



PIC # 4 Summary Report

Banwell Road Class EA Study

Prepared for City of Windsor
By IBI Group

July 31, 2015



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APPENDICES

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Appendix B: External Agency/Stakeholder/First Nations Letter and Mailing list

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Appendix E: Preliminary Road Design (Color 1:1000 Roll Plan)

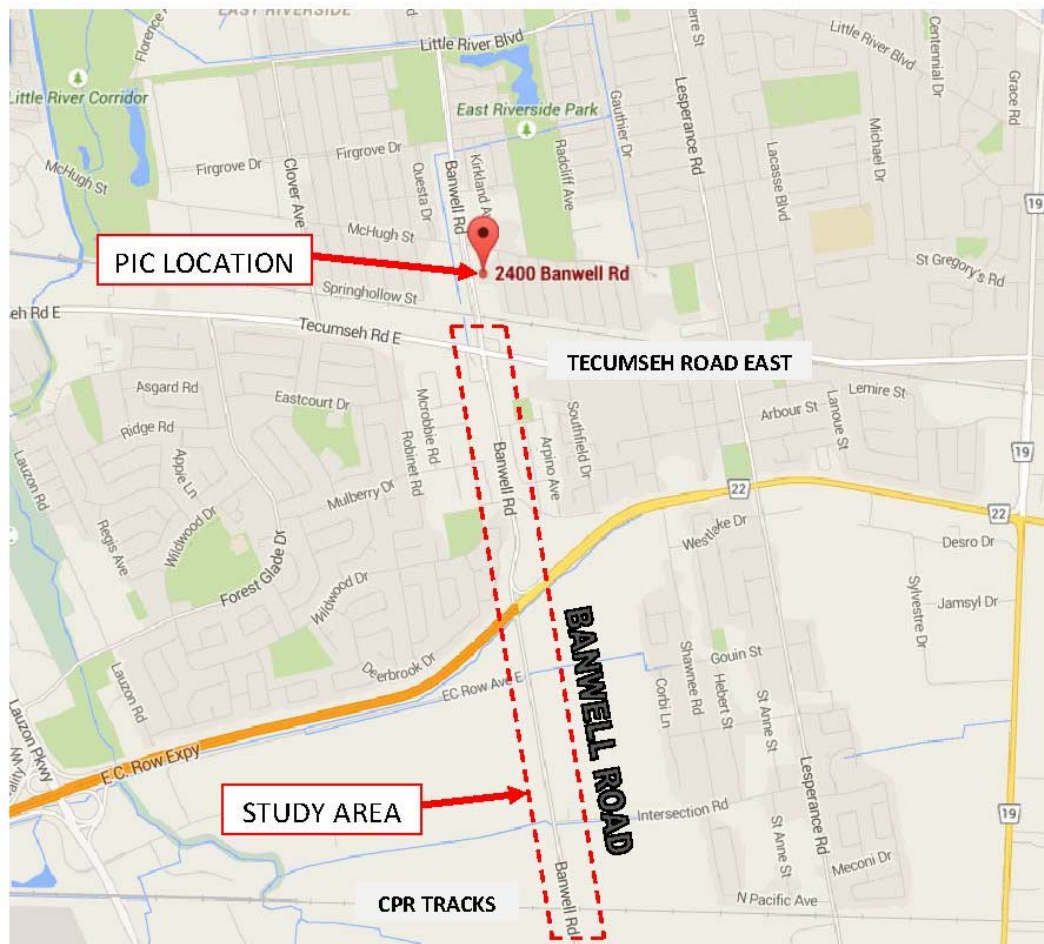
Appendix F: Comments from the Public

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1 Introduction

The City of Windsor has retained IBI Group to undertake a 'Schedule 'C' Class Environmental Assessment (Class EA) and Preliminary Design for the section of Banwell Road from Tecumseh Road East to CPR Tracks (see Exhibit 1). The study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along Banwell Road, while taking into consideration the adjacent land uses and plans for a pedestrian and cycling facility. The study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "*Municipal Class Environmental Assessment*," (October 2000, as amended in 2007 & 2011).

Exhibit 1. Study Area



The fourth Public Information Centre (PIC) was held to receive public input, comments, and concerns on the design options and the preliminary preferred design. The public was encouraged to attend to learn more about the study and engage in discussions with project representatives.

2 Public Information Centre # 4

2.1 Advertisement

The Notice of PIC # 4 (**Appendix A**) was published in the Windsor Star on June 17th and 20th 2015. The newspaper advertisement provided residents and stakeholders with information on how to participate actively in the study through the planned PIC. The Notice of PIC was also posted on the City of Windsor website (link shown below) which was accessible to all members of the public and external stakeholders.

