activities.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: Anna Godo, City of Windsor
R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

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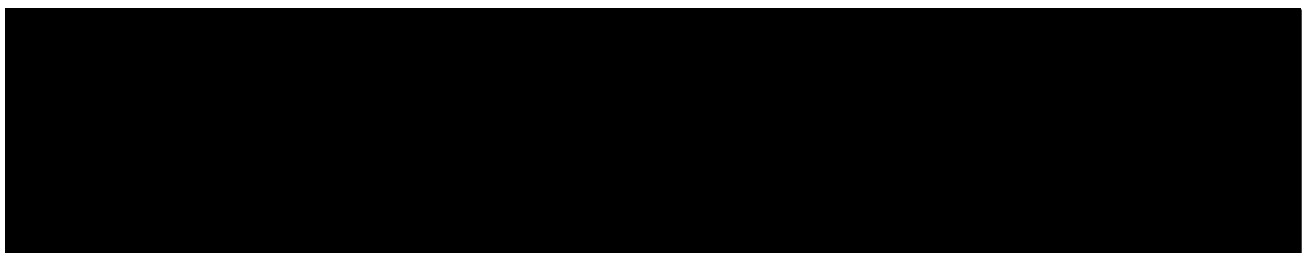
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Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

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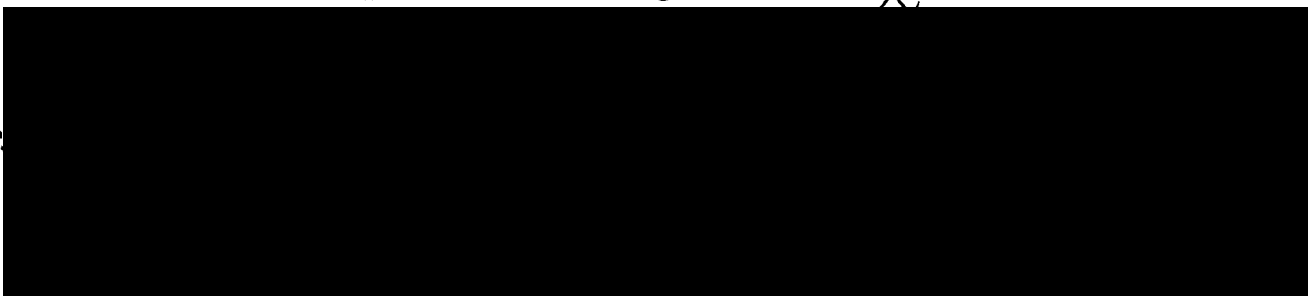
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[REDACTED]

VIA Email - [REDACTED]

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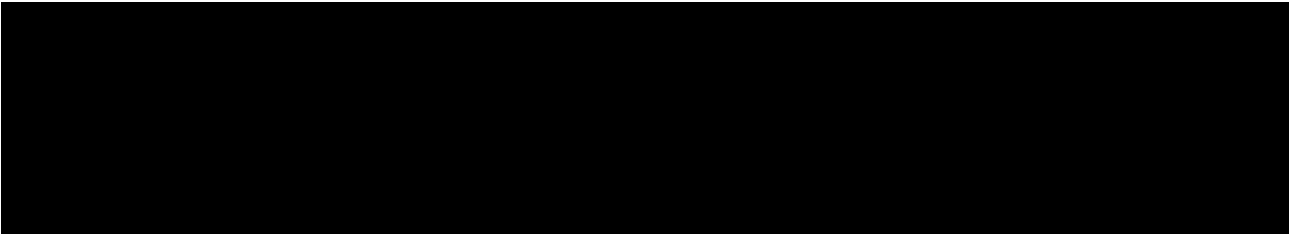
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[REDACTED]

VIA Email - [REDACTED]

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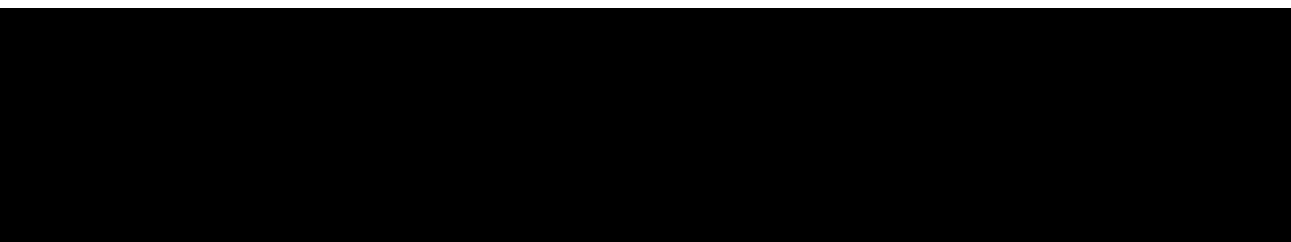
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cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

50 to 100 people (includes kids on bicycles, etc.) / day
walk down county rd. 42 from Lesperance and or
Strawberry ridge go to Tim Hortons or the confectionary
My concern is sidewalks. My wife & our neighbours
have to go to Strawberry Ridge to pick up the mail.
Sidewalks & their safety from cars & trucks matters
to all of us.

A car ran into a house on the corner of
Strawberry Ridge 2 yrs. ago,
if done exactly like your drawings, then I
am OK with it. Make it SAFE for pedestrians.

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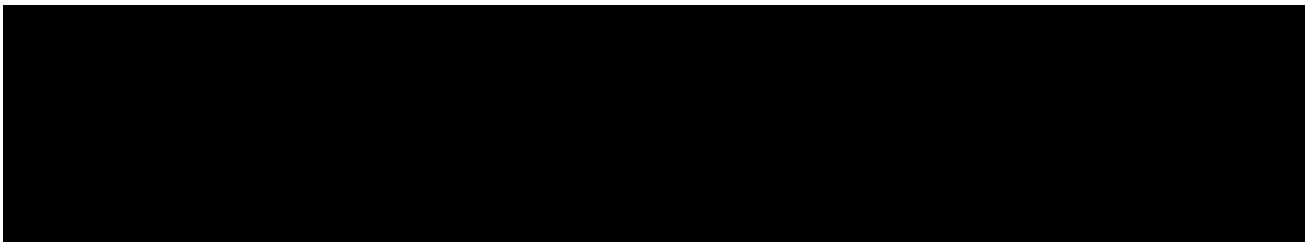
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Phone: 519-255-6418
Fax: 519-973-5476
E-mail: jeugeni@city.windsor.on.ca

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Preferred Method of Correspondence: Regular Mail Email



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December 21, 2012



**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Regarding your concern for pedestrian safety on County Road 42 in the Town of Tecumseh, the proposed plan is being designed for all road users (vehicles, cyclists and pedestrians). The proposed cross-section for County Road 42 between St Alphonse Avenue and Manning Road will include on-road bike lanes, and sidewalks, with 3 m wide boulevards on both sides of the roadway. Street lighting to illuminate the sidewalks is also planned.

The section of County Road 42 from Banwell Road to Manning Road is designed with Context Sensitive Solutions: narrow lanes, landscaping at edge of roadway, and roundabout-style intersections, which together encourage lower traffic speeds.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Lauzon Parkway Improvements
Class Environmental Assessment Study

Public Information Centre #2
Monday October 22, 2012

Comment Sheet

12
76
3691

Please provide your comments on any aspect of the study:

[REDACTED]

If #2 is to be changed I agree with the plan to take from the N & S sides.

I live on the south side so of course I do not want all of my front lawn taken.

I have 2 brick pillars which ~~are~~ have electrical lights installed. There are 2 horse heads mounted there as well. I want those put back in their entirety.

I think that the new road should be put along the railway tracks. Houses wouldn't be effected if the railway goes from Windsor out to Belle River & beyond. This is a very quiet neighbourhood so planning this type of upgrade will make life worse. The traffic will speed up. It will make it more difficult to get out of my driveway. Traffic cannot be slowed down now.

I totally disagree with widening #3 County Rd. 212.

[REDACTED]

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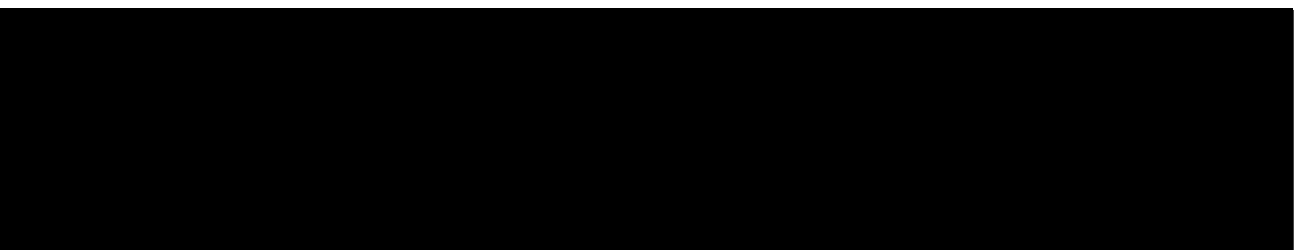
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Dear 

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We have noted your concerns regarding impacts to your property and front lawn. Specific mitigation and/or compensation measures for property impacts will be addressed on an individual property/land owner basis during the next phase of design. No commitment has been made at this time to fund the subsequent detail design, contract preparation, construction, utility relocation, property acquisition components or other phases of this project.

Based on the transportation needs assessment for this study, improvements to County Road 42, including widening and intersection improvements, are required based on future growth to the year 2031. It was determined that County Road 42 will need to be widened from 2 to 4 lanes.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

① ORANGE ALTERNATE ROUTE
SHOWS ROAD GOING THROUGH
A WOOD LOT.

THIS SHOULD NEVER BE AN
ALTERNATIVE (TO HAVE A ROAD
GO THROUGH A WOOD LOT.)

NO WOOD LOTS SHOULD BE
SACRIFICED TO BUILD ANY
OF THESE ROADS.

② CONSIDERATION SHOULD BE
GIVEN TO THE CHRISTIAN
FELLOWSHIP TO HAVE PROPER
ACCESS THAT ACCOMMODATES BOTH
THEIR PATRONS AND FACILITY

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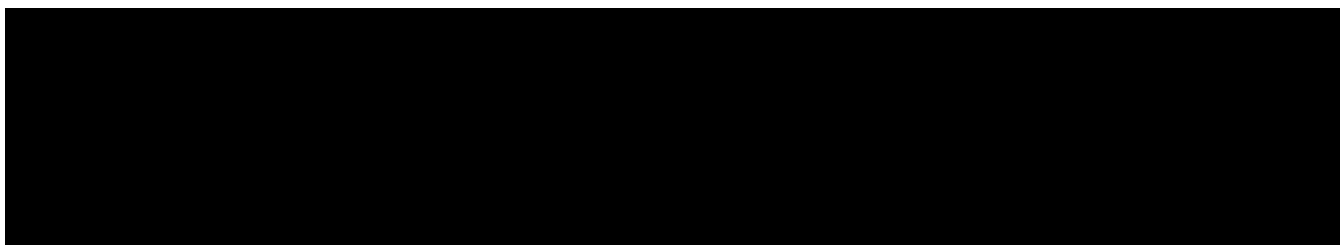
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Comment Sheet

Please provide your comments on any aspect of the study:

WE'RE THE PROPOSED CONSTRUCTION
OF THE 401 OFF RAMP'S (SOUTH)
THIS IS A POND.

WHAT IS THE PLAN FOR THIS
POND WHEN THE OFF RAMP
WILL BE BUILT.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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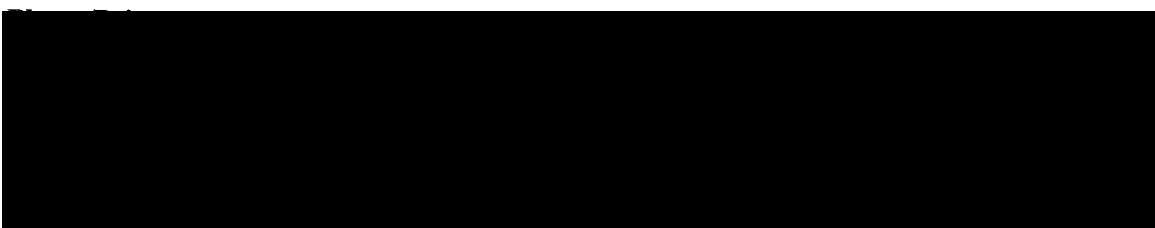
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www.mrc.ca

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

VIA Email [REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for a [REDACTED] 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Your concern regarding the orange alternative for the Lauzon Parkway Extension is noted. Due to the many inherent agricultural impacts associated with the orange alternative, it was not carried forward for further consideration.

Regarding your concern for access to the Windsor Christian Fellowship (WCF) property, please note that the Project Team has been in contact recently with WCF representatives further discussing this matter.

With regards to your question about the pond located on the south side of Highway 401 and the proposed Lauzon Parkway Interchange, this pond is a man-made feature and is not connected to any watercourse. This pond will be impacted by the proposed Lauzon Parkway. Any mitigation plans to address the removal of this pond will be done through discussion with the property owner.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

A residential addiction treatment facility is directly in line with the proposed entrance onto Windsor Christian Fellowship's property. The essence of the programs requires a quiet serene setting during treatment and fencing is planned to ensure +accomodate a park-like setting.

The flow of traffic at the entrance to the property, unless directed away from the Centre, could cause serious impediments to the recovery process.

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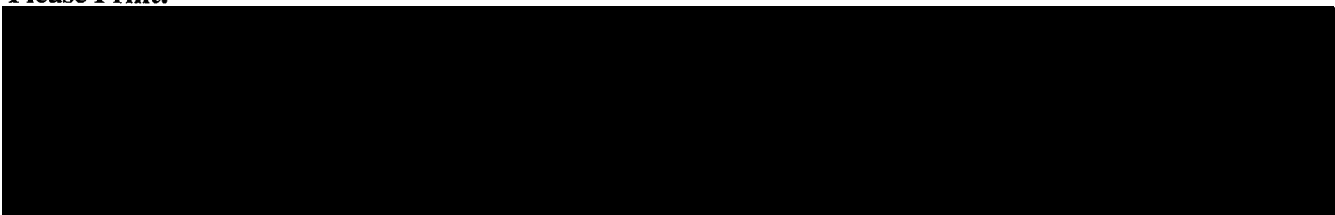
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Regarding your concern for the flow of traffic from the entrance to the Windsor Christian Fellowship (WCF), please note that the E-W Arterial alignment and the proposed entrance to WCF have been designed based on the approved East Pelton Secondary Plan.

The Project Team has been in contact with WCF representatives to discuss this matter. Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

Oct-22/2012.

I do have one comment, if you are making Lauzon Parkway 4 lanes to #3 why are you guys doing the same with #42. My reason for this question is simple I live on #42 & as it is it gets a lot of traffic ~~at~~ already! and with 4 lanes on it it would generate the amount of traffic on this road. But who cares right! just blue collar people live on this road anyway right. Plan, plan well-ahead for the future not just today. I hope that if you guys are building this road's I hope that you give it a bit of thought on bridging Sanitary Sewers to this areas that way you don't have to come in 2yrs and do any upgrading to the area, that way long over due issues would be resolved & land's might have Bit More Commercial Value.

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Regarding your question on the needs for County Road 42 widening and the Lauzon Parkway extension, please note that based on the transportation needs assessment for this study, future projected growth in the City of Windsor and County of Essex to the year 2031 will result in further demand on the road network. To provide the transportation network needed to ease congestion and accommodate future growth to 2031, both the extension of Lauzon Parkway and improvements to County Road 42, including widening and intersection improvements, are needed.

The portion of County Road 42 in front of your residence is being designed for all road users (vehicles, cyclists and pedestrians). The road cross-section includes urban curb and gutter, four traffic lanes, on-road bike lanes, a sidewalk on the south side, and a multi-use trail on the north (airport) side. Boulevards, landscaping, and illumination will serve to enhance aesthetics and user safety. The Project Team has also worked with internal and external partners to integrate the medium and long-term municipal servicing needs, including sanitary sewers, into the planned transportation improvements.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and

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McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

CONCERNING ACCESS TO WINDSOR CHRISTIAN FELLOWSHIP.

- THERE IS NO ACCESS FROM THE TECHNICALLY PREFERRED PLAN INTO THE EXISTING PARKING AREA ALREADY SERVICED BY OUR OWN ROAD.

- THE PROPOSED ACCESS IS AT THE BACK OFF THE PROPERTY GOING NOW WHERE AND WOULD REQUIRE EXTENSIVE INVESTMENTS TO ADD ROAD.

- DUE TO THE NUMBER OF VEHICLES WHICH ACCESS OUR CHURCH THERE IS NEED FOR TWO ENTRANCE/EXITS WITH TURNING LANES.

- THE ACCESS TO OUR COMPLEX FOR FIRE AND OTHER EMERGENCY VEHICLES ARE NOT SUFFICIENT AND IS A CONCERN FOR SAFETY. "THE PROPOSED ACCESS DOES NOT MEET OUR NEED'S IN ANYWAY."

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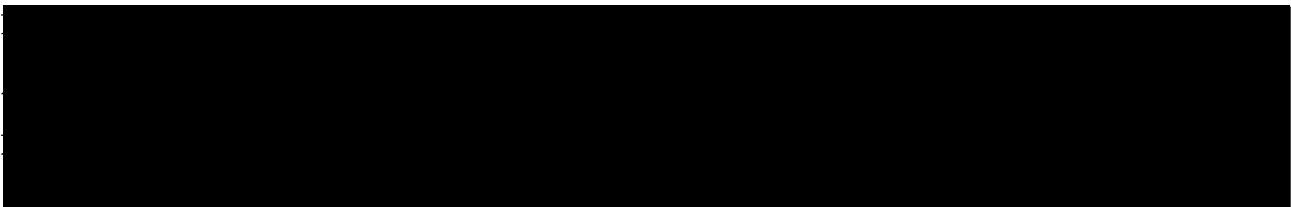
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Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

THE ROAD BETWEEN WALKER (7TH CONCESSION) AND
8 CONCESSION ALLOWS FOR NO ACCEPTABLE
ENTRANCE WAYS FOR U.C.F.

THERE NEEDS TO BE A NEEDS ASSESSMENT
FOR THE CHURCH WHICH IS A STAKEHOLDER
AND CAN BE GREATLY AFFECTED.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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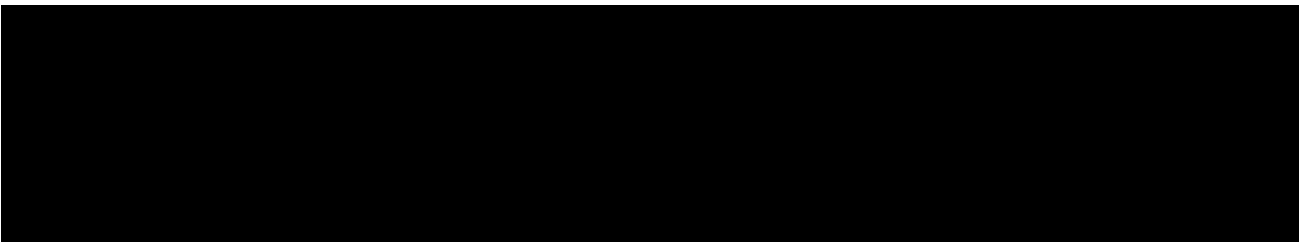
Rakesh Shreewastav, P.Eng., AVS
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E-mail: jeugeni@city.windsor.on.ca

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the *Freedom of Information and Protection of Privacy Act*, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Preferred Method of Correspondence: Regular Mail Email




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December 21, 2012



VIA Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Regarding your concern for the flow of traffic from the entrance to the Windsor Christian Fellowship (WCF), please note that the E-W Arterial alignment and the proposed entrance to WCF have been designed based on the approved East Pelton Secondary Plan.

