

Appendix A.3

Public Information Centre No. 3

NOTICE OF COMBINED PUBLIC INFORMATION CENTRE NO. 3 Class Environmental Assessment Studies



Banwell Road From Tecumseh Road East to the CPR Tracks South of Intersection Road



County Road 43 (Banwell Road) From CPR Tracks (City Limits) to South of County Road 42

THE STUDY PURPOSE

Two separate Preliminary Design and Class Environmental Assessment (Class EA) Studies are currently being undertaken to investigate improvements to the transportation corridor along Banwell Road from Tecumseh Road East to south of County Road 42. These studies are being carried out in accordance with the requirements of a Schedule "C" undertaking of the *Municipal Class Environmental Assessment, June 2000*. As identified in the map, the City of Windsor is the proponent for the Study Area from Tecumseh Road East to the CPR Tracks south of Intersection Road, and the County of Essex is the proponent for the Study Area from the CPR Tracks to south of County Road 42.

The purpose of the studies are to consistently address the transportation demands of the City of Windsor and the County of Essex over the next twenty years, to address the short and long term traffic impacts along Banwell Road and adjacent road network, and to investigate the feasibility of accommodating sidewalks and a multi-use trail for cyclists and pedestrians. Combined, these transportation improvements will enhance public safety in accordance with the Windsor Area Long Range Transportation Study (WALTS) and the Essex Windsor Regional Transportation Master Plan.

PUBLIC INPUT

Because these Class EA studies are proceeding concurrently and are at the phase where alternative design concepts have been developed and evaluated, it was decided to combine the third PIC. The third Open House PIC is scheduled for Tuesday June 02, 2009.

The purpose of the third PIC is to present:

- ♦ evaluation of alternative designs and proposed mitigation measures,
- ♦ consultation activities undertaken to date, and
- ♦ preliminary preferred design for both projects.

Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

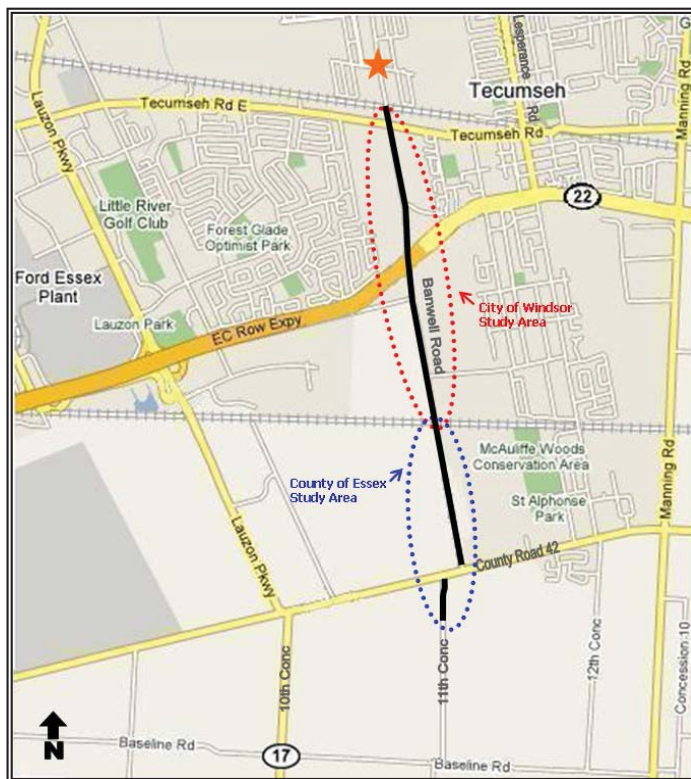
STUDY CONTACTS

Please contact the City of Windsor, the County of Essex or Giffels Associates Ltd./ IBI Group if you are unable to attend the third PIC and would like to obtain more information or have project related questions.

Josette Eugeni, P. Eng.
Manager Transportation Planning
City of Windsor
Public Works - Operations
1266 McDougall Street
Windsor, ON N8X 3M7
Tel: 519-255-6418
Fax: 519-973-5476
Email: jeugeni@city.windsor.on.ca

Jane Mustac, P.Eng.
Project Manager
Corporation of the County of Essex
360 Fairview Avenue West, Suite 201
Essex, ON N8M 1Y6
Tel: (519) 776-6441 X 397
Fax: (519) 776-4455
Email: jmustac@countyofessex.on.ca

Don Drackley, MCIP, RPP
Consultant Project Manager
Giffels Associates Limited
379 Queen Street S.
Kitchener, ON, N2G 1W6
519-745-9455 x 1302
Fax: 519-745-7647
Email: ddrackley@ibigroup.com



Public Information Centre No. 3

Date: Tuesday June 2, 2009
Time: 3:00 PM to 8:00 PM
Where: Banwell Community Church
2400 Banwell Road
City of Windsor



For more information on the projects, refer to the direct link on the City of Windsor's website at www.windsorEAs.ca, call 311 or visit the County Road 43 Class EA link of www.countyofessex.on.ca.

May 25, 2009

FROM: [REDACTED]
TO: [REDACTED]
SUBJECT: [REDACTED]

Dear Sir/Madam:

RE: Notice of Combined Public Information Centre No. 3 – Class Environmental Assessment Studies
❖ **Banwell Road from Tecumseh Road East to the CPR Tracks South of Intersection Road; and**
❖ **County Road 43 (Banwell Road) from CPR Tracks (City Limits) to South of County Road 42**

Two separate Class Environmental Assessment (Class EA) Studies are currently being undertaken to investigate improvements to the transportation corridor along Banwell Road from Tecumseh Road East to south of County Road 42. These studies are being carried out in accordance with the requirements of a Schedule “C” undertaking of the *Municipal Class Environmental Assessment, October 2000, as amended 2007*.

Further to previous correspondence regarding the two referenced Studies, and on behalf of the City of Windsor and County of Essex, please find attached a copy of the Notice of Combined Public Information Centre (PIC) No. 3. As identified in the notice, the City of Windsor is the proponent for the Study Area from Tecumseh Road East to the CPR Tracks south of Intersection Road, and the County of Essex is the proponent for the Study Area from the CPR Tracks to south of County Road 42.

The purpose of the third PIC is to present the evaluation of alternative designs and proposed mitigation measures, consultation activities undertaken to date, and the preliminary preferred design.

Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

For more information on the individual projects, refer to the direct link on the City of Windsor’s website at www.windsorEAs.ca, call 311 or visit the County Road 43 Class EA link of www.countyofessex.on.ca.

We thank you for your continued participation in this study. If you have any questions or would like additional information on either project please contact the undersigned.

