
CORRESPONDENCE

Lauzon Parkway Improvements Class Environmental Assessment Notice of Study Commencement

THE STUDY

McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation, the City of Windsor and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes:

- 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 Airport, Lauzon Road and the 8th Concession, and the City of Windsor boundary).

The study area is shown on the key map.

THE PROCESS

This study will follow the Ontario *Environmental Assessment Act* through the application of the *Municipal Class Environmental Assessment* (October 2000 as amended in May 2007). This study is also subject to the requirements of the *Canadian Environmental Assessment Act*. 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. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details.

As part of the Secondary Plan, three public workshops will be held throughout the planning process to provide an opportunity to review and comment on the plan details.

The time and location of each PIC and workshop will be published in local newspapers and sent to the project contact list.

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:

Mr. Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: lauzonparkwayea@mrc.ca

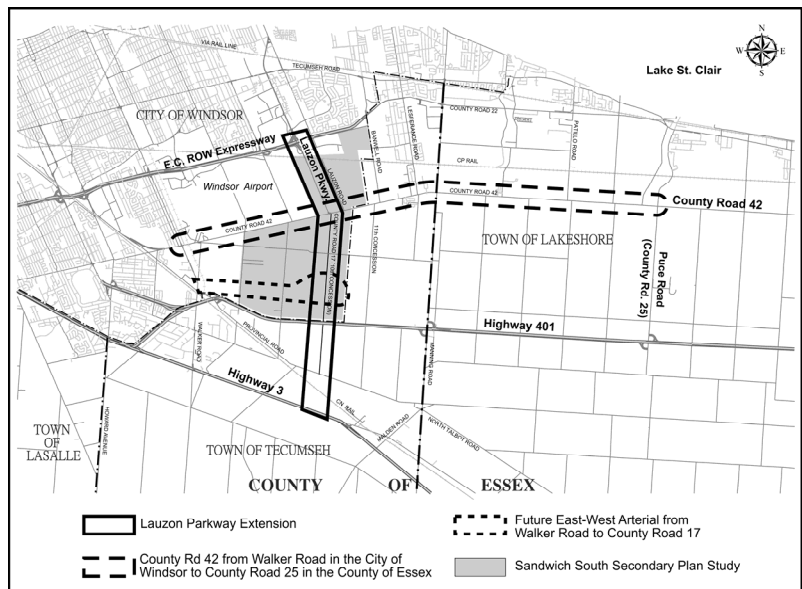
Ms. Jane Mustac, P.Eng.
Manager of Transportation Planning
County of Essex
360 Fairview Avenue West
Essex, ON N8M 1Y6
Phone: 519-776-6441 ext. 397
Fax: 519-776-4455
E-mail: jmustac@countyofessex.on.ca

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
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
E-mail: rakesh.shreewastav@ontario.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

Please visit the website at: www.lauzonparkwayea.ca

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



Federal Agencies and Provincial Agencies and Ministries

Ms. Sheila Allan
Senior EA Officer, Ontario Region
Environment Canada
867 Lakeshore Road
P.O. Box 5050
Burlington, Ontario L7R 4A6

Mr. Joe de Laronde
Fisheries Biologist
Fisheries and Oceans Canada
Southern Ontario District
73 Meg Drive
London, Ontario N6E 2V2

Mr. Tom Hollinger
Land Use Officer - West
General Manager - Airport Operations
Nav Canada
1601 Tom Roberts
P.O. Box 9824, Station T
Ottawa, Ontario K1G 6R2

Mr. Don Boswell
Sr. Claims Analyst - Specific Claims Branch
Indian and Northern Affairs
10 Wellington Street
13th Floor
Gatineau, Quebec K1A 0H4

Mr. Sean Darcy
Research Manager
Assessment and Historical Research Directorate
Indian and Northern Affairs
10 Wellington Street
13th Floor
Gatineau, Quebec K1A 0H4

Ms. Josee Beauregard
Team Leader - Ontario/Nunavut Litigation Team
Litigation Management and Resolution Branch
Indian and Northern Affairs
10 Wellington Street
Room 1310
Gatineau, Quebec K1A 0H4

Algonquin Consultation Office
c/o jp2g Consultants Inc.
31 Riverside Drive
Suite 101
Pembroke, Ontario K8A 8R6

Ms. Linda MacWilliams
Regional Manager
Lands and ART Lands and Trust Services
25 St. Clair Avenue East
8th Floor
Toronto, Ontario M4T 1M2

Environmental Unit
Environment & Natural Resources
Lands and Trusts Services
25 St. Clair Avenue East
8th Floor
Toronto, Ontario M4T 1M2

Mr. Jeffrey Betker
Office of the Federal Interlocutor for Métis and Non-status
Indians
Indian and Northern Affairs
66 Slater Street
Room 1218
Ottawa, Ontario K1A 0H4

CEAA CONTACT - MTO TO PROVIDE

TRANSPORT CANADA - MTO TO PROVIDE

Mr. Dave Reynolds
Manager, Engineering and Environmental Services
CN Rail
1 Administration
P.O. Box 1000
Concord, Ontario L4K 1B9

Mr. David Lukianow, P.Eng.
Manager, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 600
Mississauga, Ontario L5C 4R3

Mr. Drew Crinklaw
Rural Planner
Ministry of Agriculture, Food and Rural Affairs
Environmental Policy and Programs Branch - Agricultural
Land Use Unit
667 Exeter Road
London, Ontario N6E 1L3

Ms. Karla Barboza
Heritage Conservation Adviser
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario M7A 0A7

Ms. Laura Hatcher
Heritage Planner
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario M7A 0A7

Mr. Lee Orphan
Director
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario N6E 1L3

Mr. Craig Newton
Environmental Planner
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario N6E 1L3

Mr. Mike Parker
APEP Supervisor
Ministry of the Environment
Southwestern Region
733 Exeter Road
London, Ontario N6E 1L3

Mr. Lee Bradshaw
Senior Environmental Officer
Ministry of the Environment
Windsor District Office
4510 Rhodes Drive
Unit 620
Windsor, Ontario N8W 5K5

Ms. Millicent Dixon
Manager, Client Services Section
Environmental Assessment and Approvals Branch
Ministry of the Environment
Attn: Michael Harrison
ONLY RECEIVES NOTICE OF COMPLETION
2 St. Clair Avenue West
Floor 12A
Toronto, Ontario M4V 1L5

Mr. Bruce Curtis
Manager
Community Planning and Development
Ministry of Municipal Affairs & Housing
Municipal Services Office - Southwestern
659 Exeter Road, 2nd Floor
London, Ontario N6E 1L3

Ms. Daraleigh Irving
District Planner
Ministry of Natural Resources
615 John Street North
Aylmer, Ontario N5H 2S8

Ms. Holly Simpson
Area Biologist
Ministry of Natural Resources
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario N7M 5L8

Ms. Heather Levecque
Manager, Consultation Unit
Ministry of Aboriginal Affairs
Aboriginal Relations and Ministry Partnership Division
160 Bloor St E
9th Floor
Toronto, Ontario M7A 2E6

Mr. Martin Rukavina
Advisor, Aboriginal and Ministry Relationships Branch
Ministry of Aboriginal Affairs
160 Bloor St E
9th Floor
Toronto, Ontario M7A 2E6

Ms. Lorena Weesit
Correspondence Unit
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships
160 Bloor St E
4th Floor
Toronto, Ontario M7A 2E6

Mr. Anil Wijesooriya
General Manager
Professional Services
Ontario Realty Corporation
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Municipalities

No contacts included - County of Essex, City of Windsor, Town of Lakeshore and Town of Tecumseh are included on Project Team

Local Agencies

Mr. Jeremy Wychreschuk
Essex Region Conservation Authority
360 Fairview Avenue West
Suite 311
Essex, Ontario N8M 1Y6

Mr. Warren Kennedy
Director of Education
Greater Essex County District School Board
451 Park Street West
P.O. Box 210
Windsor, Ontario N9A 6K1

Mr. Paul Picard
Director of Education
Windsor-Essex Catholic District School Board
1325 California Avenue
Windsor, Ontario N9B 3Y6

Mr. Rob Lyons
Program Manager, Health Inspection Department
Windsor Essex County Health Unit
1005 Oulette Avenue
Windsor, Ontario N9A 4J8

Ms. Gabrielle McMillan
Manager of Student Transportation
Student Transportation Services
360 Fairview Avenue West
Suite 318
Essex, Ontario N8M 3G4

Ms. Janine Griffore
Director of Education
Conseil Scolaire de District des Ecoles Catholiques du Sud-
Ouest
7515 Forest Glade Dr
Windsor, Ontario N8T 3P5

Monsieur Jean-Luc Bernard
Director of Education
Conseil Scolaire Viamonde
116 Cornelius Pkwy
Toronto, Ontario M6L 2K5

Mr. Rob Larret
Planning Manager
Transit Windsor
3700 North Service Road East
Windsor, Ontario N8W 5X2

Emergency Services

Sergeant Jim Thomas
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario N8M 2Y2

Provincial Constable S.W. Johnston
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario N8M 2Y2

Inspector Kent Skinner
Regional Manager - Traffic and Marine
Ontario Provincial Police
6355 Westminster Drive
P.O. Box 57, Lambeth Stn
London, Ontario N6P 1T2

Mr. Dean Wilkinson
Operations Manager
Essex-Windsor EMS
920 Mercer Street,
2nd Floor
Windsor, Ontario N9A 1N6

Mr. Conrad Marier
Liaison Officer
Central Ambulance Communications Centre
4510 Rhodes Drive
Suite 320
Windsor, Ontario N8W 5K5

Chief Gary Smith
c/o Barry Horrobin, Director of Planning
Windsor Police
P.O. Box 60
Windsor, Ontario N9A 6J5

Fire Chief David Fields
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario N9A 1H7

Mr. Al Reaume
Deputy Chief of Operations
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario N9A 1H7

Fire Chief Don Williamson
Lakeshore Fire Rescue
419 Notre Dame
Belle River, Ontario N0R 1A0

Fire Chief Ken McMullen
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario N8N 1W9

Inspector Bob Hamilton
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario N8N 1W9

Utilities and Airport

Mr. Leslie Koch
Sustainment Manager, Lines Information System &
Programs
Hydro One Networks Inc.
483 Bay Street
TCT 15 - A11, North Tower
Toronto, Ontario M5G 2P5

Mr. Richard LePage
Bell Canada
P.O. Box 1601
1149 Goyeau Street
Windsor, Ontario N9A 6R8

Mr. Mike Weingust
System Planner-Windsor
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario N8X 1T5

Mr. Bill Sorrell
Western Ontario Planning Leadhand
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario N8X 1T5

Mr. Marvio Vinhaes
ENWIN Utilities
P.O. Box 1625, Stn A
4545 Rhodes Drive
Windsor, Ontario N9A 5T7

Mr. Ed Farwell
Union Gas Limited
650 Division Road
P.O. Box 700
Windsor, Ontario N9A 6N7

Mr. Sam Sathanantham
Windsor Utilities Commission
4545 Rhodes Drive
P.O. Box 1625, Station A
Windsor, Ontario N9A 5T7

Ms. Federica Nazzani
Windsor Airport
3200 County Road 42
Windsor, Ontario N9A 6J3

Interest Groups/Stakeholders

Windsor Bicycling Committee
c/o Susan Vadori Committee Coordinator
Council Services
350 City Hall Square W
Rm 203
Windsor, Ontario N9A 6S1

Essex County Field Naturalists' Club
Devonshire Mall P.O.
P.O. Box 23011
Windsor, Ontario N8X 5B5

Mr. Brent Groves
Co-ordinator
Essex County Stewardship Network
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario N7M 5L8

Windsor Heritage Committee
c/o J. Calhoun, City of Windsor Planning Department
400 City Hall Square E.
Suite 404B
Windsor, Ontario N9A 7K6

Citizens Environmental Alliance
c/o Derek Coronardo
1950 Ottawa Street
Windsor, Ontario N8Y 1R7

Windsor Essex County Environmental Committee
c/o Averil Parent and Sue Vadori
350 City Hall Square W
Rm 203
Windsor, Ontario N9A 6S1

Public

Mr. Matthew Syring
539 Harbourne Crescent
Windsor, Ontario N8N 3J5

Windsor Christian Fellowship
4490 7th Concession
Windsor, Ontario N9A 6J3

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



March 29, 2011

Joe Comartin, MP
WINDSOR-TECUMSEH
1304B Lauzon Road
Windsor, Ontario
N8S 3N1

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Mr. Comartin,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



March 29, 2011

Brian Masse, MP
WINDSOR WEST
1398 Ouellette Avenue, Suite 2
Windsor Ontario
N8X 1J8

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Mr. Masse,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 29, 2011

Jeff Watson, MP
ESSEX
186 Talbot Street South
Essex, Ontario
N8M 1B6

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Mr. Watson,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 29, 2011

Bruce Crozier, MPP
ESSEX
78 Talbot Street North
Essex, Ontario
N8M 1A2

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Mr. Crozier,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BILG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 29, 2011

Hon. Dwight Duncan, MPP
WINDSOR-TECUMSEH
Unit 211
2825 Lauzon Parkway
Windsor, Ontario N8T 3H5

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Mr. Duncan,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 29, 2011

Hon. Sandra Pupatello, MPP
WINDSOR WEST
1st Floor
1368 Ouellette Avenue
Windsor, Ontario N8X 1J9

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Ms. Pupatello,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

The enclosed notice will be published in the following newspapers to solicit PIC attendance and public comment.

- Windsor Star – April 6, 2011 and April 9, 2011
- Tecumseh Tribune – April 8, 2011
- Lakeshore News – April 8, 2011
- Shoreline Weekly – April 8, 2011
- Windsor Le Rempart – April 6, 2011 (French version)

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 30, 2011

Chief Chris Plain
Chippewas of Aamjiwnaang
978 Tashmoo Avenue
Sarnia, Ontario
N7T 7H5

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Plain,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read "Rakesh Shreewastav".

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Téléc. : (519) 873-4789



March 30, 2011

Chief: Louise Hillier
Caldwell First Nation
Mailing Address:
P.O. BOX 388
Leamington, Ontario
N8H 3W3

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Hillier,


We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

 Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



March 30, 2011

Chief Joe Miskokomon
Chippewas of the Thames
320 Chippewa Rd, RR #1
Muncey, Ontario

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Miskokomon

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read "Rakesh Shreewastav".

n Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

c.c. Brenda French - Office Manager

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 30, 2011

Chief Elizabeth Cloud

Chippewas of Kettle and Stony Point First Nation:

6247 Indian Lane, R.R. #2
Forest, Ontario
N0N 1J0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Cloud,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read "Rakesh Shreewastav".

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 30, 2011

Ms. Denise Stonefish, Director of Operations

Moravian of the Thames

RR #3
Thamesville, Ontario
N0P 2K0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Ms. Stonefish,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

c.c. Chief Gregory Peters

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 30, 2011

Chief Patrick Waddilove
Munsee-Delaware Nation
RR #1
Muncey, Ontario
N0L 1Y0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Waddilove

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



March 30, 2011

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
RR #2
Southwold, Ontario
N0L 2G0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Abram

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read "Rakesh Shreewastav".

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

A small, stylized handwritten mark or signature element in the bottom left corner.

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télec. : (519) 873-4789



March 30, 2011

Chief Joseph Gilbert
Walpole Island First Nation
RR #3
Wallaceburg, Ontario
N8A 4K9

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Study Commencement**

Dear Chief Gilbert,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,


Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Jay Goldberg

From: [REDACTED]
Sent: April-06-11 8:24 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Windsor
Province: Ontario

[REDACTED]
Message:
Please add my name to the contact list.

Jay Goldberg

From: [REDACTED]
Sent: April-06-11 3:49 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Tecumseh
Province: ON

[REDACTED]
Message:
Please add myself to the Project Contact List to be notified of the Public Information Centres and Workshops regarding the Lauzon Parkway Improvements.
Regards, C.D. Matthews

Jay Goldberg

From: [REDACTED]
Sent: April-06-11 1:33 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

[REDACTED]

City: maidstone

Province: ontario

[REDACTED]

Message:

Please forward information on progress of lauzon parkway thank you

Jay Goldberg

From: [REDACTED]
Sent: April-06-11 8:59 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]

City: Windsor
Province: Ontario

[REDACTED]
Message:

I have, listed for sale, the 62 acres of land that is west of the new Provincial Detention facility. The lands will be pivotal in the new east/west link from Walker Rd. to Essex County Rd. 17. The two owners of these lands have been actively involved in the Secondary Plan process for the East Pelton area and will be, most likely, registering as well for this EA process. I will keep them informed as well. Thank you.

[REDACTED]
[REDACTED]
[REDACTED]

Jay Goldberg

From: [REDACTED]
Sent: April-06-11 5:39 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]

City: Tecumseh
Province: Ont

[REDACTED]
Message:

Concern about truck traffic bypassing scales.

Trucks use EC Row to Manning (or Patillo), East on 42 to Cty rd 25 to 401, bypassing MOT Scales on 401

Jay Goldberg

From: [REDACTED]
Sent: April-10-11 4:09 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

[REDACTED]

City: maidstone
Province: ontario

[REDACTED]

Message:

my family and i own land in the study area and would like to be informed on study notices.

Jay Goldberg

From: [REDACTED]
Sent: April-11-11 5:04 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Tecumseh
Province: Ontario

[REDACTED]
Message:
Please keep me posted on all meeting and information

Jay Goldberg

From: English, Scott <scott.english@navcanada.ca>
Sent: April-11-11 9:58 AM
To: Leslie Green
Subject: 11-1273: Highway improvements (W.O. 3211012 Lauzon Parkway - Windsor) - Windsor, ON
Attachments: 11-1273 Letter to proponent.pdf

Hello Michael,

Please find attached a letter from NAV CANADA regarding your highway improvements (W.O. 3211012 Lauzon Parkway - Windsor) submitted on 2011-04-08.

If you have any questions, please don't hesitate to contact me.

Regards,

Scott English

Land Use Specialist, Aeronautical Information Services
NAV CANADA
tel (613) 248-4111 / toll-free (866) 577-0247
fax (613) 248-4094
e-mail: scott.english@navcanada.ca



April 11, 2011

Your file
W.O. 3211012 Lauzon Parkway - Windsor
Our file
11-1273

Mr. Michael Chiu
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON
L5K 2P8

RE: Development Proposal/Plans: Highway improvements - Windsor, ON

Dear Mr. Chiu,

We are unable to evaluate the captioned proposal at this time and NAV CANADA requests that upon availability, a more detailed plan be submitted for assessment. At the time additional details are available we are interested in the placement of any obstructions that may affect our interests. Transport Canada has a document TP 1247 Aviation - Land Use in the Vicinity of Airports that will provide some additional information in regards to developing near airports.

Here is a link to their website for this document <http://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>

If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, Industry Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Industry Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA Engineering as deemed necessary.

Yours truly,

A handwritten signature in black ink, appearing to read "S. English".

Scott English
for
Dave Legault
Manager, Data Collection
Aeronautical Information Services

Jay Goldberg

From: [REDACTED]
Sent: April-11-11 8:32 AM
To: Leslie Green
Subject: Lauzon Parkway Survey
Attachments: [REDACTED]

Good morning Mr. Chiu, P.Eng.

Attached you will find our corporate resume.
Please review and call me to discuss any of your Survey needs for this project.

[REDACTED]

Confidentiality Note: This electronic message contains information from the surveying firm of Clarke Surveyors Incorporated which may be confidential, legally privileged or otherwise protected from disclosure. This information is intended for the use of the addressee only. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, printing or any other use of, or any action in reliance on, the contents of this electronic message is strictly prohibited. If you have received this communication in error, please notify us by telephone (519) 258-4166 and destroy the original message

[REDACTED]

[REDACTED]

Jay Goldberg

From: Shreewastav, Rakesh (MTO) <Rakesh.Shreewastav@ontario.ca>
Sent: April-11-11 8:39 AM
To: Leslie Green; Felker, Bob (MTO); Eugeni, Josette; Jane Mustac
Cc: Michael Chiu
Subject: RE: Project mailing list

From: Dan Taylor [<mailto:dctaylor@xplornet.com>]
Sent: April 11, 2011 5:08 AM
To: Shreewastav, Rakesh (MTO)
Cc: Paul Pratt
Subject: Project mailing list

Mr. Rakesh Shreewastav,
Senior Project Engineer
Ministry of Transportation
Windsor Border Initiatives Implementation Group

As director of the Royal Astronomical Society of Canada- Windsor Centre's light pollution abatement program, I request to be added to the mailing list as mention in the recently published "Notice of Study Commencement, Lauzon Parkway Improvements".

Thank you.

Sincerely,

Dan Taylor, Royal Astronomical Society of Canada- Windsor Centre, Director, Light Pollution Abatement
138 W. Rd 8
RR 1 Essex
N8M 2X5
dctaylor@xplornet.com

CC Mr. Paul Pratt, Royal Astronomical Society of Canada- Windsor Centre, President

Jay Goldberg

From: Felker, Bob (MTO) <Bob.Felker@ontario.ca>
Sent: April-12-11 9:21 AM
To: [REDACTED]
Cc: Shreewastav, Rakesh (MTO); jeugeni@city.windsor.on.ca; jmustac@countyofessex.on.ca; Michael Chiu; Leslie Green
Subject: RE: Lauzon Parkway Extension
Attachments: Lauzon-Parkway-Notice-of-Study-Commencement-FINAL.pdf

[REDACTED]

Thank you for your interest in the Lauzon Parkway Improvements EA Study. Your correspondence outlining the aims and interests of the Little River Enhancement Group will become part of public record for the study, and inform our work going forward. The Little River Enhancement Group will be added to the Stakeholder's List, to your attention as Chair, to receive notices of study events.

I have attached a copy of the Notice of Study Commencement, which appeared in local papers last week. It makes reference to the Study website, <http://lauzonparkwayea.ca/>, which contains the most up to date information.

On behalf of the Project Team, thank you again. We look forward to working with the Little River Enhancement Group as the Lauzon Parkway Improvements EA Study proceeds.

Sincerely,

Bob Felker BES
Environmental Planner

[REDACTED]

From: [REDACTED]
Sent: April 8, 2011 1:00 PM
To: Felker, Bob (MTO)

[REDACTED]

Subject: Lauzon Parkway Extension

Dear Mr. Felker,

Please acknowledge that you received our letter.

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

RE: Lauzon Parkway Extension to Highway #3 and an east/west arterial connection in the Little River Watershed

Dear Mr. Felker,

In 1991, the Little River Enhancement Group was created by educators and representatives of the City of Windsor, Ontario Ministry of Environment and Energy, Essex Region Conservation Authority, Ontario Ministry of Natural Resources and the Habitat 2000 Club (1989-1990). Accordingly, Lil' Reg "adopted" the Little River Watershed, which drains portions of the Town of Tecumseh and the City of Windsor. Local schools and community volunteers have helped with Lil' Reg's efforts to improve the quality of the watershed ecosystem. Our umbrella group coordinates beneficial environmental activities throughout the river basin using a multi-stakeholder approach in the community. Since 1989, community volunteers have participated in 34 river cleanups. Since 1990, volunteers have participated in 77 planting events and have planted 21,565 trees and shrubs. In 2007, Lil' Reg restructured and became a committee of the Essex County Field Naturalists Club.

Objectives:

- Support the creation of greenways/ natural corridors/ nature trails;
- Encourage the protection and restoration of natural habitat areas;
- Collaborate in the revision of land-use planning documents;
- Address water quantity and quality issues;
- Promote community involvement and public education;
- Assist other community groups and projects.

I was pleased that you approached our group at the March 9th Windsor-Essex Parkway Public Information Open House in Windsor. We appreciate the MOT seeking our input into your planning of the extension.

Lil' Reg has the following recommendations for the MTO to consider:

- Preserve and protect the existing riparian habitat along the drains that flow into the Little River and subsequently the Detroit River Area of Concern (AOC);
- Preserve and protect the existing Provincially Significant Wetlands (PSW) within the Little River watershed;
- Preserve and protect the existing woodlands within the Little River watershed;
- Aerial photographs reveal the original course of the Little River and we would recommend that this historic course be restored to increase fish habitat;
- Loss of existing habitat can be mitigated by joining the PSW's on the Windsor Airport property;
- Construct hibernacula for the Butler's Gartersnake (Species at Risk – threatened) and the Eastern Foxsnake (Species at Risk – endangered) that live in the area;
- Create a natural corridor with a recreational trail along the course of Little River to make the connection to the Chrysler Canada Greenway in Essex County;
- Use native plant stock (shrubs, trees, riparian plants) for habitat restoration.

These recommendations will assist our group's goal of restoring and enhancing habitat to maintain a healthy, diverse and self-sustaining fish and wildlife community. Furthermore, our recommendations will address two of the beneficial use impairments (BUI) of the Detroit River AOC:

- Degradation of fish and wildlife populations;
- The loss of fish and wildlife habitat.

We look forward to meeting with you and discussing the above recommendations.

Respectfully submitted,

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

Jay Goldberg

From: [REDACTED]
Sent: April-12-11 4:58 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]

City: Maidstone
Province: Ontario

[REDACTED]
Message:

Can you please keep me updated with all the information regarding this project. Please send me any new updates.

[REDACTED]

Jay Goldberg

From: [REDACTED]
Sent: April-13-11 10:45 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Windsor
Province: Ontario

[REDACTED]
Message:

I own the property approx. 36 acres next door (south, to the 401) to the Windsor Christian Fellowship. The Legacy Park Extension will go through my property so obviously, I'm interested to see how they plan to do it because there's a large ditch in the area of where the Legacy Park Extension is going to go.

[REDACTED]

Jay Goldberg

From: Alana Newbury <Alana.Newbury@ainc-inac.gc.ca>
Sent: April-15-11 9:11 AM
To: Leslie Green
Subject: RE: Lauzon Parkway Improvements EA - OFI Response

The Office of the Federal Interlocutor for Métis and Non-Status Indians (OFI) would like to inform you that there are no known Métis Nation of Ontario (MNO) assertions in the vicinity of the Lauzon Parkway Improvements Environmental Assessment project in the city of Windsor, Ontario.

The OFI is providing the information on Métis interests in the geographic areas you have requested in order to assist the Ontario Ministry of Transportation, the City of Windsor, and the County of Essex in performing its due diligence as to whether or not a duty to consult exists. In providing this information, the OFI is not advocating a position as to whether or not a duty to consult with Métis communities exists in the particular circumstances described; nor has OFI obtained a legal opinion with regard to the existence of Métis rights in the area.

If you have further questions please contact:

Jeffrey Betker
Senior Policy Analyst
Aboriginal Relations
Office of the Federal Interlocutor for Metis and Non-Status
Indians(OFI)
Bureau de l'interlocuteur Federal aupres des Metis et des Indiens Non
Inscrits(BIF)
Indian and Northern Affairs Canada
Affaires Indiennes et du Nord Canada
66 Slater St, Room 1225
Ottawa, Ontario, K1A OH4

T: (613) 992-7037
C: (613) 219-9578
F: (613) 996-1737
E: Jeffrey.Betker@inac.gc.ca

Thank you,

Alana Newbury
Research Assistant/ Junior Policy Analyst Aboriginal Relations Office of the Federal Interlocutor for Métis and Non-status
Indians
(OFI)
Indian and Northern Affairs
alana.newbury@ainc-inac.gc.ca

Jay Goldberg

From: Dan Taylor <dctaylor@xplornet.com>
Sent: April-15-11 11:27 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

Name: Dan Taylor

[REDACTED]

City: Essex

Province: On.

Postal Code: N8M 2X5

Message:

On behalf of the membership of the Royal Astronomical Society of Canada-Windsor Centre, I request that environmentally friendly lighting fixture design known as either full cut-off, or the new IESNA B.U.G. metric, U-0, be used throughout the proposed Lauzon Parkway project.

Thank you.

Sincerely,

Dan Taylor Royal Astronomical Society of Canada- Windsor Centre, Light Pollution Abatement Director

Jay Goldberg

From: Alana Newbury <Alana.Newbury@ainc-inac.gc.ca>
Sent: April-15-11 9:11 AM
To: Leslie Green
Subject: RE: Lauzon Parkway Improvements EA - OFI Response

The Office of the Federal Interlocutor for Métis and Non-Status Indians (OFI) would like to inform you that there are no known Métis Nation of Ontario (MNO) assertions in the vicinity of the Lauzon Parkway Improvements Environmental Assessment project in the city of Windsor, Ontario.

The OFI is providing the information on Métis interests in the geographic areas you have requested in order to assist the Ontario Ministry of Transportation, the City of Windsor, and the County of Essex in performing its due diligence as to whether or not a duty to consult exists. In providing this information, the OFI is not advocating a position as to whether or not a duty to consult with Métis communities exists in the particular circumstances described; nor has OFI obtained a legal opinion with regard to the existence of Métis rights in the area.

If you have further questions please contact:

Jeffrey Betker
Senior Policy Analyst
Aboriginal Relations
Office of the Federal Interlocutor for Metis and Non-Status
Indians(OFI)
Bureau de l'interlocuteur Federal aupres des Metis et des Indiens Non
Inscrits(BIF)
Indian and Northern Affairs Canada
Affaires Indiennes et du Nord Canada
66 Slater St, Room 1225
Ottawa, Ontario, K1A OH4

T: (613) 992-7037
C: (613) 219-9578
F: (613) 996-1737
E: Jeffrey.Betker@inac.gc.ca

Thank you,

Alana Newbury
Research Assistant/ Junior Policy Analyst Aboriginal Relations Office of the Federal Interlocutor for Métis and Non-status
Indians
(OFI)
Indian and Northern Affairs
alana.newbury@ainc-inac.gc.ca

Jay Goldberg

From: [REDACTED]
Sent: April-23-11 3:32 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Windsor
Province: ON

[REDACTED]
Message:

Please keep me informed of all developments in respect of this project. I act for the owners of Farm Lot 124, Concession 3, McNiff\'s Survey which lies on the west side of the Lauzon Parkway between the railway tracks at the north of their property and County Road 42 at the south end.

Jay Goldberg

From: junior.francis@cn.ca
Sent: April-27-11 11:13 AM
To: Leslie Green
Cc: rakesh.shreewastav@ontario.ca; jmustac@countyofessex.on.ca; Eugeni, Josette
Subject: Lauzon Parkway Improvements EA

To: Whom this may concern

Thank you for the EA, please keep CN informed of any potential work that may fall on our right-of-way. If this project has no potential to impact CN, then I am formerly requesting that you remove CN from the mailing list. If you have any question or concerns please feel free to contact me by phone or email

Junior Francis
Utilities Coordinator
905-669-3184
4 Welding Way (off Administration Rd)
Concord, ON, L4K 1B9

Jay Goldberg

From: npoggio@enwin.com
Sent: April-29-11 2:33 PM
To: jeugeni@city.windsor.on.ca
Cc: Leslie Green; jstuart@enwin.com; jwladarski@enwin.com
Subject: Lauzon Parkway Improvements EA

Josette,

WUC's Water Master Plan study indicates future feeder mains are required along both County Rd 42 from Walker Rd. to Banwell Rd. A possible feeder main route is also being considered on Lauzon Parkway from County Rd. 42 to CP Rail rather than route proposed in the study. Please note that WUC is currently out to tender for the construction of the feeder main on County Rd 42 from Walker to 8th Conc. rd.

The executive summary of the Water Master Plan report can be found on our website at http://www.wuc.on.ca/information/water_reports.cfm.

Please add me to the mailing list. If you require any further information please contact me directly,

Regards,

Norbert V. Poggio P. Eng.
Director, Water Engineering
Windsor Utilities Commission
4545 Rhodes Dr. P.O. Box 1625, Stn. "A" Windsor ON N9A 5T7
Tel: (519) 251-7300 x295
Fax: (519) 251-7316
Mobile: (519) 796-2784
email: npoggio@enwin.com

Jay Goldberg

From: HanmengJen.Long@HydroOne.com
Sent: May-02-11 3:51 PM
To: Leslie Green
Cc: w.d.kloostra@HydroOne.com
Subject: Lauzon Parkway Improvements EA

Dear Mr. Chiu,

Please send any future letters regarding this subject project to the stated below:

Walter Kloostra
Transmission Lines Sustainment Manager
Hydro One Networks Inc.
483 Bay Street (TCT 15)
Toronto, ON M5G 2P5

Thank you,

Jen Long

Transmission Lines Sustainment | System Investment

Asset Management | Hydro One Networks Inc.

☎ 416-345-4421 | ✉ HanmengJen.Long@HydroOne.com

✉ TCT15 | 483 Bay St. | Toronto, ON | M5G 2P5

Jay Goldberg

From: HanmengJen.Long@HydroOne.com
Sent: May-02-11 3:38 PM
To: Leslie Green
Cc: w.d.kloostra@HydroOne.com; ierullo@HydroOne.com; Jim.Oriotis@HydroOne.com
Subject: Lauzon Parkway Improvements EA

Dear Mr. Chiu,

In our initial review, we have confirmed that Hydro One Transmission facilities are located within immediate vicinity of the proposed site in your study area. Please allow appropriate lead-time in your project schedule in the event that proposed development impacts Hydro One infrastructure which requires relocation or modifications, or needs an outage, that may not be readily available.

In planning, please note that developments should not reduce line clearances and limit access to our facilities at any time in the study area of your Proposal. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

The integrity of the structure foundations must be maintained at all times, with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.

Note that existing rights of ways may have provisions for future lines or already contain secondary land uses (i.e. pipelines, water mains, parking, etc). Please take this into consideration in your planning.

Once details are known and it is established that your development will affect Hydro One facilities including the rights of way, please submit plans that detail your development and the affected Hydro One facilities to:

Jim Oriotis, Hydro One Real Estate Management
185 Clegg Road, Markham L6G 1B7
Phone: (905) 946-6261, Fax: (905) 946-6242
Jim.Oriotis@HydroOne.com

Please note that the proponent will be responsible for costs associated with modification or relocation of Hydro One facilities, as well as any added costs that may be incurred due to increase efforts to maintain our facilities.

Regards,

Jen Long

Transmission Lines Sustainment | System Investment
Asset Management | Hydro One Networks Inc.

☎ 416-345-4421 | ✉ HanmengJen.Long@HydroOne.com

✉ TCT15 | 483 Bay St. | Toronto, ON | M5G 2P5

Jay Goldberg

From: Don Boswell <Don.Boswell@ainc-inac.gc.ca>
Sent: May-03-11 9:41 AM
To: Leslie Green
Cc: Ralph Vachon
Subject: Lauzon Parkway Improvements Environmental Assessment, Notice of Study Commencement, File No: W.O. 3211012

I am writing in response to your letter of April 6, 2011 inquiring about claims in the above noted area.

In determining your duty to consult, you may wish to contact the First Nations in the vicinity of your area of interest to advise them of your intentions. To do this you may:

find the Reserves in your area of interest by consulting a map of the region such as the Province of Ontario Ministry of Aboriginal Affairs online map at <http://www.ainc-inac.gc.ca/ai/scr/on/rp/mcarte/mcarte-eng.asp> ; then search for the First Nations located on those Reserves by using the INAC Search by Reserve site at <http://pse5-esd5.ainc-inac.gc.ca/fnp/Main/Search/SearchRV.aspx?lang=eng>.

To determine the First Nations in your area of interest who have submitted claims please consult the Reporting Centre on Specific Claims at <http://pse4-esd4.ainc-inac.gc.ca/SCBRI/Main/ReportingCentre/External/ExternalReporting.aspx?lang=eng>.

It should be noted that the reports available on the INAC website are updated regularly and therefore, you may want to check this site often for updates. In accordance with legislative requirements, confidential information has not been disclosed.

Please rest assured that it is the policy of the Government of Canada as expressed in The Specific Claims Policy and Process Guide that:

"in any settlement of specific native claims the government will take third party interests into account. As a general rule, the government will not accept any settlement which will lead to third parties being dispossessed."

We can only speak directly to claims filed under the Specific Claims Policy in the Province of Ontario. We cannot make any comments regarding potential or future claims, or claims filed under other departmental policies. This includes claims under Canada's Comprehensive Claims Policy or legal action by a First Nation against the Crown. You may wish to contact the Assessment and Historical Research Directorate at (819) 994-6453, the Consultation and Accommodation Unit at (613) 944-9313 and Litigation Management and Resolution Branch at (819) 934-2185 directly for more information.

You may also wish to visit <http://www.ainc-inac.gc.ca/ai/mr/is/acp/acp-eng.asp> on the INAC website for information regarding the Federal Action Plan on Aboriginal Consultation and Accommodation.

To the best of our knowledge, the information we have provided you is current and up-to-date. However, this information may not be exhaustive with regard to your needs and you may wish to consider seeking information from other government and private sources (including Aboriginal groups). In addition, please note that Canada does not act as a representative for any Aboriginal group for the purpose of any claim or the purpose of consultation.

I hope this information will be of assistance to you. I trust that this satisfactorily addresses your concerns.

Sincerely,

Don Boswell
Senior Claims Analyst
Ontario Research Team
Specific Claims Branch

MAY - 3 2011

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

Reference: 179

McCORMICK RANKIN
CORPORATION

MAY 06 2011

MISSISSAUGA OFFICE

Re: Lauzon Parkway Improvements Environmental Assessment Notice of Study Commencement

Dear Mr. Chiu:

Thank you for your inquiry dated April 6, 2011 regarding the above-noted project.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in your project's potential environmental impacts.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations and Métis communities either have or assert rights to hunt and fish in their traditional territories. For First Nations, these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in MAA's land claims process or litigation, that could be impacted by your project. Contact information is below:

<p>Bkejwanong Territory (Walpole Island) 117 Tahgahoning Road, R.R. #3 WALLACEBURG, Ontario N8A 4K9</p>	<p>Chief Joseph Gilbert (519) 627-1481 (Fax) 627-0440 Joseph.gilbert@wifn.org Nanette.keywayosh@wifn.org</p>
<p>Oneida Nation of the Thames 2212 Elm Avenue SOUTHWOLD, Ontario N0L 2G0</p>	<p>Chief Joel Abram (519) 652-3244 (Fax) 652-2930 Joel.abram@oneida.on.ca Laura.phillips@oneida.on.ca Holly.elijah@oneida.on.ca</p>

The Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. For information about possible claims in the area, MAA recommends you contact the following federal contacts:

<p>Ms. Janet Townson Claims Analyst, Ontario Team Specific Claims Branch Indian and Northern Affairs Canada 1310-10 Wellington St. Gatineau, QC K1A 0H4 Tel: (819) 953-4667 Fax: (819) 997-9873</p>	<p>Mr. Sean Darcy Manager Assessment and Historical Research Indian and Northern Affairs Canada 10 Wellington St. Gatineau, QC K1A 0H4 Tel: (819) 997-8155 Fax: (819) 997-1366</p>
---	--

For federal information on litigation contact:

Mr. Marc-André Millaire
Litigation Team Leader for Ontario
Litigation Management and Resolutions Branch
Indian and Northern Affairs Canada
10 Wellington St.
Gatineau, QC K1A 0H4
Tel: (819) 994-1947
Fax: (819) 953-1139

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project.

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Yours truly,



Heather Levecque
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division

Jay Goldberg

From: [REDACTED]
Sent: May-09-11 6:13 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

[REDACTED]

City: Maidstone

Province: on

[REDACTED]

Message:

live on 17 at 401

Jay Goldberg

From: [REDACTED]
Sent: May-09-11 9:24 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Maidstone / Windsor
Province: Ont

[REDACTED]
Message:
can you put me on the contact list

Jay Goldberg

From: [REDACTED]
Sent: May-10-11 2:14 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

[REDACTED]

City: Tecumseh
Province: Ontario

[REDACTED]

Message:

We would like to be added to your contact list and request the plans for proposed extension of Lauzon Parkway to 3 hwy. What parcel of land where it would connect from con session 10 to 3 hwy. Also any other documentation showing proposed roadways easements and or any other issues that would effect our property in this proposed area.

Looking forward to hearing from you.

Regards,

[REDACTED]

Jay Goldberg

From: Teresa Austrin and/or Joe Parent <teresaandjoe@hotmail.com>
Sent: May-10-11 9:04 PM
To: Leslie Green
Subject: Your Mailing List

Thank you for your correspondence dated April 6th re: Notice of Study Commencement File #W.O. 3211012

Please add the Essex County Field Naturalists' Club to your mailing list.

ECFNC
Devonshire Mall P. O. Box 23011
Windsor, Ontario, N8X 5B5

or at teresaandjoe@hotmail.com

Thank you!

Teresa
ECFNC Treasurer

Jay Goldberg

From: [REDACTED]
Sent: May-19-11 10:27 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
Address:
City: Lakeshore
Province: Ontario

[REDACTED]
Message:
I would like to be added to the contact list.

Jay Goldberg

From: Leslie Green
Sent: May-25-11 9:50 AM
To: 'Jane Mustac' (jmustac@countyofessex.on.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca)
Cc: Michael Chiu
Subject: RE: Lauzon Parkway Improvements Environmental Assessment

Good morning,

Below is the standard response from MTC. I spoke to Teresa and in addition to providing the completed Stage 1 Archaeological Assessment report, we will also provide the Cultural Heritage Report to MTC when available.

Thanks,
Leslie

From: Wagner, Teresa (MTC) [<mailto:Teresa.Wagner@ontario.ca>]
Sent: May-09-11 1:36 PM
To: Leslie Green
Cc: jmustac@countyofessex.on.ca; Shreewastav, Rakesh (MTO); jeugeni@city.windsor.on.ca
Subject: Lauzon Parkway Improvements Environmental Assessment

Project: Lauzon Parkway Improvements Environmental Assessment

Location: City of Windsor, County of Essex

MTC File: 37EA032

Dear Mr. Chiu,

On April 8th, 2011 the Ministry of Tourism and Culture received a Notice of Commencement for the above-mentioned project. As part of the Class Environmental Assessment process, the Ministry of Tourism and Culture (MTC) has an interest in the conservation of cultural heritage resources including archaeological resources, built heritage resources, and cultural heritage landscapes.

The purpose of the Ontario Environmental Assessment Act is to provide for the protection, conservation and wise management of Ontario's environment. The Act defines environment in a broad sense that includes natural, social, cultural, economic and built environments. This broad definition of the environment makes the assessment of the impact of the undertaking on cultural heritage resources part of the standard environmental assessment process in Ontario. Environmental assessments made under the EA Act therefore assess and address the impact of the undertaking on cultural heritage resources.

Archaeology:

The subject property of this EA project is considered to have archaeological potential based on provincial archaeological criteria for the following reasons:

- within 300 meters of a known site
- within 300 meters of a primary water sources (lakeshore, river, large creek)

An archaeological assessment by an archaeologist licensed under the Ontario Heritage Act is recommended for this project including temporary roads/detours or work areas prior to any ground disturbance. The assessment reports must conform to the Ministry of Tourism and Culture's *Standards and Guidelines for Consultant Archaeologists* (2011). The licensed archaeologist will forward all completed archaeological assessment reports to the Ministry of Tourism and

Culture for review by an Archaeology Review Officer.

Built Heritage and Cultural Heritage Landscape:

In addition, in order to determine the existing cultural conditions, known and potential built heritage resources and cultural heritage landscapes should be identified. It is suggested that you contact the City Clerk to determine if there are any properties that have been listed or designated under the *Ontario Heritage Act*. I have also attached our Ministry's standard checklist for identifying potential heritage resources within the study area. When completing this checklist, you should contact the municipal heritage committee or any relevant community heritage organizations.

Please return the completed checklist to me, with any additional relevant information, including photographs and site plans, so that MTC could further advise on any cultural heritage assessment work that will be necessary.

Please do not hesitate to contact me if you have any questions.

<<BuiltHeritage-CHL-Checklist-MTC-Nov2010.pdf>>

Regards,
Teresa B. Wagner

A/Heritage Planner
Ministry of Tourism and Culture
Programs & Services Branch
401 Bay St. Suite 1700
Toronto, Ontario
M7A 0A7
Tel.: 416-314-7147
Fax: 416-212-1802
email: Teresa.Wagner@ontario.ca



Please consider the environment before printing this e-mail.

Jay Goldberg

From: Heather Templeton
Sent: June-29-11 8:43 AM
To: [REDACTED]
Subject: Lauzon Parkway Improvements Class EA PIC #1 and Sandwich South Secondary Plan Study Workshop #2
Attachments: Notice of Public Information Centre 1.pdf; Notice of Sandwich South Secondary Plan Public Workshop #2.pdf

Please be advised that the first Public Information Centre (PIC) for the Lauzon Parkway Improvements Class Environmental Assessment Study (including Lauzon Parkway / County Road 42 / Future East-West Arterial / Sandwich South Secondary Plan Study) will be held as follows:

Public Information Centre #1	
Date:	Thursday, July 14, 2011
Place:	Windsor Christian Fellowship 4490 7th Concession Road Windsor, Ontario
Time:	4:00 p.m. to 8:00 p.m. Brief Overview Presentations at 5:00 p.m. and 6:30 p.m.

In addition, Workshop #2 for the Sandwich South Secondary Plan Study will be held separately at the same venue and day.

A copy of the PIC Notice and Workshop Notice are attached for your information.

Thank you,

Leslie Green, P.Eng.
McCormick Rankin Corporation | A member of MMM Group
2655 North Sheridan Way, Suite 300
Mississauga, Ontario

Jay Goldberg

From: [REDACTED]
Sent: May-09-11 1:53 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Windsor
Province: Ontario

[REDACTED]
Message:

Please keep me updated on plans for this area as I am a new resident in the area and don't want a highway running through my backyard!

SALEM, McCULLOUGH & GIBSON

Professional Corporation
Barristers and Solicitors

WILLIAM A. SALEM, B.A., LL.B. (Retired)
PHILIP D. McCULLOUGH, B.A., LL.B.
DEBORAH-LYNN GIBSON, LL.B.

2828 Howard Avenue
Windsor, Ontario N8X 3Y3
Telephone (519) 966-3633
Fax (519) 972-7788

E-mail: salmcc@netscape.net

Sent Via Fax: 905-823-8503

June 13, 2011

Attention: Michael Chiu, Consultant Project Manager

McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8

Re: Lauzon Parkway Improvements

We are the solicitors for 386823 Ontario Limited who is the owner of certain lands on County Road 42 immediately west of the extension of Little River and on the Southside of County Road 42.

We understand a workshop was held on Thursday May 19 2011 and my client unfortunately missed that workshop but would like to be advised and informed of any future information or meetings.

Would you please put on your contact list the writer and also Mr. William Balazs who's address is as follows:

386823 Ontario Limited
3850 Dougal Avenue
P.O Box 31025
Windsor, On N9G 2Y2

Email: bbalazs452@hotmail.com

Yours truly,
SALEM & McCULLOUGH & GIBSON


Philip D. McCullough

PD:kh

June 29, 2011

[address]

Attention: [text]

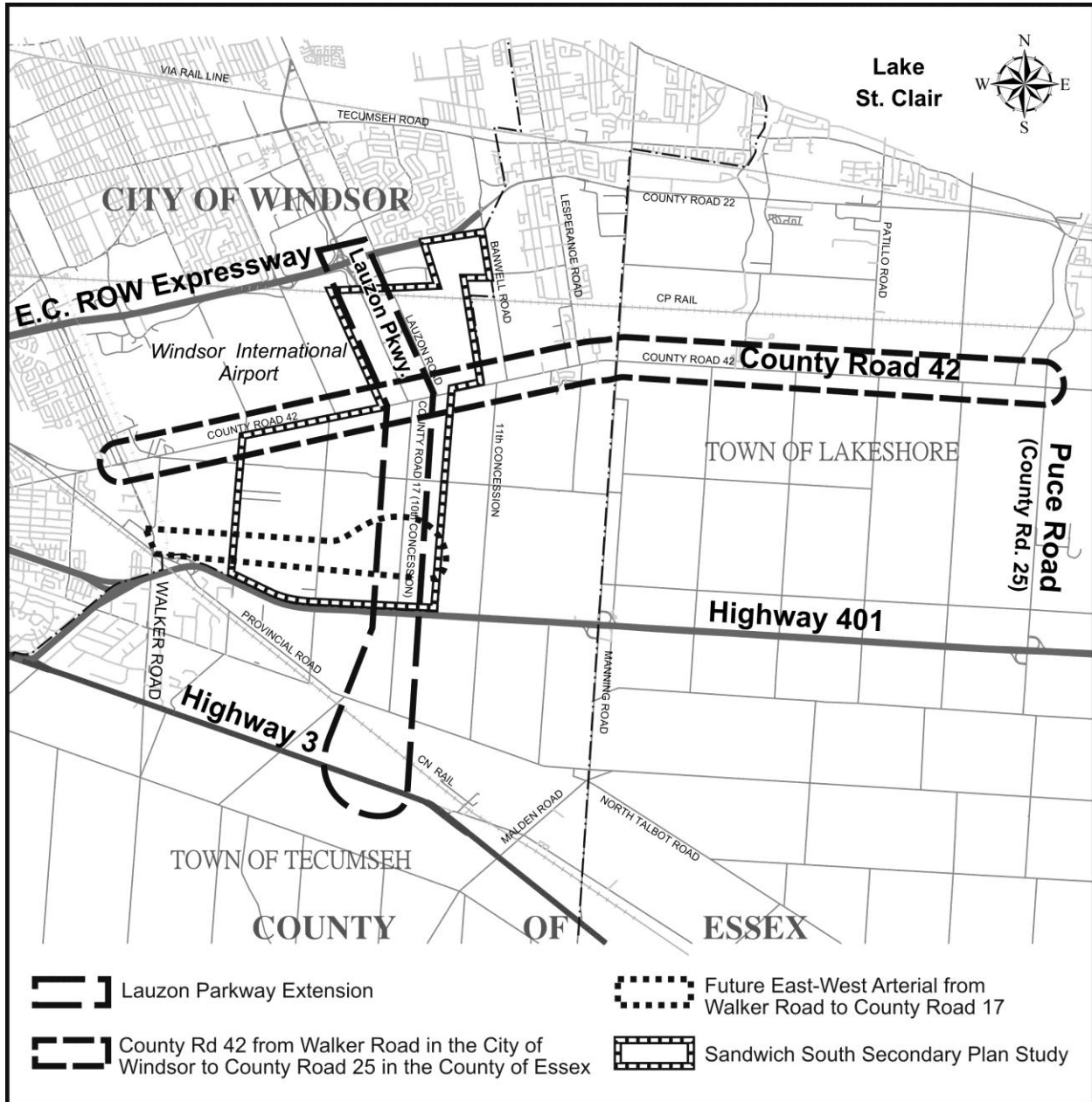
**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / County Road 42 /
Future East/West Arterial / Sandwich South Secondary Plan Study)
Public Information Centre #1
Our File: W.O. 3211012**

Dear Sir [or Madam]:

McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation, the City of Windsor and the County of Essex, to initiate 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, and the City of Windsor boundary).

The study area is shown on the key map.



This study will follow the *Ontario Environmental Assessment Act* through the application of the *Municipal Class Environmental Assessment* (October 2000 as amended in May 2007). This study is also subject to the requirements of the *Canadian Environmental Assessment Act*. The preparation and approval of the Secondary Plan will follow the requirements of the *Ontario Planning Act*.

Public consultation is an important part of the environmental assessment process. We encourage everyone who has an interest in this project to provide input. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details.

The first PIC is scheduled for July 14, 2011 to provide 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. Brief project overview presentations will be held at 5:00 p.m. and 6:30 p.m. to provide attendees with a summary of the project and key points of interest.

Public Information Centre #1	
Date:	Thursday, July 14, 2011
Place:	Windsor Christian Fellowship 4490 7th Concession Windsor, Ontario
Time:	4:00 p.m. to 8:00 p.m. Brief Overview Presentations at 5:00 p.m. and 6:30 p.m.

In addition, Workshop #2 for the Secondary Plan Study will be held separately at the same venue and day:

Workshop #2	
Date:	Thursday, July 14, 2011
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)

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. Comment forms and study information are available at the study website (www.lauzonparkwayea.ca).

For further information, or to be added to the mailing list, please visit the study website or contact:

Mr. Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: lauzonparkwayea@mrc.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

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
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
E-mail: rakesh.shreewastav@ontario.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

Yours very truly,
McCormick Rankin Corporation

Michael Chiu, P.Eng.
Consultant Project Manager

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

Ms. Sheila Allan
Senior EA Officer, Ontario Region
Environment Canada
867 Lakeshore Road
P.O. Box 5050
Burlington, Ontario L7R 4A6

Mr. Joe de Laronde
Fisheries Biologist
Fisheries and Oceans Canada
Southern Ontario District
73 Meg Drive
London, Ontario N6E 2V2

Mr. Dave Legault
Manager-Data Collection
Aeronautical Information Services
Nav Canada
1601 Tom Roberts
P.O. Box 9824, Station T
Ottawa, Ontario K1G 6R2

Mr. Don Boswell
Sr. Claims Analyst - Specific Claims Branch
Ontario Research Team
Indian and Northern Affairs Canada
10 Wellington Street
13th Floor
Gatineau, Quebec K1A 0H4

Mr. Sean Darcy
Research Manager
Assessment and Historical Research Directorate
Indian and Northern Affairs Canada
10 Wellington Street
13th Floor
Gatineau, Quebec K1A 0H4

Ms. Josee Beaugard
Team Leader - Ontario/Nunavut Litigation Team
Litigation Management and Resolution Branch
Indian and Northern Affairs Canada
10 Wellington Street
Room 1310
Gatineau, Quebec K1A 0H4

Algonquin Consultation Office
c/o jp2g Consultants Inc.
31 Riverside Drive
Suite 101
Pembroke, Ontario K8A 8R6

Ms. Linda MacWilliams
Regional Manager
Lands and ART Lands and Trust Services
Indian and Northern Affairs Canada
25 St. Clair Avenue East
8th Floor
Toronto, Ontario M4T 1M2

Environmental Unit
Environment & Natural Resources
Lands and Trusts Services
Indian and Northern Affairs Canada
25 St. Clair Avenue East
8th Floor
Toronto, Ontario M4T 1M2

Mr. Dave Reynolds
Manager, Engineering and Environmental Services
CN Rail
1 Administration
P.O. Box 1000
Concord, Ontario L4K 1B9

Mr. Junior Francis
Utilities Coordinator
4 Welding Way
Concord, Ontario L4K 1B9

Mr. David Lukianow, P.Eng.
Manager, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 600
Mississauga, Ontario L5C 4R3

Mr. Drew Crinklaw
Rural Planner
Ministry of Agriculture, Food and Rural Affairs
Environmental Policy and Programs Branch - Agricultural
Land Use Unit
667 Exeter Road
London, Ontario N6E 1L3

Ms. Karla Barboza
Heritage Conservation Adviser
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario M7A 0A7

Ms. Teresa Wagner
A/Heritage Planner
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario M7A 0A7

Mr. Lee Orphan
Director
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario N6E 1L3

Mr. Craig Newton
Environmental Planner
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario N6E 1L3

Mr. Mike Parker
APEP Supervisor
Ministry of the Environment
Southwestern Region
733 Exeter Road
London, Ontario N6E 1L3

Mr. Lee Bradshaw
Senior Environmental Officer
Ministry of the Environment
Windsor District Office
4510 Rhodes Drive
Unit 620
Windsor, Ontario N8W 5K5

Mr. Bruce Curtis
Manager
Community Planning and Development
Ministry of Municipal Affairs & Housing
Municipal Services Office - Southwestern
659 Exeter Road, 2nd Floor
London, Ontario N6E 1L3

Ms. Daraleigh Irving
District Planner
Ministry of Natural Resources
615 John Street North
Aylmer, Ontario N5H 2S8

Ms. Holly Simpson
Area Biologist
Ministry of Natural Resources
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario N7M 5L8

Ms. Heather Levecque
Manager, Consultation Unit
Ministry of Aboriginal Affairs
Aboriginal Relations and Ministry Partnership Division
160 Bloor St E
9th Floor
Toronto, Ontario M7A 2E6

Mr. Martin Rukavina
Advisor, Aboriginal and Ministry Relationships Branch
Ministry of Aboriginal Affairs
160 Bloor St E
9th Floor
Toronto, Ontario M7A 2E6

Ms. Lorena Weesit
Correspondence Unit
Ministry of Aboriginal Affairs
Aboriginal and Ministry Relationships
160 Bloor St E
4th Floor
Toronto, Ontario M7A 2E6

Mr. Anil Wijesooriya
General Manager
Professional Services
Ontario Realty Corporation
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Mr. Jeremy Wychreschuk
Essex Region Conservation Authority
360 Fairview Avenue West
Suite 311
Essex, Ontario N8M 1Y6

Ms. Rebecca Belanger
Conservation Planner
Essex Region Conservation Authority
360 Fairview Avenue West
Suite 311
Essex, Ontario N8M 1Y6

Mr. Warren Kennedy
Director of Education
Greater Essex County District School Board
451 Park Street West
P.O. Box 210
Windsor, Ontario N9A 6K1

Mr. Paul Picard
Director of Education
Windsor-Essex Catholic District School Board
1325 California Avenue
Windsor, Ontario N9B 3Y6

Mr. Rob Lyons
Program Manager, Health Inspection Department
Windsor Essex County Health Unit
1005 Oulette Avenue
Windsor, Ontario N9A 4J8

Ms. Gabrielle McMillan
Manager of Student Transportation
Student Transportation Services
360 Fairview Avenue West
Suite 318
Essex, Ontario N8M 3G4

Ms. Janine Griffore
Director of Education
Conseil Scolaire de District des
Ecoles Catholiques du Sud-Ouest
7515 Forest Glade Dr
Windsor, Ontario N8T 3P5

Monsieur Jean-Luc Bernard
Director of Education
Conseil Scolaire Viamonde
116 Cornelius Pkwy
Toronto, Ontario M6L 2K5

Mr. Rob Larret
Planning Manager
Transit Windsor
3700 North Service Road East
Windsor, Ontario N8W 5X2

Sergeant Jim Thomas
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario N8M 2Y2

Provincial Constable S.W. Johnston
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario N8M 2Y2

Inspector Kent Skinner
Regional Manager - Traffic and Marine
Ontario Provincial Police
6355 Westminster Drive
P.O. Box 57, Lambeth Stn
London, Ontario N6P 1T2

Mr. Dean Wilkinson
Operations Manager
Essex-Windsor EMS
920 Mercer Street,
2nd Floor
Windsor, Ontario N9A 1N6

Mr. Conrad Marier
Liaison Officer
Central Ambulance Communications Centre
4510 Rhodes Drive
Suite 320
Windsor, Ontario N8W 5K5

Chief Gary Smith
c/o Barry Horrobin, Director of Planning
Windsor Police
P.O. Box 60
Windsor, Ontario N9A 6J5

Fire Chief David Fields
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario N9A 1H7

Mr. Al Reaume
Deputy Chief of Operations
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario N9A 1H7

Fire Chief Don Williamson
Lakeshore Fire Rescue
419 Notre Dame
Belle River, Ontario NOR 1A0

Fire Chief Ken McMullen
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario N8N 1W9

Inspector Bob Hamilton
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario N8N 1W9

Mr. Walter Kloostra
Transmission Lines Sustainment Manager
Hydro One Networks Inc.
483 Bay Street
TCT 15
Toronto, Ontario M5G 2P5

Mr. Richard LePage
Bell Canada
P.O. Box 1601
1149 Goyeau Street
Windsor, Ontario N9A 6R8

Mr. Mike Weingust
System Planner-Windsor
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario N8X 1T5

Mr. Bill Sorrell
Western Ontario Planning Leadhand
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario N8X 1T5

Mr. Marvio Vinhaes
ENWIN Utilities
P.O. Box 1625, Stn A
4545 Rhodes Drive
Windsor, Ontario N9A 5T7

Mr. Norbert Poggio
Director, Water Engineering
Windsor Utilities Commission
4545 Rhodes Drive
P.O. Box 1625, Station A
Windsor, Ontario N9A 5T7

Mr. Ed Farwell
Union Gas Limited
650 Division Road
P.O. Box 700
Windsor, Ontario N9A 6N7

Mr. Sam Sathanantham
Windsor Utilities Commission
4545 Rhodes Drive
P.O. Box 1625, Station A
Windsor, Ontario N9A 5T7

Ms. Federica Nazzani
President and CEO
Windsor Airport
3200 County Road 42
Windsor, Ontario N9A 6J3

Mr. Phil Roberts
Director of Operations
Windsor Airport
3200 County Road 42
Windsor, Ontario N9A 6J3

c/o Susan Vadori Committee Coordinator
Windsor Bicycling Committee
Council Services
350 City Hall Square W
Rm 203
Windsor, Ontario N9A 6S1

Essex County Field Naturalists' Club
Devonshire Mall P.O.
P.O. Box 23011
Windsor, Ontario N8X 5B5

Mr. Brent Groves
Co-ordinator
Essex County Stewardship Network
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario N7M 5L8

J. Calhoun
Windsor Heritage Committee
City of Windsor Planning Department
400 City Hall Square E.
Suite 404B
Windsor, Ontario N9A 7K6

Mr. Derek Coronardo
Citizens Environmental Alliance
1950 Ottawa Street
Windsor, Ontario N8Y 1R7

c/o Averil Parent and Sue Vadori
Windsor Essex County Environmental Committee
350 City Hall Square W
Rm 203
Windsor, Ontario N9A 6S1

Mr. Tom Bain
County Warden
County of Essex
360 Fairview Avenue West
Suite 202
Essex, Ontario N8M 3G4

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^{er} étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

Joe Comartin, MP
WINDSOR-TECUMSEH
1304B Lauzon Road
Windsor, Ontario
N8S 3N1

Dear Mr. Comartin,

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

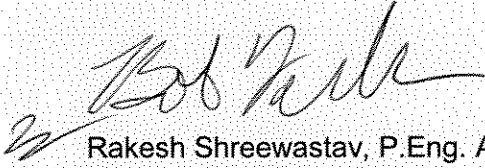
The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read 'Rakesh Shreewastav', written in a cursive style.

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^{er} étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

Brian Masse, MP
WINDSOR WEST
1398 Ouellette Avenue, Suite 2
Windsor Ontario
N8X 1J8

Dear Mr. Masse,

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

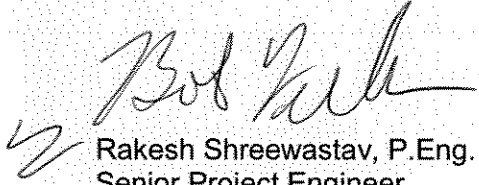
The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read "Rakesh Shreewastav". The signature is fluid and cursive, with a large initial "R" on the left side.

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

Jeff Watson, MP
ESSEX
186 Talbot Street South
Essex, Ontario
N8M 1B6

Dear Mr. Watson,

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.


The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,



 Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^{er} étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

Hon. Dwight Duncan, MPP
WINDSOR-TECUMSEH
Unit 211
2825 Lauzon Parkway
Windsor, Ontario N8T 3H5

Dear Mr. Duncan,

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.


The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,



 Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

CONSTITUENCY OFFICE – ESSEX
78 Talbot Street North
Essex, Ontario
N8M 1A2

ATTENTION: Patti Gilmour, Executive Assistant

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.


The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,



 Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group (Windsor
BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
1^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



June 29, 2011

Hon. Sandra Pupatello, MPP
WINDSOR WEST
1st Floor
1368 Ouellette Avenue
Windsor, Ontario N8X 1J9

Dear Ms. Pupatello,

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

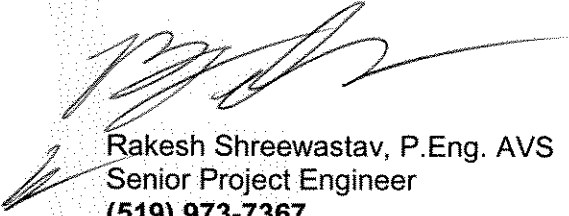
The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

The notice will be published in the following newspapers to announce the first public open house and Secondary Plan workshop.

- Windsor Star June 29 and July 2, 2011
- Tecumseh Tribune July 7, 2011
- Lakeshore News July 7, 2011
- Shoreline Weekly July 8, 2011
- Windsor Le Rempart July 6, 2011

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

A handwritten signature in black ink, appearing to read 'Rakesh Shreewastav', is written over the typed name and title.

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief Chris Plain
Chippewas of Aamjiwnaang
978 Tashmoo Avenue
Sarnia, Ontario
N7T 7H5

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Plain,


We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,


Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief: Louise Hillier
Caldwell First Nation

Mailing Address:
P.O. BOX 388
Leamington, Ontario
N8H 3W3

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Hillier,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

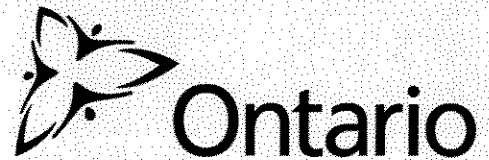
Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Téléc. : (519) 873-4789



July 5, 2011

Chief Joe Miskokomon
Chippewas of the Thames
320 Chippewa Rd, RR #1
Muncey, Ontario
N0L 1Y0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Miskokomon

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

c.c. Brenda French - Office Manager

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief Elizabeth Cloud
Chippewas of Kettle and Stony Point First Nation:
6247 Indian Lane, R.R. #2
Forest, Ontario
N0N 1J0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Cloud,

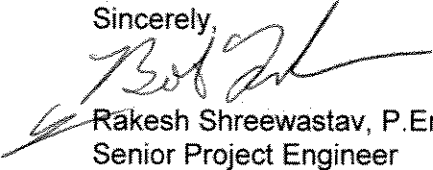
We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway's extension to Highway 401; further extension to Highway 3; the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex; and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline; Lauzon Road and the 8th Concession to the west; and, the City of Windsor boundary to the east and south).

The enclosed notice shows the map of the study area and outlines opportunity for public comment. Two Public Information Centres (PIC) will be held throughout the planning process to allow the public an opportunity to review and comment on project details. Three public workshops will be held as part of the Secondary Plan. The time and location of each meeting will be provided in notices published in local newspapers and sent to the project contact list.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,


Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Ms. Denise Stonefish, Director of Operations

Moravian of the Thames

RR #3

Thamesville, Ontario

N0P 2K0

RE: Ontario Ministry of Transportation (MTO)

Class Environmental Assessment

Lauzon Parkway Improvements Study

Notice of Public Information Centre #1

Dear Ms. Stonefish,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

c.c. Chief Gregory Peters

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief Patrick Waddilove
Munsee-Delaware Nation
RR #1
Muncey, Ontario
N0L 1Y0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Waddilove

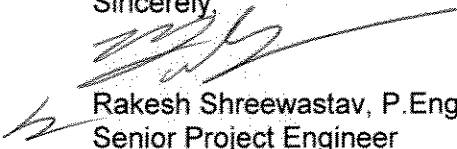
We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,


Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief Joel Abram
Oneida Nation of the Thames
2212 Elm Avenue
RR #2
Southwold, Ontario
N0L 2G0

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Abram

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

Ministry of Transportation

Windsor Border Initiatives
Implementation Group
(Windsor BIIG)

Project Delivery Office
659 Exeter Road
1st Floor
London, Ontario N6E 1L3
Tel.: (519) 873-4800
Fax: (519) 873-4789

Ministère des Transports

Groupe de mise en oeuvre des
initiatives frontalières de Windsor
(GMOIF de Windsor)

Bureau de l'exécution du projet
659 Exeter Road
2^e étage
London (Ontario) N6E 1L3
Tél. : (519) 873-4800
Télééc. : (519) 873-4789



July 5, 2011

Chief Joseph Gilbert
Walpole Island First Nation
RR #3
Wallaceburg, Ontario
N8A 4K9

**RE: Ontario Ministry of Transportation (MTO)
Class Environmental Assessment
Lauzon Parkway Improvements Study
Notice of Public Information Centre #1**

Dear Chief Gilbert,

We are writing to advise you that McCormick Rankin Corporation has been retained by the Ontario Ministry of Transportation (MTO), the City of Windsor, and the County of Essex, to initiate a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway. The study includes Lauzon Parkway from E.C. Row to County Road 42, Lauzon Parkway's extension to Highway 401, further extension to Highway 3, the environmental assessment study for Essex County Road 42 from Walker Road in the City of Windsor to Essex County Road 25 in the County of Essex, and, future east/west arterial from Walker Road to Essex County Road 17.

The study also includes the preparation and approval of a Secondary Plan for lands transferred to the City of Windsor in 2003 (lands are generally bounded by the CPR mainline, Lauzon Road and the 8th Concession to the west, and the City of Windsor boundary to the east and south).

The first Public Information Centre will be held July 14, 2011 in Windsor. The enclosed notice shows the map of the study area and outlines opportunity for public comment.

If you would like more information or would like to provide comments, please contact myself or Michael Chiu, Project Manager, McCormick Rankin Corporation (905-823-8500).

Sincerely,

Rakesh Shreewastav, P.Eng. AVS
Senior Project Engineer
(519) 973-7367

cc: Dean Jacobs

-----Original Message-----

From: [REDACTED]
Sent: June-27-11 9:57 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Windsor
Province: Ont.
[REDACTED]

Message:

I would like to be on the contact list, thank you.

Also: After the EA is completed for the Lauzon Parkway Extension and all the approvals are in place including appeals, if there are any, what will be the status of this extension.

Will there be tenders to have it built right away? or will it wait for development before it's built.