The Project Team has been in contact with WCF representatives to discuss this matter. Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have added your contact information to our study mailing list to ensure you will be informed of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

*Willing to sell for right of way at #3
and Section at a future date*

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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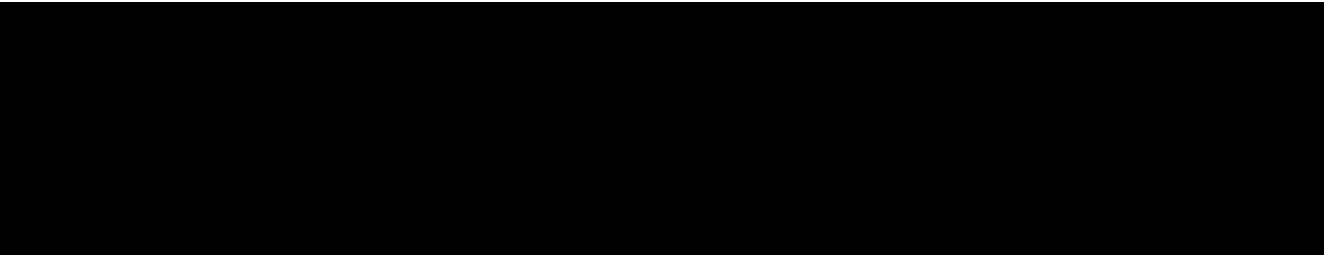
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December 21, 2012



VIA Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

We note your willingness to sell your property for the required right-of-way at Highway 3 and Sexton Sideroad. By copy of this letter the MTO Property section has been advised of your intention. However, no commitment has been made at this time to fund the subsequent detail design, contract preparation, construction, utility relocation, property acquisition components or other phases of this project.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: Mark Conley, MTO Property
R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

PLEASE CONSIDER THAT TRUCK
TRAFFIC FLOW IS INCREASED
(IT APPEARS SIGNIFICANTLY)
ON CTY RD 42 WHERE THE
TRUCK SCALES ON 401 E
ARE OPEN.
TRUCKERS TRY TO AVOID THE
SCALES & REGULARLY TURN
EAST AT MANAGING & 42
EVEN THOUGH IT IS A STRAIGHT
RUN SOUTH WITHOUT LEGALS TO
THE 401.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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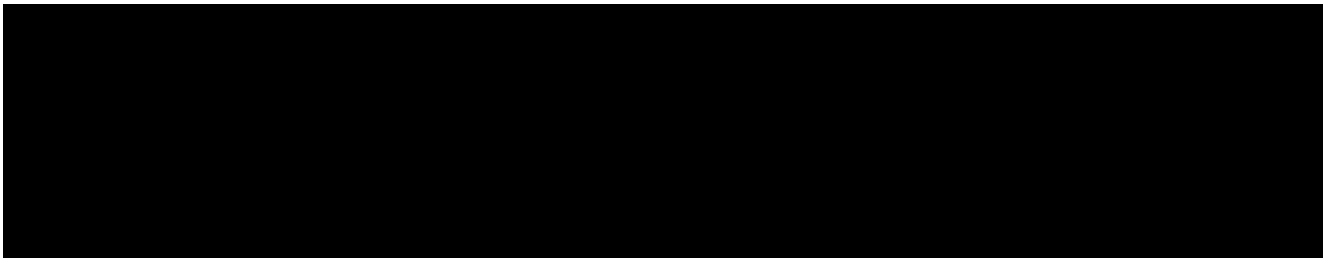
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t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

VIA Email [REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)**
[REDACTED] on Centre #2
[REDACTED] 211012

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Your concern regarding truck traffic flow on County Road 42 is noted. Please note that as a major arterial, County Road 42 is expected to accommodate trucks. County Road 42 is currently a truck route connecting the County of Essex to the City of Windsor. However, traffic calming techniques have been considered in the design of certain sections of County Road 42 including; placing roundabouts at some major intersections, reducing lane widths and inserting landscaping at the edge of the roadway.

Over the next few weeks the technically preferred alternatives will be confirmed and refined based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.



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Yours truly,

McCormick Rankin, a member of MMM Group Limited

A handwritten signature in black ink that reads 'M. Chiu'.

Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

9 dBA INCREASE

[REDACTED] LAUZON PARKWAY
WILL RUN TO WEST OF MY PROPERTY CREATING
A SUBSTANTIAL NOISE INCREASE MORE THAN
THE 9 dBA AS SUGGESTED. A NOISE BARRIER
WALL MAY HAVE TO BE CONTRACTED BETWEEN MY
HOME AND THE PROPOSED LAUZON PARKWAY
RUNNING SOUTH OF CR42

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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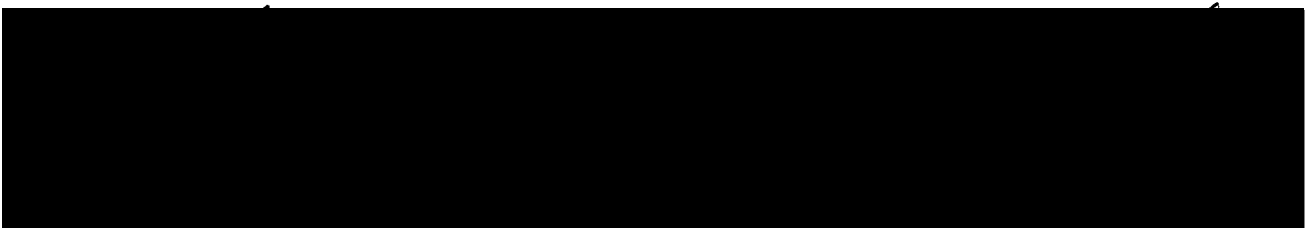
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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED] **Lauzon Parkway Improvements Environmental Assessment** [REDACTED]
(Including Lauzon Parkway / Country Road 42 / future [REDACTED]
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012

Dear [REDACTED]
[REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Regarding your concern of increased noise due to the proximity of the Lauzon Parkway Extension to your residence, please note that a noise assessment was carried out in accordance with the Ministry of Transportation (MTO) / Ministry of the Environment (MOE) Noise Protocol to assess potential increase in noise level as a result of the improvements on County Road 42 and Lauzon Parkway extension. Your property, 7195 County Road 42, was selected as one of the representative noise sensitive areas within the study area.

Based on findings from the noise assessment, it is projected that the noise level would increase from an existing 57.6 dBA to 66.6 dBA (an increase of 9 dBA) as a result of the roadway improvements (compared to without the roadway improvements). Since the increase of projected noise level is greater than 5 dBA, the consideration of noise mitigation is warranted as per MTO/MOE Noise Protocol.

Where noise mitigation is introduced, it should be cost-effective, technically and administratively feasible, and achieve a minimum noise reduction of 5 dBA over the first row receivers (i.e. first row of houses). A 5 dBA change is readily perceivable, while a change noise level of only 2 to 3 dBA is the smallest perceivable change. In the noise mitigation assessment, a noise barrier was assumed to be located along the right-of-way of the municipality in accordance with the MTO/MOE Noise Protocol. In this case, along the Lauzon Parkway Extension right-of-way, as the access to your property is located on County Road 42. A 3 m noise wall was assumed in the assessment, as this is typically considered to be the maximum height for noise walls along municipal roads. Based on

the calculation, a 3 m noise wall along Lauzon Parkway Extension at 7195 County Road 42 would reduce the projected noise level of 66.6 dBA by only 3.3 dBA, not achieving the required minimum 5 dBA reduction. As such a noise wall is not considered to be technically feasible to achieve the minimum noise reduction.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:



we have a tree lot. on 2 sides along our ditch
to the farmers field. across the back + side of our property
we would not want the trees touched. Thank You

Cyrus Davis

Multiple horizontal lines for additional comments.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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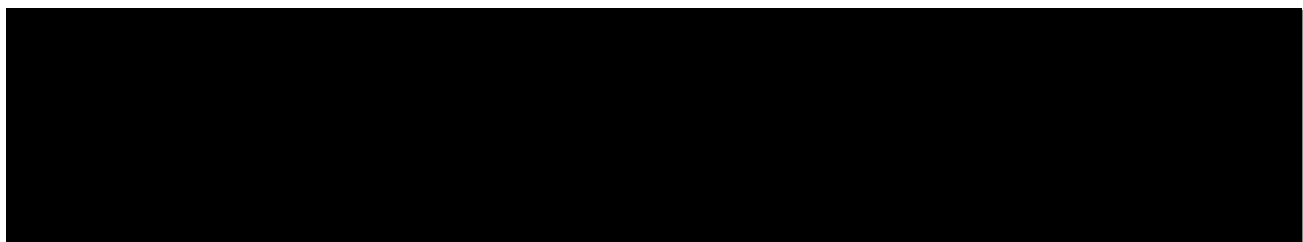
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December 21, 2012



**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment (EA) Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

With regards to your concern for the trees surrounding your property, 5190 Ray Road, please note that the proposed E-W Arterial does not affect your property or the trees bordering your property.

Please refer to the Sandwich South Secondary Plan - Schedule D, which is included in the Lauzon Parkway Improvements Class EA Study, for the future land use designation (neighbourhood, recreation, natural heritage etc.) of your area.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: Michael Cooke, City of Windsor
R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

We have several issues:

① - access issues → we (our home) will be too close to the new proposed intersection

② - if close ^{our} north driveway, it will not be safe. History of that area has many accidents on our property, in front of south driveway. Safety issue +++

③ - Have ruined our land for future division. It will be too hard to subdivide & build future homes on land. Much hardship, anguish, involve

④ Please consider a full takeover of all land (23.9 acres) vs partial takeover (approx)

Please place your comment

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December 21, 2012



VIA Mail and Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the proposed alignment of Lauzon Parkway at County Road 46, and will provide a more detailed response to your comments shortly.

Over the next few weeks the technically preferred alternatives will be confirmed and refined based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited

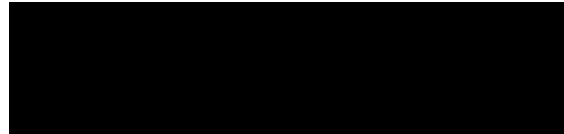


Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:



My concern I reside on County Rd.
46 right near Sexton Side Rd.

Your ^{new} Hwy will be next to my
home. "Business as well"

Will I be bought out!

WE DO NOT WANT TO LIVE
RIGHT NEXT TO YOUR HWY

Please Inform us on your plans.
We wanted to extend our business but
will NOT do this until you tell us.
if your new Hwy is in effect

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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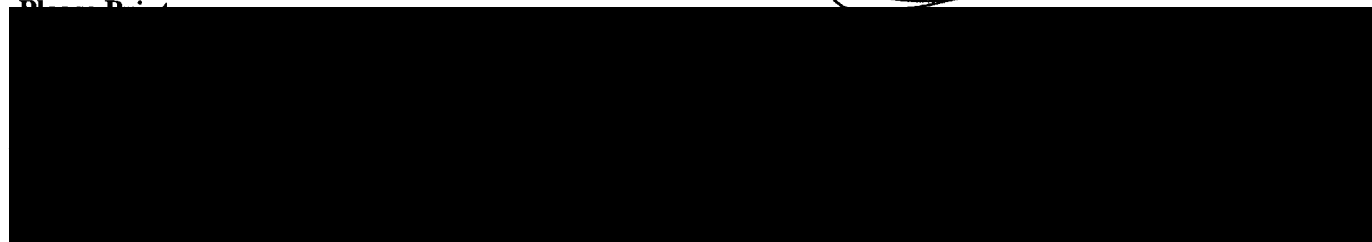
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[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
VIA [REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)**
[REDACTED] on Centre #2
[REDACTED] 211012

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the proposed alignment of Lauzon Parkway at County Road 46, and will provide a more detailed response to your comments shortly.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.



Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited

A handwritten signature in black ink that reads 'M. Chiu'.

Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

Explore alternative alignment of future Lauzon
road to the south of CR 42. ~~Area~~ - Move
the road to the back (east) of [redacted]

↓
to the current ditch area,

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin
2655 North Sheridan Way
Mississauga, ON L5K 2P8
Phone: (905) 823-8500
Fax: (905) 823-8503
Email: lauzonparkwayea@mrc.ca

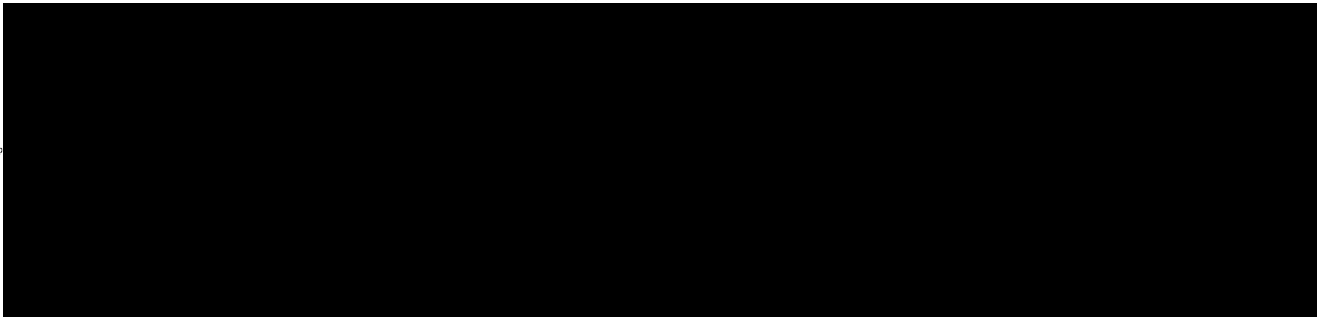
Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Avenue West
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Rakesh Shreewastav, P.Eng., AVS
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Ministry of Transportation
Windsor Border Initiatives Implementation Group
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949 McDougall Avenue, Suite 200
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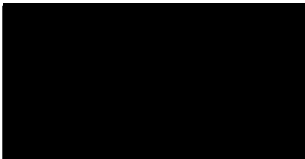
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Preferred Method of Correspondence: Regular Mail Email



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December 21, 2012



**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Regarding your request to move the alignment of the proposed road, south of County Road 42, east of 7721 County Road 42, please note that the proposed road shown south of County Road 42 is based on the Sandwich South Secondary Plan, and the exact alignment of the road as illustrated in the Secondary Plan may be revised in the future as part of a subsequent planning approvals process, which is independent of this EA Study. However, regardless of the ultimate road alignment, an intersection with County Road 42 at Lauzon Road will be required.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

We reside at Crombrook Estates, right off of the Hwy 42 at [REDACTED]. The back of our house is bordering Hwy 42. At present, the noise levels and traffic is at the point, that leaving our subdivision and making left turn from Shift Dr. into Hwy 42 is quite dangerous. Crossing the Highway 42 to get to the park, conservation area or nursing home on St. Alphonse is like playing Russian roulette. ~~And~~ Now, we are finding out, that the plan calls for 5 lines of traffic. How are we to cross the street? How are we to get out of our subdivision? Trucks speed just feet away from our fence. It is accident waiting to happen. I hope someone has an answer, because today we have not heard one yet. We have tried to sell our house, but no one is interested living in the middle of such a dangerous place. ~~And~~ And with 5 lines it will just get worst.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chiu, P.Eng.
Consultant Project Manager
McCormick Rankin
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Mississauga, ON L5K 2P8
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Rakesh Shreewastav, P.Eng., AVS
Senior Project Engineer
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Project Delivery Office
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Email: rakesh.shreewastav@ontario.ca

Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
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Ms. Josette Eugeni, P.Eng.
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City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
Phone: 519-255-6418
Fax: 519-973-5476
E-mail: jeugeni@city.windsor.on.ca

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Preferred Method of Correspondence: Regular Mail Email

Please Print:

Comment Sheet

Please provide your comments on any aspect of the study:

Why did the County and the old TSS of Sandwich South allowed subdivisions like Cranbrook to be built? Now everyone washes thier hands and no one wants to take responsibilities. We live in constant noise that is bound to increase. The numbers on the board meant nothing, since those are all "projections" I live there. The trucks shifting gears are real. Those noises are not projections. And now we are told that it is not so bad because it could be worse. Like what? Sending the traffic thru our kitchen? We need help calming the traffic not increasing!

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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 Fax: (905) 823-8503
 Email: lauzonparkwayea@mrc.ca

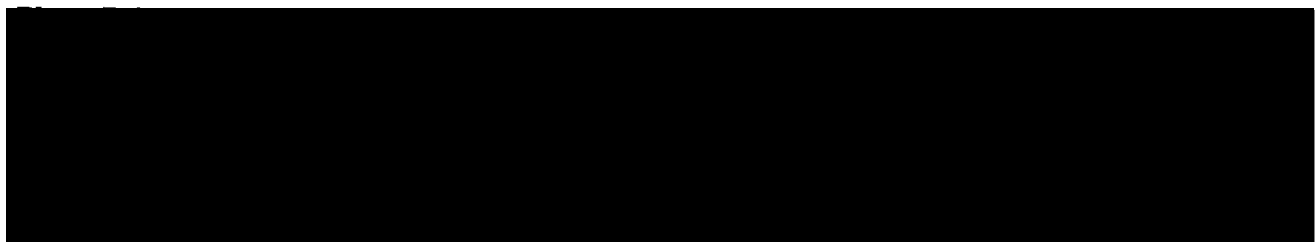
Rakesh Shreewastav, P.Eng., AVS
 Senior Project Engineer
 Ministry of Transportation
 Windsor Border Initiatives Implementation Group
 Project Delivery Office
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Preferred Method of Correspondence: Regular Mail Email



Comment Sheet

Please provide your comments on any aspect of the study:

With the planned roundabouts at Hwy 42
and Banwell Rd and Mannig there will
be no more open spaces in traffic to
allow residents of Cranbrook to get
into Hwy 42 or even cross the street!
How are we to get from Cranbrook
to the school or to the park on
the north side of 42???

