



DILLON
CONSULTING

CITY OF WINDSOR

**Sixth Concession Road/
North Talbot Road**

Class Environmental Assessment

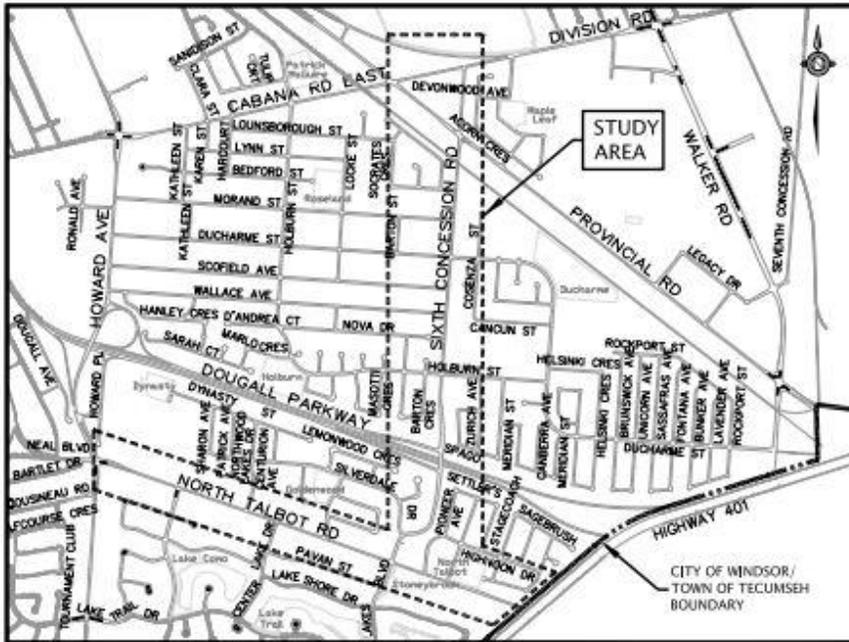
Appendix A

Consultation

NOTICES

**NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

A key component of the study is consultation with interested stakeholders (public and agencies) and input during the planning process is encouraged. The first Public Information Centre (PIC) is tentatively

planned for early winter, 2013. Notification of the PIC will be provided at the appropriate time via a similar advertisement. **Please direct any public concerns to be noted by the project team in advance of the first PIC to John Zangari, Consultant Project Manager (jzangari@dillon.ca).** Upon completion of the study, an Environmental Study Report documenting the process will be available for public review for a period of 30 calendar days. Under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Ontario Environmental Assessment Act*, unless otherwise stated in the submission, with the exception of personal information, all comments will become part of the public record and will be released, if requested, to any person. Comments and information received will be maintained on file for use during the project and may be included in project documentation. Future consultation events, PICs, will be scheduled during the study to: review the need and justification for improvements; the existing study area conditions; an assessment of alternative solutions and design concepts; and to discuss issues related to the project.

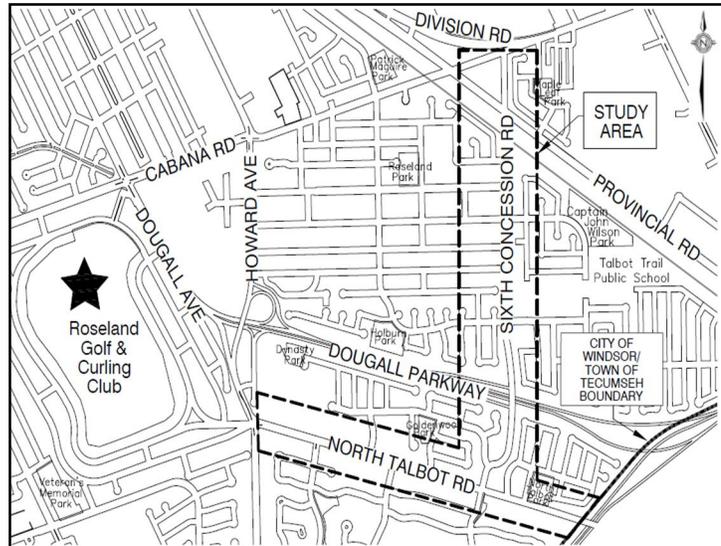
For further information, or if you have specific comments relating to this project, please contact us directly:

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
phone: 519-948-5000, ext. 3234
e-mail: jzangari@dillon.ca

Ms. Jennifer Leitzinger, P.Eng.
Project Engineer
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
e-mail: jleitzinger@city.windsor.on.ca

**NOTICE OF PUBLIC INFORMATION CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

Public Input

The first Public Information Centre (PIC) is scheduled for February 26th, 2014 as noted. Interested parties are invited to attend this open house forum to:

- Meet the project team
- Become informed about the project and the EA process
- Learn about the problems and opportunities identified in the corridor
- Discuss issues related to the alternative solutions, design opportunities and options, environmental considerations and evaluation criteria
- Provide written and/or verbal comments and input
- Register to be added to the mailing list and kept informed of the project progress

<u>Public Information Centre No. 1</u>	
Date:	February 26 th , 2014
Location:	Roseland Golf & Curling Club
	★ 455 Kennedy Drive W
	Windsor N9G 1S8
Time:	4:00 pm – 8:00 pm

Information related to this study will be uploaded to the City's website as it becomes available. Please refer to www.WindsorEAs.ca. If you want to discuss the project, submit comments, or wish to be added to the study mailing list, please contact the City of Windsor or Dillon Consulting Limited:

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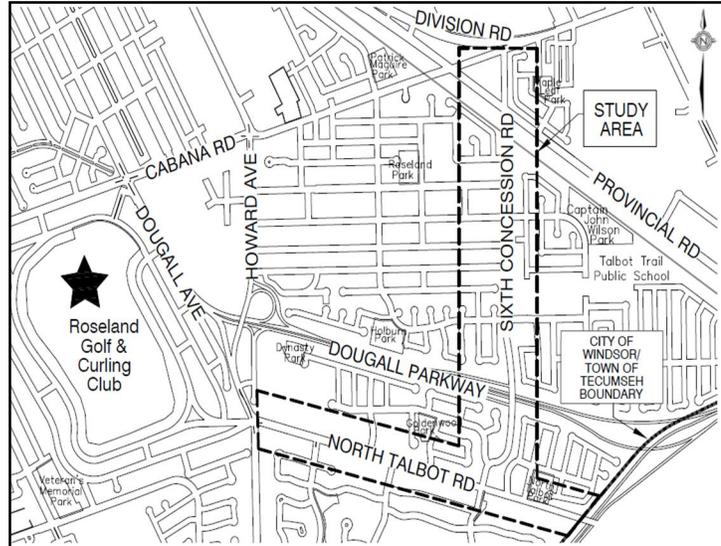
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Windsor, ON N8X 3M7
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This Notice first published on February 19th, 2014.

**NOTICE OF PUBLIC INFORMATION CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor, in association with their consultant, Dillon Consulting Limited, has initiated a Municipal Class Environmental Assessment study (Class EA) to provide improved 6th Concession Road/North Talbot Road corridors that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan. The study will address impacts on the adjacent arterial/collector/local road network and land uses. Consideration will be given to pedestrian connections, bikeway connections, traffic calming, and drainage.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.



Public Input

The second Public Information Centre (PIC) is scheduled for June 26th, 2014 as noted. Interested parties are invited to attend this open house forum to review and provide your input on the following:

- EA study process to date
- Evaluation of design alternatives
- Recommended design alternative
- Potential impacts and associated mitigation measures
- A summary of the next steps in the process

★	<u>Public Information Centre No. 2</u>
Date:	June 26 th , 2014
Location:	Roseland Golf & Curling Club 455 Kennedy Drive W Windsor N9G 1S8
Time:	4:00 pm – 8:00 pm

Information related to this study will be uploaded to the City's website as it becomes available. Please refer to www.WindsorEAs.ca. If you want to discuss the project, submit comments, or wish to be added to the study mailing list, please contact the City of Windsor or Dillon Consulting Limited:

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This Notice published on June 18th & June 21st, 2014.

PUBLIC CONSULTATION

October 31, 2013

Resident Name
Address Line
City, Province
Postal Code

**City of Windsor - Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment study (EA study) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan, attached. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Please see the attached Notice of Study Commencement for additional information.

This study will be carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA document (October 2000, as amended in 2007 and 2011). A public consultation program will be carried out to provide the public, interest groups, government agencies and Aboriginal communities and/or organizations with opportunities to ask questions, submit comments, identify issues and provide relevant information to the project team. The first of two planned Public Information Centres (PICs) is tentatively scheduled for the winter, 2013.

If you have comments or concerns to be noted by the project team in advance of the first PIC, or wish to be removed from our contact list, please contact John Zangari, Project Manager at (519) 948-5000, ext. 3234 or by e-mail at jzangari@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

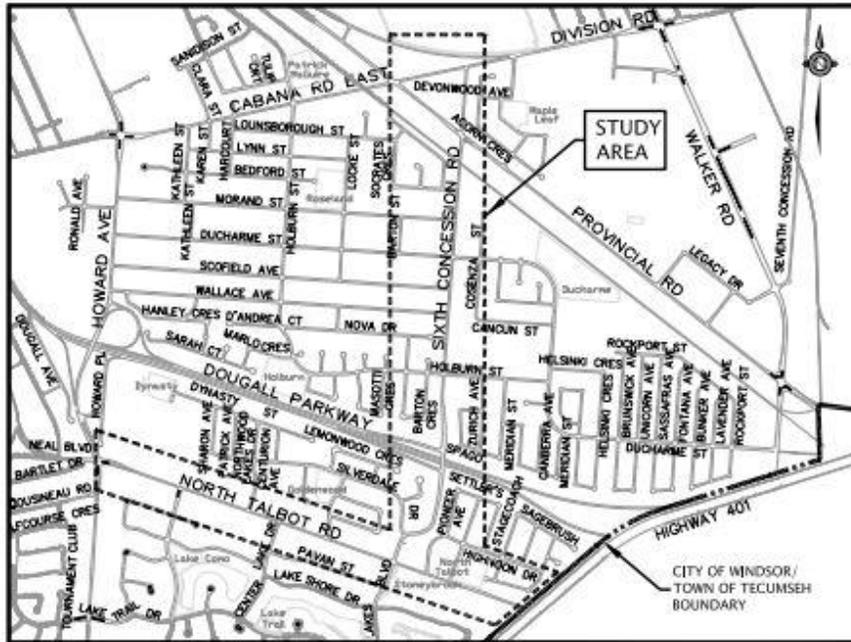
Our file: 13-8295



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**NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



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e-mail: jleitzinger@city.windsor.on.ca

MEMO



TO: Jennifer Leitzinger, City of Windsor

FROM: Paula Neto, Dillon Consulting Limited

DATE: March 14, 2014

SUBJECT: PIC 1 Summary
Sixth Concession/North Talbot Road Class EA

OUR FILE: 13-8295

The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for potential improvements to the Sixth Concession Road/ North Talbot Road corridors. The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approximate distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approximate distance 1.9 km).

This memo summarizes Public Information Centre 1 (PIC 1) which was held on February 26, 2014 at the Roseland Golf & Curling Club (455 Kennedy Drive West, Windsor, Ontario). The purpose of PIC 1 was to provide information about the EA process and the project, including problems and opportunities identified in the corridor and issues related to the alternative solutions, design opportunities and options, environmental considerations and evaluation criteria. Residents were encouraged to provide written and/or verbal comments and input and to register to be added to the mailing list and kept informed of the project progress.

CONTACT LIST

The Contact List for this project includes potentially interested/affected Federal Agencies, Provincial Ministries, First Nations, municipalities, local agencies, interest groups, utilities and property owners within the Study Area. The list also includes individuals who attended PIC 1.

DISTRIBUTION OF PIC 1 NOTICE

A notice advertising PIC 1 appeared in the February 19 and 22, 2014 editions of the Windsor Star. Dillon mailed a copy of the notice to the project Contact List on February 11, 2014. A digital copy of the PIC notice was also available on the City of Windsor website.

DISPLAYS AND ATTENDANCE

The PIC was an informal session with displays summarizing the work completed on the project to date. The displays summarized:

- Study background and purpose
- Municipal Class Environmental Assessment (EA) planning and design process
- Relevant policy documents and studies, including previous EA studies affecting the Study Area
- Development activity in the Study Area
- Public & agency replies to the Project Initiation Notice (sent out in November 2013)
- Existing conditions in the natural and cultural environments, drainage and servicing
- Existing and future traffic conditions, including transit routes, active transportation facilities and Study Area collisions
- Summary of problems and opportunities
- Summary of alternative solutions to improve road safety, reduce collisions, reduce driving speeds and improve operations, including:
 - Do Nothing
 - Traffic Demand Management (TDM)
 - Operational Modifications along Corridors
 - Urbanize Corridors
 - Improve Other Roads in the Network
- Draft conceptual cross-sections
- Roadside safety, urban design & streetscape workshop (Spring 2014)
- Next steps in the Class EA process

PIC 1 was attended by 92 people, including residents and representatives from Windsor Police Service and the Windsor Bicycling Committee.

INFORMAL DISCUSSIONS

Overall, the response to the project was positive and most residents were pleased with the recommended solutions. Comments and concerns expressed by those in attendance included:

- Poor pedestrian/cyclist access at the rail tracks on Sixth Concession Road
- Support for the elimination of ditches and pork chop islands
- Connections from storm drains to storm sewers
- Cut through traffic at Holburn Street and Wallace Avenue (coming from Walker Estates)
- School bus access (turning movements) at Holburn Street to Talbot Trail Public School
- Support for a 4-way stop at Ducharme Street

WRITTEN SUBMISSIONS

As outlined in **Table 1** and **Table 2**, written submissions were received from three agency contacts, including Aboriginal Affairs and Northern Development Canada, the Windsor Essex County Environment Committee – Windsor Bicycling Committee and Windsor Essex Student Transportation Services.

Table 1: Federal and Provincial Agency Comments

Agency	Comments
Environmental Unit, Aboriginal Affairs and Northern Development Canada (AANDC)	Aboriginal and Treaty Right Information System (ATRIS) online mapping interface can be used to determine location and nature of established and potential Aboriginal and Treaty rights. Environmental Unit of AANDC should only be contacted when a project intersects with reserve land. Please remove from Contact List.

Table 2: Local Agencies and Interest Groups Comments

Agency	Comments
Alan Halberstadt, Windsor Essex County Environment Committee – Windsor Bicycling Committee	Support accommodations for pedestrians and cyclists, including closing the Cabana ditch. Dedicated (separate/segregated) cycling lanes should be considered on Sixth Concession Road and North Talbot Road.
Martin Gallant, Assistant Manager, Windsor Essex Student Transportation Services	Student Transportation recommends: <ul style="list-style-type: none"> • Sidewalks on both sides of North Talbot Road to assist in students walk to bus stops. School buses use this road frequently. • Fill eastside ditch (drain) on Sixth Concession Road and replace with sidewalk. Sidewalks on both sides of the road are recommended, but east side is preferred if only one side is provided. • Any future pedestrian connections would benefit students walking to school/bus stops.

Written submissions received from local residents at and following PIC 1 are summarized in **Table 3**.

Table 3: Public Comments

Comments
Provided recommendation/contact information for a potential workshop participant.
Interested in information on traffic calming. 4-way stops do not function properly.

Comments
Stop sign should be removed at Morand/Sixth Concession Road intersection. Porkchop islands and restrictions on left turns should be removed for northbound traffic on Sixth Concession Road. Additional stop sign at Holburn/Sixth Concession Road intersection would allow school traffic to exit west.
Supports the elimination of ditches, provisions for bike lanes and sidewalks on both sides of North Talbot Road. Recommendation for 3-lanes on North Talbot Road will help traffic flow. Does not support a roundabout at North Talbot Road/Sixth Concession Road.
Keep informed. Directly affected by any future construction on North Talbot Road and Sixth Concession Road.
Access to Sixth Concession Road and Cabana Road at peak times can be an issue. Concerned that widening Sixth Concession Road will lead to increased traffic volumes and risk of accidents, particularly at intersections with Holburn Street and Socrates Crescent. Traffic signal at Cabana Road intersection would provide easy access to/from subdivision.
Concerned about traffic flow from North Talbot Road through Roseland Drive South (including Bartlet Drive/Kennedy Drive E/Casgrain Drive). Asked to have Roseland area designated as a Recreational Area with a reduced speed limit. In favour of roundabouts on Sixth Concession Road from North Talbot to Provincial Road and removal of stop signs at North Talbot Road/Sixth Concession Road intersection. Supports removal of ditches.
Keep informed, email preferred.
Supports widening of Sixth Concession Road, filling in the ditch and the addition of sidewalks/bike paths. Requested removal of porkchops and the many 4-way stops in the area. Traffic calming measures do not function properly.
Sidewalks are needed on Sixth Concession Road. Open ditches along Sixth Concession and North Talbot Road should be closed. Turning lanes should be included in the widening of Sixth Concession Road. Asked if sanitary and storm sewers are adequate. Other questions/concerns included turn lanes on North Talbot Road and traffic speeds on Sixth Concession Road.
Concerned about safety of pedestrians and cyclists on Sixth Concession Road, particularly at the rail crossing. Walker Road, Dougall Parkway and Howard Avenue are not bike friendly.
Interested in understanding how current noise and pollution issues will be improved/impacted by future developments. Asked how proposed solutions will impacts to the easement adjacent to his property.
Keep informed, email preferred.
Pleased that Sixth Concession Road and North Talbot Road have been recognized as integral parts of the areas cycling infrastructure. To encourage cyclists, 2-lane option on Sixth Concession is preferred – 4 lanes would encourage increased traffic volumes and speeds and complicate traffic circle options. Recommends elimination of stop signs at Wallace Avenue and Morand Street. Supports roundabouts at Holburn, Ducharme and North Talbot Road – stop signs and traffic signals discourage cyclists, are unsafe and have an adverse environmental impact (air quality). Supports 2-lane option on North Talbot Road. There is little need for a dedicated turn lane.

Comments
<p>Provided a list of factors to be considered in relation to proposed improvements to Sixth Concession Road, including: noise, pollution, safety and speed concerns, ability to handle increased traffic and truck traffic, need for pedestrian/cycling accommodations, utilities, rail crossing and access to the school. The current EA should not be completed until North Talbot Road is reopened. Other roads in the area deserve/require attention (i.e. Cabana, Division, Provincial and Howard). Opposed to widening of Sixth Concession Road due to potential property impacts. Supports elimination of ditch throughout the corridor. Additional access from Dougall Parkway/Highway 401 should be avoided.</p>
<p>Fully support the plan as presented at the PIC. Bike paths/sidewalks should remain. Interested in future opportunities to participate in the project.</p>
<p>Concerns related to accommodations for safe pedestrian/cyclist access on Sixth Concession Road, particularly at Cabana Road, Provincial Road and the rail crossing. Provisions for safe access to the local park system and for pedestrian access along Division Road to the Conservation Area should also be considered.</p>
<p>Interested in any natural areas being considered as part of the project, including bike trails and Carolinian tree plantings along the corridor.</p>
<p>Resident of Scofield Avenue. Opposed to recommendation made by other residents to close Ducharme Street west of Sixth Concession Road – a 4-way stop or roundabout is preferred. Keep informed.</p>
<p>Prime concern is to prevent Ducharme Street west of Sixth Concession Road from becoming any class of collector road. Best solution would be a cul-du-sac at the intersection. If required a 3-way stop or traffic signal should be installed. Copy of Notice of Council Decision from October 2000 attached – item 4 states “That no traffic light or all-way stop be contemplated at Ducharme/6th Concession”.</p>
<p>Concerned about proposed solutions at Ducharme/Sixth Concession. Past improvement project solutions/agreements should be reviewed. Residents would like to recommend:</p> <ul style="list-style-type: none"> • Close/cul-de-sac Ducharme Street at the west side of Sixth Concession as originally requested. • Insert right-in/right-out pork chop on Ducharme Street at the east side of Sixth Concession. • Place traffic lights and proper turn lanes at Holburn Street and Sixth Concession. • Fill in the ditches and widen Sixth Concession. • Place proper sidewalks and bike lanes (not multi-use paths) on Sixth Concession. • Keep the “no left turn” signs on Sixth Concession <p>Residents believe that this will result in improved pedestrian/cyclist safety, safer routes for school buses and parents taking children to Talbot Trail Public School, avoid speeding/shortcut on Ducharme Street, eliminate left turning vehicles and school buses on Ducharme Street eat and provide a one-way route for traffic to/from the school.</p>
<p>PIC was very informative. Concerned about increased traffic on Nova Drive and Holburn Street, particularly during peak travel times. Access to/from Talbot Trail subdivision onto Provincial Road should be explored.</p>
<p>Feel that widening Sixth Concession Road to four lanes would result in increased speeds leading to lane reduction at the overpass. Support removal of porkchop islands. Prefer 2-lane cross-section with sidewalks, curbs and bike lane. Do not support roundabouts in the area.</p>

Comments
Homes on North Talbot Road are connected to an old watermain. Connection should be made to new watermain installed for new subdivision.
Concerned about impacts to property value as a result of future widening of Sixth Concession Road. Traffic volumes are high in the area – parking and safety are also a concern.
Keep informed.
Traffic calming measures should be evaluated once improvements are implemented (i.e. road widening, intersection improvements). Concerned that road widening will result in increased traffic volumes rather than improving traffic flow. Supports accommodations for pedestrians/cyclists on both sides of the road.
Concerned about traffic flow/congestion, traffic volumes and safety.
Concerned about traffic flow, safety and bike paths.
Concerned about the speed of traffic along North Talbot Road coming to/from the industrial area during peak travel times. Solutions presented encourage increased traffic and do not address need for traffic calming.
Requested that (only) residents affected by the project be allowed to vote on the proposed solutions.
Requested that his property on North Talbot Road be left alone, including leaving the existing ditch in place due to extreme drainage concerns. Also requested no stop sign at Centre Lake Court/North Talbot Road intersection and indicated that sidewalks are not required on the south side of North Talbot Road.
Ducharme Street at Sixth Concession Road should remain open – if closed traffic would use Moreland or Scoffield (or close Moreland too). Stop sign and channelization island on Sixth Concession at Moreland should remain.

NEXT STEPS

A Roadside Safety, Urban Design and Streetscape Workshop will be held on Tuesday, April 1, 2014 at the Roseland Golf & Curling Club to review alternative design concepts and to discuss active transportation (sidewalks, bike paths) and transit, traffic calming measures and urban design options. The workshop will include a discussion of what road safety, urban design and streetscape could mean for the Sixth Concession Road and North Talbot Road corridors. Those in attendance were asked to fill out an application form indicating interest in participating in the workshop. Results of the workshop will be presented at PIC 2.

A total of 15 workshop applications were received expressing an interest in participating . A copy of the application was mailed to residents that expressed an interest at the PIC on February 27, 2014.

Dillon will draft a letter inviting interested members of the public to attend the workshop for review by the City.

MEMO



TO: Jennifer Leitzinger, City of Windsor

FROM: Paula Neto, Dillon Consulting Limited

DATE: April 2, 2014

SUBJECT: Workshop Summary - Sixth Concession Road/North Talbot Road Class EA

OUR FILE: 13-8295

The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for potential improvements to the Sixth Concession Road/ North Talbot Road corridors. The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approximate distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approximate distance 1.9 km).

This memo summarizes the workshop discussion held on April 1, 2014 from 2:00 – 5:00 pm at the Roseland Golf & Curling Club (455 Kennedy Drive West, Windsor, Ontario). A total of 15 workshop applications were received by the project team expressing an interest in participating. Of those interested 11 attended.

The purpose of workshop was to openly discuss alternative design options for Sixth Concession Road and North Talbot Road including intersection improvements, traffic calming measures and intersection traffic control upgrades. The workshop focused on road safety, urban design and streetscape for the two corridors.

SUMMARY OF DISCUSSION

Attendees were encouraged to share their questions, comments and concerns during the workshop. The following provides a summary of the key ideas and discussion points generated at the workshop:

- Desire for pedestrian and bike facilities throughout both corridors and on both sides of the street
- Areas requiring special attention regarding pedestrian and cyclist safety include:
 - Sixth Concession Road/Dougall Parkway
 - Sixth Concession Road/CN Rail crossing
 - Sixth Concession Road/Ducharme Street
 - Sixth Concession Road/Holborn Street
- Desire for a cycling and pedestrian friendly connection to Devonwood Conservation Area and Cabana Road
- Accessibility for persons with disabilities will be addressed throughout the study area including ramps at intersections

- Roundabout at Sixth Concession and North Talbot Road could be treated as a gateway/anchor into the area
- Desire for connection of communities in the area
- Creating “complete streets” is a critical success factor
- Visual cues and side friction (e.g. vegetation, street furniture, road treatments) slow drivers down in residential areas
- Consider different coloured bike lanes to give the illusion of reduced pavement width for motorists
- Need for proper transitioning of sidewalks and bike lanes (outside of study area)
- Ensure that improvements deal with the issue of traffic “cutting through” the residential neighbourhood west of Sixth Concession Road

NEXT STEPS

The project team will develop and evaluate alternative designs options for the study area incorporating ideas generated from the workshop discussion. The recommended alternative design will be presented at the final Public Information Centre (PIC) held late May/early June to obtain feedback from the community. A notice of the PIC will be advertised in the newspaper, the City’s website and mailed to individuals on the project contact list.