[REDACTED]

Jay Goldberg

From: Felker, Bob (MTO) <Bob.Felker@ontario.ca>
Sent: June-29-11 5:12 PM
To: [REDACTED]
Cc: Shreewastav, Rakesh (MTO); Jane Mustac; jeugeni@city.windsor.on.ca; Michael Chiu; Leslie Green; Racicot, Lesley (MTO)
Subject: Lauzon Parkway Improvements

[REDACTED] It was a pleasure speaking with you this afternoon. I understand that you are concerned about the existing level of traffic on Essex County Road 42, particularly truck traffic, and the impact on your use and enjoyment of your home on Cranbrook Crescent. As we discussed, the Environmental Assessment study now underway is looking at traffic conditions in a study area centred on the Lauzon Parkway section from E.C. Row Expressway to Essex County Road 42, and the possible extension to Highway 401, and further extension to Highway 3. Also under study, is the section of Essex County Road 42 from Walker Road in Windsor to Essex County Road 25 in the Town of Lakeshore. This would include potential improvements to the roadway between Shiff Drive and Lesperance Road where you live.

I've made note of your concerns with the level of traffic on Essex County Road 42 and the difficulties you experience in trying to make a left turn from Shiff Drive to Essex County Road 42. You also made mention that the installation of the traffic light at the Lesperance/ Essex County Road 42 intersection has made matters worse in terms of noise from trucks stopping and starting. Your other concerns have to do with the amount of development that has been occurring in the Town of Tecumseh, rumours about development plans for the Windsor International Airport, and the fact that your 14 year-old house has a large crack at the front of the building that could be the result of the increasing amount of traffic, in particular truck traffic that is passing near your home.

We also talked about the timing of the first Public Information Centre for this study. Public Information Centres (PIC) are scheduled at study milestones when the planning process is at a stage where input is needed in order to proceed. We have now reached a decision point where we want to present the transportation planning alternatives for review. We recognize that the summer months may not be a convenient time for everyone to attend the PIC in person, however, the displays to be presented at the PIC will be available on the "Consultation" page of the project website (www.lauzonparkwayea.ca) following the PIC. There will also be a second PIC in the fall and you are now on the list to be contacted and invited to attend that event.

In the meantime I encourage you to review the displays presented when they come available on the website and provide comments. Also please feel free to contact me to ask questions or pass along your concerns.

Thank you again for your interest and enjoy your vacation.

Best regards,

Bob Felker BES
Environmental Planner

Windsor Border Initiatives Implementation Group
Project Delivery Office
Ontario Ministry of Transportation
1st floor, 659 Exeter Road
London, Ontario
N6E 1L3

Tel: 519-873-4792
Fax: 519-873-4789
Cell: 519-317-3665
Email: Bob.Felker@ontario.ca

[REDACTED]
Sent: June 29, 2011 12:17 PM

To: lauzonparkwayea@mrc.ca; Shreewastav, Rakesh (MTO); jmustac@countyofessex.on.ca; jeugeni@city.windsor.on.ca; ttobin@tecumseh.ca

Subject: Lauzon Parkway Improvements

For several months I am trying to gather information pertaining to environmental assessment study for County Road 42. The website www.lauzonparkwayea.ca is not helpful at all as it does not contain any practical information on this subject and my emails to your offices so far have not been answered. Since I live in the Cranbrook Estates subdivision and the back of my property directly borders CR 42, this is of the great interest to me and my family. I understand that there will be public information meeting on July14, but why is this workshop scheduled in the middle of the busiest vacation period? Did anyone bother to check, that this date falls during Essex County's biggest employers (Chrysler, Ford, Integram, Dakkota, TRW, Allied) and their suppliers vacations shutdowns? Many of those affected people, like myself, will be out of the town during that period. Is there some kind of alternate plan to keep those people informed? This subject is of the great importance to us as the unrestrained heavy truck traffic keeps on growing, and quality of our lives deteriorates because of constant 24/7 noise and pollution and vibrations from heavy trucks causing cracks on the houses.

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

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

Jay Goldberg

From: Leslie Green
Sent: July-05-11 3:00 PM
To: [REDACTED]
Subject: RE: Lauzon Parkway EA
Attachments: Notice of Sandwich South Secondary Plan Public Workshop #2.pdf; Notice of Public Information Centre 1.pdf

From: Lauzon Parkway EA [<mailto:lauzonparkwayea@mrc.ca>]
Sent: July-05-11 12:21 PM

[REDACTED]
Cc: Michael Chiu; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); rakesh.shreewastav@ontario.ca; 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca)
Subject: RE: Lauzon Parkway EA

[REDACTED]
You are included on our contact list and will be notified of upcoming events.

Please be advised that the first Public Information Centre (PIC) for the Lauzon Parkway Improvements Class Environmental Assessment Study (including Lauzon Parkway / County Road 42 / Future East-West Arterial / Sandwich South Secondary Plan Study) will be held as follows:

Public Information Centre #1

Date: Thursday, July 14, 2011
Place: Windsor Christian Fellowship
4490 7th Concession Road
Windsor, Ontario
Time: 4:00 p.m. to 8:00 p.m.
Brief Overview Presentations
at 5:00 p.m. and 6:30 p.m.

In addition, Workshop #2 for the Sandwich South Secondary Plan Study will be held separately at the same venue and day.

A copy of the PIC Notice and Workshop Notice are attached for your information. Please note that these notices were also mailed to you on June 29/11.

This study is a long term planning exercise intended to address existing and forecast traffic congestion issues and accommodate future development in the study area. It is too early in the process to speculate on specific outcomes. However, assuming a route is selected for the extension of Lauzon Parkway, once the environmental assessment requirements are met under Provincial and Federal law, the first step would be to identify the property requirements so that the corridor can be secured. There is no specified timeframe nor budgeting for construction at this time.

Please feel free to contact us should you have any additional questions or wish to provide additional input.

Sincerely,
Lauzon Parkway Project Team

Jay Goldberg

From: Lauzon Parkway EA <lauzonparkwayea@mrc.ca>
Sent: July-07-11 1:48 PM
To: [REDACTED]
Cc: Michael Chiu; rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca)
Subject: RE: Lauzon Parkway
Attachments: Notice of Public Information Centre 1.pdf; Notice of Sandwich South Secondary Plan Public Workshop #2.pdf

[REDACTED]

Thank you for your interest in the study. With the exception of personal information, your comments will become part of the public record.

We have added you to our contact list to ensure that you are notified of upcoming events.

Please be advised that the first Public Information Centre (PIC) for the Lauzon Parkway Improvements Class Environmental Assessment Study (including Lauzon Parkway / County Road 42 / Future East-West Arterial / Sandwich South Secondary Plan Study) will be held as follows:

Public Information Centre #1

Date: Thursday, July 14, 2011

Place: Windsor Christian Fellowship
4490 7th Concession Road
Windsor, Ontario

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

Brief Overview Presentations
at 5:00 p.m. and 6:30 p.m.

In addition, Workshop #2 for the Sandwich South Secondary Plan Study will be held separately at the same venue and day.

A copy of the PIC Notice and Workshop Notice are attached for your information. If you are not able to attend the PIC in person, the displays to be presented at the PIC will be available on the "Consultation" page of the project website (www.lauzonparkwayea.ca) following the PIC. There will also be a second PIC in the fall and you are on the list to be contacted and invited to attend that event.

The upcoming PIC is scheduled to present the study scope, existing conditions, need and justification, planning alternatives and preliminary generation of alternatives. This includes presenting preliminary alternative corridor routes for the Lauzon Parkway Extension.

Please feel free to contact us should you have any additional questions or wish to provide additional input.

Sincerely,
Lauzon Parkway Project Team

-----Original Message-----

[Redacted]

Sent: July-06-11 12:17 PM

To: Leslie Green

Subject: Lauzon Parkway

Following my telephone conversation with Ms. Josette Eugeni, I would like to reiterate that extending Lauzon Parkway on Road 17 would force Baseline Road residents to be severed from Windsor's geographical boundaries. We would essentially have to drive to Tecumseh to go to Windsor. This would really be "adding insult to injury" since there was a "forced" sale of our area to Windsor several years ago.

Another serious concern is the proximity of the suggested extension of Lauzon Parkway to Baseline Road homes immediately east of Road 17. Are you prepared to construct a sound barrier wall in the Baseline Road area? We pay extremely high taxes in an area with no sidewalks, streetlights, no sewers, no library/community centres/bus services. The least you can do is treat us with respect, although we do not have much faith in this process as we have been through it before with the Town of Tecumseh.

[Redacted]

Jay Goldberg

From: Michael Chiu
Sent: July-12-11 7:55 AM
To: Sophie.Malcangi@cantire.com
Cc: Leslie Green; Eugeni, Josette (jeugeni@city.windsor.on.ca); Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Jane Mustac (jmustac@countyofessex.on.ca)
Subject: RE: Canadian Tire Property

Sophie,

The Canadian Tire property shown will not be affected by the options currently being considered for the Concession 7 realignment.

Michael Chiu, P.Eng.
Senior Project Manager
Transportation Planning
McCormick Rankin Corporation | A member of MMM Group
2655 North Sheridan Way, Suite 300 | Mississauga ON L5K 2P8
t: 905.823.8500 X 1243 | f: 905.823.8503 | e: mchiu@mrc

From: Sophie Malcangi [<mailto:Sophie.Malcangi@cantire.com>]
Sent: July-11-11 2:46 PM
To: Leslie Green
Subject: Canadian Tire Property

Hello Michael



Please see above Google image. Canadian Tire property is located on Walker Road as marked by the 'A'. Please let me know if our property will be affected by the Concession 7 realignment.

Thank you,



Sophie Malcangi
Development Coordinator-Central Region
Canadian Tire Real Estate Limited
2180 Yonge St., 15th Floor Toronto, ON, M4P 2V8
T: 416.487.6586 | F: 416.480.3990 | C: 416.819.6586
sophie.malcangi@cantire.com

Jay Goldberg

From: Leslie Green
Sent: July-15-11 8:43 AM
To: 'Paul Kerry'
Cc: David Lukianow; Michael Chiu; rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca)
Subject: RE: Lauzon Parkway EA

Good morning Mr. Kerry,

Further to you email below, the Public Information Centre #1 Display Panels are now available on the "Consultation" page of the project website (www.lauzonparkwayea.ca).

Thank you,

Leslie Green
for Michael Chiu

-----Original Message-----

From: Paul Kerry [mailto:Paul_Kerry@cpr.ca]
Sent: July-06-11 10:46 AM
To: Leslie Green
Cc: David Lukianow
Subject: Lauzon Parkway EA

Hello Michael,

Please include me on your distribution list for the Lauzon Parkway EA. I will be unavailable for the July 14 PIC. Please send me a link to the PIC material when it is released.

Regards

Paul Kerry
Network Development Manager, Ontario
(905) 803 3249
Canadian Pacific Driving the Digital Railway

Jay Goldberg

From: Leslie Green
Sent: July-19-11 2:00 PM
To: 'Dan McCulloch'
Cc: Kathy Hengl; Nick Rosati; rakesh.shreewastav@ontario.ca; 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca); Michael Chiu; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca)
Subject: RE: 7th Concession alignment proposal

Mr. McCulloch,

Thank you for attending the July 14, 2011 Public Information Centre #1 for the Lauzon Parkway Improvements Class Environmental Assessment Study.

The project team will take into consideration your proposed concept in the assessment of the 7th Concession alternatives.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact us.

Thank you,
Leslie Green
for Michael Chiu

From: Dan McCulloch [<mailto:Dan.McCulloch@rosatigroup.com>]
Sent: July-18-11 11:05 AM
To: Leslie Green
Cc: Kathy Hengl; Nick Rosati
Subject: 7th Concession alignment proposal

Mr. Chiu,

I attended the EA presentation in Windsor last week and have attached an alignment that is supported by us as holders of an interest in the properties that I have outlined in green on the attached map. This proposal was described by one of the presenters at the meeting and I have been told by their representative that it is also supported by the Windsor Christian Fellowship who has title to the one property abutting the new Legacy Park extension.

I trust that this will lend weight to the advancement of this proposal and look forward to any questions you may have or the completion of the EA study.

Sincerely,

Dan McCulloch MAATO | Land Development Manager
c. 519.796.6505 | p. 519.734.7575 x41 | f. 519.734.7872 | dan.mcculloch@rosatigroup.com
Rosati Group | Windsor, Ontario

www.rosatigroup.com | www.grandcentralpark.com | www.greenwoodcentre.com | www.lotstooffer.ca

This e-mail and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this e-mail in error, please notify the sender immediately and discard this message.



Please consider the environment before printing this e-mail or its attachment(s)

Jay Goldberg

From: Leslie Green
Sent: July-20-11 8:39 AM
To: [REDACTED]
Cc: Michael Chiu; 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca); rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca)
Subject: RE: Lauzon Parkway EA

Thank you for your interest in the study. We have added you to our contact list to ensure that you are notified of upcoming events. As the study progresses, additional information will be posted on the project website at www.lauzonparkwayea.ca.

Sincerely,
Lauzon Parkway Project Team

-----Original Message-----

[REDACTED]
Sent: July-14-11 9:26 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

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

Message:
Please add me to your contact list.
Thank You,

[REDACTED]

Jay Goldberg

From: Leslie Green
Sent: July-20-11 9:36 AM
To: [REDACTED]
Cc: Michael Chiu; rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca)
Subject: Lauzon Parkway Improvements Class EA PIC #1

[REDACTED]

Thank you for attending the July 14, 2011 Public Information Centre (PIC) #1 for the Lauzon Parkway Improvements Class Environmental Assessment Study.

The displays presented at the PIC are available on the "Consultation" page of the project website (www.lauzonparkwayea.ca).

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact us.

Sincerely,
Lauzon Parkway Project Team

Leslie Green, P.Eng.
McCormick Rankin Corporation | A member of MMM Group
2655 North Sheridan Way, Suite 300
Mississauga, Ontario
L5K 2P8
Phone: (905) 823-8500
Fax: (905) 823-8503

Jay Goldberg

From: Leslie Green
Sent: August-17-11 7:47 AM
To: [REDACTED]
Cc: Michael Chiu; 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca); rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca)
Subject: RE: Lauzon Parkway EA

[REDACTED]

Thank you for your interest in the study. We have added you to our contact list to ensure that you are notified of upcoming events. As the study progresses, additional information will be posted on the project website at www.lauzonparkwayea.ca.

Sincerely,

Lauzon Parkway Project Team

-----Original Message-----

[REDACTED]

Sent: August-15-11 9:00 AM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

Message:

Please add me to the contact list. I would like to stay up to date with this project.

[REDACTED] to everyone down in Windsor that I left behind.

[REDACTED]

Jay Goldberg

From: Lauzon Parkway EA <lauzonparkwayea@mrc.ca>
Sent: August-25-11 3:09 PM
To: [REDACTED]
Subject: RE: Lauzon Parkway EA

Please be advised there are no vacancies for this project. Thank you for your inquiry.

Sincerely,
Lauzon Parkway Project Team

-----Original Message-----

[REDACTED]
Sent: August-24-11 5:27 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
Address:
City:
Province:
Postal Code:
Message:
Were am i able to put in a resume for this 3 year project

Jay Goldberg

From: Leslie Green
Sent: September-09-11 2:31 PM
To: [REDACTED]
Cc: rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jmustac@countyofessex.on.ca); Michael Chiu
Subject: RE: Lauzon Parkway EA

Good afternoon,

Based on the preliminary transportation needs assessment for this study, improvements to existing County Road 42 are required including widening and intersection improvements. It is expected that County Road 42 will need to be widened from 2 basic lanes to 4 basic lanes with an urban cross-section (curb and gutter) between Walker Road and Manning Road (County Road 19). In addition, improvements at intersections are required. Based on future traffic projections, it is expected that County Road 42 will not need to be widened between Manning Road (County Road 19) and Puce Road (County Road 25). Improvements to this section of the roadway can be provided through proper land use planning and local intersection improvements including appropriate signalization and provision of turn lanes.

As a major arterial, County Road 42 is expected to accommodate trucks. County Road 42 is currently a truck route within the City of Windsor from Walker Road to the east City Limits.

Generally the improvements to County Road 42 can fit within the existing right-of-way (ROW) as the existing ROW of County Road 42 varies from 26 m – 30 m. Therefore, only minimal property requirements may be needed along the existing roadway and at intersections.

With the exception of personal information all comments will become part of the public record.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact us. McCormick Rankin Corporation has created a study website (www.lauzonparkwayea.ca). The website includes study information and is updated as information becomes available.

Thank you,
Leslie Green, P.Eng.
for
Michael Chiu, P.Eng.
Consultant Project Manager

-----Original Message-----

From: [REDACTED]
Sent: July-13-11 10:47 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]
[REDACTED]
City: Tecumseh

Province: Ontario

Postal Code:

Message:

in layman terms...are you planning on expanding County Road 42 from 2 lanes to 4 lanes?

My concern with this is that many of the trucks use County Road 42 to avoid the scales on the 401. If you expand to 4 lanes, this will encourage them to do so even more.

Another concern is that many of the houses and businesses are close to the road, if you expand, many of these buildings will have to be moved or eliminated.

Jay Goldberg

From: Leslie Green
Sent: October-05-11 9:08 AM
To: [REDACTED]
Cc: 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); rakesh.shreewastav@ontario.ca; 'Jane Mustac' (jmustac@countyofessex.on.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); Michael Chiu
Subject: RE: Lauzon Parkway EA

[REDACTED]

Thank you for your interest in the study.

A noise assessment will be completed as part of this study and presented at the second Public Information Centre.

The proposed improvements will increase the capacity of the roadway network and accommodate an increased number of vehicles, potentially adversely affecting air quality. However, emission levels are highest when vehicles are stopping and starting. Improvements to County Road 42 will reduce queuing, resulting in reduced emissions of greenhouse gases. Air quality is also expected to improve due to the adoption of stricter truck and car emission standards and anticipated significant reductions in transboundary pollution. The 2004 to 2007 car and truck emission standards will result in 70 to 90% reductions in oxides of nitrogen and particulate matter emissions, the principle contributors to smog. This measure is complemented by fuel quality standards that have already reduced the sulphur content of gasoline and diesel fuel by more than 95%.

As part of the proposed improvements to County Road 42, it is expected that there will be no to little difference to air quality conditions when compared to the “do nothing” option (i.e. no proposed road improvements).

We have added you to our contact list to ensure that you are notified of upcoming events. You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact us. McCormick Rankin Corporation has created a study website (www.lauzonparkwayea.ca). The website includes study information and is updated as information becomes available.

With the exception of personal information all comments will become part of the public record.

Sincerely,
Lauzon Parkway Project Team

-----Original Message-----

[REDACTED]
Sent: September-15-11 11:06 PM
To: Leslie Green
Subject: Lauzon Parkway EA

You have received a message regarding Lauzon Parkway EA. Message details are as follows:

[REDACTED]

Province: Ontario



Message:

Dear Sir or Madame, unfortunately i was unable to attend your presentation regarding the widening of Hwy.42 from walker to county rd 25. I live right next to the highway at Strawberry Dr. My concern here would be the added noise which already is at a high level and uncomfortable. When i selected this lot 18 years ago the traffic was at a tolerable level. My question is will there be any noise reduction walls built to alleviate the noise to comfortable level? Will there be a study for this and for truck and car emmissions?

Jay Goldberg

From: [REDACTED]
Sent: November-03-11 3:49 PM
To: Heather Templeton
Subject: Re: Lauzon Parkway Environmental Assessment Process - request to be added to your mailing list for updates

Thank you!

----- Original Message -----

From: [Heather Templeton](#)
To: [Tom and Sue Omstead](#)
Cc: [Michael Chiu](#) ; rakesh.shreewastav@ontario.ca ; [Jane Mustac](#) ; [Eugeni, Josette](#)
Sent: Thursday, November 03, 2011 3:47 PM
Subject: RE: Lauzon Parkway Environmental Assessment Process - request to be added to your mailing list for updates

[REDACTED]

I apologize, we have not received your comments. I will follow-up with our website manager to ensure the contact form is working correctly.

We have added you to our contact list to ensure that you are notified of upcoming events. The study team is currently assessing the alternatives presented at PIC 1 and will present the functional/preliminary design of the preferred alternative at PIC 2. You will be notified in advance of the second Public Information Centre. Should you have any further questions, comments or suggestions, please do not hesitate to contact us. McCormick Rankin Corporation has created a study website (www.lauzonparkwayea.ca). The study information on the website is updated as information becomes available; the documents on the website are the most current.

With the exception of personal information all comments will become part of the public record.

Sincerely,
Lauzon Parkway Project Team

Sent: November-03-11 1:26 PM
To: Heather Templeton; rakesh.shreewastav@ontario.ca; Jane Mustac; Eugeni, Josette
Subject: Lauzon Parkway Environmental Assessment Process - request to be added to your mailing list for updates

Hello,

On Oct 16/11, I sent a request using the Contact Form provided on the website asking to be added to your contact list. I also asked i)what is the status of the EA and ii) are the study documents on the website the most current versions? I have not received an acknowledgement of my attempt to contact you so am wondering if you received my Contact Form. Can you please confirm by sending me a quick email?

Thanks,
[REDACTED]

Jay Goldberg

From: Bill Balazs <bbalazs452@hotmail.com>
Sent: May-17-12 12:28 PM
To: Heather Templeton
Cc: Michael Chiu; jim@meridianplan.ca; mclement@city.windsor.on.ca; rakesh.shreewastav@ontario.ca; bob.felker@ontario.ca; jeugeni@city.windsor.on.ca; jmustac@countyofessex.on.ca; salmcc@netscape.net; Gillian Thompson
Subject: RE: Lauzon Parkway Improvements Class EA Study - Public Information Centre #1 (July 14/11)

Thank you for the up date.
William F. Balazs

From: HTempleton@mrc.ca
To: bbalazs452@hotmail.com
CC: MChiu@mrc.ca; jim@meridianplan.ca; mclement@city.windsor.on.ca; Rakesh.Shreewastav@ontario.ca; Bob.Felker@ontario.ca; jeugeni@city.windsor.on.ca; jmustac@countyofessex.on.ca; salmcc@netscape.net; GThompson@ecoplans.com
Subject: FW: Lauzon Parkway Improvements Class EA Study - Public Information Centre #1 (July 14/11)
Date: Thu, 17 May 2012 00:17:00 +0000

Mr. Balazs,

We sincerely apologize for the delay in responding to your email.

The study team is currently assessing and evaluating the alternatives presented at Public Information Centre 1 (PIC 1) and preparing the preliminary design of the preferred alternative, which will be presented at PIC 2. You will be notified in advance of PIC 2, which is planned for later this year.

In response to your comments and questions regarding your lands and the proposed Sandwich South Secondary Plan, the City of Windsor will provide a more detailed response to you separately.

Should you have any further questions, comments or suggestions, please do not hesitate to contact us. McCormick Rankin Corporation has created a study website (www.lauzonparkwayea.ca). The website includes study information and is updated as information becomes available. With the exception of personal information all comments will become part of the public record.

Heather Templeton
on behalf the Lauzon Parkway Project Team

Heather Templeton, P.Eng.

Project Engineer
Associate
Transportation Planning

McCormick Rankin | A member of **MMM Group**
t: 905.823.8500 x1378 | f: 905.823.8503

From: Bill Balazs [<mailto:bbalazs452@hotmail.com>]
Sent: May-11-12 3:23 PM
To: 'Bill Balazs'; Leslie Green
Cc: "Jim Dymant"; salmcc@netscape.net; Gillian Thompson; mclement@city.windsor.on.ca;

rakesh.shreewastav@ontario.ca; "Felker, Bob (MTO)"; "Eugeni, Josette"; "Jane Mustac"; Michael Chiu
Subject: RE: Lauzon Parkway Improvements Class EA Study - Public Information Centre #1 (July 14/11)

Follow up:

I have not heard any feed back as to Lauzon Parkway Improvement Study or received any notice as to the current status. If any party would please provide some feed back as it relates to this matter it would be greatly appreciated. As well we provided an attachment with reference to our notice to the City Of Windsor

Thank you

386823 Ontario Limited
William F. Balazs
President

From: Bill Balazs [<mailto:bbalazs452@hotmail.com>]
Sent: Wednesday, October 12, 2011 8:39 PM
To: 'Leslie Green'
Cc: 'Jim Dymont' (jim@meridianplan.ca); 'salmcc@netscape.net'; 'Gillian Thompson'; 'mclement@city.windsor.on.ca'; 'rakesh.shreewastav@ontario.ca'; "Felker, Bob (MTO)" (Bob.Felker@ontario.ca); "Eugeni, Josette" (jeugeni@city.windsor.on.ca); "Jane Mustac" (jmustac@countyofessex.on.ca); 'Michael Chiu'
Subject: RE: Lauzon Parkway Improvements Class EA Study - Public Information Centre #1 (July 14/11)

October 12,2011

Re: Sandwich South Secondary Plan
Owner: 386823 Ontario Limited
Property: Part Lot 18, Conc. 9- Vacant Land on County Rd 42

The undersigned corporation is the registered owner of certain lands on the south side of County Road 42 immediately west of the extension of Little River.

We met with Mr. Hunt and Mr. Abbs from the Planning Department on October 3, 2007 expressing our concerns about our Official Plan designation and as a result of that meeting we communicated with the City of Windsor objecting to the designation of our lands as "open space". I am enclosing herewith a copy of that correspondence forwarded to the City of Windsor by my solicitor, Salem, McCullough & Gibson. As you can see from that correspondence, we were unfortunately put in a position where we did not receive notice of designation and it would have been our intention to appeal that open space designation in 2007. As well we do not understand the lands that are adjacent on west side of our property as future employment area and on the east side are also designated future urban area save except for what appears to be a very small sliver of land adjacent to the Little River.

We also noticed of the four options presented, they each showed adjustment of green space as presented for the Lauzon Parkway Improvements and therefore will expect our lands to show a change similar to adjacent lands on the west and east.

Again, we wish to express our objection if we do receive a review with changes being recommended that our property has changed from Green Space/ Open Space and would be similar to our adjacent lands on the west and east.

Similarly, we wish to file, on a formal basis our objection to the continuing designation of our lands as open space. All our reasons for objecting to this designation are set forth in the correspondence of October 15th, 2007 and if not changed in the secondary Plan, we would like to be on the record as objecting to that designation and we would also like to be notified of any future meetings so that we can make the appropriate representations.

383823 Ontario Ltd.
William F. Balazs
President

SALEM, MCCULLOUGH & GIBSON

Barristers and Solicitors

WILLIAM A. SALEM, B.A., LL.B. (Of Counsel) *
PHILIP D. McCULLOUGH, B.A., LL.B.
DEBORAH-LYNN GIBSON, LL.B.
*CERTIFIED AS A SPECIALIST IN CIVIL LITIGATION
BY THE LAW SOCIETY OF UPPER CANADA

2828 Howard Avenue
Windsor, Ontario N8X 3Y3
Telephone (519) 966-3633
Fax (519) 972-7788
E-mail: salmcc@netscape.net

Sent by facsimile to: 519-255-6544

October 17, 2007

Attention: Jim Abbs

The Corporation of the City of Windsor
Planning Department
Suite 404B, 400 City Hall Square East
Windsor, ON N9A 7K6

Dear Mr. Balazs:

**Re: Balazs, William/386823 Ontario Ltd.
Re Part Lot 18, Conc. 9 – Vacant Land on Cty Rd 42**

I confirm our meeting between my client William Balazs representing 386823 Ontario Ltd. with you and with Tom Hunt.

By way of background, my client acquired this property by deed, which was registered on the 20th day of July 2007.

The property has been in my client's family for decades and was acquired by my client's father initially as potential development land.

You indicated to us that Official Plan Amendment No. 60 designated these lands as open space and the last date for appeal was June 4, 2007. By the time we acquired the property it was too late to file an appeal.

We made it clear to you in the meeting and we certainly want to make it very clear now that we object to the designation of the lands as open space and would have objected prior to June 4th, 2007 if we were aware of our appeal rights.

We feel that we would have significant justification for an appeal for the following reasons:

- a) Physical features of the land;
- b) Planning studies;
- c) His adjacent land.

PHYSICAL FEATURES

An examination of the lands would reveal that there is nothing on my client's lands that would in my view support an open space designation. There are not particular natural heritage facilities other than possibly that they are adjacent to the Little River, which, in my view, is nothing more than a drainage ditch. In that sense, they are very different from the other woodlots that were identified in the planning study.

PLANNING STUDIES

In your letter to me of September 7, 2007 you referred to certain planning studies. I have reviewed these planning studies including the report by Stantec titled Windsor Annexed Lands Master Planning Study – Background Reports. That study indicates to me that a great deal of review was undertaken of the airport woodlots on the north side of County Road 42, which apparently do have some natural heritage attributes. I did not read much of any significance in the planning studies that justified having all of my client's lands designated as open space.

ADJACENT LANDS

The lands that are adjacent on the west of my client's lands are designated as future employment area and I cannot see any reason why our client's lands should not enjoy such a designation.

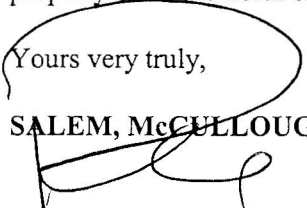
I think it is also very relevant to point out that the lands that are basically adjacent to our clients lands on his easterly boundary are also designated future urban area save and except for what appears to be a very small sliver of land adjacent to the Little River.

All in all, we would like to be notified in the future about any planning procedures or reports that come about in relation to our client's lands or in relation to the neighboring lands, as we would like to make the appropriate submissions.

Secondly, my client would appreciate receiving any additional information in relation to any studies that are ongoing by the City in relation to heritage sites in the immediate vicinity whether they are south of our clients property or on the north side of County Road #42.

Yours very truly,

SALEM, McCULLOUGH & GIBSON



Philip D. McCullough
PDM/lm

*** TX REPORT ***

TRANSMISSION OK

TX/RX NO	4610	
CONNECTION TEL		5192556544
CONNECTION ID	PLANNING DEPT.	
ST. TIME	10/17 09:01	
USAGE T	00'51	
PGS. SENT	3	
RESULT	OK	

SALEM, McCULLOUGH & GIBSON

Barristers & Solicitors

WILLIAM A. SALEM, B.A., LL.B. (1966-2006)
PHILIP D. McCULLOUGH, B.A., LL.B.
DEBORAH-LYNN GIBSON, LL.B.

2828 Howard Avenue
Windsor, Ontario N8X 3Y3
Telephone: (519) 966-3633
Fax: (519) 972-7788
E-Mail: salmcc@netscape.net

FAX COVER SHEET

FAX NUMBER TRANSMITTED TO: 519-255-6544
ATTENTION: Jim Abbs
FROM: Philip D. McCullough
RE: Balazs, William/386823 Ontario Ltd.
Re Part Lot 18, Conc 9
- Vacant Land on Cty Rd 42
DATE: Wednesday, October 17, 2007

COMMENTS:

See attached.



STAKEHOLDER MEETING

MINUTES OF MEETING

PROJECT: Lauzon Parkway Project

STAKEHOLDER: **Bill Balazs**

FILE NO.: 3211012

DATE: November 28, 2012 **TIME:** 9:15 a.m. – 10:15 a.m.

PLACE: City of Windsor Office - 1266 McDougall Street

Bill Balazs	386823 Ontario Limited
Theresa Balazs	386823 Ontario Limited
Rakesh Shreewastav	MTO Windsor BIIG
Bob Felker	MTO Windsor BIIG
Amber Turvey	MTO Windsor BIIG
Josette Eugeni	City of Windsor
Michael Cooke	City of Windsor
Anna Godo	City of Windsor
Michael Chiu	MRC

PURPOSE: To discuss the impacts of the proposed land use designation and the proposed Little River Corridor on Balazs’s property.

MEETING MINUTES:

1. R. Shreewastav provided a brief background of the study and noted that Mr. Balazs’ concerns are mostly related to the Sandwich South Secondary Plan and the Stormwater Management Study.
2. B. Balazs advised that his property, which is located on the south side of CR 42 immediately to the west of Little River, was designated Open Space in the City’s Official Plan in 2006. He has the following concerns/questions:
 - Concerns about the Open Space designation on his property
 - Would like to know more about the proposed Little River Stormwater Management Corridor
 - Have some questions about the widening of CR 42
3. Land Use Designation
M. Cooke explained that the boundary of land use zoning typically uses property line as the demarcation line. Balazs’s property is located next to Little River and the woodlot to the

south, this has resulted in the Open Space designation. However, M. Cooke noted that the City is open to extending the Employment Land designation on the property immediately to the west into part of Balazs's property. The limit of the employment land designation will depend on identifying any negative impacts of proposed development on Little River and the woodlot. For the purpose of the Secondary Plan, the extension of the employment lands on to the Balazs property can be generally shown. The actual limit would be determined based on the findings of environmental studies that would be required as part of any future development proposal.

B. Balazs asked how much buffer would be needed for the river and the woodlot. M. Cooke advised that the property owner will need to submit at a future date, a development plan and demonstrate how the proposed development would not impact the natural features. He added that it is too early at this stage to define a 'line' now without details on the nature of the development and servicing study.

In summary, M. Cooke suggested that:

- The City will extend the employment land designation to include a portion of the Balazs' property
- This would confirm a development opportunity at the property subject to environmental study
- The City will prepare a draft of the change for review/consultation in the next 2 to 3 weeks
- The City will provide the draft for Balazs' review
- The exact limit of lands that can be developed for employment uses and those that must remain as open space will need to be determined in the future subject to additional development details and environmental studies

Bill Balazs' agreed but requested that the draft be provided to him and his counsel for review preferably before January 10 (prior to his vacation).

4. Little River Stormwater Management Corridor

A. Godo explained that there are constraints to the stormwater measures that can be used in the area due to the need to decrease the attractiveness of 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, i.e. approx. 50 m to 75 m each side from the centerline of the river.

She noted that there is a possibility that the corridor width could be reduced subject to a review of further details based on future land development. The exact corridor width will be finalized on a case-by-case basis.

She added that seven stormwater management alternatives were considered in selecting the preferred plan of Little River Corridor.

5. CR 42

M. Chiu noted that the widening will occur on the north side only.

A. Godo advised that the future widened CR 42 would have an urban cross section with curb

and gutter. This means that the existing ditch on the south side would be removed.

She noted that there would be full municipal services on CR 42 including separate sanitary main and storm sewer. However, the timing of the widening and the associated municipal services are based on development in the area and therefore are not known at this time.

6. M. Chiu provided B. Balazs with hard copies of 5 exhibits (PIC displays) as previously requested by B. Balazs.
7. Replying to B. Balazs' question about the phasing of the Secondary Plan as shown on Schedule H, M. Cooke explained that the purpose of the phasing is to allow orderly development of the area to avoid clustering of developments. He noted that this applies mostly to residential areas and not to employment lands. He also noted that Balazs' property is abutting CR 42 and phasing does not apply to this property as much as to other residential areas. A. Godo reminded that the block/neighbourhood plans would still be required and at that time, servicing plans would be required for sanitary and storm systems.
8. M. Chiu advised that there would be no more Public Info Centre planned for the Lauzon Parkway EA Study. However, the Secondary Plan will be presented to the Planning and Economic Development Standing Committee, which is a public meeting, early in the new year.
9. R. Shreewastav noted that the Lauzon Parkway EA Study will be completed in Spring next year. An Environmental Study Report will be filed with the Ministry of Environment for a 30-day period public review. The public can 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. R. Shreewastav also advised that there is no program committed for future phases of this project beyond the current EA Phase.

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

From: Leslie Green [<mailto:LGreen@mrc.ca>]

Sent: Friday, September 09, 2011 2:50 PM

To: bbalazs452@hotmail.com

Cc: 'Jim Dymont' (jim@meridianplan.ca); salmcc@netscape.net; Gillian Thompson; mclement@city.windsor.on.ca; rakesh.shreewastav@ontario.ca; 'Felker, Bob (MTO)' (Bob.Felker@ontario.ca); 'Eugeni, Josette' (jeugeni@city.windsor.on.ca); 'Jane Mustac' (jimustac@countyofessex.on.ca); Michael Chiu

Subject: Lauzon Parkway Improvements Class EA Study - Public Information Centre #1 (July 14/11)

Mr. Balazs,

Thank you for attending the July 14, 2011 Public Information Centre #1 for the Lauzon Parkway Improvements Class Environmental Assessment Study.

The designation of Open Space on your property was identified in the City's *Windsor Annexed Master Plan Study* and later included in the subsequent City of Windsor Official Plan Amendment (OPA) #60. As part of the Sandwich South Secondary Plan Study being completed for this study, the land designations will be reviewed and changes may be recommended. The review may or may not change the Open Space designation on your property. Under the Planning Act, any changes to land use designations will be reviewed and approved by City Council, and subject to appeal.

With the exception of personal information all comments will become part of the public record.

You will be notified of the second Public Information Centre which is tentatively scheduled to be held in the Fall of 2011. Should you have any further questions, comments or suggestions, please do not hesitate to contact us. McCormick Rankin Corporation has created a study website (www.lauzonparkwayea.ca). The website includes study information and is updated as information becomes available.

Thank you,
Leslie Green, P.Eng.
for
Michael Chiu, P.Eng.
Consultant Project Manager

From: Bill Balazs [<mailto:bbalazs452@hotmail.com>]

Sent: July-23-11 3:19 PM

To: salmcc@netscape.net; jim@meridianplan.ca; Gillian Thompson; mclement@city.windsor.on.ca

Subject:

Hi Phil

I am writing a summary of the information and workshop held on July 14th of 2011, with reference to the Lauzon Parkway Improvements. We were presented with 4 option and various proposed changes showing adjustment to Open Space allocations.

I clearly pointed out that my entire property west of Little River at County Road 42 was marked OpenSpace and the property on my west was marked employment and no portion of his property was allocated to open space or border separation along the west side of land Marked Heritage Space, while on my east as well as east of Little River had a small portion marked along the river as open space.

I stated that a similiar portion west of Little River be placed on my property for review.

They all agreed a review of the allocated openspace on all my property did not make scents and a similiar line along the west portion of Little River be shown on my portion of the property.

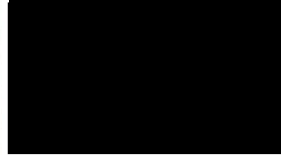
Please let me know if you hear from any of above.

Regards

William F. Balazs



May 25, 2012



RE:

[REDACTED]
Lauzon Parkway Improvements Environmental Assessment
Lauzon Parkway Extension and Highway 3 Intersection
Stakeholders Meeting
Our File: 3211012

Dear Sir/Madam:

The purpose of this letter is to invite you to attend a meeting to review the work completed by the Project Team to evaluate and recommend a preferred design concept for the intersection of the extended Lauzon Parkway with Highway 3 in the vicinity of Sexton Sideroad. Meeting details are provided below.

As you may be aware, MRC has been retained by the Ontario Ministry of Transportation, the City of Windsor and the County of Essex, to carry out a Class Environmental Assessment Study to address the future requirements for Lauzon Parkway including:

- Lauzon Parkway from the E.C. Row Expressway to County Road 42;
- Lauzon Parkway's extension to Highway 401 including a new interchange; and
- Lauzon Parkway's further extension to Highway 3

The study area and the other study components are shown on the attached key map.

The first Public Information Centre (PIC 1) held in July last year, presented the evaluation of corridor alternatives and the identified the preferred corridor for the north/south extension of Lauzon Parkway. The Project Team is currently completing the assessment and evaluation of design alternatives and identifying

McCORMICK
RANKIN
CORPORATION

Global Transportation Engineering

2655 North Sheridan Way, Suite 300, Mississauga, Ontario, Canada L5K 2P8
t: 905.823.8500 | f: 905.823.8503 | e: mrc@mrc.ca | www.mrc.ca

A member of  **MMM GROUP**



the Preferred Alternative for each component of the study area, including the north/south extension of Lauzon Parkway. The Preferred Alternatives will be presented at the next Public Information Centre (PIC 2) which is planned for later this year.

Before finalizing the evaluation of the Lauzon Parkway Extension and confirming the Preferred Alternative, the Project Team is holding a meeting for those stakeholders who may be affected by the proposed intersection of the new Lauzon Parkway extension and Highway 3. The meeting with you and your neighbours will be held on:

Stakeholder Meeting	
Date:	Thursday June 7 th , 2012
Place:	County of Essex 360 Fairview Avenue West Essex, ON N8M 1Y6
Time:	6:00 pm – 7:30 pm

The purpose of this meeting will be to provide a study process update, present the Highway 3 intersection alternatives, obtain your input, and address any inquiries or concerns at that time. The information collected will be reviewed by the Project Team and considered in the assessment of each alternative and evaluated in order to identify the preferred design concept.

Information collected from you 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. Comment forms and study information are available at the study website (www.lauzonparkwayea.ca).

Please confirm your attendance no later than **Friday June 1, 2012** by contacting **Heather Templeton, Consultant Assistant Project Manager** at **(905) 823-8500** or **h templeton@mrc.ca**

For additional details about the Study, please visit the website at www.lauzonparkwayea.ca. We thank you for your interest in the Study and look forward to seeing you at the meeting.



May 25, 2012

Page 3

For further information you may contact any of the following Project Team Members:

Mr. Michael Chiu, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: lauzonparkwayea@mrc.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

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
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
E-mail: rakesh.shreewastav@ontario.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

Yours very truly,
McCormick Rankin Corporation

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
B. Hillman, Town of Tecumseh

LAUZON PARKWAY PROJECT EA STUDY HIGHWAY 3 INTERSECTION STAKEHOLDER MEETING

Purpose of PIC:	To provide a study update, present the Highway 3 intersection alternatives, obtain public input. The information collected will be reviewed by the Project Team and considered in the assessment of each alternative and evaluated in order to identify the preferred design concept.
Venue	
Location:	County of Essex 360 Fairview Avenue West Essex, ON N8M 1Y6
Date:	June 7, 2012
Time:	6:00 p.m. to 7:30 p.m.
Notification	
Mail	<ul style="list-style-type: none"> Meeting notification letters were sent via direct mail to affected property owners on May 28, 2012
Project Team Attendees	
MTO	<ul style="list-style-type: none"> Rakesh Shreewastav Bob Felker Brian Kope Laura Head
County of Essex	<ul style="list-style-type: none"> Jane Mustac
Town of Tecumseh	<ul style="list-style-type: none"> Brian Hillman
MRC	<ul style="list-style-type: none"> Michael Chiu Heather Templeton Jay Goldberg
Attendance And Comment Sheets	
Attendance:	Signed In: 11 Kevin McCarthy Richard McCarthy Carolyn McCarthy Robert McCarthy Margaret Jessop Margaret Pringle David Pringle Frank Lafferty Meghan Mailloux Marilyn Czachor Ron McDermott

Summary of Comments and Concerns:

M. Chiu provided a study overview and presented the alternatives.

The following summarizes the key verbal and written comments/concerns raised at the meeting:

- General agreement of Option 1 as preferred option due to the lack of agricultural operation impacts
- The land for MTO right-of-way has already been sold and should be utilized
- The residence which is to be impacted for Option 1 had knowledge of MTO's right-of-way and was in favour of Option 1

Lauzon Parkway Class Environmental Assessment Study
Highway 3 Intersection Stakeholder Meeting

- It was confirmed that there are current agricultural operations on lands adjacent to the intersection
- General concern of what the final width of the road will be north and south of Highway 3
- How much property will be taken along Sexton Sideroad
- Which side, east or west, of Sexton Sideroad will be widened
- Is the road going to extend beyond the MTO right-of-way south of Highway 3
- How will the accesses to properties be affected and where will the accesses be moved to
- There are agricultural operations crossing Sexton Sideroad, how will these operations be maintained
- In the interim period, until Lauzon Parkway is built, will the intersection be signalized

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

October 15, 2012

«MailingAdd»
«MailingA_1»
«MailingA_2»
«CityProvCo»
«PostalCode»
«Email»

Attention: «FirstName»

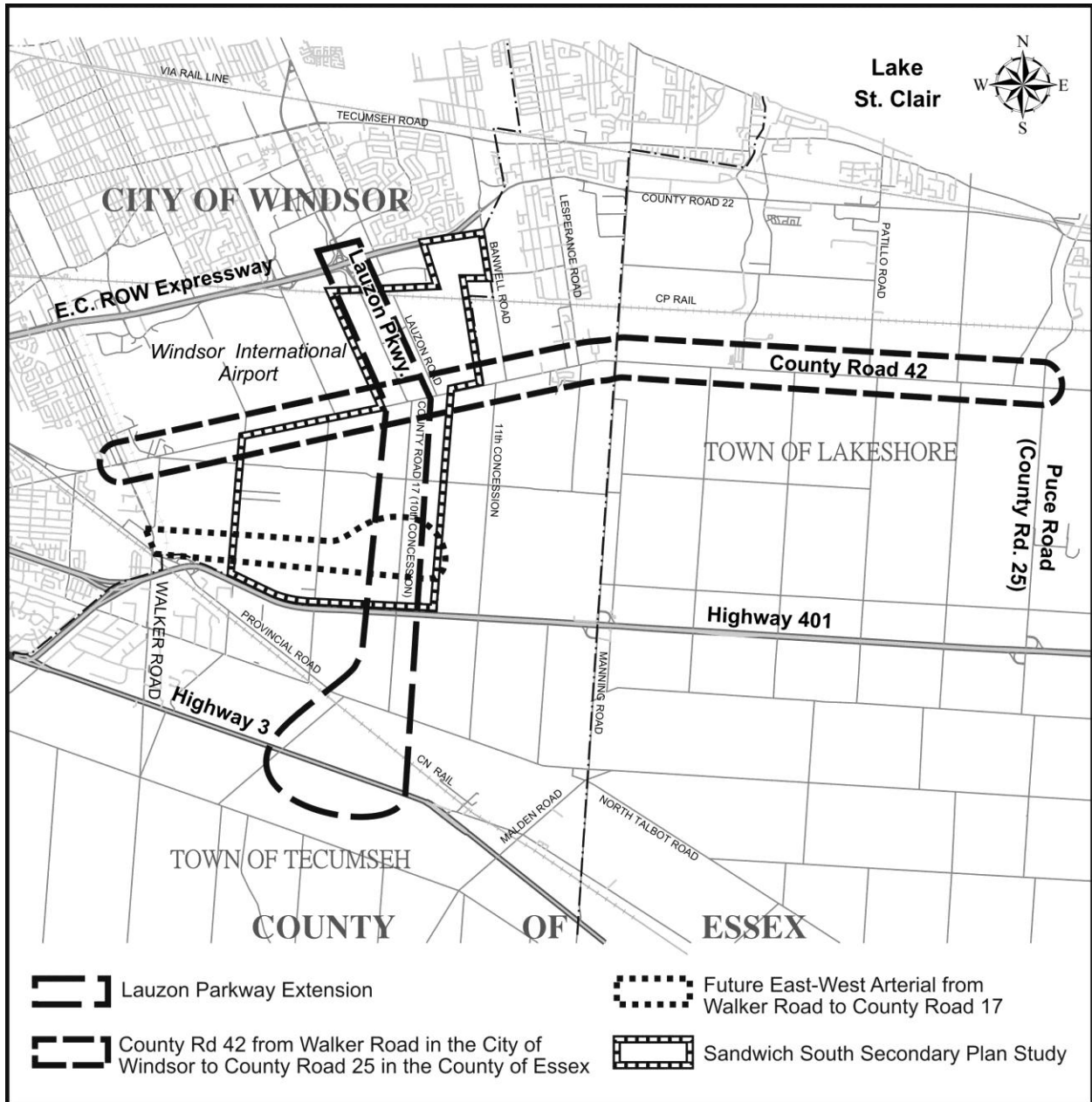
**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / County Road 42 /
Future East-West Arterial / Sandwich South Secondary Plan Study)
Public Information Centre #2
Our File: W.O. 3211012**

Dear Sir [or Madam]:

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, and the City of Windsor boundary).

The study area is shown on the key map.



This study will follow 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 is an important part of the environmental assessment process. We encourage everyone who has an interest in this project to provide input. Two Public Information Centre's (PIC's) will be held throughout the planning process to allow the public an opportunity to review and comment on project details.

The first PIC 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 the present the preliminary preferred design.

You are encouraged to attend PIC #2 to review the assessment and evaluation of alternatives, the selection of the preferred alternative and the potential impacts to your property. If you cannot attend PIC #2, the display materials being presented at the PIC will be posted on the study website (www.lauzonparkwayea.ca) shortly after the PIC.

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.

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

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)

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.

Comment forms and study information are available at the study website (www.lauzonparkwayea.ca).

For further information, or to be added to the mailing list, please visit the study website or contact:

Mr. Michael Chiu, P. Eng.

Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: lauzonparkwayea.@mrc.ca

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
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
E-mail: rakesh.shreewastav@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

Yours very truly,
McCormick Rankin



Michael Chiu, P.Eng.
Consultant Project Manager

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

Ms. Sheila Allan
Senior EA Officer, Ontario Region
Environment Canada
867 Lakeshore Road
P.O. Box 5050
Burlington, Ontario
L7R 4A6
sheila.allan@ec.gc.ca

Mr. Dave Legault
Manager - Data Collection
Aeronautical Information Services
Nav Canada
1601 Tom Roberts
P.O. Box 9824, Station T
Ottawa, Ontario
K1G 6R2

Mr. Sean Darcy
Research Manager
Assessment and Historical Research Directorate
Aboriginal Affairs and Northern Development Canada
10 Wellington Street
13th Floor
Gatineau, Quebec
K1A 0H4

Algonquin Consultation Office
c/o jp2g Consultants Inc.
31 Riverside Drive
Suite 101
Pembroke, Ontario
K8A 8R6

Environmental Unit
Environment & Natural Resources
Lands and Trusts Services
Aboriginal Affairs and Northern Development Canada
25 St. Clair Avenue East
8th Floor
Toronto, Ontario
M4T 1M2
EAcooordination_ON@inac-ainc.gc.ca

Mr. Joe de Laronde
Fisheries Biologist
Fisheries and Oceans Canada
Southern Ontario District
73 Meg Drive
London, Ontario
N6E 2V2

Mr. Don Boswell
Sr. Claims Analyst - Specific Claims Branch
Ontario Research Team
Aboriginal Affairs and Northern Development Canada
10 Wellington Street
13th Floor
Gatineau, Quebec
K1A 0H4
Boswelld@inac.gc.ca

Ms. Josee Beaugard
Team Leader - Ontario/Nunavut Litigation Team
Litigation Management and Resolution Branch
Aboriginal Affairs and Northern Development Canada
25 Eddy Street
Room 1430
Gatineau, Quebec
K1A 0H4
Josee.Beaugard@ainc-inac.gc.ca

Ms. Linda MacWilliams
Regional Manager
Lands and ART Lands and Trust Services
Aboriginal Affairs and Northern Development Canada
25 St. Clair Avenue East
8th Floor
Toronto, Ontario
M4T 1M2

Consultation and Accommodation Unit
Aboriginal Affairs and Northern Development Canada
300 Sparks Street
2nd Floor
Ottawa, Ontario
K1A 0H4

Mr. Gregg Dahl
Senior Policy Analyst
Office of the Federal Interlocutor for Métis and Non-status
Indians
Aboriginal Affairs and Northern Development Canada
66 Slater Street
Room 1218
Ottawa, Ontario
K1A 0H4

Mr. Junior Francis
Utilities Coordinator
4 Welding Way
Concord, Ontario
L4K 1B9
junior.francis@cn.ca>

Mr. Drew Crinklaw
Rural Planner
Ministry of Agriculture, Food and Rural Affairs
Environmental Policy and Programs Branch - Agricultural
Land Use Unit
667 Exeter Road
London, Ontario
N6E 1L3
drew.crinklaw@ontario.ca

Ms. Teresa Wagner
A/Heritage Planner
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario
M7A 0A7

Mr. Craig Newton
Environmental Planner
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario
N6E 1L3

Mr. Dave Reynolds
Manager, Engineering and Environmental Services
CN Rail
1 Administration
P.O. Box 1000
Concord, Ontario
L4K 1B9

Mr. David Lukianow, P.Eng.
Manager, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 600
Mississauga, Ontario
L5C 4R3

Ms. Karla Barboza
Heritage Conservation Adviser
Ministry of Tourism and Culture
Cultural Services Unit
401 Bay Street
Suite 1700
Toronto, Ontario
M7A 0A7
karla.barboza@ontario.ca

Mr. Lee Orphan
Director
Ministry of the Environment
Southwestern Region, London Office
733 Exeter Road
London, Ontario
N6E 1L3

Mr. Mike Parker
APEP Supervisor
Ministry of the Environment
Southwestern Region
733 Exeter Road
London, Ontario
N6E 1L3

Mr. Lee Bradshaw
Senior Environmental Officer
Ministry of the Environment
Windsor District Office
4510 Rhodes Drive
Unit 620
Windsor, Ontario
N8W 5K5

Mr. Bruce Curtis
Manager
Community Planning and Development
Ministry of Municipal Affairs & Housing
Municipal Services Office - Southwestern
659 Exeter Road, 2nd Floor
London, Ontario
N6E 1L3
Bruce.curtis@ontario.ca

Ms. Holly Simpson
Area Biologist
Ministry of Natural Resources
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario
N7M 5L8

Lisa Myslicki
Environmental Advisor
Professional Services
Infrastructure Ontario Professional Services
1 Dundas Street West, Suite 2000
Toronto, Ontario
M5G 2L5

Ms. Rebecca Belanger
Conservation Planner
Essex Region Conservation Authority
360 Fairview Avenue West
Suite 311
Essex, Ontario
N8M 1Y6
RBelanger@erca.org

Ms. Daraleigh Irving
District Planner
Ministry of Natural Resources
353 Talbot Street West
Aylmer, Ontario
N5H 2S8
Daraleigh.irving@ontario.ca

Ms. Heather Levecque
Manager, Consultation Unit
Ministry of Aboriginal Affairs
Aboriginal Relations and Ministry Partnership Division
160 Bloor St E
9th Floor
Toronto, Ontario
M7A 2E6
Heather.Levecque@ontario.ca

Mr. Jeremy Wychreschuk
Essex Region Conservation Authority
360 Fairview Avenue West
Suite 311
Essex, Ontario
N8M 1Y6

Mr. Warren Kennedy
Director of Education
Greater Essex County District School Board
451 Park Street West
P.O. Box 210
Windsor, Ontario
N9A 6K1

Mr. Paul Picard
Director of Education
Windsor-Essex Catholic District School Board
1325 California Avenue
Windsor, Ontario
N9B 3Y6

Mr. Rob Lyons
Program Manager, Health Inspection Department
Windsor Essex County Health Unit
1005 Oulette Avenue
Windsor, Ontario
N9A 4J8

Ms. Gabrielle McMillan
Manager of Student Transportation
Student Transportation Services
360 Fairview Avenue West
Suite 318
Essex, Ontario
N8M 3G4

Ms. Janine Griffore
Director of Education
Conseil Scolaire de District des Ecoles Catholiques du Sud-
Ouest
7515 Forest Glade Dr
Windsor, Ontario
N8T 3P5

Monsieur Jean-Luc Bernard
Director of Education
Conseil Scolaire Viamonde
116 Cornelius Pkwy
Toronto, Ontario
M6L 2K5

Mr. Rob Larret
Planning Manager
Transit Windsor
3700 North Service Road East
Windsor, Ontario
N8W 5X2

Sergeant Jim Thomas
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario
N8M 2Y2

Provincial Constable S.W. Johnston
Ontario Provincial Police
Essex Detachment
P.O. Box 910
Essex, Ontario
N8M 2Y2

Inspector Kent Skinner
Regional Manager - Traffic and Marine
Ontario Provincial Police
6355 Westminster Drive
P.O. Box 57, Lambeth Stn
London, Ontario
N6P 1T2

Mr. Dean Wilkinson
Operations Manager
Essex-Windsor EMS
920 Mercer Street,
2nd Floor
Windsor, Ontario
N9A 1N6

Mr. Conrad Marier
Liaison Officer
Central Ambulance Communications Centre
4510 Rhodes Drive
Suite 320
Windsor, Ontario
N8W 5K5

Chief Gary Smith
c/o Barry Horrobin, Director of Planning
Windsor Police
P.O. Box 60
Windsor, Ontario
N9A 6J5

Fire Chief David Fields
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario
N9A 1H7

Mr. Al Reaume
Deputy Chief of Operations
Windsor Fire and Rescue
815 Goyeau Street
Windsor, Ontario
N9A 1H7

Fire Chief Don Williamson
Lakeshore Fire Rescue
419 Notre Dame
Belle River, Ontario
N0R 1A0

Fire Chief Ken McMullen
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Inspector Bob Hamilton
Town of Tecumseh Fire/Rescue
985 Lesperance Road
Tecumseh, Ontario
N8N 1W9

Utilities and Airport

Mr. Walter Kloostra
Transmission Lines Sustainment Manager
Hydro One Networks Inc.
483 Bay Street
TCT 15
Toronto, Ontario
M5G 2P5

Mr. Richard LePage
Bell Canada
P.O. Box 1601
1149 Goyeau Street
Windsor, Ontario
N9A 6R8

Mr. Mike Weingust
System Planner-Windsor
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario
N8X 1T5

Mr. Bill Sorrell
Western Ontario Planning Leadhand
Cogeco Cable Inc.
2525 Dougall Avenue
Windsor, Ontario
N8X 1T5

erip@cogeco.ca

Mr. Marvio Vinhaes
ENWIN Utilities
P.O. Box 1625, Stn A
4545 Rhodes Drive
Windsor, Ontario
N9A 5T7

Mr. Norbert Poggio
Director, Water Engineering
Windsor Utilities Commission
4545 Rhodes Drive
P.O. Box 1625, Station A
Windsor, Ontario
N9A 5T7
npoggio@enwin.com

Mr. Ed Farwell
Union Gas Limited
650 Division Road
P.O. Box 700
Windsor, Ontario
N9A 6N7

Mr. Sam Sathanantham
Windsor Utilities Commision
4545 Rhodes Drive
P.O. Box 1625, Station A
Windsor, Ontario
N9A 5T7

Ms. Federica Nazzani
President and CEO
Windsor Airport
3200 County Road 42
Windsor, Ontario
N9A 6J3
fnazzani@city.windsor.on.ca

Mr. Phil Roberts
Director of Operations
Windsor Airport
3200 County Road 42
Windsor, Ontario
N9A 6J3
proberts@yqg.ca

Interest Groups/Stakeholders

c/o Susan Vadori Committee Coordinator
Windsor Bicycling Committee
Council Services
350 City Hall Square W
Rm 203
Windsor, Ontario
N9A 6S1

Essex County Field Naturalists' Club
Devonshire Mall P.O.
P.O. Box 23011
Windsor, Ontario
N8X 5B5

Mr. Brent Groves
Co-ordinator
Essex County Stewardship Network
870 Richmond Street West
P.O. Box 1168
Chatham, Ontario
N7M 5L8

J. Calhoun
Windsor Heritage Committee
City of Windsor Planning Department
400 City Hall Square E.
Suite 404B
Windsor, Ontario
N9A 7K6

Mr. Derek Coronardo
Citizens Environmental Alliance
1950 Ottawa Street
Windsor, Ontario
N8Y 1R7

c/o Averil Parent and Sue Vadori
Windsor Essex County Environmental Committee
350 City Hall Square W
Rm 203
Windsor, Ontario
N9A 6S1

Mr. Tom Bain
County Warden
County of Essex
360 Fairview Avenue West
Suite 202
Essex, Ontario
N8M 3G4

Jay Goldberg

From: CAU-UCA <CAU-UCA@aadnc-aandc.gc.ca>
Sent: October-17-12 1:22 PM
To: jeugeni@city.windsor.on.ca; jmustac@countyofessex.on.ca; Heather Templeton; rakesh.shreewastav@ontario.ca
Subject: Aboriginal consultation information - Lauzon Parkway improvements project

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Lauzon Parkway

Hello Project Leadership,

I am writing on behalf of the Consultation and Accommodation Unit (CAU) of Aboriginal Affairs and Northern Development Canada (AANDC).

As a rule, AANDC officials do not participate in environmental assessments that pertain to projects off-reserve, nor does the department track how other parties carry out their EA or consultation activities where no reserve lands or AANDC programs are involved. Therefore in future, **please omit AANDC officials from your public information notification for projects that do not intersect with reserve lands or engage AANDC programs**. This information has been relayed to the Ministry of Environment, and their contact list will be updated shortly.

If you are contacting AANDC to request Aboriginal consultation information, please **reply** and I will be happy to provide it. The CAU's Consultation Information Service (CIS) has been established as a 'single window approach' to help co-ordinate departmental responses to consultation-related queries coming from federal departments and third parties. We provide information (generally within a 100 km radius of a project) related to Aboriginal groups and their asserted or established Aboriginal and/or treaty rights and claims, to the extent that these are known by AANDC.

Future requests for Aboriginal consultation information from AANDC, can be submitted directly to the following mailbox: UCA-CAU@aadnc-aandc.gc.ca. To facilitate a more timely response, use the following subject heading in your e-mail: request for '**Aboriginal consultation information**'.

Kind regards,

Allison Berman
Regional Subject Expert for Ontario
Consultation and Accommodation Unit
Aboriginal Affairs and Northern Development Canada
5H- 5th Floor,
Gatineau, QC K1A 0H4
Tel: 819-934-5267

Jay Goldberg

From: Turvey, Amber (MTO) <Amber.Turvey@ontario.ca>
Sent: October-18-12 9:06 AM
To: Felker, Bob (MTO)
Cc: Heather Templeton
Subject: FW: Lauzon Parkway Improvements Class EA study - Notice of Public Information Centre #2

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Lauzon Parkway

FYI - Response from Caldwell First Nation regarding PIC 2.

I have included Heather in CC in case this response needs to be filed in consultation records.

Amber Turvey | Assistant Environmental Planner

-----Original Message-----

From: louise Hillier [<mailto:wlh@porchlight.ca>]
Sent: October 17, 2012 7:19 PM
To: Turvey, Amber (MTO)
Subject: Re: Lauzon Parkway Improvements Class EA study - Notice of Public Information Centre #2
Importance: High

> Good Evening Amber

In the future, I would ask that you use my email address cfnchief@live.com

The porchlight address is still on dial-up and is the last one I access for emails. I can also be reached at the office at 519-322-1766.

As there is an environmental assessment being undertaken, Caldwell First Nation does have archeology monitors that have gone on-site at other projects.

Thanks

Chief Hillier

Dear Chief Hillier,

>
> Please find attached, correspondence concerning the Notice of Public
> Information Centre #2 for the Lauzon Parkway Improvements Class EA study.
> The study area encompasses the Little River watershed, which drains
> into Lake St. Clair. Investigations for Cultural Heritage -
> Archaeology will be completed as part of this environmental assessment.

>
> A hard copy was sent under separate cover.
>
>
> Amber Turvey | Assistant Environmental Planner
>
> Project Delivery Office | Windsor BIIG | Ontario Ministry of
> Transportation
>
> 659 Exeter Road, 1st Floor, London, Ontario, N6E 1L3
>
> Telephone 519.873.4004 | E-mail
> amber.turvey@ontario.ca<mailto:amber.turvey@ontario.ca>
>
>

Jay Goldberg

From: Jay Goldberg
Posted At: October-23-12 5:12 PM
Conversation: [REDACTED]
Subject: [REDACTED]

Sophie Malcangi called Michael Chiu on October 23, 2012 representing the Canadian Tire on Walker Road north of the Walker Road/E-W Arterial intersection.

Sophie asked if the position of the intersection has changed since PIC 1 and if the preferred design will affect their property.

Jay Goldberg notified Sophie that the location of the intersection has not change and notified her of the preferred intersection/RIRO design.

Sophie noted that they do not have access to 7th Concession Road. and Jay notified her that they will not be affected by the proposed changes.

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

Jay Goldberg

From: Trandafilovski, Aleksandar <Aleksandar.Trandafilovski@navcanada.ca>
Sent: October-24-12 10:17 AM
To: Heather Templeton
Cc: Ontario Region, Transport Canada; Phil Roberts, Windsor Airport - CYQG
Subject: 12-4520: Highway improvements (W.O. 3211012 Lauzon Parkway - Windsor) - Windsor, ON
Attachments: 12-4520 Letter to proponent.pdf
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Lauzon Parkway

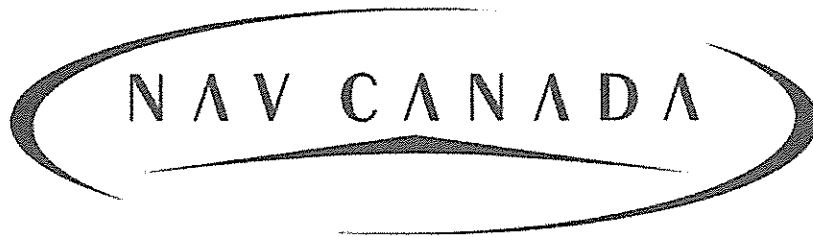
Hello Michael,

Please find attached a letter from NAV CANADA regarding your highway improvements (W.O. 3211012 Lauzon Parkway - Windsor) submitted on 2012-10-19.

If you have any questions, please don't hesitate to contact me.

Regards,

Alex Trandafilovski
Land Use Specialist, Aeronautical Information Services
NAV CANADA
tel (613) 248-4009 / toll-free (866) 577-0247
fax (613) 248-4094
e-mail: aleksandar.trandafilovski@navcanada.ca



October 24, 2012

Your file
W.O. 3211012 Lauzon Parkway - Windsor
Our file
12-4520

Mr. Michael Chiu
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON
L5K 2P8

RE: Development Proposal/Plans: Highway improvements - Windsor, ON

Mr. Chiu,

We have evaluated the captioned proposal and NAV CANADA has no objection to the project as submitted. Once additional details of any future developments are available, insure that prior to any construction a Land Use Submission is filed due to the proximity of Windsor Airport. Transport Canada provides guidelines in document TP1247 – Aviation – Land Use in the Vicinity of Airports.

In the event that you should decide not to proceed with this project, please advise us accordingly so that we may formally close the file. If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, Industry Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Industry Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA Engineering as deemed necessary.

Yours truly,

A handwritten signature in black ink, appearing to read "Aleksandar Trandafilovski".

Aleksandar Trandafilovski
for
David Legault
Manager, Data Collection
Aeronautical Information Services

cc ONTR - Ontario Region, Transport Canada
CYQG - WINDSOR

Jay Goldberg

From: Myslicki, Lisa (IO) <Lisa.Myslicki@infrastructureontario.ca>
Sent: December-25-12 3:56 PM
To: Heather Templeton; Shreewastav, Rakesh (MTO)
Subject: Lauzon Parkway Improvements
Attachments: Scanned from a Xerox multifunction device.pdf; EA notice letter Dec 2012.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Lauzon Parkway

Good afternoon,

please find the attached for your information.

Regards,

Lisa Myslicki
Environmental Advisor
Ontario Infrastructure and Lands Corporation
Direct: 416 212 3768
· (416) 212-1131
lisa.myslicki@infrastructureontario.ca

· please consider the environment before printing this e-mail.

The contents of this e-mail and any attachments are intended for the named recipient(s). This e-mail may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. If you have received this message in error, or are not the named recipient(s), immediately notify the sender and permanently delete this message without reviewing, copying, forwarding, disclosing or otherwise using it or any part of it in any form whatsoever.

Le contenu du présent courriel et de toute pièce jointe est réservé au destinataire ou aux destinataires nommément désignés. Ce courriel peut renfermer des renseignements privilégiés, confidentiels et/ou exemptés de divulgation en vertu de la loi applicable. Si vous avez reçu le présent message par erreur ou si vous n'êtes pas le destinataire ou les destinataires nommément désignés, veuillez en aviser immédiatement l'expéditeur et effacer de façon permanente le présent message sans l'examiner, le copier, le transmettre, le divulguer ni l'utiliser autrement, en tout ou en partie, de quelque façon que ce soit.

-----Original Message-----

From: Noronha, Keith (IO)
Sent: Friday, October 19, 2012 11:18 AM
To: Myslicki, Lisa (IO)
Subject: Your scanned documentation

December 25, 2012

Thank you for circulating Infrastructure Ontario (formerly the Ontario Realty Corporation) on your Notice. Infrastructure Ontario (IO) is the strategic manager of the provincial government's real estate property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing real estate property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO manages lands that fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed lands. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or it's predecessors (listed below) ownership. Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO is obligated to complete due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines. IO managed lands can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Heritage Management Process & Class Environmental Assessment (EA) Process

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The IO (formerly Ontario Realty Corporation) Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: <http://www.ontariorealty.ca/What-We-Do/Heritage.htm>). Through this process, IO identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that IO considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MOI's Class EA

*IO is required to follow the MOI Class Environmental Assessment Process for **Realty Activities Not Related to Electricity Projects (MOI Class EA)**. The MOI Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the MOI Class EA please visit the Environment and Heritage page of our website found at <http://www.infrastructureontario.ca/What-We-Do/Buildings/Realty-Services/Environmental-Management/Class-EAs/>*

Please note that completion of any EA process does not necessarily provide an approval for IO's EA process unless the alternative EA incorporates IO's applicable Class EA requirements.