Blank lined area for additional comments.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chiu, P.Eng.
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Preferred Method of Correspondence: Regular Mail Email



Jay Goldberg

Subject: FW: Public Information Centre #2

From: [REDACTED]

Sent: October-23-12 11:04 AM

To: Heather Templeton; rakesh.shreewastav@ontario.ca; jmustac@countyofessex.on.ca; jeugeni@city.windsor.on.ca

Cc: tjobin@tecumseh.ca

Subject: Public Information Centre #2

We are the residents of Cranbrook Estates, and reside [REDACTED] Back of our property is directly bordering CR. 42. On Oct.22 we've attended the second information meeting but unfortunately, left quite disappointed with not a single answer. In the past year, since the last meeting took place, it doesn't seem like anything new transpired to alleviate our concerns in regards to the noise and the heavy traffic just outside our bedroom windows. None of our inputs was taken into consideration. As we understand, that there is a price to be paid for progress, we wonder why subdivisions like ours were allowed to be built in the first place. But since they were built, and we are here, someone has to take the ownership and responsibilities of assuring residents safety and well-being. So far we have not seen anything in this direction. My wife and I spoke with several people at the PIC and the only thing we have heard was "write it down and drop it in the box".

How will the issue of getting across CR 42 between Shiff Dr. and LeBoeuf Ave. be addressed? We do have to get across to St. Peter's School located on St. Alphonse Ave. How are we to get across the CR.42 to get to the McAuliffe Park and the Conservation Area?

My mother who is a resident @ Extendicare Tecumseh on St. Alphonse is confined to the wheelchair. She is a daily visitor at our house. At the present time with the volume of traffic in the existing two lines on CR 42 it is already a challenge to push her in the wheelchair across 42 to my house. I no longer can take our dog with me, as crossing the road with the wheelchair and holding on to the leash is just too dangerous. Yet, no one seems concerned about adding three (3) extra lines of traffic with no pedestrian crossing!

With the planned elimination of traffic light and replacing them with roundabouts @ CR 42 and Banwell Rd. as well as @ Manning Rd. that will effectively take away the "holes" in the traffic that allow us to make left (west-bound) turns out of our subdivision (Shiff Dr.) into CR 42. With the planned 5 lanes on CR 42 how will we ever make a safe turn?

Out of several people that we have approached at the PIC #2 none had ANY answers. No answer pertaining to noise barriers, no answers pertaining to traffic and no answers pertaining to pedestrian crossing. While the Town of Tecumseh is very concerned with the development of Lakewood Golf Course and even requires a safe setback so that the errant golf balls don't cause any damage (Windsor Star, Oct.23) no one seems particularly concerned about errant trucks zooming just feet away from our homes.

Those issues have to be resolved to everyone satisfaction before any further work on the project can proceed. Please feel free to contact us at any time with any questions or input that you may require as this is an issue of highest priority.

[REDACTED]

McCormick Rankin
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www.mrc.ca

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
[REDACTED] on Centre #2
[REDACTED] 211012**

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

With regards to your concerns about the proposed widening of County Road 42, pedestrian safety crossing the roadway, and traffic noise impacts, please note that the proposed plan is being designed for all road users (vehicles, cyclists and pedestrians). The proposed cross-section for County Road 42 between Banwell Road and Manning Road will include on-road bike lanes, and sidewalks, with boulevards on both sides of the roadway. Street lighting to illuminate the sidewalks is also planned.

The section of County Road 42 from Banwell Road to Manning Road is designed with Context Sensitive Solutions: narrow lanes, landscaping at edge of roadway, and roundabout-style intersections, which together encourage lower traffic speeds.

Over the next few weeks the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

I HAVE CONCERNS ABOUT ACCESS TO WINDSOR CHRISTIAN FELLOWSHIP. ① THE STUDY SHOWS NOT ACCESS FROM THE WEST SIDE OF THE PROPERTY ② THE EAST SIDE ACCESS IS NOT FEASIBLE. THE PICTURE USED IN THE STUDY IS VERY OLD & DOES NOT REFLECT THE EXISTENCE OF BUILDINGS THAT WILL MAKE ACCESS FROM THE EAST SIDE ~~VERY~~ VERY DIFFICULT, ESPECIALLY WITH 500+ CARS EVERY SUNDAY TRYING TO NEGOTIATE IN AND OUT, ③ THE PARCEL OF LAND BETWEEN THE CN RAIL & 7TH CONCESSION IS NOT ACCESSIBLE, EXCEPT FROM THE EASTBOUND LANES OF THE NEW ROAD. THIS WILL SEVERELY RESTRICT ANY FUTURE LAND DEVELOPMENT OF THIS PARCEL.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chiu, P.Eng.
Consultant Project Manager
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2655 North Sheridan Way
Mississauga, ON L5K 2P8
Phone: (905) 823-8500
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Rakesh Shreewastav, P.Eng., AVS
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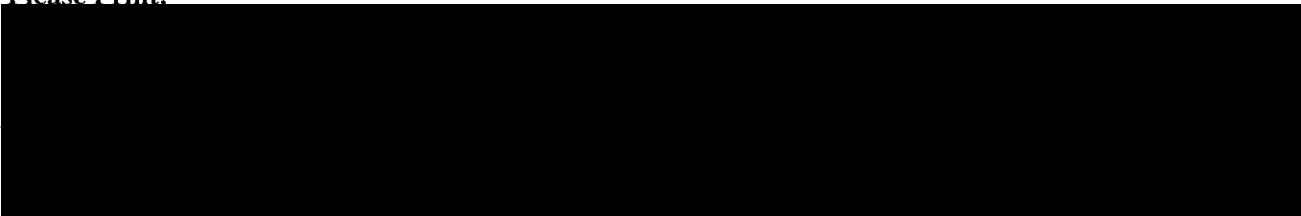
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[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
[REDACTED] on Centre #2
[REDACTED] 211012**

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for attending the October 22, 2012 Public Information Centre #2 for the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Regarding your concern for the proposed access to the Windsor Christian Fellowship (WCF) property, please note that the E-W Arterial alignment and the proposed entrance to WCF have been designed based on the approved East Pelton Secondary Plan.

The Project Team has been in contact with WCF representatives to discuss this matter. Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have added your contact information to our study mailing list to ensure you will be informed of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

I have property, a trucking terminal, on 7th Concession. The New Proposed City Intersection off Walker Road would definitely not benefit the operation of the current and future trucking companies leasing the property. The New Proposal prevents all incoming and outgoing traffic to 7th since it only allows right-in and right-out turns. The trucks renting my lot will not have convenient access to/from the 401. Easy access is a major selling point for rental to my yard. Without the access to 7th from Walker Road, it will greatly impede my current and future income and value of property. Easy access from Walker is a mandatory not an option. An option would be a large roundabout at 7th Concession/Walker Road to accommodate 7th, Walker and Legacy with increased lanes and removal of the bend in the arterial road. To reiterate, I greatly oppose the New Proposed City Intersection off Walker Road since it will impede the flow of traffic in and out of 7th and devalue my property on 7th.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chin, P.Eng.
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Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Preferred Method of Correspondence: Regular Mail Email

[Redacted Address]

Address:

Email:

[Redacted Email]

Postal Code:



A member of AECOM Infrastructure

McCormick Rankin
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www.mrc.ca

December 21, 2012

[REDACTED]

VIA Email [REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear [REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, and is further reviewing the E-W Arterial based on the information and comments received at and following the Public Information Centre (PIC) 2. A more detailed response to your comments will be provided shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

NOV 14 2012

Time: Pg 1:40 pm

November 10, 2012

Mr. Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8

Mr. Rakesh Shreewastav, P.Eng., AVS
Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group
Project Delivery Office
949 McDougall Avenue, Suite 200
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Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Avenue West
Essex, ON N8M 1Y6

Ms. Josette Eugeni, P.Eng.
Manager of Transportation Planning
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7

**Re: Class Environmental Assessment Study
Future east/west arterial from Walker Road to Essex County Road 17
Plan Amendment Requirements**

To Whom It May Concern,

We are the owners of the 36 acres of commercially designated lands adjacent to (south of) the proposed Legacy Park Dr. extension from Walker Rd. that was displayed in the PIC #2 for the Lauzon Parkway Extension - Environmental Assessment process at Windsor Christian Fellowship halls on October 22, 2012.

We attended at the Open House and we are writing to express our required amendments to this plan as it relates to the future east/west arterial from Walker Road to Essex County Road 17 in order to satisfy the issues approved in the East Pelton Secondary Plan as well as our needs for a commercially viable and marketable property. Our required amendments are as follows:

1. The east/west extension of Legacy Park Dr. is designated as a major arterial right of way and yet it is shown only as a two lane local road. Similar designated arterial roads in the City of Windsor are Tecumseh Road (5 lanes) and Huron Church Rd. (6 lanes). Traffic movements from Walker Rd. past our property warrant at least four lanes all the way to 8th Concession. The initial traffic generated from Walker Rd. to our lands, the Windsor Christian Fellowship lands and the new Southwest Detention Centre alone will require four lanes to achieve proper traffic movements, not only to and from those destinations but also across the CN tracks where, if only two lanes, the vehicular backups could cause serious conflicts. There should also be adequate turn lanes allowing left turns where a roundabouts are not shown.
2. It appears that the approved accesses have been ignored from the approved East Pelton Secondary Plan. It must be compulsory that the two roundabouts (two lane roundabouts) be shown on the plan (one to align with WCF's required location and the other at the new collector

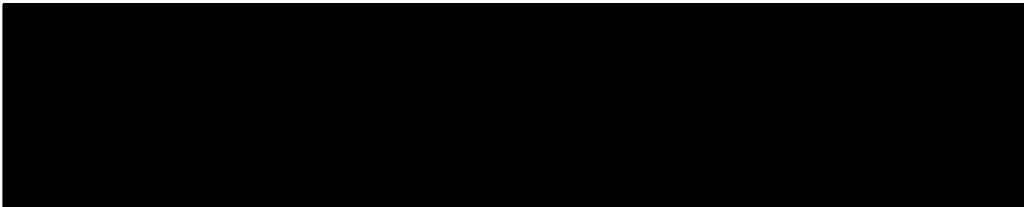
road on the east boundary of our property). The access drive from the most westerly roundabout southerly into our property must also show a culvert and headwalls in the ditch on the land which we dedicated to the City. We do not want to have any issues with environmental concerns regarding crossing this ditch at a later date when development is to proceed.

3. Regarding the intersection of the Legacy Park Dr extension with Walker Rd. it is evident that the design causes 7th concession to be inaccessible to our property from the Windsor Airport. We have a hotel interested in our property and they are not going to move forward with this inadequate connection. You have shown 7th Concession with a roundabout at its intersection with #42 at the Airport on the plan. Travellers who would use 7th Concession to easily access our property could not turn left to get there! The EA Plan shows roundabouts at County Rd. #42 with 8th Concession, 9th Concession, County Rd. #43, Manning Rd. and Puce Rd. as well as Legacy Park Dr. extension with 8th Concession. There must be a roundabout at Walker Rd. & Legacy Park Dr. and 7th concession. This is the most appropriate solution and any other method will be short changing all property owners in the area.

These are our amendments that must be incorporated into this plan.

I would ask that you advise me of the process and timing to implement these changes at your earliest convenience. I can be contacted by phone at 226-975-1958

Yours Truly,



cc. – Windsor Christian Fellowship

Tony Azar

McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503

www.mrc.ca

December 21, 2012



**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the classification and number of lanes required on E-W Arterial for the future development of the area, the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, and access to your property, and is further reviewing the E-W Arterial based on the information and comments received at and following the Public Information Centre (PIC) 2. A more detailed response to your comments will be provided shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor



Brian F. Ciaramitaro

C.M.O. | Windsor Christian Fellowship

4490 7th Concession | Windsor | ON | N9A 6J3

Phone: 519.972.5977, ext. 235 | Fax: 519.972.8915

bfc@wcf.ca | www.wcf.ca

To: Michael Chiu, Rakesh Shreewastav, Jane Mustac, Josette Eugeni, Mr. Bob Felker

From: Brian Ciaramitaro

Date: 11/7/2012

Re: Lauzon Parkway Improvements EA - East/West Arterial

Thank you for taking the time to speak with WCF at the public meeting on 10/22/12. As we discussed at the meeting, WCF has several concerns with the proposed option that was presented at the meeting as it has a major negative impact on our operations. As an existing property owner, these issues need to be addressed.

- 1.) The proposed access to our facility is unacceptable.
 - a. It has removed our private drive access to 7th. If this private drive is to be removed, it needs to be relocated to N/W of our property prior to construction on East/West.
 - b. It has provided no access to 4500 Walker Rd. 4500 Walker property requires access from the E/W Arterial (via Walker Rd) and access onto 7th Concession. This property is planned to be commercially developed and having proper access to it is necessary.
 - c. It has provided no access to the western main entrance of our property. Our existing structure and traffic flow is positioned on the property facing Walker Rd. Failure to provide a western access point (via Walker) would jeopardize our operational requirements. This can be accommodated by the removal of the bend in the E/W Arterial rd.
 - d. It has removed the approved East Pelton roundabout from the south/east portion of our property and positioned the access too far west.
- 2.) East/West Arterial Road
 - a. This road is only a two lane cross section. Four lanes would be required for this designation as originally designed and approved. In addition, the four lanes would be needed to properly handle the necessary access points and railroad along the easterly route from Walker Rd.
- 3.) 7th Concession right-in and right-out
 - a. We require this to be a full movement intersection, the proposed design is not acceptable. There is a designed roundabout at 42 and 7th Concession (near the



Airport). As a result, 7th Concession would form an important link to the area from the Airport and should be treated accordingly when dealing with the southern intersection at the Walker Rd./EastWest Arterial. This can be resolved by the implementation of a roundabout.

- b. Furthermore, the proposed design, doesn't allow southern access to our property as 7th is unable to proceed East on the Arterial road.

4.) Walker Rd/7th Concession/Legacy Intersection

- a. The proposed intersection DOES NOT WORK. North and Southbound traffic on Walker Rd would have to follow E/W Arterial to 8th Concession, to County Rd 42, to 7th Concession to access 4500 Walker Rd (and that currently doesn't even have an access). In addition to being ridiculous, that makes our property completely useless and that is outrageous to us. This intersection issue can be resolved by implementing a roundabout.
- b. WCF has concerns about the Emergency Response Time to our facility when the new intersection restricts traffic access to our property.

5.) Bend in Road East of CN Rail Tracks

- a. This section of bent road needs to be straightened out to properly allow for good visibility and access to the south/west corner of property. This bend can be eliminated by the implementation of a roundabout at the intersection as noted in point #4.

WCF is an existing property owner of 49 acres and has been at this location since 1989. We have expressed on multiple occasions that our facility and operational viability are contingent on being able to enter and exit our property smoothly and want this addressed through the EA process. We are not just a one day a week facility; we have services, events, conferences, leagues and more running seven days. In addition, we have a Food Bank and Residential Addiction Centre located on our property servicing the needs of many others.

WCF looks forward to our meeting on 11/27/12 and believes that we can come up with a viable solution. If you have any further questions or concerns please contact me.

Sincerely,

A handwritten signature in cursive script that reads "B. Ciaramitaro".

Brian Ciaramitaro
C.M.O. | Windsor Christian Fellowship

McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mrc.ca

December 21, 2012

Mr. Brian F. Ciaramitaro
C.M.O. Windsor Christian Fellowship
4490 7th Concession Road
Windsor, ON
N9A 6J3

VIA Email - bfc@wcf.ca

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear Mr. Brian Ciaramitaro:

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Please note that the Project Team is reviewing your comments regarding the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, the classification of the E-W Arterial and the number of lanes required for the future development of the area, as well as property access to the Windsor Christian Fellowship (WCF).

The Project Team is further analyzing these issues based on the information and comments received at and following the Public Information Centre (PIC) 2, and will provide a more detailed response to your comments shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Lauzon Parkway Improvements
Class Environmental Assessment Study

Public Information Centre #2
Monday October 22, 2012

P-3-7

Comment Sheet

Please provide your comments on any aspect of the study:

- THE 7TH MUST REMAIN OPEN!

A TIMED LIGHT WITH WALKER SEEMS TO
BE THE SENSIBLE ANSWER.

FROM THE PROPOSED LEGACY PARK THERE WOULD
ONLY BE NORTHBOUND TO COORDINATE A LEFT
TURN FROM EASTBOUND LEGACY + A SHORT LEFT
TURN FROM SOUTHBOUND 7TH.

THERE ARE MANY HEAVY TRAFFIC AREAS IN +
ABOUT THE CITY. I FIND IT HARD TO
BELIEVE THAT THIS WAS EVEN THOUGHT OF
IN THE 1ST PLACE. WHAT A WASTE.

J. J. J. 11/16/12

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chin, P.Eng.
Consultant Project Manager
McCormick Rankin
2655 North Sheridan Way
Mississauga, ON L5K 2P8
Phone: (905) 823-8500
Fax: (905) 823-8503
Email: lauzonparkwayea@mro.ca

Rakesh Shreevastav, P.Eng., AYS
Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group
Project Delivery Office
949 McDougall Avenue, Suite 200
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
Email: rakesh.shreevastav@ontario.ca

Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Avenue West
Essex, ON N8M 1Y6
Phone: 519-776-6441 ext. 397
Fax: 519-776-4455
E-mail: jmustac@countyofessex.on.ca

Ms. Josette Eugeni, P.Eng.
Manager of Transportation Planning
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
Phone: 519-255-6418
Fax: 519-973-5476
E-mail: jeugeni@city.windsor.on.ca

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December 21, 2012



**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

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On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, and is further reviewing the E-W Arterial based on the information and comments received at and following the Public Information Centre (PIC) 2. A more detailed response to your comments will be provided shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

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Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Comment Sheet

Please provide your comments on any aspect of the study:

AS A PROPERTY OWNER ON THE 7TH CONCESSION, I HAVE REVIEWED THE PROPOSED INTERSECTION AT WALKER RD / 7TH CONCESSION / LEGACY PARK. THIS PROPOSED OPTION IS ONE THAT I AM NOT IN FAVOUR OF, AS IT NO LONGER PROVIDES ACCESS TO 7TH CONCESSION FROM WALKER RD. THIS HAS A NEGATIVE IMPACT ON MY BUSINESS AND PROPERTY VALUE. I AM IN SUPPORT OF A ROUND ABOUT OPTION THAT WOULD KEEP THE 7TH CONCESSION ACCESSIBLE FROM WALKER RD. LEGACY SHOULD ALSO BE INCREASED TO 4 LANES AND HAVE THE BEND EAST OF THE TRACKS REMOVED.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

Michael Chin, P.Eng.
Consultant Project Manager
McCormick Rankin
2635 North Sheridan Way
Mississauga, ON L5K 2P8
Phone: (905) 823-8500
Fax: (905) 823-8503
Email: lauzonparkwayea@mrc.ca

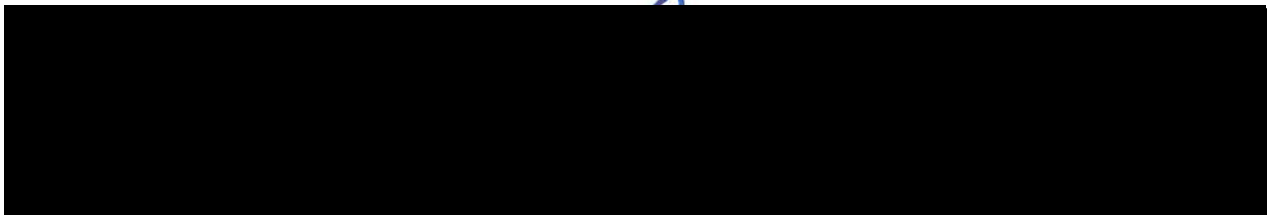
Rakesh Shreevastav, P.Eng., AVS
Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group
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949 McDougall Avenue, Suite 200
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Fax: (519) 973-7327
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E-mail: jmustac@countyofessex.on.ca

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Manager of Transportation Planning
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
Phone: 519-255-6418
Fax: 519-973-5476
E-mail: jeugeni@city.windsor.on.ca

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the *Freedom of Information and Protection of Privacy Act*, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Preferred Method of Correspondence: Regular Mail Email



McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mrc.ca

December 21, 2012



VIA Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
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Public Information Centre #2
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Dear 

On behalf of the Ministry of Transportation, City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Please note that the Project Team is reviewing your comments regarding the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, and the number of lanes and alignment of E-W Arterial required for the future development of the area, and is further reviewing the E-W Arterial based on the information and comments received at and following the Public Information Centre (PIC) 2. A more detailed response to your comments will be provided shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have added your contact information to our study mailing list to ensure you will be informed of upcoming study activities.



Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited

A handwritten signature in black ink that reads 'M. Chiu'.

Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

Jay Goldberg

Subject: FW: Lauzon Parkway Improvements Environmental Assessment

From: [REDACTED]
Sent: November 26, 2012 11:03 AM
To: Shreewastav, Rakesh (MTO)
Cc: jmustac@countyofessex.on.ca
Subject: Re: Lauzon Parkway Improvements Environmental Assessment

Good Morning Mr. Shreewastav and Ms. Mustac,

My name is [REDACTED] and I am a home owner located at [REDACTED]. I was unable to attend the October 22nd public meeting held at the Windsor Christian Fellowship Church. I had hoped to be there to determine if one particular issue was going to be addressed.

OBSERVATION: Many trucks just seem to prefer to drive east all the way to Puce Road via Highway 42 to connect to 401.

On my way home from work I frequently travel from the EC Row Expressway, South on Manning Road, East on Highway 42, and subsequently turn South on Puce Road (County Road 25). It is quite common that I follow several semi-trucks of different carriers taking the exact same path but they continue along Puce Road and ultimately take the on-ramp to the Eastbound 401 direction. It seems strange to me that they would not just stay on Manning Road and get on 401 at that connecting ramp. This would facilitate them getting on the 401 sooner and expediting them to their final destination.

This concerns me because to be quite honest we often get a significant flow of truck traffic on Puce Road. Most of it seems to be heading South but we get Northbound as well. We chose to live here and we were well aware of our home proximity to the road. The volume of traffic does appear to have increased over time and this does not even take into account the dump trucks to the landfill which rarely reach our end of the Puce Road.

The bigger concern is that with the restructuring of the gateway routes there may be an increase in this traffic to the point that it becomes a problem. Currently the Puce Road appears to be at the cusp of breaking down and I am wondering if resurfacing is in the plan as well as any other ideas to handle the possible increase of trucks taking the Puce Road route. Once again, **if trucks are opting to not use the Manning road connection to the 401 then why would they bother using the upgraded ramps at Lauzon Parkway** once they are put in place.

Puce Road has begun to develop a washboard effect upon its asphalted surface. This was prior to the old landfill dump truck deliveries and I would estimate began about a year and a half ago. My best guess is that this is likely due to the fair amount of truck traffic that I see heading south along Puce road. The washboard effect is definitely more significant heading South versus heading North. To be fair, the washboard effect is more like a heavy vibration in the steering wheel. For quite some time I believed it to be my personal vehicle and only after travelling this stretch of road with several different vehicles have I discovered it to be caused by the road itself.

If you have any questions please feel free to call me anytime. Thank you for your time.

For your consideration,

[REDACTED]

McCormick Rankin
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Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mrc.ca

December 21, 2012



VIA Email - 

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear 

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment (EA) Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

Your observation regarding truck traffic flow on County Road 42 and Puce Road has been noted. Please note that as a major arterial, County Road 42 is expected to accommodate trucks. County Road 42 is currently a truck route connecting the County of Essex to the City of Windsor.

As part of the transportation improvements recommended for County Road 42, a roundabout design is recommended for the intersection of County Road 42 and Puce Road because it provides a better level-of-service and shorter queue lengths for vehicles than a signalized intersection. A roundabout also provides safer movements for vehicles and reduces the idle time of vehicles at the intersection (this becomes significant with high truck traffic).

Regarding your concerns for improvements to Puce Road (CR 25), please note that the scope of the Lauzon Parkway Improvements Class EA Study does not include improvements to Puce Road (CR 25) beyond its intersection with County Road 42. Your comments regarding the condition of Puce Road (CR 25) as well as the utilization of Puce Road (CR 25) as a by-pass route for trucks have been noted and forwarded to the appropriate County officials.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have your contact information on our study mailing list and will continue to inform you of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

November 2, 2012

Attention: Jim Dymment – Meridian Planning – jdymment@mhbcplan.com
Chris Aspila – City of Windsor – caspila@city.windsor.on.ca
Rakesh Shreewastav – MTO – Rakesh.Shreewastav@ontario.ca
Jane Mustac – County of Essex – jmustac@countyofessex.on.ca
Stan Taylor – ERCA – staylor@erca.org
Jayson Innes – Stantec Consulting Ltd. – jayson.innes@stantec.com

**Re: City of Windsor Sandwich South Secondary Plan – Schedule D – Land Use
Upper Little River – Stormwater Master Plan Class Environmental Assessment**

We have concerns with both of the above documents as they impact our property at [REDACTED]

We object to the following:

- Inclusion of the tree line (see attached map) which is depicted as “Natural Heritage System” on Schedule D Land Use for the City of Windsor Sandwich South Secondary Plan. This tree line was planted by our family to act as a wind barrier between the farm parcels. None of these trees are indigenous to the area and it should not be included within the “Natural Heritage System” designation;
- The “Upper Little River – Stormwater Master Plan Class EA” also depicts wide (approximately 30 metre) areas designated “Natural Heritage System” along the north and west border of our property to accommodate their alternatives to stormwater management. A much wider “Natural Heritage System” designation for an “open” municipal drain with linear ponds will further impact future development potential for our lands. Setback requirements for residential uses will be greatly impacted on our property due to the “open” municipal drain and its’ relocation as part of the “Upper Little River – Stormwater Master Plan Class EA” study.
- The proposed designation of “Neighbourhood – Low Density” for our lands is not appropriate due to future development constraints (of an environmental and drainage nature). Give the constraints, future land assembly in this area seems likely. As such, given the adjacent properties designated “medium density” it seems appropriate that our property should be designated “Neighbourhood – Medium Density” to facilitate future land assembly and maintain future marketability for our lands by future developers.

Sheila Roberts

993 County Road 22, SS4, Belle River, ON NOR 1A0

Phone# 519-727-5238 Email: sroberts@lakeshore.ca

- Finally, it appears that the natural drainage of the lands runs south to north, and as such, lands will have to be assembled for development to accommodate drainage as well as other development constraints. We are requesting that "land use" policies be included within the "City of Windsor – Sandwich South Secondary Plan" that encourages land assembly for our lands and the adjacent "medium density" area.

As previously requested, we appreciate any and all updates on these projects as well as notification of public information sessions and any reports be presented to County Council and City of Windsor Council.










Attachments:

1. Sandwich South Secondary Plan – Schedule "D" – Dated: September 25, 2-12

CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

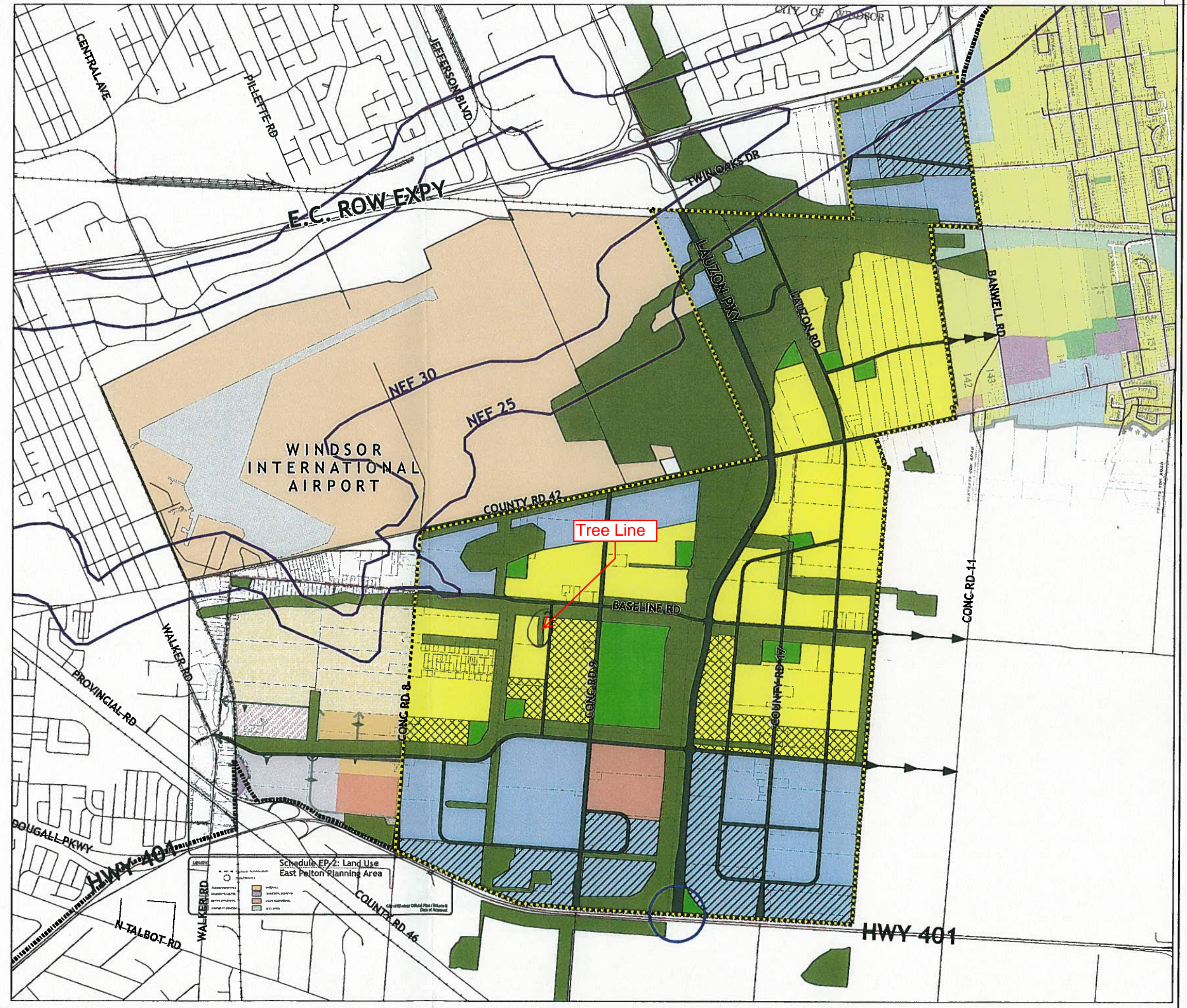
Legend

-  Employment
-  Prestige Employment
-  Community Core
-  Neighbourhood - Low Density
-  Neighbourhood - Medium Density
-  Recreation & Open Space
-  Natural Heritage System

-  Railway
-  Interchange
-  Airport Runway
-  Airport Lands
-  Noise Exposure Forecast
-  Secondary Plan Boundary
-  City of Windsor Boundary
-  Proposed Roadway



Sept 25, 2012



**Lauzon Parkway Environmental Assessment
Public Meeting Comments
Submitted by: Your Quick Gateway (Windsor) Inc.
November 2012**

1. Round-a-bout at County Road # 42 and 7th Concession / Baseline Road

In review of this traffic proposal, the airport operator, Your Quick Gateway (Windsor) Inc. ("Airport Operations") questions the distance from the airport exit lane and the round-a-bout.

Is there adequate distance to the round-a-bout to facilitate west bound traffic on Cty Rd # 42 and allow traffic from the airport wishing to proceed west bound to exit without backing up onto airport property?

Is there an option for a fourth "leg" into the Airport road network (Hayes Road)?

The Airport is considering abandoning the heating plant on Cty Rd # 42 for new boiler installation into the terminal in the future, which may accommodate an additional leg.

2. Multi-use Trail north side County Road # 42 east of the Air Terminal Building

While Airport Operations supports active transportation initiatives and trail conductivity, we do not support the placement of a multi-use trail on the north side of Cty Rd # 42 in the vicinity of the airport Apron III, Taxiway D (TWY D) and threshold of Runway 30 (RWY 30).

Considerations for impact to trail users from airport activity (i.e. jet blast) or trail development impacting airport operations (i.e. landscaping, lighting) needs to be identified and assessed. The Canadian Aviation Regulations (CAR's) Part III, subpart 2 sec. 302.09 Warning Notice reads as follows and is the only obligation of the airport operator:

302.09 Where low-flying or taxiing aircraft at or in the vicinity of an airport are likely to be hazardous to pedestrian or vehicular traffic, the operator of the airport shall immediately

(a) post notices warning of the hazard on any public way that is adjacent to the manoeuvring area; or

(b) where such a public way is not owned or controlled by the operator, inform the authorities responsible for posting notices on the public way that there is a hazard.

For the purpose of this discussion, please consider our submission as our obligation to "inform the authorities responsible for posting notices on the public way that there is a hazard". As such, it will be the responsibility of the City to respond to our notice.

Please ensure that the airport's concern regarding the location of the trail is well documented throughout the report and that it is stated that prior to construction of multi-use trail, additional studies and review is required to ensure that the public is not at risk and all regulations in the vicinity are followed.

3. Round-a-bout on County Road # 42 at the 8th Concession

Please ensure that the proposed roundabout will be able to accommodate the traffic from the existing MRO (Maintenance Repair Overhaul) hangar as well as future proposed developments outlined in the Airport Master Plan which include a future terminal building entrance from this location.

4. Secondary Plan General Comments

With consideration to the NEF and Airport Zoning Regulations (AZR), there is still some consideration for low and medium density housing under the approach to RWY 30 as well as commercial and industrial development. We wish to ensure that the land designations and official plan capture the possible restrictions for development in these areas (e.g. height, wildlife attractants, line of sight, etc) as well as some site plan control elements which might be prudent to incorporate into building restrictions or conditions. Mitigations for noise (insulation levels, central air, etc) wildlife attraction (disallow stone ballasted roof tops, restrict food vending with open garbage, parking lot light standards requiring bird wire, etc.), full cut off lighting, etc. These conditions may be part of the airport zoning regulations and may be best incorporated into conditions on deed and title through the subdivision agreements.

5. Stormwater General Comments

There has been a great deal of discussion on stormwater facilities attracting wildlife, particularly with traditional SWM features attracting gulls and geese, both known hazards to aviation. Aside from the design of individual features, there is also a cumulative affect in which wildlife might start using predictable paths from one feature to the next potentially in more critical aircraft flight corridors. From the current overview a "stormwater" facility has been proposed for the space between the existing airport woodlots. This option does seem reasonable; however, the outlet of that site discharges north east utilizing the existing McGill Drain which is also under the approach to RWY 25. This critical runway is our primary and only instrumented approach landing in the region and therefore, we do not want the potential to attract wildlife to its vicinity. We feel a better conceptual option at this point is to discharge the facility east, potentially utilizing the existing Rivard Drain which might help mitigate the cumulative effect discussed.

Thank you for your past consideration of impact to airport operations and the safety of the flying public and we look forward to continuing to support the Parkway, Secondary Plan and Drainage plan.

**Stantec**

Stantec Consulting Ltd.
140 Ouellette Place Suite 100
Windsor ON N8X 1L9
Tel: (519) 966-2250
Fax: (519) 966-5523

November 26, 2012
File: 165601281

Mr. Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8

Ms. Jane Mustac, P. Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Avenue West
Essex, ON N8M 1Y6

Ms. Josette Eugeni, P. Eng.
Manager of Transportation Planning
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7

Mr. Rakesh Shreewastav, P. Eng., AVS
Senior Project Engineer
Ministry of Transportation Project Delivery Office
949 McDougall Avenue, Suite 200
Windsor, ON N9A 1L9

Mr. Bob Felker, BES
Environmental Planner
Ministry of Transportation
659 Exeter Road
London, ON N5E 1L3

Dear Sirs and Madames,

Reference: Lauzon Parkway Improvements Environmental Assessment – E-W Arterial West End Connection

Stantec has been retained to review and comment on the feasibility of a roundabout in lieu of the “Technically Preferred Alternative” for the west end connection of the proposed E-W Arterial Road as presented in the second Public Information Center (PIC) held on October 22nd, 2012 for the Lauzon Parkway Improvements Class Environmental Assessment, currently underway. Other considerations included in these comments are a preliminary assessment of the cross-section for the E-W Arterial Road and accesses to the Windsor Christian Fellowship (WCF) and 4500 Walker Road properties.

The west end connection as depicted in the “Technically Preferred Alternative” drawing presented at the second PIC severely limits the permitted turning movements for the 7th Concession, which greatly reduces its capabilities to convey traffic to the 4500 Walker Road property as well as the Dunbar lands to the south of the proposed E-W Arterial Road.

In consideration of the concerns raised by the current/potential land owners in the vicinity of the west-end connection of the proposed E-W Arterial Road, Stantec has reviewed the feasibility of installing a 5-leg, double lane roundabout at the intersection of Walker Road and Legacy Park Drive, which is considered the most appropriate solution that allows for full access to 7th Concession thereby rendering the 4500 Walker property a viable piece of land for development.

November 26, 2012

Page 2 of 3

Reference: Lauzon Parkway Improvements Environmental Assessment – E-W Arterial West End Connection

A roundabout was considered in the EA process and was ultimately set aside for the following reasons:

1. Property requirements
2. Operation concerns due to 5 roads approaching the roundabout
3. High truck volume on Walker Road required to maneuver through the roundabout.

The attached conceptual double lane 5-leg roundabout was developed to depict how a roundabout can be designed to alleviate the above concerns. 5-leg roundabouts are unique, but not unprecedented, and many have been successfully designed and constructed in North America as well as Europe. A double lane roundabout has sufficient capacity to handle a significant amount of traffic well above the volumes anticipated for the intersection in question.

Using available traffic data, we have conducted a preliminary review of requirements for the entries/exits lanes and have included these in the conceptual plan. Further study and a detailed capacity analysis is required during detailed design to finalize the lane configurations, however a roundabout similar to the attached concept can be considered a feasible solution to the concerns raised by the surrounding property owners, and should be brought forward for further consideration in the EA.