Sincerely,



Don Drackley, MCIP, RPP
Consultant Project Manager

Cc: Josette Eugeni, P.Eng. – City of Windsor
Jane Mustac, P.Eng. – County of Essex

COMBINED PUBLIC INFORMATION CENTRE NO. 3
CLASS ENVIRONMENTAL ASSESSMENT STUDIES



BANWELL ROAD
From Tecumseh Road East to the CPR Tracks
South of Intersection Road

COUNTY ROAD 43 (BANWELL ROAD)
From CPR Tracks (City Limits)
to South of County Road 42

SIGN IN SHEET
JUNE 02, 2009

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
S	2	N
S	11	N
T	101	N
M	2	N
I	2	N
G	11	N
R	30	N
I	11	N
S	14	N
Z	29	N
J	29	N
C	8	N
A	30	N
C	2	N
S	60	N

COMBINED PUBLIC INFORMATION CENTRE NO. 3
CLASS ENVIRONMENTAL ASSESSMENT STUDIES



BANWELL ROAD
From Tecumseh Road East to the CPR Tracks
South of Intersection Road

COUNTY ROAD 43 (BANWELL ROAD)
From CPR Tracks (City Limits)
to South of County Road 42

SIGN IN SHEET
JUNE 02, 2009

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
Be	100-	(51)
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	310	N
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	93	N

Signature

COMBINED PUBLIC INFORMATION CENTRE NO. 3
 CLASS ENVIRONMENTAL ASSESSMENT STUDIES



BANWELL ROAD
 From Tecumseh Road East to the CPR Tracks
 South of Intersection Road

COUNTY ROAD 43 (BANWELL ROAD)
 From CPR Tracks (City Limits)
 to South of County Road 42

SIGN IN SHEET
 JUNE 02, 2009

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
Fa	11	N8
mc	10	N2
Mc...	1	N2



COUNTY ROAD 43 (BANWELL ROAD)
FROM CPR TRACKS (CITY LIMITS) TO SOUTH OF COUNTY ROAD 42
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 3
COMMENT SHEET

June 02, 2009

The County of Essex is interested in your input into the study. The information we receive will be used to finalize the recommended design to County Road 43 (Banwell Road). Thank you very much for participating in this study. Please feel free to attach additional pages.

-CONCERNS ABOUT THE SIDE ROADS PROPOSED ALONG BANWELL; SPECIFICALLY THROUGH MY PROPERTY. THE LOCATIONS NEED TO BE REVIEWED PRIOR TO FINALIZATION IN ORDER NOT TO CREATE DEAD SPACE.

Please provide your name and address. Telephone number is optional.

Name: J

Telephone #: 5

Address: 1000 WILSON BLVD

Postal Code: N2G 1W6

Please return this Comment Sheet to staff at the
Registration Table or you may fax or mail it by
June 23, 2009.

Don Drackley, MCIP, RPP, Project Manager
Giffels Associates Limited/ IBI Group
379 Queen Street South Kitchener, ON N2G 1W6
Phone # 519-745-9455 / Fax: 519-745-7647
E-mail: ddrackley@ibigroup.com

Thank you for your participation in this study.

COLLECTION NOTICE

Personal information requested on this form is collected under the authority of the *Environmental Assessment Act* and will be used to assist the County of Essex staff and the Council in making a decision on this project. All comments will be included in the documentation of the Environmental Study Report and made available to the general public with the exception of names, addresses, and telephone numbers. Questions regarding this collection should be forwarded to the person indicated above.



**BANWELL ROAD FROM TECUMSEH ROAD EAST
TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**PUBLIC INFORMATION CENTRE NO. 3
COMMENT SHEET**

June 02, 2009

The City of Windsor is interested in your input into the study. The information we receive will be used to finalize the recommended design for Banwell Road. Thank you very much for participating in this study. Please feel free to attach additional pages.

Looks like a workable design. I hope it can be completed in a timely enough manner to prevent along time with barely adequate infrastructure.

Better to build in the capacity instead of having to rebuild and rebuild, the way the events have occurred in the past.

Please provide your name and address. Telephone number is optional.

Name: B

Telephone #: _____

Address: ?

Postal Code: _____

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Registration Table or you may fax or mail it by
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**BANWELL ROAD FROM TECUMSEH ROAD EAST
TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**PUBLIC INFORMATION CENTRE NO. 3
COMMENT SHEET**

June 02, 2009

The City of Windsor is interested in your input into the study. The information we receive will be used to finalize the recommended design for Banwell Road. Thank you very much for participating in this study. Please feel free to attach additional pages.

1) Round about @ Banwell Rd & Wildwood Dr. needs to be shifted South/East to reduce the impact on the approved site plan for the North/West corner of Banwell & Wildwood intersection.

2) Existing grade elevation should be lowered between 2'-3' from existing grade from Tecumseh Rd East to Wildwood E.

We would like to be involved in the design process from Tecumseh Rd. E to South limit of intersection Banwell Rd and Wildwood intersection.

Please provide your name and address. Telephone number is optional.

Name: J.

Telephone #: 65

Address: 16

Postal Code: N - - -

Please return this Comment Sheet to staff at the Registration Table or you may fax or mail it by June 23, 2009.

Don Drackley, MCIP, RPP, Project Manager
Giffels Associates Limited/ IBI Group
379 Queen Street South Kitchener, ON N2G 1W6
Phone # 519-745-9455 / Fax: 519-745-7647
E-mail: ddrackley@ibigroup.com

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COMBINED PUBLIC INFORMATION NO. 3

Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)
Class Environmental Assessment Study