If the MOI Class EA is triggered, and deferral to another ministry's or agency's Class EA or individual EA is requested, the alternative EA will be subject to a critical review prior to approval for any signoff of a deferral by the proponent. The alternative EA needs to fulfill the minimum criteria of the MOI Class EA. When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MOI Class EA (e.g., if the proponent identifies the need to acquire land owned by MOI, then "acquisition of MOI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MOI's/IO's specific stakeholders, such as the MNR, must be documented with the relevant information corresponding to MOI's/IO's undertaking and the associated maps. In addition to *archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA)*, on IO lands should also be incorporated into the alternative EA study. Deficiencies in any of these requirements could result in an inability to defer to the alternative EA study and require completing MOI's Class EA prior to commencement of the proposed undertaking.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

If an EA for this project is currently being undertaken and **only if** the undertaking directly affects all or in part any IO-managed property, please send the undersigned a copy of the DRAFT EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MOI Class EA requirements can be met through the EA study.

Please remove IO from your circulation list, with respect to this project, if there are no IO managed lands in the study area. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,



Lisa Myslicki
Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

OLC: Ontario Lands Corporation
ORC: Ontario Realty Corporation
PIR: Public Infrastructure and Renewal
MGS: Ministry of Government Services
MBS: Management Board and Secretariat
MOI: Ministry of Infrastructure
MTO: Ministry of Transportation
MNR: Ministry of Natural Resources
MEI: Ministry of Energy and Infrastructure

Jay Goldberg

From: npoggio@enwin.com
Sent: October-18-12 2:29 PM
To: Heather Templeton
Subject: Lauzon Parkway/ County Rd 42 Improvements

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Lauzon Parkway

Mr. Chiu

The Windsor Utilities Commission (WUC) requires a corridor for future transmission mains on CR42 and Lauzon Rd./ Lauzon Pkwy. The existing transmission main on CR42 will continue easterly to Lauzon Prkwy or Lauzon Rd along the alignment as it exists at 8th Concession Rd. The alignment for the proposed section of pipeline running north on Lauzon Pkwy or Lauzon Rd to Banwell Rd. and the CP tracks has yet to be determined.

Regards,

Norbert V. Poggio P. Eng.
Director, Water Engineering
Windsor Utilities Commission
4545 Rhodes Dr. P.O. Box 1625, Stn. "A" Windsor ON N9A 5T7
Tel: (519) 251-7300 x295
Fax: (519) 251-7316
Mobile: (519) 796-2784
email: npoggio@enwin.com

Jay Goldberg

From: Muller, Joseph (MTCS) <Joseph.Muller@ontario.ca>
Sent: October-26-12 2:27 PM
To: Heather Templeton; Shreewastav, Rakesh (MTO); 'jmustac@countyofessex.on.ca'; 'jeugeni@city.windsor.on.ca'
Subject: Lauzon Parkway improvements EA

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Lauzon Parkway

Hello:

Thank-you for the recent notice of the second PIC for this EA project – I now have carriage of this file. I understand that a Stage 1 archaeological assessment has been conducted for this EA project (although the report has yet to be received by the Ministry of Tourism Culture and Sport, or has not been entered into the register of reports). In addition, we have received a draft inventory report on built heritage and cultural heritage landscape resources within the scope of this EA. I have also reviewed the display boards and associated information from the PIC available online. This email is a quick check in to determine whether any further work has been carried out for the cultural heritage resource component of this EA project, on either of the archaeology or built heritage/cultural heritage landscape sides. Thank-you for your assistance,

Joe

Joseph Muller, RPP, MCIP

Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Culture Services Unit

401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Tel. 416.314.7145 | Fax. 416.314.7175

Jay Goldberg

From: Trandafilovski, Aleksandar <Aleksandar.Trandafilovski@navcanada.ca>
Sent: November-14-12 9:42 AM
To: Heather Templeton
Subject: RE: 12-4520 - W.O. 3211012 Lauzon Parkway - Windsor

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Lauzon Parkway

Hello Heather,

The information in your correspondence only referred to the Public Information Session #2, pointing to the consultation stage of the project, without any concrete plans and our letter reflect that. Diane was under the impression that there were some concrete plans for this project and that is why she has asked for more data. Once you have more concrete plans you can use the resources she has directed you to.

Hope this clears confusion.

Alex Trandafilovski
Land Use Specialist, Aeronautical Information Services
NAV CANADA
tel (613) 248-4009 / toll-free (866) 577-0247
fax (613) 248-4094
e-mail: aleksandar.trandafilovski@navcanada.ca

From: Heather Templeton [<mailto:HTempleton@mrc.ca>]
Sent: November 14, 2012 8:56 AM
To: Lévesque, Diane
Cc: Michael Chiu; Jay Goldberg; Trandafilovski, Aleksandar; Ontario Region, Transport Canada; Phil Roberts, Windsor Airport - CYQG
Subject: RE: 12-4520 - W.O. 3211012 Lauzon Parkway - Windsor

Diane,

Thank you for your email in response to the letter regarding the Lauzon Parkway Improvements Environmental Assessment (EA) Study, Notice of Public Information Centre #2.

Our team also recently received a separate letter from Nav Canada by email from Alex Trandafilovski, Land Use Specialist, Aeronautical Information Services, NAV CANADA (see attached), which indicates that Nav Canada has completed a review of the project and has no objections at this time.

I have also reviewed your email and the additional information attached to your email, and am unclear what additional information Nav Canada require's at this time. The spreadsheet you requested we fill out appears to be for Wind Turbines; however, this EA Study regarding road improvements to Lauzon Parkway, County Road 42, and E-W Arterial.

If you have any questions or need any additional information related to the project, please feel free to give me a call.+

Thanks,

Heather

Heather Templeton, P.Eng.

Project Engineer
Associate
Transportation Planning

McCormick Rankin | A member of **MMM Group**

t: 905.823.8500 x1378 | f: 905.823.8503

From: Lévesque, Diane [<mailto:Diane.Levesque@navcanada.ca>]

Sent: October-19-12 2:29 PM

To: Heather Templeton

Subject: 12-4520 - W.O. 3211012 Lauzon Parkway - Windsor

Importance: High

Hello,

We would need more information to proceed with the assessment of your project.

To submit with Land Use Nav Canada, you will find the necessary forms and information on our website www.navcanada.ca.

Here is the link for the Land Use submission form:

<http://www.navcanada.ca/NavCanada.asp?Language=en&Content=ContentDefinitionFiles\Services\LandUseProgram\FormsReference\default.xml>

Please email the form and a 50k topographic map to landuse@navcanada.ca.

To list all the coordinates you could use the spreadsheet attached.

Please call if you have any questions.

Thank you.

Diane Levesque

Land Use
AIS Data Collection, NAV CANADA
Toll free: 1-866-577-0247
Fax: (613) 248-4094
Email: landuse@navcanada.ca

Jay Goldberg

From: CASO-SACO <CASO-SACO@tc.gc.ca>
Sent: November-14-12 8:56 AM
To: Heather Templeton
Subject: RE: 12-4520 - W.O. 3211012 Lauzon Parkway - Windsor

Your email message sent to the Civil Aviation Services Ontario email account (CASO-SACO@tc.gc.ca) has been received. Your request will be processed by our office in the order in which it was received and in accordance with our published Civil Aviation Service Standards, available at: <http://www.tc.gc.ca/eng/civilaviation/opssvs/servicestandards-549.htm>.

To speak with a staff member in our Toronto office regarding your request, please call (416) 952-0230, or call our toll free number 1-800-305-2059, and select option 8. Please note that fee payments can also be made via telephone at the same toll free number, by selecting option 1.

To provide feedback on our service please use our Civil Aviation Issues Reporting System, (CAIRS) found at the following link <http://www.tc.gc.ca/CAIRS>.

Nous accusons réception de votre message envoyé au compte courriel des Services de l'aviation civile de la région de l'Ontario, SACO-CASO@tc.gc.ca. Notre bureau traitera votre demande dans l'ordre où elle a été reçue et selon les normes de service de l'Aviation civile officielles que vous pouvez consulter à <http://www.tc.gc.ca/fra/aviationcivile/opssvs/normesdeservice-549.htm>.

Pour parler à un employé de notre bureau à Toronto au sujet de votre demande, veuillez appeler au 416-952-0230, ou au numéro sans frais 1-800-305-2059, et choisir l'option 8. Veuillez noter que vous pouvez également payer des droits par téléphone au même numéro sans frais en choisissant l'option 1.

Pour nous faire part de vos commentaires sur nos services, veuillez utiliser le Système de signalement des questions de l'Aviation civile (SSQAC) qui se trouve au lien suivant : <http://www.tc.gc.ca/CAIRS>.

REQUIRED CHANGES TO THE PLANS FOR THE

Lauzon Parkway Improvements Environmental Assessment

REQUESTED & PRESENTED BY:



&



NOVEMBER 27, 2012

PRESENTED TO:

CITY OF WINDSOR,

COUNTY OF ESSEX,

PROVINCE OF ONTARIO MINISTRY OF TRANSPORTATION

Through their representatives and consultants as named below:

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
Windsor, ON N9A 1L9

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. Bob Felker, BES
Environmental Planner
Project Delivery Office
Ministry of Transportation
Windsor Border Initiatives Implementation Group
659 Exeter Road
London ON N6E 1L3

1

**EXECUTIVE
SUMMARY &
AGREED ITEMS**

2

**ADDITONAL
ACCESSES**

3

ROUNDAABOUT

4

**FOUR LANE
CROSS
SECTION**

5

**OVERPASSES &
ATTACHMENTS**

EXECUTIVE SUMMARY

1. ITEMS CURRENTLY IN AGREEMENT:

The following page outlines the East Pelton Secondary Plan which contains the items that have been agreed to be included into the EA Plan which include:

- a. A roundabout located at the approximate centre of the existing Windsor Christian Fellowship (WCF) pole barn which will be removed. The access centre of the roundabout will align with the existing driveway to the east of the WCF building;
- b. A roundabout at the intersection of the new north/south collector road on the easterly boundary of the WCF lands;
- c. An east/west collector road on the north boundary of the WCF lands with a full movement driveway access as shown to align with the driveway to the main entrance canopy of the WCF;

2. ADDITIONAL ACCESSES REQUIRED:

- a. Additional access is required to the east of the CN tracks to align with the main entrance canopy of the WCF;
- b. A right-in right-out access is required to the 4500 Walker Road land from the new east/west arterial road as shown on Stantec plans;
- c. A full movement access is required, centered between the two roundabouts mentioned in items 1a & 1b.

3. ROUNDABOUT:

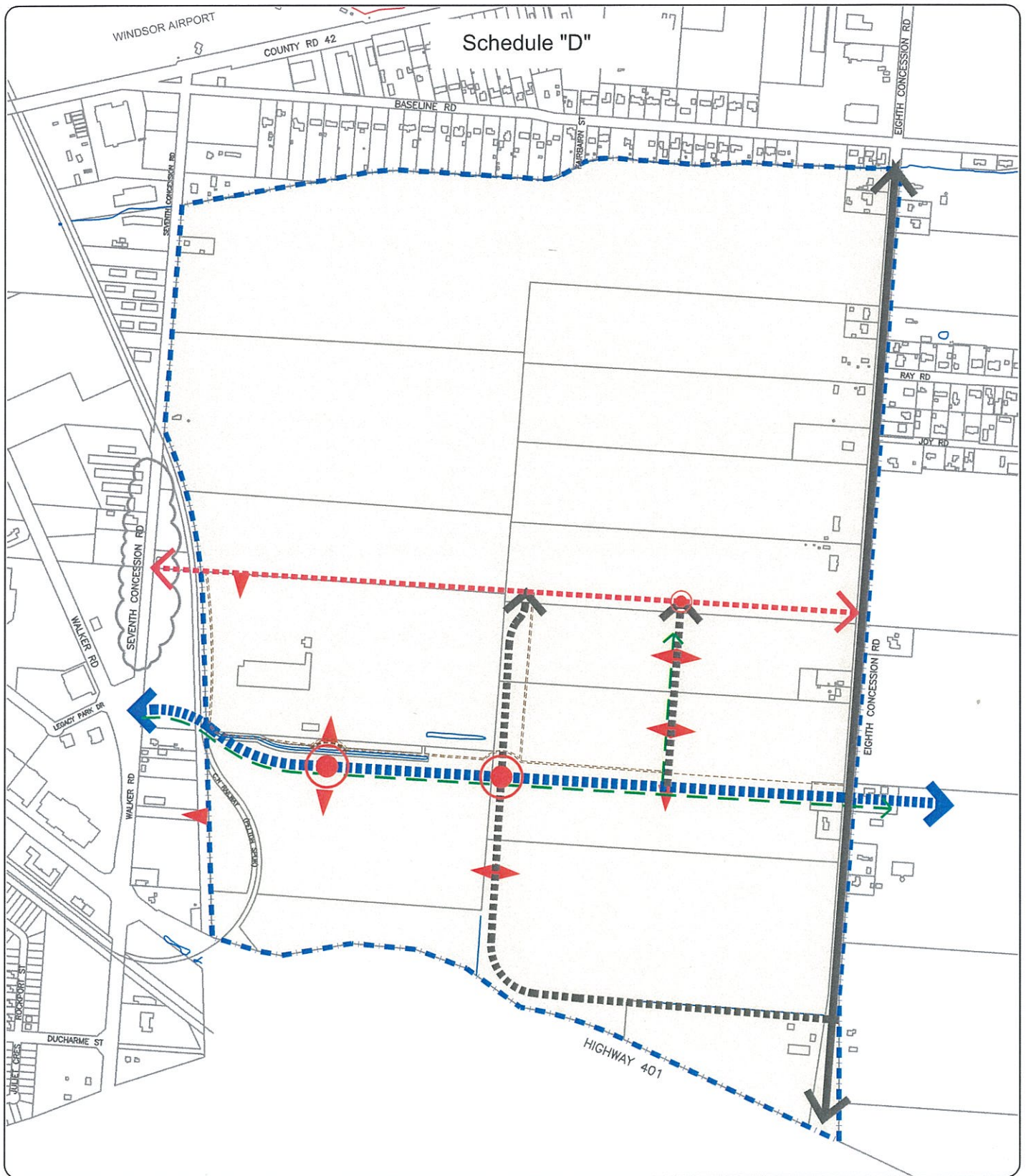
A five leg roundabout is required at the intersection of Walker Road with Legacy Park Dr. and the extension of the Legacy Parkway and 7th Concession as conceptually shown on the Stantec plan.

4. FOUR LANE CROSS SECTION:

The extension of the Legacy Parkway is required to be a four lane cross section from the Walker Road roundabout to 8th Concession.

5. OVERPASSES:

Overpasses (with cloverleaf accesses) should be considered for County Rd. 42 at the new Lauzon Parkway extension and for the Legacy Parkway extension at Lauzon Parkway extension.



Schedule "D"

Schedule EP-3: Major Road Plan East Pelton Planning Area

LEGEND

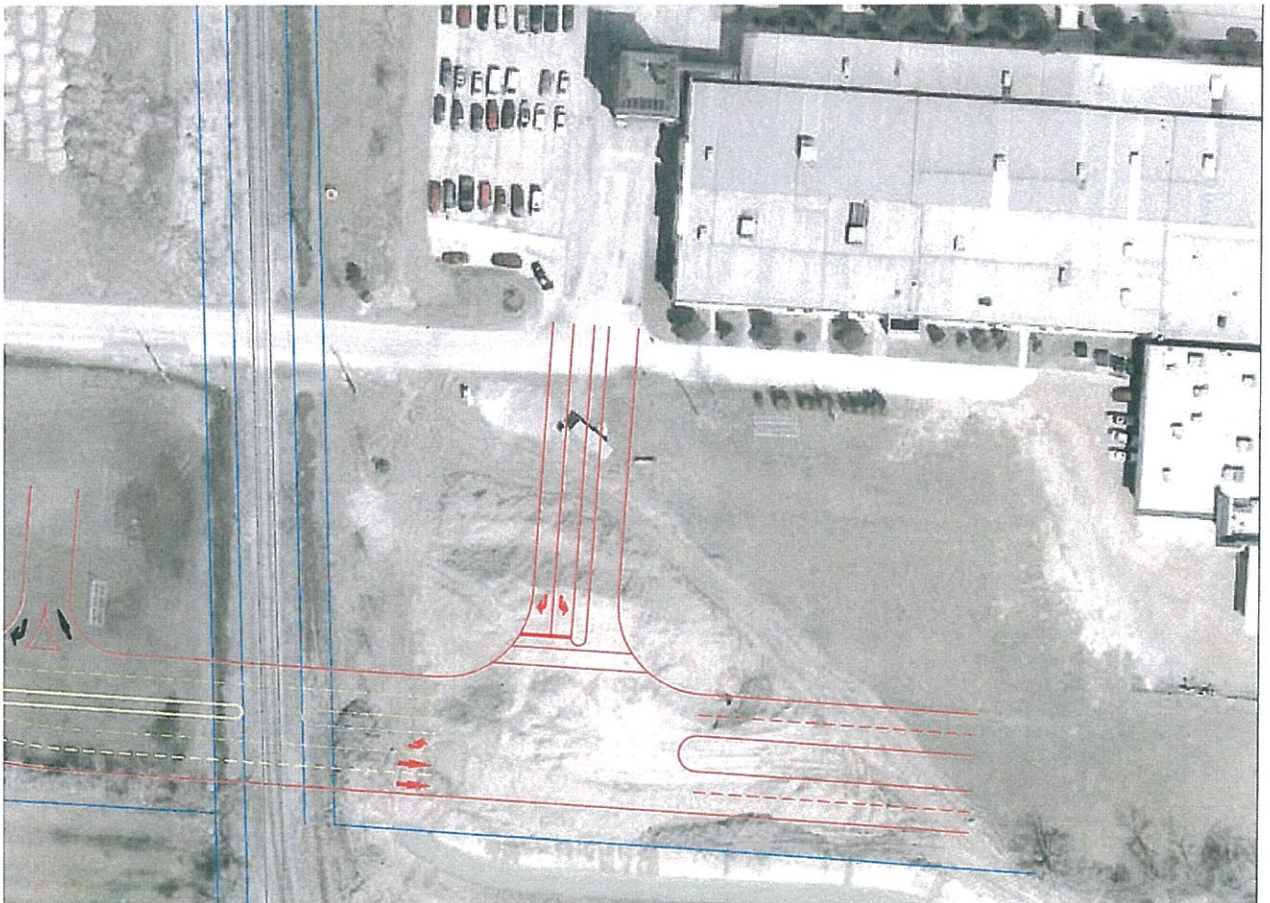
- SECONDARY PLAN BOUNDARY
- PROPOSED ARTERIAL ROAD (CLASS I)
- PROPOSED COLLECTOR ROADS (CLASS I)
- PROPOSED COLLECTOR ROADS (CLASS II)
- COLLECTOR ROADS (CLASS I)
- ROUNDABOUT
- PROPERTY ACCESS
- BIKEWAY
- TRANSIT WINDSOR (PROPOSED)
- ALIGNMENT OF 7th CONCESSION RD TO BE EVALUATED



ADDITIONAL ACCESSES REQUIRED

1. WINDSOR CHRISTIAN FELLOWSHIP MAIN ACCESS:

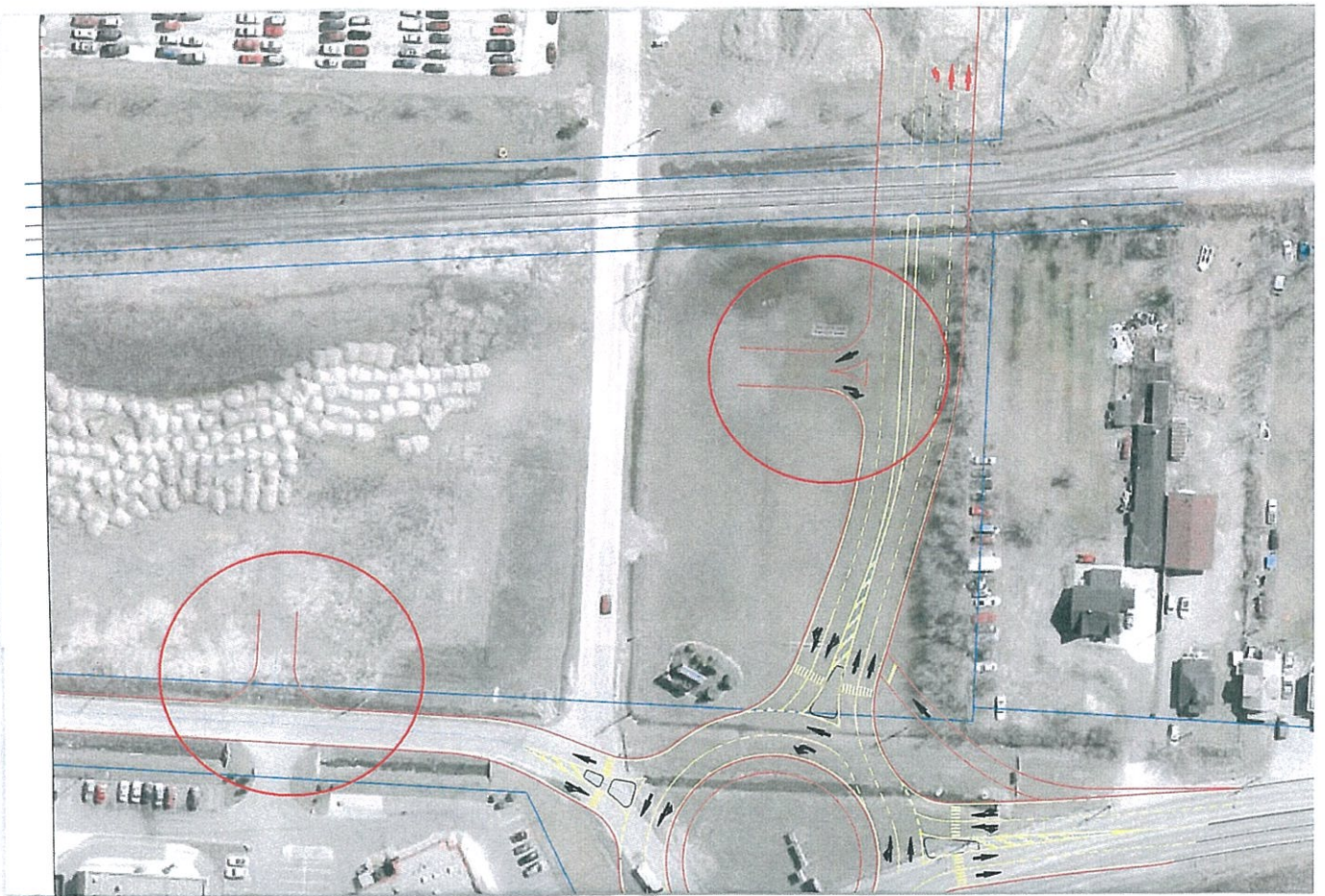
The survival of the existing operation of the Windsor Christian Fellowship depends upon the location of viable full movement access onto the extension of Legacy Parkway. This is achieved by the configuration shown:





Company Name
Subject Description
Date

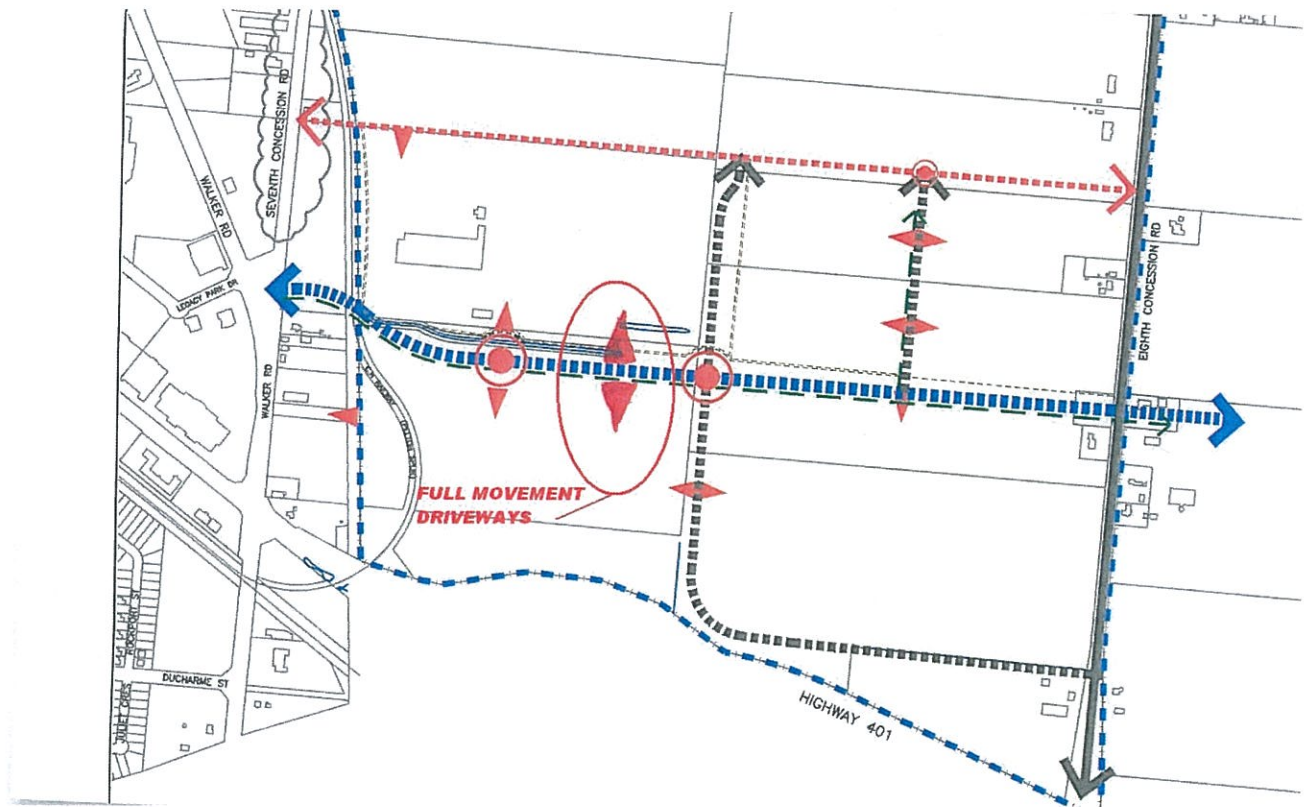
2. A right-in and right-out access is required to the Legacy Parkway extension and one in alignment with the existing driveway beside Boston pizza for the 4500 walker road land. Further accesses onto 7th concession will be required but established at Site Plan approval stage:





Company Name
Subject Description
Date

3. All movement access driveway is required to be centered between the roundabouts as shown:



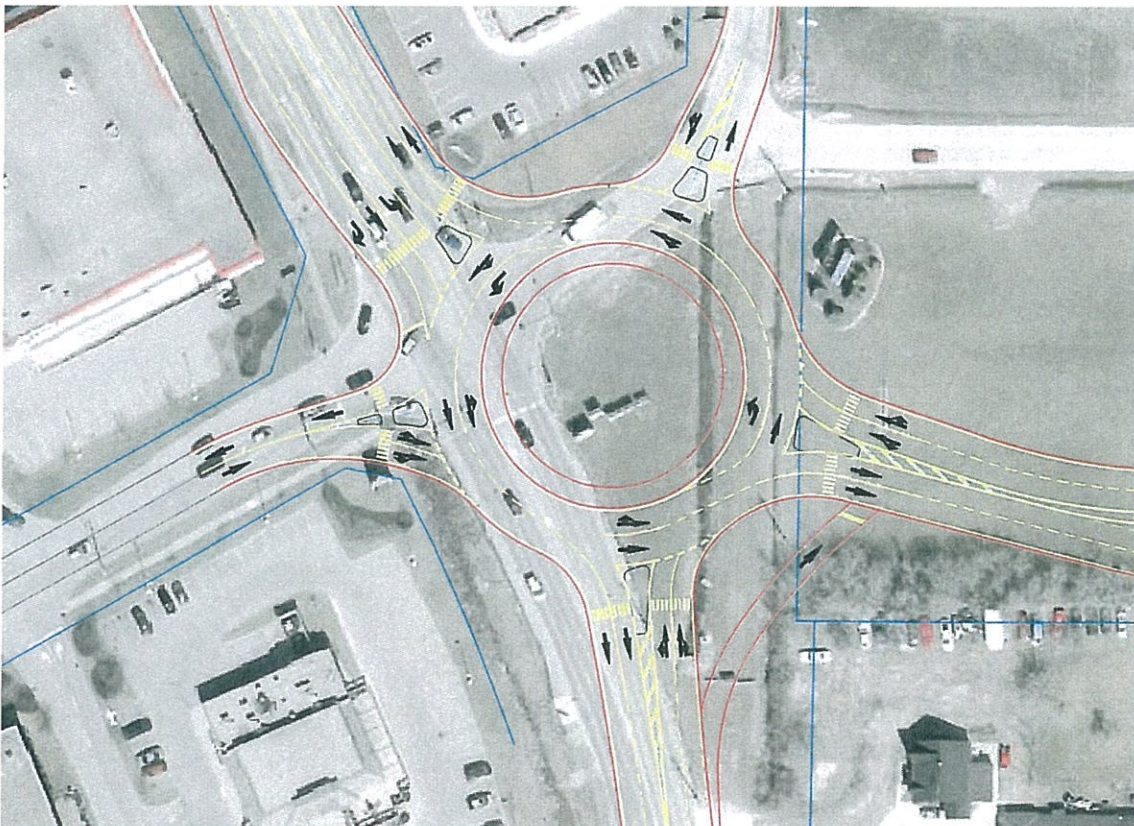
ROUNDAOBOUT REQUIRED

1. WALKER ROAD; LEGACY PARK DR.; 7TH CONCESSION AND LEGACY PARKWAY EXTENSION:

This intersection forms the basis for access to all lands along 7th Concession, the access to 4500 Walker Rd from the Legacy Park extension and the main access to the Windsor Christian Fellowship organization.

In accordance with the letter from Stantec Consultants attached the roundabout option forms the best solution for this intersection. A detailed engineered plan can be drafted to address all of the issues including truck movements, traffic volumes, land assembly and the operation of a five leg roundabout.

Many cases exist that show that roundabouts are best suited to address the issue of odd configurations of multiple road networks and, in fact, the design of the intersection of 7th concession, Baseline Rd. and County Rd. #42, subject of this EA plan is a prime example.





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.

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

tmh w:\active\165601261_transportation_impact_statement_4500_walker\design\correspondence\let_ea_response_2012.11.26.docx



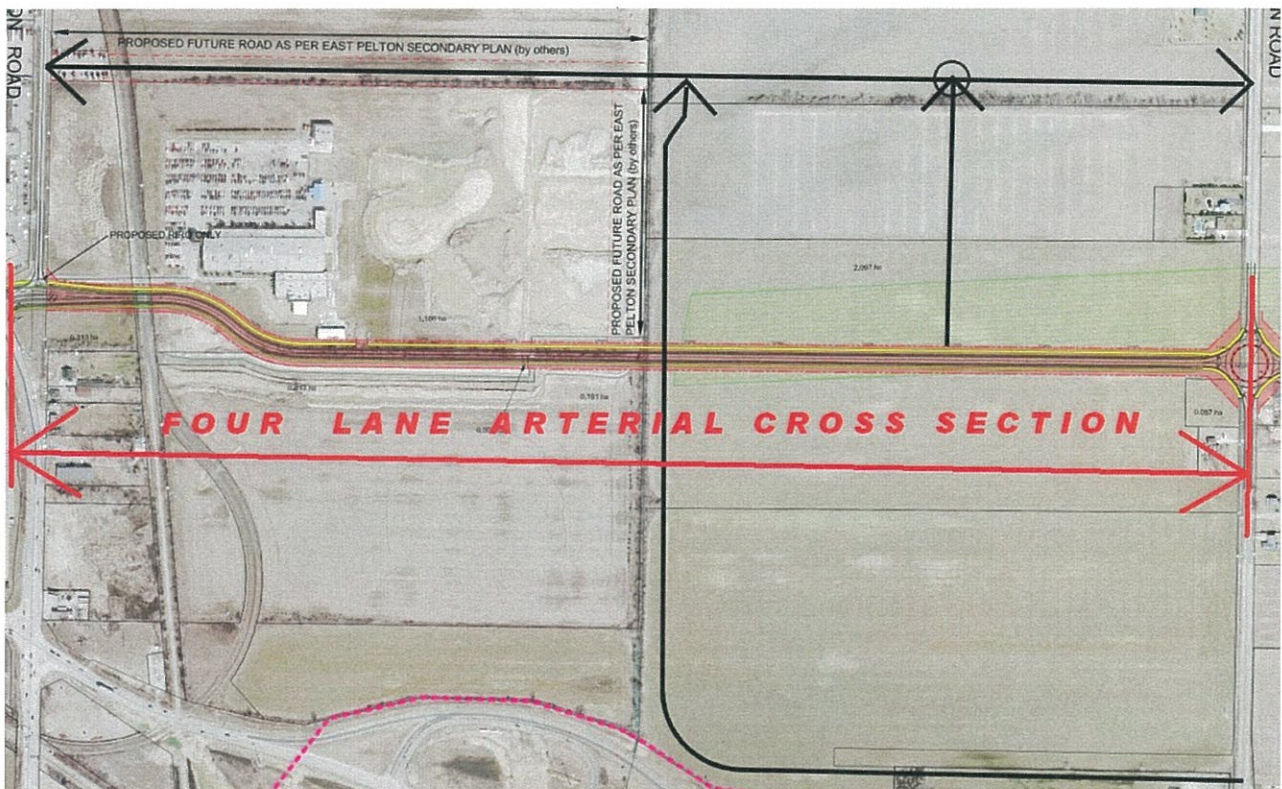
FOUR LANE ARTERIAL ROAD REQUIRED

The new east/west arterial class 1 road will begin at the node of the City of Windsor's largest commercial power centre. The road, referred to herein as "Legacy Parkway" will continue past the existing Windsor Christian Fellowship property which generates large influxes of traffic at all times of the day and week and not just on Sundays.

Further lands exist which are designated commercial in both the East Pelton Secondary Plan as well as the Official Plan for the City of Windsor. These lands, totaling over 70 acres in area, have donated portions of their holdings in the anticipation that a proper road network will be established and built in order to attract a commercial entity to the property.

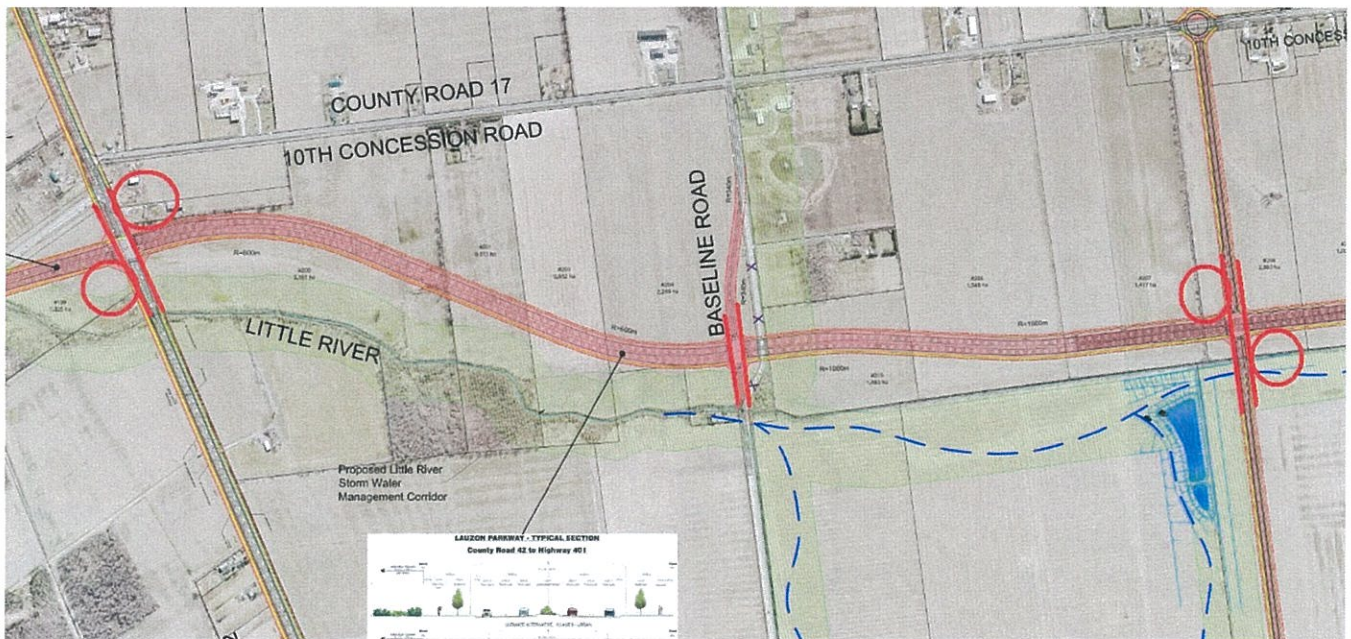
Also, the new Regional Southwest Detention Facility is located on 8th concession and will bring travelers from all over Southern Ontario to this location.

For these reasons alone and in accordance with the Stantec letter in the previous tab, we require the Legacy Parkway be designated as a four lane cross section with adequate accesses as aforementioned from Walker Rd. to at least the 8th Concession.



OVERPASSES IN LIEU OF INTERSECTIONS

Consideration should be given, in the ultimate build-out of these improvements, for overpasses with full cloverleaf accesses to be constructed at the intersections of both County Rd. #42 and the Legacy Parkway extension with the extension of Lauzon Parkway. Baseline Road could simply overpass and any connection to the Parkway would be via the Legacy Parkway:





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 black ink that reads "B. Ciaramitaro".

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



November 5, 2012

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

Mr. Bob Felker, BES
Ministry of Transportation
659 Exeter Rd.
London, ON N6E 1L3

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

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

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

Dear Sirs and Madames:

Re: Lauzon Parkway Improvements Environmental Assessment

As you are aware we are in contract to purchase the 6 acre parcel of land currently owned by the Windsor Christian Fellowship known as 4500 Walker Rd. This land is located strategically on the 7th Concession Rd. at the intersection of Walker Rd.

We have examined the plans for the new east/west arterial road that is part of this EA and would have the following serious concerns regarding the current technically preferred plans:

1. The east/west arterial road is only a two lane cross section. Four lanes would be required to fit this designation considering there is a rail crossing and several accesses that must be dealt with along the initial route easterly from Walker Rd.;
2. The intersection of 7th Concession with the east west arterial road is unacceptable as a right-in right-out only. This must be a full movement intersection and it would appear that this can only be solved by the design of a roundabout at this intersection. A roundabout is shown on the EA plans at the northern end of 7th Concession at County Rd. 42 near the Airport. This road would form a critical link to this area from the Airport and should therefore be treated as such with the full improvement to a roundabout.;



Company Name
Subject Description
Date

3. Accesses to the 4500 Walker Rd. property should be designed and shown on the plan as full movement accesses with appropriate lane designation and by-passes.
4. Accesses along the arterial road have not been shown in accordance with the East Pelton Secondary Plan. We understand that this is going to be amended and will withhold comment on this matter until we have seen the final plans;

In respect to another area of the EA study it would seem that as a further long term plan for the intersection of Lauzon Parkway with County Rd. 42 it should be seriously considered that County Rd. 42 overpass the Parkway. It seems unlikely that the current traffic jams that occur at this intersection would be resolved in any other way but by an overpass once County Rd. 17 is connected to Lauzon Rd.

We look forward to meeting with you on November 27th to review these issues and come to an agreement on the new plans for the east west arterial road.

Sincerely,

ROSATI CONSTRUCTION INC.

Dan McCulloch
Land Development Manager

Kathryn A. Hengl LLB
Corporate Counsel

DM:dm

Cc List: Nick Rosati; Nello Paolini; Brian Ciaramitaro



STAKEHOLDER MEETING

MINUTES OF MEETING (Revised Jan 25, 2013)

PROJECT: Lauzon Parkway Project

STAKEHOLDER: Windsor Christian Fellowship (WCF) & Rosati

FILE NO.: 3211012

DATE: November 27, 2012 **TIME:** 12:30 p.m. – 2:00 p.m.

PLACE: City of Windsor Office - 1266 McDougall Street

Brian Ciaramitaro	WCF
Brenda Harrison	WCF
Dan McCulloch	Rosati
Kathryn Hengl	Rosati
Tiziano Zaghi	Planner for Rosati
Tina Hawco	Stantec
Pam Brydges	Stantec
Garry Pappin (part-time via teleconference)	Stantec
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 the access issues associated with the proposed E-W Arterial.

MEETING MINUTES:

1. R. Shreewastav noted that the meeting was to hear WCF’s concerns about the proposed E-W Arterial.
2. D. McCulloch handed out a joint WCF/Rosati’s Submission entitled “Required Changes To The Plans For The Lauzon Parkway Improvements Environmental Assessment (November 27, 2012)”

3. Detailed Access Treatment

D. McCulloch requested the EA Plan to show a roundabout at the central access on the E-W Arterial as noted in the East Pelton Secondary Plan.

The City noted that the following:

- The EA is not required to show the details already approved in the Secondary Plan unless the EA is proposing new or different information from the Secondary Plan.
- The Lauzon Parkway EA has provided more details on the E-W Arterial in terms of road alignment, location of collector road intersections, but typically not future access to land parcels with future development.
- The E-W Arterial is a long-term project. The details for future access to land parcels is dependent on a number of factors including development phasing as set out in the Secondary Plans, private development proposals, municipal servicing master plans, and capital construction forecasts.

With respect to the WCF property holdings, M. Chiu summarized that the EA Plan has shown an access opening at the central access on the E-W Arterial – keeping the intent of the East Pelton Secondary Plan.

B. Ciaramitaro stated that in his opinion the access points for WCF should be part of the Class EA. Access to the canopy location at the western portion of the church property is critical to their operations. It is their strong concern that access to the eastern portion of the church property should not impact the use of the women's shelter.

WCF indicated that an existing property owner should be accommodated in regards to their access as they do not have the ability to change their building layouts like a new developer would.

It was noted that the aerial photo showing the E-W Arterial did not illustrate details of the current WCF development. However, the project team is aware of the existing structures and the parking. The layout for the E-W Arterial will show the access to the WCF property as per the East Pelton Secondary Plan.

It was noted that the current access to 4490 7th Concession Road is via a driveway which crosses the rail tracks through 4500 Walker Road, the parcel immediately west currently under the same ownership, to 7th Concession Road.

4. Additional Access

B. Ciaramitaro stated that the main (central) access approved in the Pelton East Secondary Plan is not conducive to the functional arrangement of the church facilities. WCF/Rosati requested two additional accesses to the East-West Arterial: 1) east of the CN tracks; 2) west of the CN tracks; and 3) east of the main central access, between the main central access and the future intersection with the future proposed N-S collector road.

WCF suggested shifting the road further south to remove the bend in the road to alleviate visibility issues where they are requesting access. M. Chiu advised that with respect to the

location of the requested additional access, the proximity to the railroad tracks is the issue. The road curvature is not the main issue. In addition, he noted that moving the E-W Arterial further south would result in a major issue with intersection at Walker Road due to the skew angle with Walker Road.

J. Eugeni noted that the proximity of any access to the tracks is a concern. A. Godo added that they will consider access matter when a development plan is submitted.

M. Cooke noted that the Pelton East Secondary Plan has included an access to a future E-W collector road on the north side of the WCF Property.

5. A Roundabout at Walker Rd / Legacy Park Dr / E-W Arterial / 7th Concession

WCF/Rosati, supported by their Consultant (Stantec), proposed a roundabout for Walker Rd / Legacy Park Dr / E-W Arterial / 7th Concession to keep direct access between 7th Concession and Walker Road.

M. Chiu noted that a capacity and operational analysis is not included in the Submission. A. Godo noted that the EA had completed a comprehensive analysis of such roundabout in the consideration of the intersection treatment alternatives.

M. Chiu explained that the City's approach in intersection treatment alternatives in the EA is to consider roundabout first before considering other alternatives. Therefore, the EA has conducted an extensive analysis to confirm the feasibility of a potential roundabout (of various sizes and configurations) at this location. To accommodate the 5-leg roundabout, the EA has also considered the south realignment of the E-W Arterial (similar to the one shown in the WCF/Rosati's Submission).

Basically, the EA finding indicated an overall level-of-service F resulting in long delay and very congested conditions. The EA used three traffic engineering software – Arcady; SimTraffic/Synchro, VISSIM – to assess the capacity of the roundabout. In addition to capacity issues, a roundabout at this location would also result in other traffic operational issues with respect to a 5-leg roundabout configuration with high total volume; imbalance traffic demands between major roads and minor roads; and, the impacts to the existing signal progression on Walker Road. M. Chiu advised that the analysis did not assume 'bypass' right-turn lanes; however, he noted that including the 'bypass' could improve the level of service but would not change the outcome of the analysis, i.e. would not address the operational and capacity deficiencies associated with a roundabout at that particular location.

The root concern identified was the restricted access between 7th Concession Rd and the East West Arterial, and ultimately Walker Road.

It was further discussed that the Preferred Alternative illustrated at the Public Information Centre was selected from the other options investigated as it provided right-in/right-out access to 7th Concession as opposed to completely eliminating access to/from the East West Arterial.

It was agreed that WCF/Rosati would conduct its own capacity and operational analysis to confirm the feasibility of a roundabout and provide it to the Project Team for further

review.6. Four-lane E-W Arterial

WCF/Rosati requested that the E-W Arterial be designated with a 4-lane cross section. T. Hawco added that 4 lanes would be needed to act as a catalyst for development.

M. Chiu noted that the proposed number of lanes is based on the projected demand for the EA planning horizon year of 2031. The projection was conducted using the regional road model with the development assumed in Sandwich South as per City's program.

D. McCulloch commented that a 2-lane road is usually not classified as an arterial road.

G. Pappin asked if 2 lanes reflected the ultimate cross-section and suggested the ultimate requirements be dashed in if needed.. M. Chiu advised that the City's projected 2031 development represented about half of the full development 'build-out'. (Post-Meeting Note: the proposed right-of-way will be confirmed and adjusted, if necessary, to not preclude an ultimate 4-lane cross section beyond the EA horizon.)

7. Interchanges and Overpasses on Lauzon Parkway

WCF/Rosati Submission included a request to consider interchanges on Lauzon Parkway Extension at CR42 and the E-W Arterial, and an overpass for Baseline Road.

This item was not discussed at the meeting.

8. The Lauzon Parkway Project Team confirmed that they had received comments/letters from Rosati (Rec'd 2012-11-05), WCF (Rec'd 2012-11-12), Dunbar (Rec'd 2012-11-14), Stantec (Rec'd 2012-11-26) and others from 7th Concessions.

WCF/Rosati advised that it is their understanding that other property owners along 7th Concession had similar concerns regarding the Right-In-Right-Out design of the 7th Concession intersection.

9. M. Chiu advised that it was the City's intent to complete the EA by the Spring of 2013.

10. R. Shreewastav noted that the Project Team would consider all comments and respond to them. Upon receiving WCF/Rosati further info on their proposed roundabout at Walker Road, the Project Team would review the info carefully and respond.

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

Jay Goldberg

From: Michael Chiu
Sent: March-09-13 6:52 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; bfc@wcf.ca; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes
Attachments: Lauzon Parkway EA Pop and Empl Forecasts.pdf

Further to our response email of Jan 25, 2013 and as request by Tiziano Zaghi in his earlier email to the Project Team, attached please find the land use projections that were used to determine the traffic forecasts for the Lauzon Parkway EA Study. If you have any questions, feel free to contact me.

Michael Chiu

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: Michael Chiu
Sent: January-25-13 5:03 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; bfc@wcf.ca; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Dan/Tina/Tiziano,

Thank you for your comments. Attached is the revised minutes of meeting incorporating many of your comments as appropriate. The followings are our responses to the other comments that we would like to clarify.

Comment: Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.

Response: The Project Team have no recollection of "the City wished to remove that driveway access" in the discussion about the WCF property.

Comment: When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks.

Response: The Project Team did not provide "clear regulation on proximity requirements of access points near railway tracks" since it is not the intention of the study to achieve the minimum separation allowed by current guidelines. It should be noted that the EA has identified an access for WCF at the location as depicted in the East Pelton Secondary Plan. Additional requested access would require information regarding specific trip generation for the sites both north & south of the E-W Arterial.

Comment: If A. Godo statement is to be included in the minutes (Item 4), then WCF's statement that we already have development that requires access should be included.

Response: The Project Team is of the opinion that a) the City "will consider access matter when a development plan is submitted" and that b) WCF "already have development that requires access" are not inter-related / inter-dependent. However, we acknowledge that WCF already have development that requires access. And access on existing WCF development 1) is currently provided under the existing road conditions and 2) has been provided and protected in the East Pelton Secondary Plan in the future road network scenario.

Comment: We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Response: The Project Team do not recall "that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties." However, as mentioned at the meeting and now included in the revised meeting minutes, our roundabout experience is that the 'bypass' lane is not a factor in resolving the capacity and operational deficiencies in this situation.

Comment: It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.

Response: Our understanding from the meeting is that Stantec would conduct a feasibility review (capacity and operational) of Rosati's proposed roundabout. The Project Team agreed to review the analysis provided by Stantec if they could demonstrate sufficient capacity. However, we have noted your current position if it is different from our earlier understanding.

Comment: Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).

Response: No one in the Project Team had indicated that MRC would revisit the analysis. We believe Garry probably misheard/misinterpreted due to his participation via a long-distance phone line.

Comment: We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Response: The Project Team has explained that there would be capacity deficiencies and operational issues associated with a roundabout at this particular location. We will document the rationale in the Environmental Study Report to be available for public review by mid-year. We suggest Rosati/WCF to conduct a feasibility analysis of the Rosati/WCF's proposed roundabout with bypass lanes.

Comment: Bob Felker had said that they "now have a better understanding" based on the discussion of the roundabout and "will look at it again".

Response: Bob Felker clarified that he meant it in the context of the EA's previous analyses of the roundabout options. He now have a better understanding based on the experience/knowledge gained through the roundabout work previously conducted by the Project Team.

Comment: WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.

Response: The Project Team do not recall this statement made at the meeting. However, your statement is noted.

Comment: During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.

Response: The Project Team do not recall this agreement at the meeting. However, we will provide Stantec with the requested data.

Comment: under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA, the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Response: In the context of the "EA has provided more details on the E-W Arterial in terms of road alignment, location of collector road intersections, but typically not future access to land parcels", the 'land parcels' refer to "land parcels with future development". This has been added to the minutes. The remediation to WCF access has been provided and protected in the East Pelton Secondary Plan. The EA will show a roundabout at the proposed main access location as shown in the East Pelton Secondary Plan.

Feel free to call if you would like to discuss.

Michael

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: Tiziano Zaghi [<mailto:tzaghi@rogers.com>]

Sent: December-20-12 5:15 PM

To: Michael Chiu

Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; Dan McCulloch; bfc@wcf.ca; Kathy Hengl; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca

Subject: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Michael:

Further to the comments provided by Tina Hawco (Stantec) and Dan McCulloch, my notes of the meeting indicated that:

- During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.
- Michael Chiu indicated that it was the City's intent to complete the Class EA by the Spring 2013. This should be noted in the minutes.

Also, although this has already been touched upon by others, under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA, the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Regards,

Tiz

----- Original Message -----

From: [Hawco, Tina](#)

To: [Dan McCulloch](#) ; [Michael Chiu](#) ; [Brian Ciaramitaro \(bfc@wcf.ca\)](#) ; [Kathy Hengl](#) ; [tzaghi@rogers.com](#) ; [Shreewastav, Rakesh \(MTO\) \(Rakesh.Shreewastav@ontario.ca\)](#) ; [Felker, Bob \(MTO\)](#) ; [Reis, David \(MTO\) \(David.Reis@ontario.ca\)](#) ; [Eugeni, Josette \(jeugeni@city.windsor.on.ca\)](#) ; [mcooke@city.windsor.on.ca](#) ; [agodo@city.windsor.on.ca](#) ; [Leitzinger, Jennifer \(jleitzinger@city.windsor.on.ca\)](#) ; [Scarfone, Frank \(fscarfone@city.windsor.on.ca\)](#) ; [ssimion@city.windsor.on.ca](#)
Cc: [Heather Templeton](#) ; [Jay Goldberg](#) ; [Jane Mustac \(jmustac@countyofessex.on.ca\)](#) ; [Brydges, Pam](#) ; [Pappin, Garry](#) ; [Joudrey, Don](#)

Sent: Wednesday, December 19, 2012 4:16 PM

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

Good Afternoon,

Further to Dan's comments below, we have a couple of additional comments regarding the minutes:

1. Garry Pappin (Stantec) needs to be added to the attendee list.
2. Pam Brydges' name should be corrected.
3. Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).
4. As related to the two lane cross section shown for the E-W Arterial, it should be noted that Garry asked whether it reflected the ultimate cross section, and if it didn't, suggested that the ultimate be dashed in (i.e. if you ever needed four lanes in the future, how would that be accommodated). The M. Chiu response that he noted was along the lines of the forecasts represented the City's 2031 population and employment projections, and secondary plan projections. Someone also added that the secondary plan projections represented approximately 50% of the development.

We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Regards,

Tina Hawco, P. Eng.

Municipal Engineer

Stantec

140 Ouellette Place Suite 100

Windsor ON N8X 1L9

Ph: (519) 966-2250

Fx: (519) 966-5523

tina.hawco@stantec.com

stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.

From: Dan McCulloch [<mailto:Dan.McCulloch@rosatigroup.com>]

Sent: Wednesday, December 19, 2012 2:01 PM

To: Michael Chiu; Brian Ciaramitaro (bfc@wcf.ca); Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

We have reviewed the minutes and have the following amendments:

- 1.) Important information was omitted from point #3

- a. The EA committee did not use current City Approved site plans when reviewing access to our facility and did not realize that proposed access would interfere with existing structures and parking
 - b. WCF indicated that an existing property owner should be accommodated in regards to their access as they do not have the ability to change their building layouts like a new developer would
 - c. Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.
- 2.) Important information was omitted from point #4
- a. When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks
 - b. WCF asked to move the road further south to remove the bend in the road to alleviate visibility issues where they are requesting access
 - c. If A. Godo statement is to be included in the minutes, then WCF's statement that we already have development that requires access should be included
- 3.) Important information was omitted from point #5
- a. Michael Chui indicated that the studies they conducted on the roundabout did not include dedicated "right turn" lanes
 - b. It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.
 - c. WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.
- 4.) We advised that other property owners along 7th Concession had similar concerns regarding the right-in right-out design of the 7th Concession intersection. This should be included in the minutes.

In respect to Item 3 (b), our notes indicated that Bob Felker had said that they "now have a better understanding" based on the discussion of the roundabout and "will look at it again". We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Please advise on the matters to be included above if you have any issues.

I trust that this is satisfactory.

From: Michael Chiu [<mailto:MChiu@mrc.ca>]

Sent: Tuesday, December 18, 2012 6:12 PM

To: Brian Ciaramitaro (bfc@wcf.ca); Dan McCulloch; Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: Lauzon Parkway EA - Meeting with WCF/Rosati

Attached please find the minutes of the meeting held on Nov 27, 2012.

Brian and Tina, please forward this email to Brenda Harrison and Pam Brydes respectively (as I do not have their email addresses). Thanks.

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: Michael Chiu
Sent: January-25-13 5:03 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; bfc@wcf.ca; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes
Attachments: 3211012 mc Stakeholder Meeting WCF-Rosati 121127 Revised.pdf

Dan/Tina/Tiziano,

Thank you for your comments. Attached is the revised minutes of meeting incorporating many of your comments as appropriate. The followings are our responses to the other comments that we would like to clarify.

Comment: Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.

Response: The Project Team have no recollection of "the City wished to remove that driveway access" in the discussion about the WCF property.

Comment: When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks.

Response: The Project Team did not provide "clear regulation on proximity requirements of access points near railway tracks" since it is not the intention of the study to achieve the minimum separation allowed by current guidelines. It should be noted that the EA has identified an access for WCF at the location as depicted in the East Pelton Secondary Plan. Additional requested access would require information regarding specific trip generation for the sites both north & south of the E-W Arterial.

Comment: If A. Godo statement is to be included in the minutes (Item 4), then WCF's statement that we already have development that requires access should be included.

Response: The Project Team is of the opinion that a) the City "will consider access matter when a development plan is submitted" and that b) WCF "already have development that requires access" are not inter-related / inter-dependent. However, we acknowledge that WCF already have development that requires access. And access on existing WCF development 1) is currently provided under the existing road conditions and 2) has been provided and protected in the East Pelton Secondary Plan in the future road network scenario.

Comment: We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Response: The Project Team do not recall "that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties." However, as mentioned at the meeting and now included in the revised meeting minutes, our roundabout experience is that the 'bypass' lane is not a factor in resolving the capacity and operational deficiencies in this situation.

Comment: It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.

Response: Our understanding from the meeting is that Stantec would conduct a feasibility review (capacity and operational) of Rosati's proposed roundabout. The Project Team agreed to review the analysis provided by

Stantec if they could demonstrate sufficient capacity. However, we have noted your current position if it is different from our earlier understanding.

Comment: Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).

Response: No one in the Project Team had indicated that MRC would revisit the analysis. We believe Garry probably misheard/misinterpreted due to his participation via a long-distance phone line.

Comment: We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Response: The Project Team has explained that there would be capacity deficiencies and operational issues associated with a roundabout at this particular location. We will document the rationale in the Environmental Study Report to be available for public review by mid-year. We suggest Rosati/WCF to conduct a feasibility analysis of the Rosati/WCF’s proposed roundabout with bypass lanes.

Comment: Bob Felker had said that they “ now have a better understanding” based on the discussion of the roundabout and “will look at it again”.

Response: Bob Felker clarified that he meant it in the context of the EA’s previous analyses of the roundabout options. He now have a better understanding based on the experience/knowledge gained through the roundabout work previously conducted by the Project Team.

Comment: WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.

Response: The Project Team do not recall this statement made at the meeting. However, your statement is noted.

Comment: During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.

Response: The Project Team do not recall this agreement at the meeting. However, we will provide Stantec with the requested data.

Comment: under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA , the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Response: In the context of the “EA has provided more details on the E-W Arterial in terms of road alignment, location of collector road intersections, but typically not future access to land parcels”, the ‘land parcels’ refer to “land parcels with future development”. This has been added to the minutes. The remediation to WCF access has been provided and protected in the East Pelton Secondary Plan. The EA will show a roundabout at the proposed main access location as shown in the East Pelton Secondary Plan.

Feel free to call if you would like to discuss.

Michael

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: Tiziano Zaghi [mailto:tzaghi@rogers.com]

Sent: December-20-12 5:15 PM

To: Michael Chiu

Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; Dan McCulloch; bfc@wcf.ca; Kathy Hengl; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca

Subject: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Michael:

Further to the comments provided by Tina Hawco (Stantec) and Dan McCulloch, my notes of the meeting indicated that:

- During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.
- Michael Chiu indicated that it was the City's intent to complete the Class EA by the Spring 2013. This should be noted in the minutes.

Also, although this has already been touched upon by others, under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA, the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Regards,

Tiz

----- Original Message -----

From: [Hawco, Tina](#)

To: [Dan McCulloch](#) ; [Michael Chiu](#) ; [Brian Ciaramitaro \(bfc@wcf.ca\)](#) ; [Kathy Hengl](#) ; [tzaghi@rogers.com](#) ; [Shreewastav, Rakesh \(MTO\) \(Rakesh.Shreewastav@ontario.ca\)](#) ; [Felker, Bob \(MTO\)](#) ; [Reis, David \(MTO\) \(David.Reis@ontario.ca\)](#) ; [Eugeni, Josette \(jeugeni@city.windsor.on.ca\)](#) ; [mcooke@city.windsor.on.ca](#) ; [agodo@city.windsor.on.ca](#) ; [Leitzinger, Jennifer \(jleitzinger@city.windsor.on.ca\)](#) ; [Scarfone, Frank \(fscarfone@city.windsor.on.ca\)](#) ; [ssimion@city.windsor.on.ca](#)
Cc: [Heather Templeton](#) ; [Jay Goldberg](#) ; [Jane Mustac \(jmustac@countyofessex.on.ca\)](#) ; [Brydges, Pam](#) ; [Pappin, Garry](#) ; [Joudrey, Don](#)

Sent: Wednesday, December 19, 2012 4:16 PM

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

Good Afternoon,

Further to Dan's comments below, we have a couple of additional comments regarding the minutes:

1. Garry Pappin (Stantec) needs to be added to the attendee list.
2. Pam Brydges' name should be corrected.
3. Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).
4. As related to the two lane cross section shown for the E-W Arterial, it should be noted that Garry asked whether it reflected the ultimate cross section, and if it didn't, suggested that the ultimate be dashed in (i.e. if you ever needed four lanes in the future, how would that be accommodated). The M. Chiu response that he noted was along the lines of the forecasts represented the City's 2031 population and employment projections, and secondary plan projections. Someone also added that the secondary plan projections represented approximately 50% of the development.

We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Regards,
Tina Hawco, P. Eng.
Municipal Engineer
Stantec
140 Ouellette Place Suite 100
Windsor ON N8X 1L9
Ph: (519) 966-2250
Fx: (519) 966-5523
tina.hawco@stantec.com
stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.

From: Dan McCulloch [<mailto:Dan.McCulloch@rosatigroup.com>]
Sent: Wednesday, December 19, 2012 2:01 PM
To: Michael Chiu; Brian Ciaramitaro (bfc@wcf.ca); Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca
Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)
Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

We have reviewed the minutes and have the following amendments:

- 1.) Important information was omitted from point #3
 - a. The EA committee did not use current City Approved site plans when reviewing access to our facility and did not realize that proposed access would interfere with existing structures and parking
 - b. WCF indicated that an existing property owner should be accommodated in regards to their access as they do not have the ability to change their building layouts like a new developer would
 - c. Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.
- 2.) Important information was omitted from point #4
 - a. When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks
 - b. WCF asked to move the road further south to remove the bend in the road to alleviate visibility issues where they are requesting access
 - c. If A. Godo statement is to be included in the minutes, then WCF's statement that we already have development that requires access should be included
- 3.) Important information was omitted from point #5
 - a. Michael Chui indicated that the studies they conducted on the roundabout did not include dedicated "right turn" lanes
 - b. It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.
 - c. WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.
- 4.) We advised that other property owners along 7th Concession had similar concerns regarding the right-in right-out design of the 7th Concession intersection. This should be included in the minutes.

In respect to Item 3 (b), our notes indicated that Bob Felker had said that they “ now have a better understanding” based on the discussion of the roundabout and “will look at it again”. We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Please advise on the matters to be included above if you have any issues.

I trust that this is satisfactory.

From: Michael Chiu [<mailto:MChiu@mrc.ca>]

Sent: Tuesday, December 18, 2012 6:12 PM

To: Brian Ciaramitaro (bfc@wcf.ca); Dan McCulloch; Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: Lauzon Parkway EA - Meeting with WCF/Rosati

Attached please find the minutes of the meeting held on Nov 27, 2012.

Brian and Tina, please forward this email to Brenda Harrison and Pam Brydes respectively (as I do not have their email addresses). Thanks.

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: Ciaramitaro, Brian <bfc@wcf.ca>
Sent: January-28-13 1:22 PM
To: Michael Chiu
Cc: Dan McCulloch
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Follow Up Flag: Follow up
Flag Status: Flagged

Michael,

The minutes are not a complete representation of what was discussed at this meeting. The 48hrs given to respond to these revisions and comments is not adequate time for a formal response on behalf of Windsor Christian Fellowship. We are consulting with legal and will send a formal response at that time.

From: Michael Chiu [mailto:MChiu@mrc.ca]
Sent: Friday, January 25, 2013 5:03 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; Ciaramitaro, Brian; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Dan/Tina/Tiziano,

Thank you for your comments. Attached is the revised minutes of meeting incorporating many of your comments as appropriate. The followings are our responses to the other comments that we would like to clarify.

Comment: Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.

Response: The Project Team have no recollection of "the City wished to remove that driveway access" in the discussion about the WCF property.

Comment: When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks.

Response: The Project Team did not provide "clear regulation on proximity requirements of access points near railway tracks" since it is not the intention of the study to achieve the minimum separation allowed by current guidelines. It should be noted that the EA has identified an access for WCF at the location as depicted in the East Pelton Secondary Plan. Additional requested access would require information regarding specific trip generation for the sites both north & south of the E-W Arterial.

Comment: If A. Godo statement is to be included in the minutes (Item 4), then WCF's statement that we already have development that requires access should be included.

Response: The Project Team is of the opinion that a) the City "will consider access matter when a development plan is submitted" and that b) WCF "already have development that requires access" are not inter-related / inter-dependent. However, we acknowledge that WCF already have development that requires access. And access on existing WCF development 1) is currently provided under the existing road conditions and 2) has been provided and protected in the East Pelton Secondary Plan in the future road network scenario.

Comment: We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Response: The Project Team do not recall “that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.” However, as mentioned at the meeting and now included in the revised meeting minutes, our roundabout experience is that the ‘bypass’ lane is not a factor in resolving the capacity and operational deficiencies in this situation.

Comment: It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.

Response: Our understanding from the meeting is that Stantec would conduct a feasibility review (capacity and operational) of Rosati’s proposed roundabout. The Project Team agreed to review the analysis provided by Stantec if they could demonstrate sufficient capacity. However, we have noted your current position if it is different from our earlier understanding.

Comment: Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).

Response: No one in the Project Team had indicated that MRC would revisit the analysis. We believe Garry probably misheard/misinterpreted due to his participation via a long-distance phone line.

Comment: We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Response: The Project Team has explained that there would be capacity deficiencies and operational issues associated with a roundabout at this particular location. We will document the rationale in the Environmental Study Report to be available for public review by mid-year. We suggest Rosati/WCF to conduct a feasibility analysis of the Rosati/WCF’s proposed roundabout with bypass lanes.

Comment: Bob Felker had said that they “ now have a better understanding” based on the discussion of the roundabout and “will look at it again”.

Response: Bob Felker clarified that he meant it in the context of the EA’s previous analyses of the roundabout options. He now have a better understanding based on the experience/knowledge gained through the roundabout work previously conducted by the Project Team.

Comment: WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.

Response: The Project Team do not recall this statement made at the meeting. However, your statement is noted.

Comment: During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.

Response: The Project Team do not recall this agreement at the meeting. However, we will provide Stantec with the requested data.

Comment: under item 3 the City’s comment (second bullet) regarding future access to land parcels, the term “land parcels” should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA , the City’s statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Response: In the context of the “EA has provided more details on the E-W Arterial in terms of road alignment, location of collector road intersections, but typically not future access to land parcels”, the ‘land parcels’ refer

to "land parcels with future development". This has been added to the minutes. The remediation to WCF access has been provided and protected in the East Pelton Secondary Plan. The EA will show a roundabout at the proposed main access location as shown in the East Pelton Secondary Plan.

Feel free to call if you would like to discuss.

Michael

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: Tiziano Zaghi [<mailto:tzaghi@rogers.com>]

Sent: December-20-12 5:15 PM

To: Michael Chiu

Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; Dan McCulloch; bfc@wcf.ca; Kathy Hengl; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca

Subject: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Michael:

Further to the comments provided by Tina Hawco (Stantec) and Dan McCulloch, my notes of the meeting indicated that:

- During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.
- Michael Chiu indicated that it was the City's intent to complete the Class EA by the Spring 2013. This should be noted in the minutes.

Also, although this has already been touched upon by others, under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA, the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Regards,

Tiz

----- Original Message -----

From: Hawco, Tina

To: Dan McCulloch ; Michael Chiu ; [Brian Ciaramitaro \(bfc@wcf.ca\)](mailto:Brian Ciaramitaro (bfc@wcf.ca)) ; Kathy Hengl ; tzaghi@rogers.com ; [Shreewastav, Rakesh \(MTO\) \(Rakesh.Shreewastav@ontario.ca\)](mailto:Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca)) ; [Felker, Bob \(MTO\) \(David.Reis@ontario.ca\)](mailto:Felker, Bob (MTO) (David.Reis@ontario.ca)) ; [Reis, David \(MTO\) \(David.Reis@ontario.ca\)](mailto:Reis, David (MTO) (David.Reis@ontario.ca)) ; [Eugeni, Josette \(jeugeni@city.windsor.on.ca\)](mailto:Eugeni, Josette (jeugeni@city.windsor.on.ca)) ; mcooke@city.windsor.on.ca ; agodo@city.windsor.on.ca ; [Leitzinger, Jennifer \(jleitinger@city.windsor.on.ca\)](mailto:Leitzinger, Jennifer (jleitinger@city.windsor.on.ca)) ; [Scarfone, Frank \(fscarfone@city.windsor.on.ca\)](mailto:Scarfone, Frank (fscarfone@city.windsor.on.ca)) ; ssimion@city.windsor.on.ca

Cc: Heather Templeton ; Jay Goldberg ; [Jane Mustac \(jmustac@countyofessex.on.ca\)](mailto:Jane Mustac (jmustac@countyofessex.on.ca)) ; Brydges, Pam ; Pappin, Garry ; Joudrey, Don

Sent: Wednesday, December 19, 2012 4:16 PM

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

[Good Afternoon,](#)

Further to Dan's comments below, we have a couple of additional comments regarding the minutes:

1. Garry Pappin (Stantec) needs to be added to the attendee list.
2. Pam Brydges' name should be corrected.
3. Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).
4. As related to the two lane cross section shown for the E-W Arterial, it should be noted that Garry asked whether it reflected the ultimate cross section, and if it didn't, suggested that the ultimate be dashed in (i.e. if you ever needed four lanes in the future, how would that be accommodated). The M. Chiu response that he noted was along the lines of the forecasts represented the City's 2031 population and employment projections, and secondary plan projections. Someone also added that the secondary plan projections represented approximately 50% of the development.