In response to the above reasons for setting aside a roundabout, we offer the following:

1. Property requirements are minimal and are mostly contained within the lands owned by the WCF. It is noted that property acquisition from the WCF is also required for the "Technically Preferred Alternative".
2. Roundabouts are considered a viable solution to intersections with unusual geometry such as intersections with more than four legs. The 5-leg conceptual drawing presented is one method of dealing with more than four legs, however two closely spaced roundabouts could also be considered as a solution in this application.
3. Truck volumes from existing turning movement counts are within the expected range for an arterial road such as Walker Road. During detailed design the conceptual roundabout would be refined to accommodate truck turning movements with any increases in the footprint easily being accommodated by expansion to the east.

Special consideration for lane designation arrows and signage will be required for the successful use of this roundabout.

The construction of the E-W Arterial is expected to serve as a catalyst for development and could generate a considerable amount of traffic which would likely warrant the need for a wider cross section than what is currently depicted in the "Technically Preferred Alternative". A preliminary estimate of traffic demands for the proposed nearby land uses suggests that a four lane cross section would be ultimately warranted. Widening the cross section should be considered in the EA. It is recommended that a three lane cross section be considered the minimum to allow for dedicated left turn lanes at all future accesses.

Accesses shown on the attached plan to the 4500 Walker Road and Windsor Christian Fellowship properties are in addition to those shown at the second PIC as well as on the Draft East Pelton Secondary Plan, however they are considered by the property owners as required to maintain adequate access to the properties and are presented for consideration.

Stantec

November 26, 2012

Page 3 of 3

Reference: Lauzon Parkway Improvements Environmental Assessment – E-W Arterial West End Connection

Regards,

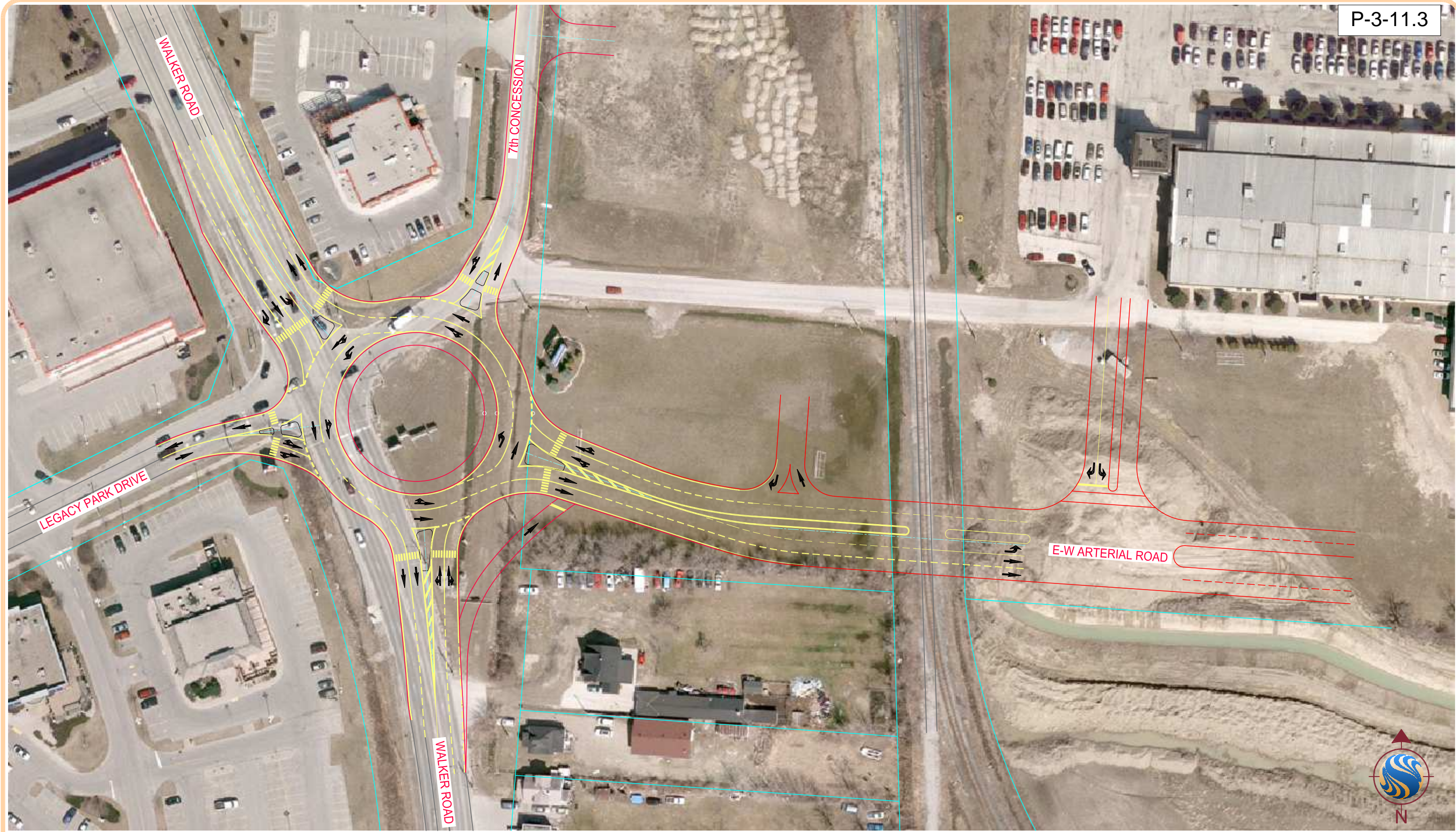
STANTEC CONSULTING LTD.

Tina Hawco, P. Eng.
Traffic Engineer
Tel: (519) 966-2250
Fax: (519) 966-5523
tina.hawco@stantec.com

Attachment: Figure 1 –Conceptual Roundabout

- c. Dan McCulloch – Rosati Group
- Brian Ciaramitaro – Windsor Christian Fellowship

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 2012-11-26 10:39am BY: dstoica



CONCEPTUAL ROUNDABOUT	
WALKER ROAD / LEGACY PARK DRIVE / E-W ARTERIAL ROAD / 7th CONCESSION INTERSECTION	
PROJECT NO. 165601281	DRAWING NO. FIGURE 1





STAKEHOLDER MEETING

MINUTES OF MEETING

PROJECT: Lauzon Parkway Project

STAKEHOLDER: Fanelli Group

FILE NO.: 3211012

DATE: November 27, 2012 **TIME:** 2:00 p.m. – 2:45 p.m.

PLACE: City of Windsor Office - 1266 McDougall Street

Susan Fanelli	Fanelli Group
Laura Fanelli	Fanelli Group
Bill Salzer	Fanelli Group
Rakesh Shreewastav	MTO Windsor BIIG
Bob Felker	MTO Windsor BIIG
David Reis	MTO Windsor BIIG
Josette Eugeni	City of Windsor
Michael Cooke	City of Windsor
Anna Godo	City of Windsor
Jennifer Leitzinger	City of Windsor
Frank Scarfone	City of Windsor
Simona Simion	City of Windsor
Michael Chiu	MRC

PURPOSE: To discuss potential impacts of Lauzon Parkway on Fanelli’s property on CR42.

MEETING MINUTES:

1. R. Shreewastav provided a brief background of the study and noted that the meeting was held in response to concerns expressed by the Fanelli Group about the proposed Lauzon Parkway Extension on their property on CR 42. It was noted that the property is currently zoned ‘Agricultural’ but proposed to be zoned ‘Residential/Employment’ land use in the Sandwich South Secondary Plan.
2. S. Fanelli noted that the proposed Lauzon Parkway, together with the Little River Corridor proposed in the City’s Stormwater Management Study, would remove almost the entire frontage of their property on CR 42. Their future access would be limited to CR 17. In her opinion, this would significantly reduce the value of their property.
3. S. Fanelli commented that the property could not be developed effectively and there would be no prospective buyers for their property. She asked if the government would buy the property.

R. Shreewastav advised that there is no committed program, i.e. no funding, to the next stage

after the current EA (Environmental Assessment) Stage. A. Godo added that after the approval of the EA, the undertaking in this EA may be included in the City's 5-year capital budget depending on development growth in the area.

4. In reply to S. Fanelli's query about objection to the proposed alignment, M. Chiu explained the EA process noting that an Environmental Study Report (ESR) will be completed and available for public review at the end of the study. If any party or individual feels there are significant outstanding issues that have not been adequately addressed, they could ask for a higher level of assessment so the issues could be addressed through a more detailed study. This is known as a Part II Order.
5. In terms of the Little River Corridor proposed in the City's "Upper Little River Watershed Master Drainage Plan & Stormwater Management Plan Study", A. Godo explained there are constraints to the stormwater measures that can be used in the area due to the need to decrease the attractiveness to wildlife and waterfowl in the vicinity of Windsor Airport. As a result, a wide Little River Corridor with a width between 100 m to 150 m is needed. She also noted that the Little River Corridor is dependent on the existing Little River alignment and independent of where Lauzon Parkway is located through this segment.
6. M. Chiu advised that the Project Team is currently looking at fine-tuning the alignment of Lauzon Parkway in terms of minimizing the gap between Lauzon Parkway and the Little River Corridor. This means that Lauzon Parkway would potentially be shifted westerly just south of CR 42 where geometrics allow.
7. In replying to S. Fanelli's question about an east alignment for Lauzon Parkway just on the west side of Concession Road 10, M. Chiu explained that such alignment would result in a skew and unsafe intersection at CR 42; significant displacement of homes along Concession Road 10; landlocking the properties fronting Concession Road 10; and, a totally separate corridor from the Little River Corridor. This alignment alternative and other alternatives evaluated were illustrated at the first Public Information Centre.
8. J. Eugeni clarified the three separate but related studies in the area – the Lauzon Parkway EA Study; the Sandwich South Secondary Plan Study; and, the Upper Little River Watershed Master Drainage Plan & Stormwater Management Plan Study.
9. S. Fanelli advised that they will provide their comments and concerns in a letter. R. Shreewastav noted that the Project Team would respond to their letter.

The foregoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned within 48 hours of receiving these minutes at 905-823-8500.

Minutes prepared by:

Michael Chiu, P.Eng.
MRC, A member of MMM Group

cc: Attendees

882885 Ontario Limited

3199 Dougall Avenue
Windsor, ON N9E 1S5

Telephone (519) 966-8100

Facsimile (519) 972-9118

January 7, 2013

Ministry of Transportation
Windsor Border Initiatives Implementation Group
659 Exeter Road
London, Ontario
N6E 1L3

Attention: Mr. Rakesh Shreewastav

RE: Lauzon Parkway Environmental Assessment Study

Dear Sir:

On October 22, 2012 we attended the Public Information Centre #2 held by McCormick Rankin on behalf of the Ontario Ministry of Transportation, the City of Windsor and the County of Essex. A further meeting was held on November 27, 2012 attended by representatives from The Ministry of Transportation, The City of Windsor, McCormick, Rankin Corporation and 882885 Ontario Limited.

882885 Ontario Limited (Fanelli Group) owns a fifty six (56) acre parcel of land on the south side of County Road #42, west of Lauzon Parkway, with a frontage of approximately 644' on County Road #42.

We strenuously object to several issues that are being proposed by the preferred plan as it would sterilize the use of our lands, based on the following:

- (a) The preferred option depicts that Lauzon Parkway (a proposed Four (4) Lane Highway) would run directly through our property, bisecting the land. Since this road is shown as being a major thoroughfare, we assume the minimum width of 120' would be required for the road portion on County Road #42.

- (b) The preferred plan shows the Little River Drain (which forms the western boundary of our property) will be expanded to a width of approximately 100m to the top of drain. This would necessitate utilizing a further portion of our frontage on County Road #42, leaving our company with a sliver of land fronting County Road #42.
- (c) As well, there is consideration being given to the Lauzon Parkway Road to be relocated further west to abut the expanded Little River Drain. As the majority of the frontage would be used for the Lauzon Parkway Extension and the expanded Little River Drain, this does little to mitigate the damages to our company.

882885 Ontario Limited purchased this property for its strategic location across from the Windsor Airport. However, the preferred road and drainage locations presented at Public Information Centre #2 hinders our ability to develop the property and will greatly impact the utilization of our lands as it takes the majority of the frontage on County Road #42.

The City of Windsor supported a concept of mixed use commercial development in the 2006 report prepared by Stantec Consulting Ltd. However, we were advised by the City of Windsor to wait until the sewers became available before proceeding with any form of development. Sewers were recently installed along Lauzon Parkway and we are now in a position to consider development of our lands. Due to the proposed road location/green space requirements proposed at the Public Information Centre #2, the City of Windsor has now advised us that they will not consider any zoning changes to allow commercial development as originally intended. It is obvious that our property is now sterilized since no zoning can occur.

At the November 27, 2012 meeting, it was apparent to us that the Ministry of Transportation, and the City of Windsor intend on continuing with the preferred option that was depicted at the Planning Information Centre#2 on October 22, 2012. In fact, representatives from the Ministry of Transportation acknowledged the negative impact the proposed road location would have on our property.

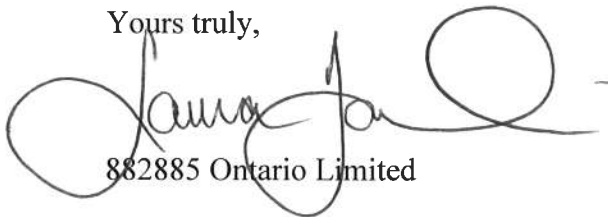
We hereby ask that the location of the road be reconsidered. It is our recommendation to extend Lauzon Parkway further south from its existing location where it currently intersects with County Road #42 – through the Kennette Contracting property, which is east of our lands. Lauzon Parkway could then swing further west as it moves southerly. This scenario would still enable us to utilize some frontage along County Road #42.

In the alternative, the Government of Ontario/City of Windsor should proceed to negotiating for the purchase of the property immediately – not at some undetermined future date which would add to our carrying costs for the property. On November 27, 2012, it was stated by a Ministry of Transportation representative that there is no committed program to the next phase of this project after the current Environmental

Assessment stage. It is completely ludicrous and unfair that the Government of Ontario or the City of Windsor would expect us to wait an undetermined amount of time before funding is made available for the construction of the Lauzon Parkway extension. This is “expropriation without compensation”.

We await your immediate response.

Yours truly,



882885 Ontario Limited

c.c. Mr. Bob Felker, MTO Windsor BIIG
Mr. David Reis, MTO Windsor BIIG
Ms. Josette Eugeni, City of Windsor
Mr. Michael Cooke, City of Windsor
Ms. Anna Godo, City of Windsor
Ms. Jennifer Leitzinger, City of Windsor
Mr. Frank Scarfone, City of Windsor
Ms. Simona Simion, City of Windsor
Mr. Michael Chiu, McCormick, Rankin Corporation
Mr. Stan Taylor, Director of Source Water Protection, ERCA
Mr. Jayson Innes, Project Manager, Stantec Consulting Ltd.

Jay Goldberg

From: Michael Chiu
Sent: March-09-13 6:46 PM
To: Ifanelli@bellnet.ca
Cc: Rakesh.Shreewastav@ontario.ca; Bob.Felker@ontario.ca; david.reis@ontario.ca; Josette Eugeni; 'Michael Cooke'; 'Godo, Anna'; jleitzinger@city.windsor.on.ca; 'Frank'; ssimion@city.windsor.on.ca; staylor@erca.org; jayson.innes@stantec.com; 'susan fanelli'; 'Bill Salzer'; Heather Templeton; Jay Goldberg
Subject: RE: Lauzon Parkway EA Study, Sandwich South Secondary Plan Study, Upper Little River Watershed Master Drainage Plan & SWM Plan Study

Ms Fanelli,

Thank for your letter to Rakesh Shreewastav dated January 7, 2013. On behalf of the Lauzon EA Project Team, I will address your comments as related to the Lauzon Parkway EA study in this letter. The City will respond to you separately on matters related to the Secondary Plan and the Upper Little River Watershed Study.

Regarding your request about an alternative Lauzon Parkway alignment located to the east of your property, as explained at our meeting in November last year, we have considered this alternative alignment and found that this alternative alignment was not preferred. This alternative alignment, in addition to property impact, would result in a skew and unsafe intersection at CR 42, and a separate corridor from the Little River Corridor.

In terms of property matters, the EA deals only with identifying the potential property requirements for the proposed undertaking, i.e. Lauzon Parkway.

Michael Chiu
Lauzon Parkway EA Project Team

Michael Chiu, P.Eng.
Manager, Transportation Planning
Partner

McCormick Rankin | A member of MMM Group
2655 North Sheridan Way, Suite 300 | Mississauga ON Canada L5K 2P8
t: 905.823.8500 x1243 | f: 905.823.8503
mchiu@mrc.ca | www.mrc.ca

From: [REDACTED]
Sent: January-07-13 11:45 AM
To: Rakesh.Shreewastav@ontario.ca
Cc: Bob.Felker@ontario.ca; david.reis@ontario.ca; Josette Eugeni; 'Michael Cooke'; 'Godo, Anna'; jleitzinger@city.windsor.on.ca; 'Frank'; ssimion@city.windsor.on.ca; Michael Chiu; staylor@erca.org; jayson.innes@stantec.com; 'susan fanelli'; 'Bill Salzer'
Subject: Lauzon Parkway EA Study, Sandwich South Secondary Plan Study, Upper Little River Watershed Master Drainage Plan & SWM Plan Study

Good Morning,

Further to our meeting of November 27, 2012, find enclosed our comments.

Thank you,

Laura Fanelli

McCormick Rankin
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503
www.mrc.ca

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[REDACTED] lace Suite 100
[REDACTED] ON N8X 1L9

[REDACTED]
[REDACTED]
[REDACTED]
VIA Email - tina.hawco@stantec.com

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / Country Road 42 / future East-West Arterial /
[REDACTED] Secondary Plan Study)
[REDACTED] ion Centre #2
Our File: W.O. 3211012**

[REDACTED]
Dear Ms. Tina Hawco:

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your interest in the Lauzon Parkway Improvements Class Environmental Assessment Study and for sharing your comments with us. Your input is greatly appreciated and will assist the Team as we finalize this Study.

The Project Team is reviewing your comments regarding the proposed intersection of Walker Road/7th Concession Road/Legacy Park/and the E-W Arterial, the classification of the E-W Arterial and the number of lanes required for the future development of the area, and providing accesses at the west end of the E-W Arterial.

The Project Team is further analyzing these issues based on the information and comments received at and following the Public Information Centre (PIC) 2, and will provide a more detailed response to your comments shortly.

Over the next few weeks, the technically preferred alternatives will be confirmed and refined by the Project Team based on input received from the public and stakeholders. At the conclusion of the study an Environmental Study Report (ESR) will be prepared to document the planning process and will be available for a 30 day public review period. You will receive a letter to inform you of the filing of the ESR for public review.