ROADSIDE SAFETY, URBAN DESIGN & STREETScape WORKSHOP - APPLICATION

YOUR CONTACT INFORMATION

Name: _____

Daytime Phone: _____	Email Address: _____	
Street Address: _____		
City: _____	Province: _____	Postal Code: _____

How long have you lived in the study area? _____

YOUR BACKGROUND INFORMATION & INTEREST

Why are you interested in participating in this workshop?

What skills, abilities, and special knowledge do you have that will assist the workshop?

If representing an organization, which organization do you represent and what is your role in that organization (i.e., member, chair, etc.)?

YOUR AVAILABILITY

The workshop will require approximately **3 hours** of your time. We are considering either an afternoon or evening on Tuesday, April 1st, Wednesday, April 2nd or Thursday, April 3rd. Please indicate which date you are available and circle your preference for afternoons or evenings:

Tuesday, April 1 st		Wednesday, April 2 nd		Thursday, April 3 rd	
Afternoon	Evening	Afternoon	Evening	Afternoon	Evening

ANY QUESTIONS?

If you require additional information about the workshop process or if you have questions about the project, please contact:

Mr. John Zangari, P.Eng. Project Manager Dillon Consulting Limited 3200 Deziel Drive Suite 608 Windsor, ON N8W 5K8 phone: 519-948-5000, ext 3234 email: jzangari@dillon.ca	Ms. Jennifer Leitzinger, P.Eng. Project Engineer City of Windsor 1266 McDougall Ave. Windsor, ON N8X 3M7 phone: 519-255-6247 ext. 6002 email: jleitzinger@city.windsor.on.ca
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YOUR SIGNATURE

By signing this application form, I hereby consent to the collection, use and disclosure of my personal information provided on this form. I understand and agree that this personal information may be disclosed to the public and to the media by the City of Windsor, upon request, and may be included in publicly disclosed committee and Council reports, agendas and on the City of Windsor's internet website.

Signature of volunteer: _____	Date: _____
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March 24, 2014

City of Windsor
6th Concession Road/North Talbot Road Municipal Class Environmental Assessment
Roadside Safety, Urban Design & Streetscape Workshop Invitation

As presented at Public Information Centre 1 (PIC 1), the City of Windsor (City) has retained Dillon Consulting Limited to complete the Municipal Class Environmental Assessment (EA) to provide improved 6th Concession Road/North Talbot Road corridors that will serve the needs of the transportation system and area growth for a 20-year period. The study will consider impacts of the proposed alternatives on the adjacent arterial/collector road network and land uses, including consideration of pedestrian and bikeway connections, traffic calming, and drainage.

As part of the public and agency consultation for the project, we wish to extend an invitation to attend a workshop to review alternative design concepts and discuss active transportation (e.g. sidewalks, bike facilities), transit, traffic calming measures and urban design options. The workshop will take place on **Tuesday, April 1, 2014 from 2:00 to 5:00 p.m.** at **Roseland Golf & Curling Club (Ross Room), 455 Kennedy Drive West, Windsor, ON N9G 1S8**. Results of the workshop will be presented at PIC 2.

If you have any questions in advance of the meeting, please contact John Zangari at 519-948-5000 ext. 3234 or jzangari@dillon.ca.

Thank you for your interest in the Roadside Safety, Urban Design and Streetscape Workshop for the project.

Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

EAR:

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



Neto, Paula <pneto@dillon.ca>

FW: ENVIRONMENTAL ASSESSMENT 6TH CONCESSION/NORTH TALBOT

3 messages

Leitzinger, Jennifer <jleitzinger@city.windsor.on.ca>

Fri, Apr 11, 2014 at 11:34 AM

To: "pneto@dillon.ca" <pneto@dillon.ca>

Cc: "Eugeni, Josette" <jeugeni@city.windsor.on.ca>, "6th-N.Talbot EA" <6thntalbot@city.windsor.on.ca>

Hi Paula,

I spoke with Cathy Copot-Nepszy from the Windsor Essex County Health Unit (WECHU) this morning and she had some comments/questions pertaining to the EA. Please see below for her comments. Could you please update your Agency Contact List to the contacts shown below for the Health Unit?

Thanks,

Jen

From: Cathy Copot-Nepszy [mailto:cnepszy@wechu.org]**Sent:** Friday, April 11, 2014 10:20 AM**To:** Leitzinger, Jennifer**Cc:** Christopher Waters**Subject:** ENVIRONMENTAL ASSESSMENT 6TH CONCESSION/NORTH TALBOT

Hi Jennifer

Thank you for your time to discuss the 6th concession project, I know you are extremely busy these days. As mentioned, it is great to see that you were able to get some residential feedback on this project at your recent April 1st workshop and the recommendations (in the link attached) from this workshop are fabulous. <http://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Documents/6th%20Con-North%20Talbot%20-%20Workshop%20Summary%20Apr1-14.pdf>

It would be great if you would add the WBC and WECHU to your mail-list for the upcoming PIC #2 and other workshops pertaining to this exciting project. From a WECHU standpoint the contacts for any upcoming Transportation Engineering projects are listed here and if you could share this with your colleagues and consultants that would be great!

1. Health inspection: Mike Tudor (New Manager); Mike Tudor mtudor@Wechealthunit.org

2. Health Promotion Specialist: me; Cathy Copot-Nepszy; cnepszy@wehealthunit.org
3. WBC- you already have ☺

Some things that I would like to highlight from our conversation for this project which further supports your workshop summary:

1. It's great that you are considering active facilities like bike lanes and sidewalks for all modes of AT. As mentioned, it is wonderful that you are looking to provide a safe place for residents who are already active, but, wearing my HU hat, to get more people out being active (which is approx.. 85% of the population), safety is a top barrier to activity and separation from motorists is a key concern for most people to consider AT. I hope this is something that you can consider/accommodate in your design of 6th.
2. Speeding motorists along 6th is a big concern and even if you added bike lanes this needs to be addressed to ensure the safety of users. As mentioned, this is currently a big issue at the south end of 6 at the somewhat blind turn off Dougall Parkway and North Talbot. Motorists enter this turn at high speeds (from both North and South directions) and travel next to cyclists who are in bike lanes on the road and there have been collisions here where motorists have taken the turn too fast and caused them to crash off-road. For the most part, living nearby and using this road almost daily, I tend to see cyclists on the sidewalk here and not the bike lane, and this blind turn at high speeds might be a key concern. I wonder if you could slow traffic entering this turn at both the North and South ends to slower speeds and ensure more cyclist safety.
3. I really like the idea of colored bike lanes from the workshop summary if bike lanes are chosen. As you know it gives cyclists a feeling that they have their own space and as your report mentioned it would make motorist lanes appear narrower and is a good strategy for slowing motorists.
4. Sidewalks- it was great to understand that you also have AODA design guidelines that you must follow when designing this facility. Thank you for the insight here. As mentioned, I wonder though if other than necessary cross-cuts on the concrete (for expansion) if you could maybe reduce a finished trimming edge, as this doesn't allow for a smooth travel for rollerbladers, wheelchairs, walkers, etc.
5. Streetscaping and improved lighting. This idea is great and would be a wonderful support for people to get out as it would allow for rest stations (benches) along 6th and more visibility for pedestrian/cyclist/motorist users along 6th.
6. Pedestrian/Cycling Connection to Devonwood Conservation Area-great idea again as it would provide a safe way for residents to cross a busy Cabana road and it would encourage residential subdivisions off 6th concession (and there are many) to visit a rare conservation area in the City that is right in their backyard.
7. Roundabouts-As shown in the attached link this is a great design to incorporate in this study area. My only concern would be that a strong design must support cyclists/other AT modal users to travel through and students to walk across as there is a very large school in this neighbourhood. Also, educating all users in this area on these roundabouts and how to move through when school bus stops are incorporated into this.

Finally thank you for the insight on separated bike lanes and that the CoW administration is doing feasibility/best practice research/studies in this area.

See you next week!

Cath

ATTENTION: Changes are coming to the Windsor-Essex County Health Unit website. To find out if these changes will affect you, read the whole story here.

Neto, Paula <pneto@dillon.ca>

Fri, Apr 11, 2014 at 11:39 AM

To: "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>

Cc: "Eugeni, Josette" <jeugeni@city.windsor.on.ca>, "6th-N.Talbot EA" <6thntalbot@city.windsor.on.ca>

Hi Jen,

Thank you for forwarding this on to me - some great additional comments. I will ensure the comments are shared with the design team and incorporated into the comment summaries. We will also include the Health Unit contacts on our list.

Have a good day!

Paula



Paula Neto, MScPI, MCIP RPP

Associate

Dillon Consulting Limited

130 Dufferin Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1245

M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca



[Quoted text hidden]

Neto, Paula <pneto@dillon.ca>

Fri, Apr 11, 2014 at 11:42 AM

To: John Zangari <jzangari@dillon.ca>, Kyle Edmunds <kedmunds@dillon.ca>, Michael Flainek <mflainek@dillon.ca>, gerry <gerry@intus.ca>

Cc: Kiran Chhiba <kchhiba@dillon.ca>, Emily Roadhouse <eroadhouse@dillon.ca>, 138295 <138295@dillon.ca>

Good morning,

Please review the email from the Health Unit - some ideas to consider in our design alternatives.

Emily - please include in our comment summaries/file and update our contact list.

Thank you,

Paula



Paula Neto, MScPI, MCIP RPP

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[Quoted text hidden]



Neto, Paula <pneto@dillon.ca>

Re: 6th Concession Road/North Talbot Road EA - Workshop

1 message

Wed, Apr 2, 2014 at 11:18 AM

To: pneto@dillon.ca
Cc: jzangari@dillon.ca, jleitzinger@city.windsor.on.ca

Hi Paula and Team,

As a concerned resident I want to say i very much appreciated the forum you created and the opportunity to participate.

I look forward to further engaging this process going forward.

Thank you,

Sent from my LG Mobile

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

From: Neto, Paula
Date: Wed, Apr 2, 2014 11:14 AM
To: Paula Neto;
Cc: John Zangari;Leitzinger, Jennifer;
Subject:6th Concession Road/North Talbot Road EA - Workshop

On behalf of the City and project team, I would like to thank you for taking the time out of your day to share your thoughts with us at the Sixth Concession Road and North Talbot Road workshop. Your questions, concerns and opinions are valuable to us and are all taken into consideration during the development of alternative designs for the study area.

We look forward to seeing you at the final Public Information Centre to be held late May/early June!

Best regards,
Paula



Paula Neto, MScPI, MCIP RPP
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MEMO



TO: Jennifer Leitzinger, City of Windsor

FROM: Paula Neto, Dillon Consulting Limited

DATE: July 25, 2014

SUBJECT: Public Information Centre #2 Summary
Sixth Concession Road/North Talbot Road Municipal Class EA

OUR FILE: 13-8295

The City of Windsor retained Dillon Consulting Limited (Dillon) to undertake a Municipal Class Environmental Assessment (EA) for potential improvements to the Sixth Concession Road/North Talbot Road corridors. The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approximate distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approximate distance 1.9 km).

This memo summarizes Public Information Centre (PIC) #2, which was held on June 26, 2014, at the Roseland Golf and Curling Club (455 Kennedy Drive West, Windsor, Ontario). The purpose of PIC #2 was to provide the public with an opportunity to review new project information, discuss concerns and ask questions of the project team regarding:

- EA study process to date
- Evaluation of design alternatives
- Recommended design alternative
- Potential impacts and associated mitigation measures
- A summary of the next steps in the study.

Residents were encouraged to provide written and/or verbal comments and input, and to register to be added to the mailing list.

CONTACT LIST

The contact list for this project includes potentially interested/affected federal agencies, provincial ministries, First Nations, municipalities, local agencies, interest groups, utilities and property owners within the study area. The list also includes residents within the study area and individuals who attended PIC #1.

DISTRIBUTION OF PIC #2 NOTICE

A notice advertising PIC #2 appeared in the June 18, 2014 and June 21, 2014, editions of the Windsor Star. Dillon mailed a copy of the notice to the project contact list on June 12, 2014. A digital copy of the PIC notice was also available on the City of Windsor website.

DISPLAYS AND ATTENDANCE

The PIC was an informal session with displays summarizing the work completed on the project to date. The displays summarized:

- Background and study purpose
- Municipal Class EA planning and design process
- Problem/opportunity statement and summary of alternative solutions presented at PIC #1
- Roadside safety, urban design and streetscape workshop (Spring 2014) summary
- Overview of the process used to develop alternative designs including:
 - Traffic calming
 - Cycling facilities
 - Roundabouts vs. traffic signals
- Conceptual cross-sections for design alternatives and an evaluation summary
- Potential impacts and mitigation measures
- Summary of Stage 1 Archaeological Assessment work completed
- Next steps in the Class EA process.

PIC #2 was attended by 54 people.

INFORMAL DISCUSSIONS

Overall, the response to the project was positive and most residents were pleased with the recommended design. Comments and concerns expressed by those in attendance generally included:

- Roundabout safety
- Traffic
- Rail crossing safety
- Pork chop islands
- Connection to Devonwood Conservation Area
- Landscaping
- Cycling/pedestrian safety
- Alternative designs
- Construction timing
- Storm sewer/water connection.

Specific comments relating to potential property impacts were received by the project team and are being addressed individually with property owners.

WRITTEN SUBMISSIONS

As outlined in **Table 1** and **Table 2**, written submissions were received from two agency contacts including Ministry of Municipal Affairs and Housing and the Ministry of Tourism, Culture and Sport.

Table 1: Agency Comments

Agency	Comment	Response
Ministry of Municipal Affairs and Housing	No comments – please keep on circulation list.	No action required.
Ministry of Tourism, Culture and Sport – Heritage Planner	Requested that a screening checklist be completed for the project.	<p>The screening checklist has been completed and will be included in the Environmental Study Report. There is no built heritage or cultural heritage landscape features in the study area therefore a heritage impact assessment will not be completed.</p> <p>A Stage 1 Archaeological Assessment was completed for the study area and Stage 2 work is required in some locations. This work will be completed during the detail design phase. The Stage 1 report was provided to the Ministry.</p>

Written submissions received from local residents at and following PIC #2 are summarized with responses in **Table 2**.

Table 2: Public Comments & Responses

Comment	Response
Roundabout Safety	
Concerned regarding the safety of children crossing the road with a roundabout in a residential area.	Dependent on the time of implementation, consideration will be given to roundabout education and an awareness campaign.

Comment	Response
<p>An educational campaign for neighbourhoods surrounding roads with roundabouts should be considered to show residents how to use facilities safely.</p> <p>Also, include proper advance signing for cyclists and motorists.</p>	<p>Dependent on the time of implementation consideration will be given to roundabout education and an awareness campaign.</p> <p>Signing for cyclists and motorists will be in accordance with current road safety standards and requirements.</p>
Traffic	
<p>The traffic concerns are noted on Cabana Street and Ducharme Street. Why is the focus on 6th Concession Road?</p>	<p>The focus of this EA study is to find the best alternative solution and design to address the problems identified in the 6th Concession/North Talbot Road corridors.</p> <p>An EA study already exists for the Cabana/Division Road corridor to address traffic concerns. The 6th Concession/North Talbot Road EA has taken the recommendations from previous studies into consideration.</p>
Train Crossing Safety	
<p>Concerned about the train tracks and safety of pedestrians and cyclists. There is no place to walk and the guard rails are on the road.</p>	<p>All alternative designs brought forward to PIC #2 provide improved conditions at the rail crossing location including cycling facilities and sidewalks on both sides of the street.</p>
Pork Chop Islands at Ducharme Street	
<p>Opposed to roundabout at Ducharme Street for the following reasons:</p> <ul style="list-style-type: none"> • Existing pork chops provide a traffic calmed neighbourhood • Ducharme Street is not meant to be a thoroughfare • The desire was to cul-de-sac Old Ducharme Street at 6th Concession and the compromise was to accept a pork chop island and now it will be removed • The recommended plan will make east and west bound traffic cut through our neighbourhood. 	<p>“Pork chop” islands were constructed at several intersections to prohibit northbound left-turns and westbound through movements at Ducharme Street.</p> <p>The pork chop islands were installed as a pre-emptive measure and shortcutting has not been quantified.</p> <p>Islands may remain until the arterial road improvements have been implemented. Roundabouts reduce unnecessary delay of traffic resulting in improved travel time ultimately providing a reduction in cut-through traffic from 6th Concession Road due to unimpeded travel.</p>

Comment	Response
	<p>Traffic calming requests that are outside of the study corridor should be forwarded to the Transportation Planning Division at the City of Windsor. These requests will be reviewed through the City's upcoming Traffic Calming Policy.</p>
<p>A four way stop should be installed at Ducharme and 6th Concession since drivers travelling westbound on Ducharme at this intersection tend to make illegal movements through the pork chop and drivers on 6th Concession are not expecting drivers on Ducharme to continue to travel west and this can cause collisions.</p>	<p>The project team considered many alternatives as part of the EA study and concluded that including a roundabout at key locations such as Ducharme Street/6th Concession Road best addresses the problems and opportunities identified in the study area.</p>
<p>Residents have indicated that the existing pork chop island at the end of Ducharme Street has not addressed the following concerns:</p> <ul style="list-style-type: none"> • Problems of cut through traffic • Illegally cutting through the neighbourhood • Pork chop islands are too small and allow motorists to make illegal movements 	<p>“Pork chop” islands were constructed at several intersections to prohibit northbound left-turns (and westbound through movements at Ducharme Street).</p> <p>The pork chop islands were installed as a pre-emptive measure and shortcutting has not been quantified.</p> <p>Islands may remain until the arterial road improvements have been implemented.</p> <p>Roundabouts reduce unnecessary delay of traffic resulting in improved travel time ultimately providing a reduction in cut-through traffic from 6th Concession Road due to unimpeded travel.</p>
<p>Conservation Area Connection</p>	
<p>Focus on a way to get to the conservation area.</p>	<p>A multi-use path connection is included in the recommended design from the intersection of 6th Concession/Cabana to the Devonwood Conservation Area. Details regarding the pedestrian crossing at Cabana Road are still under consideration by the project team.</p>
<p>Landscaping</p>	
<p>Would like 6th Concession and North Talbot Road to be tree-lined.</p>	<p>6th Concession and North Talbot Road will be converted from rural to urban cross-sections, which will include curbs and gutters and enclosing open ditches.</p>

Comment	Response
	The corridors will be widened to provide landscaping treatments, as well as lighting which will be reviewed during detail design.
Cycling/Pedestrian Safety	
Would like bike facilities along the corridors.	Dedicated cycling lanes along both sides of North Talbot Road and 6 th Concession Road have been included in each alternative design presented at PIC 2 to address this concern.
Neighbourhood requires facilities for walking, bikes and rollerblading.	The recommended alternative design includes sidewalks and dedicated cycling lanes along both sides of North Talbot Road and 6 th Concession Road to address this concern.
Alternative Designs	
In support of recommended alternatives as presented at PIC #2 (Alternative 3).	Comment noted.
Ensure there is adequate street lighting.	Comment noted. Street lighting has been included as part of the recommended design, as illustrated in the cross-sections presented at PIC #2.
Alternative 2 (widening of 6 th Concession with Roundabouts and three lanes on North Talbot) should be recommended to plan for growth and increased traffic flow.	Comment noted.
Include a marked pedestrian crossing at Ducharme Street and 6 th Concession.	Cross-walks will be marked in future roundabouts.
A sidewalk on both sides of the street is questionable due to the cost and land acquisition requirements.	There is no land acquisition required to accommodate sidewalks. It is appropriate for this type of street and neighbourhood to include sidewalk facilities on both sides of the street, which is consistent with the City of Windsor Official Plan.
Consider painted bicycle lanes to offer greatest visibility to alert drivers properly to the presence of cyclists or separated facilities if appropriate in this location.	Comment noted. The design of cycling facilities will be based on Ontario Traffic Manual (OTM) Book 18 Cycling Facilities. Painted bike lanes will be considered at conflict locations by the City during detail design.
Provide separated bike lanes.	Separated bike lanes were not recommended because of concerns related to traffic speed. If the "optical width" of the road is increased, then a negative impact on speed management may result. Introducing bollards in the buffered space may mitigate the effects of

Comment	Response
	<p>speed. However, the project team is not aware of any substantive research on the use and effects of buffered bike lanes with bollards. Snow removal with bollards also becomes a concern.</p> <p>The recommended design includes wide bike lanes (1.8 m) to provide for sufficient room for cyclists to manoeuvre and to provide separation from traffic.</p>
Construction Timing	
<p>What is the timing for construction?</p>	<p>The timelines for detail design are contingent on a large number of factors that are impossible to estimate at this time. The response is dependent on future capital funding decisions and priorities of Council.</p>
Water Services and Storm Water	
<p>Interested in an upgrade of the water service for residents on North Talbot Road and storm water sewer connection.</p>	<p>Comment noted. This is subject to Windsor Utilities Commission – Water decision. Due to the timing of construction being several years into the future, there is no definitive answer to provide at this time.</p>
Emergency Services Access	
<p>Ensure that accessibility for emergency services and tractor trailer access to the Extencicare Facility is not disrupted.</p>	<p>Temporary detour routes will be established at the detailed design stage. Roundabouts will be designed to accommodate transit buses and tractor trailers. North Talbot Road is not a truck route, but deliveries are permitted. Construction timing and staging to be determined.</p>

NEXT STEPS

The project team will consider comments received and confirm the preferred design alternative. The Environmental Study Report (ESR) will be prepared and filed for a 30 calendar day public and agency review period.

DILLON CONSULTING LIMITED
 LONDON, ONTARIO

NEWS

NEWS

Council plan: Improve North Talbot and Sixth Concession for \$11.7M



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John Zangari, from Dillon Consulting, speaks at the regular council meeting at city hall in Windsor on Monday, June 1, 2015. T (TYLER BROWNBIDGE/The Windsor Star)

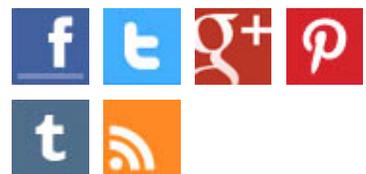


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Craig Pearson
 Jun 01, 2015 - 9:23 PM EDT
 Last Updated: Jun 01, 2015 - 10:50 PM EDT

City councillors want to turn North | Museum Name

Talbot Road and the Sixth Concession into fancy urban roads, covering ditches with sidewalks, trees and bike lanes on both sides.

Now they just have to find the money.

On Monday night, council passed an environmental assessment for the work expected to cost \$11.7 million — \$6.9 million for the Sixth Concession and \$4.8 million for North Talbot.

“It’s very important because Sixth Concession is actually dangerous,” said Coun. Hilary Payne, who represents Ward 9 within which the majority of that street is contained.

“It’s an old rural township road that has been swallowed up in urban development. There are no cycle tracks, there are no sidewalks, and where it narrows for the railway crossing, people have to walk on the road.”

Plus, there is a deep drainage ditch on the east side.

“It’s just not safe,” Payne said. “I’ve got more complaints about that section of the street in the past four years than I have probably for all the other streets put together in Ward 9.”

Coun. Fred Francis, who represents Ward 1 where North Talbot is found, agrees the time is ripe to bring the two roads into the 21st century.

“Anything we can do to improve the situation the residents will certainly welcome,” said Francis, who heard complaints about the roads on the campaign trail. “The fact that we can get the EA done is a good first step.”

The Environmental Assessment Act requires a 30-day review period for the recommendation.

John Zangari, from Dillon Consulting, laid out ambitious plans for the

It’s official: the historical museum being built on the main floor of the Art Gallery of Windsor building will be called the Chimczuk Museum.

Coun. Hilary Payne stood at city council Monday night to express his satisfaction that the \$1 million bequeathed to the city 24 years ago by Windsor resident Joseph Chimczuk has finally cleared all legal hurdles and will be used for a museum in his name as requested.

The money has since grown to almost \$3.4 million. It will help pay for the expansion of Windsor’s Community Museum in the Francois Baby House on Pitt Street West. The extra space, to be called the Chimczuk Museum, is expected to open in October.