<http://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/Banwell-Corridor.aspx>

2.2 Notice to Public and External Agencies

The Notice of PIC was also mailed to owners of the properties abutting Banwell Road within the Study Area. An initial mailing list of property owners was provided by the City which was further appended by IBI with additional contacts obtained during/from previous PICs.

Additionally, IBI prepared/updated mailing list for Member of Parliaments, External Agencies, Stakeholders and First Nation/Aboriginal Communities. Upon City's review, letters along with PIC notice were mailed to Member of Parliaments, External Agencies, Stakeholders and First Nation/Aboriginal Communities. Copies of those letter and the mailing list is provided in **Appendix B**.

2.3 Notice to First Nations and Métis communities

A letter and the Notice of PIC # 4 were mailed to the following (shown in Exhibit 2) in regards to notification and correspondence with First Nations and Metis Communities that may have interest within the project limits. A copy of those mailed letters are included in Appendix B.

Exhibit 2: First Nation and Métis communities/agency mailing list

COMMUNITY / AGENCY	ADDRESS
Chief G. Ava Hill Six Nations of the Grand River	1695 Chiefswood Road, P.O. Box 5000 Ohsweken, ON N0A 1M0
Chief Daniel Miskokomon Walpole Island First Nation	117 Tahgahoning Road, R.R. # 3 Wallaceburg, ON N8A 4K9
Chief Louise Hillier Caldwell First Nation	14 Orange Street Leamington, ON N8H 1P5
Chief Greg Peters Moravian of the Thames First Nations	R.R.#3 Thamesville, ON N0P 2K0
Attn: Communications Department Metis Nation of Ontario	500 Old St. Patrick Street, Unit 3 Ottawa, ON K1N 9G4
Chief Greg Cowle Hiawatha First Nation	123 Paudash Street, RR #2 Hiawatha, ON K9J 0E6

Chief Barron King Moose Deer Point First Nation	3719 Twelve Mile Bay Road, PO Box 119 Mactier, ON P0C 1H0
Vincent Levesque Huron-Wendat First Nations	Wendake Meeting Ground of Nations, 255 Rue chef Michel Laveau Wendake, QC G0A 4V0
Fred Bellefeuille Legal Department Director Union of Ontario Indians	1 Migizii Miikan PO Box 711 North Bay ON P1B 8J8
Can-Am Indian Friendship Centre	2929 Howard Avenue Windsor, ON N8R 4W4
Suzanne Morrison Association of Iroquois and Allied Indians	Communications Coordinator 387 Princess Avenue London, ON N6B 2A7
c/o Haudenosaunee Development Institute Iroquois Confederacy	Haudenosaunee Confederacy P.O. Box 714 Ohsweken, ON N0A 1M0
Ministry of Aboriginal Affairs	160 Bloor Street East, 4th Floor Toronto, ON M7A 2E6

2.4 Session

The PIC was arranged as a drop-in format where members of the project team were available to answer questions and address concerns. The session was held as follows:

Date: Thursday June 25, 2015
Time: 3:00 p.m. to 8:00 p.m.
Location: Banwell Community Church
 2400 Banwell Road
 City of Windsor

Approximately 26 individuals attended the PIC (26 signed in). The Sign-In sheet is available under **Appendix C**. The members of the project team were available during the session to facilitate the understanding of information presented including the Municipal Class EA process. The project team individual present at the PIC were:

Fahd Mikhael, Project Manager, City of Windsor
Josette Eugeni, City of Windsor
Jennifer Leitzinger, City of Windsor
Anna Godo, City of Windsor
Denise Wright, City of Windsor
Jeff Hagan, City of Windsor
Muhammad Khan, Project Manager, IBI Group
Scott Johnston, Transportation Planning, IBI Group

The materials displayed at the PIC including comment sheet, were made available on-line on the City of Windsor website.

3 Information Presented

For the PIC session, the display panels were organized to effectively present the information about the project. The boards displayed during the session are listed in Exhibit 3 and can be viewed in full in **Appendix D**.