We have added your contact information to our study mailing list to ensure you will be informed of upcoming study activities.

Additional details about the project can be viewed on the study website at www.lauzonparkwayea.ca. If you would like more information, please feel free to contact us. Thank you again for your interest in the study.

Yours truly,

McCormick Rankin, a member of MMM Group Limited



Michael Chiu, P. Eng.,
Consultant Project Manager

cc: R. Shreewastav, MTO
J. Mustac, County of Essex
J. Eugeni, City of Windsor

18.14

PRESENTED TO
REGULAR COUNCIL:
NOVEMBER 13, 2012


THE TOWN OF
Tecumseh
ONTARIO • CANADA

Resolution
November 13, 2012

WHEREAS the County of Essex, in partnership with the City of Windsor and Province of Ontario, is undertaking a Class Environmental Assessment Study for Lauzon Parkway Improvements, including Lauzon Parkway, County Road 42 and the future east-west arterial and Sandwich South Secondary Plan [Study];

AND WHEREAS public consultations have been held on the Study through which the public and other stakeholders have provided key comments relating to the timing of transportation improvements, inquiries about property impacts, concern regarding the potential increase for truck traffic on County Road 42 and noise impacts to the properties along County Road 42;

AND WHEREAS County Road 42 through the Town of Tecumseh [from Manning Road west to the Town's limits] is bounded by a variety of urban uses comprising of commercial, industrial and residential subdivisions;

AND WHEREAS there are currently approximately 100 properties with direct access onto County Road 42;

AND WHEREAS significant lands immediately north of County Road 42, between Manning Road and Banwell Road, are identified in the Town of Tecumseh's planning documents for urban development;

AND WHEREAS County Road 42 currently experiences high inter-regional traffic volumes, causing difficulty for local traffic to frequent driveways and access local areas;

AND WHEREAS there is diversity in the road users for County Road 42, through the Town of Tecumseh, including: both truck and motor vehicle drivers, cyclists and pedestrians;

AND WHEREAS the speed limit on that section of County Road 42, which is located in the Town of Tecumseh, is 60 km/hr;

AND WHEREAS the current design of County Road 42, contained in the Study provides for some reduction in lane widths and edge of curb landscaping which increases traffic friction;

NOW THEREFORE BE IT RESOLVED:

THAT the County of Essex be requested to amend the speed limit on County Road 42 from 60 km/hr to 50 km/hr, from Manning Road west to the Town of Tecumseh limits;

AND THAT the design proposed in the Class Environmental Assessment Study for Lauzon Parkway Improvements, including County Road 42, consider narrower lane widths for County Road 42 through the Town of Tecumseh and a reduction in the proposed posted speed to 50 km/hr and a design speed of 70 km/hr so that an enhanced context sensitive design can be arrived at that takes into consideration the urbanized nature and multiple users of this segment of road.



Corporation of the County of Essex
Office of the County Engineer

Thomas R. Bateman, P. Eng.
County Engineer

May 8, 2013

Town of Tecumseh
917 Lesperance
Tecumseh, ON N8N 1W9

Attention: Mr. Tony Haddad, CAO

Re: Speed Limit Reduction on County Road 42

County Road 42, through the Town of Tecumseh, from the City of Windsor limits to County Road 19, is bounded by a mix of commercial/industrial/residential subdivisions and is currently classified as a two-lane rural County Arterial with a posted speed of 60km/h. The Environmental Assessment underway is recommending improvements to CR42 to meet future traffic demands and is being planned as a four-lane urban arterial, with a continuous two-way left turn lane (TWLTL) under the County's jurisdiction. Further to the Tecumseh Council Resolution dated November 13, 2012 in regards to the CR42 EA, the Town has requested consideration of a context sensitive design and a reduced posted speed of 50 km/h with a design speed of 70 km/h.

The recommended improvements for CR42 from County Road 43 to County Road 19 include an undivided urban cross section with bike lanes and sidewalks in both directions. The road right-of-way will also accommodate numerous "Urban Design Features" such as illumination, utilities and landscaping. The County standard lane width of 3.75m was reduced to 3.65m to accommodate all of the urban design features within the narrow right-of-way. The planned improvements represent a significant level of Context Sensitive Design and recognize a distinct change in the corridor from the existing rural cross section to a fully urbanized roadway.

In principle, operating speeds are influenced through the geometric design which is based on a selected design speed. The design speed selected for the future widening is 70 km/h. The recommended plan further proposes roundabouts at both intersections with CR 43 (Banwell Road) and CR 19 (Manning Road). These roundabouts will help serve as a traffic calming measure by reducing speeds and provide distinct 'gateway features' into the urbanized corridor.

The recommended posted speed limit for a roadway is a function of the road classification, function, and engineering considerations. The mean speed, or 85th percentile speed, is the most commonly used measure of actual speed, and is used as a major factor for selecting the appropriate speed for a road. Other factors that are also taken into consideration include the history of collisions, road geometry, road function & surrounding environment.

The County has completed a speed study and provides the following conclusions:

County Location	Road	Limits	85 th Percentile
4203	CR 42	COW Limits – W. of 11 th Conc.	78.59 km/h
4213	CR 42	County Road 43 - Lesperance	77.78 km/h

The majority of motorists select a speed to reach their destination in the shortest time possible and to avoid endangering themselves, others, and their property. The motorists travel at reasonable speeds during the peak hour. The operating speeds increased during the late night and early mornings when traffic volumes were low. The results from the Operating Speed Method (85th percentile) would suggest that the posted speed of 60 km/h is too low and should more appropriately be posted at 70 km/h. However, speed limits can also be determined by the risks associated with the physical design of the road and expected traffic conditions. A posted speed of 60 km/h achieves a balance between the need to facilitate inter-regional traffic, and provide for local traffic access and other road users.

We trust you find this satisfactory,

Sincerely,



Tom Bateman, P.Eng.
County Engineer

Comment Sheet

Please provide your comments on any aspect of the study:

I AM CONCERNED ABOUT THE SHEER NUMBER OF ^(PLANNED) TRAFFIC CIRCLES ON COUNTY RD 42, PARTICULARLY IN THE WALKER RD. TO CITY LIMITS PORTION. IT WAS MY UNDERSTANDING THAT THIS PART OF THE PROJECT IS STEMMING FROM THE DESIRE TO DIVERT TRAFFIC (OR GIVE AN ALTERNATIVE TO) ^{FROM} THE EC ROW EXPRESSWAY / COUNTY RD 22 ROUTE. ANY EXCESS "TRAFFIC CALMING" WILL SIMPLY PUSH PEOPLE BACK ONTO THE OTHER ROUTE, AND I'M OF THE OPINION THAT THE TRAFFIC CIRCLES AT 7th CONC / BASELINE, 8th CONCESSION, AND 9th CONCESSION RDS (OR AT LEAST TWO OF THE THREE) ARE OVERKILL. ^{AM DO FAVOUR CONTINUING INTERSECTIONS, BUT WILL STOPS ON THE LESS MAJOR STREETS} AFTER ALL, THOSE WANTING A LEFT ONTO 42 FROM CONC. 9 CAN USE THE EXTENDED LAUZON PKWY, AND THE CONC. 7 TYPES CAN STILL USE WALKER (IN TWO OF THE THREE 'NEW ARTERIAL ROAD' PLANS)

I WOULD ALSO COMMENT THAT I'M IFKY ON THE 'STRETCHED' TRAFFIC CIRCLE ON LAUZON PKWY AS IT CROSSES 401 OVERPASS. IS THIS REALLY BETTER THAN A PARTIAL CLOVERLEAF WITH STOP SIGNS? I' CERTAINLY DON'T SEE BIG ISSUES WITH THAT AT MANNING RD. / CNTY RD 19 & THE 401.

I WILL FINALLY COMMENT THAT I QUITE LIKE THE HOOKING UP OF THE LAUZON PKWY INTO THE SEXTON SIDE RD.

Please place your comment sheet in the box provided, or submit by November 16, 2012 to any of the following:

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Consultant Project Manager
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Mississauga, ON L5K 2P8
Phone: (905) 823-8500
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Email: lauzonparkwayea@mrc.ca

Rakesh Shreewastav, P.Eng., AVS
Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group
Project Delivery Office
949 McDougall Avenue, Suite 200
Windsor, ON N9A 1L9
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Thank you for your participation. Comments and information regarding this study are being collected in accordance with the *Freedom of Information and Protection of Privacy Act*, and solely for the purpose of conducting the environmental assessment. With the exception of personal information, all comments will become part of the public record.

Preferred Method of Correspondence: Regular Mail Email

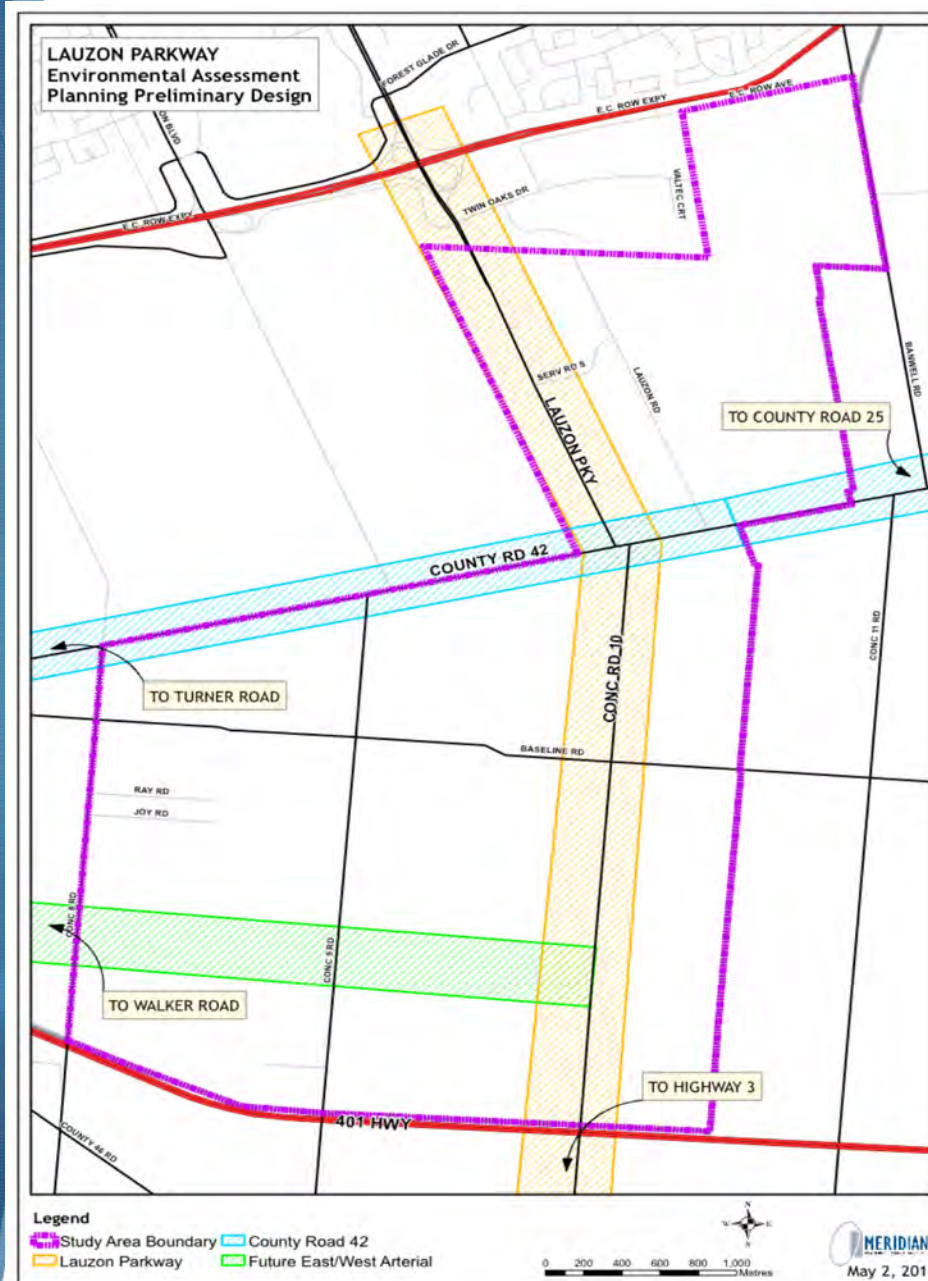
APPENDIX E

**SANDWICH SOUTH SECONDARY PLAN STUDY
WORKSHOP #3 SUMMARY REPORT**

Sandwich South Secondary Plan

Coordinated Studies

- Lauzon Parkway's extension to Highway 401
- Lauzon Parkway's further extension to Highway 3
- County Road 42 from Walker Road to County Road 25
- Future east/west arterial from Walker Road to Essex County Road 17
- Preparation and approval of a Secondary Plan for the remainder of the lands transferred to the City of Windsor in 2003

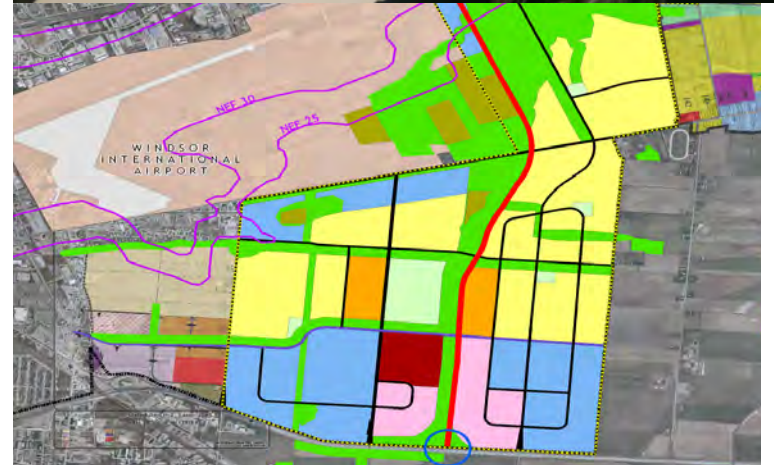


Public Consultation

Workshop #1
Development Options
May, 2011

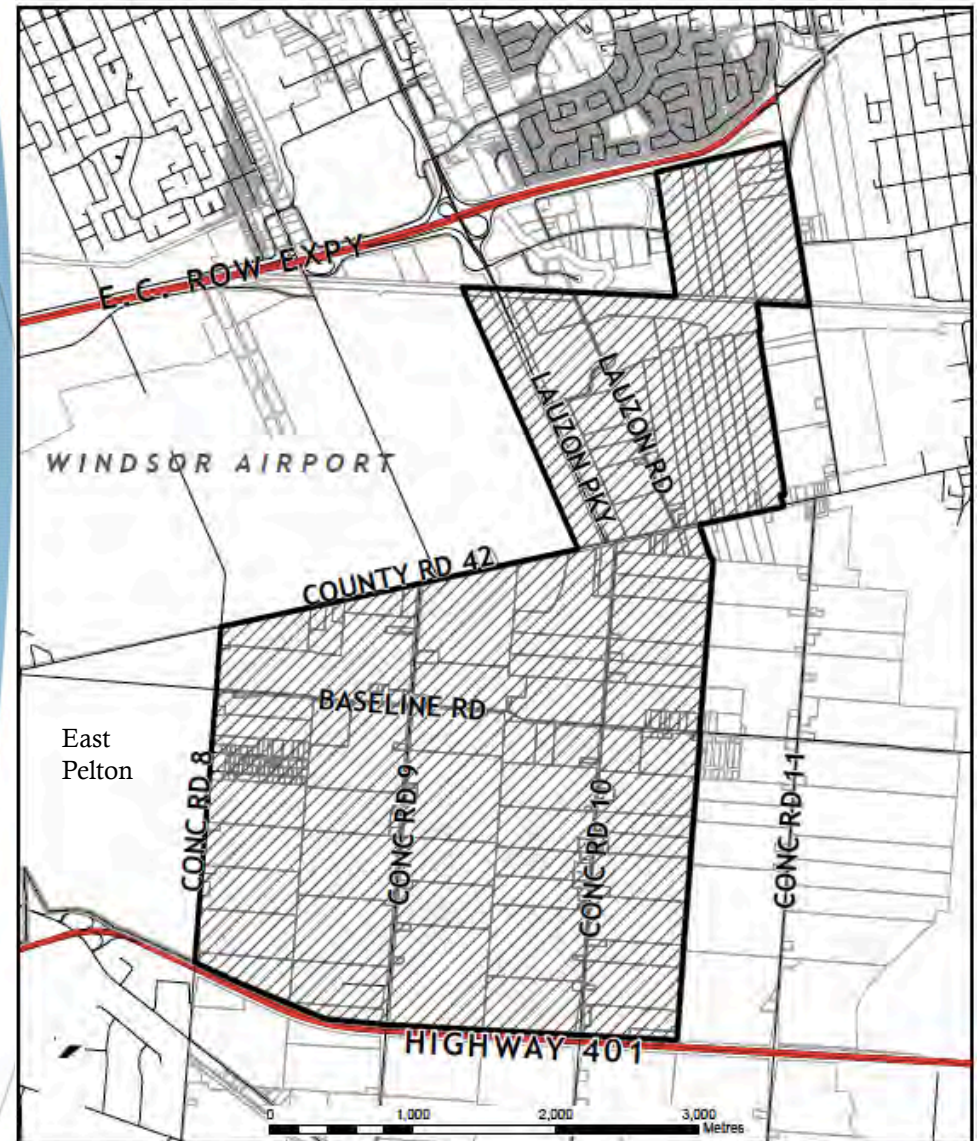
Workshop #2 Options and
Recommendations
July 2011

Workshop #3 – Proposed
Secondary Plan



Basis of Secondary Plan

- Covers lands transferred to City of Windsor in 2002
- 2523 Hectares
- 2006 City of Windsor OPA #60 establishes generalized land use pattern – Secondary Plan will be done
- East Pelton Plan completed OPA #74
- August 2011 Background Report
- Steering Committee includes City of Windsor, County of Essex, Town of Tecumseh, Ministry of Transportation and related consulting team