We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Regards,

Tina Hawco, P. Eng.

Municipal Engineer

Stantec

140 Ouellette Place Suite 100

Windsor ON N8X 1L9

Ph: (519) 966-2250

Fx: (519) 966-5523

tina.hawco@stantec.com

stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.

From: Dan McCulloch [<mailto:Dan.McCulloch@rosatigroup.com>]

Sent: Wednesday, December 19, 2012 2:01 PM

To: Michael Chiu; Brian Ciaramitaro (bfc@wcf.ca); Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

We have reviewed the minutes and have the following amendments:

- 1.) Important information was omitted from point #3
 - a. The EA committee did not use current City Approved site plans when reviewing access to our facility and did not realize that proposed access would interfere with existing structures and parking
 - b. WCF indicated that an existing property owner should be accommodated in regards to their access as they do not have the ability to change their building layouts like a new developer would
 - c. Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.
- 2.) Important information was omitted from point #4
 - a. When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks

- b. WCF asked to move the road further south to remove the bend in the road to alleviate visibility issues where they are requesting access
 - c. If A. Godo statement is to be included in the minutes, then WCF's statement that we already have development that requires access should be included
- 3.) Important information was omitted from point #5
- a. Michael Chiu indicated that the studies they conducted on the roundabout did not include dedicated "right turn" lanes
 - b. It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.
 - c. WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.
- 4.) We advised that other property owners along 7th Concession had similar concerns regarding the right-in right-out design of the 7th Concession intersection. This should be included in the minutes.

In respect to Item 3 (b), our notes indicated that Bob Felker had said that they "now have a better understanding" based on the discussion of the roundabout and "will look at it again". We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Please advise on the matters to be included above if you have any issues.

I trust that this is satisfactory.

From: Michael Chiu [<mailto:MChiu@mrc.ca>]

Sent: Tuesday, December 18, 2012 6:12 PM

To: Brian Ciaramitaro (bfc@wcf.ca); Dan McCulloch; Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: Lauzon Parkway EA - Meeting with WCF/Rosati

Attached please find the minutes of the meeting held on Nov 27, 2012.

Brian and Tina, please forward this email to Brenda Harrison and Pam Brydes respectively (as I do not have their email addresses). Thanks.

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: Michael Chiu
Sent: March-09-13 6:52 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; bfc@wcf.ca; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofofsex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes
Attachments: Lauzon Parkway EA Pop and Empl Forecasts.pdf

Further to our response email of Jan 25, 2013 and as request by Tiziano Zaghi in his earlier email to the Project Team, attached please find the land use projections that were used to determine the traffic forecasts for the Lauzon Parkway EA Study. If you have any questions, feel free to contact me.

Michael Chiu

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: Michael Chiu
Sent: January-25-13 5:03 PM
To: Dan McCulloch; Tiziano Zaghi; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; bfc@wcf.ca; Kathy Hengl
Cc: Heather Templeton; Jay Goldberg; jmustac@countyofofsex.on.ca; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitzinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca
Subject: RE: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Dan/Tina/Tiziano,

Thank you for your comments. Attached is the revised minutes of meeting incorporating many of your comments as appropriate. The followings are our responses to the other comments that we would like to clarify.

Comment: Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.

Response: The Project Team have no recollection of "the City wished to remove that driveway access" in the discussion about the WCF property.

Comment: When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks.

Response: The Project Team did not provide "clear regulation on proximity requirements of access points near railway tracks" since it is not the intention of the study to achieve the minimum separation allowed by current guidelines. It should be noted that the EA has identified an access for WCF at the location as depicted in the East Pelton Secondary Plan. Additional requested access would require information regarding specific trip generation for the sites both north & south of the E-W Arterial.

Comment: If A. Godo statement is to be included in the minutes (Item 4), then WCF's statement that we already have development that requires access should be included.

Response: The Project Team is of the opinion that a) the City “will consider access matter when a development plan is submitted” and that b) WCF “already have development that requires access” are not inter-related / inter-dependent. However, we acknowledge that WCF already have development that requires access. And access on existing WCF development 1) is currently provided under the existing road conditions and 2) has been provided and protected in the East Pelton Secondary Plan in the future road network scenario.

Comment: We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Response: The Project Team do not recall “that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.” However, as mentioned at the meeting and now included in the revised meeting minutes, our roundabout experience is that the ‘bypass’ lane is not a factor in resolving the capacity and operational deficiencies in this situation.

Comment: It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.

Response: Our understanding from the meeting is that Stantec would conduct a feasibility review (capacity and operational) of Rosati’s proposed roundabout. The Project Team agreed to review the analysis provided by Stantec if they could demonstrate sufficient capacity. However, we have noted your current position if it is different from our earlier understanding.

Comment: Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).

Response: No one in the Project Team had indicated that MRC would revisit the analysis. We believe Garry probably misheard/misinterpreted due to his participation via a long-distance phone line.

Comment: We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Response: The Project Team has explained that there would be capacity deficiencies and operational issues associated with a roundabout at this particular location. We will document the rationale in the Environmental Study Report to be available for public review by mid-year. We suggest Rosati/WCF to conduct a feasibility analysis of the Rosati/WCF’s proposed roundabout with bypass lanes.

Comment: Bob Felker had said that they “ now have a better understanding” based on the discussion of the roundabout and “will look at it again”.

Response: Bob Felker clarified that he meant it in the context of the EA’s previous analyses of the roundabout options. He now have a better understanding based on the experience/knowledge gained through the roundabout work previously conducted by the Project Team.

Comment: WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.

Response: The Project Team do not recall this statement made at the meeting. However, your statement is noted.

Comment: During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.

Response: The Project Team do not recall this agreement at the meeting. However, we will provide Stantec with the requested data.

Comment: under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA , the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Response: In the context of the "EA has provided more details on the E-W Arterial in terms of road alignment, location of collector road intersections, but typically not future access to land parcels", the 'land parcels' refer to "land parcels with future development". This has been added to the minutes. The remediation to WCF access has been provided and protected in the East Pelton Secondary Plan. The EA will show a roundabout at the proposed main access location as shown in the East Pelton Secondary Plan.

Feel free to call if you would like to discuss.

Michael

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: Tiziano Zaghi [<mailto:tzaghi@rogers.com>]

Sent: December-20-12 5:15 PM

To: Michael Chiu

Cc: Heather Templeton; Jay Goldberg; jmustac@countyofessex.on.ca; Brydges, Pam; Pappin, Garry; Joudrey, Don; Hawco, Tina; Dan McCulloch; bfc@wcf.ca; Kathy Hengl; Rakesh.Shreewastav@ontario.ca; Felker, Bob (MTO); David.Reis@ontario.ca; jeugeni@city.windsor.on.ca; mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; jleitinger@city.windsor.on.ca; fscarfone@city.windsor.on.ca; ssimion@city.windsor.on.ca

Subject: Lauzon Parkway EA - Comments on Nov. 27th Meeting Minutes

Michael:

Further to the comments provided by Tina Hawco (Stantec) and Dan McCulloch, my notes of the meeting indicated that:

- During the discussion of how the number of lanes (2 lanes) were determined, I believe there was agreement at the end of the meeting that McCormick Rankin would provide Stantec with the land use projections and growth rates that were used to determine the traffic forecasts.
- Michael Chiu indicated that it was the City's intent to complete the Class EA by the Spring 2013. This should be noted in the minutes.

Also, although this has already been touched upon by others, under item 3 the City's comment (second bullet) regarding future access to land parcels, the term "land parcels" should be clarified to determine if it refers to vacant land or developed land. I believe in the context of this Class EA , the City's statement appears to apply to vacant land (parcel). The WCF parcel is developed which has been formally approved by the City through Site Plan Control. Therefore, impacts on existing site access and the remediation of those impacts need to be addressed by the Class EA.

Regards,

Tiz

----- Original Message -----

From: Hawco, Tina

To: Dan McCulloch ; Michael Chiu ; [Brian Ciaramitaro \(bfc@wcf.ca\)](mailto:Brian Ciaramitaro (bfc@wcf.ca)) ; Kathy Hengl ; tzaghi@rogers.com ; [Shreewastav, Rakesh \(MTO\) \(Rakesh.Shreewastav@ontario.ca\)](mailto:Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca)) ; [Felker, Bob \(MTO\)](mailto:Felker, Bob (MTO)) ; [Reis, David \(MTO\) \(David.Reis@ontario.ca\)](mailto:Reis, David (MTO) (David.Reis@ontario.ca)) ;

[Eugeni, Josette \(jeugeni@city.windsor.on.ca\)](mailto:jeugeni@city.windsor.on.ca) ; mcooke@city.windsor.on.ca ; agodo@city.windsor.on.ca ; [Leitzinger, Jennifer \(jleitzinger@city.windsor.on.ca\)](mailto:leitzinger.jennifer@city.windsor.on.ca) ; [Scarfone, Frank \(fscarfone@city.windsor.on.ca\)](mailto:fscarfone@city.windsor.on.ca) ; ssimion@city.windsor.on.ca
Cc: [Heather Templeton](mailto:Heather.Templeton@city.windsor.on.ca) ; [Jay Goldberg](mailto:Jay.Goldberg@city.windsor.on.ca) ; [Jane Mustac \(jmustac@countyofessex.on.ca\)](mailto:jmustac@countyofessex.on.ca) ; [Brydges, Pam](mailto:Brydges.Pam@city.windsor.on.ca) ; [Pappin, Garry](mailto:Pappin.Garry@city.windsor.on.ca) ; [Joudrey, Don](mailto:Joudrey.Don@city.windsor.on.ca)

Sent: Wednesday, December 19, 2012 4:16 PM

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

Good Afternoon,

Further to Dan's comments below, we have a couple of additional comments regarding the minutes:

1. Garry Pappin (Stantec) needs to be added to the attendee list.
2. Pam Brydges' name should be corrected.
3. Garry had written in his notes that MRC is to revisit the analysis (presumably with the lanes shown in the Stantec design).
4. As related to the two lane cross section shown for the E-W Arterial, it should be noted that Garry asked whether it reflected the ultimate cross section, and if it didn't, suggested that the ultimate be dashed in (i.e. if you ever needed four lanes in the future, how would that be accommodated). The M. Chiu response that he noted was along the lines of the forecasts represented the City's 2031 population and employment projections, and secondary plan projections. Someone also added that the secondary plan projections represented approximately 50% of the development.

We also kindly request the analysis of the roundabout prepared by MRC be forwarded for our review and information.

Regards,

Tina Hawco, P. Eng.

Municipal Engineer

Stantec

140 Ouellette Place Suite 100

Windsor ON N8X 1L9

Ph: (519) 966-2250

Fx: (519) 966-5523

tina.hawco@stantec.com

stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.

From: Dan McCulloch [<mailto:Dan.McCulloch@rosatigroup.com>]

Sent: Wednesday, December 19, 2012 2:01 PM

To: Michael Chiu; Brian Ciaramitaro (bfc@wcf.ca); Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca

Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: RE: Lauzon Parkway EA - Meeting with WCF/Rosati

We have reviewed the minutes and have the following amendments:

- 1.) Important information was omitted from point #3
 - a. The EA committee did not use current City Approved site plans when reviewing access to our facility and did not realize that proposed access would interfere with existing structures and parking
 - b. WCF indicated that an existing property owner should be accommodated in regards to their access as they do not have the ability to change their building layouts like a new developer would

- c. Clarification is needed in the last paragraph of #3. The noted comments were that city officials (Josette) said our property only had access to 7th Concession and WCF (Brian) said that it's driveway accessed Walker Rd and the city wished to removed that driveway access.
- 2.) Important information was omitted from point #4
- a. When asked, the committee could not give any clear regulation on proximity requirements of access points near railroad tracks
 - b. WCF asked to move the road further south to remove the bend in the road to alleviate visibility issues where they are requesting access
 - c. If A. Godo statement is to be included in the minutes, then WCF's statement that we already have development that requires access should be included
- 3.) Important information was omitted from point #5
- a. Michael Chui indicated that the studies they conducted on the roundabout did not include dedicated "right turn" lanes
 - b. It was indicated in the meeting that the committee did not wish to re-look at the roundabout option, but it was **not** agreed by WCF that we would have to conduct our own analysis.
 - c. WCF indicated that it is open to other options that keep 7th Concession open and continue to give proper access to their property from Walker Rd.
- 4.) We advised that other property owners along 7th Concession had similar concerns regarding the right-in right-out design of the 7th Concession intersection. This should be included in the minutes.

In respect to Item 3 (b), our notes indicated that Bob Felker had said that they " now have a better understanding" based on the discussion of the roundabout and "will look at it again". We do not want this issue to stall and we are therefore asking Stantec to provide us with an indication of their cost to provide the operational analysis and feasibility report however it was our position in the meeting that the MTO or its consultants perform the studies based on the right lane by-pass concept and provide detailed data to all parties.

Please advise on the matters to be included above if you have any issues.

I trust that this is satisfactory.

From: Michael Chiu [<mailto:MChiu@mrc.ca>]

Sent: Tuesday, December 18, 2012 6:12 PM

To: Brian Ciaramitaro (bfc@wcf.ca); Dan McCulloch; Kathy Hengl; Hawco, Tina; tzaghi@rogers.com; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (MTO); Reis, David (MTO) (David.Reis@ontario.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); mcooke@city.windsor.on.ca; agodo@city.windsor.on.ca; Leitzinger, Jennifer (jleitzinger@city.windsor.on.ca); Scarfone, Frank (fscarfone@city.windsor.on.ca); ssimion@city.windsor.on.ca
Cc: Heather Templeton; Jay Goldberg; Jane Mustac (jmustac@countyofessex.on.ca)

Subject: Lauzon Parkway EA - Meeting with WCF/Rosati

Attached please find the minutes of the meeting held on Nov 27, 2012.

Brian and Tina, please forward this email to Brenda Harrison and Pam Brydes respectively (as I do not have their email addresses). Thanks.

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

The population and employment forecasts for the City of Windsor were obtained from the City of Windsor and are based on the low projections for the population that have been outlined as part of the City's Official Plan Review process. As part of the Official Plan Review process the City of Windsor has also undertaken employment projections.

The County of Essex provided the provisional population and employment forecasts for the Essex County. The Population and Employment forecasts used for this study are presented in the tables below.

Regional Population Forecast

Municipality	2011	2016	2021	2031	Growth 2011-31	CAGR
City of Windsor	219,698	226,631	235,521	250,206	30,508	0.65%
County of Essex	182,890	191,890	203,490	223,760	40,870	1.01%
LaSalle	28,900	30,920	33,620	38,160	9,260	1.40%
Tecumseh	24,440	25,400	27,460	31,920	7,480	1.34%
Lakeshore	34,980	37,230	39,580	43,040	8,060	1.04%
Amherstburg	22,670	23,820	25,120	27,310	4,640	0.94%
Essex	20,570	21,240	21,940	23,230	2,660	0.61%
Kingsville	21,720	22,800	24,030	26,020	4,300	0.91%
Leamington	29,310	30,180	31,440	33,780	4,470	0.71%
Peelee Township	300	300	300	300	0	0.00%
Windsor-Essex Region	402,588	418,521	439,011	473,966	71,378	0.82%

Regional Employment Forecast

Municipality	2011	2016	2021	2031	Growth 2011-31	CAGR
City of Windsor	116,200	119,100	122,100	127,605	11,405	0.47%
County of Essex	63,128	67,486	71,844	80,560	17,432	1.23%
LaSalle	5,512	6,204	6,896	8,280	2,768	2.06%
Tecumseh	14,558	15,546	16,534	18,510	3,952	1.21%
Lakeshore	11,678	12,826	13,974	16,270	4,592	1.67%
Amherstburg	4,808	5,126	5,444	6,080	1,272	1.18%
Essex	6,514	6,808	7,102	7,690	1,176	0.83%
Kingsville	6,852	7,184	7,516	8,180	1,328	0.89%
Leamington	13,046	13,632	14,218	15,390	2,344	0.83%
Peelee Township	160	160	160	160	-	0.00%
Windsor-Essex Region	179,328	186,586	193,944	208,165	28,837	0.75%

The preparation and approval of a Sandwich South Secondary Plan is underway. At the end of total built-out (beyond 2031), the study area population and employment forecast is presented below for low-density and high density scenarios.

Dwellings, Population and Employment Forecast for Secondary Plan

	Low-Density Scenario	High-Density Scenario
Dwellings	13,643	21,890
Total Population	30,970	49,690
Total Employment (Jobs)	15,560	15,560



McCORMICK RANKIN
A member of  **MMM GROUP**

2655 North Sheridan Way
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

TECHNICAL MEMO

FROM: Keyur Shah
DATE: June 3, 2013 (Updated on July 8, 2013)
OUR FILE: 3211012 - Lauzon Parkway EA
SUBJECT: **2031 Traffic Analysis for Walker Road/7th Concession Road/Legacy Drive/E-W Arterial**

Background

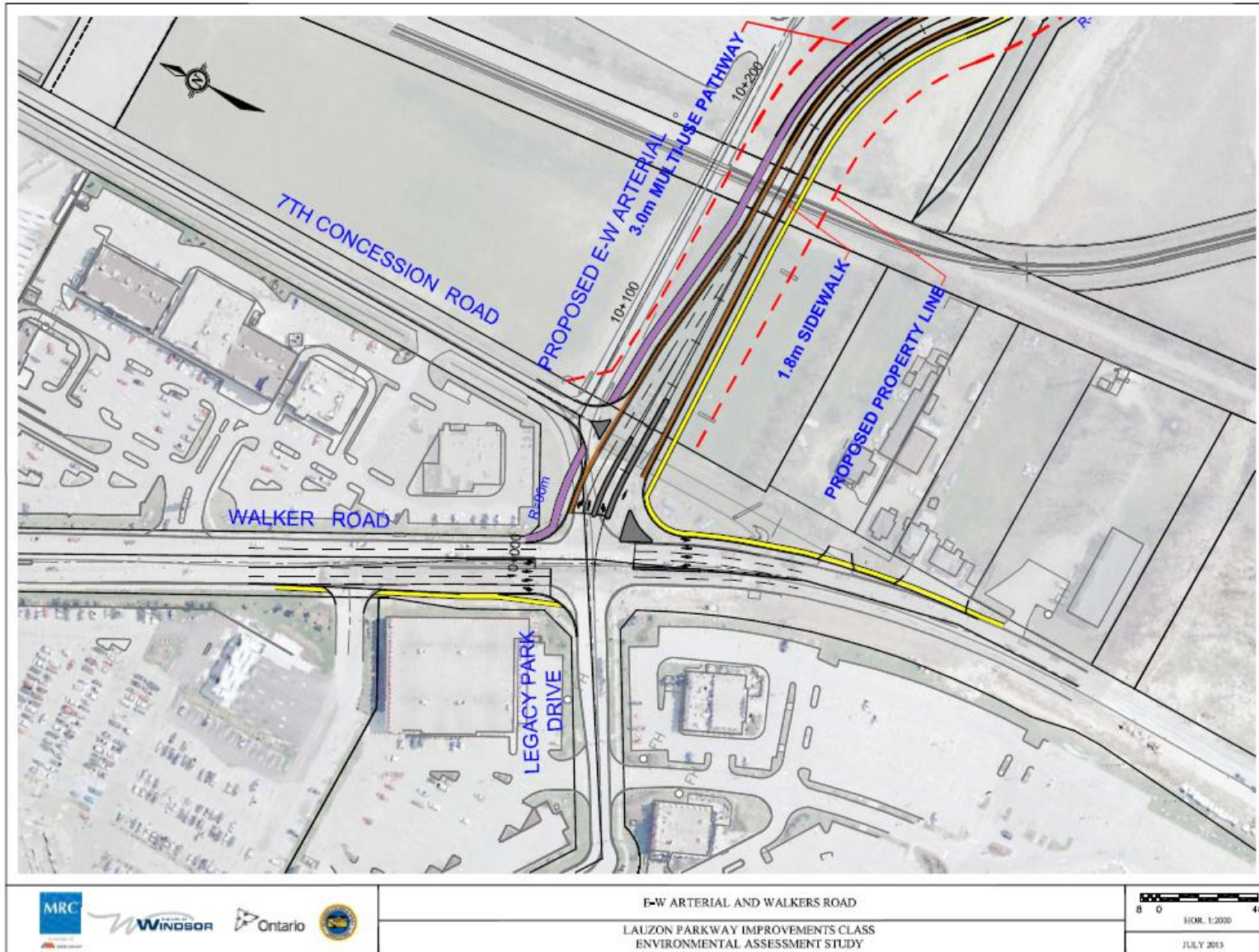
The existing Walker Road/Legacy Park Drive/7th Concession Road intersection is a 4-leg signalized intersection. The E-W Arterial is proposed to connect at this intersection and that could create a complex intersection configuration. To improve the safety and operations of this intersection, consideration is being given to various options including a 5-leg roundabout. The intersection operational analysis results indicated that with the projected traffic volume, the roundabout would not provide an acceptable level-of-service and would result in longer delays and queues. The roundabout option would also result in property impacts to both the Montana's Restaurant (south-west corner) and Staples Store (north-west corner).

This intersection is recommended to remain signalized by connecting 7th Concession Road to the proposed E-W Arterial with a right-in-right-out (RIRO) connection. At the intersection with Walker Road, a single through lane will be provided for the westbound E-W Arterial, as well as exclusive left and right turn lanes. To address the close proximity of the intersection along the E-W Arterial at Walker Road and 7th Concession Road the following measure are required:

- A median island separating eastbound traffic from westbound traffic will prevent eastbound left-turns onto 7th Concession Road.
- Raised curb separating westbound left-turn traffic will prohibit southbound access from 7th Concession Road to Walker Road. These will eliminate unsafe traffic operations.

The lane configurations for this intersection are presented in **Exhibit 1**.

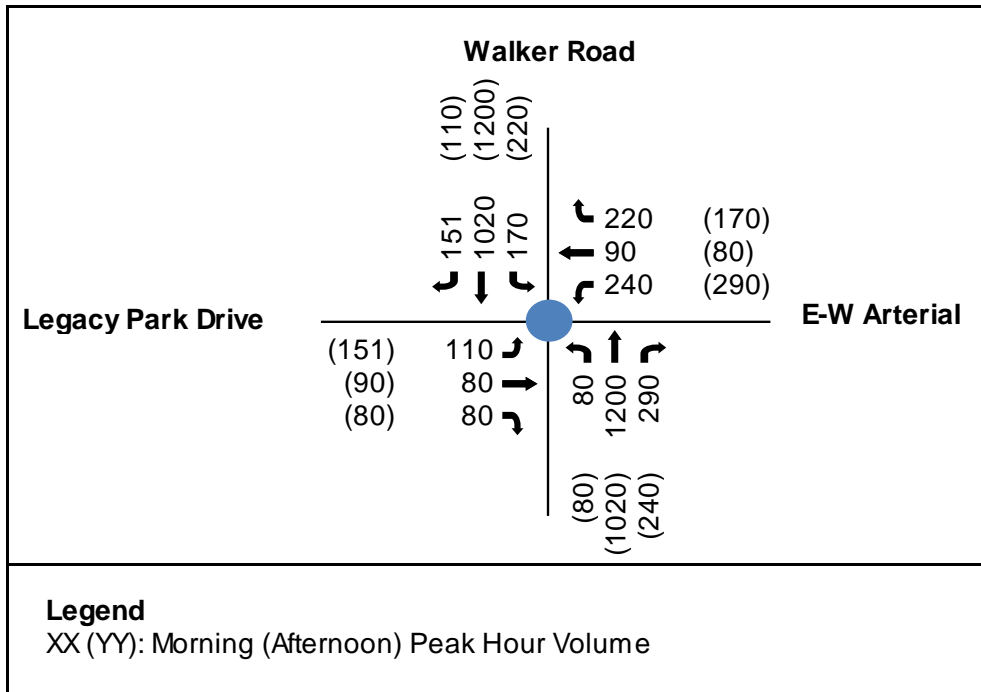
Exhibit 1: Lane Configuration at Walker Road and East-West Arterial Intersection



Projected Traffic Volume (2031)

The projected traffic volume for the Walker Road/Legacy Drive/E-W Arterial intersection for Year 2031 peak hours is presented in Exhibit 2.

Exhibit 2: Projected Traffic Volume (2031) at Walker Road and E-W Arterial Intersection



Intersection Capacity Analysis (2031)

The intersection capacity analysis with signalized control is analyzed using *Synchro* software for the forecasted traffic volumes. The analysis results are summarized in **Exhibit 3**.

Exhibit 3: 2031 Intersection Capacity Analysis for East-West Arterial and Walker Road

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue ¹ (m)	V/C	Delay (s)	LOS	Queue ¹ (m)
<i>East-West Arterial at Walker Road (Signalized)</i>		25	C			33	C	
Eastbound Left	0.29	26	C	29	0.33	22	C	35
Eastbound Through/Right	0.65	41	D	44	0.56	36	D	48
Westbound Left	0.71	38	D	60	0.73	35	D	70
Westbound Through	0.35	41	D	32	0.21	34	C	27
Westbound Right	0.54	10	A	21	0.38	7	A	17
Northbound Left	0.30	12	B	15	0.40	18	B	17
Northbound Through	0.86	34	C	185	0.94	49	D	171
Northbound Right	0.40	10	A	38	0.28	2	A	14
Southbound Left	0.60	25	C	44	0.67	29	C	58
Southbound Through	0.62	21	C	126	0.86	34	C	194
Southbound Right	0.14	2	A	8	0.12	1	A	9

Note: 1. Queue length reflects 95th percentile conditions

With the optimized signal timing and recommended lane configurations, this intersection is expected to operate with an (overall) LOS ‘C’ during both peak hours for 2031 traffic demand. All the movements are expected to operate with LOS ‘D’ or better during both peak hours. The maximum V/C ratio is 0.86 for northbound through movement for the afternoon peak hour and 0.94 during afternoon peak hour. Dedicated left-turning storage lanes are recommended on all approaches. Dedicated right-turn lanes are recommended for northbound and southbound approaches on Walker Road and for westbound approach on E-W Arterial. The details of signal timing plans are attached in Appendix. Based on the analysis results, it is confirmed that the proposed design plan (presented in Exhibit 1) is expected to provide sufficient storage length for the future year (2031) traffic demand at this intersection.

Appendix

Future (2031) Signal Timing Plans

AM Peak Hour Timings

3: Walker Rd & Legacy Park Dr/EW Arterial

7/5/2013

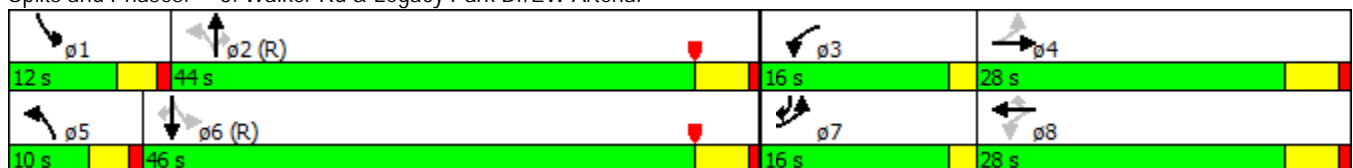


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	110	80	240	90	220	80	1200	290	170	1020	150
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	4.0	8.0	4.0	1.0	1.0	3.0	20.0	20.0	3.0	20.0	4.0
Minimum Split (s)	7.0	28.0	7.0	28.0	28.0	7.0	30.0	30.0	7.0	30.0	7.0
Total Split (s)	16.0	28.0	16.0	28.0	28.0	10.0	44.0	44.0	12.0	46.0	16.0
Total Split (%)	16.0%	28.0%	16.0%	28.0%	28.0%	10.0%	44.0%	44.0%	12.0%	46.0%	16.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.0	2.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	Min	Min	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	28.0	13.0	31.1	14.9	14.9	52.7	44.1	44.1	61.8	51.5	68.5
Actuated g/C Ratio	0.28	0.13	0.31	0.15	0.15	0.53	0.44	0.44	0.62	0.52	0.68
v/c Ratio	0.29	0.65	0.71	0.35	0.54	0.30	0.86	0.40	0.60	0.62	0.14
Control Delay	25.7	40.9	37.7	41.2	9.8	12.0	33.7	9.6	25.4	21.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	40.9	37.7	41.2	9.8	12.0	33.7	9.6	25.4	21.0	1.6
LOS	C	D	D	D	A	B	C	A	C	C	A
Approach Delay		34.7		27.1			28.1			19.4	
Approach LOS		C		C			C			B	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 25.3
 Intersection LOS: C
 Intersection Capacity Utilization 80.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Walker Rd & Legacy Park Dr/EW Arterial



PM Peak Hour Timings
3: Walker Rd & Legacy Park Dr/EW Arterial

7/5/2013

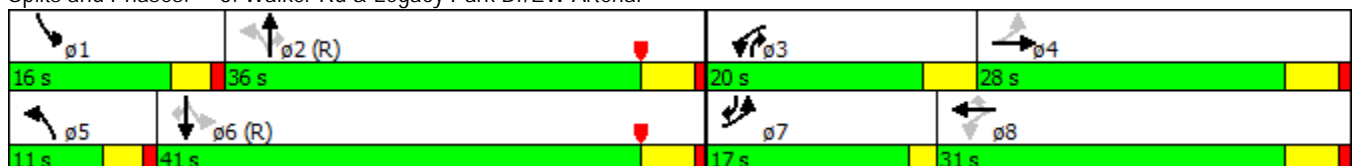


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	150	90	290	80	170	80	1020	240	220	1200	110
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8		5	2	3	1	6	7
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	8.0	16.0	10.0	16.0	16.0	7.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.0	28.0	15.0	28.0	28.0	11.0	28.0	15.0	14.0	28.0	12.0
Total Split (s)	17.0	28.0	20.0	31.0	31.0	11.0	36.0	20.0	16.0	41.0	17.0
Total Split (%)	17.0%	28.0%	20.0%	31.0%	31.0%	11.0%	36.0%	20.0%	16.0%	41.0%	17.0%
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	0.0	1.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.0	4.0	5.0	5.0	4.0	5.0	4.0	4.0	5.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	32.8	16.7	37.1	21.4	21.4	43.3	34.2	54.9	54.5	43.6	61.7
Actuated g/C Ratio	0.33	0.17	0.37	0.21	0.21	0.43	0.34	0.55	0.54	0.44	0.62
v/c Ratio	0.33	0.56	0.73	0.21	0.38	0.40	0.94	0.28	0.67	0.86	0.12
Control Delay	22.2	36.4	34.6	34.3	7.4	18.3	49.4	2.9	29.0	34.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	36.4	34.6	34.3	7.4	18.3	49.4	2.9	29.0	34.2	2.8
LOS	C	D	C	C	A	B	D	A	C	C	A
Approach Delay		29.7		26.0			39.2			31.2	
Approach LOS		C		C			D			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 33.2
 Intersection LOS: C
 Intersection Capacity Utilization 84.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Walker Rd & Legacy Park Dr/EW Arterial



From: Jay Goldberg
Sent: June-04-13 1:56 PM
To: [REDACTED]
Cc: Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (Bob.Felker@ontario.ca); 'Eugeni, Josette'; Jane Mustac <jmustac@countyofessex.on.ca> (jmustac@countyofessex.on.ca); 'Godo, Anna'; Michael Cooke (mcooke@city.windsor.on.ca); Michael Chiu; Heather Templeton
Subject: RE: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

[REDACTED]

On behalf of the Ministry of Transportation (MTO), City of Windsor and County of Essex, thank you for your comments, your input is greatly appreciated and will assist the Team as we finalize this Study. We apologize for the delayed response.

Regarding your question on the sanitary sewers for County Road 42, please note that the planning of municipal services (i.e. sanitary sewers, storm sewers, and watermains) is not part of the scope of the Lauzon Parkway Improvements Class EA Study. The Project Team has ensured that the design of the County Road 42 cross-section can accommodate all existing and future municipal services.

The City of Windsor does have future plans to provide municipal services through this area. The Office of the City Engineer is responsible for the planning, design, and maintenance of the City's sewer and drainage systems. Please contact Anna Godo for more detailed information regarding the City's sewer construction projects.

Anna Godo, P.Eng.
Engineer III/Drainage Superintendent
Office of the City Engineer
350 City Hall Square, Room 302
Office: (519) 255-6100 x 6508
Cell: (519) 817-7119
agodo@city.windsor.on.ca

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.

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
On behalf of the Lauzon Parkway Improvements Project Team

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

From: [REDACTED]
Sent: December-22-12 6:14 AM
To: Jay Goldberg
Subject: RE: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

I have received your letter however i don't see any mention of SANITARY SEWERS for the area? you mention skylighths and sidewalks only. i did two petitions and and the majority of residents do want the sewers except 4-5 of them., thanks to your road building crises.
i am not an architect but logicaly i think that if you are going to build 4 lanes here you should get the city to put in the much needed sewers so the work is done once not 2-3 times, hope you do understand my point. we all agree that the city should put the sewers inn
since our taxes have gone up in recent years and our area hasn't had any major improvements in the last 13 years. i think is only fair they do that for us!. thanks

best wishes for the holidays to you and your team!.

[REDACTED]

From: JGoldberg@mrc.ca
T: [REDACTED]
CC: MChiu@mrc.ca; HTempleton@mrc.ca
Subject: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)
Date: Fri, 21 Dec 2012 20:01:15 +0000

Thank you for submitting comments at the second Public Information Centre (Oct. 22, 2012) for the Lauzon Parkway Improvements Class Environmental Assessment Study.

Please find attached a letter responding to your comments.

Thank you,

Jay Goldberg
On behalf of the Lauzon Parkway Project Team

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

VIA EMAIL: jeugeni@city.windsor.on.ca

Matter: 116532

June 19, 2013

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

Dear Ms. Eugeni:

**Lauzon Parkway Class Environmental Assessment
Windsor Christian Fellowship re Meeting Request**

We are solicitors for Windsor Christian Fellowship ("WCF"). WCF owns approximately 49 acres of land on the east side of 7th Concession Road, just west of the Legacy Park Drive and Walker Road, known municipally as 4490 7th Concession Road and 4500 Walker Road. Portions of the property accommodate WCF's large church building, Windsor Life Centre (women's addiction centre) and food bank; all of which serve the broad City of Windsor and surrounding communities.

WCF has a membership of approximately 2,500 to 3,000 members and averages 1,700 to 2,000 participants in two Sunday morning services. Additionally, WCF has a number of activities and programs that operate seven days week. WCF has one access to the property along a driveway to 7th Concession very close to the 7th Concession/Walker Road intersection, providing very direct access to Walker Road.

WCF has been an active participant throughout the Lauzon Parkway Class EA process. They have consistently expressed concerns with respect to the impact of the alignment of the East-West Arterial Road and intersection design options at Legacy Park Drive, 7th Concession Road and Walker Road to the WCF property. Though WCF has identified its concerns throughout the Class EA process, it does not appear that its concerns have been satisfactorily addressed.

WCF's concerns are generally characterized as follows:

- The "preferred" alignment of the future East-West Arterial Road poses constraints for the future access, development and efficient use of the WCF property. The main access point, building entranceway and orientation are all to the west. It appears from the plans presented at the Public Information Centres that future access is proposed to be to the east of WCF's buildings, requiring the direction of future site traffic to pass in proximity to sensitive areas of the building/property, and travel through the site in order to access the front door. This access is detrimental, inefficient, dangerous and not acceptable to WCF.
- The proposed means of access to 7th Concession Road from the East-West Arterial Road described in the materials presented to date and the Preferred Alternative significantly impacts access to the site. Under the proposed right-in, right-out 7th

Josette Eugeni, P.Eng.
Manager, Transportation Planning
City of Windsor
Re: Lauzon Parkway Class EA re Windsor Christian Fellowship re Meeting Request
June 19, 2013
Page 2

Concession Road intersection configuration, there is no direct means of accessing 7th Concession Road for people arriving to the site from the west. This has serious implications for WCF's operations and attendance in their day to day programs that service Windsor and Essex County.

- The presented Preferred Alternative of the East West Arterial Road and intersection design does not support efficient connections through the East Pelton Secondary Plan Area, and detrimentally affects future uses of vacant parts of the WCF site.

As a result of the lack of satisfactory response to these issues and the potential injurious effects of the Preferred Alternative to WCF, WCF has retained my firm, together with Stantec Consulting (Transportation Planning) and GSP Group Inc. (Land Use Planning). Stantec and GSP Group have reviewed the Class EA alternatives and have identified an alternative which is believed to address the concerns of WCF and which also would address the transportation requirements of the broader area.

Prior to finalizing the Environmental Study Report, we request that the Lauzon Parkway EA project team meet with WCF's consulting team (Aird & Berlis LLP, Stantec and GSP) to discuss WCF's concerns and WCF's alternative alignment and intersection design.

We would like to meet as soon as possible. This meeting can be coordinated through GSP Group by contacting either Chris Pidgeon or Eric Saulesleja at 519-569-8883.

We look forward to working with the City and McCormick Rankin to arrive at an alternative design that meets the needs of both the City and WCF and avoids the potential for future challenges and attendant cost and delay. In the meantime, if you have any questions, please contact the undersigned.

Yours truly,

AIRD & BERLIS LLP



NJP/sh

N. Jane Pepino, C.M., Q.C., LL.D.

c.c. Michael Chiu, Consultant Project Manager, McCormick Rankin
Rakesh Shreewastav, AVS Senior Project Engineer Ministry of Transportation
Jane Mustac, Manager of Transportation Planning, County of Essex
Brian Ciaramitaro, CMO, Windsor Christian Fellowship
Tina Hawco, Stantec Consulting
Chris Pidgeon, GSP Group Inc.

14886270.1

From: Shreewastav, Rakesh (MTO) <Rakesh.Shreewastav@ontario.ca>
Sent: June-19-13 1:47 PM
To: Michael Chiu; Heather Templeton; Jay Goldberg
Cc: Felker, Bob (MTO)
Subject: FW: Lauzon Parkway Class Environmental Assessment
Attachments: To Josette Eugeni, Manager, Transportation Planning, City of Windsor.PDF

Categories: Lauzon Parkway

From: Soma Hemingway [<mailto:shemingway@airdberlis.com>] **On Behalf Of** Jane Pepino
Sent: June 19, 2013 12:34 PM
To: 'jeugeni@city.windsor.on.ca'
Cc: 'lauzonparkwayea@mrc.ca'; Shreewastav, Rakesh (MTO); 'jmustac@countyofessex.on.ca'; Brian Ciaramitaro (bfc@wcf.ca); cpidgeon@gspgroup.ca; 'tina.hawco@stantec.com'
Subject: Lauzon Parkway Class Environmental Assessment

To: Josette Eugeni, Manager, Transportation Planning, City of Windsor
Re: Lauzon Parkway Class Environmental Assessment re Windsor Christian Fellowship re Meeting Request

N. Jane Pepino, C.M., Q.C., LL.D., LL.M.

T 416.865.7727
F 416.863.1515
E jepino@airdberlis.com

Brookfield Place • 181 Bay Street
Suite 1800 • Box 754
Toronto ON • M5J 2T9 • Canada
www.airdberlis.com

AIRD & BERLIS LLP
Barristers and Solicitors

Soma Hemingway

Assistant to N. Jane Pepino, C.M., Q.C., LL.D.

T 416.863.1500 x2131
F 416.863.1515
E shemingway@airdberlis.com

Brookfield Place • 181 Bay Street
Suite 1800 • Box 754
Toronto ON • M5J 2T9 • Canada
www.airdberlis.com

AIRD & BERLIS LLP
Barristers and Solicitors

named. If you are not the named addressee you should not disseminate, distribute or copy this email. Please notify the sender immediately by email if you have received this email by mistake and delete this email from your system. Aird & Berlis LLP may monitor, retain and/or review email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. Neither Aird & Berlis LLP nor the sender, therefore, accepts liability for any errors or omissions in the contents of this message, which arise as a result of email transmission.

Any advice contained in this communication, including any attachments, which may be interpreted as US tax advice is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code; or (ii) promoting, marketing or recommending to another party any transaction or matter addressed in this communication.



Please consider the environment before printing this 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

July 2, 2013

[REDACTED]

[REDACTED]

**RE: Lauzon Parkway Improvements Environmental Assessment
(Including Lauzon Parkway / County Road 42 /
Future East-West Arterial / Sandwich South Secondary Plan Study)
County Road 42 and County Road 19/Manning Road Intersection
Property Requirements [REDACTED]
Our File: W.O. 3211012**

[REDACTED]

Dear Sir [or Madam]:

McCormick Rankin (MRC), on behalf of the Ontario Ministry of Transportation (MTO), the City of Windsor and the County of Essex, is undertaking a Class Environmental Assessment (EA) Study to address the future requirements for Lauzon Parkway. One of the components of this study includes the environmental assessment study for County Road 42 from Walker Road to County Road 25/Puce Road.

The study area is shown on the attached key map.

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 purpose of this letter is to inform you of the preferred plan for the County Road 42 and County Road 19/Manning Road intersection and that the preferred plan will impact your property at [REDACTED]. Please find attached the proposed intersection design, which illustrates the road layout, property entrance locations and property requirements.

The previous County Road 19/Manning Road Improvements EA Study (2008) proposed a signalized intersection at County Road 19/Manning Road and County Road 42.

Based on the Transportation Needs Assessment completed for this Lauzon Parkway Class EA Study, improvements to the existing County Road 42 are required between Walker Road and County Road 25/Puce Road, including widening from 2-lanes to 4-lanes and intersection improvements. All existing and future signalized intersections along County Road 42 within the study area were evaluated against a roundabout alternative.

In assessing these options (signalized and roundabout) at the County Road 19/Manning Road & County Road 42 intersection, the roundabout is preferred overall as it results in a better level-of-service, has a safer design in that it reduces the severity of collisions, and also has the added benefit to serve as a gateway between the Towns of Tecumseh and Lakeshore. Although the roundabout design does result in some additional property impacts at the intersection, the Study Team has concluded that the Roundabout is preferred over a Signalized intersection

You are encouraged to review the information posted on the study website (www.lauzonparkwayea.ca), which includes the assessment and evaluation of alternatives, the selection of the preferred alternative and information presented at the PICs.

This Class EA Study commenced in early 2011 and is now nearing completion. The study findings will be documented in an Environmental Study Report (ESR) and is tentatively planned to be made available for a 30-day public review period in Summer 2013. Following this period, the requirements of the Ontario Environmental Assessment Act will be deemed to have been satisfied, subject to the resolution of any objections from the public and/or review agencies.

For further information, please visit the study website or contact:

Mr. Michael Chiu, P. Eng.

Consultant Project Manager
McCormick Rankin Corporation
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
Toll Free: 1-877-562-7947
Phone: 905-823-8500
Fax: 905-823-8503
E-mail: lauzonparkwayea.@mrc.ca

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
Windsor, ON N9A 1L9
Phone: (519) 973-7367
Fax: (519) 973-7327
E-mail: rakesh.shreewastav@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

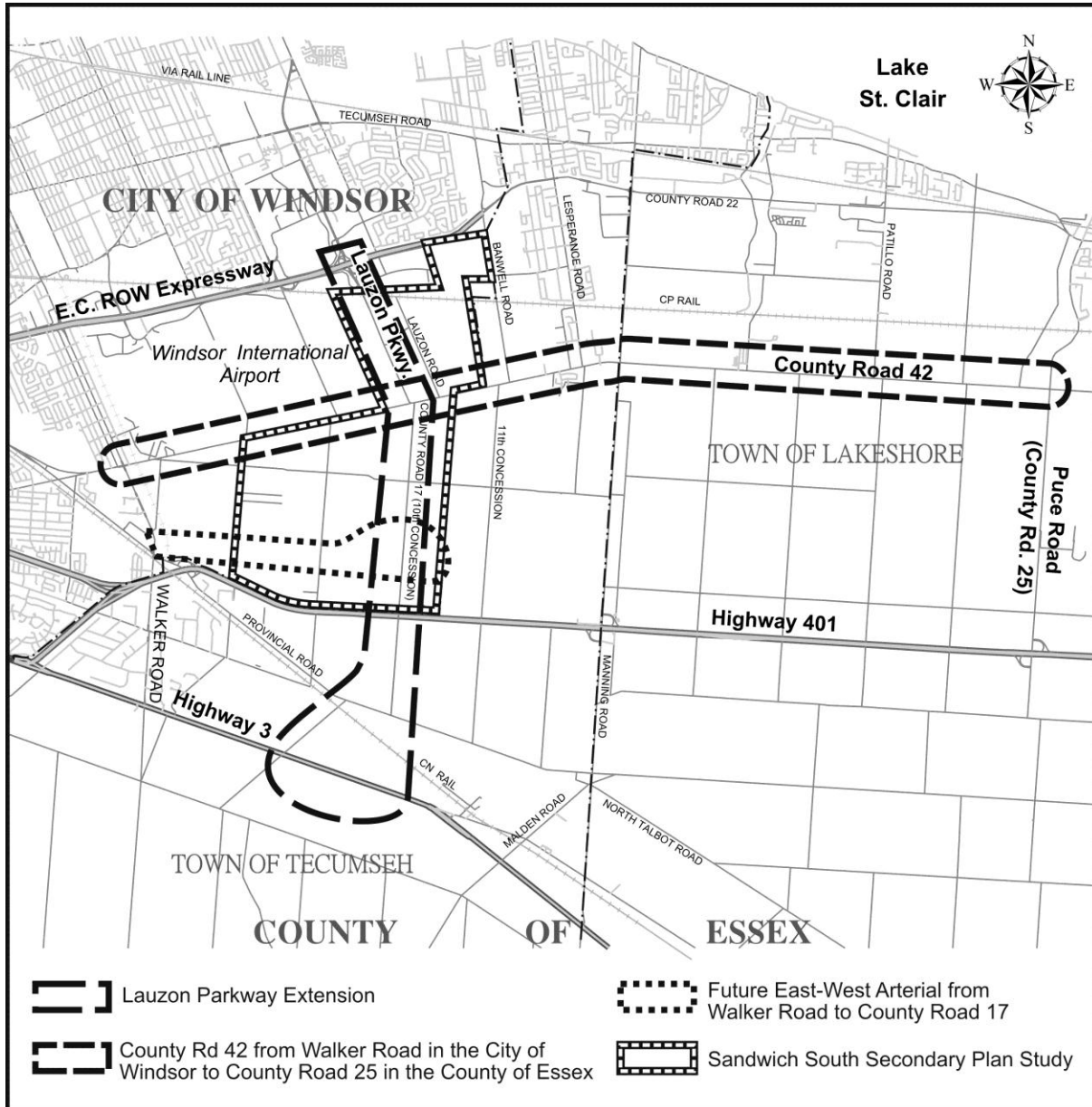
Yours very truly,
McCormick Rankin



Michael Chiu, P.Eng.
Consultant Project Manager

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

Key Map



**Walker Road / Legacy Park Drive / 7th
Concession Road / East-West Arterial
Intersection Roundabout Feasibility
Review**

Prepared for: Rosati Group and Windsor
Christian Fellowship



July 4, 2013

Sign-off Sheet



Stantec

This document entitled Walker Road / Legacy Park Drive / 7th Concession Road / East-West Arterial Intersection Roundabout Feasibility Review was prepared by Stantec Consulting Ltd. for Rosati Group and Windsor Christian Fellowship. The material in it reflects Stantec's best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Stantec Consulting Ltd. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions taken based on this report.

Prepared by Tina Hawco
(signature)

Tina Hawco, P. Eng. Garry Pappin
Reviewed by _____
(signature)

Garry Pappin, BES, LEL

Table of Contents

1.0 INTRODUCTION	1.1
1.1 BACKGROUND INFORMATION.....	1.2

2.0 EXISTING CONDITIONS	2.1
--------------------------------------	------------

3.0 ROUNDABOUT CONFIGURATION.....	3.1
--	------------

4.0 TRAFFIC FORECASTS AND ANALYSES	4.1
4.1 2031 PM PEAK HOUR ANALYSIS	4.1
4.2 REVISED ANALYSIS WITH METERING	4.3
4.3 7 TH CONCESSION ROAD SENSITIVITY ANALYSIS	4.4

5.0 TRUCK TURNING MOVEMENTS	5.1
--	------------

6.0 CONCLUSIONS	6.1
------------------------------	------------

LIST OF TABLES

Table 4.1 – 2031 PM Peak Hour – Rodel Analysis Results – 85% Confidence Level	4.1
Table 4.2 – 2031 PM Peak Hour – VISSIM Analysis Results	4.2
Table 4.3 – 2031 PM Peak Hour with Metering – VISSIM Analysis Results	4.3

LIST OF FIGURES

Figure 1.1 – PIC #2 Technically Preferred Plan for East-West Arterial West End Connection	1.2
Figure 3.1 – Proposed Preliminary Roundabout Configuration	3.2

LIST OF APPENDICES

APPENDIX A - MCCORMICK RANKIN CORPORATION MEMO TO FILE.....	A.1
APPENDIX B - EAST PELTON SECONDARY PLAN DEVELOPMENT PLAN	B.2

1.0 Introduction

As a part of the Lauzon Parkway Improvements Environmental Assessment (EA) currently being undertaken by the McCormick Rankin Corporation (MRC) on behalf of the Ministry of Transportation of Ontario (MTO), a new East-West Arterial (EWA) roadway is being proposed to connect the new Lauzon Parkway to Walker Road at its existing intersection with Legacy Park Drive and 7th Concession Road. As shown in **Figure 1.1**, the EA's "Technically Preferred Alternative" for the proposed west end connection of the EWA that was presented at the second Public Information Centre (PIC) consists of a signalized intersection servicing Walker Road, Legacy Park Drive and the EWA.

7th Concession Road would connect to the EWA approximately 50m east (center to center) of the intersection as a right-in right-out access, preventing Walker Road traffic from gaining access to 7th Concession Road. Southbound traffic on 7th Concession Road traffic would also be restricted from entering the westbound left turn lane on the EWA approach to Walker Road by a raised median island, and therefore, there would be no connectivity between 7th Concession Road southbound and Walker Road southbound.

The proposed alignment of the EWA shown in **Figure 1.1** is within a designated right-of-way located within the Windsor Christian Fellowship (WCF) lands (Municipal No. 4490 7th Concession Road and 4500 Walker Road). The alignment removes the existing driveway to the WCF lands and requires the relocation of the access to a location to the east, which is not conducive to the operations of the WCF facilities. The alignment also severs the 4500 Walker Road property and reduces the viability of developing the land south of the EWA.

During the development of the alternative solutions for the EWA connection to Walker Road, a 5-leg roundabout was considered, but set aside early in the process by the EA Team due to the following:

- Property requirements;
- Operational concerns associated with a 5 leg roundabout with comparatively low side street traffic volumes;
- A relatively high volume of heavy vehicles on Walker Road and related concerns regarding their maneuverability through the roundabout; and
- The future East-West. Arterial would need to be re-aligned south from its designated right-of-way to accommodate the 5 approaches to the roundabout.

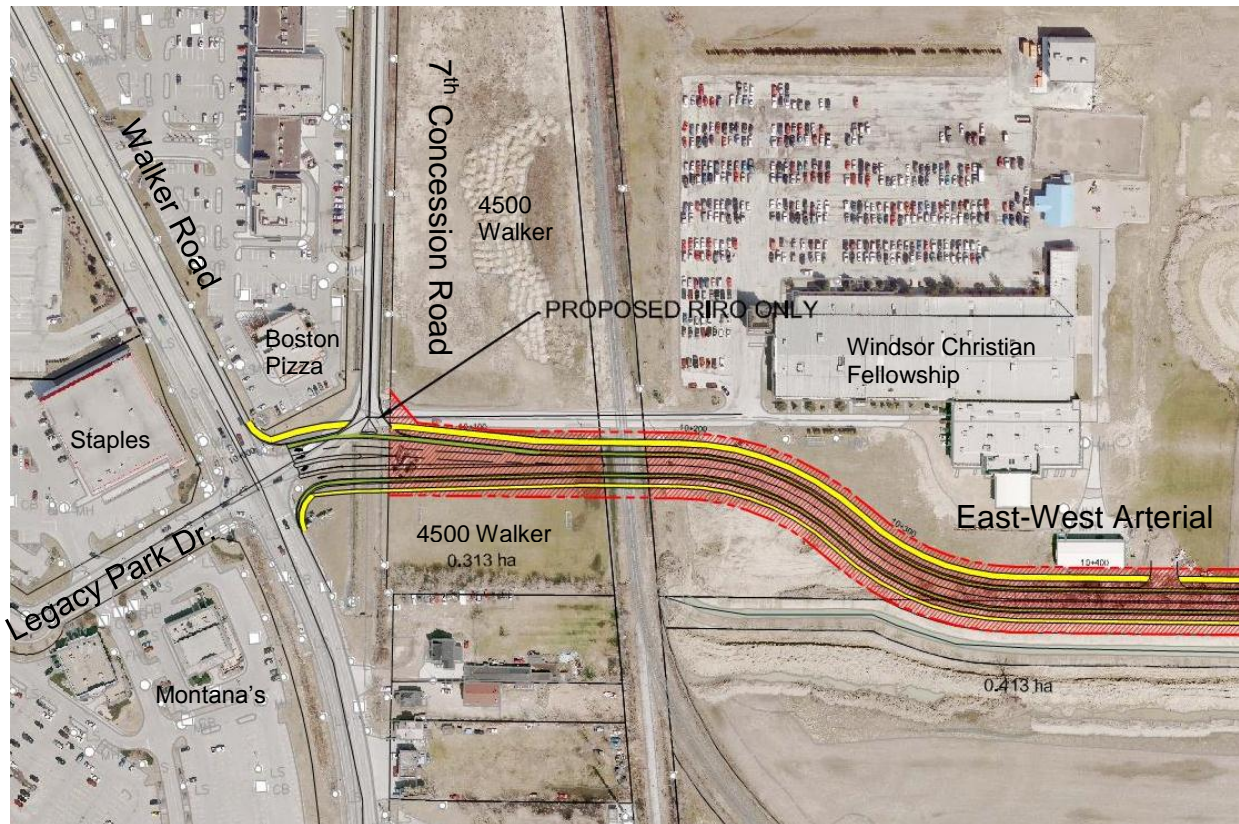
WCF, in partnership with the Rosati Group, who is interested in developing the property east of 7th Concession and north and south of the EWA (known as 4500 Walker Road), has expressed concerns to the EA team regarding the negative impact of the Technically Preferred Alternative with regard to the limited property access provided by 7th Concession Road as well as the

WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW

Introduction
June 28, 2013

relocation of the WCF access. Consequently, Stantec was retained to investigate the roundabout alternative further, including examining the feasibility and impacts of functional and operational alternatives for a 5-leg roundabout that would improve the accessibility and connectivity of 7th Concession Road.

Figure 1.1 – PIC #2 Technically Preferred Plan for East-West Arterial West End Connection



1.1 BACKGROUND INFORMATION

Stantec has reviewed the MRC memo to file entitled “Roundabout Analysis at Walker Road/Legacy Park Drive/7th Concession Road/East-West Arterial Intersection” dated October, 2011, which details the results of various analyses of a conceptual roundabout layout for the intersection. The volume inputs were 2031 p.m. peak hour traffic forecasts and the intersection was analyzed using Arcady, VISSIM and Synchro/SimTraffic software packages. The memo has been included in **Appendix A** for reference.

The relevant sections of the City of Windsor Official Plan and the Draft Secondary Plan for the East Pelton Secondary Planning Area were also reviewed in the preparation of this review.

2.0 Existing Conditions

In summary, Walker Road is a Class II Arterial Road 4-5 lane coordinated signalized corridor, Legacy Park Drive is a two lane urban local road which services a highly developed commercial area, and 7th Concession Road is a 2 lane local road with a rural cross section.

The existing Walker Road intersection with Legacy Park Drive and 7th Concession Road is a 4-leg signalized intersection with auxiliary left turn lanes on all four approaches. The intersection is mostly surrounded by commercial establishments with Staples to the northwest, Montana's restaurant to the southwest and Boston Pizza to the northeast.

The Windsor Christian Fellowship (WCF) has a large non-denominational church and related facilities, and the site's sole access is via 7th Concession Road immediately east of its intersection with Walker Road. The access has an unprotected crossing with CN Railway. Under current conditions, when a service has completed, it has been reported that it takes approximately 30 minutes to clear the parking lot due to long delays at the signalized intersection.

Figure 1.1 shows the intersection and the surrounding area.

3.0 Roundabout Configuration

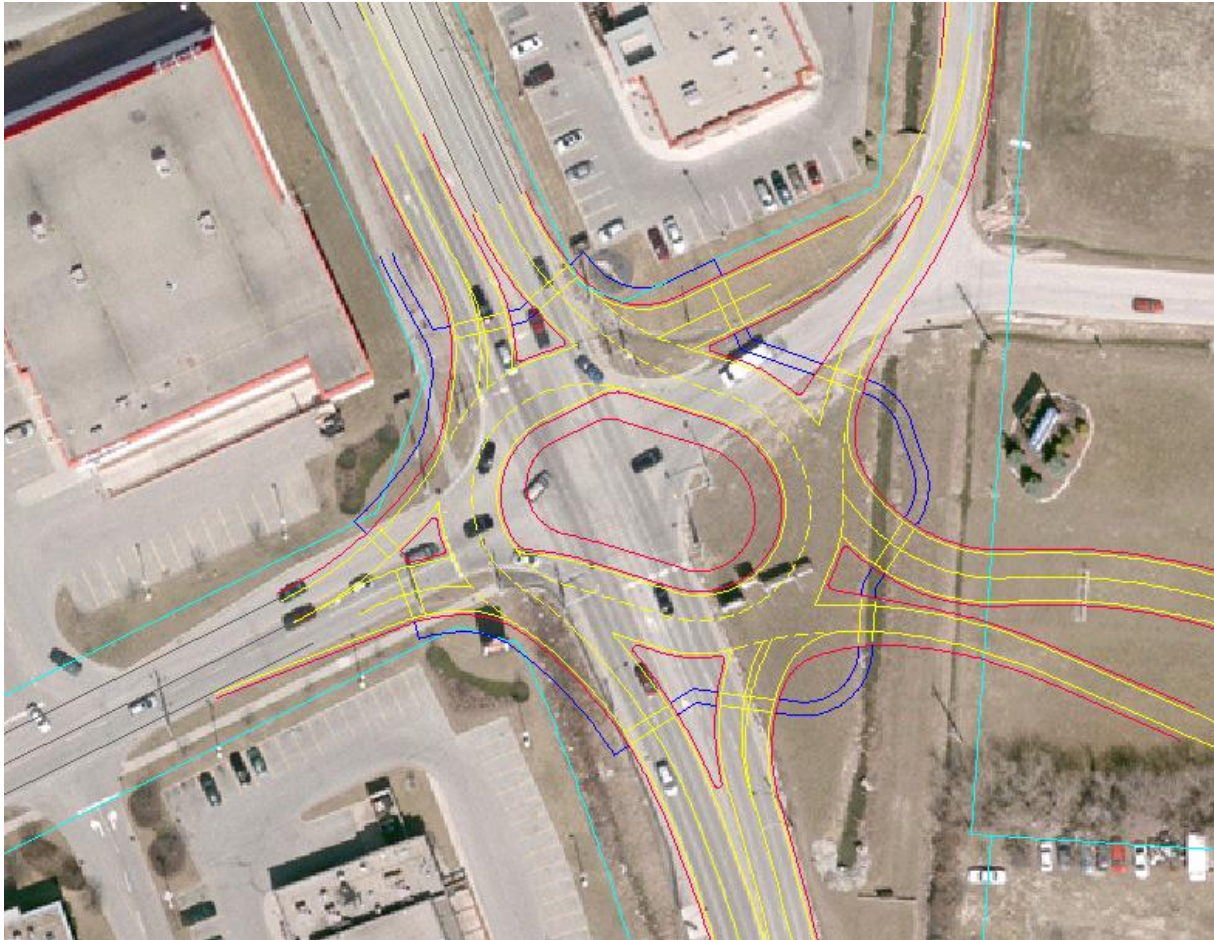
Starting with the MRC 5-leg roundabout configuration, Stantec has modified the geometry in consideration of current design practice, accommodation of the traffic forecasts, and property constraints. The modified, conceptual configuration is shown in **Figure 3.1**. The major difference between the configuration in **Figure 3.1** and the previously investigated configuration dual rather than single entry lanes for the 7th Concession, Legacy Park Drive and East-West Arterial approaches. The concept in **Figure 3.1** is also less intrusive on the existing developed properties while still allowing the alignment of the EWA to remain further south so that property impacts on the WCF lands (4490 7th Concession Road and 4500 Walker Road) are also minimized and adequate access to the properties can be achieved.

It is important to note that the modified roundabout concept has been developed primarily to examine its feasibility with respect to traffic operations (similar to the MRC analysis of the original 5-leg roundabout concept). The limitations with respect to this concept are as follows:

- Cycling and pedestrian requirements have not been explicitly examined;
- More comprehensive corridor analysis would be required to consider how the entire Walker Road corridor would function, including the signal timings and coordination of the corridor and their impact to the operations of the roundabout;
- Any limitations with the MRC forecasts as may be related to development pace and potential of the WCF, 4500 Walker Road, and other lands in the East Pelton Secondary Plan Area are carried forward; and
- A comprehensive design and safety audit has not been undertaken.

It is assumed for the purposes of this review, that the concept as presented is sufficient to further and expand the discussion within the EA process, and to allow the EA team to reconsider and compare the modified roundabout alternative to the current Technically Preferred Alternative.

Figure 3.1 – Proposed Conceptual Roundabout Configuration



4.0 Traffic Forecasts and Analyses

4.1 2031 PM PEAK HOUR ANALYSIS

To be consistent with the MRC memo (**Appendix A**), the same 2031 forecasted volumes for the p.m. peak hour were analyzed. Stantec conducted the analysis of the conceptual roundabout using Rodel, which uses the British empirical equations to assess capacity, delay and queuing, and VISSIM, a leading microscopic traffic flow simulation program. The analysis results are presented in **Table 4.1** and **Table 4.2**, respectively.

Table 4.1 – 2031 PM Peak Hour – Rodel Analysis Results – 85 % Confidence Level						
Approach	Movement	Volume (veh/hr)	Average Delay (s)	LOS	Average Queue (vehicles)	Max Queue (vehicles)
Northbound Walker Road	NB Right	140	7	-	2	3
	NB Right 2	100				
	NB Through	1020				
	NB Left	80				
East-West Arterial	WB Right	10	5	-	1	1
	WB Through	150				
	WB Left	50				
	WB Left 2	200				
7 th Concession Road	WB Right	20	7	-	0	0
	WB Through	30				
	WB Left	90				
	WB Left 2	0				
Southbound Walker Road	SB Right	110	10	-	4	5
	SB Through	1200				
	SB Left	200				
	SB Left 2	20				
Legacy Park Drive	EB Right	80	13	-	1	1
	EB Through	50				
	EB Through 2	40				
	EB Left	150				
Intersection			8	A	-	-

WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW

Traffic Forecasts and Analyses

June 28, 2013

Table 4.2 – 2031 PM Peak Hour – VISSIM Analysis Results						
Approach	Movement	Volume (veh/hr)	Average Delay (s)	LOS	Average Queue (m)	Max Queue (m)
Northbound Walker Road	NB Right	140	8	A	13	278
	NB Right 2	100	8	A	13	278
	NB Through	1020	8	A	13	278
	NB Left	80	9	A	13	278
East-West Arterial	WB Right	10	14	B	75	495
	WB Through	150	16	B	75	495
	WB Left	50	47	D	75	495
	WB Left 2	200	42	D	75	495
7 th Concession Road	WB Right	20	169	F	170	695
	WB Through	30	166	F	170	695
	WB Left	90	171	F	170	695
	WB Left 2	0	0	A	170	695
Southbound Walker Road	SB Right	110	22	C	99	709
	SB Through	1200	23	C	99	709
	SB Left	200	24	C	99	709
	SB Left 2	20	26	C	99	709
Legacy Park Drive	EB Right	80	232	F	600	904
	EB Through	50	282	F	600	904
	EB Through 2	40	276	F	600	904
	EB Left	150	257	F	600	904
Intersection			41	D	191	904

The Rodel results indicate that using an 85% confidence level, the roundabout would operate at Level of Service (LOS) A with minimal delay. Stantec tested the analysis by reducing the entry widths for the side street approaches to reflect the MRC roundabout configuration (single entry lanes, and found that the approaches would fail. This illustrates the sensitivity of the side street approaches as well as confirms the MRC findings.

The VISSIM analysis indicates that while the Walker Road approaches would function at LOS C or better, the minor side street movements would experience long delays. Specifically, 7th Concession Road and Legacy Park Drive would operate at LOS F under the 2031 p.m. peak period forecasted volumes.

Under simulation, the dynamic operation shows that Walker Road would essentially dominate the roundabout and that the low volume side streets would be severely delayed due to the lack of gaps within the roundabout (as created by the high volume of Walker Road traffic). To resolve the imbalanced approach leg volumes and create gaps within the roundabout would require either ensuring that the coordination of signals along Walker Road produced distinct

WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW

Traffic Forecasts and Analyses

June 28, 2013

vehicle platoons, or metering the high traffic volume Walker Road approaches at the roundabout with traffic signals.

4.2 REVISED ANALYSIS WITH METERING

The VISSIM simulation discussed in **Section 4.1**, assumes that Walker Road traffic would arrive at the intersection randomly (it is also assumed that the original MRC analyses included random arrivals). Considering that Walker Road is part of a signalized arterial corridor, a more realistic simulation would be to assume that vehicles travel in platoons. Without detailed information being available for the Walker Road corridor, metering the Walker Road approaches was added to the roundabout analysis to ensure that the gaps would be available to allow the minor side street traffic to use the roundabout. The metering consisted of using traffic signals to periodically stop Walker Road traffic from entering the roundabout.

The VISSIM simulation was re-run with metering applied to the Walker Road approaches, and the results are presented in **Table 4.3**.

Table 4.3 – 2031 PM Peak Hour with Metering – Vissim Analysis Results						
Approach	Movement	Volume (veh/hr)	Average Delay (s)	LOS	Average Queue (m)	Max Queue (m)
Northbound Walker Road	NB Right	140	19	B	20	146
	NB Right 2	100	19	B	20	146
	NB Through	1020	19	B	20	146
	NB Left	80	23	C	20	146
East-West Arterial	WB Right	10	9	A	8	81
	WB Through	150	11	B	8	81
	WB Left	50	16	B	8	81
	WB Left 2	200	21	C	8	81
7 th Concession Road	WB Right	20	40	D	9	67
	WB Through	30	42	D	9	67
	WB Left	90	40	D	9	67
	WB Left 2	0	0	A	9	67
Southbound Walker Road	SB Right	110	28	C	41	194
	SB Through	1200	28	C	41	194
	SB Left	200	28	C	41	194
	SB Left 2	20	32	C	41	194
Legacy Park Drive	EB Right	80	28	C	3	89
	EB Through	50	34	C	18	144
	EB Through 2	40	39	D	18	144
	EB Left	150	35	C	18	144
Intersection			25	C	19	194

The results of the analysis with metering show that a good level of service could be provided on all approaches.

4.3 7TH CONCESSION ROAD SENSITIVITY ANALYSIS

The 2031 traffic volumes for 7th Concession Road shown in the MRC memo are the same as the existing volumes, which indicates an assumption of no future growth in peak hour traffic. The Development Plan (**Appendix B**) in the draft Secondary Plan for the East Pelton Planning area, however, shows the potential for substantial development along with a proposed road network with multiple connections to 7th Concession Road. Therefore, it could reasonably be assumed that some development would occur before 2031, and traffic demands on 7th Concession Road would increase.

A sensitivity test was conducted by incrementally increasing the p.m. peak hour traffic volumes entering the roundabout from the 7th Concession Road approach only, and re-analyzing the roundabout operations with metering of the Walker Road approaches. It was found that traffic on the 7th Concession Road approach to the roundabout could increase by up to 140 vehicles before poor roundabout operations would occur. This represents an approximate doubling of the existing traffic volume.

The sensitivity test indicates that the roundabout volumes without additional growth due to development are operating close to capacity, and that a relatively small amount of development could potentially add enough traffic to the roundabout to create at capacity conditions and poor operations. However, the road network of the East Pelton Secondary Plan shown in **Appendix B** provides alternative routes that may reduce the traffic demand at the roundabout. Therefore, both development levels and the completion of the East Pelton Secondary Plan road network would have to be monitored to assist in managing development-related traffic demands of the roundabout.

5.0 Truck Turning Movements

The MRC report indicates that the Walker Road traffic comprises up to 10% commercial vehicles. Examining recent traffic counts (May 26, 2011, Ontario Traffic Inc. for the City of Windsor), it was found that heavy vehicles (up to WB-20.5 trucks) represent approximately one-third to two-fifths of the commercial vehicles (i.e. large trucks account for 3 to 4% of the Walker Road traffic), based on both 8-hour and peak hour data, which showed very little variation in heavy vehicle percentages.