Exhibit 3: Display Boards

SHEET #	BOARD TITLE
1	Welcome / Title Board
2	Study Area, Purpose of the Study and PIC
3	Project Overview
4	Study Context & Class EA Process
5	Public Input from previous PICs (PIC # 1)
6	Public Input from previous PICs (PIC # 2)
7	Public Input from previous PICs (PIC # 3)
8	Traffic Assessment – Existing Conditions
9	Traffic Assessment – Interim Review
10	Traffic Assessment – Planning Alternatives
11	Traffic Assessment – Future Conditions
12	Traffic Assessment – Proposed Corridor Improvement
13	Overview of undertaken studies for this project
14	Planning Alternatives
15	Recommended Design
16	Road Design – Mid block cross sections (CPR to Intersection Road, Intersection Road to EC ROW 4-lanes)
17	Road Design – Mid block cross sections (Intersection Road to EC ROW 6-lanes, Palmetto Street to Mulberry Drive/Wildwood Drive)
18	Next Steps

In addition to the boards mentioned above, a full-size color Roll Plan of the proposed preliminary road design in 1:1000 scale was also displayed for public review and discussion, provided in **Appendix E**.

4 Comments from the Public

The public was requested to submit their comments by **July 17, 2015**. In total 4 comment forms were completed and submitted to the project team during the PIC session. All written comment sheets received as of **July 31, 2015** are summarized in Exhibit 4 and provided in **Appendix F** for reference.

Exhibit 4: Summary of Public Comments/Concerns

#	DATE RECEIVED	PROVIDER	COMMENTS / CONCERNS
1	June 25, 2015	Resident	<ul style="list-style-type: none"> Concerned with bike lane on east side of Banwell Road south of EC ROW. Suggested sidewalk on the east side and bike lane on the west side of the Banwell Road for safety reasons.
2	June 25, 2015	Resident	<ul style="list-style-type: none"> Liked the roundabout idea. Hoped the northern study limit was beyond Tecumseh Road and couple of intersections were converted to roundabouts. It's time to build an Interchange. It was needed 15 years ago when area started redeveloping. Satisfied with details presented during PIC.
3	June 25, 2015	Resident	<ul style="list-style-type: none"> As an interim solution to alleviate traffic flow, Install OFF Ramps north and south of EC ROW to eliminate left turns at Banwell Road/EC ROW intersection. It provides immediate results as the preferred solution is years away.
4	July 17, 2015	Resident	<ul style="list-style-type: none"> Very concerned with proposed six lanes for Banwell Road. Suggested to make right and left turn lanes longer to help traffic flow. Six lanes will add more noise and pollution to the area which will affect health and environment in a negative way where lots of families as well as animals live.

During the PIC session, the attendees generally expressed satisfaction with the proposed road design with an interchange. The majority of discussion with staff present at the session were regarding property impacts, the location of Multi-Use Trail and sidewalk south of EC ROW, & timings for road widening and building an interchange, existing traffic issues related to Banwell Road/EC ROW intersection. No major concerns were expressed to the staff during the session.

5 Comments from the External Agencies

The written comments and/or correspondence received from external agencies as of **July 31, 2015** are summarized in Exhibit 5 and provided in **Appendix G**.

Exhibit 5: Summary of External Agencies Comments/Concerns

#	DATE RECEIVED	PROVIDER	COMMENTS / CONCERNS
1	June 25, 2015	Ministry of the Environment and Climate Change	<ul style="list-style-type: none"> Advised City of Windsor and IBI Group to consult First Nation and Metis communities and provided Aboriginal Consultation Information. Requested to keep the office fully informed of the status of this project as it proceeds through the Class EA process.
2	June 25, 2015	Town Staff	<ul style="list-style-type: none"> Suggested extending Multi-Use Trail on the east side from Intersection Road to future Gouin Street along Banwell Road south of EC ROW.
3	July 03, 2015	City Staff	<ul style="list-style-type: none"> Don't agree with signalizing Palmetto Street intersection. Suggested that the local traffic can use Mulberry Drive for left turn and the addition signal will slow traffic flow on Banwell Road. Utilizing the signal for the future commercial development on the west side is not appropriate for the size of site. Don't support temporary measures at EC ROW, agrees with plan otherwise.
4	July 16, 2015	Essex Region Conservation Authority	<ul style="list-style-type: none"> Noted that the study corridor is subject to Development, Interference with Wetlands and Alteration to Shorelines and Watercourses Regulations under the Conservation Authorities Act (Ontario Regulation No. 158/06). The subject parcel falls within the regulated area of the following watercourses/waterbodies: Parent Outlet Drain, No Name, Gouin Drain, Lachance Drain, Robinet Drain and Banwell Drain. The proponents are required to obtain a Permit and/or Clearance from ERCA prior to any construction or site alteration or other activities affected by the regulations. If enclosures to any of the existing drains within the study area are proposed as part of the design alternative for this project, the Department of Fisheries and Oceans (DFO) should be contacted prior to design in order to determine if there are any fish habitat issues associated with the proposed enclosures/modifications to the drains. Requested the opportunity to review hydrology, hydraulics and Stormwater management analyses including the identification of all required water quality, quantity, flooding control and related issues as part of the pre-design work to be undertaken.