WELCOME

PLEASE SIGN IN PURPOSE OF THIS PIC

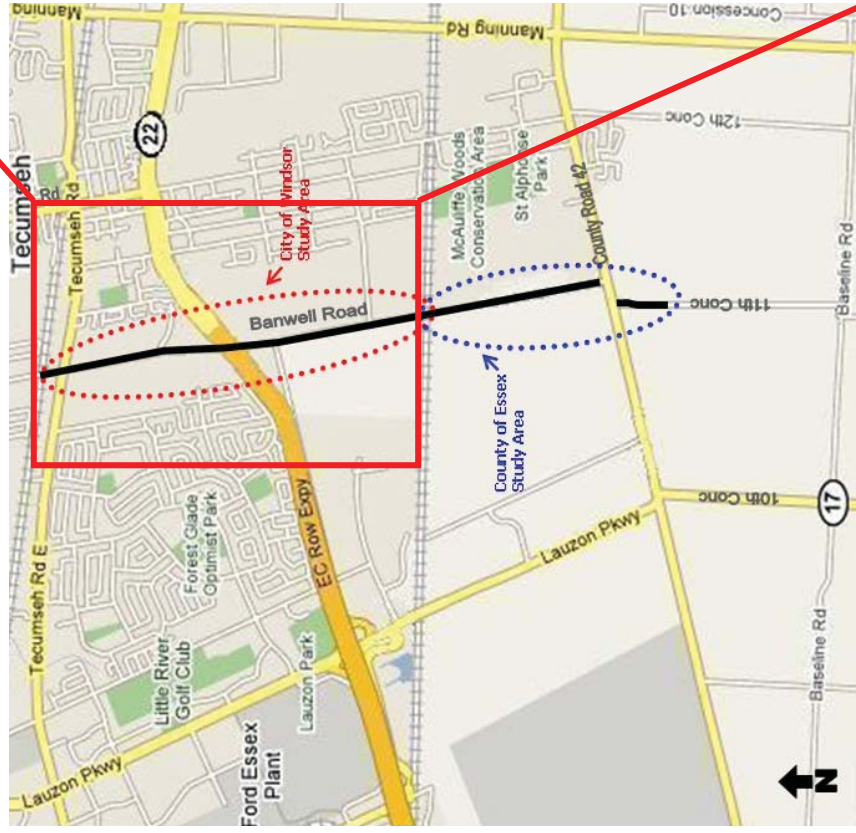
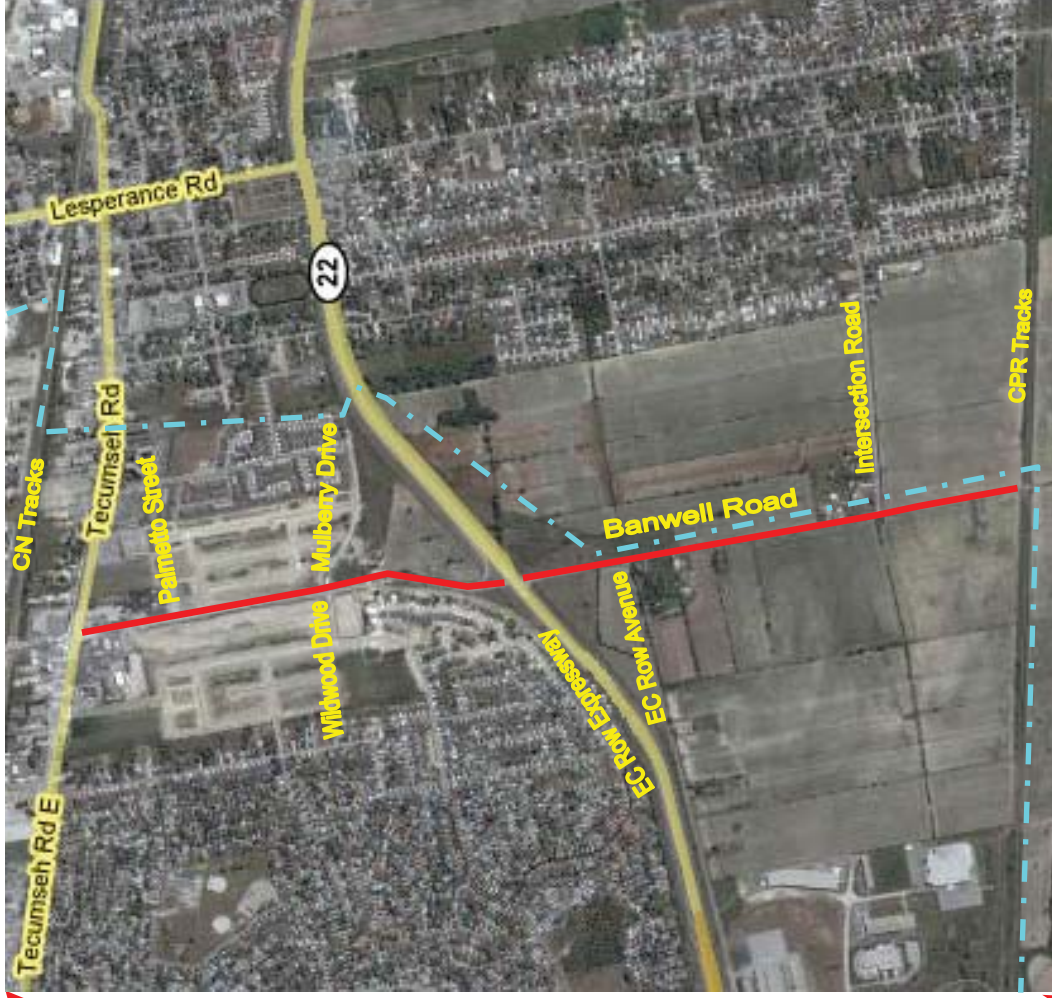
- ❖ Please sign in on the sheet provided so that we will have a record of your attendance.
- ❖ If you have any questions the Project Team members will be pleased to discuss them with you.
- ❖ Please take a Comment Sheet and review the display material. Feel free to provide your comments in writing. Please place your completed comment sheets in the Comment Box or mail/fax/email to the City of Windsor or the Consultant Team by June 23, 2009.
Contact information is provided on the Comment Sheet.
- ❖ Prior PICs held for this project:
 - #1 held on May 16, 2007 (City of Windsor) and September 14, 2006 (County of Essex)
 - #2 held on September 18, 2007 (Combined County of Essex and City of Windsor)
- ❖ Provide a full update on the need for road improvements and the preferred long term improvement plan to 2027 and beyond.
- ❖ Provide the public with a final opportunity to comment on the preferred improvement plan before completion of the Environmental Assessment and start of the 30-day public review period.



COMBINED PUBLIC INFORMATION NO. 3

Banwell Road (City of Windsor)
Class Environmental Assessment Study

STUDY AREA Banwell Road



Giffels Associates Limited / IBI Group

COMBINED PUBLIC INFORMATION NO. 3

Banwell Road (City of Windsor)
Class Environmental Assessment Study

BACKGROUND

- Current traffic operations on Banwell Road and the EC Row Expressway intersection operates at a poor level of service during the AM and PM peak hour.
- Anticipated population and employment growth in the immediate area will result in increasing traffic congestion over the next 20 25 years. To accommodate this growth, improvements to the Banwell Road corridor are required.
- Grade separation at EC Row Expressway/ Banwell Road and CP Rail/ Banwell Road will enhance the current traffic safety and operations.

PROBLEM / OPPORTUNITY

- Traffic projections identify a need to widen Banwell Road to 4 basic traffic lanes in response to planned development in the surrounding area anticipated by 2027.
- Banwell Road accidents have increased from 12/year in 2000-02 to 33/year in 2003-06.
- More than half of accidents occur at Banwell Road/EC Row Expressway intersection.
- No facilities in place for cyclists or pedestrians.



COMBINED PUBLIC INFORMATION NO. 3

Banwell Road (City of Windsor)

Class Environmental Assessment Study

ALTERNATIVE SOLUTIONS WHAT IS PREFERRED??

PLANNING ALTERNATIVES	SELECTION CRITERIA	POTENTIAL TO ADDRESS PROBLEM AND/OR OPPORTUNITY STATEMENT ALONE OR IN COMBINATION WITH OTHER ALTERNATIVES	RECOMMENDATION
DO NOTHING	Maintain the status quo. No improvements are planned or made to Banwell Road.	Does not address the projected traffic growth and traffic capacity deficiencies along Banwell Road.	Not carried forward for further consideration.
IMPROVEMENTS TO BANWELL ROAD	OPERATIONAL IMPROVEMENTS	Provide minor contributions to improving Banwell Road with introducing traffic signal controls and intersection improvements.	Preferred Solution carried forward for further consideration.
	WIDEN TO AN ULTIMATE 6 LANE CROSS SECTION	Widening Banwell Road to a 4 lane cross section would provide a significant contribution to address the projected traffic growth, traffic capacity deficiencies, and traffic safety issues along the Banwell Road corridor. Further protection for an ultimate 6 lanes would provide long term opportunities for improved transit and traffic control measures along Banwell Road.	Preferred Solution carried forward for further consideration
	CONSTRUCT AN INTERCHANGE AT BANWELL ROAD AND EC ROW EXPRESSWAY	Constructing an interchange at Banwell Road and EC Row Expressway would address the projected regional traffic growth, traffic capacity deficiencies, and traffic safety issues.	Preferred Solution carried forward for further consideration
	CONSTRUCT A RAILROAD GRADE SEPARATION AT BANWELL ROAD AND CP RAIL	Constructing A grade separation of Banwell Road and CP Rail would address the projected regional traffic growth, traffic capacity deficiencies, and traffic safety issues.	Preferred Solution carried forward for further consideration
MANAGE TRANSPORTATION DEMAND	SPREAD THE PEAK PERIOD	Spreading travel over longer periods of time to avoid designing facilities to meet the "peak" period needs is not practical because there is no opportunity or entitlement to adjust business operations in the area to make the peak period spread throughout a 24 hour work day.	Not carried forward for further consideration.
	SHIFT TRAVEL ELSEWHERE	LIMITED POTENTIAL In order to support an increase in density of development adjacent to the Banwell Road corridor, improvements to Banwell Road will be required. Shifting travel from Banwell Road to adjacent corridors has limited potential since these roads have limited capacity to accommodate diverted traffic growth without creating additional operational and roadway deficiencies on those roads.	Not carried forward for further consideration.
	ELIMINATE GROWTH	NOT REALISTICS Future growth and development in the Banwell Road corridor is already approved through municipal planning policy and zoning. Properly managed growth is necessary for the continued health and vitality of the City of Windsor and Essex County.	Not carried forward for further consideration.
	REDUCE DEMAND - PROVISION OF FACILITIES TO ACCOMMODATE PUBLIC TRANSIT, PEDESTRIANS AND CYCLISTS	PREFERRED Reduce vehicle demand by encouraging the use of public transit, walking and cycling is part of the City's current transportation planning policies. Protecting for 6 lanes of traffic on Banwell Road provides long term opportunities for High Occupancy Vehicles (HOV) lanes and/or transit service.	Included in the Preferred Solution.