SUBMIT A TIP

Most Popular

Deer falling to their death on parkway overpass

Hope for return of horses at Windsor Raceway dies as wreckers move in

New bakery makes downtown Windsor a little sweeter

Potential strike by auto parts workers could hurt Chrysler production

Leamington man and woman face raft of charges following vehicle stop

Garfunkel still holds 45-year-old grudge

Leamington man and woman face raft of charges following vehicle stop

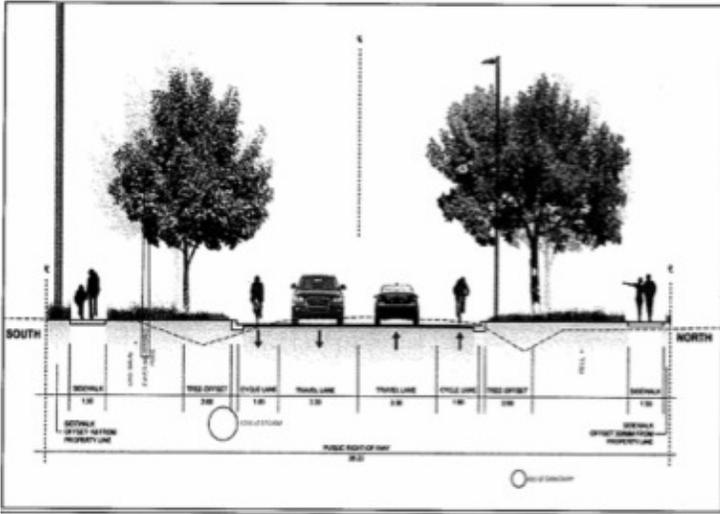
Murray Street in Amherstburg turned into 1920s backdrop for short film

Days Inn guest beaten by group of men

Council plan: Improve North Talbot and Sixth Concession for \$11.7M

Star Staff Tweets

two-lane roads with a slide presentation to council. The roads will eventually have two 3.3-metre vehicle lanes, 1.8-metre bike lanes, two metres for trees, and 1.5-metre sidewalks on both sides, plus an enclosed storm-water system. A number of roundabouts will also be included.



One of the recommended designs for 6th Concession Road and North Talbot Road. (Courtesy of the City of Windsor)

Francis wonders, however, whether the process can be sped up somehow. The current five-year capital works budget does not allocate any

money for North Talbot or Sixth Concession roadwork.

“In a perfect world, let’s put the shovel in the ground tomorrow,” he said. “I’ll go out and help dig myself, especially when it comes to the ditches.”

But he said he realizes it’s a give-and-take system, and to find funding sooner than five years will take some political wrangling.

“When it comes to budget next year, it’s certainly something we could take a look at,” he said.

Francis, however, expressed concern that the projected budget is too low.

“I’d be surprised if it comes in at \$11.7 million,” he said, noting that costs will likely rise by the time it’s complete. Plus, he said the two roads won’t magically improve in one fell swoop.

“This will be done in phases,” he said. “It won’t be done all at once.”

cpearson@windsorstar.com

Carolyn Thompson @CaroEThompson 1m
Companies are concerned that those already contributing to a pension plan will have to pay more blogs.windsorstar.com/news/business-#retirementplanning

Carolyn Thompson @CaroEThompson 2m
I'm reporting on pensions today. Local companies are joining a campaign to ensure the new ON plan won't create more costs [#windsor](https://twitter.com/#windsor)

The Windsor Star @TheWindsorStar 4m
[#Windsor](https://twitter.com/#Windsor) Market Square vendors hope new apartment complex will revive business ow.ly/NLkPv pic.twitter.com/mFCTTcarRj

Carolyn Thompson @CaroEThompson 13m
So pretty! twitter.com/TheWindsorStar...

The Windsor Star @TheWindsorStar 19m
[#Windsor](https://twitter.com/#Windsor) Star photographers had you covered yesterday ow.ly/NLhj9 pic.twitter.com/Z0GecYIb3I



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: 6th Concession & Holburn1 message



----- Forwarded message -----

From: **Eugeni, Josette** <jeugeni@city.windsor.on.ca>

Date: Fri, Jan 9, 2015 at 5:44 PM

Subject: Re: 6th Concession & Holburn

To: [REDACTED], "jzangari@dillon.ca" <jzangari@dillon.ca>

Cc: mayoro <mayoro@city.windsor.on.ca>, "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>, "pneto@dillon.ca" <pneto@dillon.ca>, "KHorvath@dillon.ca" <KHorvath@dillon.ca>, "Payne, Hilary" <hpayne@city.windsor.on.ca>, [REDACTED]

Dear [REDACTED]

I'm sorry you were offended by the delayed response.

At this time I can advise that the Consultant is still working on the Draft Study report. When we are in a position to discuss the recommended solution for the report you will be contacted.

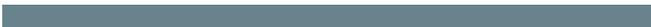
Regards,

Josette

From: [REDACTED]**Sent:** Friday, January 09, 2015 04:29 PM**To:** Eugeni, Josette; Zangari, John <jzangari@dillon.ca>**Cc:** mayoro; Leitzinger, Jennifer; Paula Neto <pneto@dillon.ca>; Kim Horvath <KHorvath@dillon.ca>; Payne, Hilary; [REDACTED]**Subject:** RE: 6th Concession & Holburn

Well, that's some pretty deafening silence going on right there....seven email recipients (eight counting my home email)....not one single response. Anyone out there?

Thank you,





(sent Monday, January 2, 2015)

Good afternoon,

It's been some time since we've had any communication with regards to the Environmental Assessment for 6th Concession, and I thought I would check in now that the new Mayor and City Council have had some time to get situated.

I would appreciate an update on what (if any) progress or changes have been made to the EA, or whether any further decisions have been made with regards to the affected properties.

Thank you,



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From: Eugeni, Josette [mailto:jeugeni@city.windsor.on.ca]
Sent: Thursday, July 24, 2014 10:18 AM
To: [REDACTED]
Cc: Leitzinger, Jennifer; Paula Neto; Kim Horvath; Payne, Hilary; [REDACTED]
Subject: RE: 6th Concession & Holburn

Dear [REDACTED]

The timelines for detailed design are contingent on a large number of factors that are impossible to estimate at this time. The response is dependent on future capital funding decisions and priorities of Council.

The study has not yet been finalized nor has recommended phasing for construction been identified. I apologize, but I am unable to offer an estimate at this time.

Regards,

Josette

From: [REDACTED]
Sent: Tuesday, July 22, 2014 4:32 PM
To: Eugeni, Josette; Zangari, John
Cc: Leitzinger, Jennifer; Paula Neto; Kim Horvath; Payne, Hilary; [REDACTED]
Subject: RE: 6th Concession & Holburn

Ms. Eugeni,

Thank you for your response. Please continue to keep us advised of any and all developments going forward. We do not wish to be left out of this process, as any development will clearly have significant impact on this "property owner."

We expect to be kept informed in a timely fashion of decisions made with regards to our property.

Would you be in a position to describe the timelines within which we can expect the following? ..."During

the detailed design stages, more accurate property impacts are identified which would initiate the process for additional affected property owner engagement.”

Thank you,



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From: Eugeni, Josette [<mailto:jeugeni@city.windsor.on.ca>]
Sent: Tuesday, July 22, 2014 4:17 PM
To: [REDACTED]
Cc: Leitzinger, Jennifer; Paula Neto; Kim Horvath; Payne, Hilary
Subject: RE: 6th Concession & Holburn

Dear [REDACTED]

Thank you for your correspondence.

Please be assured that City Administration is in dialogue with the Consultant regarding potential refinements to the preferred alternative based on feedback from Public Information Centre No. 2.

An Environmental Assessment is a planning tool. Once a study has been finalized, the improvements recommended therein are referred to future budgets for Council consideration. During the detailed design stages, more accurate property impacts are identified which would initiate the process for additional affected property owner engagement. For these reasons, it is premature to consider the acquisition of your property at this time.

I trust that this meets with your current needs, however please do not hesitate to contact the project team with any further concerns.

Regards,

Josette M. Eugeni, P.Eng.

Manager of Transportation Planning
Office of the City Engineer
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6418
(519) 973-5476 fax



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Thank you.



Neto, Paula <pneto@dillon.ca>

Re: FW: 6th Concession - North Talbot Rd.

1 message

Neto, Paula <pneto@dillon.ca>

Tue, Apr 28, 2015 at 7:52 AM

To: [REDACTED]
Cc: "Zangari, John" <jzangari@dillon.ca>, "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>, 138295 <138295@dillon.ca>, Kimberly Horvath <khovath@dillon.ca>

Good morning,

Thank you for your interest in the 6th Concession Road/North Talbot Road Environmental Assessment (EA). We are in the process of finalizing the Environmental Study Report (ESR) that summarizes the EA process and will include the preliminary design for the preferred solution. The construction of the project is subject to Council approval and funding. Once the ESR has been approved by City Council, the document will be on public record for a minimum of 30 calendar days for review and comment. The City will address concerns or comments as a result of your review. The timing for the ESR to go to Council for approval is not set.

Please let me know if you have any further questions.

Thank you,

Paula

**Paula Neto, MScPI, MCIP RPP**

Associate

Dillon Consulting Limited

130 Dufferin Avenue, Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1245

M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca

Please consider the environment before printing this email

From: [REDACTED]**Sent:** Monday, April 27, 2015 10:27 AM**To:** Leitzinger, Jennifer**Subject:** 6th Concession - North Talbot Rd.

Good morning Ms. Leitzinger,

I am inquiring on the status of the above noted project. Has there been an approval of the design yet? Has there been an anticipated start date (or year) for construction activities? Will there be any additional Public Information sessions? As a resident of North Talbot Rd. near 6th Concession, I am very interested in the progress of this anticipated project. Other than the material listed on the City of Windsor web page, is there new information with respect to this project, and if you would you be able to direct me to where I could review it?

Thanks in advance,



Neto, Paula <pneto@dillon.ca>

Re: Next Steps on the 6th Concession/North Talbot

1 message

Neto, Paula <pneto@dillon.ca>

Thu, May 7, 2015 at 8:30 AM

To: [REDACTED]
Cc: Jennifer Leitzinger <jleitzinger@city.windsor.on.ca>, John Zangari <jzangari@dillon.ca>, 138295 <138295@dillon.ca>, Kimberly Horvath <khorvath@dillon.ca>

Hi [REDACTED]
Thank you for your continued involvement. As I mentioned previously, we are still working out the timing for when the Environmental Study Report will go to Council and are finalizing the preferred preliminary design. You will definitely receive notice for the public review period.
Thank you and regards,
Paula



Paula Neto, MScPI, MCIP RPP
Associate
Dillon Consulting Limited
130 Dufferin Avenue, Suite 1400
London, Ontario, N6A 5R2
T - 519.438.1288 ext. 1245
M - 226.980.5714
PNeto@dillon.ca
www.dillon.ca

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On Tue, May 5, 2015 at 10:28 AM, [REDACTED]

Hi Paula,

Thank you for the prompt reply-you are probably aware that I am in principle very supportive of this project. I am however very concerned about the potential of removing the traffic calming measures along 6th Concession that is indicated in the preferred option outlined on the City's webpage.

I can tell you that several potentially impacted residents residing South of 6th are concerned about the potential removal of the right turn islands. Are you able to give me any indication at this time if the removal of traffic calming measures on 6th will be in the final recommendations?

Also with respect to the timeline-I understand that the timing for the recommendations to go to Council has yet to be determined but generally speaking are looking at weeks, a month, several months?

Again appreciate your attention to this and look forward to working with you constructively to see this project come to fruition and for the benefit of the community generally.

Sincerely,

From: pneto@dillon.ca

Date: Tue, 5 May 2015 09:15:31 -0400

Subject: Re: FW: Next Steps on the 6th Concession/North Talbot

To: [REDACTED]

CC: jleitzinger@city.windsor.on.ca; jzangari@dillon.ca; 138295@dillon.ca; khorvath@dillon.ca

Hi [REDACTED]

We are in the process of finalizing the Environmental Study Report (ESR) that summarizes the EA process and will include the preliminary design for the preferred solution. The construction of the project is subject to Council approval and funding. Once the ESR has been approved by City Council, the document will be on public record for a minimum of 30 calendar days for review and comment. The City will address any concerns or comments at that time. The timing for the ESR to go to Council for approval is not set.

Please let me know if you have any further questions.

Thank you and regards,

Paula



Paula Neto, MScPI, MCIP RPP

Associate

Dillon Consulting Limited

130 Dufferin Avenue, Suite 1400

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M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca



Please consider the environment before printing this email

From: [REDACTED]

Sent: Monday, May 04, 2015 4:26 PM

To: Leitzinger, Jennifer

Subject: Next Steps on the 6th Concession/North Talbot

Dear Ms. Leitzinger,

I was wondering if you could advise me as to when we may expect to see the final report published for the public on the 6th Concesssion/North Talbot Rd. project.

As well if you could advise me as to the process involved from that point with respect to any further public input once the study is published I would be most grateful.

Sincerely,

[REDACTED]

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

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JUN 01 2015

ADDITIONAL
INFORMATION
ITEM NO. 9

May 29, 2015

To: Steve Vlachodimos, Deputy City Clerk, City of Windsor

Re: 6th Concession Road/North Talbot Road Environmental Assessment
- Filing the Notice of Study Completion..

I am opposed to the proposed roundabout at the intersection of 6th Concession Rd and Ducharme St.

Before the subdivision east of 6th Concession was built, the vast majority of Ducharme residents fought for a cul-de-sac on Ducharme on the westside of 6th Concession. It was felt strongly that a dramatic amount of "cut-through" traffic would travel through Ducharme to Howard from the new residents east of 6th Concession, and also from Walker through to Howard.

As a compromise, City Council had "pork chops" constructed on Morand, Ducharme, Scofield and Wallace at their intersections with 6th Concession. "No left turns" were instituted for north-bound traffic on 6th Concession at these intersections, and "do not enter" for westbound traffic on Ducharme at 6th Concession.

These have been largely effective, although, because the police refuse to enforce these restrictions, many people still disobey the signs and enter Ducharme westbound illegally.

Some may be local traffic, but I have followed some who have entered illegally and in every case they have travelled to Howard and turned north.

Can you imagine the traffic increase from a traffic SUPPRESSION method to a traffic FACILITATING roundabout?

City Council resolution CR 1030/2000 states in part: "That no traffic light or all-way stop be contemplated at Ducharme/6th Concession" and "That Ducharme (west) NOT BE UPGRADED to a collector road."

Installation of a roundabout would be against the spirit of these resolutions.

Either leave the intersection the way it is and insist the police enforce it - they are often present to ticket speeders - or allow the roundabout but install a cul-de-sac on Ducharme to prevent entry Westbound.

CITY OF WINDSOR
COUNCIL SERVICES

MAY 29 2015

Yours truly,

RECEIVED

JUN 01 2015

**ADDITIONAL
INFORMATION**

ITEM NO. 9

From: [REDACTED]
Sent: Wednesday, May 27, 2015 6:42 AM
To: Gebauer, Sandra
Subject: RE: 6th Concession EA Report

I am unable to attend this meeting due to personal commitments. Please convey the following concern.

The recommended preferred solution for the 6th concession / Ducharme St. intersection is to remove the existing pork chop and install a mini roundabout. While this solution may help with school bus access into the neighbourhood east of the 6th concession it does not alleviate the cut through traffic into the neighbourhood west of the 6th and in fact exacerbates the condition. The original plan for the development west of the 6th call for Ducharme St. to be offset at the 6th concession to preclude or reduce cut through traffic and encourage the use of the 6th as the primary road to exit and enter that development. Those of us who have lived on Ducharme have long complained that this issue would develop and persist and feel that our concerns have been largely ignored. We would ask council once again to consider blocking off Ducharme street at the 6th concession and creating a cul de sac at the west end of the 1000 bock of Ducharme.

Further, I believe that the effectiveness of this proposal could easily and cheaply tested and verified by simply erecting temporary blockades or barriers to close Ducharme St. at the 6th concession, for a short period (2 to 3 months) preferably during the school year when normal representative traffic conditions exist.

Sincerely

[REDACTED]

JUN 01 2015

**ADDITIONAL
INFORMATION ITEM NO. 9**

May 29 2015

**Att'n Mr. Steve Vlachodimus
Deputy City Clerk and Senior Manager of Council Services
Council Services Department
Windsor City Hall, Room 203
350 City Hall Square West PO Box 1607
Windsor Ontario N9A 6S1**

**CITY OF WINDSOR
COUNCIL SERVICES**

MAY 29 2015

RECEIVED

**re File No.:SW/11729
Sixth Concession Road/North Talbot Environmental Assessment (EA)
filing notice of Study Completion**

Submission to City Councilors for June 1st 2015 Council Meeting

Dear Mr. Vlachodimus

The Old Roseland area currently has traffic calming measures which are to be removed along the Sixth Concession. I refer to "pork chops" on Socrates, Morand, Ducharme, Scofield, and Wallace as well as stop signs along the Sixth Concession at Morand and Wallace.

The proposed "mini traffic circle" at Ducharme and the Sixth Concession has merit but old residential Ducharme West of the Sixth will be impacted enormously as it will become a through street from Howard Avenue to Walker Road.

Serious traffic calming measures on old Ducharme between The Sixth Concession and Howard Avenue are thus called for as an integral part of this project.

Respectfully

filename F:\Sixth Concession Development Plan\City Hall Letter.txt



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: FW: North Talbot Cross Section

1 message

----- Forwarded message -----

From: **Leitzinger, Jennifer** <jleitzinger@citywindsor.ca>

Date: Fri, May 29, 2015 at 2:19 PM

Subject: FW: North Talbot Cross Section

To: "Neto, Paula" <pneto@dillon.ca>

Cc: "Eugeni, Josette" <jeugeni@citywindsor.ca>, "6th-N.Talbot EA" <6thntalbot@citywindsor.ca>

Paula,

I spoke with [REDACTED] this morning. He reviewed the Council Report and indicated that he is in favour of the preferred alternative, but had a few issues, as seen in his email below.

Could you please address his concerns?

Thanks,

Jen

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

From: [REDACTED]

Sent: Friday, May 29, 2015 2:11 PM

To: Leitzinger, Jennifer

Subject: North Talbot Cross Section

Re: Page 6 of 14, File No: SW/11729
North Talbot Cross Section Preferred Alternative - Figure 3

Jennifer

Thank you for speaking with me this morning.

I do realize this is a preliminary study and drawing but just wanted to make a few observations regarding the File mentioned above.

1) On the north side of North Talbot Road there is only a 300 mm sidewalk offset from the property line. This to me is too narrow as there is an old growth cedar hedge, which I maintain at a 6.5 foot height, along the entire length of my property, This hedge was planted just inside the property line years ago but has migrated onto the city boulevard approximately 12 to 16 inches. It seems there is about 9 meters of space which has not been dimensioned over the entire public right of way and I would ask that the sidewalk shown can be

relocated closer to the road to accommodate this hedge. The same sidewalk offset on the south side of the street is shown at 1 meter.

2) The "gas main" shown on the south side of the street, I believe, is actually on the north side.

3) There are original wooden hydro poles on the north side of the street still being used by hydro and cable which are not shown on the drawing. They are approximately 6 feet from the property line. The existing concrete hydro poles are shown on the south side. Unless I am wrong these look to be relocated on the 1 meter south sidewalk offset?

Thank you for your time

Best Regards,



From my ipad



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: [REDACTED]1 message



----- Forwarded message -----

From: **Leitzinger, Jennifer** <jleitzinger@citywindsor.ca>

Date: Fri, May 29, 2015 at 4:37 PM

Subject: [REDACTED]

To: "Neto, Paula" <pneto@dillon.ca>

Cc: "Eugeni, Josette" <jeugeni@citywindsor.ca>, "6th-N.Talbot EA" <6thntalbot@citywindsor.ca>

Paula,

I received a call from [REDACTED], she does not agree with the recommendations in the Council Report. Her concerns are as follows:

1. The removal of the stop signs on 6th Concession at Morand, will prevent her from turning left due to the high volume of traffic
2. Completely against the removal of the pork chops
3. Speeding and cut through traffic will increase if Alternative 3 is the preferred design
4. Speeding is currently a problem on her street

Thanks,

Jen



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: LiveLink Report: 17728 SW/11729 (6th Concession/North Talbot Road EA)

1 message



----- Forwarded message -----

From: [REDACTED]
Date: Mon, Jun 1, 2015 at 11:50 AM
Subject: LiveLink Report: 17728 SW/11729 (6th Concession/North Talbot Road EA)
To: jleitinger@city.windsor.on.ca, jzangari@dillon.ca
Cc: [REDACTED]

Hello Jennifer and John,

I received the LiveLink Report last week and I had a couple questions/concerns that you might be able to address. I attended the first EA open house session however I wasn't able to participate in the subsequent workshops due to work commitments.

I live at [REDACTED]

My concern focuses on the potential traffic flow changes that will occur with the removal of the 'pork chops' at the end of Wallace at 6th Concession. I am concerned about the increased cut through traffic that will travel down Wallace from the Walker Estates subdivision. As shown on the map (green arrows), traffic from Walker Estates destined for Howard Ave will take a path of least resistance. This will equate to a one-quarter right turn at Holburn and 6th and a left turn onto Wallace from 6th, and then travel straight down Wallace to Howard. Wallace will now be the first street traffic will be able to turn left. Red dots indicate current stop sign locations.

It is known that people tend to prefer right-hand turns at traffic circles vs half-circle or three-quarter traffic circle turns. With the current 'pork chops' islands, northbound 6th Concession traffic cannot turn left onto Wallace thus preventing cut-through traffic.

Traffic originating from Howard destined for Walker Estates will most likely continue with their current flow path (blue arrows) in order to avoid a three-quarter traffic circle turn.

Questions:

- Will a **Traffic Origin/Destination Study** be completed to confirm traffic flow pattern changes?
- Will a **Traffic Count Study** be completed on Wallace (and other parallel streets) between 6th and Holburn before any changes are made to 6th Concession?

The data gathered from these studies will aid in understanding traffic volume changes before and after 6th Concession improvements. This information will be crucial for justifying any traffic calming measures that may be required for existing Old Roseland neighbourhood streets.



Figure 4: Recommended Intersection Treatments for 6th Concession Rd./North Talbot Rd.

Thank you for your attention to this matter.



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: 6th Concession/North Talbot EA1 message

----- Forwarded message -----

From: **Leitzinger, Jennifer** <jleitzinger@citywindsor.ca>

Date: Mon, Jun 1, 2015 at 2:30 PM

Subject: 6th Concession/North Talbot EA - 1051 North Talbot

To: "Neto, Paula" <pneto@dillon.ca>

Cc: "Eugeni, Josette" <jeugeni@citywindsor.ca>, "6th-N.Talbot EA" <6thntalbot@citywindsor.ca>

Hi Paula,

I spoke with [REDACTED], and she had concerns with the following items, which I clarified for her:

- When would construction be occurring on 6th Concession Rd. and North Talbot Rd. ?
- Would her landscaping be disturbed when the roundabout is installed ?
- What is being recommended in the Council Report?



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: FW: Holburn Street - The 6th Concession EA1 message



From: Eugeni, Josette
Sent: Friday, June 05, 2015 4:17 PM
To: 'Hilary Payne'
Cc: [REDACTED]
Subject: RE: Holburn Street - The 6th Concession EA

Thank you Councillor Payne for forwarding this inquiry.

Dear [REDACTED]

A Part II Order request can be submitted during the 30day public review period after the Notice of Study Completion has been issued identifying that the Study has been finalized. The Notice will contain information regarding how to submit a Part II Order. As you are on the project mailing list, a Notice will be mailed to your home directly. The Notice will also be published in the Windsor Star and on the City Website (<http://www.WindsorEAs.ca>).

On Monday night, Council endorsed the recommended alternatives with which the Study will be finalized. As identified in the Report to Council (also available on the city website at the link provided), the Notice will be issued once the Consultant has completed the report.

Please do not hesitate to contact me or someone from the project team if you have further questions or would like to discuss your concern once you have reviewed the report.

Regards,

Josette M. Eugeni, P.Eng.

Manager of Transportation Planning
Office of the City Engineer
1266 McDougall Street
Windsor, Ontario, N8X 3M7
(519) 255-6418
(519) 973-5476 fax



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Thank you.

From: Hilary Payne [mailto:soldbyhilary@gmail.com]
Sent: Tuesday, June 02, 2015 1:20 PM
To: Eugeni, Josette
Cc: [REDACTED]
Subject: Fwd: Holburn Street - The 6th Concession EA

----- Forwarded message -----

From: [REDACTED]
Date: Tue, Jun 2, 2015 at 11:21 AM
Subject: Holburn Street - The 6th Concession EA
To:
Cc: Hilary Payne <soldbyhilary@gmail.com>

Good morning,

I was not able to attend last night's Council meeting, but if I understand the Windsor Star correctly, it looks like the plan was approved. Please let me know if I'm correct on that understanding.