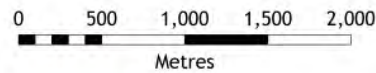


CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

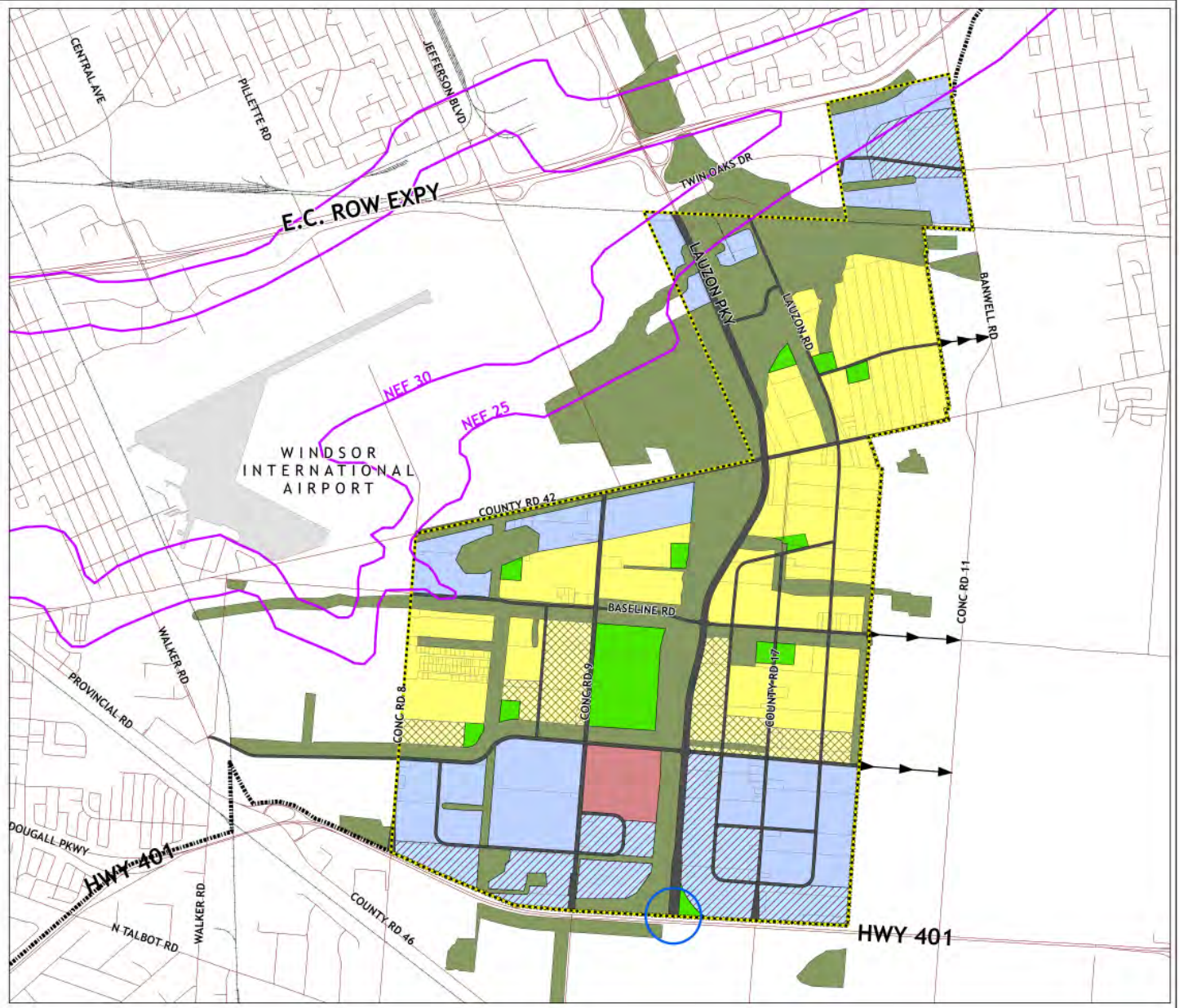
Legend

-  Employment
-  Prestige Employment
-  Community Core
-  Neighbourhood - Low Density
-  Neighbourhood - Medium Density
-  Recreation & Open Space
-  Natural Heritage System

-  Railway
-  Interchange
-  Airport Runway
-  Airport Lands
-  Noise Exposure Forecast
-  Secondary Plan Boundary
-  City of Windsor Boundary
-  Proposed Roadway



Oct 15, 2012



What does the Secondary Plan do ?

- Provides details on future land use, transportation and utilities
- Identifies in what order areas will develop (Staging)
- Establishes standards for new development like density, height, design
- Sets out how land will be developed – the process
- Describes how this area fits into the over-all City of Windsor Official Plan

Key Goals and Objectives

Foundations of the Plan

Goals

- Define and protect existing natural heritage features
- Create a welcoming business climate
- Develop an attractive modern urban gateway
- Provide for the phasing of residential development, and
- Create a comprehensive transportation system












Objectives

- Environment first approach
- Employment Areas that are strategically located to take advantage of the areas excellent transportation connections
- Residential areas that provide a range and mix of housing
- Creation of a Community Core Area that will serve as a focus for cultural, entertainment and public facilities
- Preserving the agricultural uses in the area until such a time as the lands are required for development

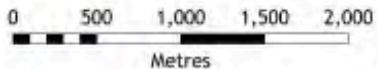
CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE B Greenway System

Legend

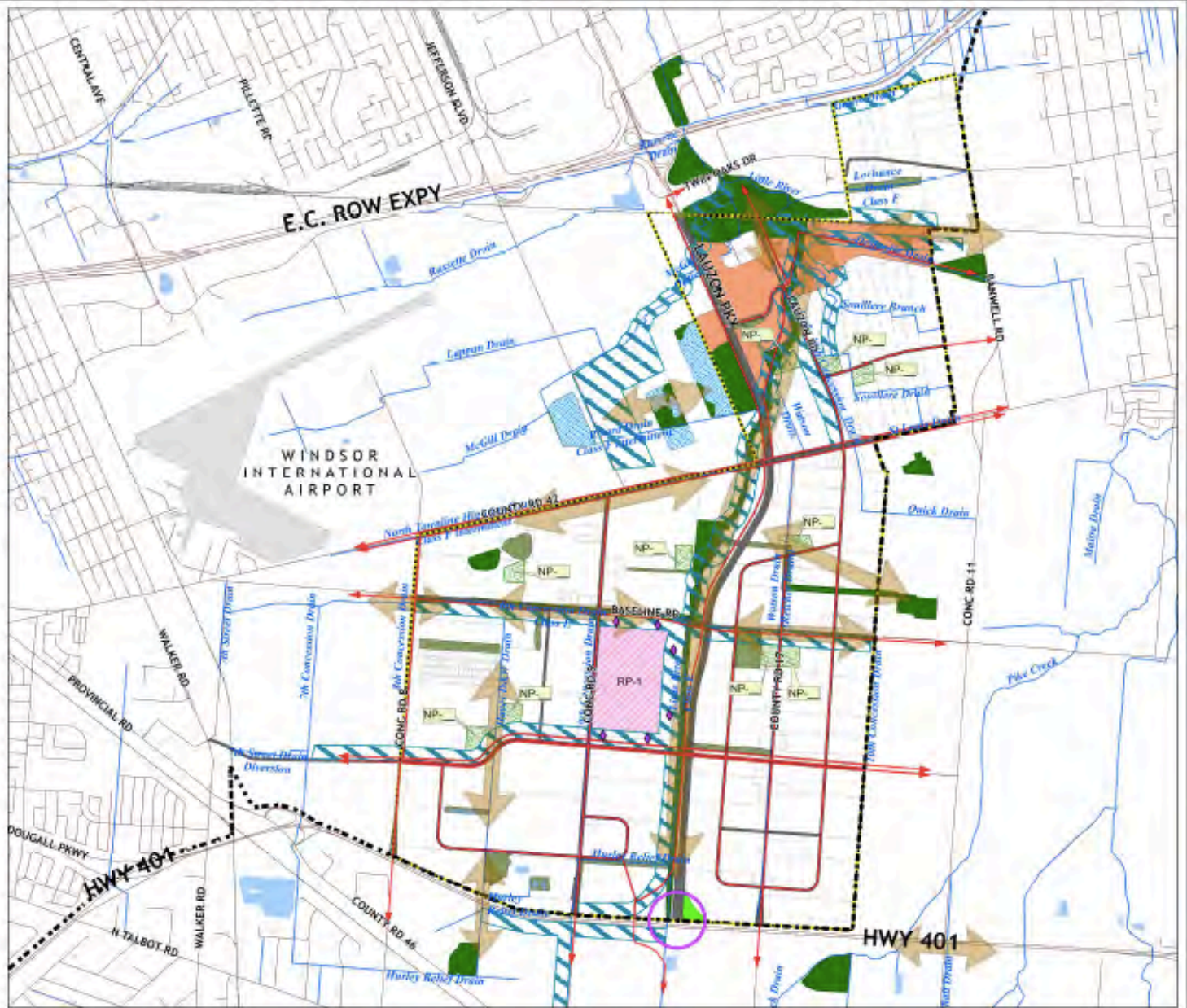
Greenway System

-  Link
 -  Bicycle Use Master Plan Proposed Trails
 -  NP-x Neighbourhood Park
 -  Recreation & Open Space
 -  RP-1 Community Regional Park
 -  SWM
 -  Provincially Significant Wetlands
- ### Natural Heritage System
-  Core Natural Heritage Features
 -  Supporting Natural Heritage Features
 -  Ecological Restoration Area
 -  Ecological Linkages

-  Railway
-  Permanent Streams
-  Permanent Water Bodies
-  Interchange
-  Secondary Plan Boundary
-  City of Windsor Boundary
-  Proposed Roadway



Oct 15, 2012

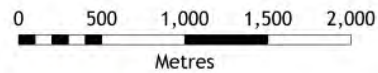


CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

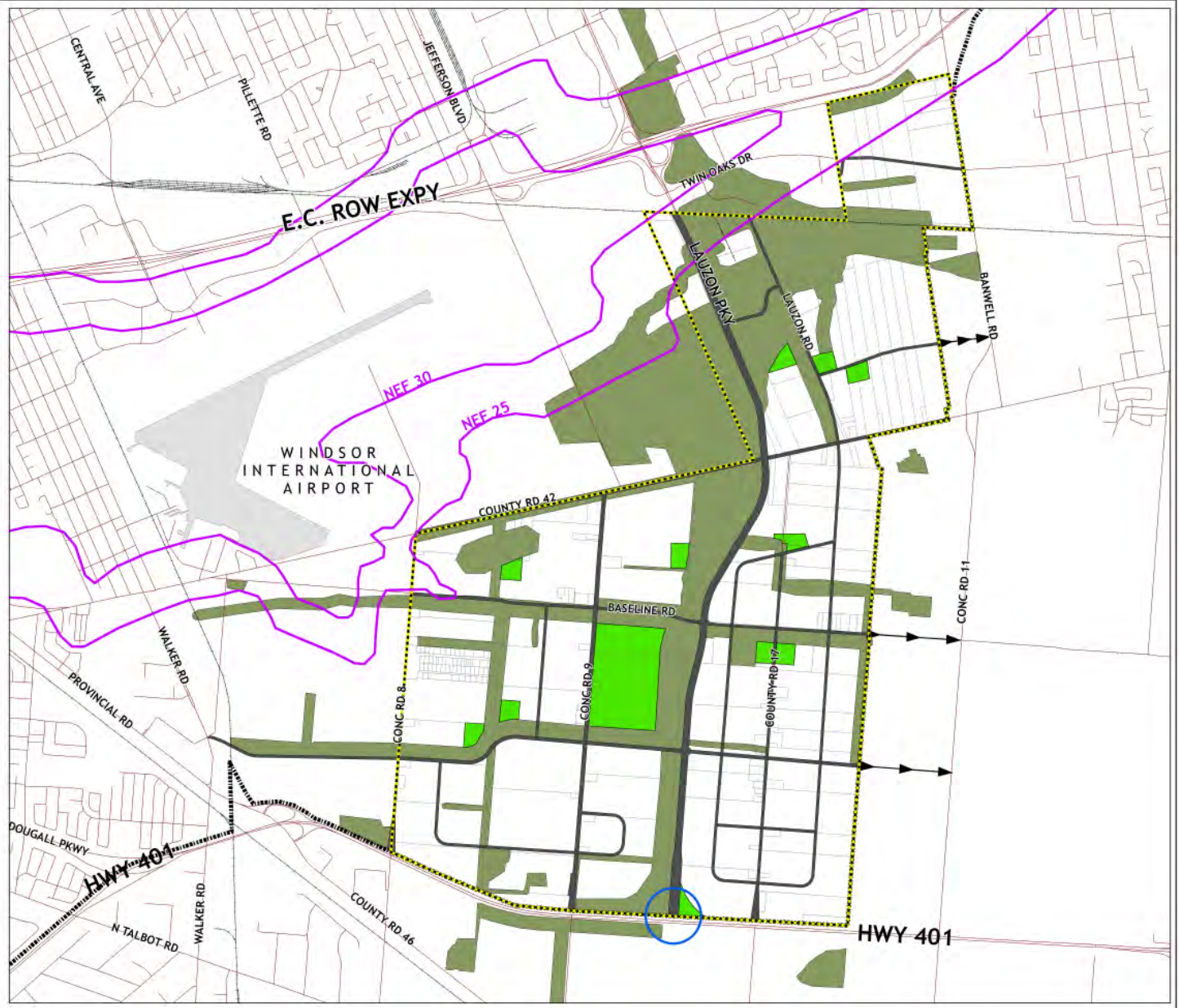
Legend

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Greenway System

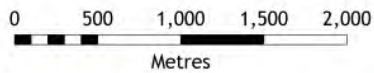
- Protect limited existing Natural Features and adjacent lands
- Identify areas where regeneration can occur
- Link trails and parks
- Coordinate with storm water management
- Coordinate with transportation system

CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

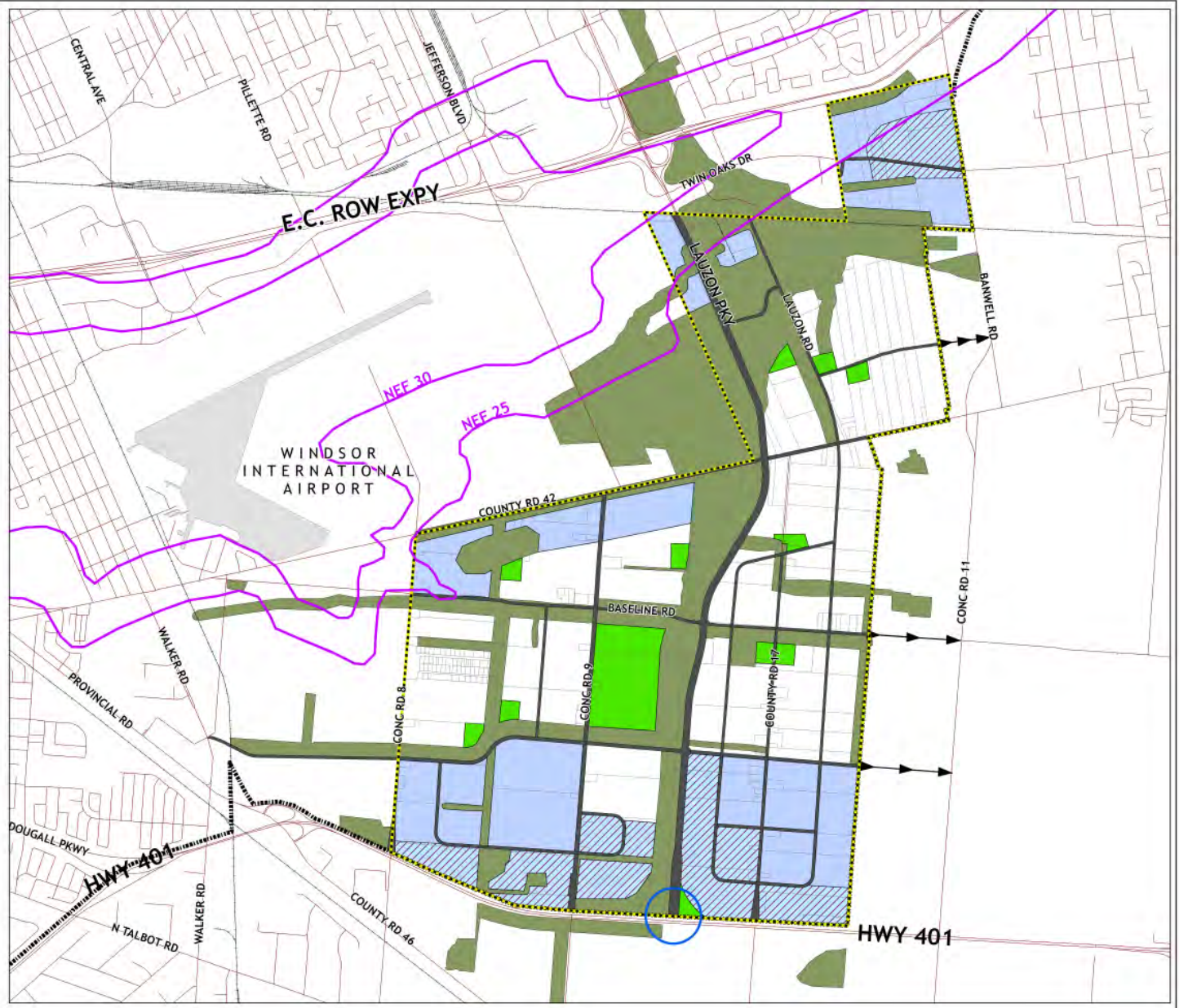
Legend

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Oct 15, 2012



Employment Areas

Prestige Employment

- incorporate a high level of architectural and landscape architectural design in a business park setting
- interaction between people and uses to encourage innovation and creativity
- Includes hotels, restaurants and service-related uses

Employment

- for general employment purposes that are located in areas with less visibility
- Includes logistics, manufacturing, assembling, processing, fabricating, warehousing
- Retail uses that are subordinate to primary uses

Neighbourhoods

Residential Areas

Objectives

- Compact;
- Transit-supportive;
- Conducive to active transportation; and,
- Comprised of a mix of appropriate uses









Permitted Uses

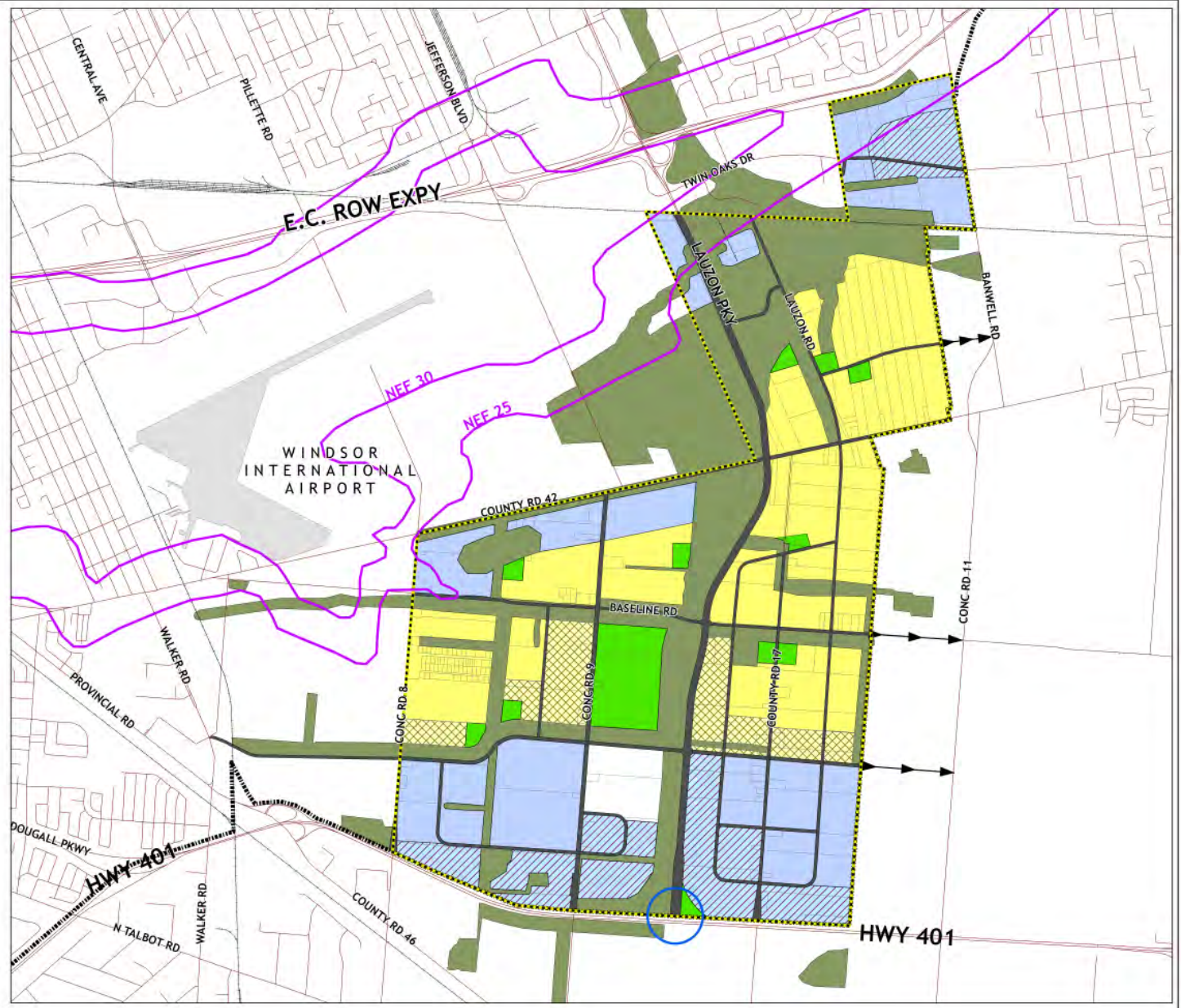
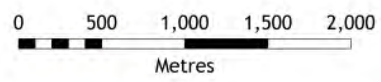
- Low density Residential
- Medium Density Residential
- Community Services
- Place of worship, public schools, libraries
- Neighbourhood commercial

CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

Legend

-  Employment
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-  Proposed Roadway



Residential Uses

Low Density

- densities of up to 20-29 residential units per gross hectare
- single detached dwellings, semi-detached dwellings, duplexes, and townhouses

Medium Density

- densities up to 30-79 residential units per gross hectare with a maximum height of 18 m
- townhouses and multiple dwellings.