			<ul style="list-style-type: none"> Stormwater quality measures will also be required dependent on the ultimate preferred concept. Requested to remain on the distribution list and would prefer to receive such notifications by e-mail and like to be circulated on the Environmental Study Report as part of Phase 4 of the study.
5	July 19, 2015	Windsor Bicycling Committee	<ul style="list-style-type: none"> Major concern is the Multi-Use Trail switching road sides. Suggested to minimize this switching. Concerned with cyclist safety at roundabouts. Suggested proper design and signage to alert drivers of active transportation user crossings in the roundabout. Hoped that the Multi-Use Trail and sidewalk extend all the way to Tecumseh Road East. Concerned with cyclist's safety and perception around EC ROW, specially the south side. Suggested to prioritize safety of cyclist and pedestrian in this project.
6	July 21, 2015	Dillon Consulting on behalf of Town of Tecumseh	<ul style="list-style-type: none"> Requested to locating Multi-Use Trail on the east side of Banwell Road between Intersection Road and Gouin Street for public safety and more consistency. Suggested that the Banwell Road design shows the Maisonneuve Street and Intersection Road cross sections to be indicative of recommended geometrics of those side streets. The Town requests that the City re-confirms the location of the municipal boundary that has been shown on the recommended design drawings, which should reflect the approved new municipal boundary that formed part of the land transfer agreement. The Town requests clarification on the 0.3m wide land reserve shown on the design drawings. The application of this land reserve is unclear at the proposed intersecting roadway and whether there would be any restrictive provisions that would not necessarily satisfy the intent of the land transfer agreement. Interim Intersection Improvements <ul style="list-style-type: none"> ➤ Based on the review of City's Analysis of interim improvements at the Banwell Road/EC ROW intersection, it is noticed that the projected 2024 'interim' volumes associated with the degree of development over 10 years period are overly aggressive and unrealistic. As such, the effectiveness of interim intersection improvements to accommodate a more modest, realistic rate of development has not been addressed. ➤ Based on the development threshold analysis (provided in Tecumseh Hamlet Transportation Study – January 2015), it is suggested that there is a value in undertaking interim improvements at this intersection.

			<ul style="list-style-type: none"> ➤ The Town requests that the City consider acknowledging the benefits of undertaking interim improvements at the Banwell Road/EC ROW interchange until interchange solution is available.
7	July 25, 2015	Ministry of Aboriginal Affairs	<ul style="list-style-type: none"> • Identified First Nations and Metis communities may have the following interests in the area of the project: <ul style="list-style-type: none"> ➤ Reserves; ➤ Land claims or claims in litigation against Ontario; ➤ Existing or asserted Aboriginal or treaty rights, such as harvesting rights; or ➤ An interest in the area of the project. • Advised that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation that could be impacted by the project. Contact information is provided for the following: <ul style="list-style-type: none"> ➤ Aamijwinaang First Nation (Sarnia) ➤ Bkejwanong Territory (Walpole Island) ➤ Oneida Nation of the Thames (Southwold) ➤ Caldwell First Nation (Leamington) • Mentioned that the Government of Canada sometimes receives claims through Aboriginal Affairs and Northern Development (AANDC) that Ontario does not receive or become involved. Suggested to send an email to CAU@AANDC to request information from the Ontario Subject Matter Expert. • The Ministry of Aboriginal Affairs does not wish to be kept informed of the progress of the project and requested to be removed from the mailing list.
8	July 29, 2015	Transport Canada	<ul style="list-style-type: none"> • Suggested project proponents to: <ul style="list-style-type: none"> ➤ Review the Directory of Federal Real Property to determine if the project will potentially interact with any federal property; and ➤ Review the lists of Acts that Transport Canada administers and assists in administering that may apply to the project. • Provided a summary of most common Acts that have applied to projects in an Environmental Assessment context: <ul style="list-style-type: none"> ➤ Navigation Protection Act ➤ Railway Safety Act ➤ Transportation of Dangerous Goods Acts ➤ Aeronautics Act • Requested to be removed from the distribution list if none of the aforementioned information applies to the project under review.

It should be noted that no response has been received to date from the First Nations or Métis Communities that were mailed with PIC # 4 notices as identified in section 2.3 of this report.