The MRC report indicates that “Due to the high truck volume, the roundabout would be required to accommodate truck traffic (WB-20.5)”. It could be argued that with a 5% or less volume of Heavy Vehicles as evidenced by the Ontario Traffic Inc. traffic count, the heavy vehicle volume would not be considered high for an arterial road. Therefore, this would be a design consideration for the roundabout – i.e. the use of the common practice of allowing larger heavy vehicles to utilize both lanes of the roundabout versus designing the roundabout to accommodate larger trucks with no encroachment on adjacent lanes within the roundabout.

The roundabout concept as depicted in **Figure 3.1** does require heavy vehicles to occupy both lanes of the roundabout as is the common practice. As noted earlier, design refinements would be required should the concept be explored further such as:

- Increasing the size of the roundabout (which would likely be by expanding to the east to minimize property impacts);
- Using a wider outside lane width;
- Using gore striping between the entry lanes; and/or
- Adding a right turn bypass lane (specifically between northbound Walker Road and the EWA).

These types of refinements would have to be weighed against completely eliminating any truck encroachment on adjacent lanes and the potential for adverse impacts on the safety performance for all vehicle types due to a much larger roundabout footprint.

6.0 Conclusions

The following summarizes the findings of this review:

- According to anecdotal reports, the existing operation of the signalized intersection of Walker Road/Legacy Park Drive/7th Concession Road contributes to lengthy traffic delays for patrons of the Windsor Christian Fellowship (WCF) facilities during the peak exit times after services;
- The proposed Technically Preferred Alternative for the East-West Arterial intersection with Walker Road, as presented in the second PIC for the Lauzon Parkway Environmental Assessment (EA), limits the connectivity of 7th Concession Road. It also limits the accessibility to and from Walker Road south for the WCF lands (4490 7th Concession Road and 4500 Walker Road) and other lands in the East Pelton Secondary Plan area;
- The roundabout concept screened out by the EA team was further modified by Stantec to increase capacity, while considering various design constraints such as property requirements. With the modifications, the property requirements to accommodate the roundabout concept, while preliminary, are minimal;
- The 2031 horizon year capacity analysis of the Stantec concept (without metering) for the p.m. peak period yielded LOS A using the Rodel software package, however, delays were found for the side streets in the VISSIM micro-simulation analysis;
- Metering Walker Road traffic was tested and it was determined that acceptable operations could be achieved for both the minor side streets and Walker Road. While metering a roundabout is a non-standard approach, and adds additional complexity to the intersection operations, it would only be required if traffic volumes approach the 2031 forecasts developed by MRC;
- The design (and size) of the roundabout will be affected by the decision to either allow larger trucks to encroach on both lanes within the roundabout, or to accommodate the swept path of larger trucks entirely within each lane. While MRC reported that commercial vehicles represent 10% of the Walker Road traffic volumes, recent traffic data indicates that larger trucks (e.g. design WB-20.5) are approximately 3 to 4% of Walker Road traffic;
- The modified roundabout has advantages such as maintaining the connectivity of 7th Concession Road thereby reducing negative impacts to businesses/property owners along that corridor, reduces the impacts of the EWA alignment to the WCF and 4500

**WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST
ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW**

Conclusions

June 28, 2013

Walker Road properties, and provides capacity that would improve current WCF traffic operations at the end of services as well as accommodating the MRC traffic forecasts up to 2031;

- The modified roundabout allows for solutions, such as signalized metering, to accommodate higher future volumes if necessary;
- Any potential increases in traffic volumes on 7th Concession Road would likely be moderated by the opening of other parts of the road network associated with the new development areas to the east by 2031;
- Standard encroachments of the small percentage of large trucks (WB-20.5) into adjacent lanes is acceptable practice and requires education and appropriate signage to inform motorists; and
- It is assumed for the purposes of this review, that the roundabout concept as presented and analyzed is sufficient to further and expand the discussion within the EA process, and to allow the EA team to reconsider and compare the modified roundabout alternative to the current Technically Preferred Alternative.

Stantec

**WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST
ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW**

Appendix A- McCormick Rankin Corporation Memo to File

June 28, 2013

Appendix A - McCormick Rankin Corporation Memo to File



McCORMICK RANKIN
CORPORATION

A member of  **MMM GROUP**

2655 North Sheridan Way, Suite 300
Mississauga, Ontario, L5K 2P8
Tel: (905)823-8500
Fax: (905) 823-8503
E-mail: mrc@mrc.ca
Website: www.mrc.ca

MEMO TO FILE

BY: Leslie Green
Keyur Shah

DATE: October 2011

OUR FILE: 3211012 – Lauzon Parkway Improvements Class Environmental Assessment

SUBJECT: Roundabout Analysis at Walker Road/Legacy Park Drive/7th Concession Road/East-West Arterial Intersection

The existing Walker Road/Legacy Park Drive/7th Concession Road intersection is a 4-leg signalized intersection. As part of the proposed improvement included in the Lauzon Parkway Improvements Class Environmental Assessment study, a new east-west connection (Future East-West Arterial) is required to support the future development of the Sandwich South community and provide an effective grid transportation system for the area. The west connection of the Future East-West Arterial would be at the existing Walker Road/Legacy Park Drive/7th Concession Road intersection.

The connection of the Future East-West Arterial to the existing Walker Road/Legacy Park Drive/7th Concession Road intersection is complex. To improve the safety and operations of this intersection, consideration is being given to various options including a roundabout.

As shown in Figure 1, the roundabout option would maintain access from all intersecting roads, which would result in a 5-leg roundabout. The roundabout would be 2 lanes with an inscribed diameter of 70 m. Due to the high truck volume, the roundabout would be required to accommodate truck traffic (WB-20.5). The existing share of commercial vehicles on Walker Road during the a.m. peak hour is approximately 8 to 10% and during the p.m. peak hour is approximately 5%.

To accommodate the 5 approaches to the roundabout, the Future East-West Arterial would be realigned south from its designated right-of-way.

Traffic Capacity and Operational Analysis for Proposed Roundabout:

The roundabout capacity analysis was assessed for the 2031 p.m. peak hour traffic demand. The future p.m. peak hour traffic volume on Walker Road (major arterial) is approximately 1,500 vehicles on the southbound approach and approximately 1,300 vehicles on the northbound approach with minor volume on Legacy Park Drive (approximately 300 vehicles) and 7th Concession Road (approximately 150 vehicles). For this analysis, the existing traffic volume observed during weekday p.m. peak hour was used for the Legacy Park Drive and 7th Concession Road approach. In future, the future East-West Arterial would connect to this intersection and could add about 500 vehicles to the existing intersection. Considering future traffic demand, the overall intersection traffic volume would increase to around 3,700 vehicles.

The design configuration used in the traffic operational analysis is presented in **Figure 1**. The intersection capacity analysis for the roundabouts was assessed using three traffic engineering software: (1) Arcady, (2) SimTraffic/Synchro and (3) VISSIM.

These are industry standard software which consider the traffic demand and network geometry for the capacity analysis. The Arcady is renowned software used in U.K. and Europe for roundabout analysis. The Arcady (UK) and Rodel (US) software are analyzing the roundabout capacity using Empirical Method using six geometric parameters. These parameters include entry width, approach width, effective flare length, entry radius, entry angle and inside circle diameter. The Arcady is appropriate tool for designing and operational analysis for usual configuration without significant imbalance approach traffic volumes. In this condition, the use of micro-simulation models should be considered.

The SimTraffic is the micro-simulation model under Synchro software. The SimTraffic and Arcady provides preliminary analysis results for roundabouts. As both of the software have different methods for estimating delay, the analysis results could vary slightly compared to each other; however, they generally generate similar overall outcomes. The approach delay from the Arcady analysis is presented in **Table 1** and from SimTraffic is presented in **Table 2**. The outputs from Arcady and SimTraffic are included in **Appendix A** and **Appendix B**, respectively.

Table 1: Roundabout Capacity Analysis using ARCADY

Approach				
ID	Name (Direction)	Volume	Delay	LOS
			(Veh/Sec)	
1	Walker Road (NB)	1,340	14	B
2	Future E-W Arterial (WB)	410	157	F
3	7 th Concession Road (SWB)	140	18	C
4	Walker Road (SB)	1,530	35	D/E
5	Legacy Park Drive (EB)	320	184	F
	Total/Average	3,740	53	F

Table 2: Roundabout Capacity Analysis using SimTraffic

Approach				
ID	Name (Direction)	Simulated Volume	Delay	LOS
			(Veh/Sec)	
1	Walker Road (NB)	1,316	46	E
2	Future E-W Arterial (WB)	435	110	F
3	7 th Concession Road (SWB)	150	13	B
4	Walker Road (SB)	1,507	35	E
5	Legacy Park Drive (EB)	300	234	F
	Total/Average	3,708	63	F

The capacity analysis results from both methods indicate that the roundabout configuration at this intersection would result in the overall level-of-service (LOS) 'F' i.e. high delay resulting in very congested conditions. The average delays for vehicle on the Legacy Park Drive and the Future East-West Arterial approaches would be un-reasonably high (about 3 to 4 minutes of average delay). In addition to preliminary analysis using Arcady and SimTraffic, a detailed microsimulation analysis was conducted using VISSIM software.

The VISSIM is a well renowned microsimulation model in the North America. The VISSIM microsimulation model includes the driver behaviour parameters, vehicle parameters, network/geometry and interaction of vehicles. With its unique high level of detail it accurately simulates urban and highway traffic, including pedestrians, cyclists and motorized vehicles. The VISSIM microsimulation model is used for many traffic and transportation engineering projects to simulate different traffic scenarios and options for various kinds of projects. The VISSIM model combines traffic engineering expertise and state-of-art presentation options with 3D animations.

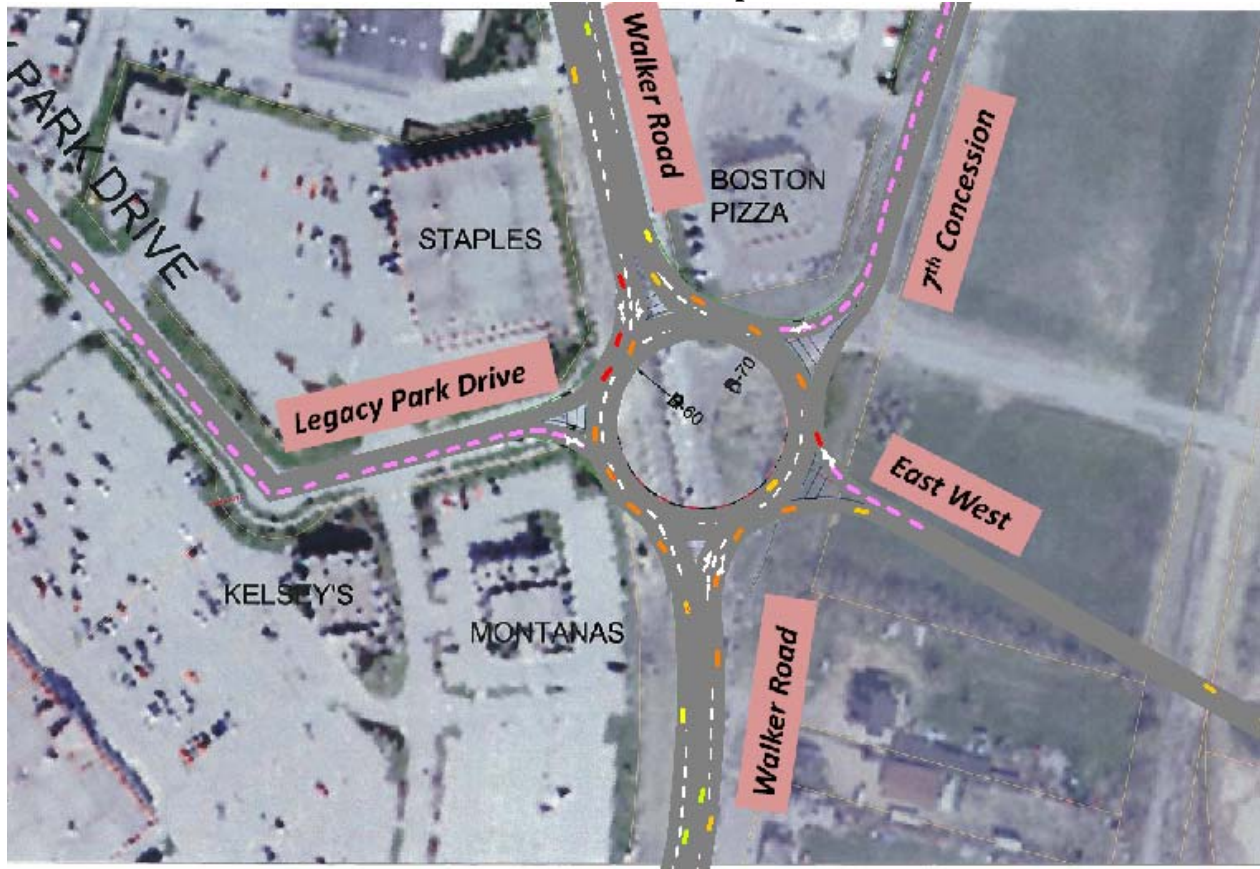
The analysis result from VISSIM software is presented in **Table 3**. The detailed VISSIM analysis result is presented in **Appendix C**. This analysis indicates that proposed roundabout at Walker Road/East-West Arterial/7th Concession/Legacy Park Drive would result in high delay (LOS'F'). This result confirms the preliminary analysis results evaluated from Arcady and SimTraffic.

Table 3: Roundabout Microsimulation Analysis using VISSIM

Approach					
ID	Name (Direction)	Volume	Delay	LOS	Queue (meters)
			(Sec/Veh)		
1	Walker Road (NB)	1,353	18	C	117
2	Future E-W Arterial (WB)	413	73	F	189
3	7 th Concession Road (SWB)	66	1117	F	449
4	Walker Road (SB)	1,536	26	D	168
5	Legacy Park Drive (EB)	252	350	F	447
	Total/Average	3,620	71	F	

The screenshot from the VISSIM microsimulation is presented in **Exhibit 1**; demonstrates the long queues (high delay) for the 7th Concession Road and Legacy Park Drive.

Exhibit 1: Screenshot from VISSIM Software for Proposed Condition



In addition to capacity constraints on approaches, the proposed roundabout would result in other traffic operational issues with respect to:

- 5-leg roundabout configuration with high total volume;
- Imbalanced traffic demand at this intersection - high-volume at major arterials with lower volume on minor collectors/local streets such as the case of Walker Road, which has a significantly higher volume than Legacy Park Drive, 7th Concession Road and the Future E-W Arterial. Roundabout tends to treat all movements at an intersection equally, with no priority provided based on the traffic demand; and
- In addition, the existing signal progression on Walker Road could be also be disrupted by the roundabout, thus reducing the efficiency of downstream intersections.

Property Impacts

The roundabout configuration cannot be accommodated within the existing intersection footprint. In addition, in order to improve the spacing of the 5-leg roundabout, in particular the 7th Concession Road leg, Future East-West Arterial leg and the south Walker Road leg, it was shifted slightly to the southeast of the existing intersection.

As shown in Exhibit 2, property is required from the Montanas Restaurant (south-west corner), Staples Store (north-west corner) and Boston Pizza Restaurant (north-east corner). Property impacts to Montanas and Boston Pizza includes the removal of approximately 10 parking spaces from each of the properties. The removal of the parking may also affect the parking supply

required for the properties as required by the zoning bylaw, which may require a zoning variance. In addition, due to the property impacts at the corner of the two parking lots, there may be a disruption to the flow of the parking lots.

In addition to potentially removing 1 parking space from the Staples Store property to accommodate the roundabout at this location, the southeast corner of the Staples building may be impacted.

It should be noted that Figure 2 represents only a planning level of the roundabout. Details such as cycling and pedestrian requirements have not been included; therefore, property impacts may be more significant than shown.

In addition, the City of Windsor has protected property for the alignment of the Future East-West arterial from Walker Road to approximately 650 m easterly. In order to accommodate the 7th Concession Road leg and the Future East-West Arterial leg, the Future East-West Arterial is on a new alignment (outside the area protected for the roadway) from Walker Road to approximately 300 m easterly.

Summary

A roundabout is not preferred at this location. This option is set-aside due to:

- An overall level-of-service (LOS) 'F' resulting in high delay and very congested conditions.
- Operational concerns associated with a 5-leg roundabout that connects to a major arterial roadway (Walker Road) with significant traffic volumes.
- Un-balanced traffic demand at the intersection - high-volume at major arterials with lower volume on minor collectors/local streets such as the case of Walker Road, which has a significantly higher volume than Legacy Park Drive, 7th Concession Road and the Future E-W Arterial. Roundabout tends to treat all movements at an intersection equally, with no priority provided based on the traffic demand; and
- Property impacts to both the Montanas Restaurant (south-west corner) and Staples Store (north-west corner) including removal of parking supply.
- Property impacts to Staples Store including removal of parking supply and impacts to the southeast corner of the building.
- The Future East-West Arterial would need to be realigned south from its designated right-of-way to accommodate the 5 approaches to the roundabout.

Figure 1 - Roundabout Layout

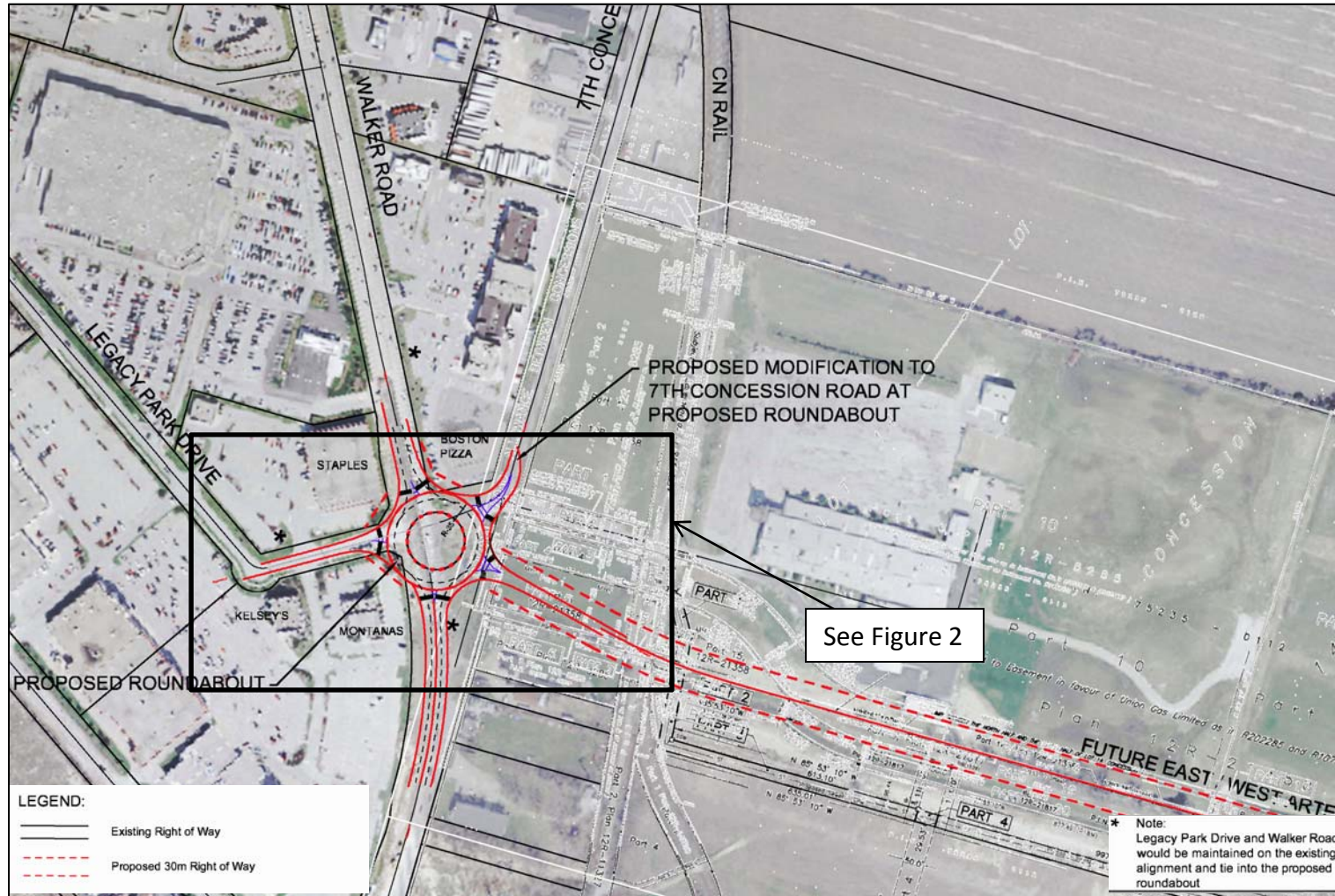
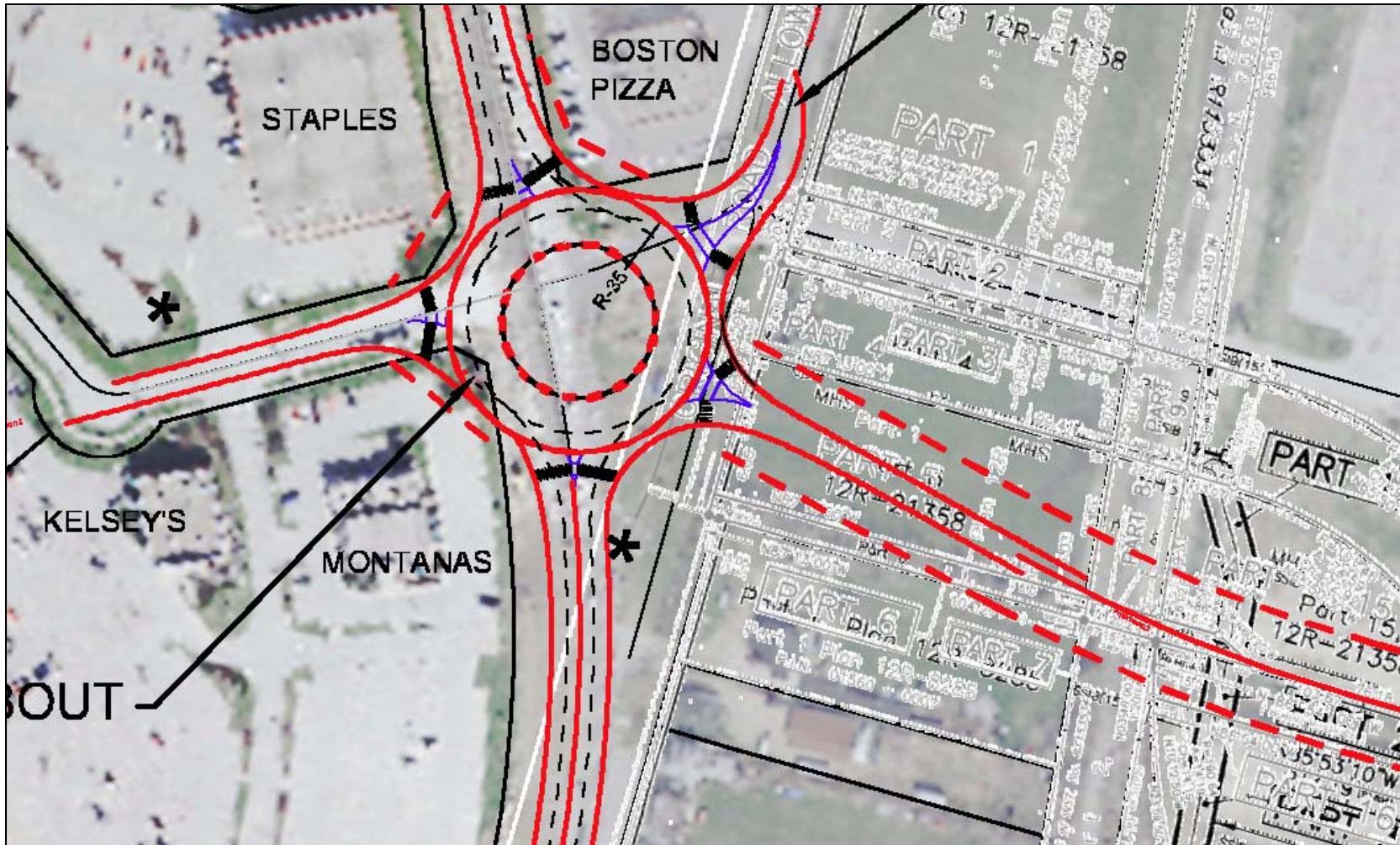


Figure 2 - Roundabout Layout



Appendix A – Arcady Output

	PM Peak Hour			
	Queue (PCU)	Delay (s)	RFC	LOS
	2031 - 2031 Forecast			
Arm 1	5.45	13.74	0.84	B
Arm 2	26.56	157.36	1.03	F
Arm 3	0.75	18.46	0.42	C
Arm 4	17.37	34.67	0.95	D
Arm 5	24.14	183.85	1.03	F

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

2031 Forecast - PM Peak Hour runs from 17:00:00 to 18:00:00

Appendix B - SimTraffic Output



Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intvls	1
Vehs Entered	3708
Vehs Exited	3697
Starting Vehs	137
Ending Vehs	148
Denied Entry Before	0
Denied Entry After	21
Travel Distance (km)	2870
Travel Time (hr)	135.1
Total Delay (hr)	68.5
Total Stops	3664
Fuel Used (l)	320.5

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	3708
Vehs Exited	3697
Starting Vehs	137
Ending Vehs	148
Denied Entry Before	0
Denied Entry After	21
Travel Distance (km)	2870
Travel Time (hr)	135.1
Total Delay (hr)	68.5
Total Stops	3664
Fuel Used (l)	320.5

12: Int Performance by movement

Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Total Delay (hr)	7.8	1.9	3.6	5.7	6.2	1.6	5.1	0.3	0.9	12.7	1.8	1.4
Delay / Veh (s)	227.4	230.3	270.2	223.8	108.1	112.9	111.8	115.1	46.1	46.0	44.4	45.2
Total Stops	27	9	6	23	169	52	134	8	79	1042	146	112
Travel Dist (km)	13.6	3.2	5.4	9.8	33.8	8.3	27.1	1.6	28.2	409.1	59.0	45.1
Travel Time (hr)	8.2	1.9	3.7	5.9	7.1	1.8	5.8	0.4	1.5	21.7	3.1	2.4
Avg Speed (kph)	2	2	2	2	5	5	5	5	19	19	19	19
Fuel Used (l)	7.7	1.8	3.4	5.6	8.1	2.1	6.6	0.4	3.1	44.5	6.2	4.7
HC Emissions (g)	24	5	4	5	16	11	20	3	8	242	29	28
CO Emissions (g)	417	92	102	162	438	186	439	45	293	5894	751	658
NOx Emissions (g)	32	7	7	13	43	19	46	5	26	675	81	76
Vehicles Entered	127	29	51	93	207	52	166	10	71	990	145	110
Vehicles Exited	122	29	46	89	205	51	162	10	70	1000	145	108
Hourly Exit Rate	122	29	46	89	205	51	162	10	70	1000	145	108
Input Volume	150	40	50	80	200	50	150	10	80	1020	140	100
% of Volume	81	72	92	111	102	102	108	100	88	98	104	108
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	3	3	2	7	3	0	2	1	0	0	0	0

12: Int Performance by movement

Movement	SBL2	SBL	SBT	SBR	SWL	SWR	SWR2	All
Total Delay (hr)	0.3	2.4	11.1	1.1	0.4	0.1	0.1	64.3
Delay / Veh (s)	41.4	40.9	34.7	31.8	13.4	13.6	10.4	62.5
Total Stops	23	200	1038	111	79	24	15	3297
Travel Dist (km)	9.2	82.0	450.1	49.7	11.9	4.1	3.0	1254.4
Travel Time (hr)	0.5	4.2	20.9	2.2	0.7	0.2	0.2	92.5
Avg Speed (kph)	19	20	22	22	18	17	20	15
Fuel Used (l)	1.0	8.9	46.9	4.8	1.7	0.6	0.4	158.7
HC Emissions (g)	1	41	238	20	6	2	2	705
CO Emissions (g)	65	1103	6065	552	235	78	69	17645
NOx Emissions (g)	6	119	686	60	22	8	8	1939
Vehicles Entered	24	210	1146	127	94	32	24	3708
Vehicles Exited	24	209	1150	125	94	32	24	3695
Hourly Exit Rate	24	209	1150	125	94	32	24	3695
Input Volume	20	200	1200	110	90	30	20	3740
% of Volume	120	104	96	114	104	107	120	99
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	21

Total Network Performance

Total Delay (hr)	68.5
Delay / Veh (s)	66.6
Total Stops	3664
Travel Dist (km)	2870.4
Travel Time (hr)	135.1
Avg Speed (kph)	23
Fuel Used (l)	320.5
HC Emissions (g)	1583
CO Emissions (g)	38997
NOx Emissions (g)	4603
Vehicles Entered	3708
Vehicles Exited	3697
Hourly Exit Rate	3697
Input Volume	7480
% of Volume	49
Denied Entry Before	0
Denied Entry After	21

Queuing and Blocking Report

Baseline

8/30/2011

Intersection: 12: Int

Movement	EB	WB	NB	NB	SB	SB	SW
Directions Served	<LTR	LTR>	LT	TR>	<LT	TR	<LR>
Maximum Queue (m)	127.7	180.1	416.0	416.0	396.7	396.7	46.3
Average Queue (m)	109.7	122.6	114.0	122.7	167.4	126.3	14.4
95th Queue (m)	143.9	215.9	270.8	278.6	402.1	318.9	29.4
Link Distance (m)	108.5	164.2	411.4	411.4	392.1	392.1	126.2
Upstream Blk Time (%)	76	30	0	0	1	0	
Queuing Penalty (veh)	0	0	0	0	0	0	
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Network Summary

Network wide Queuing Penalty: 0

Appendix C – VISSIM Output

LOS Summary for Walker Road/Legacy Park Drive Roundabout from VISSIM Software (2031 p.m. peak hour)

Walker Road at Legacy Park

	Legacy Park (EB)					EW Arterial (WB)					7th Concession (SWB)				
	EBL	EBTL	EBTR	EBR	All	WBL	WBTL	WBTR	WBR	All	SBL	SBTL	SBTR	SBR	All
Travel Time Section	1	2	3	4		9	10	11	12		13	14	15	16	
Queue Counter	1	1	1	1		3	3	3	3		4	4	4	4	
Volume (vph)	116	32	40	64	252	200	55	148	11	413	0	42	15	9	66
Delay (sec)	345	357	358	351	350	75	75	70	67	73	0	1070	1196	1212	1117
LOS	F	F	F	F	F	F	F	F	F	F		F	F	F	F
95th% Queue (m)	447	447	447	447		189	189	189	189		449	449	449	449	
MAX Queue (m)	451	451	451	451		239	239	239	239		457	457	457	457	

	Walker Road (NB)					Walker Road (SB)					Overall
	NBL	NBTL	NBTR	NBR	All	SBL	SBTL	SBTR	SBR	All	
Travel Time Section	5	6	7	8		17	18	19	20		
Queue Counter	2	2	2	2		5	5	5	5		
Volume (vph)	78	1029	144	102	1353	21	196	1208	111	1536	3620
Delay (sec)	23	19	16	15	18	27	26	26	21	26	71
LOS	C	C	C	C	C	D	D	D	C	D	F
95th% Queue (m)	117	117	117	117		168	168	168	168		
MAX Queue (m)	162	162	162	162		231	231	231	231		

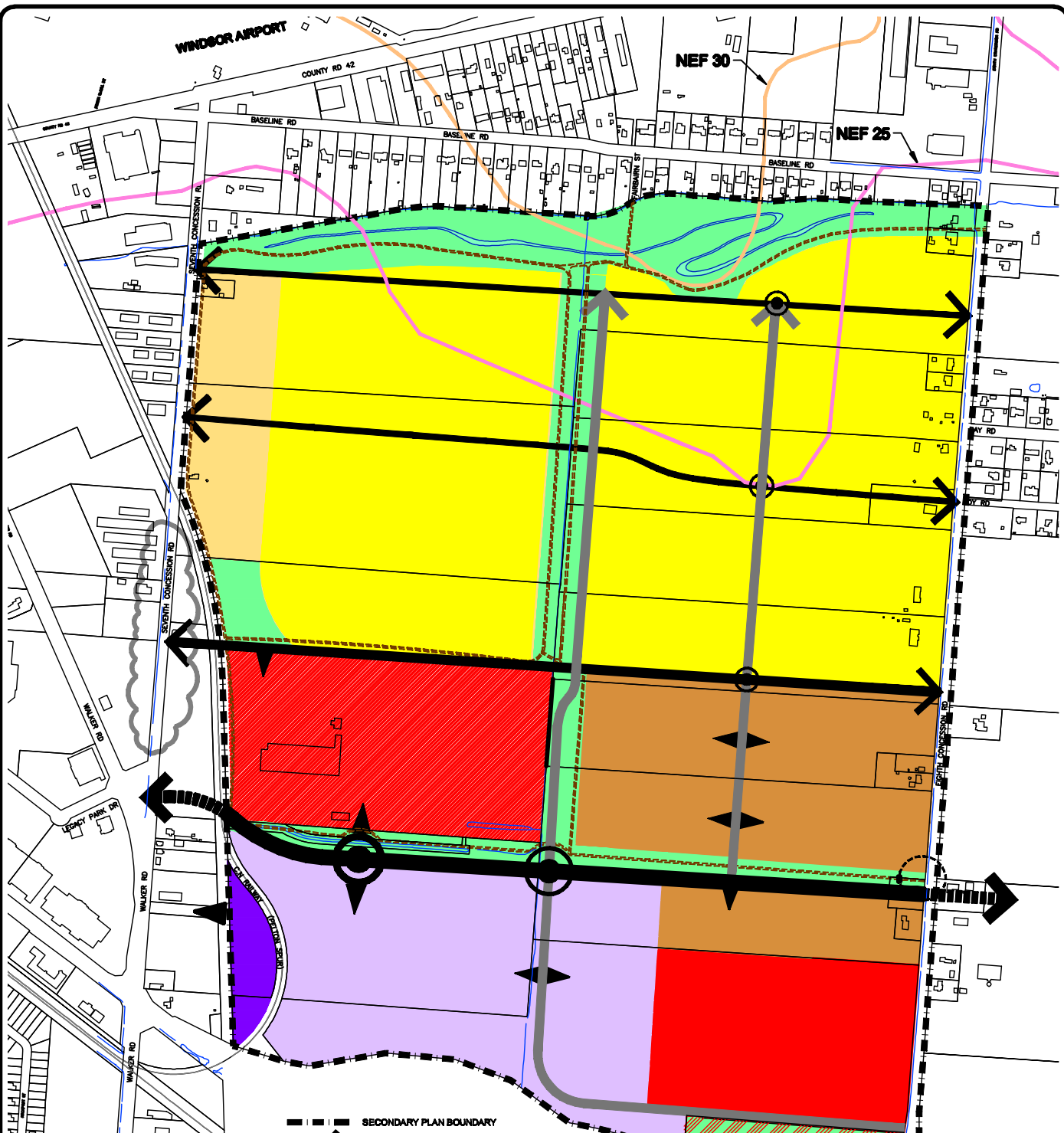
Stantec

**WALKER ROAD / LEGACY PARK DRIVE / 7TH CONCESSION ROAD / EAST-WEST
ARTERIAL INTERSECTION ROUNDABOUT FEASIBILITY REVIEW**

Appendix B- East Pelton Secondary Plan Development Plan

June 28, 2013

Appendix B - East Pelton Secondary Plan Development Plan



LEGEND

- RESIDENTIAL (LOW DENSITY)
- RESIDENTIAL (MEDIUM DENSITY)
- OPEN SPACE
- MAJOR INSTITUTIONAL
- MINOR INSTITUTIONAL
- COMMERCIAL CENTRE
- COMMERCIAL CORRIDOR
- MIXED USE
- PRIVATE RECREATION

- SECONDARY PLAN BOUNDARY
- ARTERIAL ROAD (CLASS I)
- COLLECTOR ROADS (CLASS I)
- COLLECTOR ROADS (CLASS II)
- ROUNDABOUT
- PROPERTY ACCESS
- BIKEWAY
- ALIGNMENT OF 7th CONCESSION RD TO BE EVALUATED
- STORM WATER MANAGEMENT
- COMMUNITY NODE
- NOISE EXPOSURE FORECAST CONTOURS (NEF)



SCALE 1 : 3000 (A1)

APPENDIX "A"

From: Michael Chiu
Sent: July-10-13 5:09 PM
To: Hawco, Tina
Cc: Joudrey, Don; Brydges, Pam; Dan McCulloch (Dan.McCulloch@rosatigroup.com); Brian Ciaramitaro (bfc@wcf.ca) (bfc@wcf.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca)
Subject: RE: Walker/Legacy Park/EW Arterial Signalized Intersection Analysis
Attachments: 3211012-ks-Walker Rd-EW Arterial 2031 Analysis-Tech Memo-July 8.pdf

Tina,

Attached please find a technical memo summarizing the traffic analysis of the EA-proposed intersection of Walker/Legacy Park/EW Arterial. Please call if you have any questions.

Michael

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 | chium@mmm.ca | www.mrc.ca

From: Hawco, Tina [<mailto:tina.hawco@stantec.com>]
Sent: July-02-13 9:59 AM
To: Michael Chiu
Cc: Joudrey, Don; Brydges, Pam; Dan McCulloch (Dan.McCulloch@rosatigroup.com); Brian Ciaramitaro (bfc@wcf.ca)
Subject: Walker/Legacy Park/EW Arterial Signalized Intersection Analysis

Good Morning Michael,

Could you please forward your 2031 analysis for the subject intersection as proposed in the preferred plan?

Thank you,
Tina Hawco, P. Eng.
Municipal/Traffic Engineer
Stantec
140 Ouellette Place Suite 100
Windsor ON N8X 1L9
Ph: (519) 966-2250
Fx: (519) 966-5523
tina.hawco@stantec.com
stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

 Please consider the environment before printing this email.



TECHNICAL MEMO

FROM: Keyur Shah
DATE: June 3, 2013 (Updated on July 8, 2013)
OUR FILE: 3211012 - Lauzon Parkway EA
SUBJECT: **2031 Traffic Analysis for Walker Road/7th Concession Road/Legacy Drive/E-W Arterial**

Background

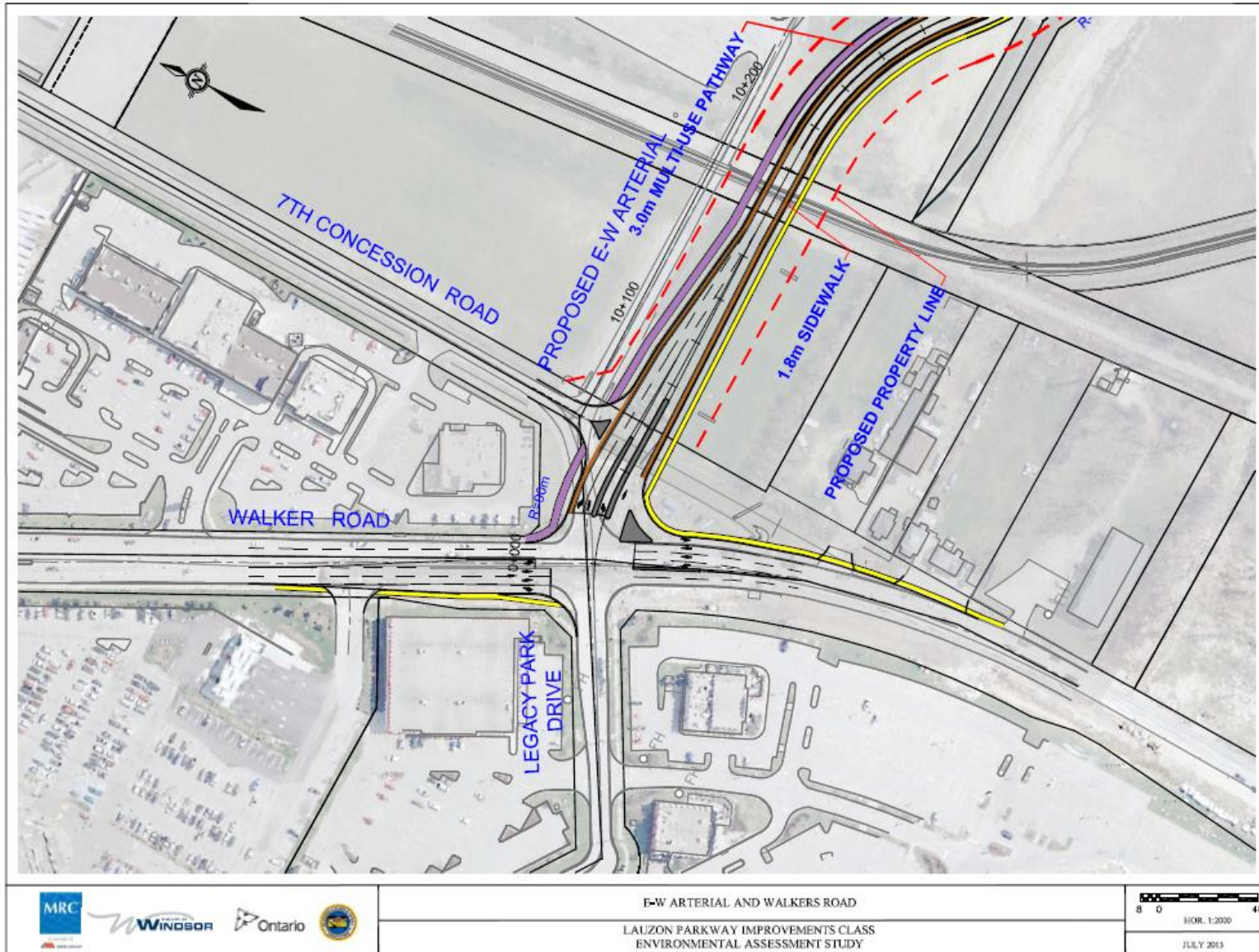
The existing Walker Road/Legacy Park Drive/7th Concession Road intersection is a 4-leg signalized intersection. The E-W Arterial is proposed to connect at this intersection and that could create a complex intersection configuration. To improve the safety and operations of this intersection, consideration is being given to various options including a 5-leg roundabout. The intersection operational analysis results indicated that with the projected traffic volume, the roundabout would not provide an acceptable level-of-service and would result in longer delays and queues. The roundabout option would also result in property impacts to both the Montana's Restaurant (south-west corner) and Staples Store (north-west corner).

This intersection is recommended to remain signalized by connecting 7th Concession Road to the proposed E-W Arterial with a right-in-right-out (RIRO) connection. At the intersection with Walker Road, a single through lane will be provided for the westbound E-W Arterial, as well as exclusive left and right turn lanes. To address the close proximity of the intersection along the E-W Arterial at Walker Road and 7th Concession Road the following measure are required:

- A median island separating eastbound traffic from westbound traffic will prevent eastbound left-turns onto 7th Concession Road.
- Raised curb separating westbound left-turn traffic will prohibit southbound access from 7th Concession Road to Walker Road. These will eliminate unsafe traffic operations.

The lane configurations for this intersection are presented in **Exhibit 1**.

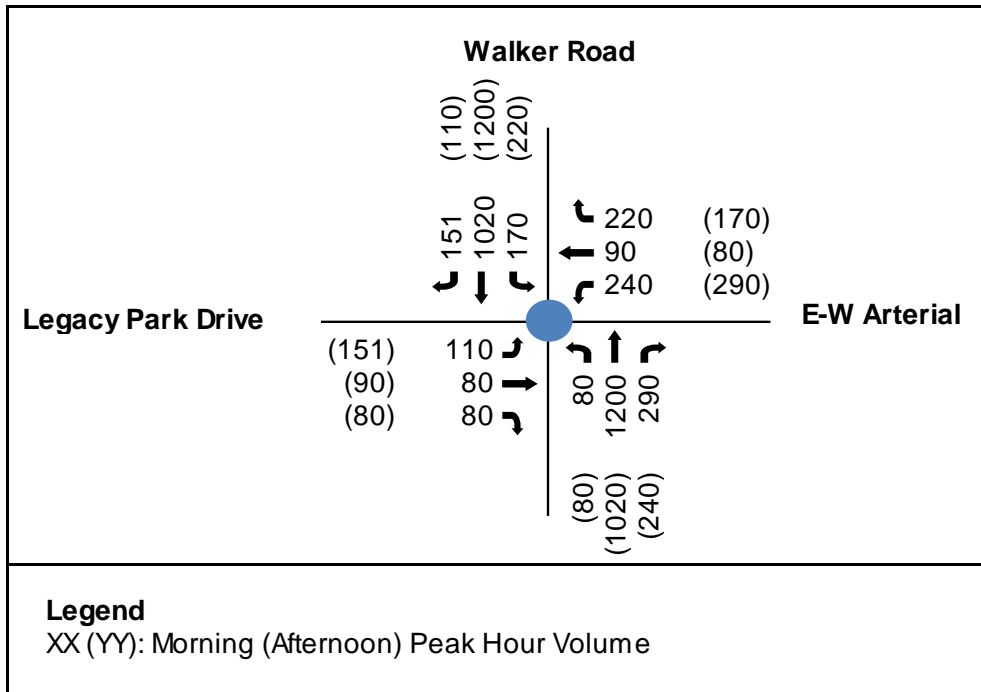
Exhibit 1: Lane Configuration at Walker Road and East-West Arterial Intersection



Projected Traffic Volume (2031)

The projected traffic volume for the Walker Road/Legacy Drive/E-W Arterial intersection for Year 2031 peak hours is presented in Exhibit 2.

Exhibit 2: Projected Traffic Volume (2031) at Walker Road and E-W Arterial Intersection



Intersection Capacity Analysis (2031)

The intersection capacity analysis with signalized control is analyzed using *Synchro* software for the forecasted traffic volumes. The analysis results are summarized in **Exhibit 3**.

Exhibit 3: 2031 Intersection Capacity Analysis for East-West Arterial and Walker Road

Location/Movement	Levels of Service							
	Weekday Morning Peak Hour				Weekday Afternoon Peak Hour			
	V/C	Delay (s)	LOS	Queue ¹ (m)	V/C	Delay (s)	LOS	Queue ¹ (m)
<i>East-West Arterial at Walker Road (Signalized)</i>		25	C			33	C	
Eastbound Left	0.29	26	C	29	0.33	22	C	35
Eastbound Through/Right	0.65	41	D	44	0.56	36	D	48
Westbound Left	0.71	38	D	60	0.73	35	D	70
Westbound Through	0.35	41	D	32	0.21	34	C	27
Westbound Right	0.54	10	A	21	0.38	7	A	17
Northbound Left	0.30	12	B	15	0.40	18	B	17
Northbound Through	0.86	34	C	185	0.94	49	D	171
Northbound Right	0.40	10	A	38	0.28	2	A	14
Southbound Left	0.60	25	C	44	0.67	29	C	58
Southbound Through	0.62	21	C	126	0.86	34	C	194
Southbound Right	0.14	2	A	8	0.12	1	A	9

Note: 1. Queue length reflects 95th percentile conditions

With the optimized signal timing and recommended lane configurations, this intersection is expected to operate with an (overall) LOS ‘C’ during both peak hours for 2031 traffic demand. All the movements are expected to operate with LOS ‘D’ or better during both peak hours. The maximum V/C ratio is 0.86 for northbound through movement for the afternoon peak hour and 0.94 during afternoon peak hour. Dedicated left-turning storage lanes are recommended on all approaches. Dedicated right-turn lanes are recommended for northbound and southbound approaches on Walker Road and for westbound approach on E-W Arterial. The details of signal timing plans are attached in Appendix. Based on the analysis results, it is confirmed that the proposed design plan (presented in Exhibit 1) is expected to provide sufficient storage length for the future year (2031) traffic demand at this intersection.

Appendix

Future (2031) Signal Timing Plans

AM Peak Hour Timings

3: Walker Rd & Legacy Park Dr/EW Arterial

7/5/2013

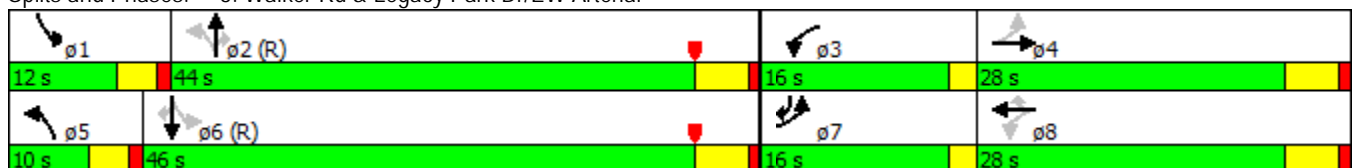


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	110	80	240	90	220	80	1200	290	170	1020	150
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8		5	2		1	6	7
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	2	1	6	7
Switch Phase											
Minimum Initial (s)	4.0	8.0	4.0	1.0	1.0	3.0	20.0	20.0	3.0	20.0	4.0
Minimum Split (s)	7.0	28.0	7.0	28.0	28.0	7.0	30.0	30.0	7.0	30.0	7.0
Total Split (s)	16.0	28.0	16.0	28.0	28.0	10.0	44.0	44.0	12.0	46.0	16.0
Total Split (%)	16.0%	28.0%	16.0%	28.0%	28.0%	10.0%	44.0%	44.0%	12.0%	46.0%	16.0%
Yellow Time (s)	2.0	4.0	2.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	0.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.0	2.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	Min	Min	None	C-Max	C-Max	None	C-Max	None
Act Effct Green (s)	28.0	13.0	31.1	14.9	14.9	52.7	44.1	44.1	61.8	51.5	68.5
Actuated g/C Ratio	0.28	0.13	0.31	0.15	0.15	0.53	0.44	0.44	0.62	0.52	0.68
v/c Ratio	0.29	0.65	0.71	0.35	0.54	0.30	0.86	0.40	0.60	0.62	0.14
Control Delay	25.7	40.9	37.7	41.2	9.8	12.0	33.7	9.6	25.4	21.0	1.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.7	40.9	37.7	41.2	9.8	12.0	33.7	9.6	25.4	21.0	1.6
LOS	C	D	D	D	A	B	C	A	C	C	A
Approach Delay		34.7		27.1			28.1			19.4	
Approach LOS		C		C			C			B	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 25.3
 Intersection LOS: C
 Intersection Capacity Utilization 80.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Walker Rd & Legacy Park Dr/EW Arterial



PM Peak Hour Timings

3: Walker Rd & Legacy Park Dr/EW Arterial

7/5/2013

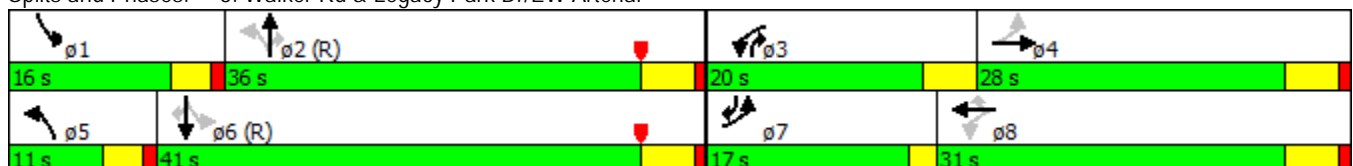


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Volume (vph)	150	90	290	80	170	80	1020	240	220	1200	110
Turn Type	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	7	4	3	8		5	2	3	1	6	7
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	7	4	3	8	8	5	2	3	1	6	7
Switch Phase											
Minimum Initial (s)	8.0	16.0	10.0	16.0	16.0	7.0	10.0	10.0	10.0	10.0	8.0
Minimum Split (s)	12.0	28.0	15.0	28.0	28.0	11.0	28.0	15.0	14.0	28.0	12.0
Total Split (s)	17.0	28.0	20.0	31.0	31.0	11.0	36.0	20.0	16.0	41.0	17.0
Total Split (%)	17.0%	28.0%	20.0%	31.0%	31.0%	11.0%	36.0%	20.0%	16.0%	41.0%	17.0%
Yellow Time (s)	2.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	2.0
All-Red Time (s)	0.0	1.0	0.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	2.0	5.0	4.0	5.0	5.0	4.0	5.0	4.0	4.0	5.0	2.0
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	32.8	16.7	37.1	21.4	21.4	43.3	34.2	54.9	54.5	43.6	61.7
Actuated g/C Ratio	0.33	0.17	0.37	0.21	0.21	0.43	0.34	0.55	0.54	0.44	0.62
v/c Ratio	0.33	0.56	0.73	0.21	0.38	0.40	0.94	0.28	0.67	0.86	0.12
Control Delay	22.2	36.4	34.6	34.3	7.4	18.3	49.4	2.9	29.0	34.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.2	36.4	34.6	34.3	7.4	18.3	49.4	2.9	29.0	34.2	2.8
LOS	C	D	C	C	A	B	D	A	C	C	A
Approach Delay		29.7		26.0			39.2			31.2	
Approach LOS		C		C			D			C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 33.2
 Intersection LOS: C
 Intersection Capacity Utilization 84.8%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Walker Rd & Legacy Park Dr/EW Arterial



From: Michael Chiu
Sent: July-22-13 6:49 PM
To: Jane Pepino
Cc: 'rakesh.shreewastav@ontario.ca'; 'jmustac@countyofessex.on.ca';
'lauzonparkwayea@mrc.ca'; 'Brian Ciaramitaro'; 'cpidgeon@gspgroup.ca'; 'Eric Saulesleja';
Hawco, Tina; jeugeni@city.windsor.on.ca
Subject: RE: RESENDING - Windsor Christian Fellowship - Lauzon Parkway Class Environmental
Assessment - Additional Information
Attachments: 3212012 Lauzon- Comments on July 4 2013 Stantec Report 130722.pdf

On behalf of the City, attached please find the Lauzon Parkway EA project team's responses to the Roundabout Feasibility Review Report prepared for Rosati Group and WCF. This is to assist in the discussion at our meeting on July 30.

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 | chium@mmm.ca | www.mrc.ca

From: Soma Hemingway [<mailto:shemingway@airdberlis.com>] **On Behalf Of** Jane Pepino
Sent: July-11-13 5:09 PM
To: jeugeni@city.windsor.on.ca
Cc: 'MChiu@mrc.ca'; 'rakesh.shreewastav@ontario.ca'; 'jmustac@countyofessex.on.ca'; 'lauzonparkwayea@mrc.ca';
'Brian Ciaramitaro'; 'cpidgeon@gspgroup.ca'; 'Eric Saulesleja'; Hawco, Tina
Subject: RESENDING - Windsor Christian Fellowship - Lauzon Parkway Class Environmental Assessment - Additional
Information

RESENDING due to technical difficulties at this end.

To: Josette Eugeni, Manager of Transportation Planning
Re: Windsor Christian Fellowship – Lauzon Parkway Class Environmental Assessment
Re: Additional Information

N. Jane Pepino, C.M., Q.C., LL.D., LL.M.

T 416.865.7727
F 416.863.1515
E jepino@airdberlis.com

Brookfield Place • 181 Bay Street
Suite 1800 • Box 754
Toronto ON • M5J 2T9 • Canada
www.airdberlis.com

AIRD & BERLIS LLP
Barristers and Solicitors

Soma Hemingway
Assistant to N. Jane Pepino, C.M., Q.C., LL.D.

T 416.863.1500 x2131
F 416.863.1515
E shemingway@airdberlis.com

Brookfield Place • 181 Bay Street
Suite 1800 • Box 754
Toronto ON • M5J 2T9 • Canada
www.airdberlis.com



This message may contain confidential and/or privileged information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this email. Please notify the sender immediately by email if you have received this email by mistake and delete this email from your system. Aird & Berlis LLP may monitor, retain and/or review email. Email transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. Neither Aird & Berlis LLP nor the sender, therefore, accepts liability for any errors or omissions in the contents of this message, which arise as a result of email transmission.

Any advice contained in this communication, including any attachments, which may be interpreted as US tax advice is not intended or written to be used, and cannot be used, for the purpose of (i) avoiding penalties under the Internal Revenue Code; or (ii) promoting, marketing or recommending to another party any transaction or matter addressed in this communication.



Please consider the environment before printing this email.

Lauzon Parkway EA
Comments on Stantec Report for the Walker Road/ Legacy Park Drive/ 7th Concession/ E-W Arterial Intersection
(Prepared for Rosati Group and Windsor Christian Fellowship on July 4, 2013)

The Lauzon Parkway EA project team received a technical report (the “Report”) for the Walker Road/ Legacy Park Drive/ 7th Concession Road/ East- West Arterial Intersection Roundabout Feasibility Review prepared for Rosati Group and Windsor Christian Fellowship prepared by Stantec dated July 4, 2013.

We have following comments on the Report:

1. The Report confirms the EA analysis that the conventional roundabout configuration **would not provide acceptable Level of Service for this intersection and traffic approaching from 7th Concession and Legacy Park Drive would experience heavy delays** and would not be able to find sufficient gaps to enter in roundabout.
2. The Report suggests that “To resolve the imbalanced approach leg volumes and create gaps within the roundabout would require either ensuring that the coordination of signals along Walker Road produced distinct vehicle platoons, or metering the Walker Road approach”. However, Walker Road corridor is frequently used by emergency vehicles (particularly fire engines from the two nearby fire halls), and signal pre-emption is in place at the nearby intersection of Provincial and Walker for the railway level crossing. Because of pre-emption for trains and emergency vehicles, the signals upstream and downstream of the Walker Road/Legacy Park Drive/7th Concession intersection are frequently forced out of coordination; once this happens, they take several cycles to come back into coordination. This effect can be exacerbated in the case of a long, slow-moving train or in the case of a tiered emergency response where fire vehicles are dispatched several minutes apart. For these reasons, any strategy that relies on precise coordination of signals along the Walker Road corridor would not work for a significant portion of the time. Therefore, the suggested approach to produce distinct vehicle platoons by signal coordination would not work in this situation.
3. The Report suggests that in order to reduce the impacts of significant delays from the minor streets, traffic signals would be installed at the major roads to meter the traffic entering the roundabout and therefore providing gaps for traffic from minor streets to enter the roundabout. Traffic approaching from side-streets would experience heavy delay. Roundabouts are installed to gain greater capacity and lower delays, and an added signal defeats this purpose.
4. For Capacity analysis and Level of Service analysis, the Report inappropriately uses the Level of Service (LOS) criteria of a signalized intersection instead of an un-signalized / roundabout type of intersection. It is of note that the *Highway Capacity Manual (HCM) 2010* and *NCHRP Report 672* recommend using the LOS criteria (based on Control Delay) similar to an un-signalized intersection for roundabouts; as roundabouts share the same

basic control delay formulation. **The HCM LOS criteria have been adopted as the industry standard.**

5. The comparison of LOS Criteria (based on control delay) recommended by the HCM 2010 and used by Stantec for this study are presented in the following table:

Table 1: Comparison of LOS Criteria for Roundabout

LOS Criteria	Control Delay (s/veh) Criteria for the Roundabout provided HCM 2010	Control Delay (s/veh) Criteria for the Roundabout used by Stantec
A	0-10	0-10
B	> 10-15	> 10-20
C	> 15-25	> 20- 35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

6. Based on the HCM suggested LOS criteria, several movements of the proposed roundabout with metering scenario would operate with a lower level of service than the Report has noted. For example, traffic approaching from 7th Concession Road (westbound left, westbound through, westbound right turn) and traffic approaching from Legacy Park Drive (eastbound through traffic) would be operating at **LOS 'E'**, i.e. not LOS 'D'. Notwithstanding other operational issues with signals at the roundabout, **the recommended configuration in the Report does not provide an acceptable level of service (i.e. LOS 'D' or better) for the planned future facility.**
7. The proposed roundabout configuration would require heavy vehicles to occupy both lanes of roundabouts. It is not clear whether the capacity analysis considered this limitation. If not, then the intersection level of service could be further reduced to LOS 'F'.
8. The EA analysis has assumed minimum traffic growth on Walker Road, Legacy Park and 7th Concession Road due to the assumption that proposed completed network of Lauzon Parkway Extension and East Pelton Secondary Plan would divert traffic from this intersection. However, a likely scenario would have the East Pelton Secondary Plan road network in place prior to Lauzon Parkway Extension; and as such, there would be a substantial increase of traffic on Walker Road. Therefore, a roundabout at this intersection could result in grid-lock situation.

9. The Report acknowledged that “metering a roundabout is a non-standard approach, and adds additional complexity to the intersection operations, it would only be required if traffic volumes approach the 2031 forecasts developed by MRC.” Has any traffic analysis be conducted for other planning horizon years (existing/interim) to confirm that metering would not be required earlier or on Opening Day?
10. Notwithstanding the signalization and metering are against the nature of a true roundabout’s purpose and would introduce other operational and safety issues, the Report has not demonstrated that the proposed signals at the roundabout will perform satisfactorily. Signalization characteristics such as means of control, time of operation, and approach control will have to be defined and developed to assess the performance of the intersection during peak periods.
11. The Report has not identified the type of the signalization and timing of signalization. Would signalization require only on Walker Road at the approach to the roundabout or also full signalization of the circulatory roadway inside the roundabout? Without coordinated metering on Walker Road, the resulting additional queues on Walker Road could affect upstream entrances and exits.
12. The Report notes that under current conditions, when a service at the WCF has completed, reports of approximately 30 minutes to clear the parking lot due to long delays at the signalized intersection. In the future, with the proposed road network under the East Pelton Secondary Plan; WCF would be connected with an additional entrance/exit to the north and that would reduce the time to clear the parking lot.
13. The Report notes that the modified roundabout design provides adequate access to 4500 Walker Road & WCF. However, it is not clear where this access would be provided?

Additional Observations:

14. Walker Road currently operates with coordinated traffic signals. The recommended roundabout with metering would potentially affect the existing traffic signal coordination and would result in higher delays and increase in travel time for the through traffic on Walker Road; which carries over 32,000 vehicles during typical weekday. The significant amount of users on Walker Road could be impacted by the proposed ‘Roundabout with Signals’ to reduce the delays of the comparatively less amount of users on 7th Concession Road.
15. Roundabouts with signals are not common in the North America and only few have been installed. Of the roundabouts where signals or meters have been installed, these were done with little or no formal experience. Roundabouts with signals can be found in Europe and Australia **as a remedial measure for retrofitting the existing large rotary /**

roundabout intersections. In fact, signals at roundabout are regarded as a last resort in many cases because they do invariably cause delays and increase collision potential.

16. Drivers in Windsor are already not familiar and are expected to have a steep learning curve in using a conventional roundabout on a busy arterial. **The unconventional 'Roundabout with signals' would add considerable confusions to the road users** and result in additional costs (construction/installation and also operational/maintenance).
17. **A roundabout with signals could create potential safety issues** such as an unfamiliar driver could easily interpret that a green light at the signal (i.e. a signal very close to the roundabout yield line) indicates that they have the right-of-way to enter the roundabout directly without observing the yield-on-entry priority rule.
18. Based on general best practice, **"roundabouts should never be planned for metering or signalization"** (*Source: Roundabouts- An informational guide, FHWA publication*).
19. In the given situation at Walker/Legacy/E-W Arterial, the EA proposed signalized intersection could provide an acceptable level of service at this intersection. A roundabout at this location would result in operational and safety concerns, e.g. accommodation of pedestrians and bicycles, signal progression and traffic impacts on Walker Road. The proposed 'roundabout with signals' would result in additional concerns due to the added complication of signals / metering.
20. The following comments are related to the geometric design of the proposed modified roundabout design:
 - a. Flat entry angles at the Legacy Park Drive and 7th Concession Road approaches could result in high speeds of entering traffic and speed differentials of vehicles entering/travelling though the roundabout due to the difference between the large angle and small angles between legs of the roundabout.
 - b. Sightlines adequate for all approaches?
 - c. Potential for path overlap with the complex two-lane geometry, i.e., consecutive double-lefts?
 - d. Can the geometry safely accommodate truck turning movements?
 - e. Safety of pedestrian crossings and cyclists travelling through roundabout?



Stantec

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

August 13, 2013
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 Access Review

As part of the ongoing discussions between the Lauzon Parkway EA project team and stakeholders regarding concerns about access along the proposed East West Arterial (EWA), Stantec has been retained to review, develop and refine alternative access concepts for the Windsor Christian Fellowship at 4490 7th Concession Road (WCF) and 4500 Walker Road properties.

The EWA access for the WCF property as depicted in the *“Technically Preferred Alternative”* presented at the second PIC in October 2012 would not be conducive to the operations of this institution as it would be located at the back (east side) of their facilities and in an area where there is high pedestrian traffic and recreational activities. While an access at that location could be considered as a secondary, low traffic volume access, the WCF considers it essential to their operations to maintain their primary access at the front (west side) of the property as it is today.

The EA preferred alternative did not explicitly consider access to the 4500 Walker Road property, which has potential to develop for commercial land uses. Rather, access between this property and both the EWA and Walker Road would be indirect via 7th Concession. Due to the proximity of the EWA/7th Concession intersection and the EWA/Walker Road intersection, traffic movements between 7th Concession and the EWA would be limited to right turns in/right turns out. Additional physical restrictions that are part of the preferred EWA/Walker Road intersection design would further limit traffic movements such that northbound and southbound traffic on Walker Road would not be able to access 7th Concession, and traffic on 7th Concession would only be able to access Walker Road northbound. These limitations could lead to traffic infiltration

Reference: Lauzon Parkway Improvements Environmental Assessment – E-W Arterial Access Review

through existing, neighbouring commercial properties that currently have access to both Walker Road and 7th Concession. As the East Pelton Secondary Plan develops, it is understood that additional means of access via the future collector road network would become available; however, this would also represent indirect access between 4500 Walker Road (and other 7th Concession Road properties) and the arterial road system. These access constraints are seen to limit the development potential of 4500 Walker Road.

In consideration of the arterial road access concerns and constraints, Stantec has prepared two alternative access concepts for consideration by the EA project team. To assist in understanding future traffic operations with the proposed access alternatives, we also note that Stantec has collected WCF traffic data (24-hours for a Sunday and Wednesday) as well as the corresponding rail traffic data for the north-south spur line that runs between the WCF and 4500 Walker Road properties.

Option 1, which is considered to be the preferred concept, shows an intersection on the EWA that would align approximately with the front (west end) of the WCF building and traffic control would be provided by a 3-leg roundabout design. This intersection could also provide access to the property on the south side of the EWA by adding a fourth leg to the roundabout. In comparison to the current technically preferred alternative for the EWA under the EA, Option 1 provides a better alignment for the East-West Arterial by eliminating the small radius, low design speed reverse horizontal curves on the section between the WCF property and Walker Road.

In combination with a potential right in/right out access on the EWA along the frontage of 4500 Walker Road, Option 1 would facilitate access to 4500 Walker Road and 7th Concession Road for both westbound and eastbound traffic on the EWA – i.e. westbound traffic via a direct right in movement and eastbound traffic via a 180 degree turn-around movement within the roundabout to change direction to westbound and proceed to the right in accesses.

Option 2 shows a conventional intersection on the EWA that would also approximately align with the front (west end) of the WCF building and would provide for all turns access as a T-intersection. Similar to the roundabout intersection in Option 1, a south leg could be added to form a four-leg intersection that would also provide access to the property on the south side of the EWA. The conceptual design includes an auxiliary eastbound left turn lane on the EWA, and an auxiliary westbound left turn lane could be added to the EWA if the fourth (south) leg was added.

While Option 2 satisfies the needs of the current operations of the WCF, it is less desirable with regard to providing access to the potential right in/right out access for 4500 Walker Road and still does not improve access between 7th Concession Road and Walker Road. While westbound traffic on the EWA would have direct right in access to 4500 Walker Road and 7th Concession Road under this option, eastbound traffic on the EWA would have to make a legal U-turn within the intersection to reverse direction. The latter movement may create safety concerns (potentially leading to a U-turn prohibition) and it may not accommodate the turning radius of larger vehicles. As well, Option 2 is less desirable in that it has an alignment for the EWA that is similar to the current technically preferred alternative under the EA, which as noted previously has small radius, low design speed reverse horizontal curves.

As indicated above, both Option 1 and Option 2 include a potential right in/right out access to directly serve the 4500 Walker Road property. To physically limit the access to right turns only would require an extension of the proposed raised centre median on the EWA from its approach to Walker Road easterly to the west limit of the north-south spur rail line. In addition to facilitating ingress movements for eastbound and westbound traffic on the EWA as previously described, the location of this access would allow traffic exiting 4500 Walker Road to gain entry to the westbound left turn lane on the EWA approach to Walker Road and proceed southbound on Walker Road. Under the currently preferred EA alternative, the latter movement would be

Reference: Lauzon Parkway Improvements Environmental Assessment – E-W Arterial Access Review

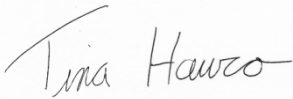
restricted at the 7th Concession Road intersection with the EWA by a section of raised median that would separate the westbound left turn lane from the westbound through and right turn lanes on the EWA approach to Walker Road.

In summary, both Option 1 and Option 2 represent feasible access solutions that facilitate the existing and future site layout and operations of the WCF facility while maintaining reasonable public road traffic operations. Option 1 is seen to be preferred due to an improved alignment of the EWA and improved access potential for 4500 Walker Road and other 7th Concession Road properties.