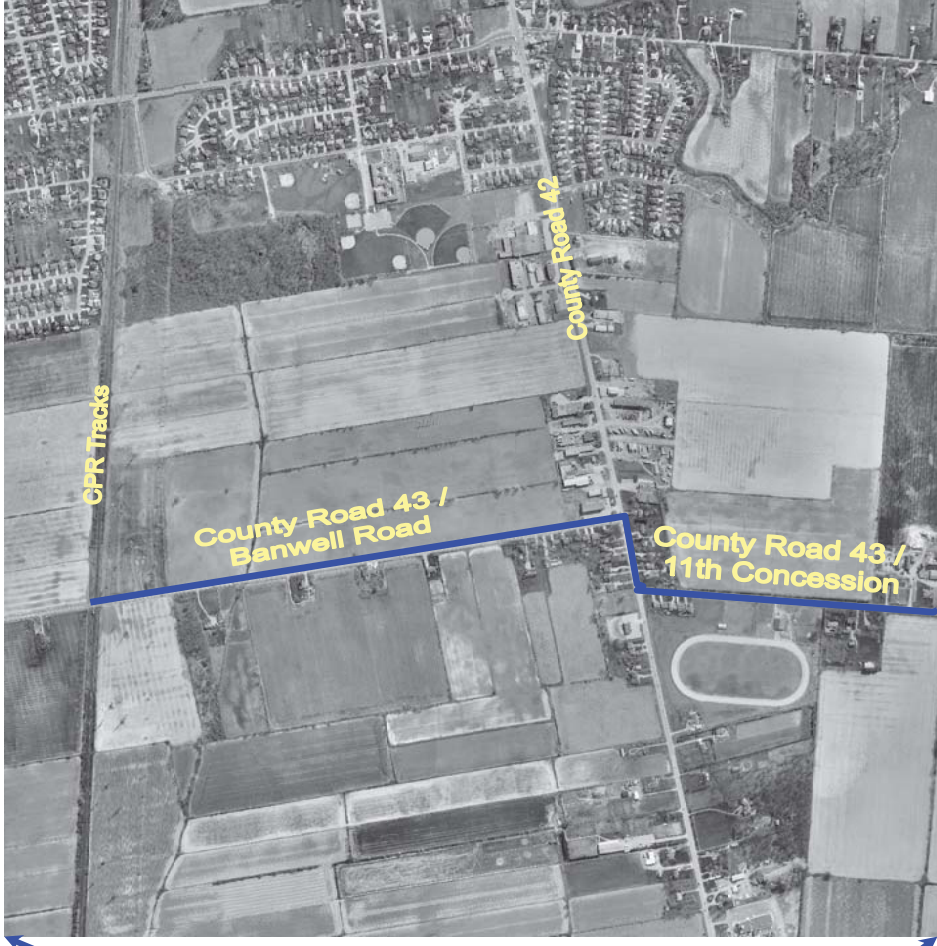
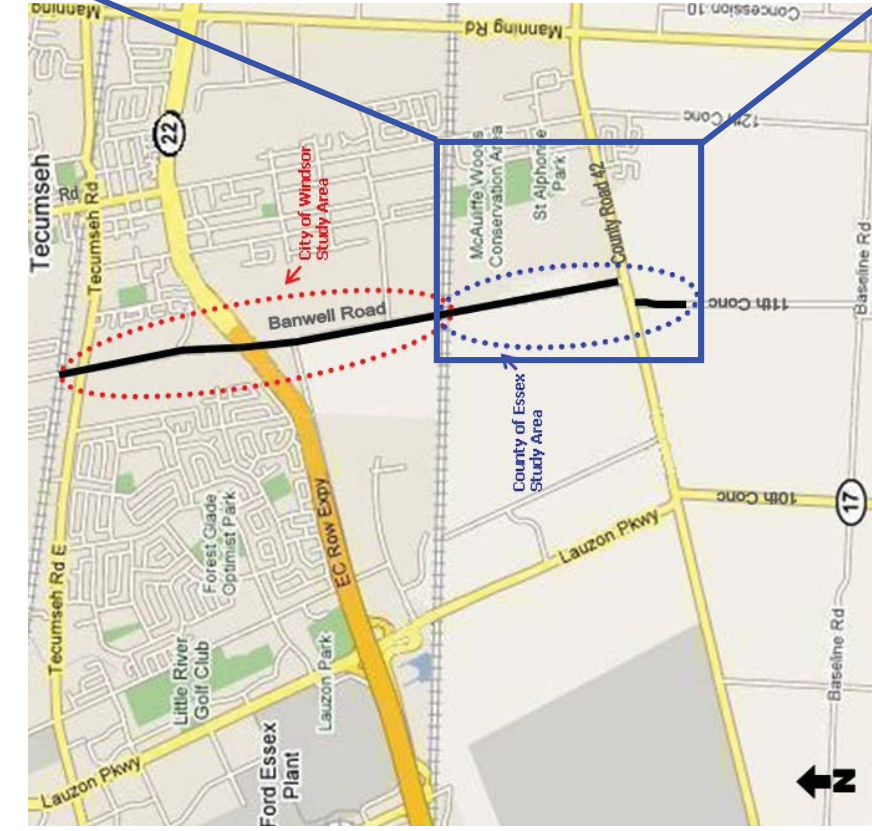
COMBINED PUBLIC INFORMATION NO. 3

County Road 43/Banwell Road (County of Essex)

Class Environmental Assessment Study

STUDY AREA

County Road 43/Banwell Road



Giffels Associates Limited / IBI Group

COMBINED PUBLIC INFORMATION NO. 3

County Road 43/Banwell Road (County of Essex)

Class Environmental Assessment Study

COUNTY OF ESSEX INITIATIVES

BACKGROUND

- ❖ County of Essex is completing an Environmental Assessment Study of Banwell Road (County Road 43) from the City of Windsor boundary at the CP Rail tracks to south of County Road 42 (see previous exhibit).
- ❖ Essex/Windsor Regional Transportation Master Plan identified a need to widen CR 43 to 4 basic traffic lanes by 2021.

PROBLEM / OPPORTUNITY

- ❖ Pavement has reached its “end of life” and requires reconstruction.
- ❖ Unable to improve road capacity without widening.
- ❖ Traffic safety and difficulty to access CR 42 have become issues.
- ❖ Need to eliminate CR 43 and 11th Concession jog at CR 42. Alternative E is preferred realignment shown here.



COMBINED PUBLIC INFORMATION NO. 3

**Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)
Class Environmental Assessment Study**

WHAT'S NEXT IN THE STUDY PROCESS??

- ❖ All comments received will be reviewed and considered in finalizing the Environmental Study Report.
- ❖ Present the Environmental Study Report to City of Windsor and County of Essex Councils.
- ❖ On approval of Councils, issue Notice of Study Completion.
- ❖ Start 30-day public review period for final comments.
- ❖ File the complete ESR documents with the Ministry of Environment, completing the Environmental Assessment process.

We encourage you to comment on the study and the work that has been completed by either writing to us or filling out the comment sheet, emailing us, or calling us.