I have no objection to the plan, it is well past time that something be done to offset the volume of traffic on this corridor. My concern is the impact to my property at the corner of Holburn and Sixth Concession.

I would like to proceed with a Part II Order, to ensure proper attention is directed to this hugely impacted property. I would appreciate information as to how to proceed with this step.

Thank you,

[REDACTED]

Next Steps

- Consider comments received and confirming the preferred design alternative
- Complete the Environmental Summary Report (ESR)
- File the ESR for a 30 calendar day public and agency review period

NOTE:

The EA Act has provisions that allow a person, Aboriginal community or government agency to ask for a higher level of assessment for a Class EA project if there are outstanding issues that have not been adequately addressed. This is known as a Part II Order. A Part II Order request may be submitted in writing to the Ministry of the Environment (a copy to the City Clerk) within the 30 day review period after filing the ESR. A request should be made only when there are outstanding significant environmental issues that cannot be resolved through the EA process, discussions with the City or mediation.



Sixth Concession Road / North Talbot Road
Public Information Centre #2



Hi Josette

Could you please advise [REDACTED] as to how to proceed for a Part 2 Order

Thanks

Councillor Payne



Horvath, Kimberly <khorvath@dillon.ca>

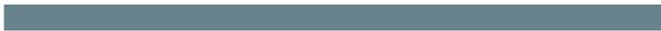
Fwd: FW: FW: 6th Concession Road/North Talbot Road

1 message



From: [Redacted]
Sent: Friday, June 19, 2015 9:13 PM
To: Leitzinger, Jennifer
Subject: RE: FW: 6th Concession Road/North Talbot Road

Thank you for this.



On 06/19/15, "Leitzinger, Jennifer" <jleitzinger@citywindsor.ca> wrote:

Hello [Redacted]

Thank you again for your comments.

The relative ability to provide sufficient capacity and level of service (LOS) to accommodate projected traffic volumes is measured in order to determine if network capacity is meant.

Regards,

Jennifer Leitzinger, P.Eng.

Transportation Planning Engineer

Office of the City Engineer

1266 McDougall St.

Windsor, ON, N8X 3M7

Tel: 519.255.6247 ext. 6002

Fax: 519.973.5476

jleitzinger@citywindsor.ca



From: [REDACTED]
Sent: Sunday, June 14, 2015 12:11 PM
To: Leitzinger, Jennifer
Subject: Re: FW: 6th Concession Road/North Talbot Road

Hello Ms. Leitzinger,

Thank you for your response.

I really disagree that centre turn lane is not needed.

What is meant by 'network capacity?'

[REDACTED]

On 06/08/15, "Leitzinger, Jennifer" <jleitzinger@citywindsor.ca> wrote:

Hello [REDACTED]

Thank you for your comments. A centre dual left turn lane was included in Alternative #2 for 6th

Concession Rd. and North Talbot Rd., as seen in Public Information Centre (PIC) #2.

Please see the link below for the PIC#2 information:

<http://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/6th-Concession-RoadNorth-Talbot-Road-Environmental-Assessment.aspx>

A centre dual left turn lane was not carried forward to the Preferred Design Alternative since network capacity confirmed this option was not required for these corridors.

This will be documented in the Sixth Concession Road/North Talbot Road Environmental Study Report (ESR). The Notice of Study Completion will advise once this Report is available for public review. As you are on the project mailing list, a Notice will be mailed to your home directly. The Notice will also be published in the Windsor Star and on the City Website (<http://www.WindsorEAs.ca>).

If you have any further questions please do not hesitate to contact me.

Regards,

Jennifer Leitzinger, P.Eng.

Transportation Planning Engineer

Office of the City Engineer

1266 McDougall St.

Windsor, ON, N8X 3M7

Tel: 519.255.6247 ext. 6002

Fax: 519.973.5476

jleitzinger@citywindsor.ca



From: [REDACTED]
Sent: Wednesday, June 03, 2015 9:17 PM
To: Leitzinger, Jennifer
Cc: Francis, Fred; Payne, Hilary
Subject: 6th Concession Road/North Talbot Road



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: FW: When does construction begin for 6th concession?

1 message



----- Forwarded message -----

From: **Leitzinger, Jennifer** <jleitzinger@citywindsor.ca>
Date: Mon, Jul 6, 2015 at 1:55 PM
Subject: FW: When does construction begin for 6th concession?
To: "Neto, Paula" <pneto@dillon.ca>
Cc: "6th-N.Talbot EA" <6thntalbot@citywindsor.ca>

Hi Paula,

Please see below for the response to a resident pertaining to construction timelines.

Thanks,

Jen

From: Leitzinger, Jennifer
Sent: Monday, July 06, 2015 1:53 PM
To: [REDACTED]
Subject: RE: When does construction begin for 6th concession?

Hello [REDACTED]

Thank you for your comments. The Environmental Study Report (ESR) is not finalized as of yet.

Once the ESR is finalized you will receive a copy of the Notice of Study Completion and the ESR will be placed on the public record for a 30-day public and agency review period in accordance with the requirements of the *Municipal Class Environmental Assessment* (June 2000, as amended in 2007 and 2011) 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.

Information related to the ESR can also be found on www.WindsorEAs.ca

The timelines for detailed design and construction are dependent on future capital funding decisions and priorities of Council.

Regards,

Jennifer Leitzinger, P.Eng.

Transportation Planning Engineer

Office of the City Engineer

1266 McDougall St.

Windsor, ON, N8X 3M7

Tel: 519.255.6247 ext. 6002

Fax: 519.973.5476

jleitzinger@citywindsor.ca



From: [REDACTED]
Sent: Monday, July 06, 2015 8:39 AM
To: Leitzinger, Jennifer
Subject: When does construction begin for 6th concession?

Hi Jennifer

My name is [REDACTED] and I live in 6th concession Rd.

In June 1, I received " Notice of city council meeting".

I would like to ask you if all of the decision processes are done,
when does construction begin to make sidewalk and cycle lane?
Can you expect the beginning and ending year?

Because there are no sidewalks I always feel it is not safe to walk
along road. I hope construction begins asap for peoples safe and
comfortable environment.

I give my thanks to the public servants at Windsor city.

Best Regards.

A solid dark grey horizontal bar used to redact the sender's name and contact information.

April 26, 2016



Windsor, Ontario
N9G 2R2

**North Talbot Road Improvements
1090 North Talbot Road**

Dear Resident/Owner:

On behalf of the City of Windsor, we are in the process of completing an Environmental Assessment for improvements required on North Talbot Road. As part of those improvements, a minimum right-of-way width on North Talbot Road of 26.2m is being recommended.

Based on the legal fabric that we are working with (not a legal survey), this indicates that property may be required along the south property limit of your property (as per the blue area on the attached plan).

The purpose of this letter is to advise you of the identification of this possible property change. At this time, there is no intent on the part of the City of Windsor to acquire the property. At such time as the improvements proposed for North Talbot Road are approved to proceed to design and construction, the City will undertake a more detailed legal survey and determine if in fact the property required for the right-of-way is accurate and if it is actually required. The noted property could also be conveyed as part of a site plan approval process.

At this time, there is no defined timeframe for undertaking the improvements on North Talbot Road.

If you have any questions at this time, please contact the undersigned. We are intending to publish the Notice of Completion of this Environmental Assessment before the end of April 2016.

Yours sincerely,

DILLON CONSULTING LIMITED

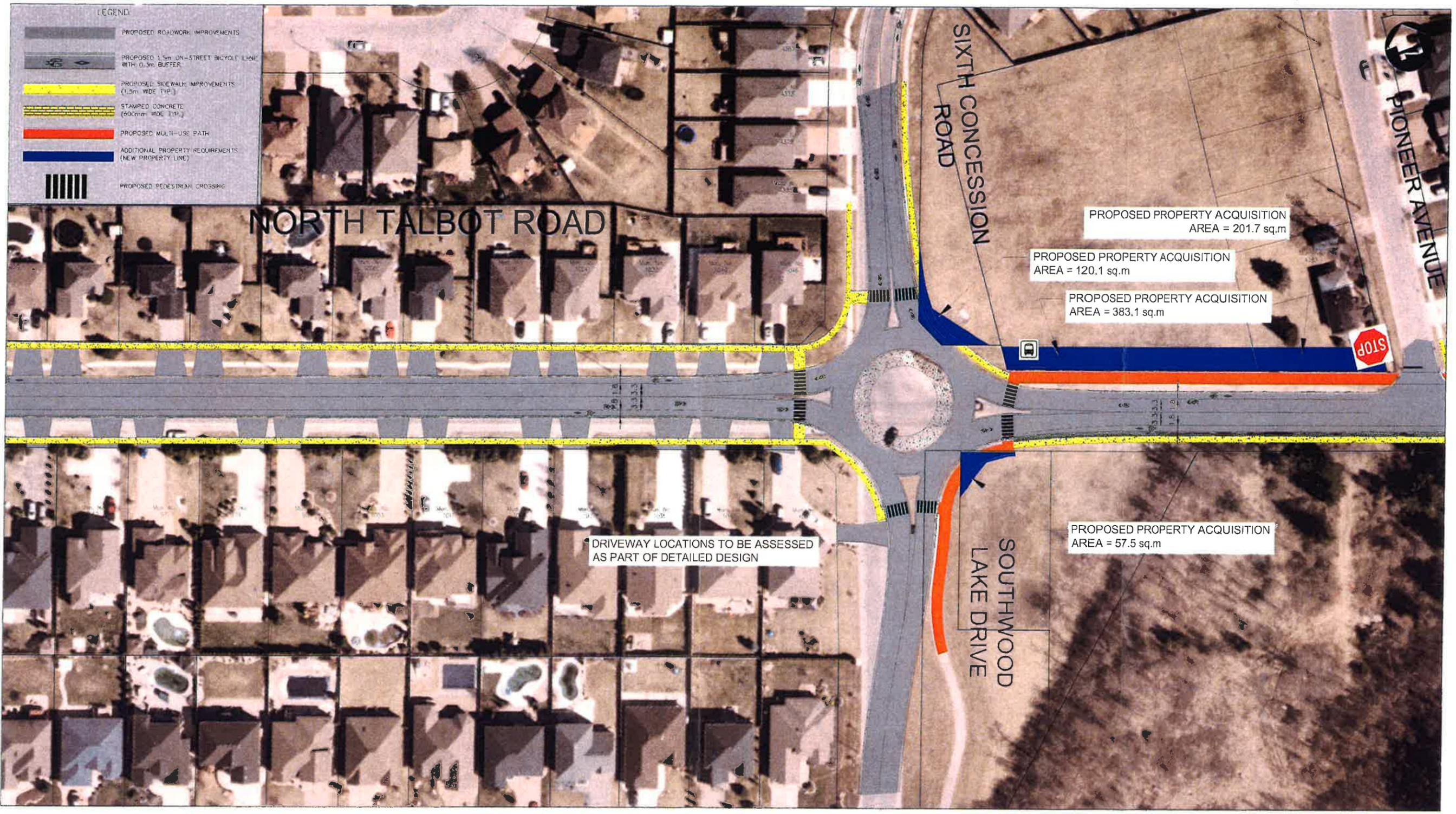
John R. Zangari, P. Eng.
Project Manager
Phone: 519-948-5000 Ext. 3234
Email: jzangari@dillon.ca

JRZ:kdh
Encl.



3200 Deziel Drive
Suite 608
Windsor, Ontario
Canada
N8W 5K8
Telephone
519.948.5000
Fax
519.948.5054

Dillon Consulting
Limited



PLUMMER CONSULTANTS - NORTH TALENT - CITY OF WINDSOR - CONSULTING SERVICES - 18555-02-PLM-HIC-DWC - PLOTTED BY: ZINGARI, RICARDO
 PLOT DATE: 2015-04-04 @ 09:14:41 AM PLOT SCALE: 1/4" = 100'-0" PLOT STYLE: DILLON-CONSULTING

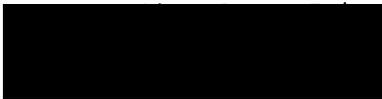


SCALE: 1:1000

APRIL, 2016

SIXTH CONCESSION ROAD /
NORTH TALBOT ROAD EA
PREFERRED DESIGN
PLATE 4
Goldenwood Drive to
Pioneer Avenue

April 11, 2016



Windsor, Ontario
N9G 2X1

North Talbot Road Improvements

Dear Resident/Owner:

On behalf of the City of Windsor, we are in the process of completing an Environmental Assessment for improvements required on North Talbot Road. As part of those improvements, a minimum right-of-way width on North Talbot Road of 26.2m is being recommended.

Based on the legal fabric that we are working with (not a legal survey), this indicates that a sliver of property may be required along the south property limit of your property (as per the blue area on the attached plan). The width of this sliver of property is 0.38m (approximately 1.3 ft) at the Pioneer Avenue end and 0.66m (approximately 2.2 ft) at the Old West Avenue south end.

The purpose of this letter is to advise you of the identification of this possible property change. At this time, there is no intent on the part of the City of Windsor to acquire the property. At such time as the improvements proposed for North Talbot Road are approved to proceed to design and construction, the City will undertake a more detailed legal survey and determine if in fact the property required for the right-of-way is accurate and if it is actually required.

At this time, there is no defined timeframe for undertaking the improvements on North Talbot Road.

If you have any questions at this time, please contact the undersigned. We are intending to publish the Notice of Completion of this Environmental Assessment before the end of April 2016.

Yours sincerely,

DILLON CONSULTING LIMITED


John R. Zangari, P. Eng.
Project Manager
Phone: 519-948-5000 Ext. 3234
Email: jzangari@dillon.ca

JRZ:kdh
Encl.



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(519) 948-5054

**Dillon Consulting
Limited**

4396 Pioneer Avenue

http://www.geowarehouse.ca/gwhweb/PropertyView.jsp?csrf_token=ImONwRw
 Edward Avenue

HOME | STORE | ZOOM2IT | CONDUIT | MY GEOWAREHOUSE | LOGOUT

FEEDBACK | HELP CENTRE

SEARCH BY: ADDRESS ADDRESS RANGE NAME PIN INSTRUMENT/PLAN LOT&CONCESSION

POSTAL CODE/MUNICIPALITY/LRO/PROVINCE ESSEX (12) SUITE # Search

MAP VIEW STREET VIEW

Layers Aerial Photo

WINDSOR | N6G2X1 ACTIVE | PIN 015600394

Search By Block | Enhanced Report | GeoWarehouse Store

Land Registry Information - PIN: 015600394

Address: [REDACTED]

Municipality: WINDSOR LRO: [REDACTED] Area: 798 m2

Land Registry Status: ACTIVE Registration Type: LT Perimeter: 121 m

Description: LOT 1, PLAN 12N395, WINDSOR.

Party To: [REDACTED]

Sales History Information

DATE	TYPE	AMOUNT
03/20/2008	T	[REDACTED]
10/18/2002	T	[REDACTED]

Neighbourhood Sales Plan List By PIN

BACK TO LAST SEARCH RESULTS

Welcome Denise
 27 OF 6000 REPORTS VIEWED

BACK TO LAST SEARCH RESULTS

Property Details

Google

150% 10:30 AM 4/11/2016

April 11, 2016

[REDACTED]
Windsor, Ontario
N9G 2W9

North Talbot Road Improvements

Dear Resident/Owner:

On behalf of the City of Windsor, we are in the process of completing an Environmental Assessment for improvements required on North Talbot Road. As part of those improvements, a minimum right-of-way width on North Talbot Road of 26.2m is being recommended.

Based on the legal fabric that we are working with (not a legal survey), this indicates that a sliver of property may be required along the south property limit of your property (as per the blue area on the attached plan). The width of this sliver of property is 0.38m (approximately 1.3 ft) at the Pioneer Avenue end and 0.66m (approximately 2.2 ft) at the Old West Avenue south end.

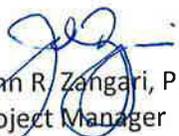
The purpose of this letter is to advise you of the identification of this possible property change. At this time, there is no intent on the part of the City of Windsor to acquire the property. At such time as the improvements proposed for North Talbot Road are approved to proceed to design and construction, the City will undertake a more detailed legal survey and determine if in fact the property required for the right-of-way is accurate and if it is actually required.

At this time, there is no defined timeframe for undertaking the improvements on North Talbot Road.

If you have any questions at this time, please contact the undersigned. We are intending to publish the Notice of Completion of this Environmental Assessment before the end of April 2016.

Yours sincerely,

DILLON CONSULTING LIMITED


John R. Zangari, P. Eng.
Project Manager
Phone: 519-948-5000 Ext. 3234
Email: jzangari@dillon.ca

JRZ:kdh
Encl.



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**Dillon Consulting
Limited**

4397 Old West Avenue

Geowarehouse® Online Prop... x

Edward Avenue

Geowarehouse® HOME | [Steps](#) | [Zoom](#) | [Conduit](#)

File Edit View Favorites Tools Help

Fit Dilib... 77 Exte... LTA UBC 77 City... GMaps Google Live... RPTA EIS PSoft GEO m-f m² acre Kgs MY GEOWAREHOUSE LOGOUT

Neighbourhood Sales Plan List By PIN

Search By: ADDRESS ADDRESS RANGE NAME PIN INSTRUMENT/PLAN LOT&CONCESSION

Postal Code/Municipality LRO/Province ESSEX (12) Search

STREET # [REDACTED] STREET NAME [REDACTED] SUITE # [REDACTED]

FEEDBACK HELP CENTRE

Land Registry Information - PIN: 015600522

Address: [REDACTED] | PIN 015600522

Municipality: WINDSOR LRO: [REDACTED] Area: 711 m²

Land Registry Status: ACTIVE Registration Type: LT Perimeter: 117 m

Description: LOT 129, PLAN 12M395, WINDSOR.

Party To: [REDACTED]

Sales History Information

DATE	TYPE	AMOUNT
07/18/2008	[REDACTED]	[REDACTED]
PARTY TO:	[REDACTED]	[REDACTED]
12/24/1998	[REDACTED]	[REDACTED]
PARTY TO:	[REDACTED]	[REDACTED]

Map View | Street View | Aerial Photo

Layers | Satellite | 7.6 | 150%

10:33 AM 4/11/2016

javascript:submitToIFrame("PropertySearchResultsID","viewpropertydetails.do","pin=015600522")

AGENCY CONSULTATION

6th Concession/North Talbot Road Class Environmental Assessment: Agency Contact List

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Tel.	Fax	E-Mail
City of Windsor											
Mr.	Vlachodimos	Steve	City of Windsor		Deputy City Clerk	350 City Hall Square West	Windsor, ON	N9A 6S1	519-255-2489		
Mr.	Hunt	Thom	City of Windsor		City Planner/Exec Director	400 City Hall Square East, Suite 404	Windsor, ON	N9A 7K6	519-255-6543		thunt@city.windsor.on.ca
Mr.	Sonego	Mario	City of Windsor		City Engineer	1266 McDougall	Windsor, ON	N8X 3M7	519-255-2489		msonego@city.windsor.on.ca
Ms.	Kadour	Karen	City of Windsor	Clerks Department	Windsor Bicycling Committee	350 City Hall Square West	Windsor, ON	N9A 6S1	519-255-2489		
Mr.	Calhoun	John	City of Windsor	Planning Department	Heritage Planner, Windsor Heritage Committee	400 City Hall Square East, Suite 404	Windsor, ON	N9A 7K6	519-255-6543 x6179		jcalhoun@city.windsor.on.ca
Ms.	Parent	Averil	City of Windsor	Environmental Services	Windsor Essex County Environmental Committee Coordinator	350 City Hall Square West	Windsor, ON	N9A 6S1	519-253-7111		aparent@city.windsor.on.ca
Mr.	Steve	Habrun	City of Windsor - Transit Windsor	Transit Windsor	Planning Manager	3700 North Service Road East	Windsor, ON	N8W 5X2	(519) 944-4141 ext. 226		shabrun@city.windsor.on.ca
Conservation Authority											
Mr.	Henderson	John	Essex Region Conservation Authority		Water Resources Engineer	360 Fairview Avenue West, Suite 311	Essex, ON	N8M 1Y6			jhenderson@erca.org
Mr.	Byrne	Tim	Essex Region Conservation Authority		Director, Watershed Management Services	360 Fairview Avenue West, Suite 311	Essex, ON	N8M 1Y6			tbyrne@erca.org
Emergency Services											
Mr.	Mellow	Randy	Essex-Windsor EMS	Emergency Medical Services	Chief	920 Mercer Street	Windsor, ON	N9A 1N6	519-256-1315	519-256-2053	
Mr.	Krauter	Beth	Central Ambulance Communications Centre			4510 Rhodes Drive, Suite 320	Windsor, ON	N8W 5K5	519-256-2373	519-256-4188	
Mr.	Marier	Conrad	Liaison Officer			Central Ambulance Communications Centre	4510 Rhodes	N8W 5K5			
Mr.	Wilkinson	Dean	Operations Manager			Essex-Windsor EMS	920 Mercer Street,	N9A 1N6			
Mr.	Horrobin	Barry	Windsor Police Service	Police Headquarters	Director of Planning & Physical Resources	150 Goyeau Street, PO Box 60	Windsor, ON	N9A 6J5	519-255-6700 x4471		bhorrobin@police.windsor.on.ca
Chief	Frederick	Al	Windsor Police Services	Police Headquarters	c/o Barry Horrobin, Director of Planning	150 Goyeau Street, PO Box 60	P.O. Box 60	N9A 6J5			
Mr.	Montone	Bruce	Windsor Fire and Rescue		Fire Chief	815 Goyeau Street	Windsor, ON	N9A 1H7	519-253-6573		bmontone@city.windsor.on.ca
Fire Chief	Fields	David	Windsor Fire and Rescue			815 Goyeau Street	N9A 1H7				
Mr.	Reaume	Al	Windsor Fire and Rescue		Deputy Chief of Operations	815 Goyeau Street	N9A 1H7				
Inspector	Hamilton	Bob	Town of Tecumseh Fire/Rescue			985 Lesperance Road		N8N 1W9			
Local Agencies & Interest Groups											
Mr.	Picard	Joseph	Conseil Scolaire de District Des Ecoles Catholiques du Sud-ouest		Director of Education	7515 Forest Glade Drive	Windsor, ON	N8T 3P5	519-948-9227		picaiose@csdecso.on.ca
Ms.	Kelly	Erin	Greater Essex County District School Board		Director of Education	451 Park Street West, P.O. Box 210	Windsor, ON	N9A 6K1	519-255-3200	519-255-7053	
Ms.	Lynd	Cathy	Greater Essex County District School Board		Superintendent of Business	451 Park Street West, P.O. Box 210	Windsor, ON	N9A 6K1	519-255-3200	519-255-7053	cathy.lynd@publicboard.ca
Mr.	Picard	Paul	Windsor-Essex Catholic School Board		Director of Education	1325 California Avenue	Windsor, ON	N9B 1Y8	519-253-2481	519-253-8397	
Ms.	McMillan	Gabrielle	Windsor-Essex Student Transportation Services		General Manager of Student Transportation	360 Fairview Avenue West, Suite 318	Essex, ON	N8M 3G4	519-776-6431 x220	519-776-4457	
Ms.	Lukic	Karen	Windsor Essex County Health Unit	Windsor Essex-County Active Living Coalition	Health Promotion Specialist	1005 Ouellette Ave	Windsor, ON	N9A 4J8	519-258-2146 x3109	519-776-5933	klukic@wechealthunit.ca
Mr.	Lyons	Rob	Windsor Essex County Health Unit		Program Manager, Health Inspection Department	1005 Ouellette Ave	Windsor, ON	N9A 4J8			
Mr.	Hillman	Brian	Town of Tecumseh		Director, Planning and Building Services	917 Lesperance Rd	Tecumseh, Ontario	N8N 1W9			
			Municipal Property Assessment Corporation	Region No. 27		1695 Manning Road, Unit 195	Tecumseh, ON	N8N 2L9			
Mr.	Alan	Halberstadt	Windsor Bicycling Committee			2517 Gail Road	Windsor, ON	N8W 2Z7			
Mrs	Suzanne	Eberhard	First Lutheran Christian Academy		Principal	3850 Locke Street	Windsor, ON	N9G1S1			fca@mnsi.ca
Utilities											
Mr.	Vinhaes	Marvio	ENWIN Utilities	Windsor Utilities Commission	Director, Engineering	787 Ouellette Avenue, PO Box 1625 Stn A	Windsor, ON	N9A 5T7	519-255-2727		
Mr.	Spagnuolo	Robert	ENWIN Utilities	Windsor Utilities Commission	Manager, Engineering	787 Ouellette Avenue, PO Box 1625 Stn A	Windsor, ON	N9A 5T7	519-255-7300 ext. 222		rspagnuolo@enwin.com