We look forward to further discussing these options with you at the meeting on August 19th.

Regards,

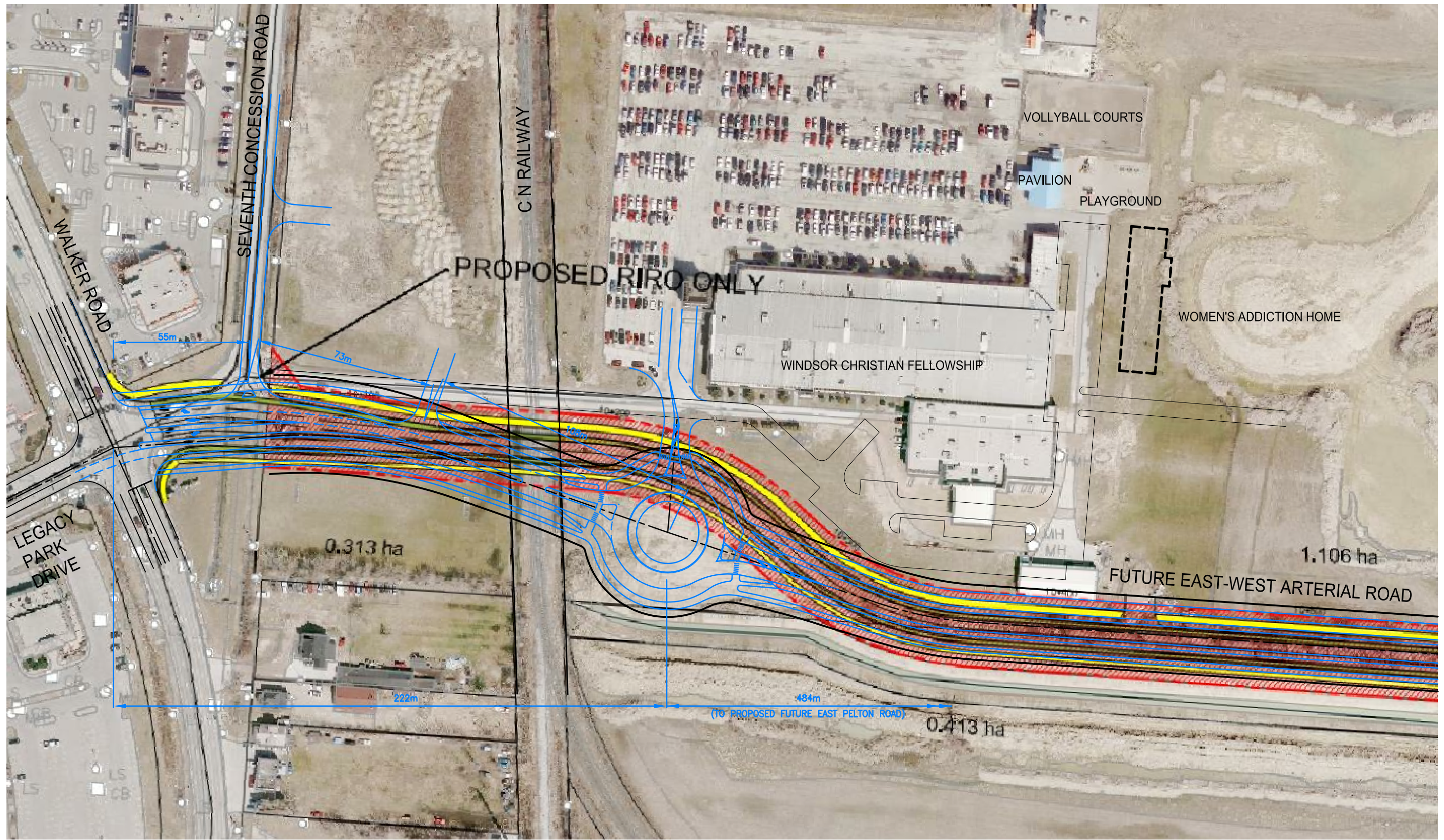
STANTEC CONSULTING LTD.



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

Attachment: Figure 1.1 – Overall Site Plan – Option 1
Figure 1.2 – Option 1
Figure 1.3 – Option 1 – With EA Preferred Alternative Overlay
Figure 2.1 – Overall Site Plan – Option 2
Figure 2.2 – Option 2
Figure 2.3 – Option 2 – With EA Preferred Alternative Overlay

- c. Dan McCulloch – Rosati Group
- Brian Ciaramitaro – Windsor Christian Fellowship
- Eric Saulesleja – GSP Group
- Chris Pidgeon – GSP Group
- Jane Pepino – Aird & Berlis
- Garry Pappin – Stantec
- Don Joudrey – Stantec



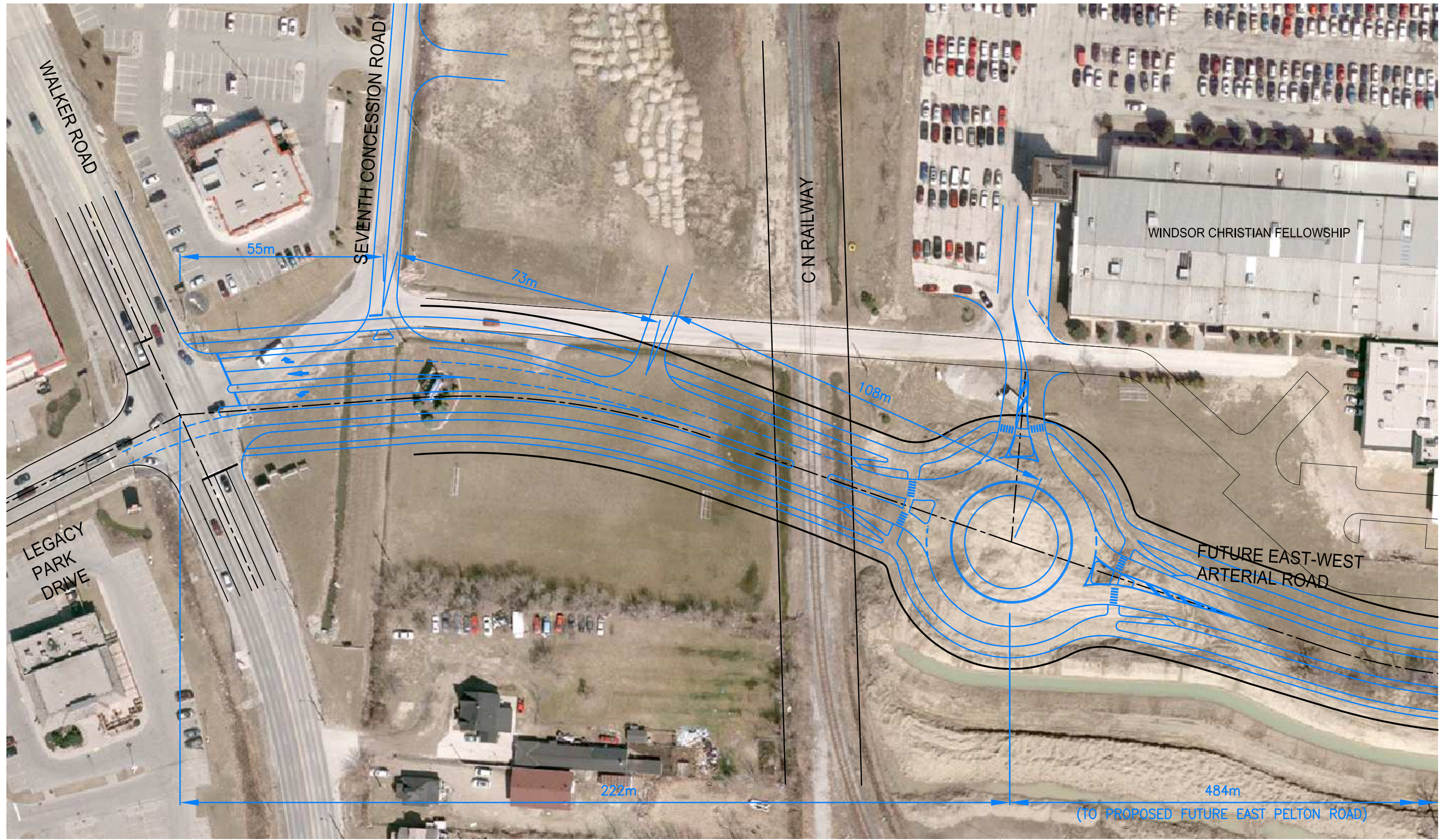
W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-8-13 02:28pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

OVERALL SITE PLAN - OPTION 1

PROJECT NO.	165601281	0 15 45 75m	DRAWING NO.	FIGURE 1.1
		1:1500		



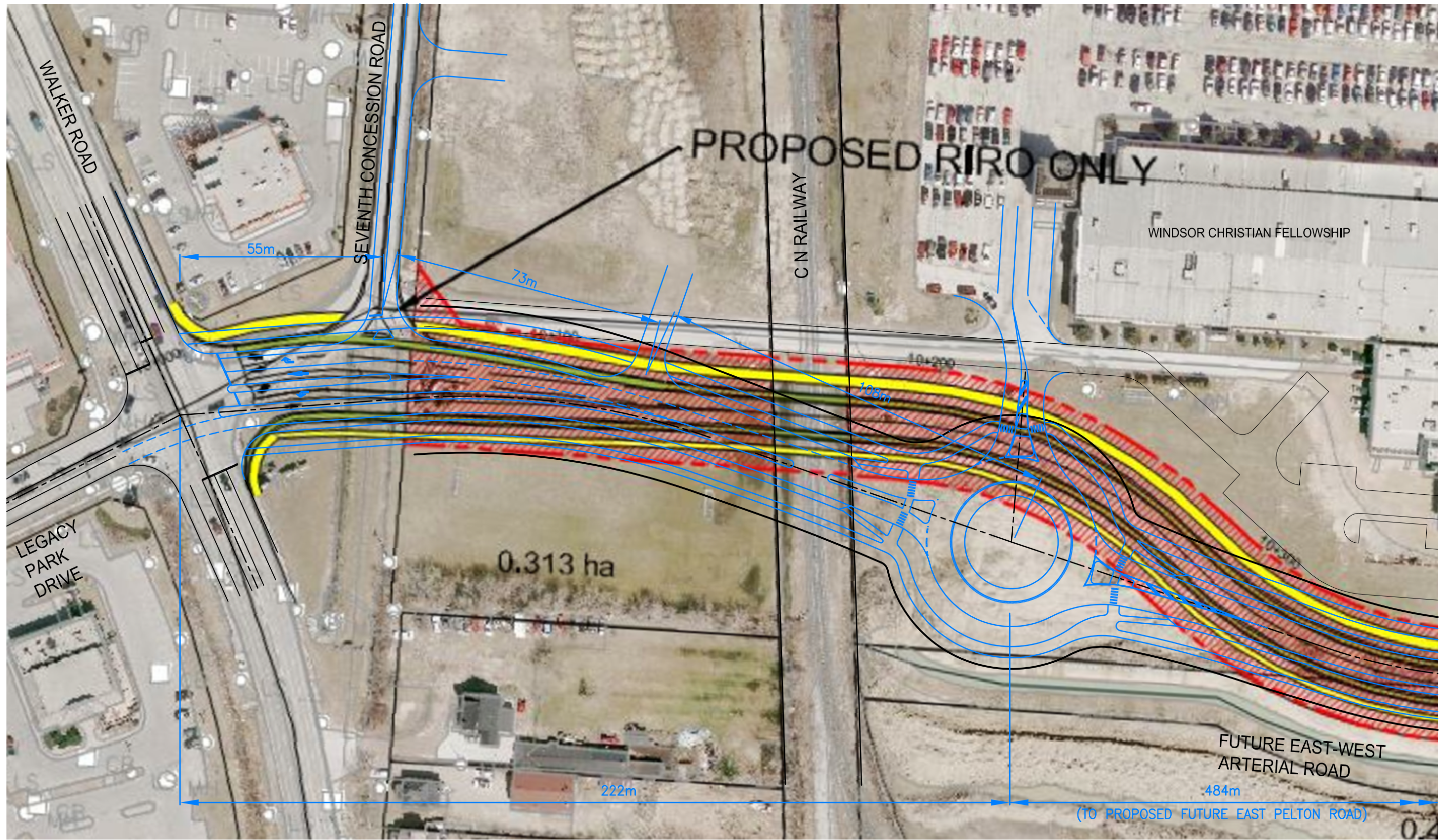
W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-8-13 02:25pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

PROJECT NO.		DRAWING NO.	
165601281	1:1000	0 10 30 50m	FIGURE 1.2

OPTION 1



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-8-13 02:25pm BY: kfox



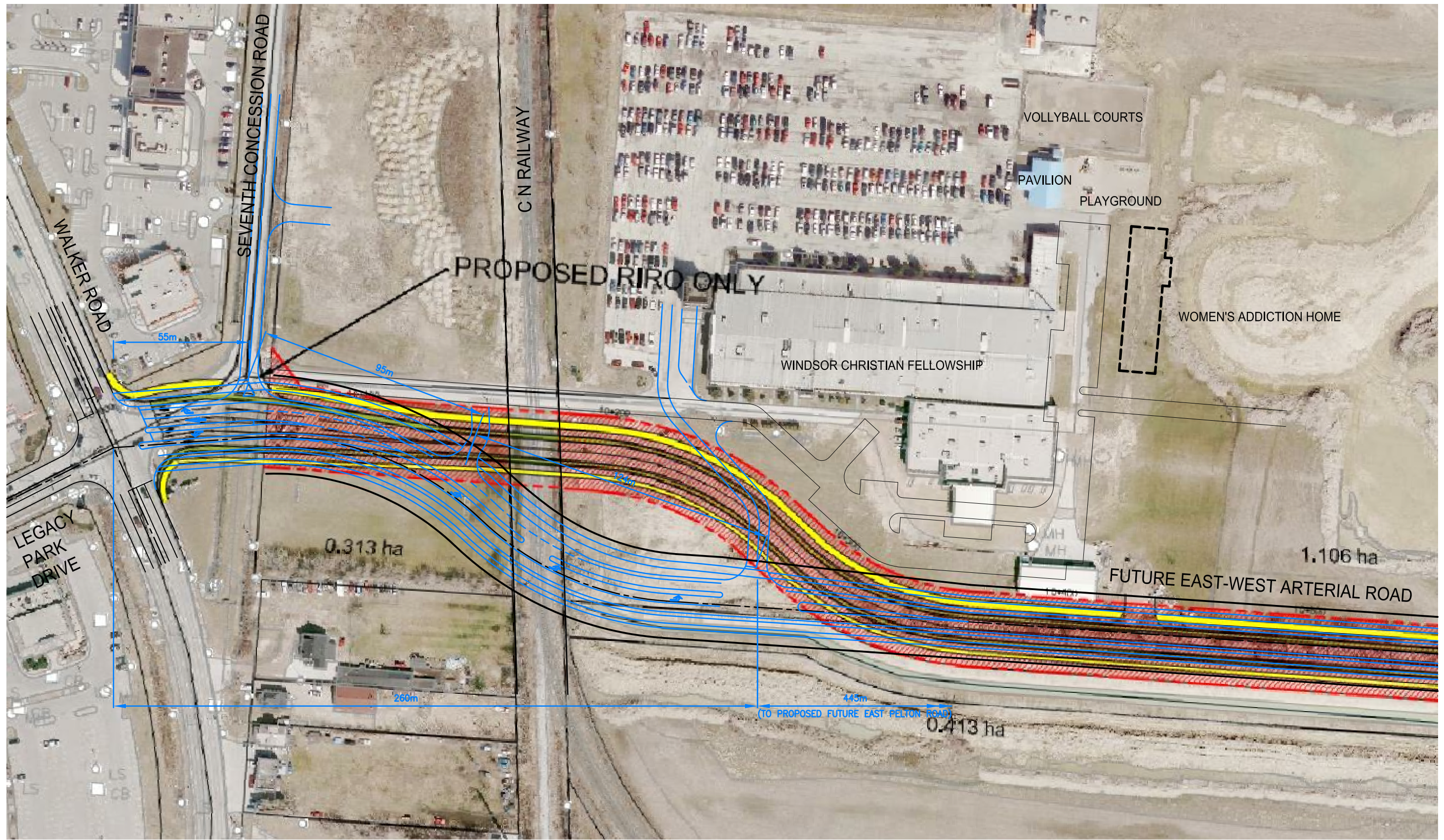
EAST-WEST ARTERIAL ACCESS REVIEW

OPTION 1 - WITH EA PREFERRED ALTERNATIVE OVERLAY

PROJECT NO.
165601281



DRAWING NO.
FIGURE 1.3



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 2.dwg
 2013-8-13 02:25pm BY: kfox

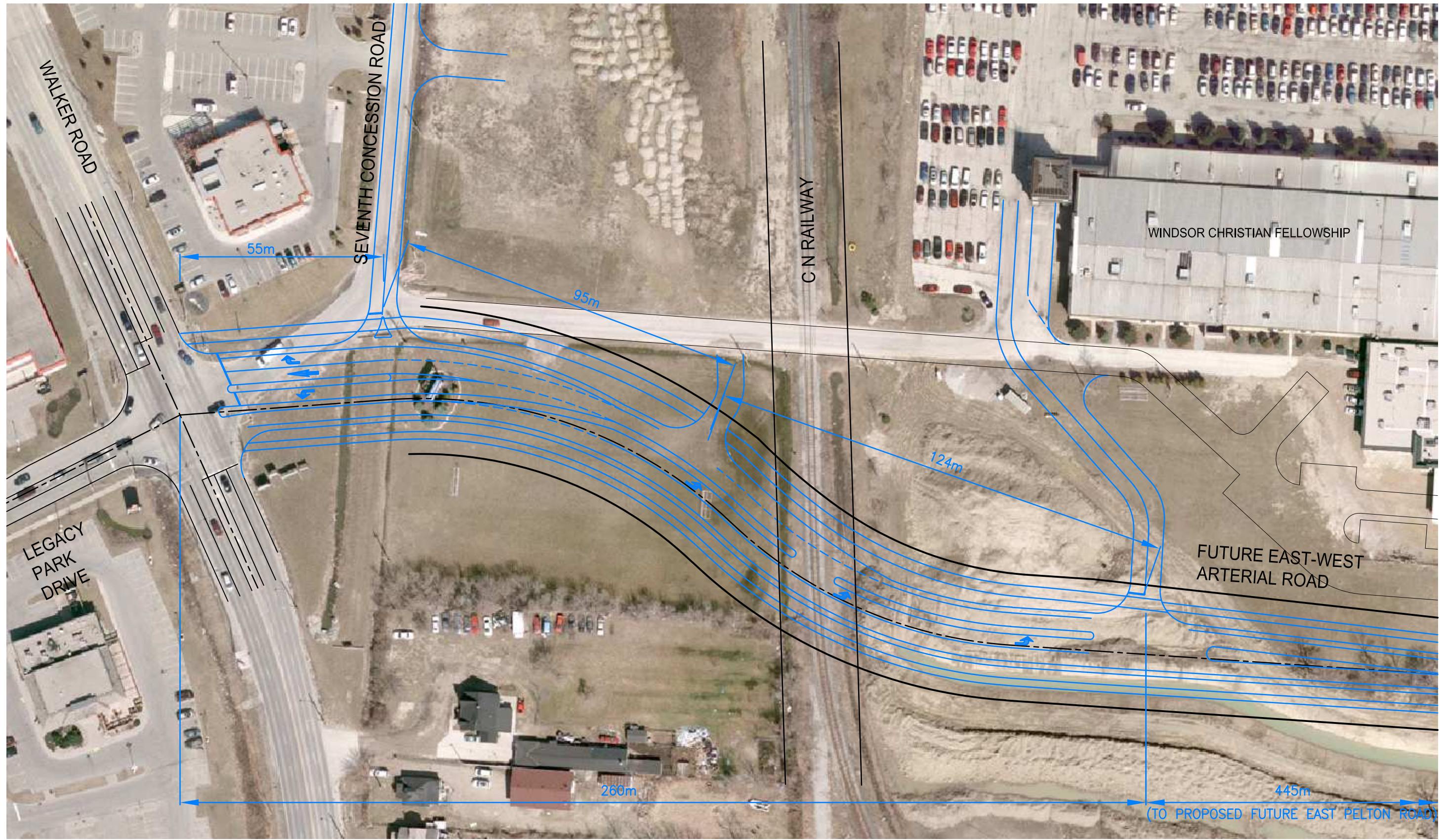


EAST-WEST ARTERIAL ACCESS REVIEW

OVERALL SITE PLAN - OPTION 2

PROJECT NO.	165601281	DRAWING NO.	FIGURE 2.1
-------------	-----------	-------------	------------



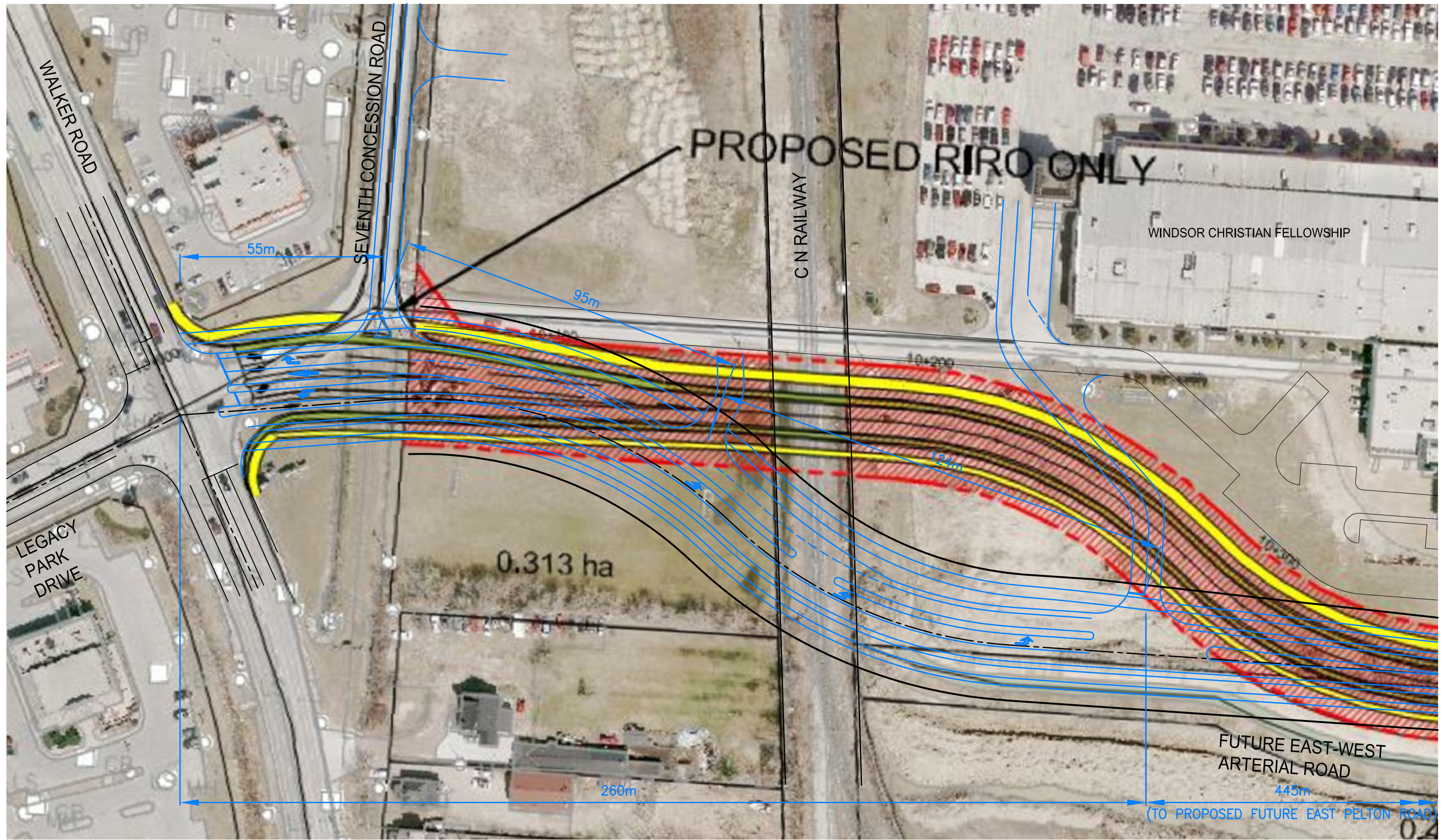


W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 2.dwg
 2013-8-13 02:25pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

OPTION 2	
PROJECT NO. 165601281	DRAWING NO. 1:1000
FIGURE 2.2	



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 2.dwg
 2013-8-13 02:30pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

OPTION 2 - WITH EA PREFERRED ALTERNATIVE OVERLAY

PROJECT NO.
165601281



DRAWING NO.
FIGURE 2.3



STAKEHOLDER MEETING

MINUTES OF MEETING

PROJECT: Lauzon Parkway Project
STAKEHOLDER: Windsor Christian Fellowship (WCF)
FILE NO.: 3211012
DATE: August 19, 2013 **TIME:** 1:30 p.m. – 3:00 p.m.
PLACE: City of Windsor
PRESENT: Brian Ciaramitaro WCF
Brenda Harrison WCF
Dan McCulloch Rosati Group
Kathryn Hengl Rosati Group
Garry Pappin Stantec
Tina Hawco Stantec
Jane Pepino Aird & Berlis
Eric Saulesleja GSP Group
Rakesh Shreewastav (Teleconference) MTO Windsor BIIG
Bob Felker MTO Windsor BIIG
David Reis MTO Windsor BIIG
Josette Eugeni City of Windsor
Anna Godo City of Windsor
Jennifer Leitzinger City of Windsor
Frank Scarfone City of Windsor
Michael Cooke City of Windsor
Simona Simion City of Windsor
Jeff Hagan City of Windsor
Michael Chiu MRC
Jay Goldberg MRC
PURPOSE: To discuss access alternatives/options for 4500 Walker Road and 4490 7th Concession Road with respect to the Lauzon Parkway EA and the preferred alternative identified for the E-W Arterial.

MEETING MINTUES:

E. Saulesleja provided the context for the main access to WCF. Currently, the only access is from Walker Road, which provides an easy route from Highway 401, and directs traffic to the main building entrance located at the northwestern corner of the facility.

The locations for the Banquet Facilities (at the southeast corner of the building), the Women's Addiction Home (located east of toward the north of the existing main building), and the Food Bank were identified. The Food Bank is located at the northeast corner of the parking lot, and services approximately 900 families per month, the majority of which are mainly transit users.

From WCF's perspective, the access proposed by the EA at PIC 2 is insufficient to WCF as it does not service the main entrance, and disrupts the internal road network of the property; furthermore, it would disrupt the environment around the Women's Addiction Home.

- 1) G. Pappin summarized Stantec's alternate access options as described in their proposal, submitted on August 13, 2013.
 - a. Option 1, the preferred alternative, is a roundabout located east of the CN Railway and approximately aligns with the existing main entrance (west end) of the WCF building. A right-in-right-out access was provided to 4500 Walker Road from the E-W Arterial between the CN Railway and 7th Concession Road. The horizontal alignment of the E-W Arterial was straightened by removing the reverse horizontal curves. It was noted that although the roundabout is close to the rail line, a 24-hour study count observed only one train.
 - b. Option 2 is a conventional intersection that would approximately align with the main entrance (west end) of the WCF building. The design includes an auxiliary eastbound left turn lane. A U-turn movement may be allowable at the intersection to provide access to 4500 Walker Road and northbound 7th Concession Road; however, this movement may not be possible for larger trucks. The intersection may not require signalization at first, though the spacing of the intersection would allow for signalization in the future.
 - c. The results of a 24-hr traffic count of the WCF access for a Wednesday and Sunday period were presented. The traffic count identified peak periods of ingress and egress before and after the Church's services on Wednesday and Sunday. The peak flow occurred on Sunday morning with approximately 200 – 225 vehicles/hour in each direction, entering and exiting the property.
- 2) M. Chiu noted that one of the City's main concerns with the access to 4490 7th Concession Road identified in Option 1 is the proximity of the roundabout to the CN Rail line. Transport Canada's guidelines require a minimum 30 m from the tracks to any access or intersection. It appears from Stantec's proposal that this minimum requirement is not satisfied. Furthermore, queuing from the roundabout would back-up over the tracks, which is an additional safety concern.

It was also noted that the Community Based Strategic Rail Study (2008) recommended keeping the Pelton Spur line and assigning additional track running rights to it in the 'Ultimate' scenario. Furthermore, one of the alternatives in that report was to close this rail line; however, this was rejected. Therefore, although currently there may be minimal use of the tracks, it should be assumed that usage could increase in the future. Jane Pepino requested a copy of the Rail Study and was advised that it is located on the City's website.

While the EA was undertaken for a 20 year study horizon, the right-of-way for the E-W Arterial has been protected for an eventual 4-lane cross-section to support full build-out of the Sandwich South Secondary Plan Area. This becomes a factor for consideration.

- 3) M. Chiu noted that the current E-W Arterial plan has a roundabout providing access to both WCF and the property to the south, at the approximate location noted in the East Pelton Secondary Plan. It was noted that the EA has followed the planned road network in the approved East Pelton Secondary Plan with a roundabout access roughly in the middle of the CN Rail line and a future north-south Collector Road (located at WCF's east property limit). A second access is also indicated on the north side of 4490 7th Concession Road from a future east-west Collector Road.

J. Pepino noted that the location of the EA's roundabout access disrupts the internal road network of the property, and is not situated in a desirable location. Furthermore, access to 4500 Walker Road has not been adequately addressed by the EA; the access restriction of 7th Concession Road at the E-W Arterial would limit the development potential of 4500 Walker Road, and therefore needs to be addressed.

J. Pepino identified their intention to appeal the East Pelton Secondary Plan as it pertains to the access identified to WCF and inquired what the timeline is for the East Pelton Secondary Plan. M. Cooke noted that the Secondary Plan is development driven, and no specific timeline is identified.

M. Cooke clarified that the East Pelton Secondary Plan was approved and that only the lands north of the properties under discussion were part of the recent amendment process. He also noted that the Secondary Plan provides a general location for the roundabout access to WCF based on a high level analysis of the road network and all affected properties. The roundabout may be shifted slightly based on the more detailed analysis such as the EA undertaking. M. Cooke noted that the lands to the south of the E-W Arterial need to be provided with access as well.

J. Pepino noted that there would be impacts to WCF access during the construction of the E-W Arterial. An option to mitigate the impacts could be to construct part of the Secondary Plan's road network north of WCF in order to provide the property with alternate accesses. A. Godo explained a standard construction scenario to provide access during construction, and noted there would be minimal impacts. Depending on timing, the future access to the north may become part of a Development Application based on the identified expansion/development intentions for these two properties. M. Cooke noted that the north access would likely be required with intensification on the WCF property.

A. Godo also indicated that the EA Team is well informed of the previous site plan discussions and approvals.

J. Hagan noted that Option 1 appears to have a horizontal curve over the railway tracks. It was also noted that the City requires the roadway have a perpendicular alignment over the tracks as per Transport Canada RTD 10 guidelines. These are safety concerns regarding at-grade intersections.

- 4) G. Pappin noted that the radii on the current EA plan are 120 m, which appear to be small for the road design. MRC to confirm the design speed and radii.
- 5) J. Hagan noted a potential problem with the right-in-right-out access to 4500 Walker Road from E-W Arterial, proposed by Stantec, as it may require a right-turn taper extending over the CN Railway. There may be insufficient distance between 7th Concession Road and the CN Railway to have an access in between them.

J. Eugeni noted that the EA's preferred alternative was selected based on an analysis and evaluation of several different alternatives, as it provides access to and from all directions, to both 4500 Walker Road and the WCF property, with a minimal out-of-way travel. Based on the existing constraints including existing roadway alignments, railway, existing building orientation, and the need to maintain the safe performance of the E-W Arterial for all future roadway users, the preferred alternative addresses all concerns as best as possible.

The existing WCF access to 4490 7th Concession Road is an at-grade rail crossing through 4500 Walker Road that is within the ROW for the preferred E-W Arterial alignment alternative. WCF is looking for an independent access to both parcels through the EA.

- 6) J. Pepino noted that the EA's alignment leaves a portion of 4500 Walker Road, south of E-W Arterial, which will require access, or could be purchased by the City. It would be best if the E-W Arterial alignment were shifted south so that there is no remnant parcel. T. Hawco noted that it may not be feasible to shift the E-W Arterial intersection approach alignment south, as it may increase the skew angle of the intersection.

J. Pepino reiterated, on behalf of her client, that the EA must propose a viable solution to the access issues, as the new roadway is changing the existing conditions of the properties.

- 7) M. Chiu noted that the EA is nearing completion within the next few weeks.

It was agreed that Stantec would provide revised access options within the next two weeks for Project Team consideration, based on the comments provided at this meeting. A meeting between the engineering consultants was recommended as a next step.

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,
MRC, A member of MMM Group
Jay Goldberg, EIT

cc: Attendees

proposed E-W Arterial access, the 2031 Sunday Peak Period analysis indicated LOS A for all movements and the maximum EB queuing would be about 37 m.

- 4. Garry noted that they still need to fine-tune the internal roadway connection(s) between the WCF-proposed roundabout driveway and the banquet facility parking to the east of the WCF-proposed access intersection location.

- 5. Michael noted that the EA Team would review the assumed traffic projections. However, Michael noted that the WCF-proposed roundabout is offset to the west of the property to the south of the E-W Arterial; the offset access to the south property may have an impact to the development of that property in terms of the amount of developable land and/or the flexibility in site planning. He also noted that the proposed roundabout would have more property impacts to the south property.

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 | chiu@mmm.ca | www.mrc.ca

Sunday Peak Hour
PM Peak Hour

123
123



Windsor Christian Fellowship

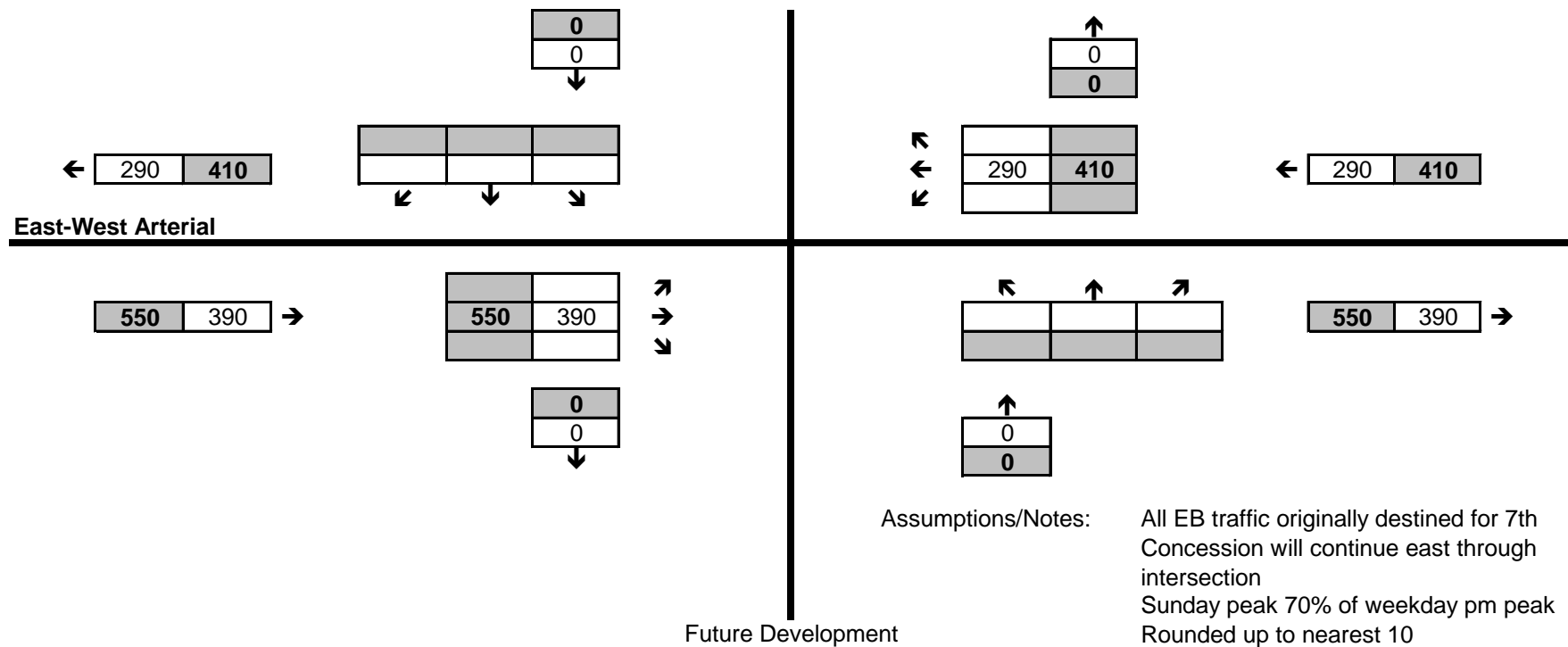
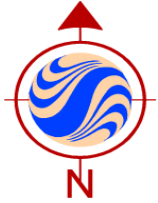


FIGURE 1 - 2031 PROJECTED BACKGROUND TRAFFIC VOLUMES

Sunday Peak Hour
PM Peak Hour

123
123



Windsor Christian Fellowship

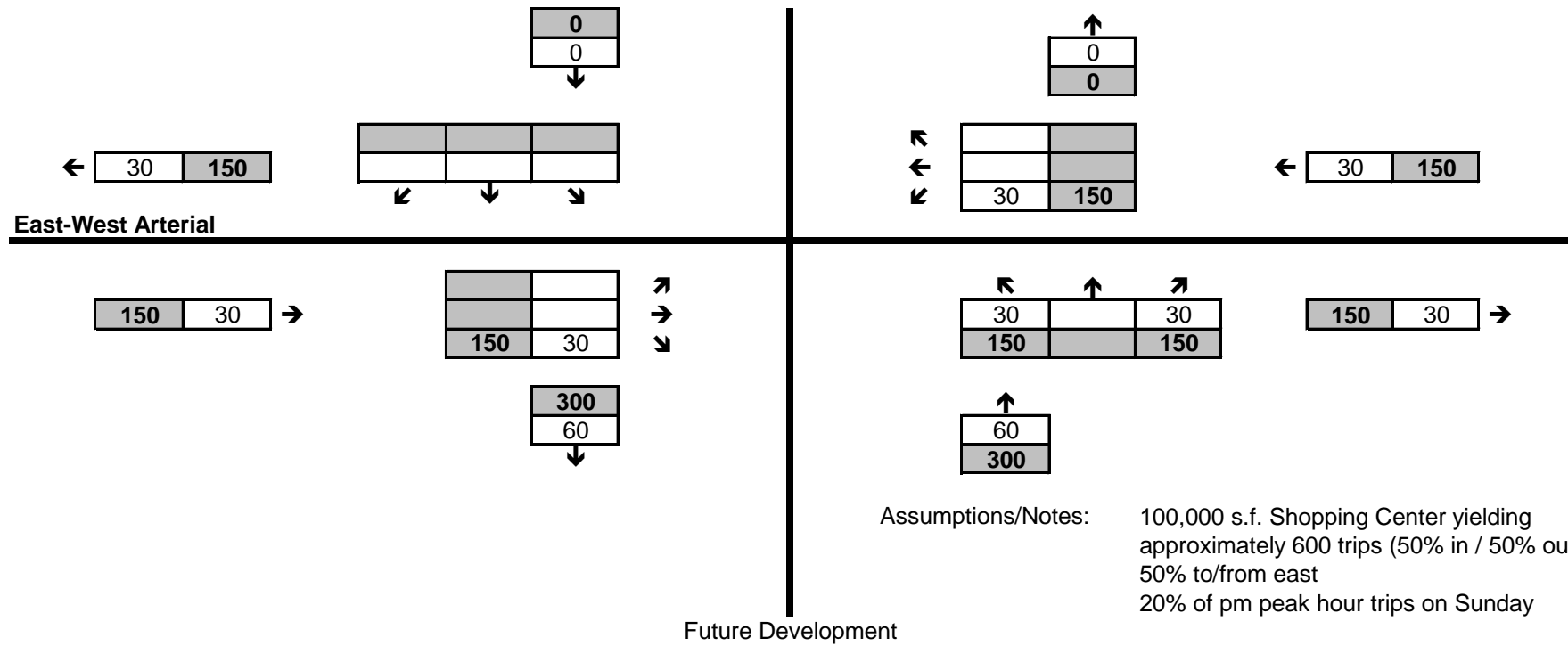
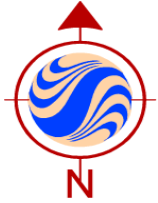


FIGURE 2 - 2031 PROJECTED SOUTH DEVELOPMENT TRAFFIC VOLUMES

Sunday Peak Hour
PM Peak Hour

123
123



Windsor Christian Fellowship

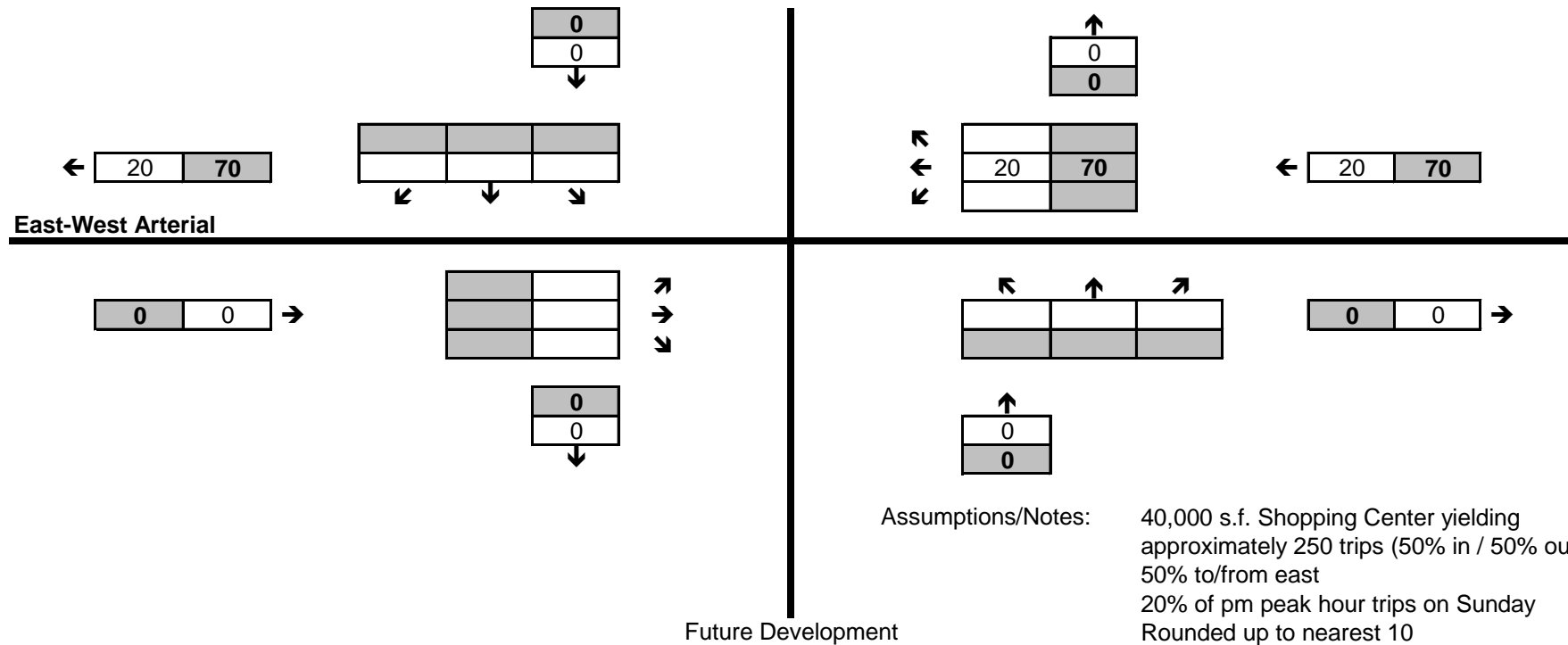


FIGURE 3 - 2031 PROJECTED 4500 WALKER DEVELOPMENT TRAFFIC VOLUMES

SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123

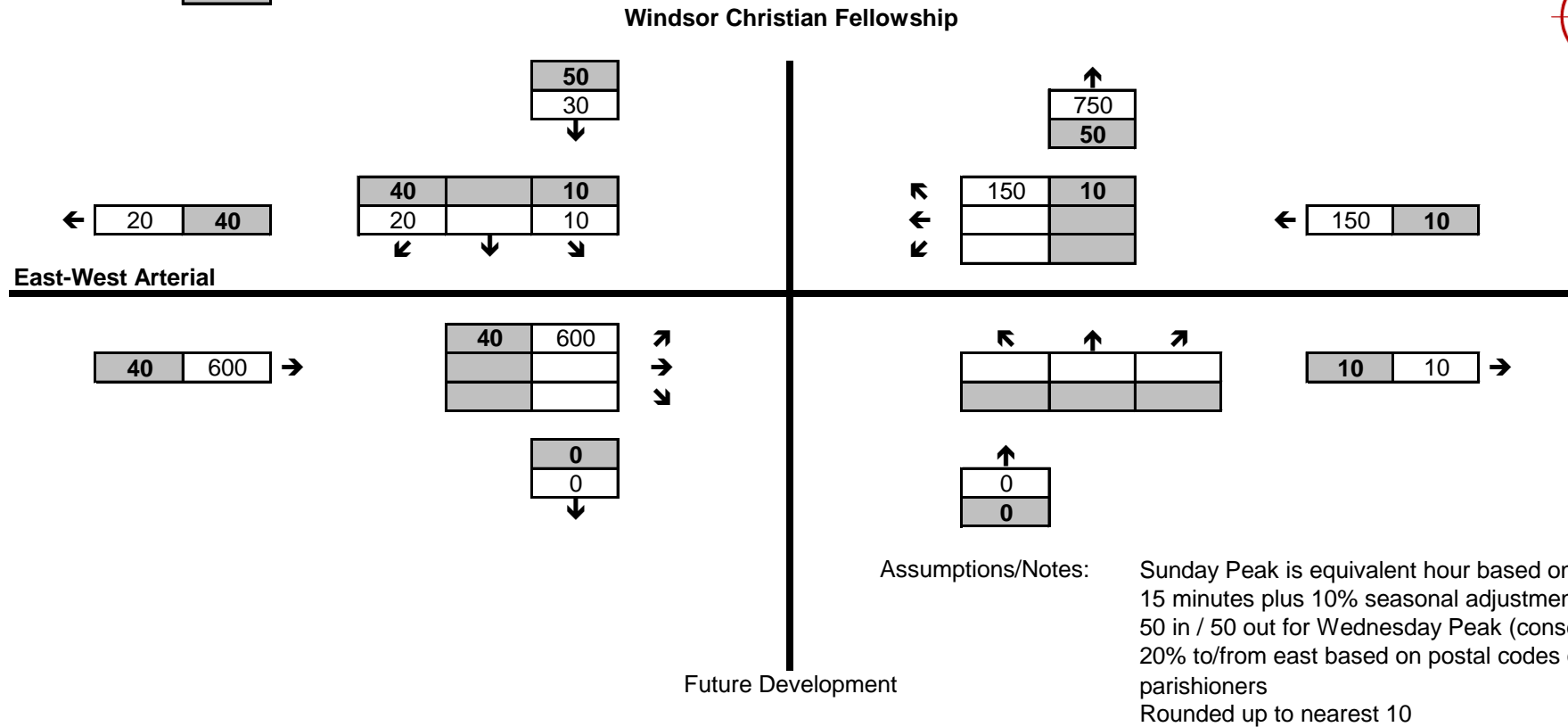


FIGURE 4 - 2031 PROJECTED WCF TRAFFIC VOLUMES - SCENARIO 1

SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)

123

 PM Peak Hour

123

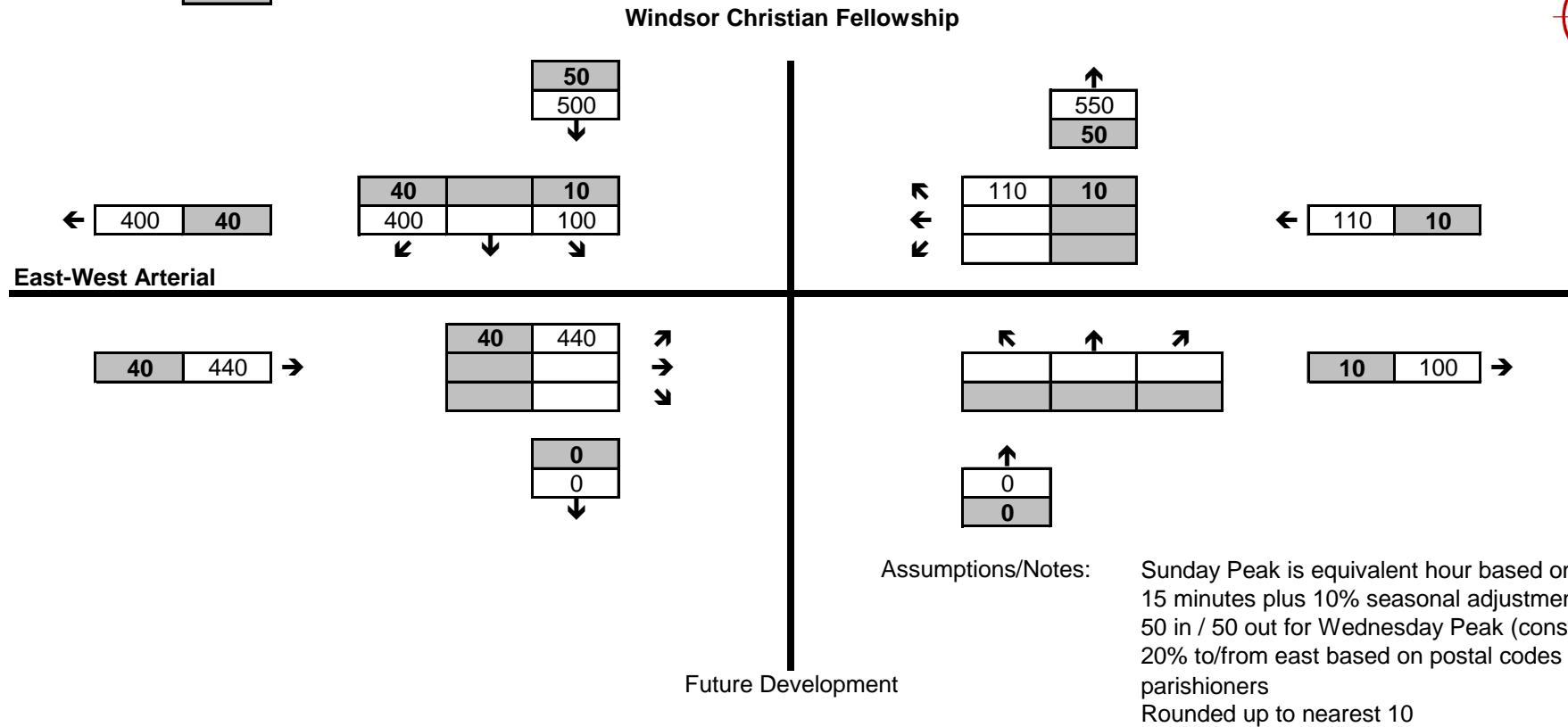
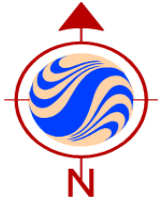


FIGURE 5 - 2031 PROJECTED WCF TRAFFIC VOLUMES - SCENARIO 2

SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123

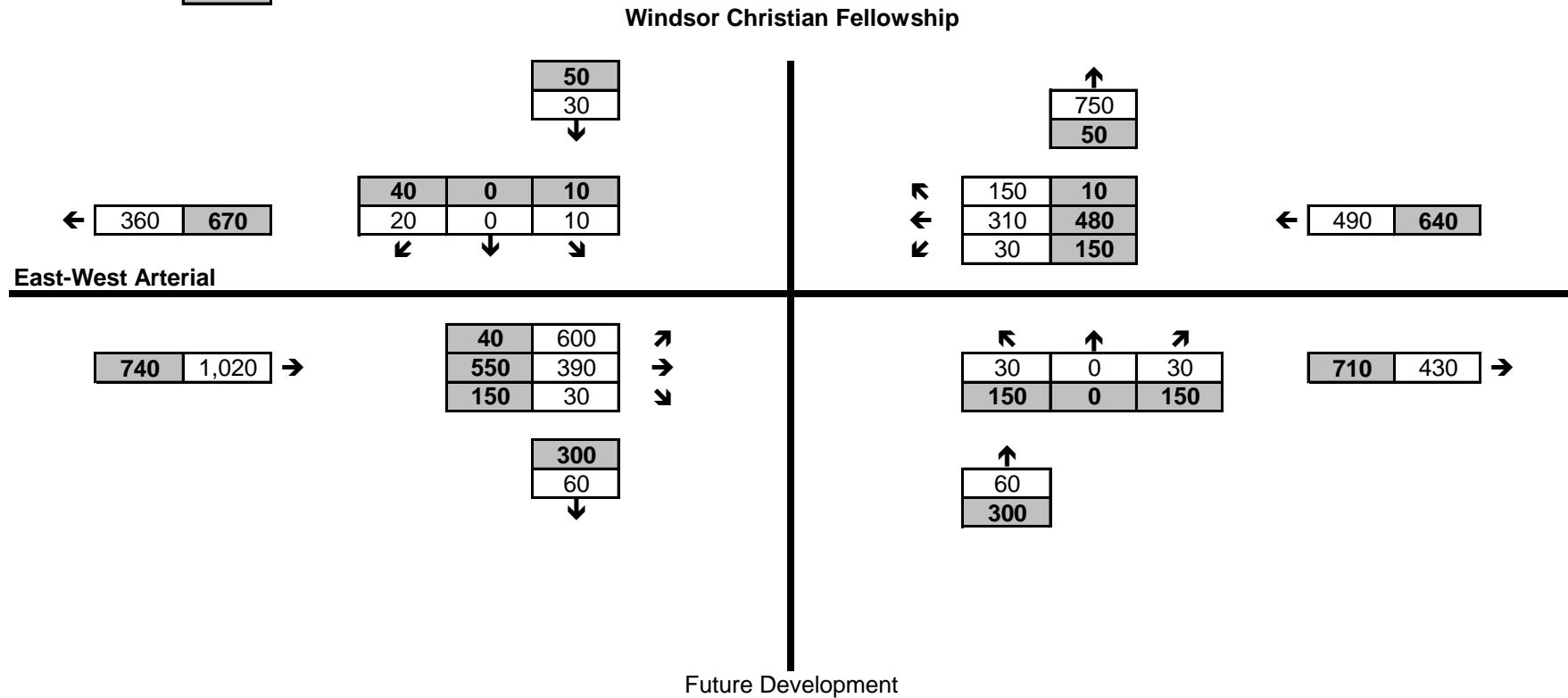


FIGURE 6 - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 1

SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)

123

 PM Peak Hour

123

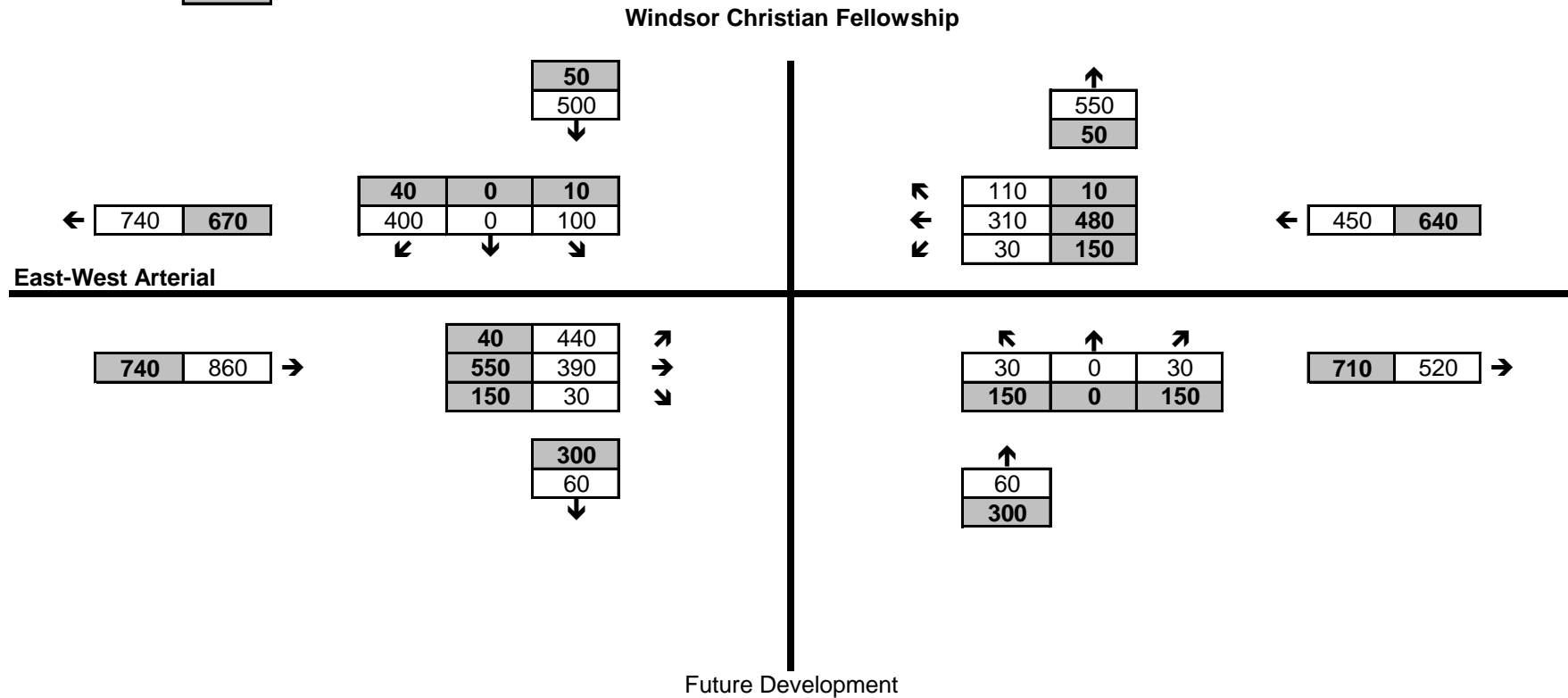
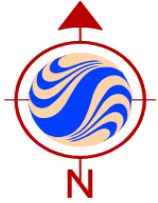


FIGURE 7 - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 2

SCENARIO 3 - SUNDAY PEAK FOR WCF IN - WITH NORTH ACCESS



Sunday Peak Hour (IN)

123

 PM Peak Hour

123

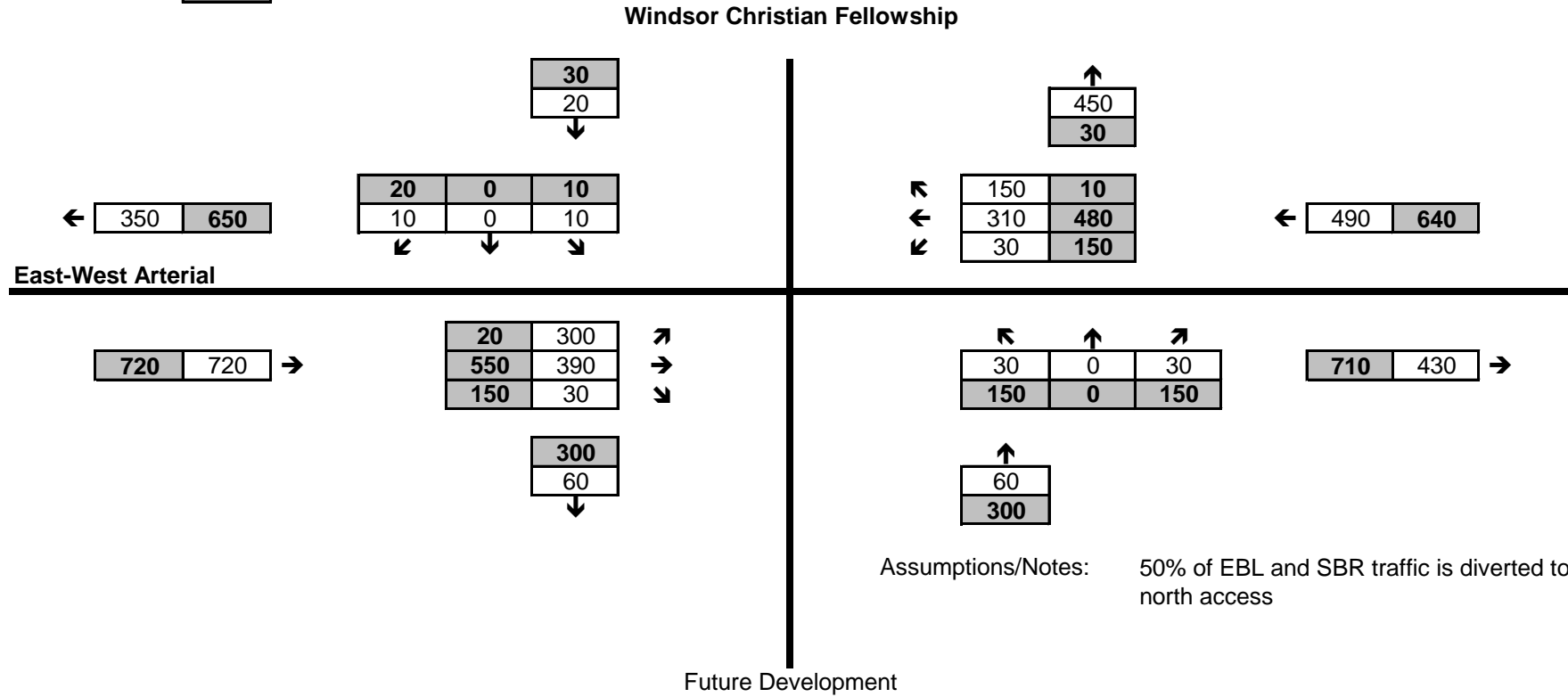
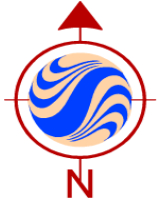


FIGURE 6 - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 3

SCENARIO 4 - SUNDAY PEAK FOR WCF OUT - WITH NORTH ACCESS



Sunday Peak Hour (OUT)

123

 PM Peak Hour

123

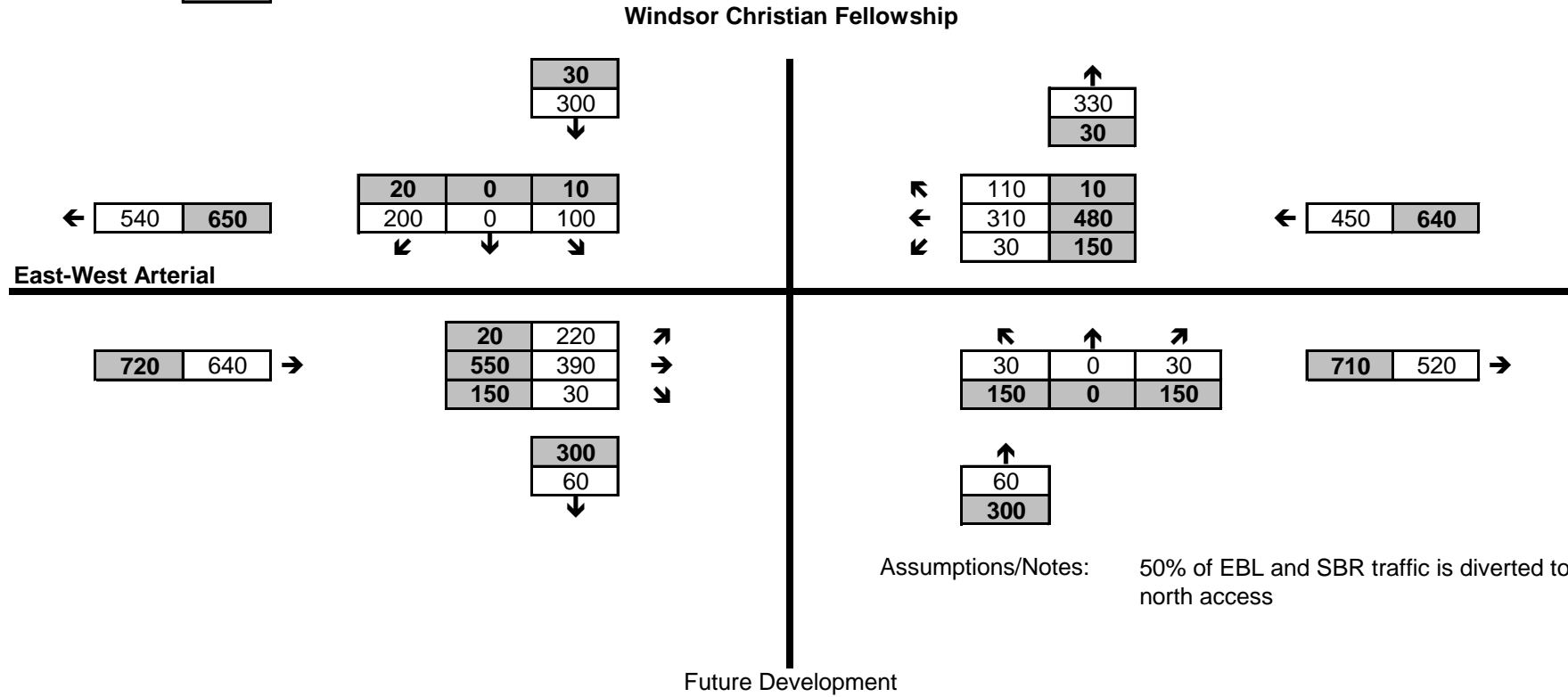
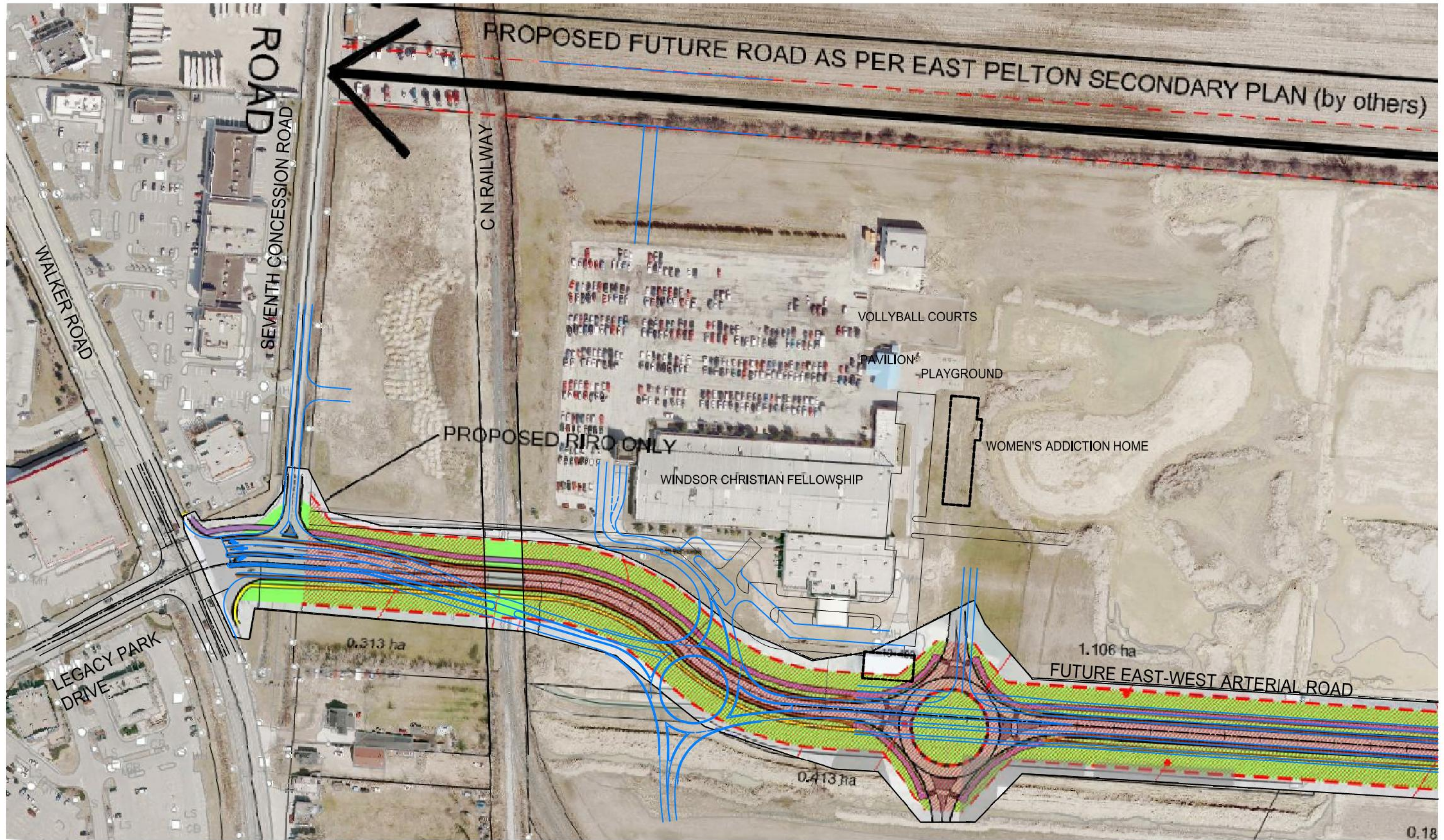


FIGURE 7 - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 4



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-04 08:45am BY: kfox

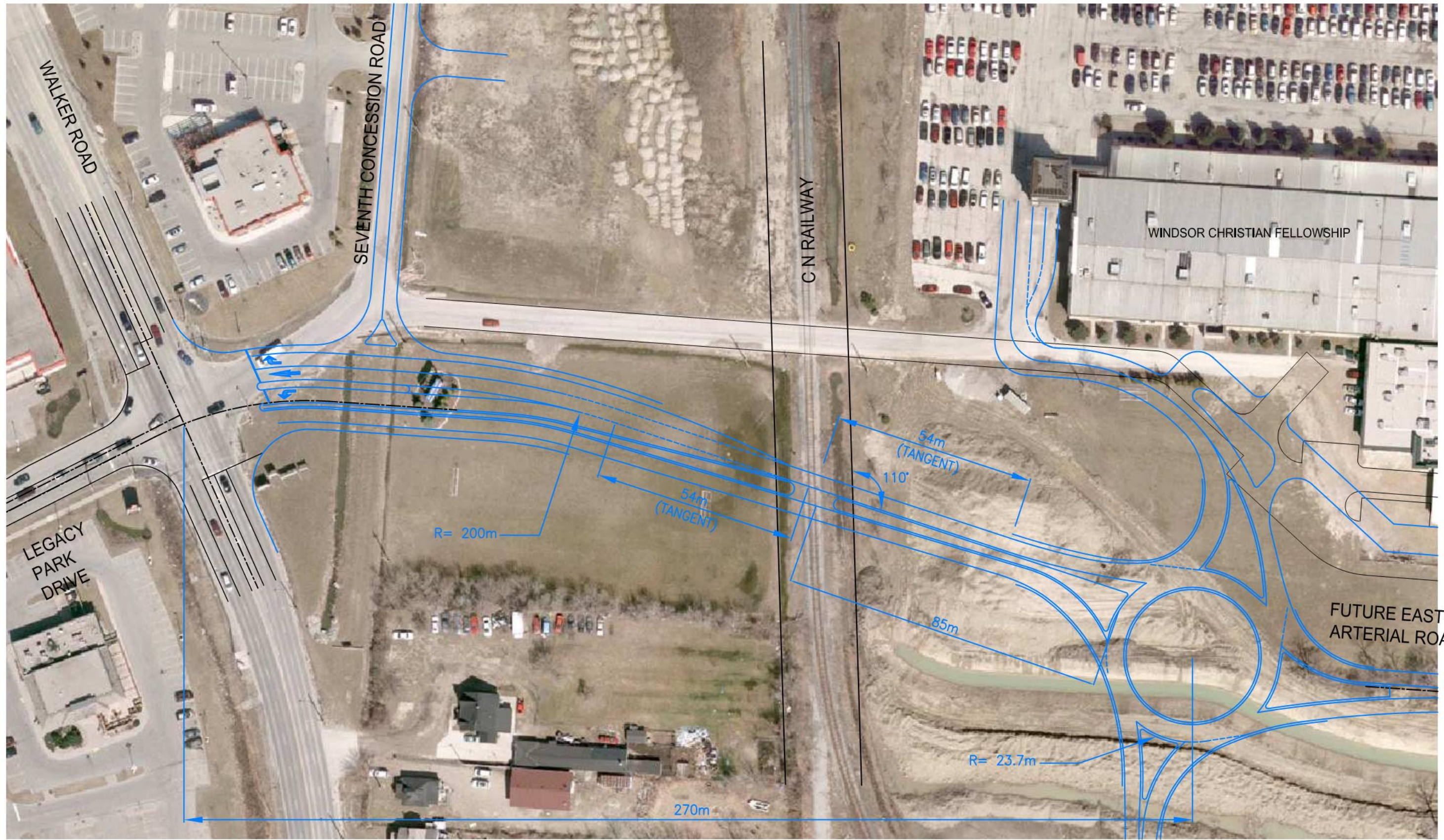


EAST-WEST ARTERIAL ACCESS REVIEW

OVERALL SITE PLAN - OPTION 1

PROJECT NO.	105801281	DRAWING NO.	FIGURE 1.1
-------------	-----------	-------------	------------



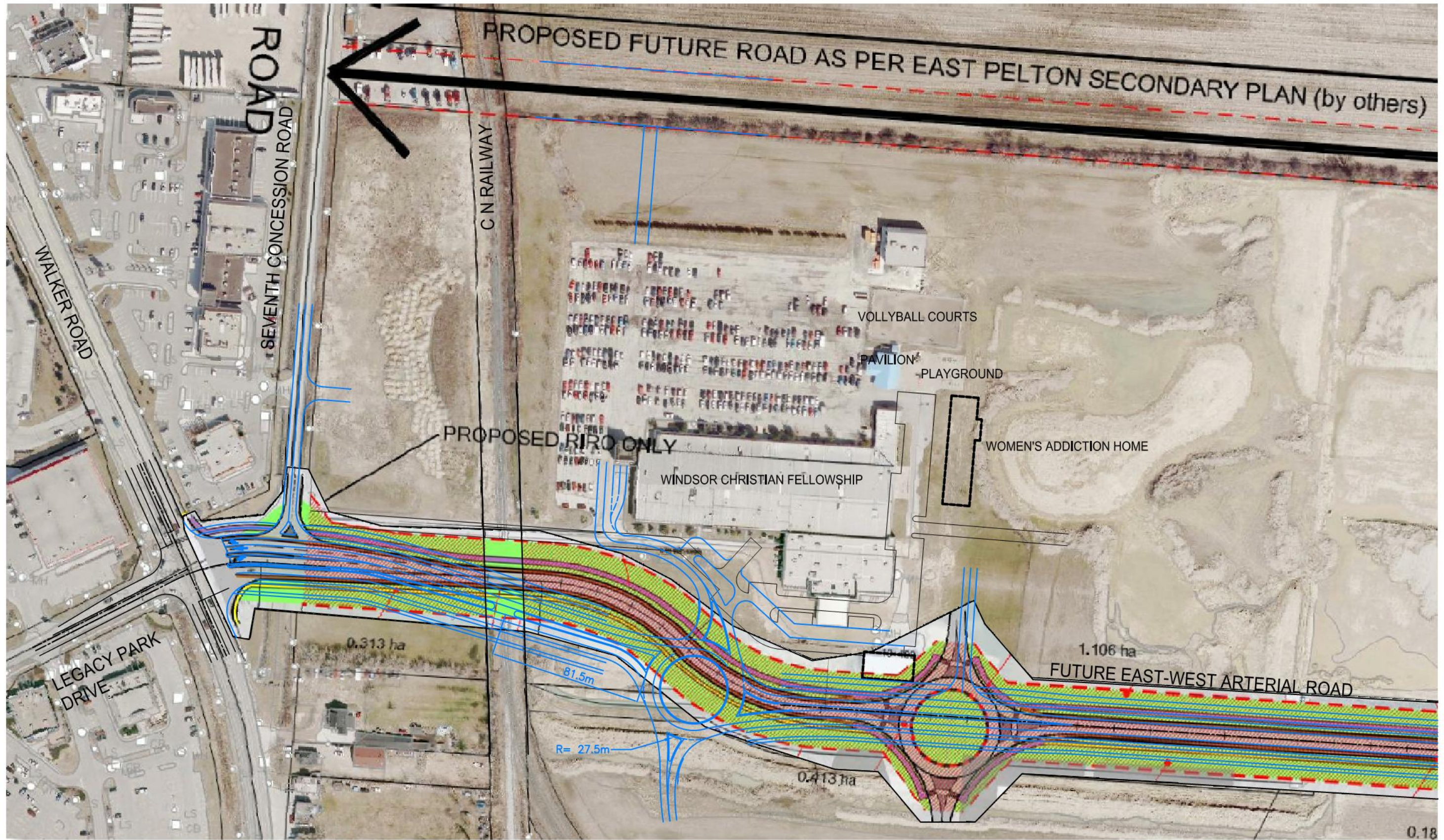


W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-04 08:45am BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

PROJECT NO.		OPTION 1		DRAWING NO.	
105601281	1:1000	0 10 30 50m		FIGURE 1.2	



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-04 08:45am BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

PROJECT NO.		ULTIMATE CONFIGURATION		DRAWING NO.	
105001281				FIGURE 1.4	
		1:2000			

AIRD & BERLIS LLP

Barristers and Solicitors

N. Jane Pepino, C.M., Q.C., LL.D.

Direct: 416.865.7727

E-mail: jpepino@airdberlis.com

VIA EMAIL:

September 24, 2013

File: 116532

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

Dear Ms. Eugeni:

**Lauzon Parkway Class Environmental Assessment
Windsor Christian Fellowship (WCF)**

Further to our meeting of August 19th, Windsor Christian Fellowship's transportation consultant, Stantec Consulting, met with McCormick Rankin Corporation to discuss alternatives for the East-West Arterial Road proximate to WCF's land.