Josette Eugeni, P. Eng.
Manager of Transportation Planning
The Corporation of the City of Windsor Ontario
Public Works - Operations
1266 McDougall Street, Windsor, ON N8X 3M7
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Jane Mustac, P. Eng.
Project Manager
Corporation of the County of Essex
360 Fairview Ave. West, Suite 201
Essex, ON N8M 1Y6
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Tel: 519-745-9455 Fax: 519-745-7647
Email: ddrackley@ibigroup.com



Giffels Associates Limited / IBI Group

Thank you for your participation in this study.

From: Don Drackley [ddrackley@ibigroup.com]
Sent: Tuesday, June 16, 2009 9:00 AM
To: 'T'; 'jmustac@countyofessex.on.ca'
Cc: 'Chandi Ganguly'
Subject: RE: Banwell/County Road 43 construction

Attachments: TTE GAL Forecast Weekday PM (2027) Revised 2009-06-03.pdf

Thank you for your interest in the Banwell Road Corridor Improvements Environmental Assessment Study and submitting your comments of June 4th. We have completed Phase 3 of the Study and have hosted the PIC No. 3 (Discretionary Public Consultation to review preferred design). All of the comments received, including yours, are being taken into consideration as we enter Phase 4 and complete the Environmental Assessment (EA) process.

The roundabout at Banwell and Wildwood/Mulberry Drive was illustrated in the preferred alternative because analysis identified a higher level of service needed on Banwell Road than a signalized intersection could accommodate in the future owing to planned growth in the corridor. [The study will recommend that an Intersection Control Study will be conducted at the detailed design stage](#) to compare operational, safety and cost characteristics of signals vs. a roundabout.

According to your June 4th e-mail, you are opposed to this roundabout, and have asked what rights you have to object. You have also asked for related information and the name of the person who originated this idea. The following are our responses for your consideration.

Rights to Object

An interested citizen such as you who has shown interest in the project has the right to provide input, including any objection, in the following ways:

1. **Provide your objection in writing** for consideration by the project technical advisory committee and ultimately City Council. **You have already done this** in your June 4th e-mail, which has been circulated to the project technical advisory committee made up of representatives of municipal engineering and planning staff, plus the study consultants hired to work with the committee in developing the EA. It is also on the project record.
2. **Arrange to meet with representatives of the technical advisory committee** to discuss your objection and concerns regarding a Banwell roundabout. Contact Ms. Josette Eugeni at 255-6418.
3. **Review the Environmental Study Report** during the 30 day public review period after the Notice of Study Completion has been published. If the contents do not meet your satisfaction you may choose to arrange to attend a [City Council](#) meeting as a delegation to speak to your objection.
4. **Submit a written objection** during the 30-day public review period [following the](#) Notice of Study Completion. Such objections must then be addressed by the technical advisory committee in the project's public record for review by the Ontario Ministry of Environment.
5. **If these four opportunities to object do not result in changes that meet with your approval**, you have the right to request, in writing to the Minister of the Environment and the City Clerk, that the Minister require the City to comply with Part II of the EA Act and elevate the EA to a higher level of EA (called a *Part II Order*). How to do this will be documented in the Notice of Study Completion that will be publicly issued once the project work is completed. In this case the Minister will first ask the objector to meet with the City to see if a mutually-agreed upon solution can be met. If it cannot, the Minister will eventually decide whether the objection is denied, referred to mediation or referred to a more detailed Individual EA to be submitted for a government review.

The City of Windsor Staff invite you to follow your option #2 above and schedule an opportunity to discuss this project at your convenience. The project progress can be monitored on the City website at www.windsorEAs.ca.

Related Information

Second, we attach the traffic forecasts in the Weekday PM Peak Hour for 2027 along the City's Banwell Road study area as you requested. Please note that the forecasted traffic growth to 2027 is very high on this corridor owing mainly to the planned development of 1.5 M square feet of high traffic generating commercial land use on the west side (City side) of Banwell Road, and another 1.5 M square feet on the east (Town of Tecumseh) side.

These development opportunities are not negotiable because they are already approved through site zoning and secondary plan approval.

Origin of Concept

Third, the opportunity to include a modern roundabout at Banwell/Wildwood/Mulberry is supported by members of the technical advisory committee. It was not suggested by one individual person, but rather was developed by a team of professional transportation planners and traffic engineers working on the project based on national guidelines and applied experience in other municipalities (suggest you review information from the Region of Waterloo which now has successfully operating roundabouts - http://www.region.waterloo.on.ca/web/region.nsf/roundabout_index2.html?OpenPage).

Hope this answers your questions.

Don Drackley, MCIP, RPP, MITE
 IBI Group
 379 Queen Street S.
 Kitchener, ON N2G 1W6
 519-745-9455 x 1302
 ddrackley@ibigroup.com

From: [REDACTED]
Sent: Thursday, June 04, 2009 11:01 AM
To: jeugeni@city.windsor.on.ca; jmustac@countyofessex.on.ca; ddrackley@ibigroup.com
Subject: Banwell/County Road 43 construction

I am opposed to the roundabout being proposed along Banwell in Windsor. Can you tell me what rights I have as a private citizen to object to the roundabout? Also, can you e-mail me related information about the project (photos, projected traffic counts etc.) and the name of the person who came up with this. Thanks.

Below is a couple of stories on roundabouts . I couldn't agree more. They are just plain annoying. The government shouldn't dictate to the masses what is best. The people need to decide. It seems as though these things may work best when traffic is equal on all sides, but that isn't the case here. Cyclists are probably outraged over this. I would like to see the projections for traffic moving along Wildwood and Mulberry. These areas are pretty much built up (even with future retail along Banwell) and will most likely not see much increase in traffic. Please let me know what my options are to officially oppose this.

From Arizona

In roundabouts you are to slow down and give way to traffic and stop to avoid collision. You need to get in the right lane that you need and make sure to signal which way you are going (How many people signal nowadays?). Slow down and follow traffic as it flows through giving each person

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a turn.

There seems to be a change in the thinking around central [Arizona](#) about what makes sense when it comes to traffic control. There appears to be a push to install roundabouts at certain intersections, instead of traffic [lights](#) and or stop signs. There are now two of the chaos creators between Prescott and Chino Valley. We took a little [road trip](#) the other day, and the road from Cottonwood to the Turn off to Jerome has so many roundabouts that I lost count. Now these interruptions to the flow of traffic might not be too bad in an area with very little traffic, but my experience has been that if people get confused while driving, they do one of two things; they either floor it or stop completely.

Either way we are losing the supposed benefit of these circular menaces. I do not know about anyone else, but if I am on a thru street, I want to keep moving, if I am on a cross street, I do not have a problem waiting my turn. To be fair, I will acknowledge, the concept of free flowing traffic makes perfect sense on paper, but as usual, the reality of this idea falls short.

Another story:

American traffic engineers are ga-ga over roundabouts, which means circular intersections will become increasingly common on our streets and highways. As is the case anytime public dollars are thrown at a trendy idea, taxpayers need to keep an eyebrow raised.

This isn't a distant phenomenon. Even Topeka has manifested early symptoms of roundabout fever. Since the beginning of the decade, several roundabouts have been built in the area, and more are planned. For example, Shawnee County commissioners approved a project late last year that would construct a roundabout at N.W. 46th and Oakley. That is no big deal — except this particular roundabout will be built one block east of a circular intersection at N.W. 46th and US-75 highway.

This is what has happened throughout the United Kingdom, where roundabouts are more common than pubs. Left unchecked, roundabouts multiply until a road literally becomes short stretches of pavement linking traffic circles.

When this occurs, the automobile becomes an inefficient mode of transportation. It's not unusual for a highway trip in England to average less than 40 mph, largely because drivers are forced, again and again, to reduce their speed to about 20 mph — sometimes in the middle of a freeway — in order to

negotiate a roundabout.

On divided British highways, roundabouts commonly replace ramped exits. This is traffic engineering at its worst.