6th Concession/North Talbot Road Class Environmental Assessment: Agency Contact List

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Tel.	Fax	E-Mail
Mr.	Matis	Randy	Bell Canada			1149 Goyeau Street, PO Box 1601	Windsor, ON	N9A 1H9	519-973-6702	519-258-4543	randy.matis@bell.ca
Mr.	Cowing	David	Bell Canada	Access Network Project Management	Coordinator	1149 Goyeau Street, PO Box 1601	Windsor, ON	N9A 1H9	519-973-6702	519-258-4543	david.cowing@bell.ca
Mr.	Sorrell	Bill	Cogeco Cable Services			2225 Dougall Avenue	Windsor, ON	N8X 5A7	519-972-4023	519-972-6688	
Mr.	Bulkiewicz	Stan	Hydro One		Operations Manager	125 Irwin Avenue	Essex, ON	N8M 2T3			tom.lewis@hydroone.com
Mr.	Dockrill	Paul	Hydro One	Real Estate Services/Land Use Planning		P.O. Box 4300	Markham, ON	L3R 5Z5		905-946-6242	
Ms.	Brundritt	Shirley	Union Gas	Lands Department	Lands Support Analyst	50 Keil Drive North	Chatham, ON	N7M 5M1			
Ms.	Issell	Bryana	Union Gas		Construction Project Manager	3840 Rhodes Drive	Windsor, ON	N9A 6N7		(519) 251-6822	
Mr.	Pieta	Robert P.	Union Gas							(519) 251-6813	rpieta@uniongas.com
Mr.	Poggio	Norbert	Windsor Utilities Commission	Water Engineering	Director	4545 Rhodes Drive, PO Box 1625, Stn A	Windsor, ON	N9A 5T7	519-251-7300 x295	519-251-7316	npoggio@wuc.on.ca
Mr.	Mark	Jones	MNSI Cable						519-258-2333		mjones@mnsi.net
Mr.	Zadorsky	Tom	Canada Post	Delivery Planning	Officer Delivery Services	955 Highbury Ave	London, ON	N5Y 1A3	519-808-9632	519-457-5412	tom.zadorsky@canadapost.ca
Federal Agencies											
Mr.	Orr	Michael	Canadian National Railway	Public Works	Officer	1 Administration Road	Concord, ON	L4K 1B9	905-669-3242	905-760-3406	michael.orr@cn.ca
Mr.	Linder	Stefan	Canadian National Railway	Public Works	Manager	1 Administration Road	Concord, ON	L4K 1B9	905-669-3264		stefan.linder@cn.ca
Mr.	Basso	Derek	Canadian National Railway	Utilities Coordinator		1 Administration Road	Concord, ON	L4K 1B9			derek.basso@cn.ca
Mr.	Reynolds	Dave	Canadian National Railway	Manager, Engineering and Environmental Services		1 Administration Road	Concord, ON	L4K 1B9			dave.reynolds@cn.ca
Mr.	Joe	de Laronde	Fisheries and Oceans Canada	Fisheries Biologist	Southern Ontario District	73 Meg Drive	London, ON	N6E 2V2			
Ms.	Eddy	Sara	Fisheries and Oceans Canada - Central and Arctic Region	Fish Protection Program	Senior Fisheries Protection Biologist	867 Lakeshore Road	Burlington, ON	L7R 4A6	(905) 336-4535	(905) 336-6285	Sara.Eddy@dfo-mpo.gc.ca
Provincial Ministries											
Mr.	Regan	Dennis	Ministry of Transportation	Project Delivery Office	Senior Project Manager	Exeter Road Complex, 2nd Floor, 659 Exeter Road	London, ON	N6E 1L3	519-873-4548		dennis.regan@ontario.ca
Mr.	Muller	Joseph	Ministry of Tourism, Culture, and Sport	Culture Services Unit	Heritage Planner	401 Bay Street, Suite 1700	Toronto, ON	M7A 0A7	416-314-7145	416-314-7175	joseph.muller@ontario.ca
Ms.	Gagne	Sandra	Ministry of the Environment	Windsor Area Office	Senior Environmental Officer	4510 Rhodes Drive, Unit 620	Windsor, ON	N8W 5K5	519-948-2544	519-948-2396	sandra.gagne@ontario.ca
Mr.	McDougall	Doug	Ministry of the Environment	Windsor Area Office	Area Supervisor	4510 Rhodes Drive, Unit 620	Windsor, ON	N8W 5K5	519-948-1464	519-948-2396	doug.mcdougall@ontario.ca
Mr.	Aggerholm	Bob	Ministry of the Environment	Southwestern Region, London Regional Office	Environmental Planner	733 Exeter Road	London, ON	N6E 1L3	519-873-5000	519-873-5020	bob.aggerholm@ontario.ca
Mr.	Newton	Craig	Ministry of the Environment	Southwestern Region, London Office	Environmental Planner	733 Exeter Road	London	N6E 1L3			
Mr.	Orphan	Lee	Ministry of the Environment	Southwestern Region, London Office	Director	733 Exeter Road	London	N6E 1L3			
Mr.	Parker	Mike	Ministry of the Environment	Southwestern Region	APEP Supervisor	733 Exeter Road	London	N6E 1L3			
Mr.	Bradshaw	Lee	Ministry of the Environment	Windsor District Office	Senior Environmental Officer	4510 Rhodes Drive, Unit 620	Windsor	N8W 5K5			
Ms.	Dixon	Millicent	Ministry of the Environment Attn: Michael Harrison	ONLY RECEIVES NOTICE OF COMPLETION	Manager, Client Services Section Environmental Assessment and Approvals Branch	2 St. Clair Avenue West, Floor 12A	Toronto	M4V 1L5			
Mr.	Curtis	Bruce	Ministry of Municipal Affairs and Housing	Community Planning and Development	Manager	659 Exeter Road, 2nd Floor	London, ON	N6E 1L3	(519) 873-4026	(519) 873-4018	bruce.curtis@ontario.ca
Ms.	Ryall	Tammie	Ministry of Municipal Affairs and Housing	Municipal Services Office - Western Ontario Region	Planner	659 Exeter Road, 2nd Floor	London, ON	N6E 1L3	519-873-4031	519-873-4018	tammie.ryall@ontario.ca
Ms.	Irving	Daraleigh	Ministry of Natural Resources		District Planner	615 John Street North	Aylmer, ON	N5H 2S8	519-773-9241		Daraleigh.irding@ontario.ca
Mr.	Nelson	Michael	Ministry of Natural Resources		Management Biologist	870 Richmond Street West P.O. Box 1168	Chatham, ON	N7M 5L8			Michael.Nelson@ontario.ca
Mr.	Gould	Ron	Ministry of Natural Resources	Aylmer District	Species At Risk Biologist	615 John Street North	Aylmer, ON	N5H 2S8	519-773-4745	519-773-9014	ron.gould@ontario.ca

6th Concession/North Talbot Road Class Environmental Assessment: Agency Contact List

	Surname	First Name	Organization	Department	Title	Address	City/Prov	Postal Code	Tel.	Fax	E-Mail
First Nations											
Mr.	Jacobs	Dean	Walpole Island First Nation / Bkejwanong Territory		Heritage Centre Director	117 Tahgahoning Road, R.R. #3	Wallaceburg, ON	N8A 4K9			
Chief	Kewayosh	Burton	Walpole Island First Nation / Bkejwanong Territory		Chief	Tahgahoning Road, R.R. #3	Wallaceburg, ON	N8A 4K9	519-627-1481	519-627-0440	joseph.gilbert@wifn.org ; nanette.keywavosh@wifn.org
Chief	Hillier	Louise	Caldwell First Nation		Chief	P.O. Box 388	Leamington, ON	N8H 3W3	519-326-1766	519-322-1533	cfnchief@live.com ; lmhsw@porchlight.ca
Chief	Plain	Christopher	Aamjiwnaang First Nation		Chief	978 Tashmoo Avenue	Sarnia, ON	N7T 7H5	519-336-8410	519-336-0382	Cplain@aamjiwnaang.ca; sredmond@aamjiwnaang.ca
Chief	Peters	Greg	Moravian of the Thames (Delaware Nation)		Chief	RR 3	Thamesville, ON	N0P 2K0	519-692-3936	519-692-5522	

October 31, 2013

Name of Agency/First Nation/Aboriginal Community
Address Line
City, Province
Postal Code

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear [Mr./Ms./Mrs.] [Last Name]:

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment study (EA study) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan, attached. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Please see the attached Notice of Study Commencement for additional information.

This study will be carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA document (October 2000, as amended in 2007 and 2011). A public consultation program will be carried out to provide the public, interest groups, government agencies and Aboriginal communities and/or organizations with opportunities to ask questions, submit comments, identify issues and provide relevant information to the study team. The first of two planned Public Information Centres (PICs) is tentatively scheduled for the winter, 2013.

If you have comments or concerns to be noted by the project team in advance of the first PIC, or wish to be removed from our contact list, please contact John Zangari, Consultant Project Manager at (519) 948-5000, ext. 3234 or by e-mail at jzangari@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

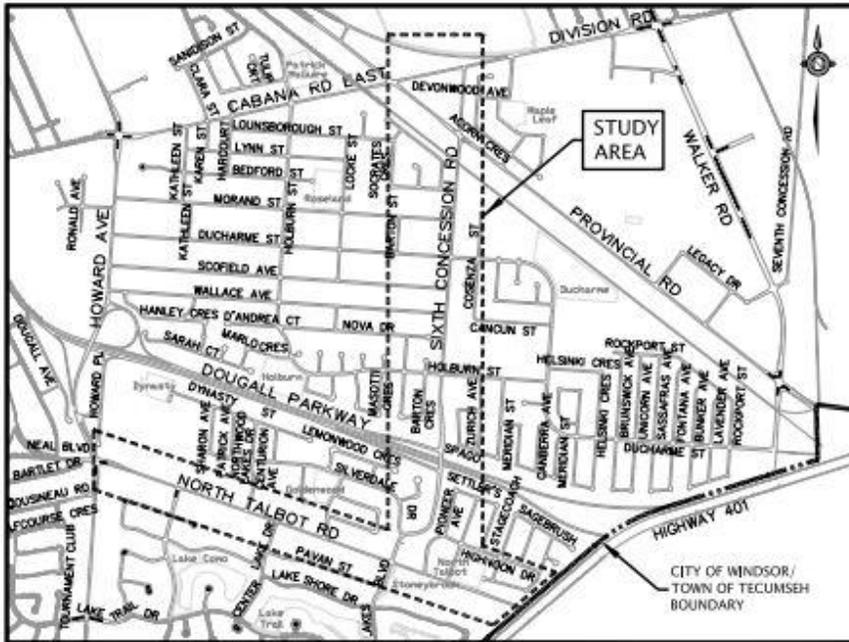


130
Dufferin Avenue
London, Ontario
Canada
N6A 5R2
Mail: Box 426
London, Ontario
Canada
N6A 4W7
Telephone
(519) 438-6192
Fax
(519) 672-8209

**Dillon Consulting
Limited**

**NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

A key component of the study is consultation with interested stakeholders (public and agencies) and input during the planning process is encouraged. The first Public Information Centre (PIC) is tentatively

planned for early winter, 2013. Notification of the PIC will be provided at the appropriate time via a similar advertisement. **Please direct any public concerns to be noted by the project team in advance of the first PIC to John Zangari, Consultant Project Manager (jzangari@dillon.ca).** Upon completion of the study, an Environmental Study Report documenting the process will be available for public review for a period of 30 calendar days. Under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Ontario Environmental Assessment Act*, unless otherwise stated in the submission, with the exception of personal information, all comments will become part of the public record and will be released, if requested, to any person. Comments and information received will be maintained on file for use during the project and may be included in project documentation. Future consultation events, PICs, will be scheduled during the study to: review the need and justification for improvements; the existing study area conditions; an assessment of alternative solutions and design concepts; and to discuss issues related to the project.

For further information, or if you have specific comments relating to this project, please contact us directly:

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
phone: 519-948-5000, ext. 3234
e-mail: jzangari@dillon.ca

Ms. Jennifer Leitzinger, P.Eng.
Project Engineer
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
e-mail: jleitzinger@city.windsor.on.ca

November 4, 2013

Walpole Island First Nation / Bkejwanong Territory
R.R. #3
Wallaceburg, ON
N8A 4K9

Attention: Mr. Dean Jacobs
Heritage Centre Director

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear Mr. Jacobs:

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment study (EA study) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan, attached. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Please see the attached Notice of Study Commencement for additional information.

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If you have comments or concerns to be noted by the project team in advance of the first PIC, or wish to be removed from our contact list, please contact John Zangari, Consultant Project Manager at (519) 948-5000, ext. 3234 or by e-mail at jzangari@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

November 4, 2013

Walpole Island First Nation / Bkejwanong Territory
R.R. #3
Wallaceburg, ON N8A 4K9

Attention: Chief Burton Kewayosh

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear Chief Kewayosh:

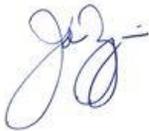
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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

November 4, 2013

Caldwell First Nation
P.O. Box 388
Leamington, ON
N8H 3W3

Attention: Chief Louise Hillier

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear Chief Hillier:

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DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

November 4, 2013

Aamjiwnaang First Nation
978 Tashmoo Avenue
Sarnia, ON
N7T 7H5

Attention: Chief Christopher Plain

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6th Concession Road/North Talbot Road**

Dear Chief Plain:

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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

November 4, 2013

Moravian of the Thames (Delaware Nation)
RR 3
Thamesville, ON
N0P 2K0

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John Zangari, P.Eng.
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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

Walpole Island First Nation/Bkejwanong Territory
R.R. #3
Wallaceburg, ON
N8A 4K9

Attention: Mr. Dean Jacobs
Heritage Centre Director

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road – Notice of Public Information Centre #1**

Dear Mr. Jacobs:

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment (EA) study to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan in the attached notice. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage.

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cc: Jennifer Leitzinger, City of Windsor

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February 11, 2014

Walpole Island First Nation/Bkejwanong Territory
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Attention: Chief Burton Kewayosh

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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

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N8H 3W3

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February 11, 2014

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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

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Thamesville, ON
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DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:rrs
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

Aboriginal Affairs & Northern Development Canada
Constultation and Accomodation Unit
5H- 5th Floor - 10 Wellington Street
Gatineau, QC
K1A 0H4

Attention: Ms. Allison Berman
Regional Expert for Ontario

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road – Notice of Public Information Centre #1**

Dear Ms. Berman:

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PKN:rrs
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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

Ministry of Aboriginal Affairs
Aboriginal Relations and Ministry Partnerships Division
160 Bloor Street East, 9th Floor
Toronto, ON
M7A 2E6

Attention: Ms. Heather Levecque
Manager, Consultation Unit

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road – Notice of Public Information Centre #1**

Dear Ms. Levecque:

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cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



February 11, 2014

Ministry of Aboriginal Affairs
Aboriginal Relations and Partnerships
160 Bloor Street East, 9th Floor
Toronto, Ontario
M7A 2E6

Attention: Mr. David Pickles
Team Lead

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road – Notice of Public Information Centre #1**

Dear Mr. Pickles:

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Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:rrs
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295



Neto, Paula <pneto@dillon.ca>

6th Concession/North Talbot Road Class EA - Public Information Centre

1 message

Neto, Paula <pneto@dillon.ca>

Fri, Feb 14, 2014 at 1:50 PM

To: Marty@buskids.ca

Cc: "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>, John Zangari <jzangari@dillon.ca>

Bcc: 138295 <138295@dillon.ca>, Paula Neto <pneto@dillon.ca>

Dear Mr. Gallant,

We are available to discuss the project on the telephone or can arrange an alternative arrangement if the meeting time is not convenient for you. The information panels will be posted on the website the day of the meeting if that helps.

Please let me know if I can be of further assistance.

Thank you and regards,
Paula

**Paula Neto, MScPI, MCIP RPP***Associate***Dillon Consulting Limited**

130 Dufferin Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1245

M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca

Please consider the environment before printing this email

From: Martin Gallant [mailto:Marty@buskids.ca]**Sent:** February 13, 2014 2:11 PM**To:** Leitzinger, Jennifer**Subject:** 6th Concession/North Talbot Feb 26th PIC

Hi Jennifer,

With regards to the 6th Con/North Talbot PIC on Feb 26th, is there not an opportunity for agencies to have an opportunity to provide comments, see the information before the public session? According to the memo, it starts at 4pm, is there not a 3pm for government agencies etc?

Thanks,

Marty



Martin Gallant

Assistant Manager

Windsor Essex Student Transportation Services

Service de transport des élèves Windsor-Essex

360 Fairview Av W, Essex, ON N8M 3G4

Tel: 776-6431 ext 204 \ Fax: 776-4457

Email: marty@buskids.ca Web: www.buskids.ca

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AVIS: Ce courriel privilégié et confidentiel est destiné à la seule personne ou entité à laquelle il est adressé. Pour toute autre personne, toute action prise en rapport à ce courriel ainsi que toute lecture, reproduction, transmission et/ou divulgation d'une partie ou de l'ensemble de celui-ci est interdite. Si vous n'êtes pas la personne autorisée à recevoir ce courriel, S.V.P. le retourner à l'expéditeur et le détruire.



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: 6th Concession/North Talbot open house Feb 26

1 message



----- Forwarded message -----

From: **Martin Gallant** <Marty@buskids.ca>

Date: Thu, Feb 27, 2014 at 2:17 PM

Subject: RE: 6th Concession/North Talbot open house Feb 26

To: "Zangari, John" <jzangari@dillon.ca>

Thanks John,

Student Transportation comments are as follows:

North Talbot Rd:

We would like to see sidewalks on both sides. Being the major collector in the area, school buses tend to use this road more frequently than the side roads, therefore sidewalks assist in the walk to the bustop.

6th Concession Rd:

We would like to see the east side ditch (drain) filled in and a sidewalk on the east side (both sides would be nice, but if we can pick one, it would be on the east side). This is so Talbot Trail public school students can walk to school.

Any future pedestrian connections beyond what was mentioned above is always of benefit to students walking to either the school or their bustops.

Thanks,

Marty

From: Zangari, John [mailto:jzangari@dillon.ca]
Sent: February-27-14 2:06 PM
To: Martin Gallant
Subject: Re: 6th Concession/North Talbot open house Feb 26

Yes, that would be helpful to us.

Regards,

John Zangari



John Zangari
Partner
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3234
F - 519.948.5054
M - 519.791.2170
JZangari@dillon.ca
www.dillon.ca



Please consider the environment before printing this email

On Thu, Feb 27, 2014 at 11:10 AM, Martin Gallant <Marty@buskids.ca> wrote:

Hi John,

We had been invited to the PIC for the 6th Concession/North Talbot held on Feb 26th at Roseland Golf and Curling club, but had been unable to attend. Can I pass along some comments from Student Transportation Services as an agency for this project?

Thanks,

Marty

**Martin Gallant**

Assistant Manager

Windsor Essex Student Transportation Services

Service de transport des élèves Windsor-Essex

360 Fairview Av W, Essex, ON N8M 3G4

Tel: 776-6431 ext 204 \ Fax: 776-4457

Email: marty@buskids.ca Web: www.buskids.ca

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Horvath, Kimberly <khorvath@dillon.ca>

Fwd: 6th Concession/North Talbot open house Feb 26

1 message



----- Forwarded message -----

From: **Martin Gallant** <Marty@buskids.ca>
Date: Thu, Feb 27, 2014 at 11:10 AM
Subject: 6th Concession/North Talbot open house Feb 26
To: "jzangari@dillon.ca" <jzangari@dillon.ca>

Hi John,

We had been invited to the PIC for the 6th Concession/North Talbot held on Feb 26th at Roseland Golf and Curling club, but had been unable to attend. Can I pass along some comments from Student Transportation Services as an agency for this project?

Thanks,

Marty



Martin Gallant

Assistant Manager

Windsor Essex Student Transportation Services

Service de transport des élèves Windsor-Essex

360 Fairview Av W, Essex, ON N8M 3G4

Tel: 776-6431 ext 204 \ Fax: 776-4457

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Neto, Paula <pneto@dillon.ca>

FW: 6th Concession Rd. Environmental Assessment2 messages



From: FLCA [mailto:flca@mnsi.net]
Sent: February 25, 2014 12:09 PM
To: Leitzinger, Jennifer
Cc: jzangari@dillon.ca
Subject: 6th Concession Rd. Environmental Assessment

Dear Ms. Leitzinger,

Please register our school to be added to the mailing list for the Class Environmental Assessment of 6th Concession and North Talbot Road. As our school is located on Locke Street, many of our school families travel by those routes.

Thank you.

Please forward any correspondence to:

Mrs. Suzanne Eberhard, Principal

6/16/2014

Dillon Consulting Mail - FW: 6th Concession Rd. Environmental Assessment

First Lutheran Christian Academy

3850 Locke St.

Windsor, ON N9G 1S1

fca@mnsi.net





Horvath, Kimberly <khorvath@dillon.ca>

Fwd: FW: City of Windsor - Municipal Class Environmental Assessment 6th Concession Road/North Talbot Road - Notice of Public Information Centre # 10

1 message

----- Forwarded message -----

From: Leitzinger, Jennifer <jleitzinger@city.windsor.on.ca>
Date: Thu, Feb 27, 2014 at 2:53 PM
Subject: FW: City of Windsor - Municipal Class Environmental Assessment 6th Concession Road/North Talbot Road - Notice of Public Information Centre # 10
To: "Neto, Paula" <pneto@dillon.ca>

From: CAU-UCA [mailto:CAU-UCA@aadnc-aandc.gc.ca]
Sent: February 27, 2014 2:45 PM
To: Leitzinger, Jennifer; jzangari@dillon.ca
Subject: City of Windsor - Municipal Class Environmental Assessment 6th Concession Road/North Talbot Road - Notice of Public Information Centre # 10

Hello Project Leadership;

Aboriginal Affairs and Northern Development Canada (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 EAs. Therefore, please omit AANDC officials from your contact list. Only when a project intersects with reserve land, should the Environmental Unit of AANDC be contacted.

AANDC has launched the Aboriginal and Treaty Rights Information System (ATRIS). This Web-based system uses a mapping interface to provide information to federal officials and other interested parties on the location and nature of established and potential Aboriginal and Treaty rights. With ATRIS bringing together information regarding Aboriginal groups such as their exact location, their established rights (through treaties and other agreements) and their asserted rights through claim processes and also enabling users to relate many types of AANDC corporate data within a geographical and consultation context, ATRIS has become the main platform for Canada to disseminate its real or constructive knowledge of section 35 rights.

You can go directly to http://sidait-atris.aadnc-aandc.gc.ca/atris_online/ and begin research in ATRIS. At the

ATRIS "Help" button, there are answers to frequently asked questions, a glossary, and instructions on how to navigate the system. Please familiarize yourself with the information available there so you can carry out your research using ATRIS.

Please keep in mind that some of the information provided by ATRIS will be contextual. Depending on your project, the information that comes up in a search may or may not pertain to Aboriginal or treaty rights in your particular project area. In most cases, therefore, the Aboriginal communities identified by ATRIS are best placed to explain their traditional use of land, their practices, or their claims that may fall under section 35 of the Constitution Act, 1982.

If you have specific questions on how to conduct research using ATRIS, we will endeavour to assist you if you contact the CIS through the e-mail address: UCA-CAU@aadnc-aandc.gc.ca. Should you have comments regarding the contents in ATRIS, please complete the "Provide Feedback" form available in the "Help" or provide them through e-mail. Your input is valuable as ATRIS is continually evolving through the addition of new information and the observations and contributions of users.

Thank you

Regional Subject Expert
Consultation Information Service (CIS)
Consultation & Accommodation Unit
Aboriginal Affairs and Northern Development Canada



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: Windsor Police comments - Class EA for North Talbot/Sixth Concession

1 message

----- Forwarded message -----

From: "Horrobin, Barry" <bhorrobin@police.windsor.on.ca>

Date: Mar 17, 2014 8:04 AM

Subject: Windsor Police comments - Class EA for North Talbot/Sixth Concession

To: <jzangari@dillon.ca>, <jleitzinger@city.windsor.on.ca>

Cc: "Eugeni, Josette" <jeugeni@city.windsor.on.ca>, "Hicks, Wes" <whicks@city.windsor.on.ca>, "Fediuk, Stefan" <sfediuk@city.windsor.on.ca>, "Hagan, Jeff" <jhagan@city.windsor.on.ca>

John and Jennifer:

Following the recent public open house, please find attached my comments on the EA study currently underway for North Talbot/Sixth Concession. Also, please advise regarding the design workshop once you have a date and location finalized as I am still quite interested in attending.