Attached please find Stantec's letter dated today's date, which includes an analysis of a revised East West Arterial Road alignment and access solution to WCF's property to address previously discussed concerns. Stantec concludes that the proposed WCF access solution:

- Provides for the desired access to the WCF facility;
- Improves the accessibility of the 4500 Walker Road property;
- Provides for good access to the future commercial property on the south side of the East-West Arterial;
- Provides for a good level of service on the future public road system;
- Exceeds the minimum design requirements related to the East-West Arterial crossing of the CN Rail spur line;
- Improves upon the horizontal alignment of the East-West Arterial compared to that shown as the EA-preferred technical alternative; and,
- Would accommodate the potential future need to increase the capacity of the East-West Arterial by widening the roadway from two to four lanes.

We trust that the final alignment of the East-West Arterial Road presented in the final Lauzon Parkway EA report will reflect this design. If you have any questions or concerns with Stantec's submission, please advise us as soon as possible.

Josette Eugeni, P.Eng.
Manager of Transportation Planning
City of Windsor
Re: Lauzon Parkway Class Environmental Assessment
Windsor Christian Fellowship
September 24, 2013
Page 2

On behalf of our client, we thank you and the Lauzon Parkway EA team for your consideration in resolving WCF's concerns.

Yours truly,

AIRD & BERLIS LLP

A handwritten signature in black ink, appearing to read "N. Jane Pepino". The signature is fluid and cursive, with the first name "N. Jane" and the last name "Pepino" clearly distinguishable.

N. Jane Pepino, C.M, Q.C., LL.D.

NJP/sh
Attachment

c.c. Michael Chiu, Consultant Project Manager, McCormick Rankin
Rakesh Shreewastav, AVS Senior Project Engineer Ministry of Transportation
Jane Mustac, Manager of Transportation Planning, County of Essex
Brian Ciaramitaro, CMO, Windsor Christian Fellowship
Gary Pappin and Tina Hawco, Stantec Consulting
Eric Saulesleja and Chris Pidgeon, GSP Group Inc.

15462504.1



Stantec Consulting Ltd.
300 - 675 Cochrane Drive West Tower
Markham ON L3R 0B8
Tel: (905) 944-7777
Fax: (905) 474-9889

September 24, 2013
File: 165601281

Attention: Brian Ciaramitaro, C.M.O.

Windsor Christian Fellowship
4490 7th Concession
Windsor, ON N9A 6J3

Dear Brian,

Reference: Windsor Christian Fellowship Future Access Solution – East West Arterial, City of Windsor

As requested, we have developed and analyzed an access solution for the Windsor Christian Fellowship (WCF) facility in the context of future conditions where the current access via 7th Concession Road is replaced by an access on the planned East-West Arterial. In summary, the proposed primary access would be via a roundabout intersection on the East-West Arterial at a location that approximately aligns with the facility's main entrance and a secondary right in/right out access to the east of the primary access and in the general proximity of the existing pole barn structure. In the future, it is also understood that the site would have an access to a future east-west collector road running along the north side of the WCF property. The proposed access scheme differs from the currently identified Lauzon Parkway EA-preferred technical alternative for the East-West Arterial in terms of the alignment for the arterial road, the roundabout access location, and the additional secondary right in/right out access.

PROPOSED EAST-WEST ARTERIAL ALIGNMENT AND ACCESS

The drawings illustrating the proposed access solution are attached, and the key design elements are summarized as follows:

- Compared to the EA-preferred technical alternative, the proposed alignment matches the East-West Arterial approach to Walker Road, but improves upon the horizontal alignment to the east by replacing the previous 120 m radius reverse curves with a single 200 m radius curve;
- The East-West Arterial crossing of the CN Rail spur line is at a 110 degree angle, which according to the Transport Canada RTD 10 document would be the maximum crossing angle (range of 70 to 110 degree crossing angle) if the crossing did not have a grade crossing warning system. It is also well within the range of a 45 to 135 degree crossing angle for the more likely scenario where the crossing would have a grade crossing warning system (lights and bell, and possibly gates). Note as well that the crossing angles referenced above assume maximum railway operating speeds greater than 15 mph;
- The East-West Arterial crossing of the CN Rail spur line is on a 108 m tangent section bisected by the rail line, which provides approximately 50 m of straight horizontal alignment beyond the



Reference: Windsor Christian Fellowship Future Access Solution – East West Arterial, City of Windsor

outside rails and exceeds both the “design vehicle” length requirement of RTD 10 as well as the approximate 25 m provided with the EA-preferred technical alternative;

- The roundabout intersection is located approximately 85 m to the east of the CN Rail spur line, which exceeds the RTD 10 minimum of 30 m for spacing between a crossing and a road intersection (standard for maximum railway operating speed greater than 15 mph);
- The proposed roundabout design is appropriate for the initial single lane operation, and can be expanded in the future for double lane operation. The ultimate two lane roundabout would be consistent in size with that of the EA-preferred alternative;
- The north leg of the roundabout would provide primary access to the existing WCF facility for religious services, the south leg of the roundabout would provide access to future development (commercial), and an eastbound to westbound U-turn movement within the roundabout would facilitate access to the 4500 Walker Road property (future commercial development) via the future right in/right out access at 7th Concession Road/East-West Arterial; and
- The right in/right out access for WCF would be located on the East-West Arterial at or to the east of the existing pole barn structure (to be demolished) and would provide secondary access to the WCF buildings and activity centres at the rear (east) of the property.

TRAFFIC FORECASTS

The 2031 traffic forecasts prepared as part of the Lauzon Parkway EA project did not include intersection turning movement volumes for the future WCF access. Therefore, Stantec developed weekday p.m. peak hour and Sunday peak hour forecasts for the proposed primary access roundabout on the East-West Arterial. Since the existing WCF Sunday traffic exhibited two distinct peak hour periods, two Sunday peak hour forecasts were developed – i.e. one for each of the WCF Peak Inbound (10:15 to 11:15 a.m.) and WCF Peak Outbound (12:30 to 1:30 p.m.) periods. The resultant traffic forecasts are provided in the Figures attached to this letter.

The methodology used to develop the 2031 forecasts is as follows:

- For the weekday p.m. peak hour:
 - The eastbound and westbound traffic volumes that would pass by the WCF site on the East-West Arterial were derived from the EA consultant’s (MRC) forecasts for the East-West Arterial/Walker Road intersection
 - WCF site traffic was estimated based on a weekday August 2013 site traffic count, conservatively rounded up to 50 vehicles in/50 vehicles out, and a 20/80 east/west split based on parishioners’ postal codes



Reference: Windsor Christian Fellowship Future Access Solution – East West Arterial, City of Windsor

- Site traffic for the 4500 Walker Road property was estimated based on a 40,000 SF shopping centre, standard trip generation (ITE Trip Generation), and a 50/50 east/west distribution
- Site traffic for the future commercial development on the south side of the East-West Arterial was estimated to reflect either a 100,000 SF standalone shopping centre (with one access) or 160,000 SF of a larger shopping centre (recognizing that this site would have multiple access points), standard trip generation (ITE Trip Generation), and a 50/50 east/west distribution.
- For the Sunday peak hours:
 - The eastbound and westbound Sunday late morning/early afternoon hourly traffic volumes that would pass by the WCF site on the East-West Arterial were estimated as 70% of the weekday p.m. peak hour volumes, which was based on the existing weekday to Sunday relationship evident in Walker Road traffic data provided by the City of Windsor
 - WCF peak inbound site traffic (10:15 to 11:15 a.m.) and peak outbound site traffic (12:30 to 1:30 p.m.) were estimated based on a Sunday in August 2013 site traffic count, and factored up by 10% to reflect a seasonal adjustment, and a 20/80 east/west split based on parishioners' postal codes
 - Site traffic for the 4500 Walker Road property for the 10:15 to 11:15 a.m. and 12:30 to 1:30 p.m. hours was estimated as 20% and 80% of the weekday p.m. peak hour, respectively, which was based on daily and hourly trip generation relationships for shopping centres (reference ITE Trip Generation manual), and a 50/50 east/west distribution
 - Site traffic for the future commercial development on the south side of the East-West Arterial for the 10:15 to 11:15 a.m. and 12:30 to 1:30 p.m. hours was estimated as 20% and 80% of the weekday p.m. peak hour, respectively, which was based on daily and hourly trip generation relationships for shopping centres (reference ITE Trip Generation manual), and a 50/50 east/west distribution.

ROUNDBABOUT ACCESS ANALYSIS

The peak hour traffic forecasts for the proposed WCF primary access roundabout intersection were analyzed using Vissim micro simulation software. The methodology and operational parameters (e.g. gap acceptance, travel speed, etc.) for this analysis were discussed with the EA consultant (MRC).

The methodology also included refining the Sunday WCF Peak Inbound and Peak Outbound traffic volumes from an hourly forecast to estimates of 15 minute flows within each peak hour. The refinements were undertaken to capture the observed variation within the peak hour for traffic generated by the WCF on Sunday, and particularly, the concentration of higher volumes of inbound and outbound traffic in specific 15 minute intervals while other 15 minute periods within the peak hour had much lower volumes. For the other components of the Sunday traffic forecast, i.e. background traffic on the East-West Arterial and future



Reference: Windsor Christian Fellowship Future Access Solution – East West Arterial, City of Windsor

commercial development traffic, the hourly forecasts were simply divided by four to estimate the complementary 15 minute traffic flows. For reference, the 15 minute forecasts used for the Sunday analysis are attached to this letter.

The analysis results for each of the weekday p.m. peak hour, Sunday WCF Peak Inbound hour, and Sunday WCF Peak Outbound hour are also attached. The key findings are as follows:

- The roundabout would operate at a good level of service in all peak periods. The majority of individual traffic movements would operate at level of service A or B, and no movements would operate worse than level of service C;
- The maximum eastbound queue would not extend to or over the CN Rail spur line in any of the peak periods. The longest maximum eastbound queue was found to occur during the weekday p.m. peak hour – 55 m versus available distance of 85 m;
- The longest queue would occur on the WCF southbound approach during the second 15 minute interval (12:45 to 1:00 p.m.) of the peak outbound flow on a Sunday, and was found to be 185 m (or approximately 26 car lengths). It is noted that the queue calculations can be considered to be conservative as the micro simulation records queuing when vehicles are travelling at a speed less than approximately 5 mph (8 km/h) – in other words, a moving queue. As well, from observing the simulation video, the longer queues can be considered to be occasional and temporary as they clear relatively quickly towards the end of the peak 15 minute period;
- Other than the queue on the WCF southbound approach for the peak outbound flow on a Sunday, the remainder of the queue lengths for any of the peak hour periods and for any of the other intersection approaches can be considered to be unremarkable; and
- In the event that additional access to the WCF facility is provided via the future east-west collector along the north side of the subject property, the operational performance of the roundabout (under 2031 conditions) would improve due to the diversion of some WCF traffic to the east-west collector.

CONCLUSIONS

The proposed WCF access solution provides for the desired access to the WCF facility, improves the accessibility of the 4500 Walker Road property, provides for good access to the future commercial property on the south side of the East-West Arterial, provides for a good level of service on the future public road system, exceeds the minimum design requirements related to the East-West Arterial crossing of the CN Rail spur line, improves upon the horizontal alignment of the East-West Arterial compared to that shown as the EA-preferred technical alternative, and would accommodate the potential future need to increase the capacity of the East-West Arterial by widening the roadway from two to four lanes.



September 24, 2013
Brian Ciaramitaro, C.M.O.
Page 5 of 5

Reference: Windsor Christian Fellowship Future Access Solution – East West Arterial, City of Windsor

If you have any questions or comments, please contact the undersigned.

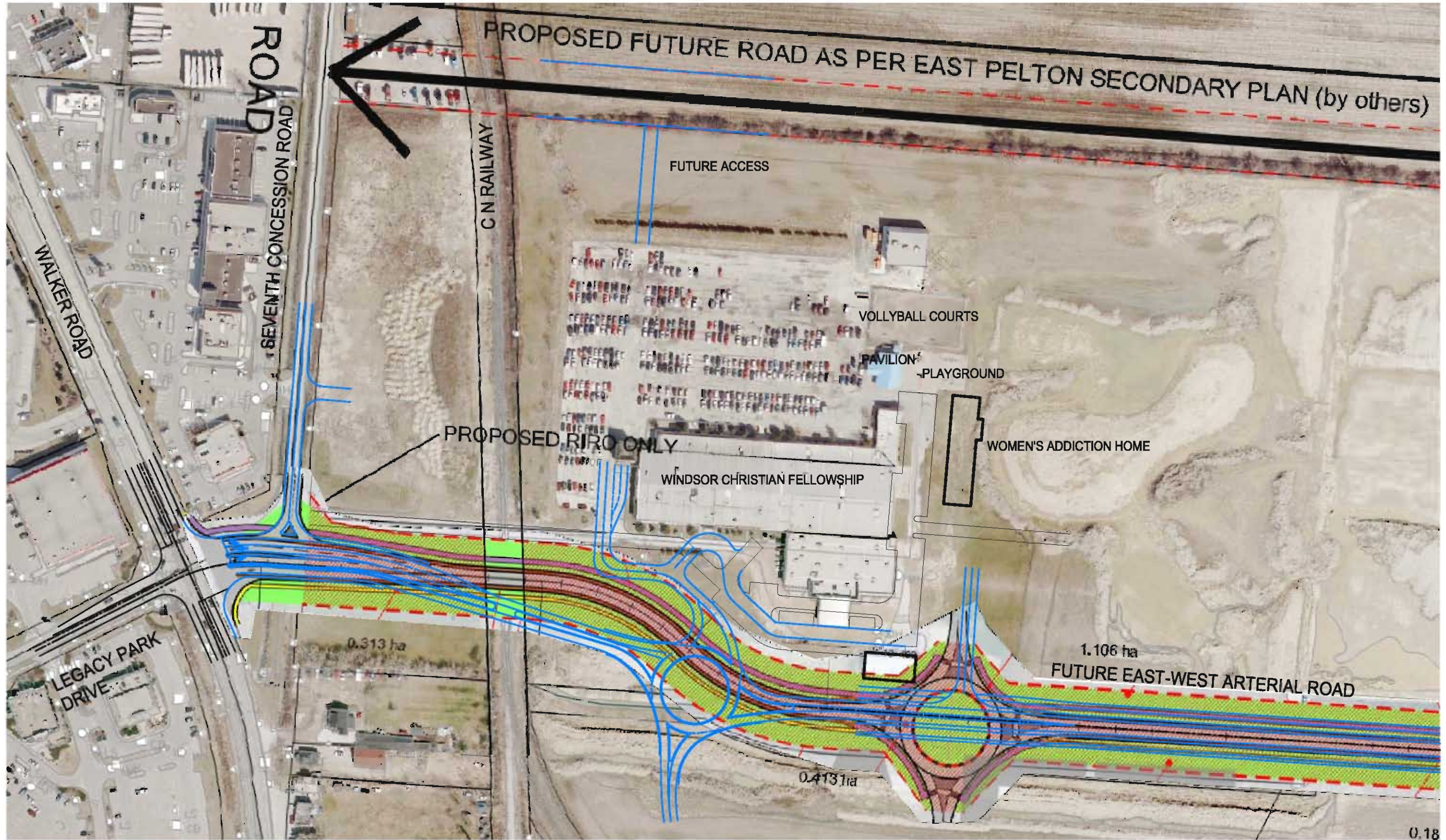
Regards,

STANTEC CONSULTING LTD.

Garry Pappin, BES, LEL
Senior Associate, Transportation
Phone: (905) 944-4803
Fax: (905) 474-9889
Garry.Pappin@stantec.com

Attachment: Proposed East-West Arterial Drawings (Figures 1.1, 1.2, 1.3 and 1.4)
Traffic Forecast Figures (Figures 1, 2A, 2B, 3A, 3B, 4A, 4B, 5A and 5B)
Sunday 15 Minute Traffic Forecast Volumes
Operational Analysis Summary Tables

tmh w:\active\165601281_transportation_impact_statement_4500_walker\design\correspondence\meeting with city\let_09242013.docx



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-18 02:00pm BY: kfox

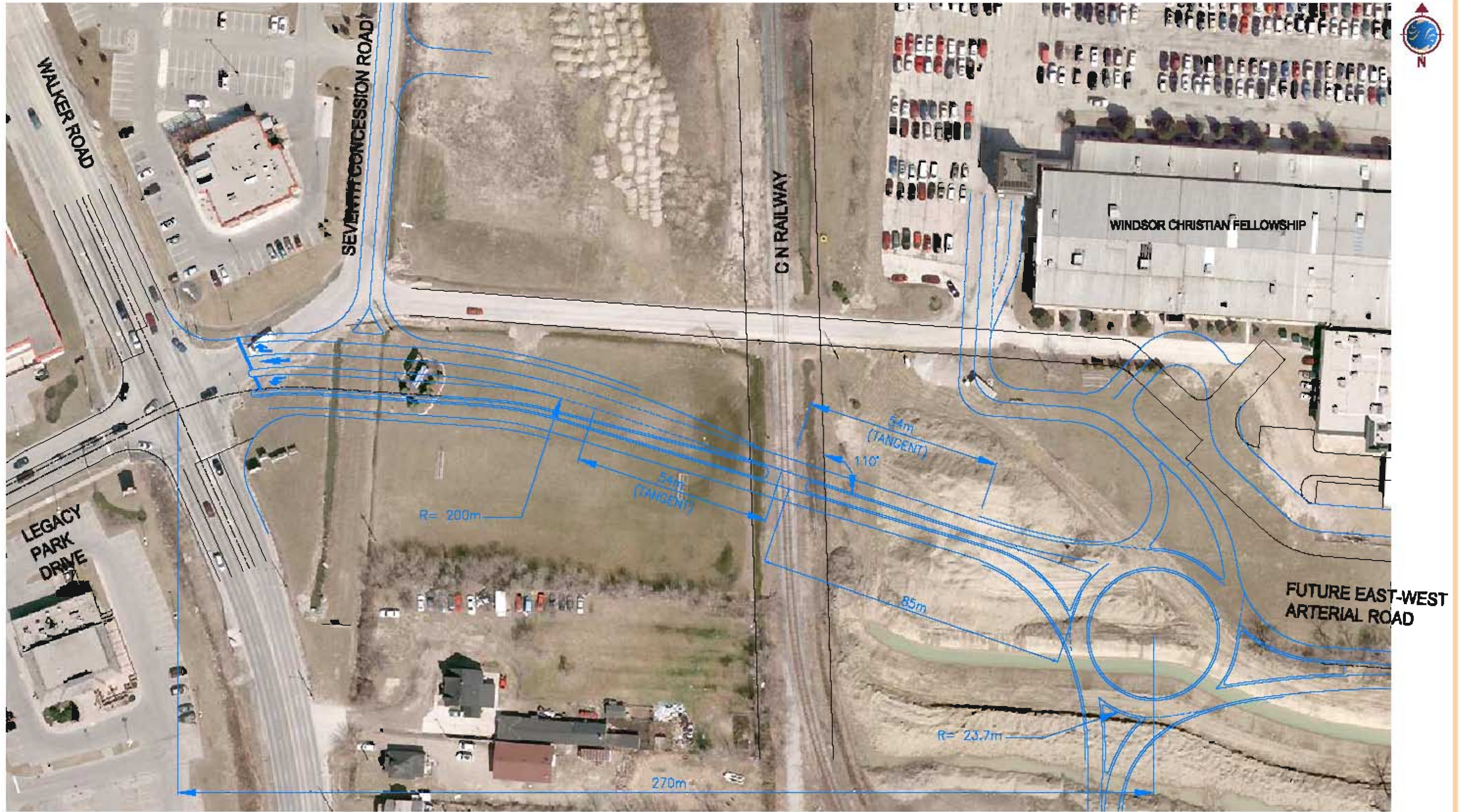


EAST-WEST ARTERIAL ACCESS REVIEW

OVERALL SITE PLAN

PROJECT NO.	165601281	DRAWING NO.	FIGURE 1.1
		1:2000	

W:\active\185601281_transportation_impact_statement_4500_walker\design\drawing\civil\figure\figure 1.dwg
2013-9-18 01:39pm By: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

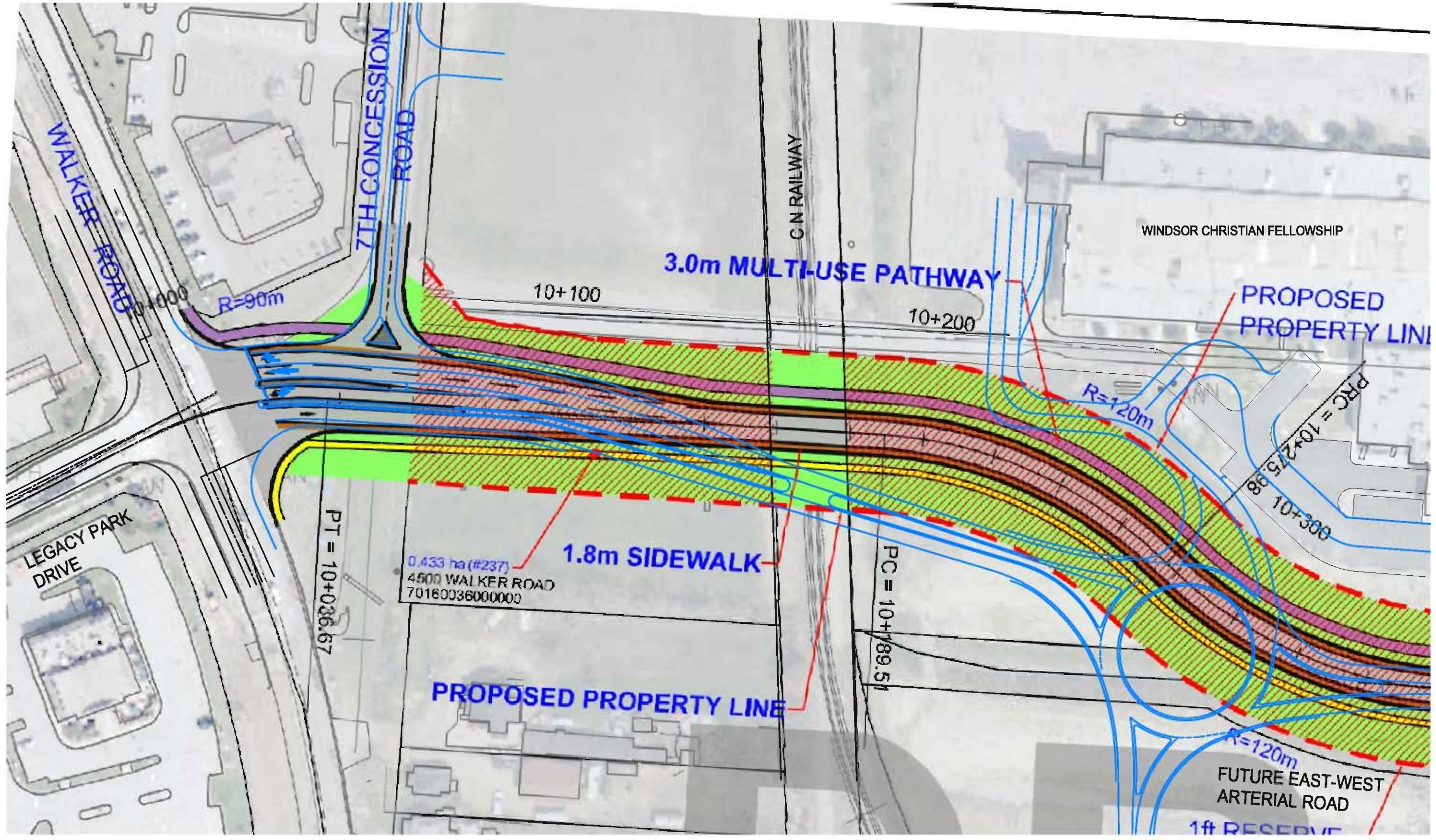
SITE PLAN

PROJECT NO.
185601281



DRAWING NO.

FIGURE 1.2



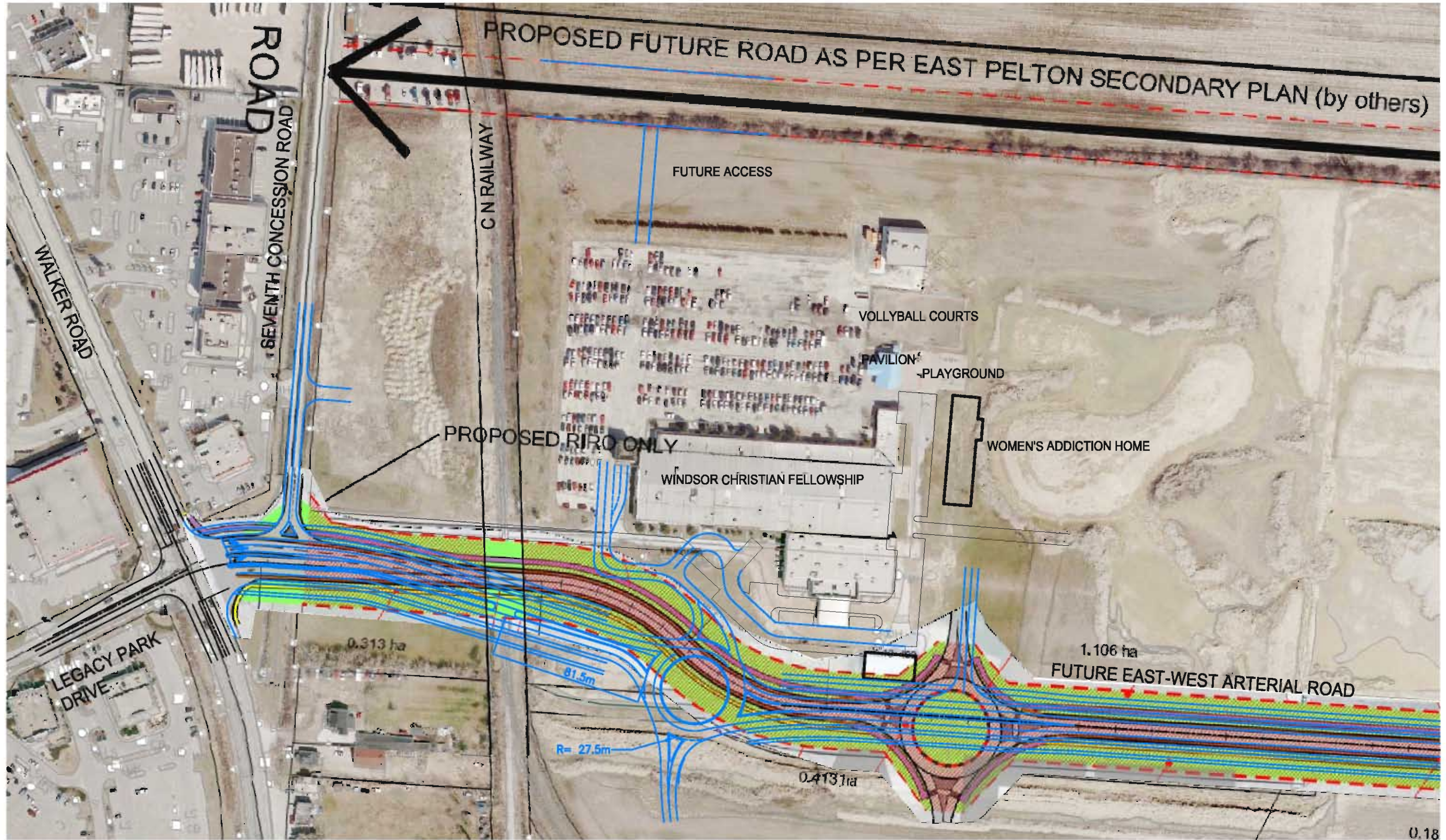
W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-09-18 01:39pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

SITE PLAN WITH EA PREFERRED ALTERNATIVE OVERLAY

PROJECT NO.	0 10 30 50m	DRAWING NO.
165601281	1:1000	FIGURE 1.3



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-18 02:00pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

PROJECT NO.		ULTIMATE CONFIGURATION		DRAWING NO.	
10007101	1:2000	0	20	60	100m
		FIGURE 1.4			

Sunday Peak Hour

123

 PM Peak Hour

123

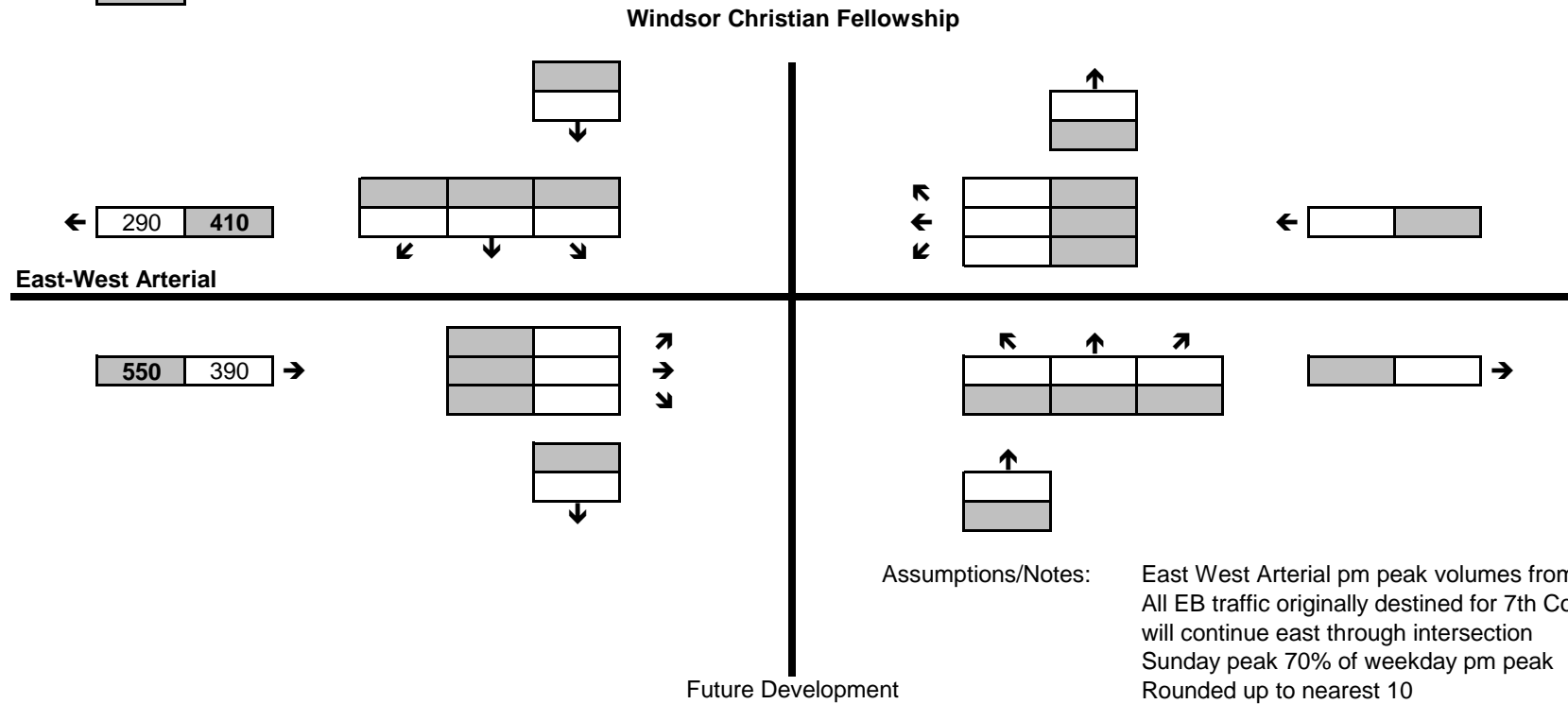
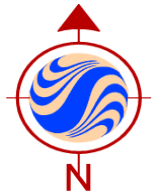


FIGURE 1 - 2031 PROJECTED BACKGROUND TRAFFIC VOLUMES

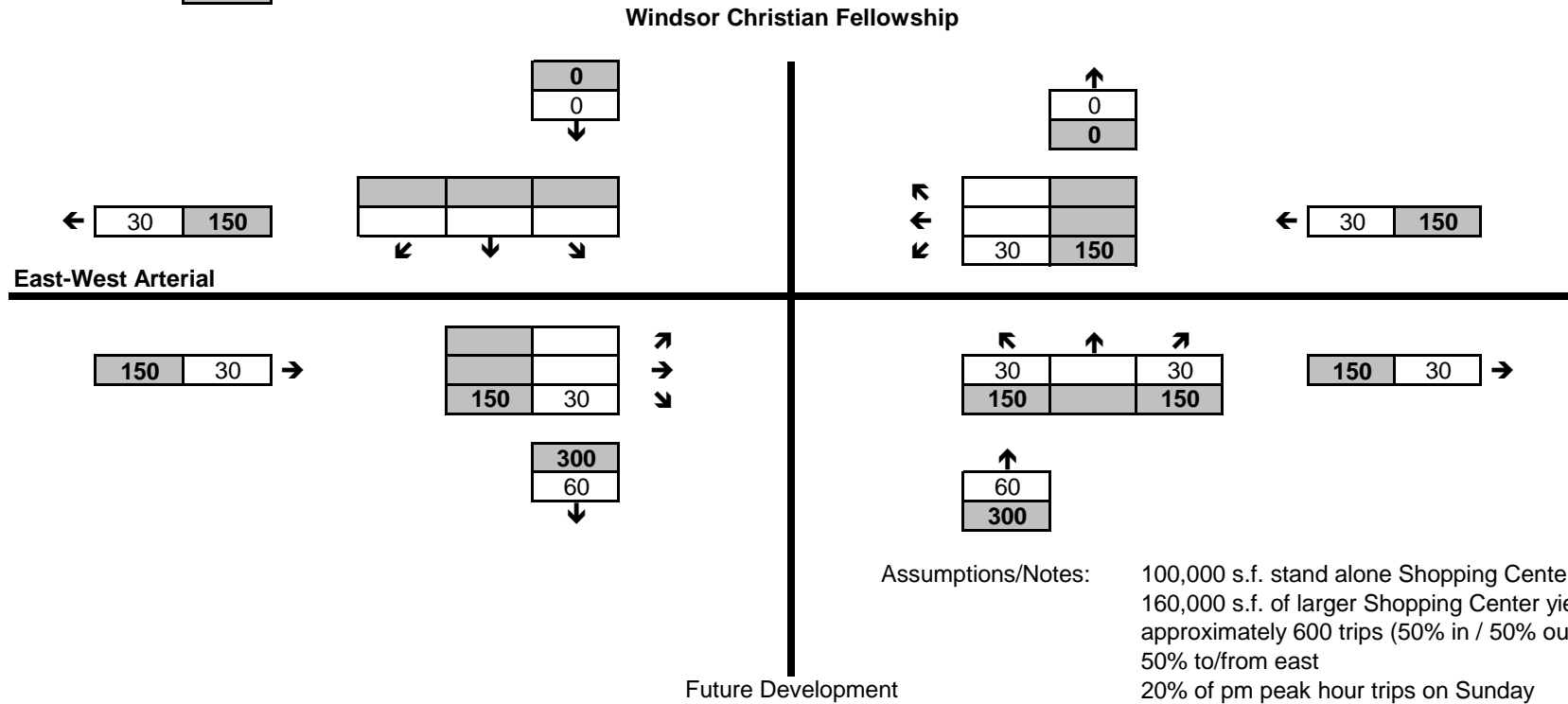
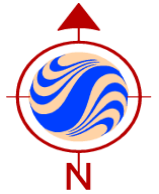
SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123



**FIGURE 2A - 2031 PROJECTED SOUTH DEVELOPMENT TRAFFIC VOLUMES
 SCENARIO 1**

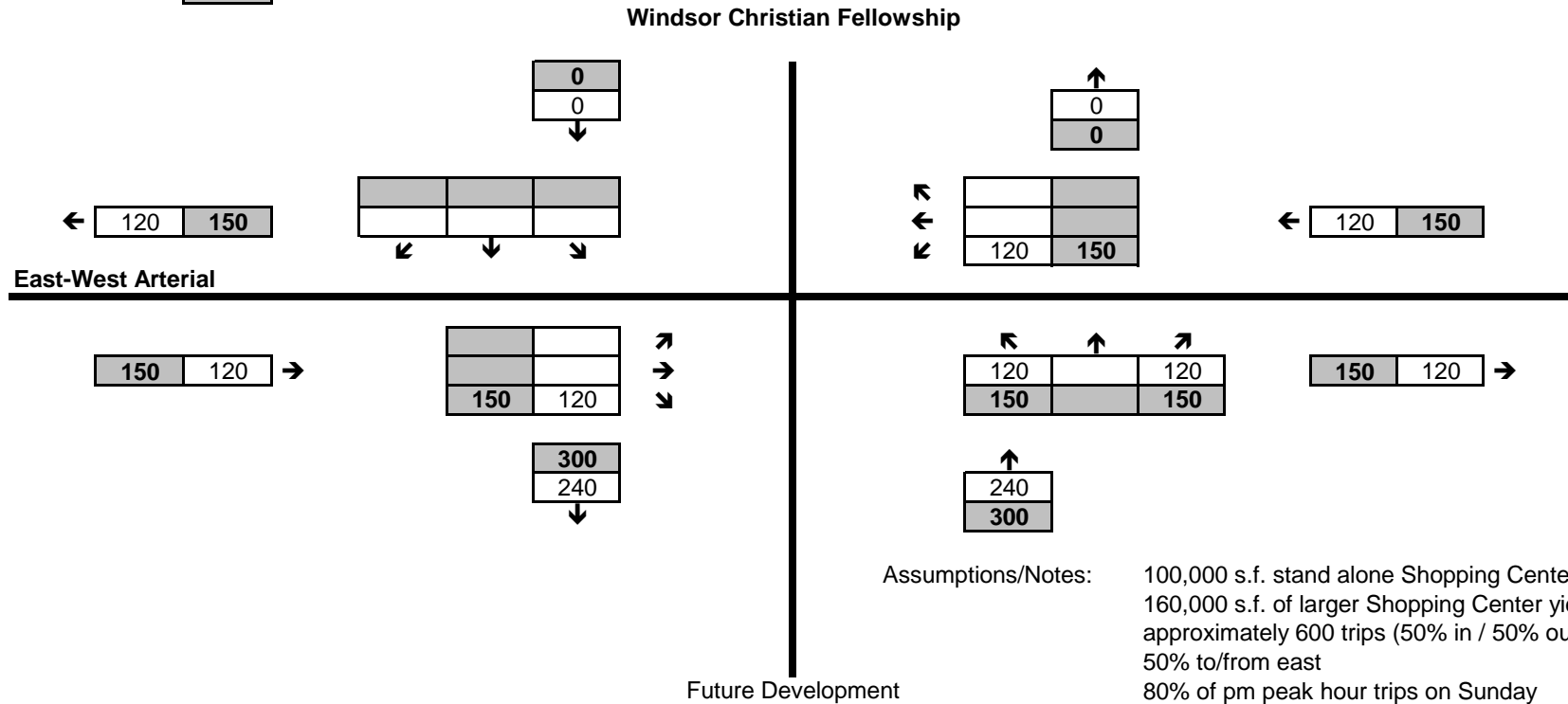
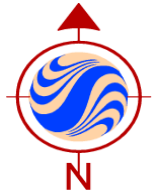
SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)

123

 PM Peak Hour

123



**FIGURE 2B - 2031 PROJECTED SOUTH DEVELOPMENT TRAFFIC VOLUMES
 SCENARIO 2**

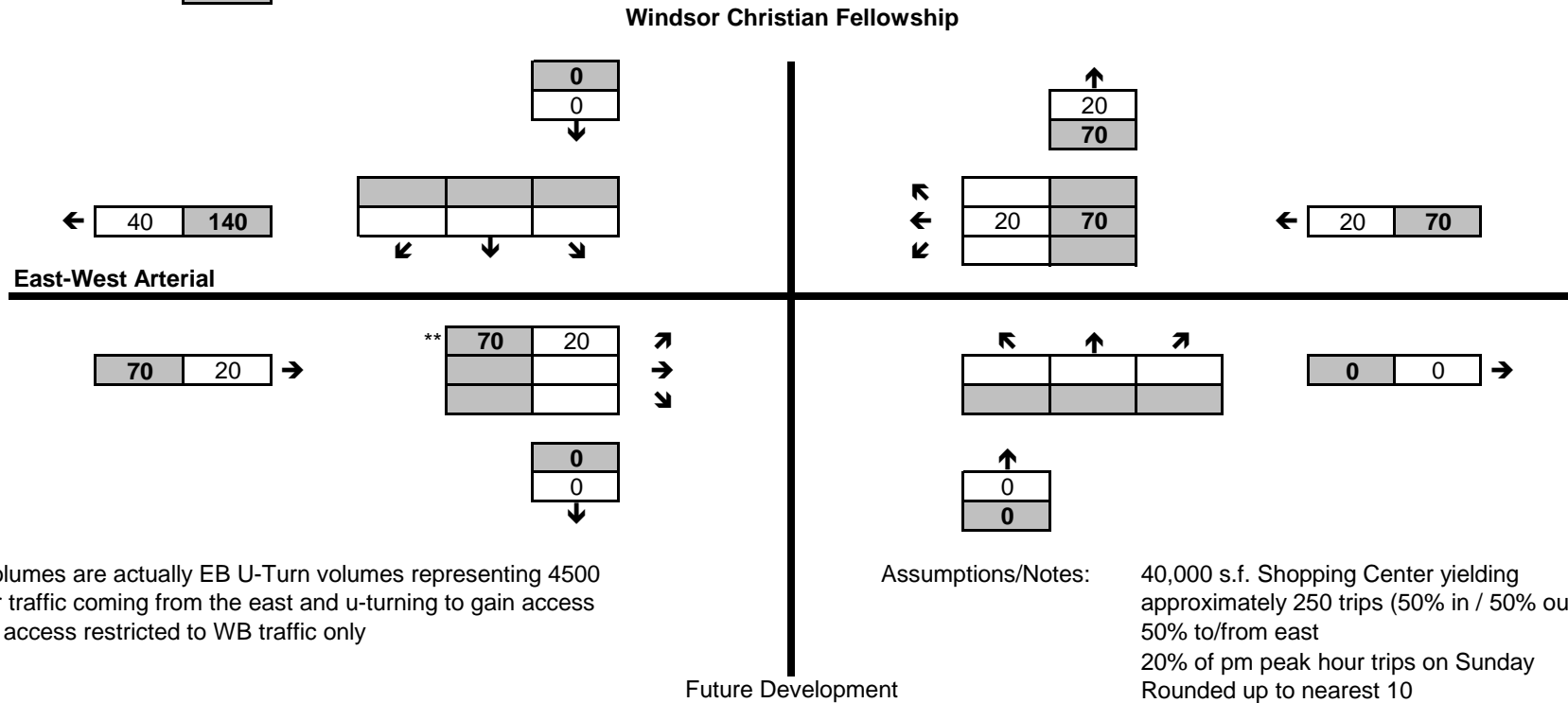
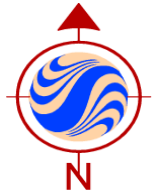
SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123



** EBL volumes are actually EB U-Turn volumes representing 4500 Walker traffic coming from the east and u-turning to gain access via the access restricted to WB traffic only

**FIGURE 3A - 2031 PROJECTED 4500 WALKER DEVELOPMENT TRAFFIC VOLUMES
 SCENARIO 1**

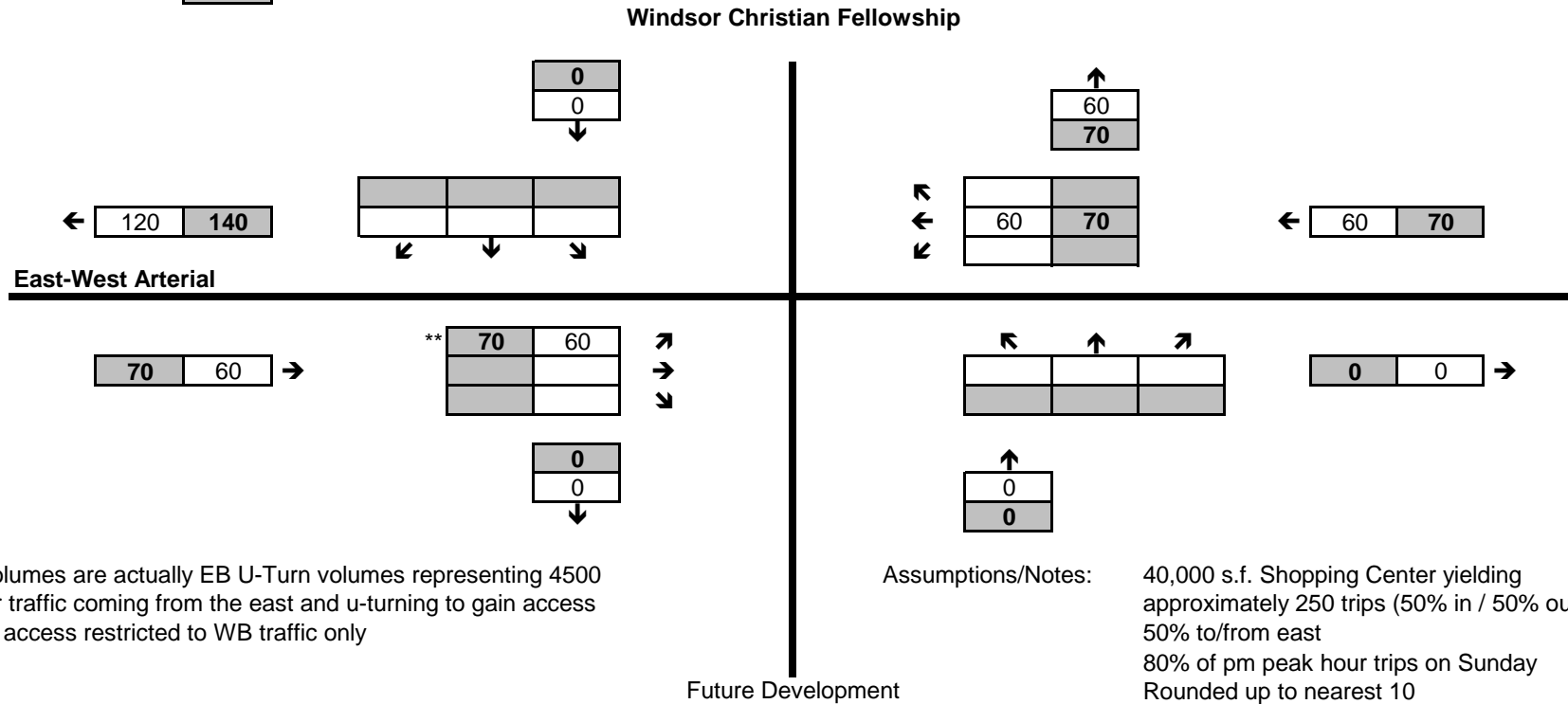
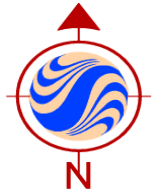
SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)

123

 PM Peak Hour

123



** EBL volumes are actually EB U-Turn volumes representing 4500 Walker traffic coming from the east and u-turning to gain access via the access restricted to WB traffic only

**FIGURE 3B - 2031 PROJECTED 4500 WALKER DEVELOPMENT TRAFFIC VOLUMES
 SCENARIO 2**

SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123

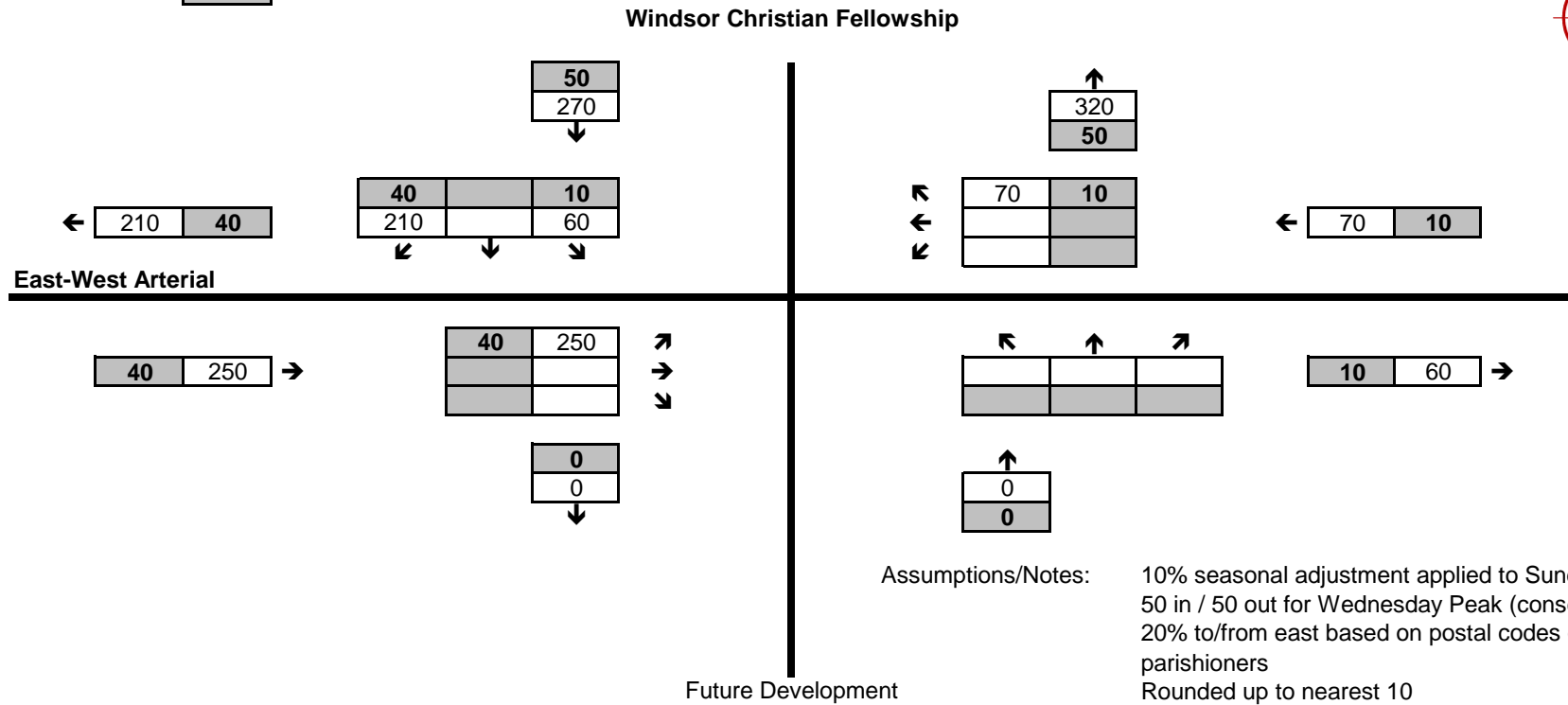
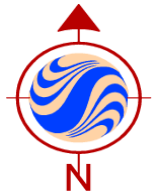


FIGURE 4A - 2031 PROJECTED WCF TRAFFIC VOLUMES - SCENARIO 1

SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)
PM Peak Hour

123
123

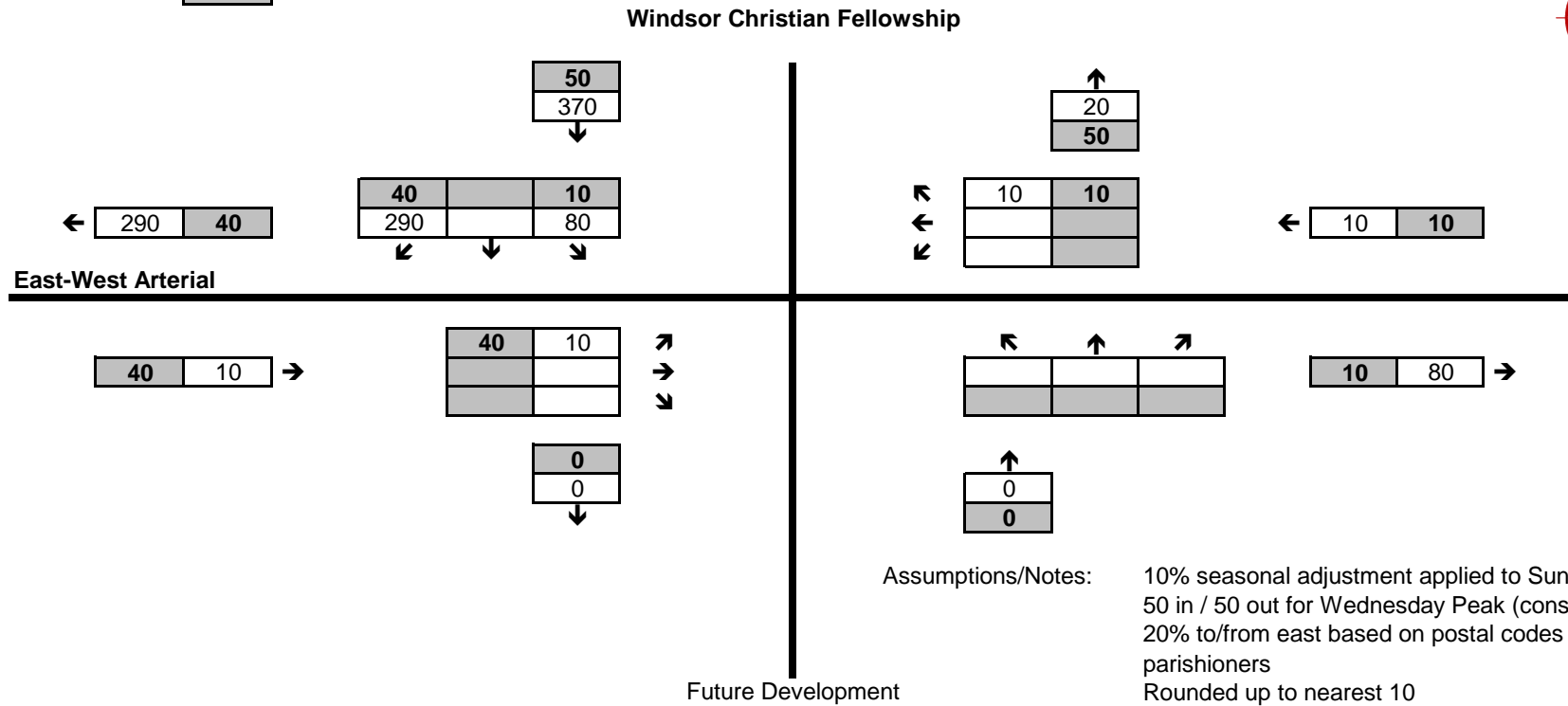
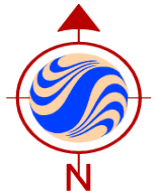


FIGURE 4B - 2031 PROJECTED WCF TRAFFIC VOLUMES - SCENARIO 2

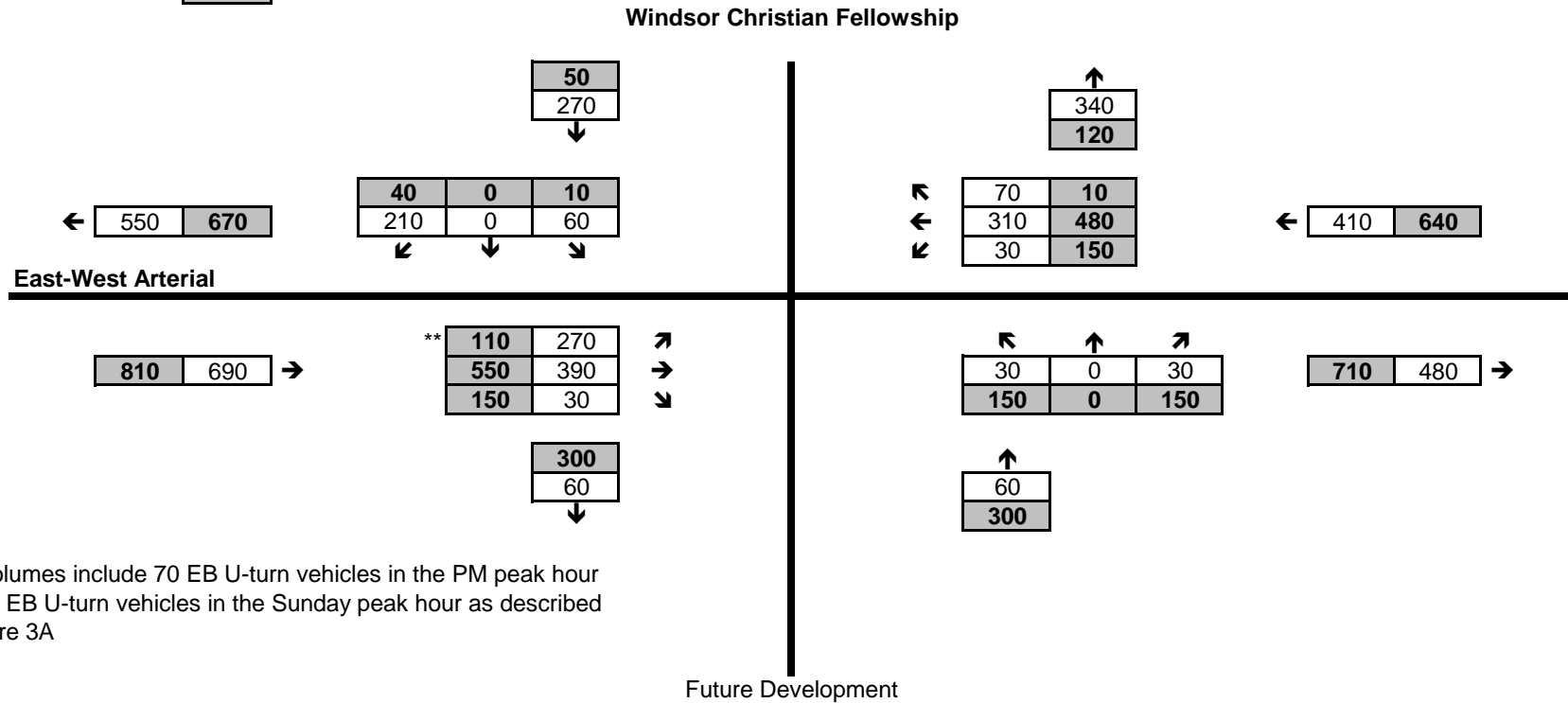
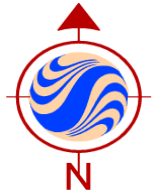
SCENARIO 1 - SUNDAY PEAK FOR WCF IN

Sunday Peak Hour (IN)

123

 PM Peak Hour

123



** EBL volumes include 70 EB U-turn vehicles in the PM peak hour and 20 EB U-turn vehicles in the Sunday peak hour as described in Figure 3A

FIGURE 5A - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 1

SCENARIO 2 - SUNDAY PEAK FOR WCF OUT

Sunday Peak Hour (OUT)