The inefficiency of the roundabout as an intersection design really comes into focus when a driver wants to keep going straight but has to slow down to enter the circle, then take the exit where his road continues.

Deployed sparingly and far from other circular intersections, the roundabout has several things going for it, which explains traffic engineers' enthusiasm for the concept. Depending on the project, a roundabout is often less expensive to build than a traditional intersection regulated by a traffic signal.

Problems arise, though, when traffic at a roundabout becomes so heavy that lights must be installed to allow vehicles into and out of the circle.

Another benefit of roundabouts is they often can handle more vehicles in an hour than a traditional intersection. Again, however, if traffic volume exceeds the design of the intersection, cars will be backed up trying to enter the circle.

The best and most compelling reason to build roundabouts is that they slow traffic to the point that casualties from intersection crashes drop dramatically. Now, that's difficult to argue with.

The key, then, is for the governments that fund these projects to make sure the roundabouts can handle growth in traffic and to use common sense in deciding their location. The public also has an interest in efficient transportation.

Roundabouts should continue to be the exception rather than the rule.

Bravo. I agree

Advantages of roundabouts

- Roundabouts are safer than signal controlled intersections, with accidents usually occurring at a slower speed and at a slight angle instead of a T-bone or rear end collision at intersections.
- Most roundabouts are not controlled by traffic lights. This reduces waiting time, compared to crossroads that have traffic lights. The absence of traffic lights can also equate to reduced operating costs for lamp replacement and electricity.
- Roundabouts allow for easy u-turns, including for larger vehicles, which are often impossible or forbidden in normal road junctions.
- Roundabouts (and other circular intersection types) allow for landscaping, monuments, and other aesthetic uses within the central island.

Disadvantages of roundabouts

- Roundabouts cannot give priority to major-road approaches and require all traffic to slow down, and as such may be undesirable where a high-volume road would otherwise not be required to stop.
- A roundabout occupies more space than crossroads at the intersection point. However, traffic signals often require construction of turn lanes for capacity and safety reasons which typically extend a considerable distance from the intersection, and therefore traffic signals may occupy more space overall than a roundabout at the same location.
- Unfamiliar and elderly drivers may become confused and use roundabouts improperly in areas where roundabouts are otherwise uncommon, especially in areas where traffic circles or rotaries also exist.

Γ

C

From: Don Drackley [ddrackley@ibigroup.com]
Sent: Tuesday, June 16, 2009 4:55 PM
To: 'jmustac@countyofessex.on.ca'; 'ddrackley@ibigroup.com'
Subject: RE: County Road 43 (Banwell Road) Class EA
The design concepts for CR 43/Banwell Rd in Essex County can be accessed at:

<http://weblink.countyofessex.on.ca/weblink7/Browse.aspx?startid=51396>

Let me know if you need anything else.

Don Drackley, MCIP, RPP, MITE
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
519-745-9455 x 1302
ddrackley@ibigroup.com

From: [redacted]
Sent: Tuesday, June 16, 2009 3:33 PM
To: ddrackley@ibigroup.com
Subject: County Road 43 (Banwell Road) Class EA



Good Afternoon Don,

I had attended the 3rd PIC for the combined Class EA for Banwell Road on June 2, 2009.

I have been able to find and download the information regarding the City of Windsor portion of the EA but have had no success in finding the same information for the County of Essex portion of the EA.

Would you please let me know if this information will be posted to the County web site (or if it is already posted please provide a link) so that I may make appropriate comments regarding this portion of the EA.

Thank You,

Sandy

[redacted]
] Coco Group of Companies

From: Don Drackley [ddrackley@ibigroup.com]

Sent: Tuesday, June 16, 2009 6:28 AM

To: 'D Taylor'; 'Chandi Ganguly'

Cc: 'Pierre Boulos'; 'Eugeni, Josette'

Subject: RE: Banwell Road EA - PIC 3 - June 2nd, 2009

Confirmed that we will refer to consideration of full cut-off lighting at the detailed design stage.

Don Drackley, MCIP, RPP, MITE
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
519-745-9455 x 1302
ddrackley@ibigroup.com

From: D Taylor [mailto:dctaylor@xplornet.com]

Sent: Monday, June 15, 2009 10:06 AM

To: ddrackley@ibigroup.com; 'Chandi Ganguly'

Cc: 'Pierre Boulos'; 'Eugeni, Josette'

Subject: Re: Banwell Road EA - PIC 3 - June 2nd, 2009

Hello Mr. Drackley,

Thank you for your regard in the matter of the RASC Windsor Centre's request for environmentally friendly lighting. With regard to your note to be included "in the Environmental Study Report for Banwell Road" I would caution you that the term 'cut off' will in fact lead to installation of inferior lighting that will nullify the intent of our request.

Illuminating Engineering Society of NA (IESNA), cut-off classification is not environmentally friendly as it has a permitted uplight component.

The only class of lighting the RASC promotes and endorses is full cut-off. Incidentally in the new IESNA B.U.G. (back light, uplight glare)system, the uplight factor would be "0". These luminaires have no direct uplight and are best at preserving the nighttime environment.

It is imperative that this term is used in reference to environmentally friendly lighting.

Thank you.

Sincerely,

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

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

From: Don Drackley

To: 'D Taylor' ; 'Chandi Ganguly'

Cc: 'Pierre Boulos' ; 'Eugeni, Josette'

Sent: Friday, June 12, 2009 10:01 AM

Subject: RE: Banwell Road EA - PIC 3 - June 2nd, 2009

Thank you for your input into the Banwell Road EA. All comments received are being taken into consideration as we enter Phase 4 and complete the Environmental Assessment process. Confirmation of illumination standards and materials is made at the detailed design stage after the Environmental Assessment is approved.

However, we plan to include a statement in the Environmental Study Report for Banwell Road directing that cut-off luminaires will be considered for use on Banwell Road at the detailed design stage.

Don Drackley, MCIP, RPP, MITE
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
519-745-9455 x 1302
ddrackley@ibigroup.com

From: D Taylor [mailto:dctaylor@xplornet.com]
Sent: Friday, June 05, 2009 11:17 AM
To: Chandi Ganguly
Cc: Pierre Boulos; ddrackley@ibigroup.com; Eugeni, Josette
Subject: Re: Banwell Road EA - PIC 3 - June 2nd, 2009

Hello Mr. Ganguly,

Thank you for the advance notification of the recent PIC #3. Regrettably I was unable to attend the session.

I would like to reaffirm on behalf of our society, the request that full cut-off luminaires be used throughout the Banwell road corridor project.

It is noted in the online county document, CR19_22PrelimDesignReport_Final.pdf, on p. 55, that full cut-off luminaires are called out. However with the link to the Windsor document, "Banwell Road (City of Windsor), Preliminary Design and Class Environmental Assessment Study" does not specify a luminaire design. Further and of concern, on pg 3, roadway cross-section, the luminaire shown does not appear to have full cut-off properties.

Please keep me on your notification list for future updates.

Thank you for your attention.

Sincerely,

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

cc. Pierre Boulos, Royal Astronomical Society of Canada - Windsor Centre, President

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

From: [Chandi Ganguly](#)
To: dctaylor@xplornet.com
Cc: [Eugeni, Josette](#) ; ddrackley@ibigroup.com
Sent: Wednesday, May 27, 2009 6:29 PM
Subject: Banwell Road EA - PIC 3 - June 2nd, 2009

Enclosed please find an invitation letter to participate in the upcoming PIC 3. The venue and time of the PIC could be found out from the enclosed PIC Notice.

Thank you,

Please be advised that my e-mail address has changed to Chandi.Ganguly@IBIGroup.com effective Sept. 29th, 2008. Please update your information regarding these changes so no interruptions will be encountered when sending e-mails.