Community Core

Objectives


- focal area for investment in institutional and region-wide public services, as well as commercial, recreational, cultural and entertainment uses
- functions like a traditional downtown, where mixed-use buildings are encouraged to maintain a vibrant street
- between 10 and 18 metres tall








Permitted Uses

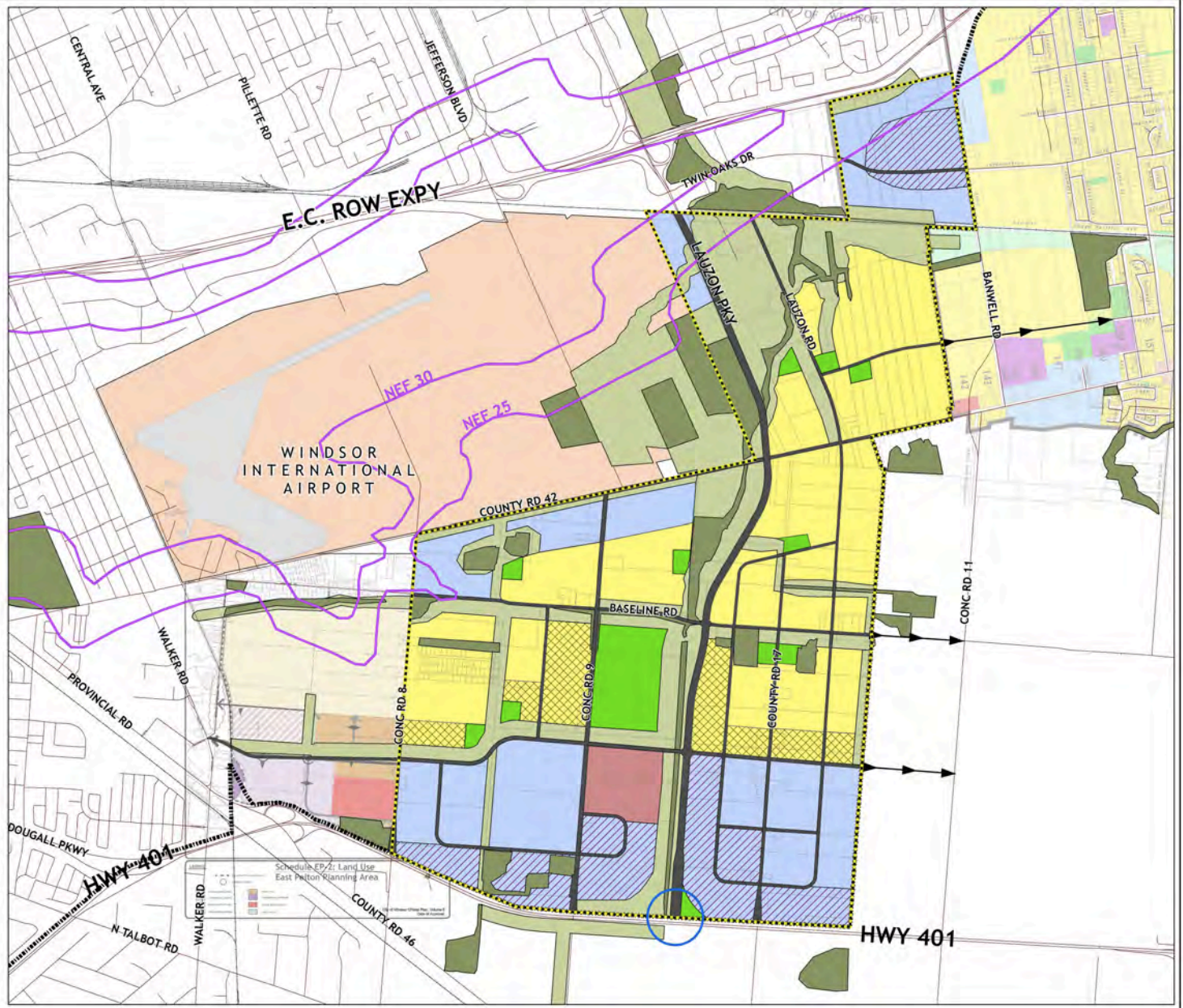
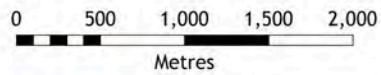
- Medium profile residential housing;
- Retail and service commercial establishments;
- Offices;
- Cultural, recreational and entertainment uses; and,
- Institutional uses.
- Parks and Open Space

CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE D Land Use

Legend

-  Employment
-  Prestige Employment
-  Community Core
-  Neighbourhood - Low Density
-  Neighbourhood - Medium Density
-  Recreation & Open Space
-  Natural Heritage
-  Natural Linkage Regeneration





-  Railway
-  Interchange
-  Airport Runway
-  Airport Lands
-  Noise Exposure Forecast
-  Secondary Plan Boundary
-  City of Windsor Boundary



CITY OF WINDSOR Sandwich South Secondary Plan SCHEDULE F Roads & Bikeways

Legend



Road Class

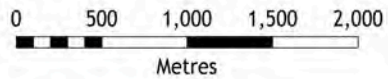
-  Existing Class I Arterial
-  Existing Class II Arterial
-  Proposed Class I Arterial
-  Proposed Class I Collector

Trails

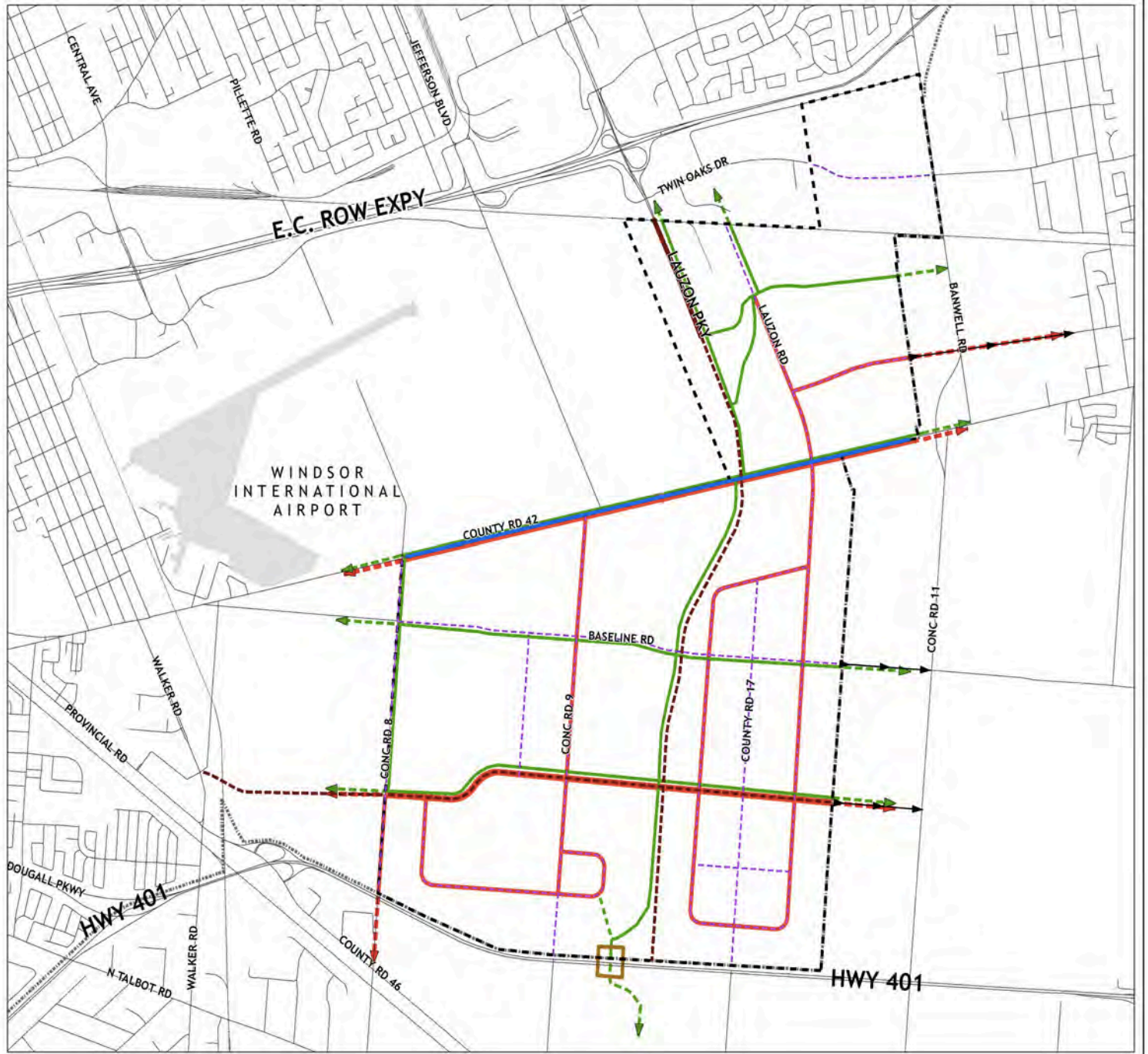
-  Bike Lane
-  Multi-Use Trail
-  Proposed Trail link
-  Signed Route
-  Grade Separated Crossing for Trail

Railway

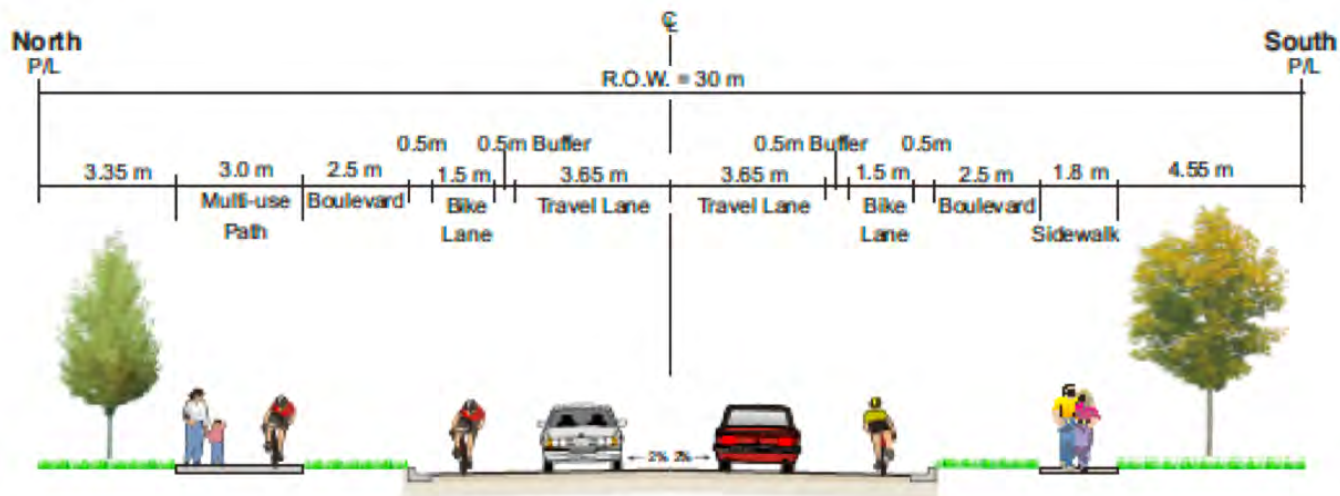
-  Secondary Plan Boundary
-  City of Windsor Boundary



August 31, 2012



Transportation and Infrastructure



2 LANES WITH BIKE LANES AND SIDEWALKS

Development Phasing

- Development in the unphased areas can occur at any time
- Phases 1 and 2 can be initiated at the same time provided that the infrastructure to support the development is available
- Phases 3, 4 and 5 may proceed to draft plan approval when the appropriate measures of building activity have been met and all arterial and collector roads are complete
- May be adjusted without amending this Plan where such adjustment is required to properly plan for emergency response services or other servicing and infrastructure

CITY OF WINDSOR Sandwich South Secondary Plan

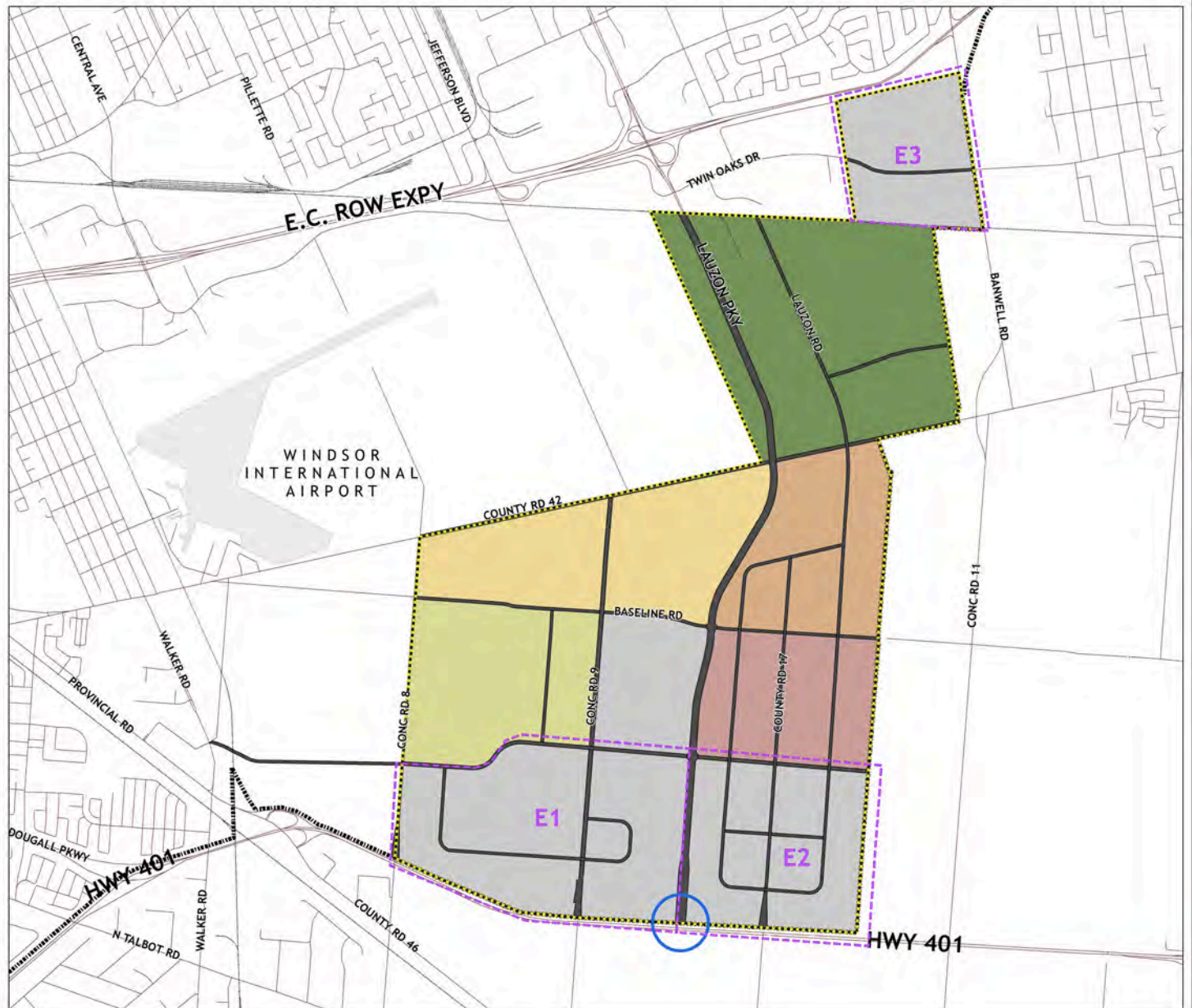
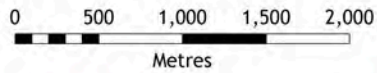
SCHEDULE H Possible Development Phasing

Legend

Phasing

- Neighbourhood Phase 1
- Neighbourhood Phase 2
- Neighbourhood Phase 3
- Neighbourhood Phase 4
- Neighbourhood Phase 5
- Unphased

- Railway
- Interchange
- Proposed Roadway
- Airport Runway
- Secondary Plan Boundary
- City of Windsor Boundary



Next Steps

- Finalize Draft Secondary Plan with policies and text based on comments
- A Formal Public of the City's Planning and Economic Development Standing Committee will be held in the coming months to consider the final Plan.