Thanks,

Barry Horrobin, B.A., M.A., CLEP, CMM-III

Director of Planning & Physical Resources

Windsor Police Service



North Talbot Road EA - Windsor Police Comments 2014.pdf

154K



NORTH TALBOT & SIXTH CONCESSION ROADS CLASS ENVIRONMENTAL ASSESSMENT STUDY

Windsor Police Comments

Prepared by: Barry Horrobin, Director of Planning & Physical Resources
WINDSOR POLICE SERVICE

The following is a summary of comments at the outset of the Class Environmental Assessment study being conducted for the 6th Concession/North Talbot Road area from a public safety perspective:

GENERAL COMMENTS

- The Windsor Police Service acknowledges the roadway environment within the overall study area has changed drastically over the past several years, resulting in an existing design that has numerous safety deficiencies.
- The desire and need for a design that accommodates a “complete” roadway environment incorporating all forms of transportation (vehicles, cyclists, pedestrians, etc.) is very important for the study area.
- For the safe integration of all active transportation modes into the roadway environment, the ultimate design must be practical, feasible, and sustainable so that it will serve the community for many years into the future.
- The Windsor Police Service fully concurs with the project approach being taken whereby the desired design solution will incorporate a combination of operational modifications along corridors, “urbanizing” corridors, and applying traffic demand management solutions.

SPECIFIC DESIGN COMMENTS & CONSIDERATIONS

- In their existing state/condition, both North Talbot and Sixth Concession are physically constructed in a manner that makes ongoing traffic enforcement activities by police very difficult and dangerous. There is inadequate buffer space to safely pull vehicles over and conduct necessary roadside enforcement of traffic laws. The design solution needs to address this deficiency so that future enforcement capability can be done more effectively and safely for all parties involved.
- There is no question the steep drop off to roadside ditches presents a very serious road safety concern. We fully support the suggestion that these ditches need to be closed/eliminated in order to achieve a finalized design that will be safe for all users (vehicles, pedestrians, cyclists, etc.).
- The motor vehicle accident data reveals that the intersections of Provincial @ Sixth and Cabana @ Sixth need particular attention due to their relatively high accident probability. We will be interested to see how the study plays out to identify potential design solutions to help reduce future accidents.
- Traffic calming alternatives clearly need to be fully explored within/throughout the study area in our opinion. The combination of increasing traffic volumes, unsafe roadway geometry, collisions, increased cut through traffic, and 85th percentile vehicle speeds between 12 and 15 km/hr higher than the posted speed limits warrant a well thought out approach to various traffic calming options.
- Without a significant alteration to the finalized physical road configuration, any thoughts (if they are being considered) to introduce reduced speed limits on either North Talbot or Sixth Concession should be discouraged. It has been our experience that reducing posted speed limits is largely ineffective in most situations unless there is continuous police enforcement....something that we do not consider to be an effective use of public resources.
- The intersection traffic control upgrades being proposed for consideration at this juncture (various combinations of roundabouts, dedicated turning lanes, etc.) for key intersections seem reasonable and we support them at this time.
- We would encourage the consultant to explore the pursuit of a "Complete Streets" design concept for this EA study. There are numerous examples of where such a design philosophy has been successfully implemented throughout Canada and the United States. Such a concept optimizes the overall safety and multi-user functionality of the roadway environment in a thorough, well planned manner.

-
- If there ends up being intersections where “neckdowns” (bulb outs) are proposed, we would encourage the implementation of the “Dutch Bicycle Intersection Design”. Such a design allows for the bulb outs to work for their intended purpose without the unsafe consequence of causing cyclists to perform potentially unsafe maneuvers in order to pass through a particular intersection. See design concept below.



Area shown in red represents the bike lanes – safely nested between bulb out islands



17 March 2014

**CERTIFIED
LAW ENFORCEMENT PLANNER**

Barry A. Horrobin
BARRY A. HORROBIN

Fwd: Recommended Design Alternative - 6th Concession Road/ North Talbot Road

1 message

----- Forwarded message -----

From: **Horrobin, Barry** <bhorrobin@police.windsor.on.ca>

Date: Fri, Jul 4, 2014 at 3:57 PM

Subject: Recommended Design Alternative - 6th Concession Road/ North Talbot Road

To: jzangari@dillon.ca, jleitzinger@city.windsor.on.ca

John and Jennifer:

I was unable to attend the most recent PIC open house for this project back on June 26th. I have reviewed the recommended designs for both roadways however and agree with what is being recommended from the perspective of improving public safety for all users within these two roadway environments.

I think the integration of roundabouts is an excellent application in these particular situations. This particular type of traffic calming will keep traffic flowing but at speeds controlled to ensure the ongoing safety of pedestrians and cyclists. The fact the sidewalks are nicely separated from the roadway is also an excellent and safe design. The added buffer separation space created by the tree offsets further enhances this aspect.

I am still a proponent of using fully painted bicycle lanes as this method of demarcation offers the greatest visibility (and therefore awareness) to alert drivers properly to the presence of cyclists. I also prefer separated bike lanes but fully understand the limitations in being able to incorporate these in this situation, so the painted concept would certainly represent an excellent and highly safe compromise solution.

All in all, I feel the final (recommended) design is both highly safe and highly functional.

Respectfully,

Barry Horrobin, B.A., M.A., CLEP, CMM-III

Director of Planning & Physical Resources

Windsor Police Service



Horvath, Kimberly <khorvath@dillon.ca>

Fwd: 6th Concession/N Talbot EA1 message

----- Forwarded message -----

From: **Christopher Waters** <cwaters@uwindsor.ca>
Date: Thu, Jul 17, 2014 at 2:06 PM
Subject: 6th Concession/N Talbot EA
To: jzangari@dillon.ca
Cc: Jennifer Leitzinger <jleitzinger@city.windsor.on.ca>

Dear Mr. Zangari,
I am the Chair of the Windsor Bicycling Committee (WBC). Please find attached a motion which the WBC passed last night.
Thank you.
Chris

Christopher Waters, DCL
Professor
Faculty of Law
University of Windsor
Windsor, Ontario
Canada N9B 3P4
+ (1) 519-253-3000 ext.4233
<http://www.uwindsor.ca/cwaters/>



Motion passed by the Windsor Bicycling Committee on 16 July 2014 re.docx
91K

**Motion passed by the Windsor Bicycling Committee on 16 July 2014 re:
6th Concession/North Talbot Environmental Assessment**

Whereas the Windsor Bicycling Committee (WBC) is very pleased to see that bike lanes have been included in all the alternatives for this project.

The Committee suggests consideration of the following in order to increase cyclist safety and further encourage cycling on these facilities:

- 1) Some of the alternatives include roundabouts. The WBC has no objection to the use of roundabouts versus traffic signals, but it will be crucial at the design stage to pay attention to cyclist safety through, for example, reducing the speed of motorised traffic through any roundabouts and by providing proper signage. For cyclists who lack the confidence to merge with traffic in the roundabout, they should have opportunities to dismount and cross as pedestrians with properly constructed facilities.
- 2) Separated bike lanes should be used to enhance cyclist safety. One option would be to reduce the size of the boulevard and increase physical separation between the cyclist and motorist through, for example, a flex bollard design.
- 3) Mountable curbs should be considered.
- 4) An educational campaign (perhaps through material distributed to homes and schools) for the neighbourhoods surrounding these roads should be considered to show residents how to use these facilities safely as both motorists and non-motorists.

Re: 6th Concession/North Talbot EA

1 message

Zangari, John <jzangari@dillon.ca>

Mon, Jul 21, 2014 at 11:33 AM

To: Christopher Waters <cwaters@uwindsor.ca>

Cc: "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>, Paula Neto <pneto@dillon.ca>, Kim Horvath <KHorvath@dillon.ca>

Christopher,

Thank you for clarification. We are aware of the relationship of your Committee to City Council. We also wish to provide the following, relative to the Committee's motion:

1. We will recommend that at the detailed design stage, that the issues which the Committee noted are given appropriate consideration.
2. We have not recommended a separated bike lane because we are concerned with traffic speed. If we increase the "optical width" of the road, then we will have a negative impact on speed management. Introducing bollards in the buffered space may mitigate the effects of speed. However, we are not aware of any substantive research on the use and effects of buffered bike lanes with bollards. This will likely be a topic for further discussion and a final decision will have to rely on "engineering judgement".
3. We have provided wide bike lanes (1.8m) to provide for sufficient room for cyclists to maneuver and to provide separation from traffic. The use of barrier curbs also serves to restrict the number of access points along the roadway to defined driveway and intersection locations.
4. This Environmental Assessment is not the right vehicle for addressing this recommendation. We would suggest that your recommendation be brought forward at the time that final decisions are made to physically construct the road improvements. Much can change with respect to driver acceptance and understanding and design refinements between now and that time.

We will be presenting our report to the Environment & Transportation Standing Committee at a date still to be determined.

Thank you,
John



John Zangari
Partner
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3234
F - 519.948.5054
M - 519.791.2170
JZangari@dillon.ca
www.dillon.ca

 Please consider the environment before printing this email

On Mon, Jul 21, 2014 at 10:47 AM, Christopher Waters <cwaters@uwindsor.ca> wrote:

Dear Mr. Zingari,

I wrote you last week forwarding a motion passed by the Windsor Bicycling Committee. I wanted to clarify that the Committee is an advisory committee to City Council and that the motion will go to the Environment & Transportation Standing Committee and then to Council for decision. As such, and as you likely gathered, the motion is not an expression of the City's views but rather a recommendation of the

Committee only.
Regards,
Chris

Christopher Waters, DCL
Professor
Faculty of Law
University of Windsor
Windsor, Ontario
Canada N9B 3P4
[+ \(1\) 519-253-3000 ext.4233](tel:+15192533000)
<http://www.uwindsor.ca/cwaters/>

Fwd: 6th Concession Road/North Talbot Road Environmental Assessment PIC #2

1 message

----- Forwarded message -----

From: **Muller, Joseph (MTCS)** <Joseph.Muller@ontario.ca>

Date: Thu, Jul 17, 2014 at 6:47 AM

Subject: 6th Concession Road/North Talbot Road Environmental Assessment PIC #2

To: "jzangari@dillon.ca" <jzangari@dillon.ca>

Cc: "jleitzinger@city.windsor.on.ca" <jleitzinger@city.windsor.on.ca>

Hello John Zangari:

Please find attached our comments from the Culture Services Unit at the Ministry of Tourism, Culture and Sport on the above project, and contact me if you have any questions or would like to further discuss the file. 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

2 attachments



BH-CHL-Check.pdf

39K



Windsor 6th Concession-North Talbot Rd 2014-07-16 CSU MTCS Comments.pdf

95K

**Ministry of Tourism,
Culture and Sport**

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7145
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7145
Télé: 416 212 1802



July 16, 2014 (EMAIL ONLY)

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
E: jzangari@dillon.ca

MTCS file #: 0000431
Proponent: City of Windsor
**Subject: Notice of Public Information Centre #2, Municipal Class EA
6th Concession Road/North Talbot Road**
Location: Windsor, Ontario

Dear John Zangari:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Public Information Centre #2 for your project. MTCS's interest in this EA project relates to its mandate of protecting, conserving and preserving Ontario's culture heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. Please advise MTCS whether an archaeological assessment and/or a heritage impact assessment will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion.

Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities.

Archaeological Resources

Your EA project may impact archaeological resources and you may screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) by an *Ontario Heritage Act* (OHA) licensed archaeologist, who is responsible for submitting the report directly to MTCS for review, is recommended.

Built Heritage and Cultural Heritage Landscapes

The attached MTCS checklist *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* helps determine whether your EA project may impact cultural heritage resources. The Clerk for the City of Windsor can provide information on property registered or designated under the *Ontario Heritage Act*.

If your EA project will impact heritage resources, MTCS recommends that a Heritage Impact Assessment (HIA) be prepared by a qualified consultant. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send HIAs to MTCS for review, and make it available to local organizations or individuals who have expressed their interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file. MTCS is in no way liable if the information in the completed checklists is found to be inaccurate or incomplete.

Thank-you for circulating MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Joseph Muller, RPP/MCIP
Heritage Planner
Joseph.Muller@Ontario.ca

Copied to: Ms. Jennifer Leitzinger, Project Engineer, City of Windsor

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out a determination of their nature and significance.

If human remains are encountered, all activities must cease immediately and the local police be contacted as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Screening for Impacts to Built Heritage and Cultural Heritage Landscapes

This checklist is intended to help proponents determine whether their project could affect known or potential cultural heritage resources. The completed checklist should be returned to the appropriate Heritage Planner or Heritage Advisor at the Ministry of Tourism and Culture.

Step 1 – Screening for Recognized Cultural Heritage Value

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Is the subject property designated or adjacent* to a property designated under the <i>Ontario Heritage Act</i> ?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property listed on the municipal heritage register or a provincial register/list? (e.g. Ontario Heritage Bridge List)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property within or adjacent to a Heritage Conservation District?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. Does the subject property have an Ontario Heritage Trust easement or is it adjacent to such a property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Is there a provincial or federal plaque on or near the subject property?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property a National Historic Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property recognized or valued by an Aboriginal community?

Step 2 – Screening Potential Resources

YES	NO	Unknown	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Built heritage resources
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1. Does the subject property or an adjacent property contain any buildings or structures over forty years old[†] that are:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Residential structures (e.g. house, apartment building, shanty or trap line shelter)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Farm buildings (e.g. barns, outbuildings, silos, windmills)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Industrial, commercial or institutional buildings (e.g. a factory, school, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Engineering works (e.g. bridges, water or communications towers, roads, water/sewer systems, dams, earthworks, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Monuments or Landmark Features (e.g. cairns, statues, obelisks, fountains, reflecting pools, retaining walls, boundary or claim markers, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2. Is the subject property or an adjacent property associated with a known architect or builder?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3. Is the subject property or an adjacent property associated with a person or event of historic interest?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4. When the municipal heritage planner was contacted regarding potential cultural heritage value of the subject property, did they express interest or concern?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Cultural heritage landscapes
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5. Does the subject property contain landscape features such as:
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Burial sites and/or cemeteries
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Parks or gardens
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Quarries, mining, industrial or farming operations
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Canals
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Prominent natural features that could have special value to people (such as waterfalls, rocky outcrops, large specimen trees, caves, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	▪ Evidence of other human-made alterations to the natural landscape (such as trails, boundary or way-finding markers, mounds, earthworks, cultivation, non-native species, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6. Is the subject property within a Canadian Heritage River watershed?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7. Is the subject property near the Rideau Canal Corridor UNESCO World Heritage Site?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8. Is there any evidence from documentary sources (e.g., local histories, a local recognition program, research studies, previous heritage impact assessment reports, etc.) or local knowledge or Aboriginal oral history, associating the subject property/ area with historic events, activities or persons?

Note:

If the answer is "yes" to any question in Step 1, proceed to Step 3.

The following resources can assist in answering questions in Step 1:

Municipal Clerk or Planning Department – Information on properties designated under the Ontario Heritage Act (individual properties or Heritage Conservation Districts) and properties listed on a Municipal Heritage register.

Ontario Heritage Trust – Contact the OHT directly regarding easement properties. A list of OHT plaques can be found on the website: [Ontario Heritage Trust](#)

Parks Canada – A list of National Historic Sites can be found on the website: [Parks Canada](#)

Ministry of Tourism and Culture – The Ontario Heritage Properties Database includes close to 8000 identified heritage properties. Note while this database is a valuable resource, it has not been updated since 2005, and therefore is not comprehensive or exhaustive. [Ontario Heritage Properties Database](#)

Local or Provincial archives

Local heritage organizations, such as the municipal heritage committee, historical society, local branch of the Architectural Conservancy of Ontario, etc.

Consideration should also be given to obtaining oral evidence of CHRs. For example, in many Aboriginal communities, an important means of maintaining knowledge of cultural heritage resources is through oral tradition.

If the answer is "yes" to any question in Step 2, an evaluation of cultural heritage value is required. If cultural heritage resources are identified, proceed to Step 3.

If the answer to any question in Step 1 or to questions 2-4, 6-8 in Step 2, is "unknown", further research is required.

If the answer is "yes" to any of the questions in Step 3, a heritage impact assessment is required.

If uncertainty exists at any point, the services of a qualified person should be retained to assist in completing this checklist. All cultural heritage evaluation reports and heritage impact assessment reports must be prepared by a qualified person. Qualified persons means individuals (professional engineers, architects, archaeologists, etc.) having relevant, recent experience in the identification and conservation of cultural heritage resources. Appropriate evaluation involves gathering and recording information about the property sufficient to understand and substantiate its heritage value; determining cultural heritage value or interest based on the advice of qualified persons and with appropriate community input. If the property meets the criteria in Ontario Regulation 9/06 under the Ontario Heritage Act, it is a cultural heritage resource.

[†] The 40 year old threshold is an indicator of potential when conducting a preliminary survey for identification of cultural heritage resources. While the presence of a built feature that is 40 or more years old does not automatically signify cultural heritage value, it does make it more likely that the property could have cultural heritage value or interest. Similarly, if all the built features on a property are less than 40 years old, this does not automatically mean the property has no cultural heritage value. Note that age is not a criterion for designation under the *Ontario Heritage Act*.

Step 3 – Screening for Potential Impacts		
YES	NO	Will the proposed undertaking/project involve or result in any of the following potential impacts to the subject property or an adjacent* property?
<input type="checkbox"/>	<input type="checkbox"/>	Destruction, removal or relocation of any, or part of any, heritage attribute or feature.
<input type="checkbox"/>	<input type="checkbox"/>	Alteration (which means a change in any manner and includes restoration, renovation, repair or disturbance).
<input type="checkbox"/>	<input type="checkbox"/>	Shadows created that alter the appearance of a heritage attribute or change the exposure or visibility of a natural feature or plantings, such as a garden.
<input type="checkbox"/>	<input type="checkbox"/>	Isolation of a heritage attribute from its surrounding environment, context or a significant relationship.
<input type="checkbox"/>	<input type="checkbox"/>	Direct or indirect obstruction of significant views or vistas from, within, or to a built or natural heritage feature.
<input type="checkbox"/>	<input type="checkbox"/>	A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.
<input type="checkbox"/>	<input type="checkbox"/>	Soil disturbance such as a change in grade, or an alteration of the drainage pattern, or excavation, etc.

* For the purposes of evaluating potential impacts of development and site alteration "adjacent" means: contiguous properties as well as properties that are separated from a heritage property by narrow strip of land used as a public or private road, highway, street, lane, trail, right-of way, walkway, green space, park, and/or easement or as otherwise defined in the municipal official plan.

RE: 6th Concession Road/North Talbot Road Environmental Assessment PIC #2

1 message

Muller, Joseph (MTCS) <Joseph.Muller@ontario.ca>

Wed, Jul 23, 2014 at 1:51 PM

To: "Neto, Paula" <pneto@dillon.ca>

Cc: Kim Horvath <KHorvath@dillon.ca>, "Zangari, John" <jzangari@dillon.ca>, "Leitzinger, Jennifer" <jleitzinger@city.windsor.on.ca>, 138295 <138295@dillon.ca>

Hello Paula:

Thank-you – I have been able to track down some of the correspondence from Penny based on your email and so have a better sense of the status of your project on this heritage side. I look forward to the notice of completion, as you have matters in good order from the heritage side. 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

From: Neto, Paula [mailto:pneto@dillon.ca]

Sent: July 21, 2014 11:58 AM

To: Muller, Joseph (MTCS)

Cc: Kim Horvath; Zangari, John; Leitzinger, Jennifer; 138295

Subject: Re: 6th Concession Road/North Talbot Road Environmental Assessment PIC #2

Hi Joe,

Thank you for the correspondence regarding our 6th Concession Road/North Talbot Road EA. The screening checklist has been completed for this project and will be included in the Environmental Study Report.

There are no built heritage or cultural heritage landscape features in the study area therefore a heritage impact assessment will not be completed. A Stage 1 Archaeological Assessment was completed for the study area and Stage 2 work is required in some locations. This work will be completed during the detail design phase.

The Stage 1 report is attached for your records.

Thank you and regards,

Paula

Paula Neto, MScPI, MCIP RPP

Associate

Dillon Consulting Limited

130 Dufferin Avenue, Suite 1400

London, Ontario, N6A 5R2

T - 519.438.1288 ext. 1245

M - 226.980.5714

PNeto@dillon.ca

www.dillon.ca

 *Please consider the environment before printing this email*



----- Forwarded message -----

From: **Muller, Joseph (MTCS)** <Joseph.Muller@ontario.ca>

Date: Thu, Jul 17, 2014 at 6:47 AM

Subject: 6th Concession Road/North Talbot Road Environmental Assessment PIC #2

To: "jzangari@dillon.ca" <jzangari@dillon.ca>

Cc: "jleitzinger@city.windsor.on.ca" <jleitzinger@city.windsor.on.ca>

Hello John Zangari:

Please find attached our comments from the Culture Services Unit at the Ministry of Tourism, Culture and Sport on the above project, and contact me if you have any questions or would like to further discuss the file. 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

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UTILITIES

November 4, 2013

MNSI Cable
mjones@mnsi.net

Attention: Mr. Jones Mark

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear Mr. Mark:

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment study (EA study) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan, attached. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Please see the attached Notice of Study Commencement for additional information.

This study will be carried out in accordance with the planning and design process for Schedule 'C' projects as outlined in the Municipal Class EA document (October 2000, as amended in 2007 and 2011). A public consultation program will be carried out to provide the public, interest groups, government agencies and Aboriginal communities and/or organizations with opportunities to ask questions, submit comments, identify issues and provide relevant information to the study team. The first of two planned Public Information Centres (PICs) is tentatively scheduled for the winter, 2013.

If you have comments or concerns to be noted by the project team in advance of the first PIC, or wish to be removed from our contact list, please contact John Zangari, Consultant Project Manager at (519) 948-5000, ext. 3234 or by e-mail at jzangari@dillon.ca.

Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

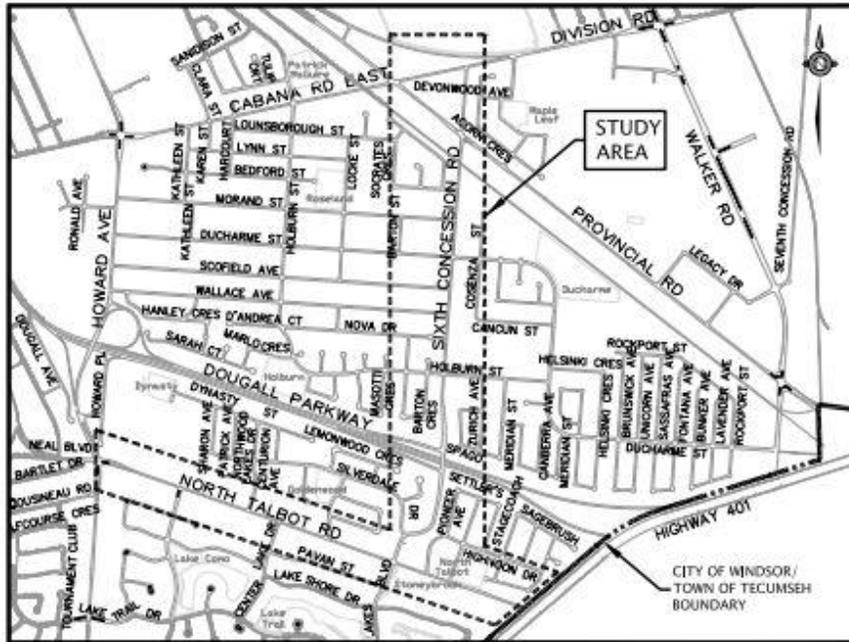


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Telephone
(519) 438-6192
Fax
(519) 672-8209

**Dillon Consulting
Limited**

**NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

A key component of the study is consultation with interested stakeholders (public and agencies) and input during the planning process is encouraged. The first Public Information Centre (PIC) is tentatively

planned for early winter, 2013. Notification of the PIC will be provided at the appropriate time via a similar advertisement. **Please direct any public concerns to be noted by the project team in advance of the first PIC to John Zangari, Consultant Project Manager (jzangari@dillon.ca).** Upon completion of the study, an Environmental Study Report documenting the process will be available for public review for a period of 30 calendar days. Under the *Municipal Freedom of Information and Protection of Privacy Act* and the *Ontario Environmental Assessment Act*, unless otherwise stated in the submission, with the exception of personal information, all comments will become part of the public record and will be released, if requested, to any person. Comments and information received will be maintained on file for use during the project and may be included in project documentation. Future consultation events, PICs, will be scheduled during the study to: review the need and justification for improvements; the existing study area conditions; an assessment of alternative solutions and design concepts; and to discuss issues related to the project.