Chandi Ganguly M.Tech. M.A.Sc. P.Eng.
Project Manager, Transportation

Giffels Associates Limited/IBI Group
30 International Blvd.
Toronto, ON, M9W 5P3

tel 416 679 1930 dd 416 798-5572

fax 416 675 4620

email Chandi.Ganguly@IBIGroup.com

http://www.ibigroup.com/web <http://www.ibigroup.com/>

NOTE: This e-mail message and attachments may contain privileged and confidential information. If you have received this message in error, please immediately notify the sender and delete this e-mail message.

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From: Eugeni, Josette [jeugeni@city.windsor.on.ca]
Sent: Wednesday, June 03, 2009 3:58 PM
To: [redacted]
Cc: Kapusta, Steve; Chandi Ganguly (E-mail); Don Drackley (E-mail)
Subject: RE: display boards

Attachments: PIC 3 Comment Sheet.pdf

Hi

Thank you for taking the time to attend the PIC last night. I have attached the comment sheet for you - although it will be on the City website with the Display boards later this week. I would anticipate that they will be available by the end of the day Friday. The following path will help you locate the information:

<http://www.citywindsor.ca/> > Services A-Z> E> Environmental Assessments> Banwell Corridor

You had expressed interest in meeting regarding your property. Steve Kapusta and I would welcome the opportunity.

Regards,
Josette M. Eugeni, P.Eng.

Manager of Transportation Planning
Public Works - Operations
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6418
(519) 973-5476 fax

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

From: [redacted]
Sent: June 3, 2009 1:43 PM
To: Eugeni, Josette
Subject: display boards

Hi Josette,

When will the Comment Sheet and Display Boards for the Banwell Public Information Centre No.3 be posted on the City of Windsor website?

Regards,
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Thank you for your input into this EA. Your comments are being considered by the project team and will be entered into the project record. Note that the June 2nd Public Information Centre was the 3rd and last such session for this project. All on the mailing list will receive a Notice of Study Completion and 30-day Public Review Period with instructions for any further input.

Don Drackley, MCIP, RPP, MITE
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
519-745-9455 x 1302
ddrackley@ibigroup.com

From: Don Drackley [mailto:ddrackley@ibigroup.com]
Sent: Wednesday, June 24, 2009 10:55 AM
To: ddrackley@ibigroup.com
Cc: Jenny Coco
Subject: Combined Banwell Road EA - PIC No. 3



Coco Group of Companies

6725 South Service Road
Windsor, Ontario N8N 2M1
Tel. 519 948 7133
Fax. 519 948 7469

Coco Paving (199
Co-Pipe Products
Coco Development
Coco Homes

Good Morning Don,

I apologize for being a date late in submitting my comments for the Combined Banwell Road EA but I had sent all the information up to Jenny Coco for her review and additional comments prior to submission.

Our comments on the Banwell Road from Tecumseh Road East to the CPR tracks (City portion) are as follows:

1. The interchange design is much improved from the previous versions presented.
2. The drawings for the TEPA should be expanded to show the interaction with the County Road 22 TEPA chosen by Essex County which brings 3 lanes of traffic westbound on County Road 22 to the Windsor border. In light of the changes to the Lesperance Road intersection and the probable effects to the Banwell Road traffic patterns it may be prudent to carry the 3 lane scenario past the proposed Banwell interchange.
3. The multi-use trail thru the interchange and the manner in which it flips from the north boulevard to the south boulevard repeatedly over the length of the study area is not safe or desirable.
4. The exit ramp from west bound E.C. Row to north bound Banwell Road and the connection to the roundabout appears awkward at best.
5. There needs to be a great deal of public education concerning roundabouts and the traffic regulations on their use prior to construction, particularly on what will likely be a very high volume roadway.

Our comments on the Banwell Road from the CPR tracks (City portion) to south of County Road 42 are as follows:

1. We are generally in agreement with portion of the combined EA.

Please add us on to your list of contacts for any additional meeting announcements, etc.

Thank You,

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Case Group of Companies

Rob, thank you for your comments on Banwell transit route changes (June 8th) and the multi-use trail (June 9th). We will incorporate your comments into the revised ESR document, including directions for future detailed design. The design sheets you requested should be available on the project web site the City has set up. If you can't access them, let Josette know.

Don Drackley, MCIP, RPP, MITE
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
519-745-9455 x 1302
ddrackley@ibigroup.com

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

From: Larret, Rob
Sent: June 9, 2009 4:20 PM
To: Eugeni, Josette; Don Drackley (E-mail)
Cc: Reive, Melissa
Subject: RE: MULTI USE TRAILS | BANWELL RD. P.I.C.# 3 - Transit Input

Josette:
Thanks for your follow-up call regarding sidewalks on Banwell.

Since Multi-Use trails are barrier free; yes, they can be utilized to access bus stops by mobility impaired transit riders. Pedestrian access on the east side of Banwell, north of Wildwood. to Tecumseh Rd. E., is most important in relation to our revised Lauzon 10 route; although appropriate pedestrian amenities are required on both sides of Banwell in this section.

In addition to Sheet 9 (Roundabout) diagram - from the PIC; could you forward us PDFs portraying road and pedestrian path plans for this C.O.W. portion of the Banwell project ?

Regards,

Rob Larret, Planning Manager, Transit Windsor
3700 North Service Road East
Windsor, Ontario N8W 5X2
(519) 944 - 4141 Ext. # 230
rlarret@city.windsor.on.ca

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

From: Larret, Rob
Sent: June 8, 2009 2:51 PM
To: Don Drackley (E-mail)
Cc: Godo, Anna; Eugeni, Josette; Winterton, Mark; Reive, Melissa
Subject: BANWELL RD. P.I.C.# 3 - Transit Input

Hi Don: I hope all things are well with you.

The attached map portrays Transit Windsor's revised Lauzon 10 East End neighbourhood route.

<< File: LAUZON_10_2009 C.pdf >>

Upon completion of the McHugh R.O.W. bridge over Little River stream (projected July 6th); this route will extend direct service to S/E Forest Glade, including northbound service on Banwell, from Wildwood, through to Tecumseh Rd., and beyond.

All of our routes have low floor accessible service for mobility impaired patrons. Please register Transit's requirement for appropriate pedestrian amenities, east side Banwell, within the City portion of this Prelim. Design & E.A. Acknowledging employment trip generators on the west side of Banwell, sidewalks on both sides of Banwell in this section would be prudent.

Note also, that Windsor Community Living has recently established client support residences in the subdivision immediately east of Banwell. Additionally the Banwell Gardens Long Term Care facility is also located on the west side of Banwell, 2nd property south of Tecumseh Rd.

Clients, staff and volunteer transit trips will be generated by both these care organizations.

ALSO: Could you please forward Sheet 9 of the diagrams displayed at the PIC. Our operations staff will be pleased with the width of the individual lanes being contemplated for the proposed roundabout.

Regards,

Rob Larret, Planning Manager, Transit Windsor
3700 North Service Road East
Windsor, Ontario N8W 5X2
(519) 944 - 4141 Ext. # 230
rlarret@city.windsor.on.ca

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3199 Dougall Avenue
Windsor, ON
N9E 1S5
Telephone: (519) 966-8100
Fascimile: (519) 972-9118

Pointe East Windsor Limited

To: Josette Eugeni **Fax:** 519-973-5476

From: Laura Fanelli **Date:** July 2, 2009

RE: Banwell Road EA Study **Pages:** 2, including cover

C.C.

Find attached.