123

 PM Peak Hour

123

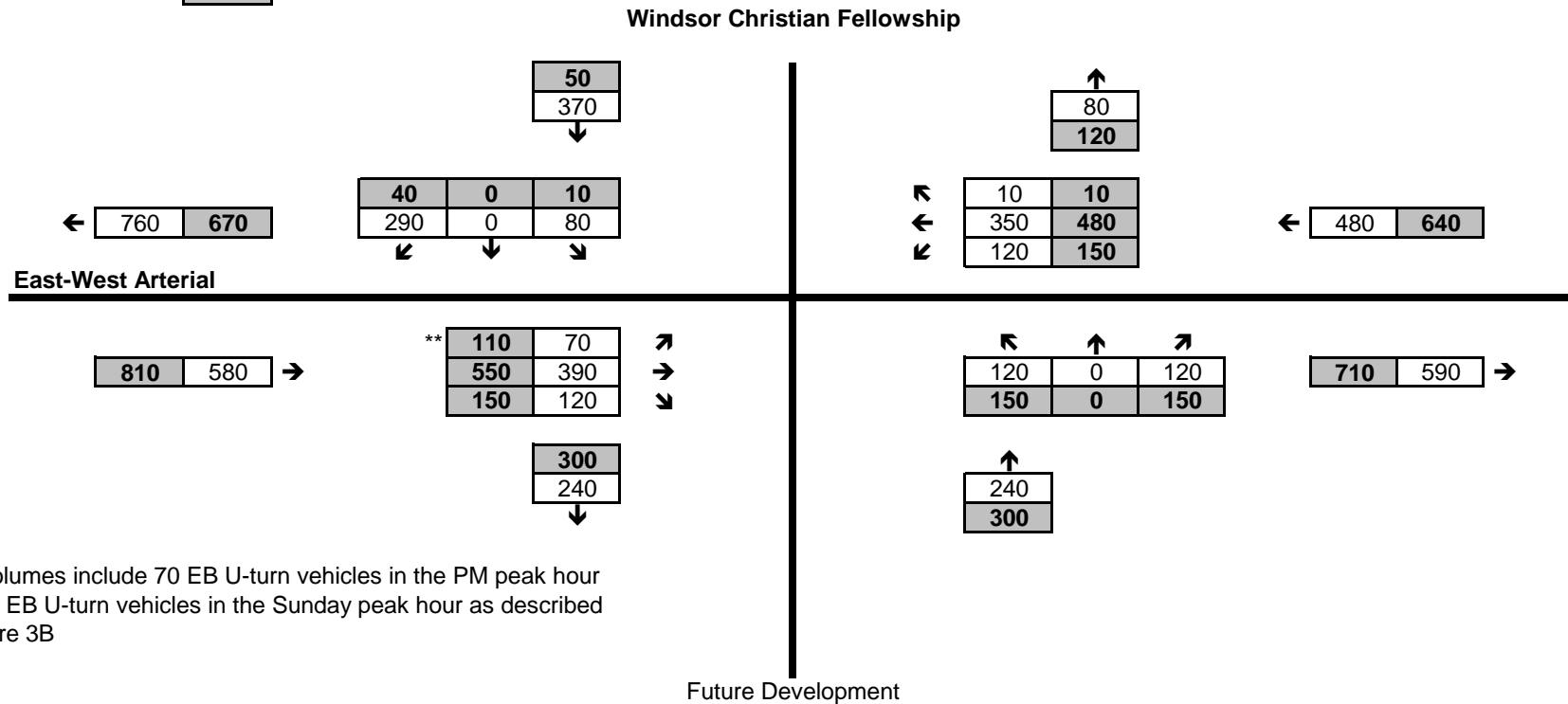
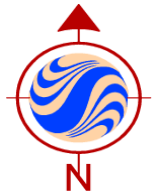


FIGURE 5B - 2031 PROJECTED TOTAL TRAFFIC VOLUMES - SCENARIO 2

15 Minute Breakdown of 2031 Projected Total Traffic for Sunday Peak Hours

	Start Time	End Time	Traffic Origin/Destination	Turning Movement													
				EBL	EBT	EBR	EBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Sunday Peak In	10:15	10:30	WCF	30							10			10	0	10	
			Remainder		100	10	10	10	80		10	0	10				
			Total	30	100	10	10	10	80	10	10	0	10	10	0	10	0
	10:30	10:45	WCF	60							20			20	0	60	
			Remainder		100	10	10	10	80		10	0	10				
			Total	60	100	10	10	10	80	20	10	0	10	20	0	10	0
	10:45	11:00	WCF	100							30			10	0	110	
			Remainder		100	10	10	10	80		10	0	10				
			Total	100	100	10	10	10	80	30	10	0	10	10	0	10	0
	11:00	11:15	WCF	70							20			10	0	40	
			Remainder		100	10	10	10	80		10	0	10				
			Total	70	100	10	10	10	80	20	10	0	10	10	0	10	0
Sunday Peak Out	12:30	12:45	WCF	10						10			10	0	30		
			Remainder		100	10	10	10	80		10	0	10				
			Total	10	100	10	10	10	80	10	10	0	10	10	0	10	0
	12:45	13:00	WCF	10							10			40	0	150	
			Remainder		100	10	10	10	80		10	0	10				
			Total	10	100	10	10	10	80	10	10	0	10	40	0	10	0
	13:00	13:15	WCF	10							10			30	0	90	
			Remainder		100	10	10	10	80		10	0	10				
			Total	10	100	10	10	10	80	10	10	0	10	30	0	10	0
	13:15	13:30	WCF	10							10			10	0	30	
			Remainder		100	10	10	10	80		10	0	10				
			Total	10	100	10	10	10	80	10	10	0	10	10	0	10	0

VISSIM Analysis - Weekday PM Peak

Movement	LOS	Ave. Delay	Ave. Queue [m]	Max. Queue [m]	
EB THROUGH	A	4.5	0.9	54.6	PM Peak
EB U-TURN	A	4.4	0.9	54.6	
EB RIGHT	A	4.5	0.9	54.6	
EB LEFT	A	4.3	0.9	54.6	
WB U-TURN	A	0	1.2	89.3	
WB THROUGH	A	4.5	1.2	89.3	
WB LEFT	A	4.9	1.2	89.3	
WB RIGHT	A	5.1	1.2	89.3	
SB LEFT	A	7.7	0.7	19.1	
SB RIGHT	B	11.7	0.7	19.1	
SB THROUGH	A	0	0.7	19.1	
SB U-TURN	A	0	0.7	19.1	
NB RIGHT	A	8.9	3.7	56.7	
NB LEFT	A	9.6	3.7	56.7	
NB U-TURN	A	0	3.7	56.7	
NB THROUGH	A	0	3.7	56.7	
ALL	A	5.5	1.6	89.3	
ALL	A	5.5	1.6	89.3	

VISSIM Analysis - Sunday Peak OUT - 15 Minute Intervals

Movement	LOS	Ave. Delay	Ave. Queue [m]	Max. Queue [m]		
EB THROUGH	A	2	0	7	0-15 min.	
EB U-TURN	A	2.1	0	7		
EB RIGHT	A	2.5	0	7		
EB LEFT	A	1.3	0	7		
WB U-TURN	A	0	0.1	7.4		
WB THROUGH	A	1.5	0.1	7.4		
WB LEFT	A	1	0.1	7.4		
WB RIGHT	A	1.8	0.1	7.4		
SB LEFT	A	3.8	0.3	13.8		
SB RIGHT	A	4.5	0.3	13.8		
SB THROUGH	A	0	0.3	13.8		
SB U-TURN	A	0	0.3	13.8		
NB RIGHT	A	5	0.3	12.2		
NB LEFT	A	4	0.3	12.2		
NB U-TURN	A	0	0.3	12.2		
NB THROUGH	A	0	0.3	12.2		
ALL	A	2.3	0.2	13.8		
ALL	A	2.3	0.2	13.8		
EB THROUGH	A	2.9	0.6	24		15-30 min.
EB U-TURN	A	2.7	0.6	24		
EB RIGHT	A	2.5	0.6	24		
EB LEFT	A	1.2	0.6	24		
WB U-TURN	A	0	0	6.9		
WB THROUGH	A	1.3	0	6.9		
WB LEFT	A	1.4	0	6.9		
WB RIGHT	A	1.7	0	6.9		
SB LEFT	C	21.4	10.3	185.2		
SB RIGHT	C	19	10.3	185.2		
SB THROUGH	A	0	10.3	185.2		
SB U-TURN	A	0	10.3	185.2		
NB RIGHT	A	4.7	0.3	7.1		
NB LEFT	A	5.5	0.3	7.1		
NB U-TURN	A	0	0.3	7.1		
NB THROUGH	A	0	0.3	7.1		
ALL	A	9.7	2.8	185.2		
ALL	A	9.7	2.8	185.2		
EB THROUGH	A	2	0.1	7.4	30-45 min.	
EB U-TURN	A	1.3	0.1	7.4		
EB RIGHT	A	3.2	0.1	7.4		
EB LEFT	A	4.1	0.1	7.4		
WB U-TURN	A	0	0	6.6		
WB THROUGH	A	1.7	0	6.6		
WB LEFT	A	1.5	0	6.6		
WB RIGHT	A	0.9	0	6.6		
SB LEFT	B	11.1	2.7	37.1		
SB RIGHT	B	10.4	2.7	37.1		
SB THROUGH	A	0	2.7	37.1		
SB U-TURN	A	0	2.7	37.1		
NB RIGHT	A	1.4	0.4	14.5		
NB LEFT	A	8.5	0.4	14.5		
NB U-TURN	A	0	0.4	14.5		
NB THROUGH	A	0	0.4	14.5		
ALL	A	4.9	0.8	37.1		
ALL	A	4.9	0.8	37.1		
EB THROUGH	A	1.4	0	6.7		45-60 min.
EB U-TURN	A	1	0	6.7		
EB RIGHT	A	1.4	0	6.7		
EB LEFT	A	1.3	0	6.7		
WB U-TURN	A	0	0.1	6.7		
WB THROUGH	A	1.6	0.1	6.7		
WB LEFT	A	1.7	0.1	6.7		
WB RIGHT	A	1.5	0.1	6.7		
SB LEFT	A	3	0.4	14.7		
SB RIGHT	A	6	0.4	14.7		
SB THROUGH	A	0	0.4	14.7		
SB U-TURN	A	0	0.4	14.7		
NB RIGHT	A	2.3	0.2	6.7		
NB LEFT	A	3.4	0.2	6.7		
NB U-TURN	A	0	0.2	6.7		
NB THROUGH	A	0	0.2	6.7		
ALL	A	2.1	0.2	14.7		
ALL	A	2.1	0.2	14.7		

VISSIM Analysis - Sunday Peak IN - 15 Minute Intervals

Movement	LOS	Ave. Delay	Ave. Queue [m]	Max. Queue [m]		
EB THROUGH	A	2.4	0.2	19.1	0-15 min.	
EB U-TURN	A	1.4	0.2	19.1		
EB RIGHT	A	3.3	0.2	19.1		
EB LEFT	A	3.1	0.2	19.1		
WB U-TURN	A	0	0.6	31.5		
WB THROUGH	A	3.3	0.6	31.5		
WB LEFT	A	1.9	0.6	31.5		
WB RIGHT	A	4.1	0.6	31.5		
SB LEFT	A	3.3	0.1	14.1		
SB RIGHT	A	3.4	0.1	14.1		
SB THROUGH	A	0	0.1	14.1		
SB U-TURN	A	0	0.1	14.1		
NB RIGHT	A	3	0.5	14		
NB LEFT	A	7	0.5	14		
NB U-TURN	A	0	0.5	14		
NB THROUGH	A	0	0.5	14		
ALL	A	3.1	0.4	31.5		
ALL	A	3.1	0.4	31.5		
EB THROUGH	A	2.1	0.1	16.7		15-30 min.
EB U-TURN	A	2.1	0.1	16.7		
EB RIGHT	A	1.8	0.1	16.7		
EB LEFT	A	2	0.1	16.7		
WB U-TURN	A	0	0.3	14.4		
WB THROUGH	A	2.7	0.3	14.4		
WB LEFT	A	3.3	0.3	14.4		
WB RIGHT	A	3.5	0.3	14.4		
SB LEFT	A	6.8	0.6	13.7		
SB RIGHT	A	5.4	0.6	13.7		
SB THROUGH	A	0	0.6	13.7		
SB U-TURN	A	0	0.6	13.7		
NB RIGHT	A	3.7	0.2	7.2		
NB LEFT	A	4.2	0.2	7.2		
NB U-TURN	A	0	0.2	7.2		
NB THROUGH	A	0	0.2	7.2		
ALL	A	3.1	0.3	16.7		
ALL	A	3.1	0.3	16.7		
EB THROUGH	A	4.2	0.5	24.6	30-45 min.	
EB U-TURN	B	10.7	0.5	24.6		
EB RIGHT	A	3.9	0.5	24.6		
EB LEFT	A	5.1	0.5	24.6		
WB U-TURN	A	0	5	48.6		
WB THROUGH	A	9.8	5	48.6		
WB LEFT	B	11.6	5	48.6		
WB RIGHT	B	11.5	5	48.6		
SB LEFT	A	6.2	1.6	22.1		
SB RIGHT	A	8.1	1.6	22.1		
SB THROUGH	A	0	1.6	22.1		
SB U-TURN	A	0	1.6	22.1		
NB RIGHT	B	12	1.5	28.6		
NB LEFT	B	14.5	1.5	28.6		
NB U-TURN	A	0	1.5	28.6		
NB THROUGH	A	0	1.5	28.6		
ALL	A	7.3	2.1	48.6		
ALL	A	7.3	2.1	48.6		
EB THROUGH	A	1.7	0.1	13.4		45-60 min.
EB U-TURN	A	3.3	0.1	13.4		
EB RIGHT	A	2	0.1	13.4		
EB LEFT	A	2.1	0.1	13.4		
WB U-TURN	A	0	1.2	37.5		
WB THROUGH	A	3.9	1.2	37.5		
WB LEFT	A	8.5	1.2	37.5		
WB RIGHT	A	4.4	1.2	37.5		
SB LEFT	A	3.8	0.4	14.6		
SB RIGHT	A	5.6	0.4	14.6		
SB THROUGH	A	0	0.4	14.6		
SB U-TURN	A	0	0.4	14.6		
NB RIGHT	A	3.6	0.4	7.2		
NB LEFT	A	7.3	0.4	7.2		
NB U-TURN	A	0	0.4	7.2		
NB THROUGH	A	0	0.4	7.2		
ALL	A	3.3	0.5	37.5		
ALL	A	3.3	0.5	37.5		

From: Jay Goldberg
Sent: September-10-13 2:22 PM
To: [REDACTED]
Subject: [REDACTED]
Attachments: [REDACTED]

[REDACTED]

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

Your recommendation to locate a new roadway along the CP Rail line was reviewed, however it was not deemed a feasible solution as this railway is heavily used and is integral to the CP Rail network between Canada and the US. Furthermore, the *Community Based Strategic Rail Study (2008)*, a recent study in the City of Windsor to assess opportunities for the rail network, recommended increasing operations on this rail line.

The existing County Road 42 is a 2-lane rural Regional Road and a designated truck route. The posted speed limit on County Road 42, within the Town of Tecumseh, has recently been reduced from 60 km/h to 50 km/h. County Road 42 is also designated as a Community Safety Zone between County Road 43 (Banwell Road) and Lesperance Road. Through the process of this EA, County Road 42, from the City/County Boundary to County Road 43 (Banwell Road), will become a 4-lane undivided urban cross-section with narrower lanes, bike lanes in both directions, a sidewalk and a multi-use trail. These improvements represent a significant level of enhancements to the existing roadway and recognize a distinct change in the corridor from the existing rural roadway to a fully urbanized roadway.

Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than traffic control devices. It is difficult for drivers to speed through an appropriately designed roundabout, which forces vehicles to physically change direction. Roundabouts are generally used at transition points from rural to urban, and high-speed to low-speed, environments. In these applications, the traffic calming effect of roundabouts reduces traffic speeds and reinforces the notion of a significant change in the driving environment.

Regarding your request for provisions for pedestrian traffic, the EA has provided active transportation facilities for cyclists and pedestrians, through the addition of bike lanes on both sides of the road, a sidewalk, and a multi-use trail within the Town of Tecumseh. Pedestrians will be provided a safe crossing at the roundabout at County Road 43 (Banwell Road). Future warrants for a pedestrian crossing, likely at the time when future development occurs in the Town of Tecumseh, may be completed as required.

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.

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

Jay Goldberg, EIT
Planner

Transportation Planning

McCormick Rankin | a member of MMM Group
2655 North Sheridan Way, Suite 300
Mississauga, ON L5K 2P8
T: 905-823-8500 ext. 1284 | f:905-823-8503
jgoldberg@mrc.ca | www.mrc.ca

[Redacted]

Sent: December-29-12 9:08 PM

To: Jay Goldberg

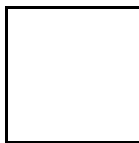
Subject: RE: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

Thank you for contacting me. Do you realize that you will be splitting up a neighbourhood. Right now, we can walk across the street to visit.
After this construction, we won't be able to. With a fourlane road, we won't be able to drive across with the amount of traffic that will be added.
Right now, I hear very little traffic. Once this roadway is changed, trucks will be in my livingroom. Would you like to live in this type of situation?
No amount of money will ever give me back my property value or replace the 30 year old trees.

Did I mention in my letter that it would be very smart and finicially more feasable if the new roadway went along the railway tracks just north of everyone's property. Property would be bought from one owner instead of two and it's not prime property you would confiscating. Makes more sense than splitting up a neighbourhood.

I moved out of the city to have quiet and private property. Thanks for destroying this.

[Redacted]



....so much yarn....so little time...so much to do! .

"Gravity cannot be held responsible for people falling in love." Albert Einstein, physicist, 1879 - 1955

From: JGoldberg@mrc.ca

[Redacted]

CC: MChiu@mrc.ca; HTempleton@mrc.ca

Subject: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

Date: Mon, 24 Dec 2012 14:50:52 +0000

Thank you for submitting comments at the second Public Information Centre (Oct. 22, 2012) for the Lauzon Parkway Improvements Class Environmental Assessment Study.

Please find attached a letter responding to your comments.

Thank you,

Jay Goldberg
On behalf of the Lauzon Parkway Project Team

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

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 /
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 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.

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

From: Jay Goldberg
Sent: September-10-13 2:22 PM
To: [REDACTED]
Subject: [REDACTED]
Attachments: [REDACTED]

Dear [REDACTED]

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

We have noted your concerns regarding increased traffic on County Road 42, the proposed roundabouts at County Road 43/Banwell Road and County Road 19/Manning Road, and the need for provisions for pedestrian traffic.

The existing County Road 42 is a 2-lane rural Regional Road and a designated truck route. The posted speed limit on County Road 42, within the Town of Tecumseh, has recently been reduced from 60 km/h to 50 km/h. County Road 42 is also now designated a Community Safety Zone between County Road 43 (Banwell Road) and Lesperance Road. Through the process of this EA, County Road 42, from the City/County Boundary to County Road 19 (Manning Road), will become a 4-lane undivided urban cross-section with a median two-way-left-turn-lane, narrower lanes, bike lanes, and sidewalks in both directions. These improvements represent a significant level of enhancements to the existing roadway and recognize a distinct change in the corridor from the existing rural roadway to a fully urbanized roadway.

Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than traffic control devices. It is difficult for drivers to speed through an appropriately designed roundabout. The traffic calming effect of roundabouts located at transition points from rural to urban, and high-speed to low-speed environments, reduces traffic speeds and reinforces the notion of a significant change in the driving environment.

Regarding your request for provisions for pedestrians, the EA has provided active transportation facilities for cyclists and pedestrians, through the addition of bike lanes and sidewalks on both sides of the road within the Town of Tecumseh. Pedestrians will be provided a safe crossing at the signalized intersection at Lesperance Road. Future warrants for a pedestrian crossing, likely at the time when future development occurs in the Town of Tecumseh, may be completed as required.

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.

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

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

From: [REDACTED]
Sent: December-24-12 11:55 AM
To: Jay Goldberg
Cc: Michael Chiu; Heather Templeton
Subject: RE: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

Sir,
with great disappointment we've read the attached letter. It seems, that no amount of residents input has any bearing on your plans, as they are already set in place and approved. Obviously, you seem to proceed no matter what is the negative impact on the neighbourhoods.
As much as we like the roundabouts because they are very traffic friendly, they are very pedestrian **un**-friendly as the continuous stream of traffic is going to make merging into 42 out of our Cranbrook Estates subdivision even more dangerous not to mention the safety of residents trying to cross C.R. 42 on the way to two schools (St. Peter and Vista Academy) as well as the McAuliffe Park and Conservation area. With all the negative input from residents, there are no adjustment to the original plan being even considered!
Why there are no provisions for the pedestrian traffic? No mention about vehicular traffic merging into CR 42? City of Windsor installed the traffic lights on Tecumseh Rd, East just for for traffic coming out of cluster of Raffi's car dealership to satisfy some safety concerns, yet no one in your organization sees anything wrong with pedestrians trying to cross CR 42!
What will it take to ring some bells? I hope not a fatality!
Are those "Public Information Meetings" only another excuse and make-work program for endless stream of consultants? Since no changes are being made and all of our concerns are swept away with the same excuses from the very beginning, than why even bother and waste more of the taxpayers money?
Is it only to satisfy some rules and imply that proper process is being followed and justify the massive amount of the tax dollars sunk into the project, that refuses to consider our inputs?
I suggest, that someone starts to take the residents of Cranbrook Estates a little more seriously.

[REDACTED]

From: JGoldberg@mrc.ca
To: [REDACTED]
CC: MChiu@mrc.ca; HTempleton@mrc.ca
Subject: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)
Date: Mon, 24 Dec 2012 15:49:04 +0000

[REDACTED]

Thank you for submitting comments at the second Public Information Centre (Oct. 22, 2012) for the Lauzon Parkway Improvements Class Environmental Assessment Study.

Please find attached a letter responding to your comments.

Thank you,

Jay Goldberg
On behalf of the Lauzon Parkway Project Team

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

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

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

VIA Email - [REDACTED]
[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 [REDACTED]**

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.

[REDACTED]
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

Jay Goldberg

From: [REDACTED]
Sent: September-10-13 2:53 PM
To: Jay Goldberg
Subject: RE: Lauzon Parkway Improvements Class EA

Categories: Lauzon Parkway

Sear,

Thank you for your letter.

I'm very sorry to observe, that in spite of residents opposition, you did not make ANY changes to your preexisting original draft and plan to continue ahead without any changes.

Obviously, none of the parties in charge have any interest in accommodating the people, you apparently supposed to serve. It does seem to us, that your meetings with colorful agendas and lots of complicated presentations and hype are only smoke-and-mirrors to justify enormous consulting, travel and O/T (self-preservation?) fees.

We, nor our concerns will not go away. We need safe means to cross County Road 42 between Lesperance Rd. and Banwell Rd. We need safe crossing for our children to baseball diamonds, soccer fields and the park's playgrounds at the McAuliffe Park. I(personally cross CR 42 everyday with my mother, who resides at the Tecumseh Extencicare facility on St. Alphonse St.

To suggest that I push her wheelchair to Lesperance or Banwell Rd.. to cross 42 is frankly repugnant.

Roundabouts may be very friendly to vehicular traffic, yet they only multiply problems for pedestrians and for Cranbrook Estates residents trying to merge into C.R. 42, as they do not provide any spacing in traffic needed for pedestrians to cross or traffic to merge.

In any case, we did bring all of those points to your attention before, yet you choose to ignore them.

Changes to your plans will have to be made. One way or another.

Hopefully not because of the loss of life.

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

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

[REDACTED]

From: Jay Goldberg [mailto:JGoldberg@mrc.ca]

Sent: Tuesday, September 10, 2013 2:22 PM

[REDACTED]
Subject: RE: Lauzon Parkway - [REDACTED]

Dear [REDACTED]

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

We have noted your concerns regarding increased traffic on County Road 42, the proposed roundabouts at County Road 43/Banwell Road and County Road 19/Manning Road, and the need for provisions for pedestrian traffic.

The existing County Road 42 is a 2-lane rural Regional Road and a designated truck route. The posted speed limit on County Road 42, within the Town of Tecumseh, has recently been reduced from 60 km/h to 50 km/h. County Road 42 is also now designated a Community Safety Zone between County Road 43 (Banwell Road) and Lesperance Road. Through the process of this EA, County Road 42, from the City/County Boundary to County Road 19 (Manning Road), will become a 4-lane undivided urban cross-section with a median two-way-left-turn-lane, narrower lanes, bike lanes, and sidewalks in both directions. These improvements represent a significant level of enhancements to the existing roadway and recognize a distinct change in the corridor from the existing rural roadway to a fully urbanized roadway.

Roundabouts can have traffic calming effects on streets by reducing vehicle speeds using geometric design rather than traffic control devices. It is difficult for drivers to speed through an appropriately designed roundabout. The traffic calming effect of roundabouts located at transition points from rural to urban, and high-speed to low-speed environments, reduces traffic speeds and reinforces the notion of a significant change in the driving environment.

Regarding your request for provisions for pedestrians, the EA has provided active transportation facilities for cyclists and pedestrians, through the addition of bike lanes and sidewalks on both sides of the road within the Town of Tecumseh. Pedestrians will be provided a safe crossing at the signalized intersection at Lesperance Road. Future warrants for a pedestrian crossing, likely at the time when future development occurs in the Town of Tecumseh, may be completed as required.

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.

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

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

From: [REDACTED]

Sent: December-24-12 11:55 AM

To: Jay Goldberg

Cc: Michael Chiu; Heather Templeton

Subject: RE: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

Sir,
with great disappointment we've read the attached letter. It seems, that no amount of residents input has any bearing on your plans, as they are already set in place and approved. Obviously, you seem to proceed no matter what is the negative impact on the neighbourhoods.

As much as we like the roundabouts because they are very traffic friendly, they are very pedestrian **un**-friendly as the continuous stream of traffic is going to make merging into 42 out of our Cranbrook Estates subdivision even more dangerous not to mention the safety of residents trying to cross C.R. 42 on the way to two schools (St. Peter and Vista Academy) as well as the McAuliffe Park and Conservation area. With all the negative input from residents, there are no adjustment to the original plan being even considered!

Why there are no provisions for the pedestrian traffic? No mention about vehicular traffic merging into CR 42? City of Windsor installed the traffic lights on Tecumseh Rd, East just for for traffic coming out of cluster of Raffi's car dealership to satisfy some safety concerns, yet no one in your organization sees anything wrong with pedestrians trying to cross CR 42!

What will it take to ring some bells? I hope not a fatality!

Are those "Public Information Meetings" only another excuse and make-work program for endless stream of consultants? Since no changes are being made and all of our concerns are swept away with the same excuses from the very beginning, than why even bother and waste more of the taxpayers money?

Is it only to satisfy some rules and imply that proper process is being followed and justify the massive amount of the tax dollars sunk into the project, that refuses to consider our inputs?

I suggest, that someone starts to take the residents of Cranbrook Estates a little more seriously.

From: JGoldberg@mrc.ca

To: [REDACTED]

CC: MChiu@mrc.ca; HTempleton@mrc.ca

Subject: Lauzon Parkway Improvements Class Environmental Assessment Study - Public Information Centre (Oct. 22, 2012)

Date: Mon, 24 Dec 2012 15:49:04 +0000

ExternalClassp.ecxMsoNormalExternalClassli.ecxMsoNormalExternalClassdiv.ecxMsoNormalbottom:.0001pt;fontsize:11.0pt;fontCalibriExternalClassa:linkExternalClassspan.ecxMsoHyperlinkcolor:blue;text-decoration:underlineExternalClassa:visitedExternalClassspan.ecxMsoHyperlinkFollowedcolor:purple;text-decoration:underlineExternalClassspan.ecxEmailStyle17Calibricolor:windowtextExternalClassecxMsoChpDefaultsize:10.0pt;fontCalibriWordSection1size:612.0pt792.0ptExternalClassdiv.ecxWordSection1page:WordSection1

Thank you for submitting comments at the second Public Information Centre (Oct. 22, 2012) for the Lauzon Parkway Improvements Class Environmental Assessment Study.

Please find attached a letter responding to your comments.

Thank you,

Jay Goldberg
On behalf of the Lauzon Parkway Project Team

Jay Goldberg, EIT

Planner

Transportation Planning

McCormick Rankin | a member of MMM Group

2655 North Sheridan Way, Suite 300

Mississauga, ON L5K 2P8

T: 905-823-8500 ext. 1284 | f:905-823-8503

jgoldberg@mrc.ca | www.mrc.ca

From: Jay Goldberg
Posted At: October-03-13 4:35 PM
Conversation: [REDACTED]
Subject: [REDACTED]

On October 3, 2013 Jay Goldberg returned the voice message from [REDACTED] a summary of the voice message is noted below). Jay asked [REDACTED] to clarify which property they are concerned about. Nicole noted that the property was on Lot 14 on Concession Road 7. She also noted the property plan number was 12R-21817. Jay asked if she had a Roll No. for the property, but [REDACTED] did not have it. [REDACTED] noted it was bounded on the south side by Highway 401. Looking at the City's Online Mapping, Jay concluded that the [REDACTED] Jay confirmed that this property will not be impacted by the Lauzon Parkway EA, but is within the Sandwich South Secondary Plan.

From: Jay Goldberg
Posted At: October-01-13 3:04 PM
Posted To: 3211012 Public
Conversation: Message from [REDACTED]
Subject: Message from [REDACTED]

[REDACTED]

- Has had recent meeting with City planners to purchase a property at Walker Road and Highway 401.
- She notes that the property is being impacted by the Lauzon Parkway EA [E-W Arterial].
- Has a few questions regarding access
- Call back at [REDACTED]

[REDACTED]

[REDACTED]

From: Cisco Voice Messaging System
Sent: Tuesday, October 1, 2013 2:17 PM
To: Michael Chiu
Subject: Message from [REDACTED]

Jay Goldberg

From: Jay Goldberg
Sent: December-02-13 4:08 PM
To: [REDACTED]
Cc: Heather Templeton
Subject: [REDACTED]
Attachments: [REDACTED]

[REDACTED]

Thank you for the phone call and email regarding the Lauzon Parkway Improvements Class Environmental Assessment (EA) Study. We apologize for the delayed response. The property indicated in the attached sketch you provided will be impacted by the future E-W Arterial. The future E-W Arterial roadway will extend along the northern limit of this property.

We are currently in the final stages of this EA Study. At the completion of this Study, an Environmental Study Report (ESR) will be placed on the public record for review in accordance with the requirements of the Municipal Class Environmental Assessment (October 2000 as amended in May 2007) process. Subject to comments received as a result of this notice and the receipt of all necessary approvals, the project may proceed to the next phase of design. The ESR will be available for a 30-day public and agency review period.

We have added your contact information to our study mailing list to ensure you are informed of upcoming study activities, including the Notice of Study Completion, indicating the start and end dates of the public review period, as well as locations where the ESR will be available for public review.

Additional details about the project can be viewed on the study website at: www.lauzonparkwayea.ca. Please feel free to contact us if you have any further inquiries.

Regards,

Jay Goldberg,
On behalf of the Lauzon Parkway Improvements Team

Please take note that my email address has changed.

Jay Goldberg, EIT
Planner
Transportation – Planning

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 x1284 | f: 905.823.8503
GoldbergJ@mmm.ca | www.mmm.ca

MRC is now fully integrated into the MMM Group brand. Our experts will continue to bring the same high quality of client responsiveness and technical expertise you have come to expect.

This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.

-----Original Message-----

From: [REDACTED]
Sent: October-04-13 3:49 PM
To: Jay Goldberg
Subject: property

Does this help?

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

-----Original Message-----

[REDACTED]
Sent: Friday, October 04, 2013 4:34 PM
[REDACTED]
Subject:

[REDACTED]

Scan Date: 10.04.2013 16:33:56 (-0400)

[REDACTED]

SCHEDULE "B"

PROPERTY
32 ACRES +/-



From: [REDACTED]
Sent: November-20-13 12:28 PM
To: Jay Goldberg
Cc: [REDACTED]
Subject: Reconstruction of Count Road 42

It has been again several months since we've heard anything about this project. After attending all the information meetings, so far, we have not seen a single change requested by the residents of Cranbrook subdivision or any other interested parties. Please feel free to correct me, but after several meetings, that were attended by officials representing different Provincial/Municipal/County Governments and surveys as well as questioners passed to residents, so far we have not seen anything done to alleviate concerns raised by the residents in regards to the noise, traffic and safety issues. Therefore we'd like to request an information as to what adjustments, if ANY, were made to the original plan first presented to us, and to the plan that is on the table at this time. Your prompt replay will be greatly appreciated.

[REDACTED]

[REDACTED]

From: Jay Goldberg

Sent: January-09-14 6:42 PM

To: [REDACTED]

Cc: tjobin@tecumseh.ca; mayor@tecumseh.ca; Shreewastav, Rakesh (MTO) (Rakesh.Shreewastav@ontario.ca); Felker, Bob (Bob.Felker@ontario.ca); Jane Mustac (<jmustac@countyofessex.on.ca> (jmustac@countyofessex.on.ca); Eugeni, Josette (jeugeni@city.windsor.on.ca); Michael Chiu; Heather Templeton (HTempleton@mrc.ca)

Subject: Lauzon Parkway Improvements Class Environmental Assessment - Reconstruction of County Road 42

[REDACTED]

Following the Public Information Centre (PIC) 2, and consultations with local residents and the Town of Tecumseh, the Project Team reviewed the proposed improvements of County Road 42. We have noted your comments on the noise, traffic and safety issues, and have provide the following responses:

- The Tecumseh Town Council submitted Resolution 18.14 to the County of Essex November 13, 2012, requesting that the County amend the speed limit on County Road 42 from 60 km/h to 50 km/h, from County Road 19 (Manning Road) west to the City/County Boundary, and also requested that the County consider narrower lane widths for County Road 42, and an enhanced context sensitive design taking into account the urbanized nature and multiple users of this segment of road.

The County of Essex provided a staff report to the County Council on May 8, 2013 in response to the Tecumseh Council. The report noted that the proposed County Road 42 cross-section includes narrower lane widths of 3.65 m, reduced from the County standard lane width of 3.75 m, as well as an undivided urban section with bike lanes and sidewalks in both directions. The right-of-way will also accommodate numerous "Urban Design Features" such as illumination, utilities, and landscaping.

On June 19, 2013 the County Council approved a speed limit reduction to 50 km/h from 60 km/h, on County Road 42 from County Road 19 (Manning Road) west to the City/County Boundary. It is recommended, however, that when County Road 42 is widened to 4 lanes, the posted speed should be re-assessed at that time.

- A noise assessment was conducted to assess the potential increase in noise level to noise sensitive areas as a result of the proposed improvements to County Road 42. In accordance with

Ontario Ministry of Transportation and Ministry of Environment Noise Protocols, the need for noise mitigation (i.e., a noise wall) is assessed when the projected noise levels with and without improvements is greater than 5dBA. The noise analysis completed for County Road 42 through the Town of Tecumseh, in the vicinity of your property, is predicted to have only a 2.5 dBA increase. An increase of 2 to 3 dBA is just perceivable to the human ear. Therefore, noise mitigation is not warranted.

- In addition to the bike lanes and sidewalks recommended as part of the County Road 42 urban cross-section, the Environmental Study Report (ESR) recognizes that there are future development plans for the Town of Tecumseh, including a proposed new roadway intersecting with County Road 42, between Odessa Drive and County Road 43 (Banwell Road). Therefore, as part of the development of this new roadway, it is recommended that a future analysis be undertaken to assess pedestrian crossing warrants and locations on County Road 42, including in the vicinity of Shiff Drive.
- In regards to the timing of these proposed improvements, please note that the widening of County Road 42 through the Town of Tecumseh is required by 2021, depending on the pace of development and traffic growth. However, at this time, no commitment has been made to fund the subsequent detail design, contract preparation, construction, utility relocation, property acquisition components or other phases of this project.

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 45-day public review period. You will receive a letter informing you of the filing of the ESR for public review.

If you would like more information, please feel free to contact us.

Jay Goldberg,
On behalf of the Lauzon Parkway Improvements Project Team

Jay Goldberg
Planner
Transportation – Planning

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 x1284 | f: 905.823.8503
GoldbergJ@mmm.ca | www.mmm.ca

MRC is now fully integrated into the MMM Group brand. Our experts will continue to bring the same high quality of client responsiveness and technical expertise you have come to expect.

This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.

Please consider the environment before printing this e-mail and/or its attachments.

From: [REDACTED]

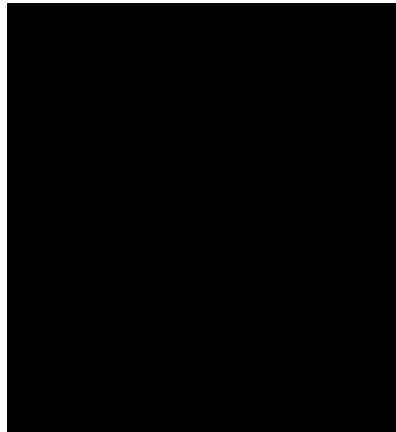
Sent: November-20-13 12:28 PM

To: Jay Goldberg

Cc: [REDACTED]

Subject: Reconstruction of Count Road 42

It has been again several months since we've heard anything about this project. After attending all the information meetings, so far, we have not seen a single change requested by the residents of Cranbrook subdivision or any other interested parties. Please feel free to correct me, but after several meetings, that were attended by officials representing different Provincial/Municipal/County Governments and surveys as well as questioners passed to residents, so far we have not seen anything done to alleviate concerns raised by the residents in regards to the noise, traffic and safety issues. Therefore we'd like to request an information as to what adjustments, if ANY, were made to the original plan first presented to us, and to the plan that is on the table at this time. Your prompt replay will be greatly appreciated.



From: Jay Goldberg
Sent: January-10-14 9:44 AM
To: [REDACTED]
Cc: Heather Templeton
Subject: Lauzon Parkway Improvements Class Environmental Assessment
Attachments: lauzonparkwayea comments.pdf

[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. We sincerely apologize for the delayed response.

We have noted your concern for the number of roundabouts on County Road 42 within the City of Windsor and for the Highway 401 Interchange Roundabout configuration, as well as your support for the extension of Lauzon Parkway to Highway 3 via Sexton Sideroad.

County Road 42 is a key east-west arterial in the study area as it provides a continuous connection between the City of Windsor, Town of Tecumseh and Town of Lakeshore. The results of the transportation analysis for this study indicated that during peak hours, County Road 42 is approaching capacity in the vicinity of Lauzon Parkway and County Road 17/10th Concession Road. In addition, there are movements at key intersections that are approaching capacity during peak hours. In order to meet the future forecasted growth, including the planned Sandwich South Secondary Plan development, County Road 42 widening to 4 lanes and intersection improvements is required based on future growth to the year 2031. A roundabout is recommended at the 7th, 8th, and 9th Concession Road intersections as it results in a better level-of-service and shorter queues than a signalized intersection would. Also, the roundabouts have less conflict points in the intersection and therefore reduce the severity of any collisions that do occur.

A comparative assessment and evaluation of the alternatives for the Highway 401 Interchange was carried out based on a comprehensive list of factors considering impacts to the socio-economic, cultural, natural environments, as well as technical considerations, including engineering, constructability, and cost. Two alternatives were considered: 1) Parclo A4; and 2) Teardrop Roundabout. Overall, Option 2: Teardrop Roundabout and the protection for an ultimate Parclo A4 is the preferred alternative, as it meets the interim and ultimate traffic demand with good level-of-service and lower present day construction costs. The Teardrop Roundabout design offers a lower initial construction cost with 4 ramps, compared to the 6 ramps of the Parclo-A4. 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. Although the roundabout ramp terminal may be an unconventional intersection for a freeway interchange in Ontario, it has become more common in other parts of North America, and it reduces the severity of accidents by increasing driver attentiveness and decreasing T-Bone collisions.

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 45 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,

Jay Goldberg,
On behalf of the Lauzon Parkway Improvements Project Team

Jay Goldberg
Planner
Transportation – Planning

MMM Group Limited
2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 x1284 | f: 905.823.8503
GoldbergJ@mmm.ca | www.mmm.ca

MRC is now fully integrated into the MMM Group brand. Our experts will continue to bring the same high quality of client responsiveness and technical expertise you have come to expect.

This communication is intended for the sole use of the person(s) to whom it is addressed, and may contain information that is privileged, confidential or subject to copyright. Any unauthorized use, disclosure or copying of this communication is strictly prohibited. If you have received this communication in error, please contact the sender immediately. Any communication received in error should be deleted and all copies destroyed.

Please consider the environment before printing this e-mail and/or its attachments.

-----Original Message-----

From: [REDACTED]
Sent: February-18-13 1:51 PM
To: Heather Templeton
Subject: comments on Lauzon Parkway Information Centre #2

Michale, Chiu:

My apologies for the lateness of this, but I have been meaning to send my comments for months now. I hope they will be accepted for what they're worth.

Sincerely,

[REDACTED]

[REDACTED]

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 19, 2013

N. Jane Pepino
AIRD & BERLIS LLP
181 Bay Street, Suite 1800
Brookfield Place
Toronto, ON M5J 2T9

VIA Mail and Email – jpertino@airdberlis.com

**RE: Lauzon Parkway Improvements Environmental Assessment
Windsor Christian Fellowship (WCF)
Our File: W.O. 3211012**

Dear Ms. Pepino:

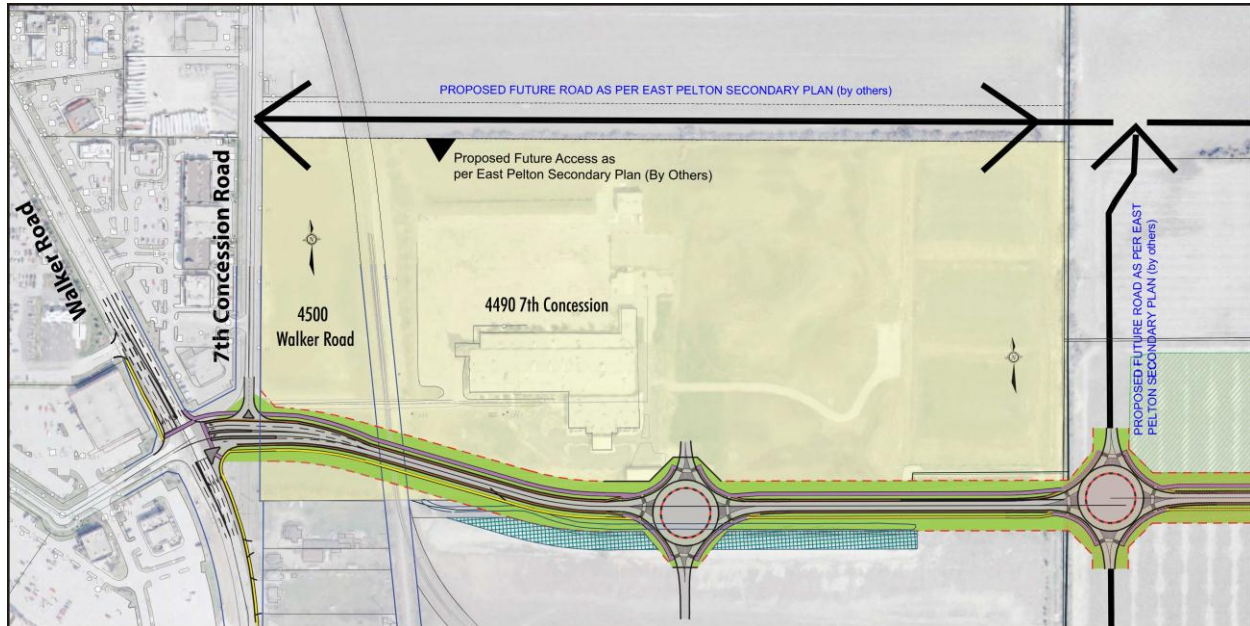
We are writing in response to your letter of September 24, 2013, to Josette Eugeni, City of Windsor, sent on behalf of the Windsor Christian Fellowship (WCF), regarding a proposed WCF access and revised E-W Arterial Road alignment.

The Project Team has met with WCF on a number of occasions over the last year to discuss concerns that WCF has about the proposed E-W Arterial and also to discuss formal submissions from WCF. A summary of these meetings, key comments and responses is included in Attachment 1.

The WCF owns the properties along the proposed E-W Arterial at 4490 7th Concession Road and 4500 Walker Road. These properties share a single access to 7th Concession Road across 4500 Walker Road with an at grade rail crossing to service the church and ancillary facilities located at 4490 7th Concession Rd. The Rosati Group is interested in buying a portion of the WCF property. These properties are located near the western limit of the proposed E-W Arterial roadway.

The approved East Pelton Secondary Plan recommended two access points to the WCF property at 4490 7th Concession Rd.; one from the E-W Arterial and a second from a future proposed Collector Road, north of the property. The East Pelton Secondary Plan: Land Use Plan, identifies the WCF property as Minor Institutional, and also illustrates the proposed roadways and accesses to the WCF. This is illustrated on the following page.

E-W Arterial Plan at 4490 7th Concession Road and 4500 Walker Road



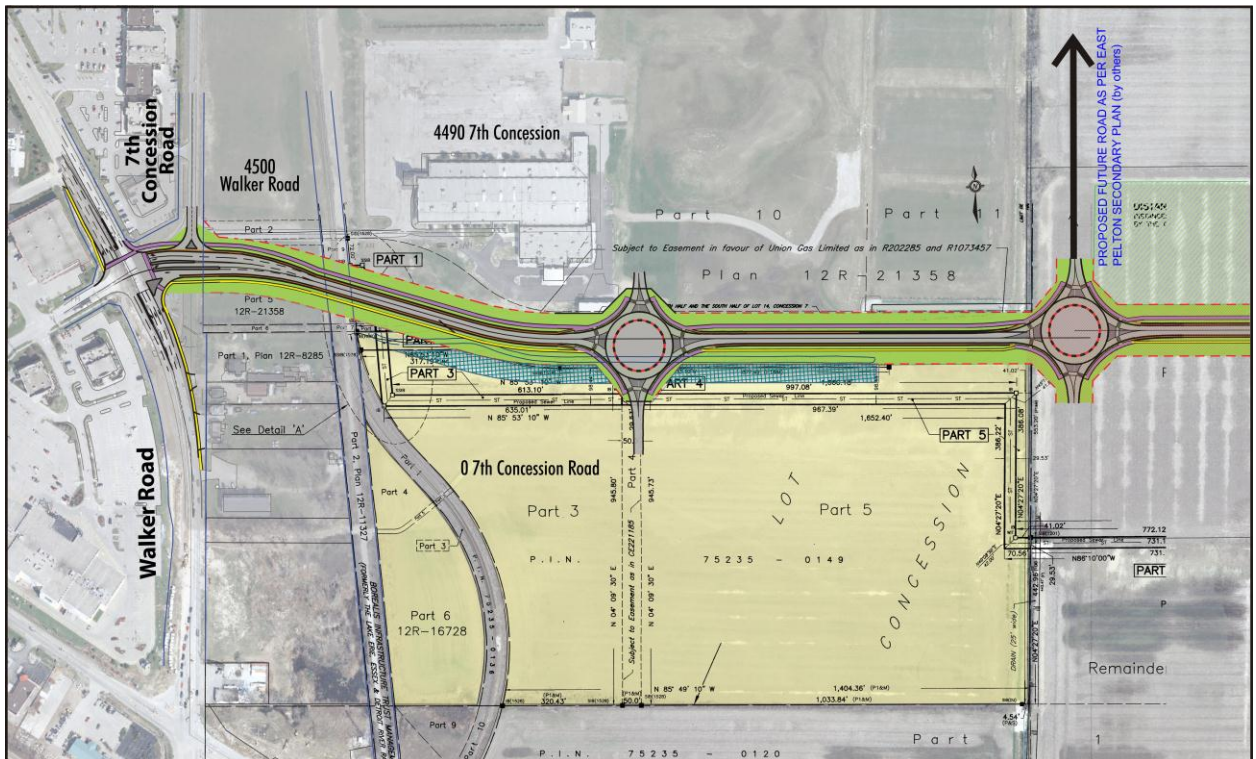
The WCF September 24, 2013 submission presents an alternative to the EA Recommended Plan; the submission proposes the roundabout access be located just east of the CP Rail with a revised alignment of E-W Arterial (herein referred to as WCF Proposed Roundabout and is included in Attachment 2).

MRC, as the project consultant has reviewed the submission and provide the following comments:

- Stantec provided updated 2031 traffic forecast analysis results on October 3, 2013 and indicated that the WCF Proposed Roundabout would provide an acceptable level of service on all movements during all peak hours and the maximum queue length on the eastbound approach on E-W Arterial is expected at about 50 m; would not extend to or over the CN Rail spur line. However, it is noted that the EA planning horizon 2031 traffic forecasts for the E-W Arterial corresponds to approximately 50% build out of the Sandwich South Secondary Plan and the EA Recommended Plan has protected right-of-way for E-W Arterial to be widened to 4-lanes for beyond the 2031 planning horizon, to meet Sandwich South full build-out traffic demands. These full build-out traffic demands have not been considered in the Stantec traffic analysis of the WCF Proposed Roundabout.
- MRC reviewed the Stantec WCF Proposed Roundabout micro-simulation model (developed in VISSIM software) and re-ran the model with 10 different seeds to generate different arrival patterns and derived maximum queue length for each runs. The results are included in Attachment 3. The VISSIM result indicates that the average maximum queue length on the eastbound approach is about 87m; which extends to the CN Rail spur line.
- The roundabout model does not include the proposed adjacent intersection at Walker Road/E-W Arterial. As this intersection would be signalized, the vehicles on the EB approach could arrive in platoon and that could further increase the actual queue length beyond the simulated results. This analysis indicates that the maximum queue length on

eastbound approach could extend beyond the available storage of 85 m between the roundabout and the CN Rail line and could result in queues extending over the CN Rail line and a conflict at the rail crossing.

- It is noted that the WCF Proposed Roundabout plan includes two proposed accesses on E-W Arterial (roundabout + RIRO) to 4490 7th Concession Road and identified a third access on the north side of the property (4490 7th Concession Road).
- The EA Recommended Plan proposed roundabout access location is aligned with an easement that runs north-south through the property to the south (property roll #90010018000000), which is intended as the future access to the south property.



- It is noted in the Stantec submission that the WCF Proposed Roundabout is expected to provide primary access to the existing WCF facility (4490 7th Concession Road) and more direct access to 4500 Walker Road parcel via an eastbound to westbound U-turn movement through the roundabout to the future right-in-right-out at 7th Concession Road. However, it is noted that the EA Recommended Plan would result in only 180 m (or approximately 13 sec) of additional travel for vehicles to access the 4500 Walker Road as compared to the WCF Proposed Roundabout.
- It is noted that the WCF Proposed Roundabout location may impact access to the south property (property roll # 90010018000000); the proposed offset access may have an impact in terms of the amount of developable land and/or flexibility in site planning, and ultimately may still require a second access to provide suitable access to the site, which would likely be at the previously noted access easement.

- The WCF Proposed Roundabout location creates the potential need for two accesses on E-W Arterial as illustrated in the submitted proposal:
 - 1) the WCF Proposed Roundabout location; and
 - 2) at the EA Recommended Plan

This results in access management issues for E-W Arterial. The E-W Arterial is designed as a controlled access arterial and a Class II Arterial as described in the *Official Plan: Volume I, Section 7.2.6.5*.

- *A Class II Arterial may be designated as a Controlled Access Highway, and is to be designed to carry a high volume of traffic. New intersections with local roads should be discouraged, and direct property access will be discouraged where other alternatives exist. Where direct property access is required, the use of shared driveways and interconnected on-site circulation systems with adjacent properties may be required to limit the number and spacing of driveways and where appropriate the City may require support studies and additional information to demonstrate the need for additional access.*
- The WCF Proposed Roundabout plan also includes an internal intersection, located on a sharp curve and very close to another sharp curve and the roundabout access (approximately 40 m to the north). This has poor sightlines and a potential for turning movement conflicts.

In summary, the EA Recommended Plan for the E-W Arterial including the alignment, intersections and accesses prepared as part of this EA Study builds on the plans and policies of the East Pelton Secondary Plan OPA No. 74. The proposed E-W Arterial is designated a Class II Arterial and a controlled access roadway. The EA Recommended Plan intersections and roundabout access to WCF was recommended consistent with the proposed Major Road Plan in the East Pelton Secondary Plan, which provides additional north-south and east-west collector roads bordering the east and north sides of the WCF property, and also provides access to all lands within the Secondary Plan. The EA Recommended Plan roundabout access to WCF on E-W Arterial is located approximately midway between the 7th Concession Road and the future proposed north-south collector road in order to provide access to lands to the north and the south.

In reviewing the WCF Proposed Roundabout Plan, the Project Team has decided to adopt the proposed alignment of E-W Arterial but still maintain the EA Recommended Plan roundabout location, and the revised EA Recommended Plan is illustrated in Attachment 4. Although, this revised EA Recommended Plan introduced a skewed crossing of the CN Rail line, it is within design standards, and eliminates the need for the back-to-back curves between the CN Rail line and the EA Proposed Roundabout. In addition, the revised EA Recommended Plan will shift the roadway away from the WCF building, resulting in additional WCF property and allowing for better opportunities for internal traffic circulation between the WCF building and the proposed E-W Arterial.

Therefore, the E-W Arterial EA Recommended Plan is still preferred overall as it locates the proposed roundabout access so as to provide access to properties to both the north and south, and to provide adequate spacing to adjacent intersections and the CN Rail in order to ensure good traffic operations and has revised the alignment west of the roundabout which also provides

additional space along the south property line at 4490 7th Concession Road to facilitate modifications to the on-site circulation at this address. The revised EA Recommended Plan is illustrated in Attachment 4.

If you have further comments or questions, please do not hesitate to contact us.

Yours very truly,
McCormick Rankin



Michael Chiu, P.Eng.
Consultant Project Manager

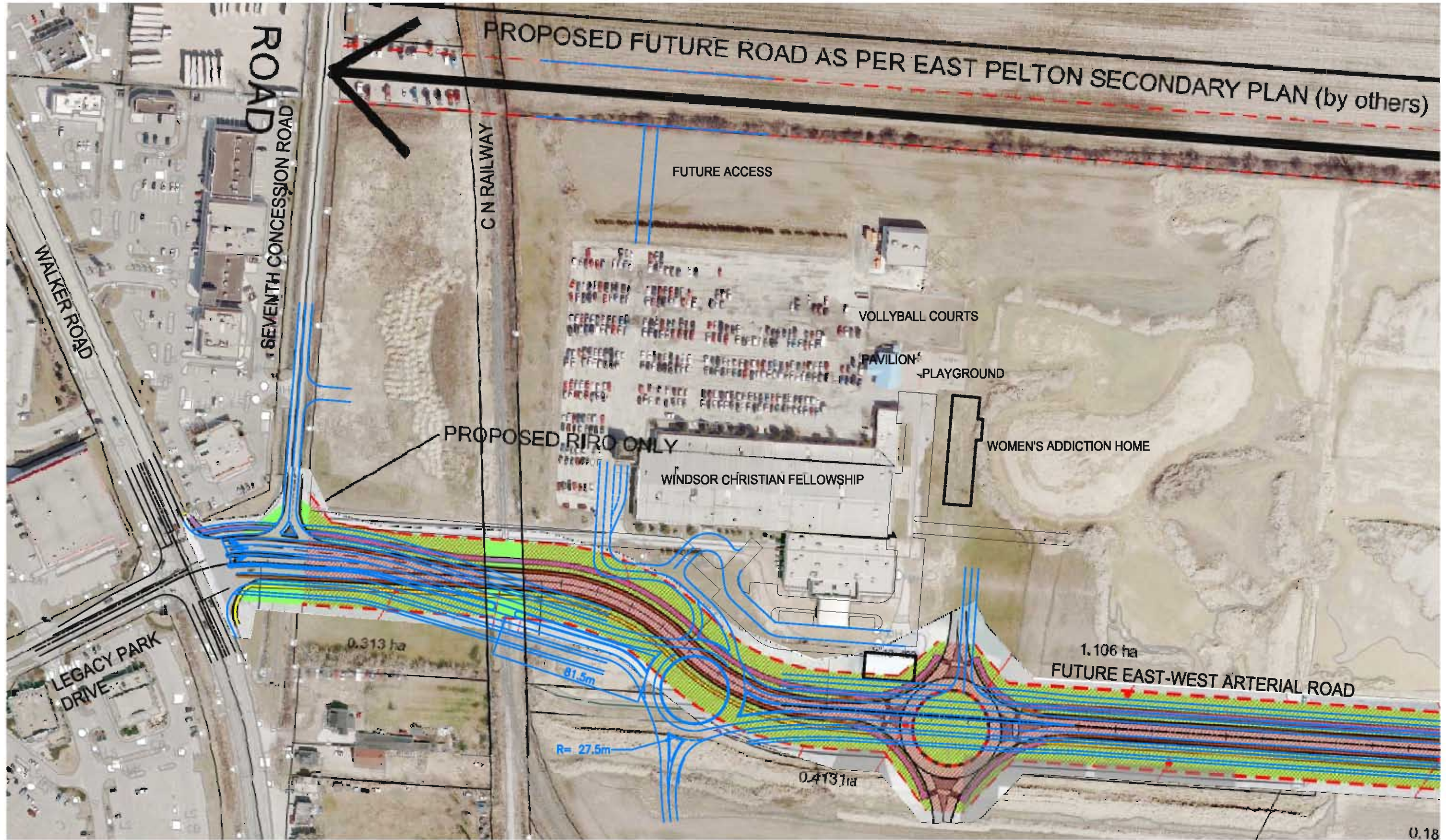
cc: Brian Ciaramitaro, CMO, Windsor Christian Fellowship
Gary Pappin and Tina Hawco, Stantec Consulting
Eric Saulesleja and Chris Pidgeon, GSP Group Inc.
J. Eugeni, Manager of Transportation Planning, City of Windsor
R. Shreewastav, Senior Project Engineer, MTO
J. Mustac, Manager of Transportation Planning, County of Essex

Attachment 1: Summary of Consultation with WCF

<p>Meeting PIC 2 October 22, 2012</p>	<p>A brief informal discussion was held with WCF and Rosati at the WCF offices during PIC 2 to discuss WCF's concerns about their future accesses. It was agreed that a meeting be held at a later date for further discussion.</p>
<p>Meeting Post-PIC 2 November 27, 2012 with WCF & Rosati</p>	<p>The purpose of the meeting was to discuss WCF's concerns with the proposed access from the proposed E-W Arterial. At the meeting WCF & Rosati submitted a report to the Project Team entitled "<i>Required Changes to the Plans for the Lauzon Parkway Improvements Environmental Assessment</i>". The report detailed concerns regarding:</p> <ul style="list-style-type: none"> • the current access as agreed to in the East Pelton Secondary Plan; • additional future accesses to 4490 7th Concession Road and 4500 Walker Road; • limited access to 7th Concession Road at the proposed intersection of E-W Arterial/Walker Road/7th Concession Road/Legacy Park Drive; • proposed lane configuration and geometry of the E-W Arterial; and • the proposed intersections at Lauzon Parkway and County Road 42, E-W Arterial, and Baseline Road.
<p>Submission July 4, 2013 <i>Walker Road/Legacy Park Drive/7th Concession Road/East-West Arterial Intersection Roundabout Feasibility Review</i></p>	<p>Stantec was retained by WCF and Rosati Group to investigate the roundabout alternative further for the Walker Road/Legacy Park Drive/7th Concession Road/E-W Arterial intersection. Stantec submitted a report to the Project Team on July 4, 2013, on behalf of Rosati Group and WCF. Starting with the original 5-leg roundabout configuration, Stantec modified the geometry in consideration of current design practice, accommodation of the traffic forecasts, and property constraints.</p> <p>The report confirmed this EA's initial analysis that the conventional roundabout configuration would not provide acceptable level-of-service for this intersection, and traffic approaching from 7th Concession Road and Legacy Park Drive would experience heavy delays and would not find sufficient gaps to enter the roundabout. The report suggested to resolve the imbalanced approach leg volumes and create gaps within the roundabout would require either ensuring that the coordination of signals along Walker Road produced distinct vehicle platoons, or metering the Walker Road approach.</p> <p>The Project Team reviewed Stantec's proposed roundabout with metering on Walker Road. The following were the key comments provided by the Project Team:</p> <ul style="list-style-type: none"> • The Walker Road corridor is frequently used by emergency vehicles, and signal pre-emption is in place at the nearby intersection of Provincial Road and Walker Road for the railway level crossing. Due to the signal pre-emption, the signals upstream and downstream would frequently be forced out of coordination. Therefore, the suggested approach to produce distinct vehicle platoons by signal coordination would not work. • Based on the HCM suggested level-of-service criteria, the recommended configuration does not provide an acceptable level-of-service for the planned future facility. • The report acknowledged that metering a roundabout is a non-standard approach, and adds additional complexity to the intersection operations. Furthermore, signalization and metering are against the nature of a true roundabout's purpose and

	<p>would introduce other operational and safety issues, which were not addressed.</p> <p>Based on the Project Team's review of the intersection and Stantec's proposed roundabout, it was recommended that the EA's original signalized intersection remain as the preferred design.</p>
<p>Meeting held August 18, 2013</p>	<p>Meeting was held with WCF, Rosati Group, Stantec, Aird & Berlis, and GSP Group to further discuss the concerns regarding access and the proposal for alternative access options submitted on August 13, 2013. The proposal presented two options for access to WCF property: 1) Roundabout access just east of the CNR; and 2) a change in the E-W Arterial alignment over the CNR with an all moves intersection just east of the CNR. The Team noted that a key design consideration is the proximity of the roundabout to the CN Rail line. Transport Canada's guidelines require a minimum 30 m from the tracks to any access or intersection, and it appears from Stantec's proposal that this minimum requirement is not satisfied. Furthermore, queuing from the roundabout would back-up over the tracks, which is an additional safety concern.</p> <p>It was agreed that Stantec would provide revised access options within the next two weeks, based on the comments provided at this meeting.</p>
<p>Meeting September 4, 2013</p>	<p>Further to the meeting held on August 19, 2013 to discuss future access of Windsor Christian Fellowship (WCF) on the proposed E-W Arterial, a technical meeting was held at MRC Mississauga Office on September 4, 2013 to discuss the design aspect of Stantec's proposed alternative access concept.</p>
<p>Submission September 24, 2013 <i>Windsor Christian Fellowship Future Access Solution</i></p>	<p>Stantec submitted a second report on September 24, 2013. The report contends that the E-W Arterial access to the WCF property as depicted at PIC 2 would not be conducive to the operations of the institution, as it would be located at the back of their facilities, and in an area where there is high pedestrian traffic and recreational activities. The report proposed a roundabout intersection on the E-W Arterial at a location that approximately aligns with the facility's main entrance, and a secondary right-in-right-out access to the east of the primary access. The proposed access scheme also identified a different alignment for the E-W Arterial. The key findings of the report were as follows:</p> <ul style="list-style-type: none"> • The roundabout would operate at a good level of service in all peak periods; • The maximum eastbound queue length was found to be 55 m, which would not extend over the CN Rail spur line; • Even the longest queue of 185 m, on the WCF southbound approach, would be considered conservative, occasional and temporary, as they clear relatively quickly; • The remainder of the queue lengths for any of the peak hour period and for any of the other intersection approaches can be considered to be unremarkable; and • In the event that additional access to the WCF facility is provided via the future east-west collector along the north side of the subject property, the operational performance of the roundabout would improve due to the diversion of some WCF traffic to the east-west collector.

Attachment 2: WCF Proposed Roundabout September 24, 2013



W:\active\165601281_transportation_impact_statement_4500_walker\design\drawing\civil\FIGURE 1.dwg
 2013-9-18 02:00pm BY: kfox



EAST-WEST ARTERIAL ACCESS REVIEW

PROJECT NO.		ULTIMATE CONFIGURATION		DRAWING NO.	
10007391	1:2000	0	20	60	100m
		FIGURE 1.4			

Attachment 3: MRC VISSIM Analysis of WCF Proposed Roundabout Results

MRC re-ran the Stantec WCF Proposed Roundabout micro-simulation model and re-ran the model with 10 different seeds to generate different arrival patterns and derived maximum queue lengths for each run.

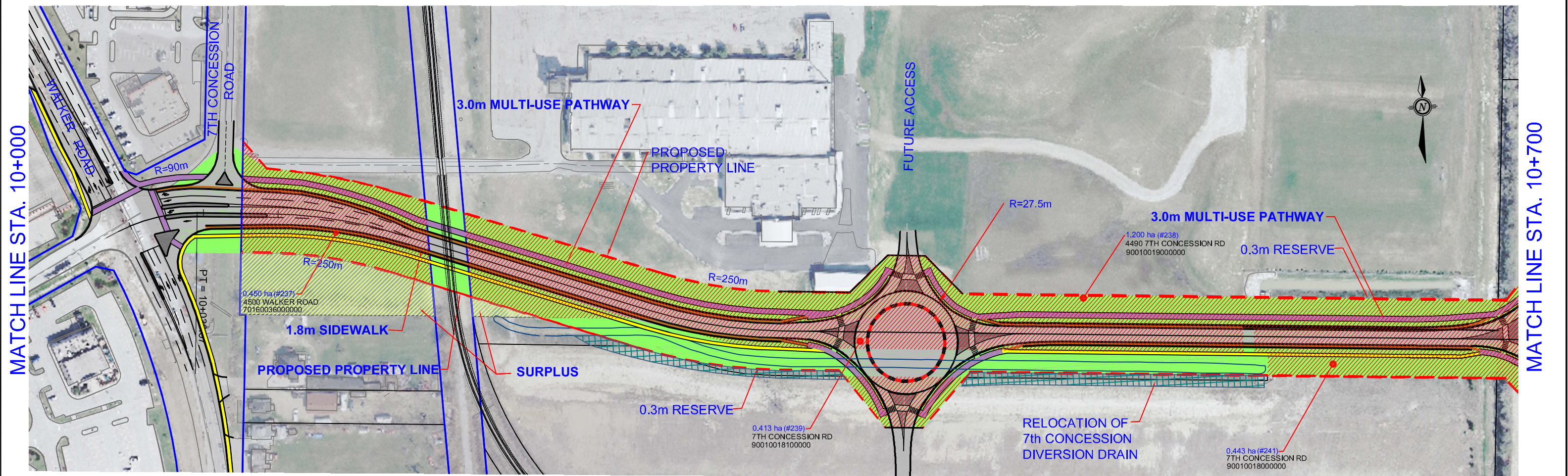
VISSIM Results from 10 different simulation runs for Weekday pm peak:

Run #	Seed #	Maximum Queue Length on Approach			
		EB	NB	WB	SB
1	1	78	49	96	21
2	2	166	97	90	21
3	3	116	82	86	14
4	4	96	63	97	21
5	5	69	84	70	14
6	6	61	91	155	14
7	7	52	58	87	13
8	8	149	57	72	34
9	9	51	63	42	14
10	10	73	46	74	27

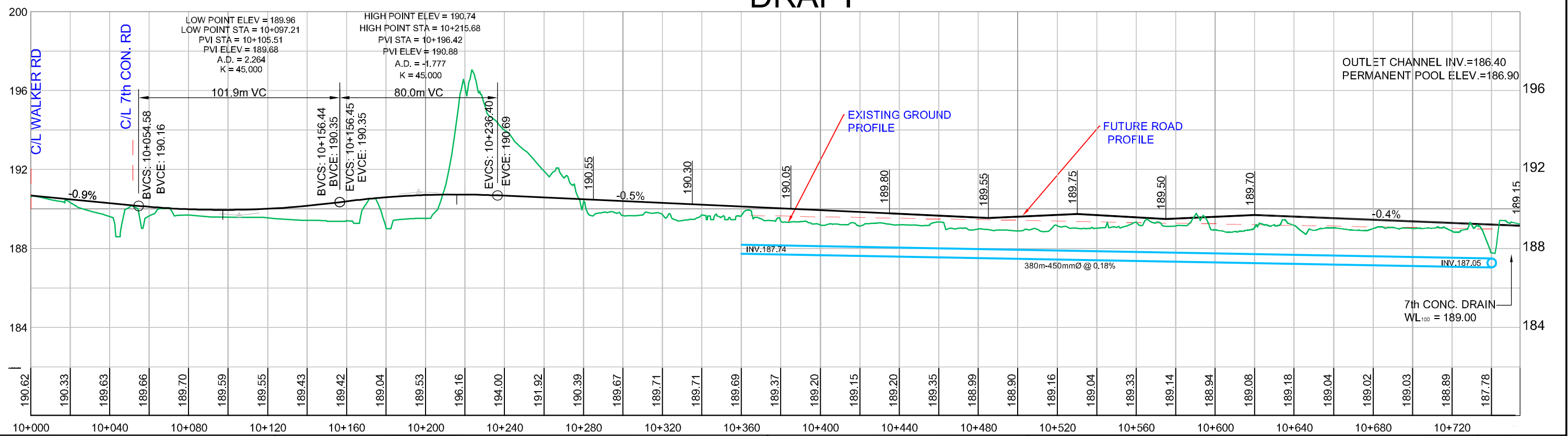
Max	166	97	155	34
Min	51	46	42	13
Average (without Max and Min)	87	68	84	18

Attachment 4: Revised EA Recommended Plan

S:\PLANNING DWGS\3211012-Lauzon Parkway EA Plan\LAUZON PKWY-DESIGN-Rev16-PLATES.dwg, P1-2000-E-W, 18/12/2013 8:36:51 AM



DRAFT



LEGEND:

	POTENTIAL PROPERTY REQUIRED		PROPOSED PROPERTY LINE		EXISTING RIGHT-OF-WAY		EXISTING PROPERTY LINE		PROPOSED ROAD		BIKE LANE		NATURAL HERITAGE SYSTEM
	RAISED MEDIAN		PAVED SHOULDER		LANDSCAPE AREA		MULTI-USE TRAIL		SIDEWALK		RELOCATED DRAIN		EXISTING GROUND PROFILE
	FUTURE ROAD PROFILE		STORM SEWER PROFILE		RELOCATED DRAIN								



E-W ARTERIAL
FROM STA 10+000 TO STA 10+700

LAUZON PARKWAY IMPROVEMENTS CLASS ENVIRONMENTAL ASSESSMENT STUDY

PLATE 1

NOVEMBER 2013

HOR. 1:2000

VER. 1:200

Scale bars: 8 0 40 (Horizontal), 0.8 0 4 (Vertical)