For further information, or if you have specific comments relating to this project, please contact us directly:

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
phone: 519-948-5000, ext. 3234
e-mail: jzangari@dillon.ca

Ms. Jennifer Leitzinger, P.Eng.
Project Engineer
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
e-mail: jleitzinger@city.windsor.on.ca

November 4, 2013

Union Gas
rpieta@uniongas.com

Attention: Mr. Robert P. Pieta

**City of Windsor – Municipal Class Environmental Assessment
6th Concession Road/North Talbot Road**

Dear Mr. Pieta:

The City of Windsor, in association with their consultant, Dillon Consulting Limited, is initiating a Schedule 'C' Municipal Class Environmental Assessment study (EA study) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan, attached. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage issues. Please see the attached Notice of Study Commencement for additional information.

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Yours sincerely,

DILLON CONSULTING LIMITED



John Zangari, P.Eng.
Project Manager

PKN:lpt
Encl.

cc: Jennifer Leitzinger, City of Windsor

Our file: 13-8295

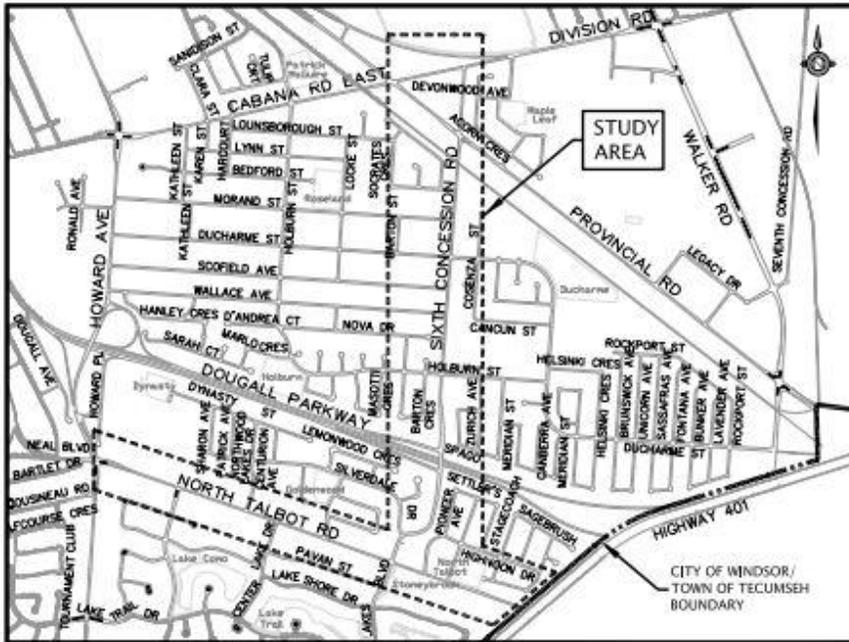


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**NOTICE OF STUDY COMMENCEMENT
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

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For further information, or if you have specific comments relating to this project, please contact us directly:

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Project Manager
Dillon Consulting Limited
3200 Deziel Drive, Suite 608
Windsor, ON N8W 5K8
phone: 519-948-5000, ext. 3234
e-mail: jzangari@dillon.ca

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Project Engineer
City of Windsor
1266 McDougall Avenue
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
e-mail: jleitzinger@city.windsor.on.ca



Neto, Paula <pneto@dillon.ca>

Fwd: 6th Concession Road/North Talbot Road EA in the City of Windsor

1 message



----- Forwarded message -----

From: **Derek Basso** <Derek.Basso@cn.ca>

Date: Thu, Oct 2, 2014 at 12:01 PM

Subject: RE: 6th Concession Road/North Talbot Road EA in the City of Windsor

To: "Zangari, John" <JZangari@dillon.ca>

Cc: Stefan Linder <Stefan.Linder@cn.ca>

John;

CN does not run any trains through the mileage of 220.23on the CASO.

Thanks

Derek



Derek Basso

Engineering Technician | Eastern Canada Division of Engineering

Engineering Technologist

4 Welding Way off Administration Road, Concord, ON, L4K 1B9

O-905-669-3184

F-905-760-3406

E-Derek.Basso@cn.ca

From: Stefan Linder
Sent: Thursday, October 02, 2014 11:45 AM
To: Derek Basso
Subject: FW: 6th Concession Road/North Talbot Road EA in the City of Windsor

Still think they are awaiting info. Please check.

From: Zangari, John [<mailto:jzangari@dillon.ca>]
Sent: Thursday, October 02, 2014 11:24 AM
To: Stefan Linder
Subject: Fwd: 6th Concession Road/North Talbot Road EA in the City of Windsor

Stefan,

We are finalizing the ESR but are still awaiting the rail information. Can that please be forwarded to us.

Thank you.

John Zangari
Partner
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, Ontario, N8W 5K8
T - 519.948.4243 ext. 3234
F - 519.948.5054
M - 519.791.2170
JZangari@dillon.ca
www.dillon.ca



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----- Forwarded message -----

From: Zangari, John <jzangari@dillon.ca>
Date: Fri, Sep 19, 2014 at 2:40 PM
Subject: Re: 6th Concession Road/North Talbot Road EA in the City of Windsor
To: Stefan Linder <Stefan.Linder@cn.ca>

Stefan,

We have yet to receive the requested information from your Derek Basso. Would it be possible to have that information forwarded to us.

Thank you,

John

John Zangari

Partner

Dillon Consulting Limited

3200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8

T - 519.948.4243 ext. 3234

F - 519.948.5054

M - 519.791.2170

JZangari@dillon.ca

www.dillon.ca



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On Tue, Jul 29, 2014 at 4:54 PM, Stefan Linder <Stefan.Linder@cn.ca> wrote:

John,

I've asked my coworker Derek Basso to provide train volumes for the EA purpose.

Regards,

Stefan

From: Zangari, John [mailto:jzangari@dillon.ca]

Sent: Tuesday, July 29, 2014 11:07 AM

To: Stefan Linder

Subject: 6th Concession Road/North Talbot Road EA in the City of Windsor

Stefan,

Further to our prior contact with you, we are recommending an improved crossing of CN Rail's track at Caso 220.23 at 6th Concession, as part of this EA. Is it possible to receive rail volumes at this location for inclusion in our documentation.

Thank you,

John

John Zangari

Partner

Dillon Consulting Limited

3200 Deziel Drive Suite 608

Windsor, Ontario, N8W 5K8

T - 519.948.4243 ext. 3234

F - 519.948.5054

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COUNCIL RESOLUTION

CR106/2015

Francis
Gignac

CR106/2015

That Administration **BE DIRECTED** to finalize the 6th Concession Road/North Talbot Road Environmental Assessment with recommendations supporting the Preferred Alternative identified by Dillon Consulting (the City of Windsor's project Consultant); and further,

That Administration **BE DIRECTED** to issue the Notice of Study Completion for the Sixth Concession Road/North Talbot Road Environmental Assessment as per the Municipal Class Environmental Assessment Planning Process to commence the 30-day review period immediately following finalizing the Environmental Assessment; and further,

That the City Engineer **BE DIRECTED** to report back on:

- The possibility of an accelerated construction schedule for the section of the Sixth Concession from the Dougall Parkway to Division Road in light of the current safety deficiencies for pedestrians and cyclists on this section;
- The feasibility of providing traffic calming measures on Ducharme from Holburn to the Sixth Concession following reconstruction of the Sixth Concession; and further,

That bike lanes for this project **MIRROR** the physical attributes for those being used for Cabana Road.

Carried.

Report Number **17728 SW/11729 9**

Internal Distribution

Public Works [Jennifer Leitzinger]
City Engineer
Senior Manager, Traffic Operations, John Wolf
Executive Director of Operations
Chief Financial Officer and City Treasurer

External Distribution

John Zangari, Dillon Consulting
jzangari@dillon.ca

Peter Machina
petemachina@hotmail.com

David Panton
davidpan@mnsi.net

Randall Farr
1065 Ducharme
Windsor, ON N9G 1L1



**THE CORPORATION OF THE CITY OF WINDSOR
OFFICE OF THE CITY ENGINEER – Operations**

MISSION STATEMENT:

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together."

LiveLink REPORT #: 17728 SW/11729	Report Date: May 20, 2015 PW#4065-05/15/15:eb
Author's Name: Jennifer Leitzinger	Date to Council: June 1, 2015
Author's Phone: 519 255-6247 ext. 6002	Classification #:
Author's E-mail: jleitzinger@city.windsor.on.ca	

To: Mayor and Members of City Council

Subject: 6th Concession Road/North Talbot Road Environmental Assessment (EA) – Filing the Notice of Study Completion

1. RECOMMENDATION: City Wide: _____ Ward(s): 1, 9

THAT Administration **BE DIRECTED** to finalize the 6th Concession Road/North Talbot Road Environmental Assessment with recommendations supporting the Preferred Alternative identified by Dillon Consulting (the City of Windsor's project Consultant);

And further THAT Administration **BE DIRECTED** to issue the Notice of Study Completion for the Sixth Concession Road/North Talbot Road Environmental Assessment as per the Municipal Class Environmental Assessment Planning Process to commence the 30-day review period immediately following finalizing the Environmental Assessment.

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

At its Council Meeting on August 6, 2013, Council authorized the initiation of the 6th Concession Rd./North Talbot Rd. EA in response Livelink Report #16664 - Award of 6th Concession/North Talbot Environmental Assessment: Proposal 70-13 by CR148/2013 (Appendix 'A').

The 6th Concession Rd./North Talbot Rd. EA was undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

A flowchart of the Municipal Class EA Planning and Design Process showing these phases is attached as Appendix 'B'.

The City of Windsor, in association with their consultant, Dillon Consulting Limited is in the process of finalizing a Municipal Class Environmental Assessment study (Class EA) to provide

improved 6th Concession Road and North Talbot Road corridors that will serve the needs of the transportation system and area growth for a 20-year period.

The limits of the study area are as follows:

- 6th Concession Rd. (Class I Collector), from Division Rd. to North Talbot Rd. (approx. distance 2.1 km)
- North Talbot Rd. (Class I Collector) from Howard Ave. to the east city limits (approx. distance 1.9 km).

A Study Area Map is seen in Figure 1.

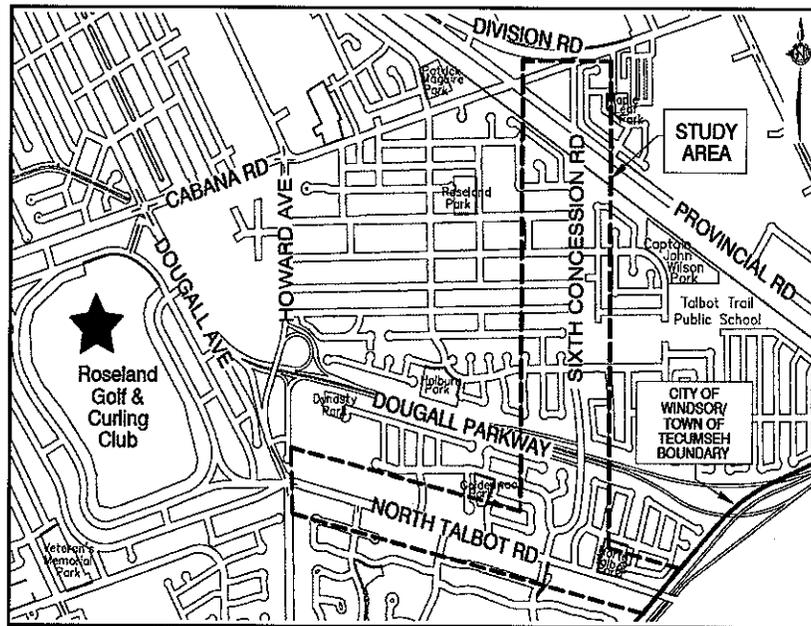


Figure 1: Study Area Map

The 6th Concession Rd/ North Talbot Rd. Technical Team was comprised of the following departments:

- Traffic Operations, Parking and Transportation Planning
- Infrastructure and Geomatics
- Legal Services, Real Estate and Risk Management
- Public Works - Operations
- Parks
- Planning and Building Services

Consideration was given to pedestrian connections, bikeway connections, traffic calming, and drainage. The study addressed impacts on the adjacent arterial/collector/local road network and land uses.

3. DISCUSSION:

Public consultation is an important part of the EA process. Project related information and updates have been maintained on the Project Website (www.WindsorEAs.ca) throughout the study. Two Public Information Centres (PICs) as well as a Transportation Planning and Urban Design Workshop were conducted for this study.

Public Information Centre (PIC) #1

PIC #1 was held on February 26, 2014 at the Roseland Golf & Curling Club from 4:00pm to 8:00 pm to provide information about the EA process and the project, including problems and opportunities identified in the corridors and issues related to the alternative solutions, design opportunities and options, environmental considerations and evaluation criteria. Please see Appendix 'C' for the Notice of Public Information Centre #1.

Interested parties were invited to attend the open house forum to:

- Meet the project team
- Become informed about the project and the EA process
- Learn about the problems and opportunities identified in the corridor
- Discuss issues related to the alternative solutions, design opportunities and options, environmental considerations and evaluation criteria
- Provide written and/or verbal comments and input
- Register to be added to the project mailing list and kept informed of the project progress

Feedback related to the study area from this PIC pertained to the following:

- Poor pedestrian/cyclist access at the railway crossing on 6th Concession Rd.
- Support for elimination of ditches and pork chop islands
- Connections from storm drain to storm sewer
- Cut through traffic at Holburn St. and Wallace Ave. (originating from Walker Estates)
- School bus access (turning movements) at Holburn St. to Talbot Trail Public School
- Support for a 4-way stop at Ducharme St.
- Sidewalks on both sides of North Talbot Rd.
- Support for bicycle lanes

Transportation Planning and Urban Design Workshop

The Road Safety, Urban Design and Streetscape workshop was held on April 1, 2014 from 2:00 – 5:00 pm at the Roseland Golf & Curling Club to discuss alternative design options for Sixth Concession Road and North Talbot Road including intersection improvements, traffic calming measures and intersection traffic control upgrades. The workshop focused on road safety, urban design and streetscape for the two corridors.

A total of 15 workshop applications were received by the project team expressing an interest in participating. Of those interested, 11 attended, the outcome of which is summarized below.

Summary of Discussion from the Transportation Planning and Urban Design Workshop

Attendees were encouraged to share their questions, comments and concerns during the workshop. The following provides a summary of the key ideas and discussion points generated at the workshop:

- Desire for pedestrian and bike facilities throughout both corridors and on both sides of the street

- Areas requiring special attention regarding pedestrian and cyclist safety include:
 - Sixth Concession Road/Dougall Parkway
 - Sixth Concession Road/CN Rail crossing
 - Sixth Concession Road/Ducharme Street
 - Sixth Concession Road/Holburn Street
- Desire for a cycling and pedestrian friendly connection to Devonwood Conservation Area and Cabana Road
- Accessibility for persons with disabilities will be addressed throughout the study area including ramps at intersections
- Roundabout at Sixth Concession and North Talbot Road could be treated as a gateway/anchor into the area
- Desire for connection of communities in the area
- Creating “complete streets” is a critical success factor
- Visual cues and side friction (e.g. vegetation, street furniture, road treatments) slow drivers down in residential areas
- Consider different coloured bike lanes to give the illusion of reduced pavement width for motorists
- Need for proper transitioning of sidewalks and bike lanes (outside of study area)
- Ensure that improvements deal with the issue of traffic “cutting through” the residential neighbourhood west of Sixth Concession Road

Public Information Centre #2

PIC #2 was held on June 26, 2014 from 4:00 pm to 8:00 pm at the Roseland Golf & Curling Club to provide information on the Class EA study process, the evaluation of design alternatives, the recommended design alternative and the potential impacts and associated mitigation measures. Please see Appendix ‘D’ for the Notice of Public Information Centre #2.

Interested parties were invited to attend this open house forum to review and provide your input on the following:

- EA study process to date
- Evaluation of design alternatives
- Recommended design alternative
- Potential impacts and associated mitigation measures
- A summary of the next steps in the process

Feedback related to the study area from this PIC pertained to the following:

- Roundabout safety
- Traffic volumes, traffic flow and speeding concerns
- Railway crossing safety
- Pork chop islands (non-compliance, retention, removal)
- Active transportation connection to Devonwood Conservation Area
- Landscaping
- Cycling/pedestrian safety
- Alternative designs
- Construction timing
- Storm sewer/water connection

Comments related to potential property impacts were addressed by the project team on an individually basis with the property owners.

Three (3) alternatives were presented at PIC #2 for 6th Concession Rd. as well as North Talbot Rd. The following are the preferred design alternatives recommended for 6th Concession Rd. and North Talbot Rd.

Alternative 3 - Recommended Alternative for 6th Concession Rd. (Class I Collector)

Key elements of the Preferred Design Alternative include the following, with the typical cross-section illustrated in Figure 2:

- Two 3.3 m through lanes throughout accommodated within the existing ROW
- 1.8 m bike lanes and 1.5 m sidewalks on both sides of the road
- Mini roundabout at Ducharme Street and Sixth Concession Road
- Two full-sized roundabouts are included at Sixth Concession Road /North Talbot Road and at Holburn Street/Sixth Concession Road
- Increase to the width of the CN railway platform to accommodate cycle lanes and sidewalks
- Enclosed stormwater system

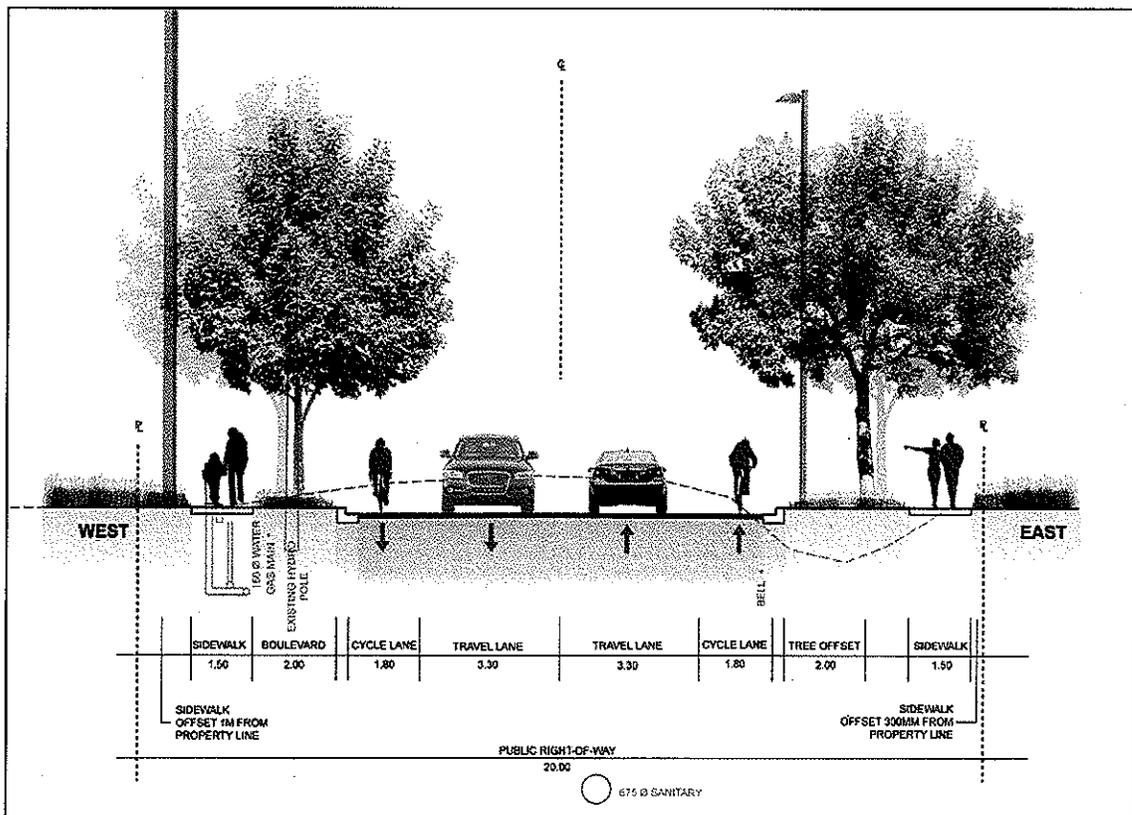


Figure 2: Recommended Typical Cross-Section for 6th Concession Road Preferred Alternative

Alternative 3 - Recommended Alternative for North Talbot Rd. (Class I Collector)

Key elements of the Preferred Design Alternative include the following, with the typical cross-section illustrated in Figure 3:

- Two 3.3 m through lanes throughout accommodated within the existing ROW
- 1.8 m bike lanes and 1.5 m sidewalks on both sides of the road
- Mini roundabout at Southwood Lakes Boulevard West, Northwood Lakes Drive and Goldenwood Drive along North Talbot Road
- Left turn lanes will be provided at Old West Avenue South (eastbound only)
- Full-sized roundabouts included at Sixth Concession Road /North Talbot Rd.
- Enclosed stormwater system

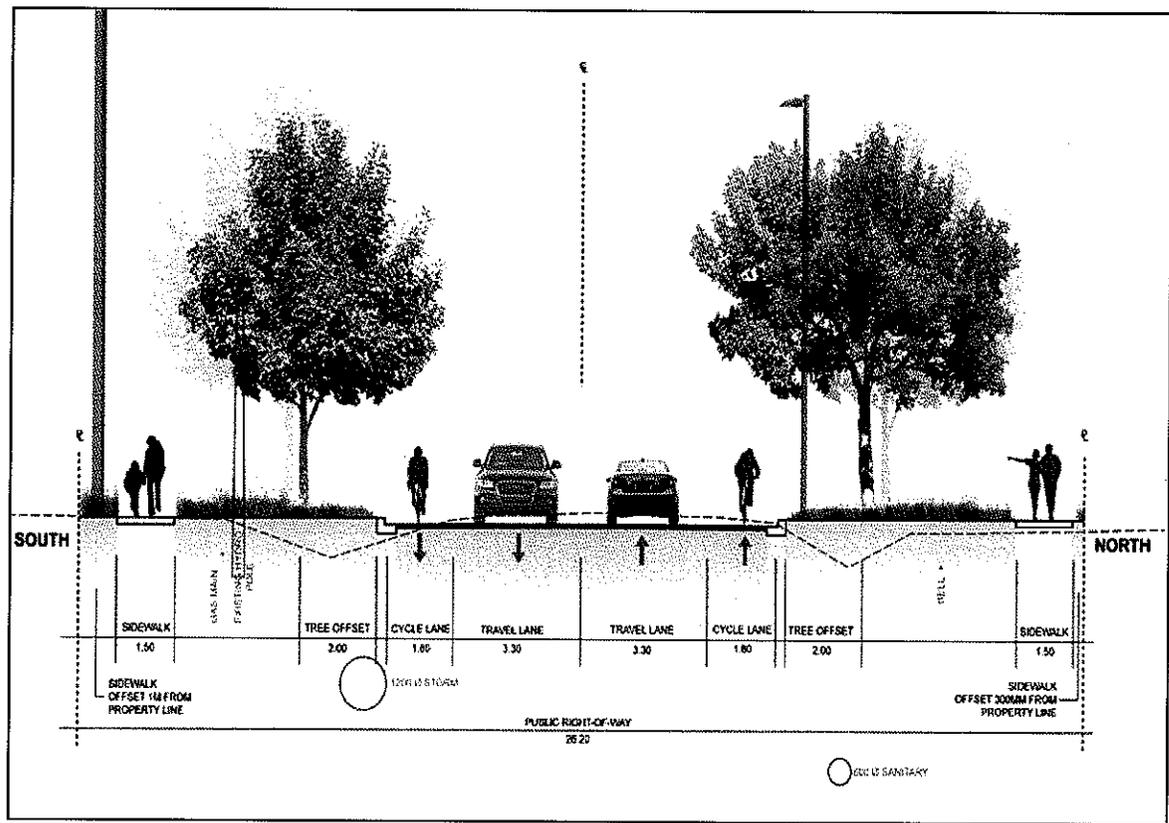


Figure 3: Recommended Typical Cross-Section for North Talbot Road Preferred Alternative

As documented in the draft EA, Alternative 3 is the recommended design alternative for 6th Concession Rd. and North Talbot Rd. based on the following rationale:

- Improved pedestrian cycling and transit movements
- Traffic operations and safety
- Improved traffic flow to encourage utilization of the 2 corridors
- The combination of 3.3m lane widths with mini and full-sized roundabouts provide a higher level of traffic speed control along the corridor
- Ability to provide landscaping in the boulevard and full-sized roundabouts
- Minimal property impacts
- Operation/maintenance costs are slightly lower (only applies to 6th Concession Rd. Recommended Alternative)

Figure 4 illustrates the recommended intersection treatments for 6th Concession Rd. and North Talbot Rd.