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POINTE EAST WINDSOR LIMITED

3199 Dougall Avenue
Windsor, ON N9E 1S5
Telephone (519) 966-8100 Facsimile (519) 972-9118

July 2, 2009

City of Windsor, Ontario Office of the Executive Director
1266 McDougall
Windsor, Ontario
N8X 3M7

Attention: Mr. Michael Palanacki
Executive Director of Operations

RE: Banwell Road Environmental Assessment Study (Windsor)
Banwell Road from Tecumseh Road East to the CPR Tracks South of Intersection
Banwell Road from CPR Tracksto South of County Road 42

Dear Sir:

We have reviewed the Analysis of Banwell Road and E.C. Row Expressway (Figure 7-2: Sheet 2) which is the technically recommended design for the Banwell/E.C. Row Interchange.

This figure depicts a clover-leaf in the north-east quadrant of the interchange for northbound traffic heading westerly.

Please confirm our understanding.

Yours truly,



882885 Ontario Limited

c.c. M. Songeo, City Engineer
J. Eugeni, Acting Manager of Transportation Planning
R. Spencer, HGS Limited

June 30, 2009

To Josette Eugeni, Jane Mustac, Don Drackley,

RE: Notice of Combined PIC No. 3 – Class EA

Thank you for circulating Ontario Realty Corporation (ORC) on your Notice of Combined Public Information Centre No. 3 The ORC is the strategic manager of the government's real 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, ORC is responsible for managing real property that is owned by the Ministry of Energy and Infrastructure (MEI). Our preliminary review of your notice and supporting information indicates that ORC-managed property is directly in the study area. As a result, your proposal may have the potential to impact this property and/or the activities of tenants present on ORC-managed lands. Attached please find a map that identifies these properties to assist you in identifying and avoiding potential impacts on ORC-managed lands. Please note that Hydro One managed lands, on behalf of ORC, are in the area and subject to the same requirements.

Potential Negative Impacts to ORC 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 ORC 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. ORC requests circulation of the draft EA report prior to finalization if potential impacts to ORC-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 ORC 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 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, ORC identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that ORC considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MEI's Class EA

The ORC is required to follow the MEI Class Environmental Assessment Process for Realty Activities Not Related to Electricity Projects (MEI Class EA). The MEI 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 ORC Class EA please visit the Environment and Heritage page of our website found at <http://www.ontariorealty.ca/AssetFactory.aspx?did=2240>

If the MEI 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 MEI Class EA. When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MEI Class EA (e.g., if the proponent identifies the need to acquire land owned by MEI, then "acquisition of MEI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MEI's/ORC's specific stakeholders, such as the Ontario Ministry of Natural Resources, must be documented with the relevant information corresponding to MEI's/ORC's undertaking and the associated maps. In addition to archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA), on ORC 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 MEI's Class EA prior to commencement of the proposed undertaking.

In summary, the purchase of MEI-owned/ORC-managed lands or disposal of rights and responsibilities (e.g. easement) for ORC-managed lands triggers the application of the MEI Class EA. If any of these realty activities affecting ORC-managed lands are being proposed as part of any alternative, please contact the Sales and Marketing Group through ORC'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 the project involves an individual EA and the undertaking directly affects all or in part any ORC-managed property, please send the undersigned a copy of the DRAFT Individual EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MEI Class EA requirements can be met through the EA study.

Concluding Comments

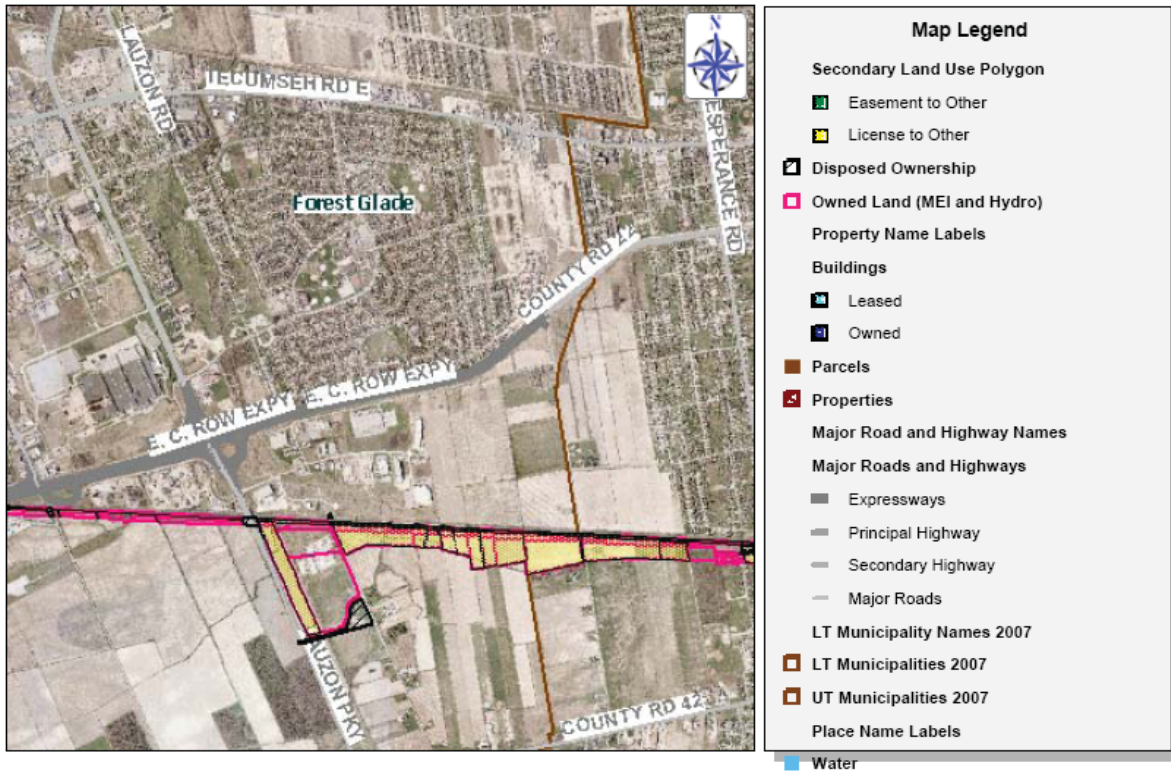
Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,

A handwritten signature in cursive script that reads "L. Myslicki".

Lisa Myslicki
Environmental Coordinator
Ontario Realty Corporation - Professional Services
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@ontariorealty.ca

Appendix 1: Location of ORC property



0 Km 2.03 Km

For discussion purposes only.





**THE CORPORATION OF THE CITY OF WINDSOR
PUBLIC WORKS
OFFICE OF THE EXECUTIVE DIRECTOR**

**Michael Palanacki, P. Eng.,
Executive Director of Operations
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6248 Fax (519) 973-5476
mpalanacki@city.windsor.on.ca**

July 17, 2009

Pointe East Windsor Limited
3199 Dougall Ave.
Windsor, ON, N9E 1S5

ATTENTION: Laura Fanelli

Dear Sir:

**RE: *Banwell Road Corridor Improvements - Environmental Study Report
PIC No. 3***

Thank you for your letter regarding the referenced Study received on July 2, 2009.

As requested, this letter is confirming the preferred alternative illustrated at PIC No. 3 included a clover-leaf for Banwell Road northbound traffic to access westbound EC Row Expressway at the Banwell interchange.

Please do not hesitate to contact Josette Eugeni, Manager of Transportation Planning at 519 255-6418 should you have any further questions or concerns.

Yours truly,

**M. Palanacki, P. Eng.,
Executive Director of Operations**

JE:
cc: J. Eugeni, Manager of Transportation Planning
M. Sonego, City Engineer
Don Drackley - IBI Group
R. Spencer, H&S Limited