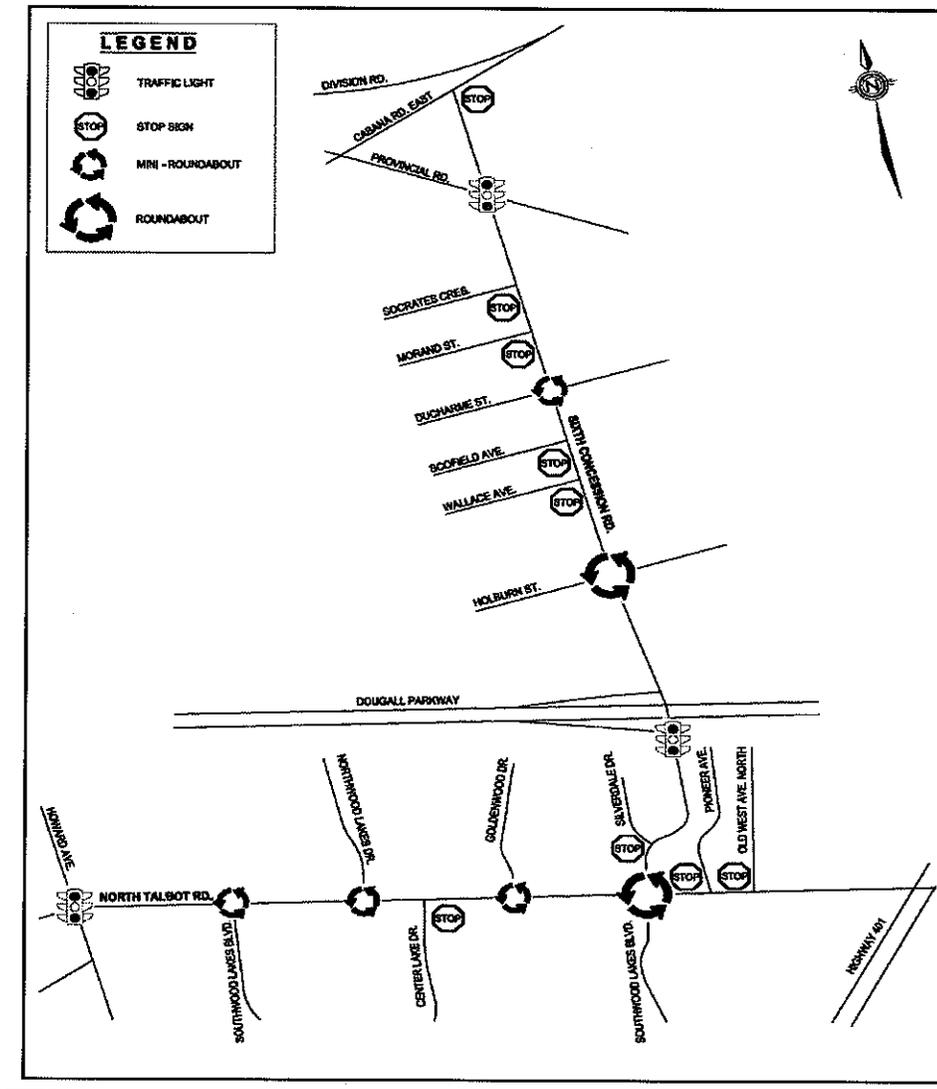


Figure 4: Recommended Intersection Treatments for 6th Concession Rd./North Talbot Rd.

Construction Implementation and Phasing

Implementation of each corridor in its entirety is important to ensure the overall traffic calming strategy is realized. The benefits will only become evident when all improvements are in place.

The core of the solution to the issues impacting the Sixth Concession Road corridor is to ensure that traffic in the corridor can readily flow in the north-south direction and that existing impediments to that flow be removed or modified.

Based on project magnitude, it is likely that a phased construction approach will be required. The limits of each phase of construction will be determined based on the availability of funding, which is subject to the City of Windsor Council approval. The proposed phasing focuses on optimizing the impact of the traffic calming elements and improving traffic flow as early as possible.

Specific Phasing information will be provided in the Consultant presentation.

The existing pork-shop islands should be removed during the reconstruction effort, easing access for area residents and emergency services. If shortcutting through the Old Roseland neighbourhood becomes an issue at any time after reconstruction, then it is recommended that a neighbourhood traffic calming study be undertaken to identify the scope and magnitude of the problem and appropriate solutions within the neighbourhood and not on Sixth Concession Road. Public participation should be an integral part of any traffic calming study.

A preliminary construction cost estimate is presented seen in Table 1.

PRELIMINARY CONSTRUCTION COST ESTIMATE	
	(MILLIONS OF DOLLARS)
SIXTH CONCESSION ROAD CORRIDOR TOTAL	\$ 6.90
NORTH TALBOT ROAD CORRIDOR TOTAL	\$ 4.81
GRAND TOTAL (excluding HST)	\$ 11.71

Notes: All above noted costs included 20% Contingency and 15% Engineering.

Table 1: Preliminary Construction Cost Estimate

Next Steps

Dillon Consulting is finalizing the study Report that will identify a preferred alternative, pending Council confirmation.

The Notice of Final Completion will be published in the Windsor Star and on the Project Website immediately following finalizing the ESR and provided by direct mail-out to the directly affected property owners and those whom have requested to be included on the project contact list for the EA. A copy of the Notice of Filing of the ESR will be provided to the Mayor and Members of Council and included as a Communication Item at the next regularly scheduled meeting of Council following publication. The ESR will be made available at City Hall in the Clerk's office during the 30-calendar day review period.

4. RISK ANALYSIS:

No significant or critical risks were identified.

The recommendation will require, pursuant to the *Environmental Assessment Act*, a mandatory 30-day review period. This provides an opportunity for the public to request a Part II Order regarding the proposed undertaken in the EA. Upon filing such an objection, the Minister of the Environment undertakes a review and renders a decision, which may approve, deny, or approve with conditions. This is a moderate risk, with medium impact with a likely possibility of occurring. However since road construction is not imminent and the 30- day period is mandated by legislation, it is recommended that this risk be tolerated.

5. FINANCIAL MATTERS:

As per CR148/2013, the \$186,260 (excluding HST) Consultant fee is being funded through the Environmental Assessment Studies Capital Budget Account No. 007-5455-1790-04642-7086010 to file the 6th Concession Rd. /North Talbot Rd. ESR. Construction related to this EA will be contingent on future capital budgets.

6. CONSULTATIONS:

Office of the CAO
Infrastructure and Geomatics Department
Office of the Chief Financial Officer

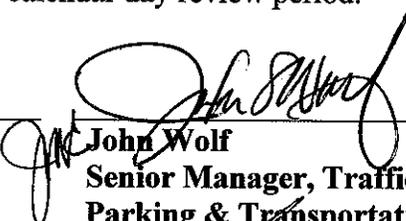
7. CONCLUSION:

Several criteria and factors were utilized in the assessment of the design alternatives including natural environment, socio-economic environment, cultural environment, transportation, costs and technical considerations.

Pending Council confirmation, the ESR will be finalized identifying the Preferred Alternative for both corridors. The Notice of Study Completion will be published in the Windsor Star and on the Project Website (www.WindsorEAs.ca) immediately following finalizing the ESR and provided by direct mail-out to the directly affected property owners and those whom have requested to be included on the project contact list for the ESR. A copy of the Notice of Study Completion will be provided to the Mayor and Members of Council and included as a Communication Item at the next regularly scheduled meeting of Council following publication. The ESR will be available at City Hall in Council Services during the 30-calendar day review period.



Jennifer Leitzinger
Transportation Planning Engineer



John Wolf
Senior Manager, Traffic Operations,
Parking & Transportation Planning



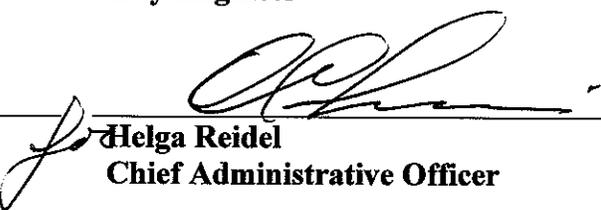
Dwayne Dawson
Executive Director of Operations



Mark Winterton
City Engineer



Onorio Colucci
Chief Financial Officer/City Treasurer
and Corporate Leader Finance and
Technology



Helga Reidel
Chief Administrative Officer

JL:

APPENDICES:

Appendix 'A' – CR148/2013

Appendix 'B' – Municipal Class EA Planning and Design Process

Appendix 'C' – Notice of Public Information Centre #1

Appendix 'D' – Notice of Public Information Centre #2

DEPARTMENTS/OTHERS CONSULTED:

Name: Phone #: 519 ext.

NOTIFICATION:

Name	Address	Email Address	Telephone	FAX
Individuals included on the Study Mailing List				

CR148/2013

- I. **THAT APPROVAL BE GIVEN** to undertake an expenditure of up to \$200,000 (including non-recoverable HST) for the 6th Concession/North Talbot Environment Assessment.
- II. **THAT**, in accordance with the terms of RFP-70-13, Council **AWARD** the contract to undertake the 6th Concession/North Talbot Environmental Assessment to the following successful proponent:

Proponent/Company: *Dillon Consulting Limited*

Proposal: *6th Concession/North Talbot Environment Assessment
No. 70-13*

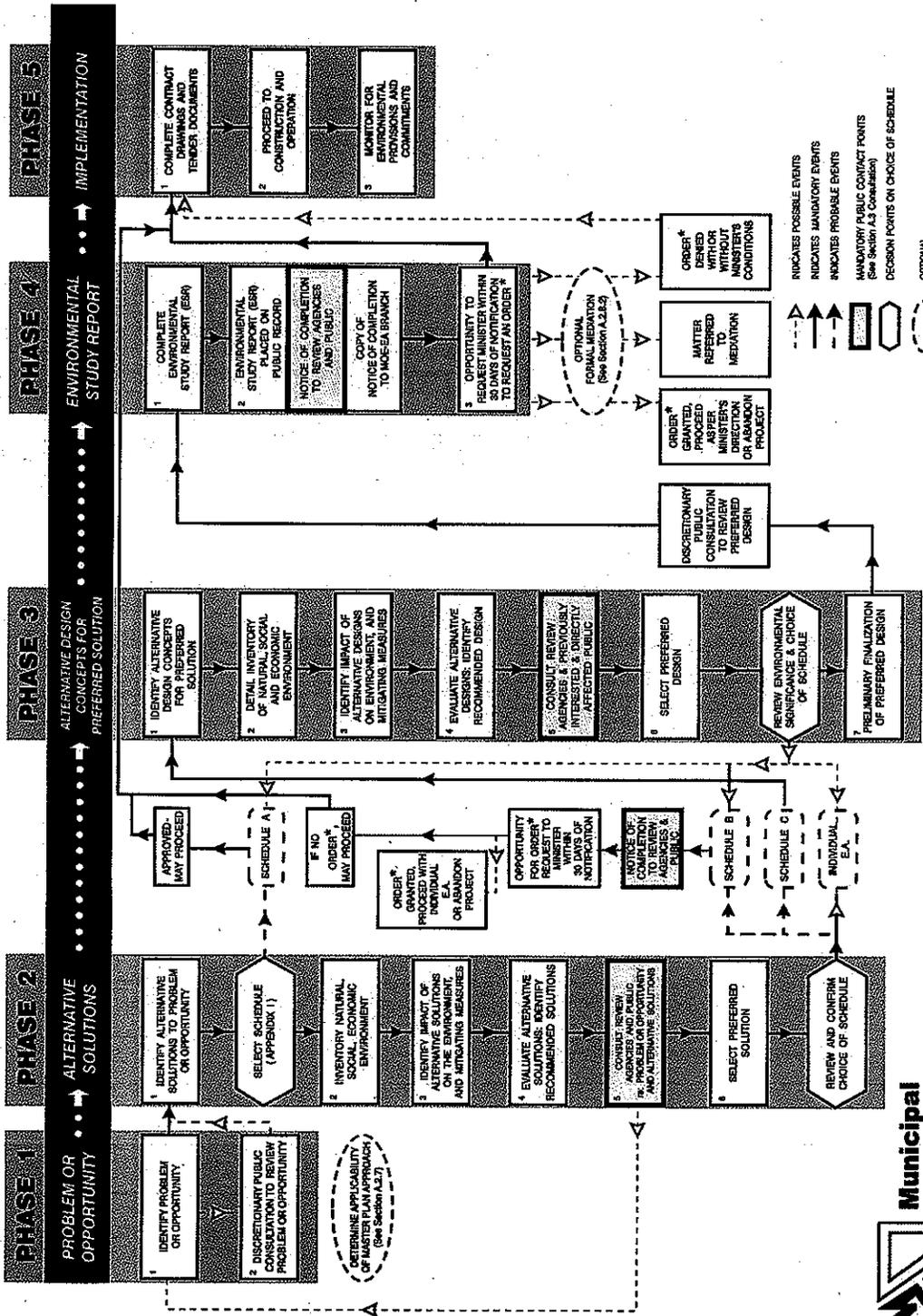
Lump Sum Price: *\$186,260.00 + HST*

Account: *007-7086010 (Environmental Study Reports;*

- III. **AND**, the City Clerk and Chief Administrative Officer **BE AUTHORIZED** to sign a contract with the successful proponent satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the Chief Financial Officer & City Treasurer.

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA

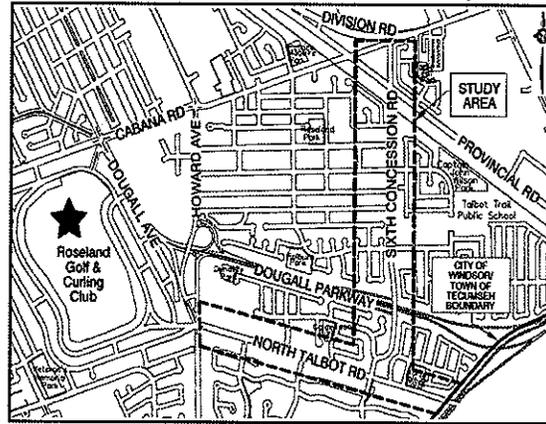


Municipal Engineers Association



**NOTICE OF PUBLIC INFORMATION CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor has initiated a Municipal Class Environmental Assessment study (Class EA) to provide an improved 6th Concession Road/North Talbot Road corridor that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan below. The study will address impacts on the adjacent arterial/collector road network and land uses, including consideration of pedestrian connections, bikeway connections, traffic calming, and drainage. Dillon Consulting Limited has been retained by the City of Windsor to complete the study.



The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.

Public Input

The first Public Information Centre (PIC) is scheduled for February 26th, 2014 as noted. Interested parties are invited to attend this open house forum to:

- Meet the project team
- Become informed about the project and the EA process
- Learn about the problems and opportunities identified in the corridor
- Discuss issues related to the alternative solutions, design opportunities and options, environmental considerations and evaluation criteria
- Provide written and/or verbal comments and input
- Register to be added to the mailing list and kept informed of the project progress

Information related to this study will be uploaded to the City's website as it becomes available. Please refer to www.WindsorEAs.ca. If you want to discuss the project, submit comments, or wish to be added to the study mailing list, please contact the City of Windsor or Dillon Consulting Limited:

Mr. John Zangari, P.Eng.
Project Manager
Dillon Consulting Limited
3200 Deziel Drive Suite 608
Windsor, ON N8W 5K8
phone: 519-948-5000, ext 3234
email: jzangari@dillon.ca

Ms. Jennifer Leitzinger, P.Eng.
Project Engineer
City of Windsor
1266 McDougall Ave.
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
email: jleitzinger@city.windsor.on.ca

Public Information Centre No. 1
Date: February 26th, 2014
Location: Roseland Golf & Curling Club
★ 455 Kennedy Drive W
Windsor N9G 1S8
Time: 4:00 pm – 8:00 pm

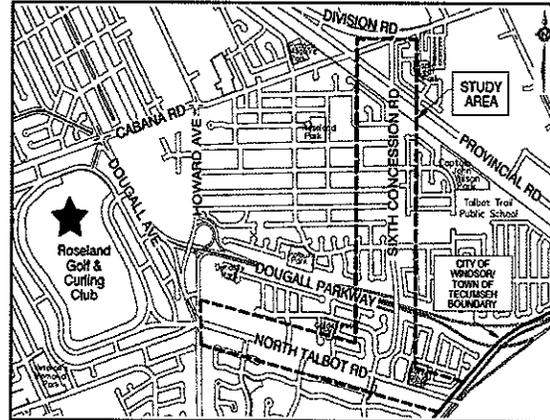
This Notice first published on February 19th, 2014.



**NOTICE OF PUBLIC INFORMATION CENTRE
CLASS ENVIRONMENTAL ASSESSMENT
6TH CONCESSION ROAD/ NORTH TALBOT ROAD**

The City of Windsor, in association with their consultant, Dillon Consulting Limited, has initiated a Municipal Class Environmental Assessment study (Class EA) to provide improved 6th Concession Road/North Talbot Road corridors that will serve the needs of the transportation system and area growth for a 20-year period. The study area is shown in the key plan. The study will address impacts on the adjacent arterial/collector/local road network and land uses. Consideration will be given to pedestrian connections, bikeway connections, traffic calming, and drainage.

The study is being undertaken in accordance with the planning and design process for 'Schedule C' projects of the Municipal Class Environmental Assessment (June 2000, as amended in 2007 and 2011) under the *Ontario Environmental Assessment Act*.



Public Input

The second Public Information Centre (PIC) is scheduled for June 26th, 2014 as noted. Interested parties are invited to attend this open house forum to review and provide your input on the following:

- EA study process to date
- Evaluation of design alternatives
- Recommended design alternative
- Potential impacts and associated mitigation measures
- A summary of the next steps in the process

★ **Public Information Centre No. 2**
Date: June 26th, 2014
Location: Roseland Golf & Curling Club
455 Kennedy Drive W
Windsor N9G 1S8
Time: 4:00 pm – 8:00 pm

Information related to this study will be uploaded to the City's website as it becomes available. Please refer to www.WindsorEAs.ca. If you want to discuss the project, submit comments, or wish to be added to the study mailing list, please contact the City of Windsor or Dillon Consulting Limited:

Mr. John Zangari, P.Eng.
Project Manager
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1266 McDougall Ave.
Windsor, ON N8X 3M7
phone: 519-255-6247 ext. 6002
email: jleitzinger@city.windsor.on.ca

This Notice published on June 18th & June 21st, 2014.

PRESENTATION MATERIALS

City of Windsor

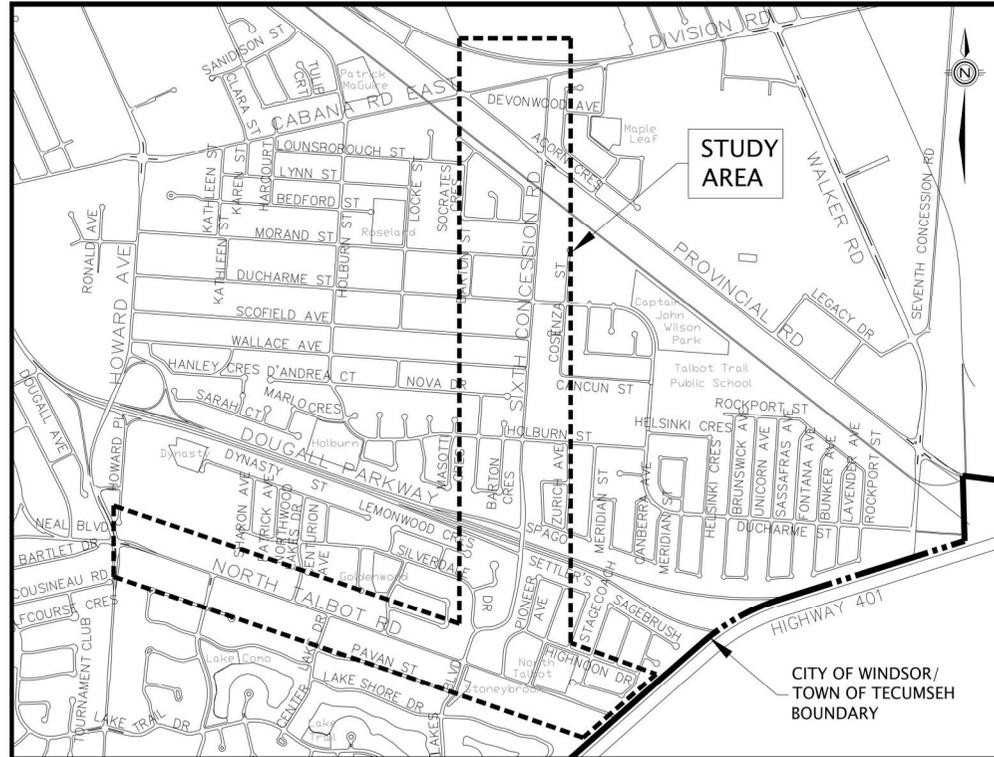
Sixth Concession Road / North Talbot Road Municipal Class Environmental Assessment

Public Information Centre #1
February 26th, 2014

Background & Study Purpose

- **The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for the Sixth Concession Road / North Talbot Road corridors. The study will address:**
 - existing and future roadway operations for a 20 year horizon considering impacts of proposed alternatives on the adjacent arterial/collector road network and existing/future land uses
 - provisions for active transportation including pedestrian and bikeway connections and transit
 - traffic calming measures
 - drainage
- **The purpose of this meeting is to:**
 - meet the project team
 - become informed about the project and the Class EA study process
 - learn about the problems and opportunities identified in the corridors
 - discuss issues related to the existing conditions, alternative solutions, design opportunities and options
 - provide written and/or verbal comments and input
 - register to be added to the mailing list and kept informed of the project progress
 - provide information about the upcoming Roadside Safety, Urban Design & Streetscape Workshop – Spring 2014

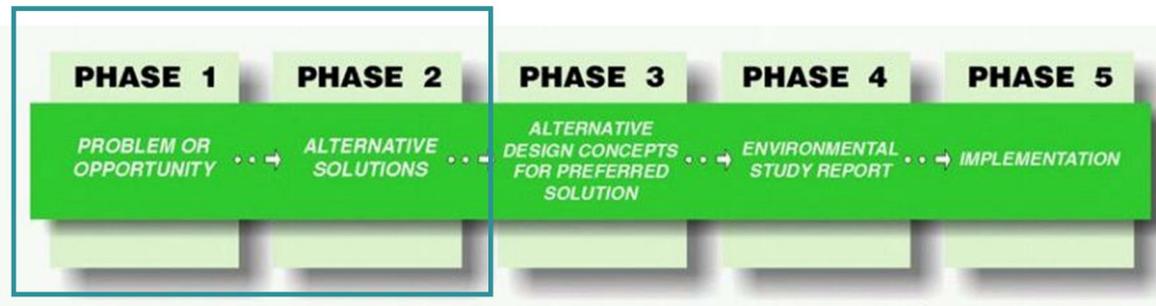
Study Area



- The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approx. distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approx. distance 1.9 km)
- The study area is designated primarily as “Residential” with “Commercial Corridor” at the north end of Sixth Concession Road at Provincial Road [City’s Official Plan - Schedule D: Land Use]

Municipal Class EA Process

- This project is following the Municipal Class EA document requirements (June 2000, as amended in 2007 and 2011)
- The document defines four schedules (i.e., Schedules A, A+, B and C) under which projects may be planned and describes the process required for each
- The complexity of the project, defined by the level of community interest, technical considerations and environmental impacts, help to determine which schedule is followed
- The project team is following Schedule C for this project and will be completing the 5 study phases as outlined in the EA document:

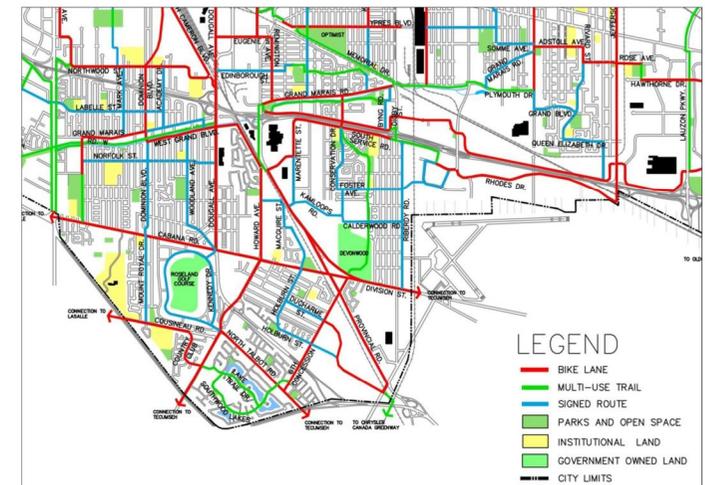
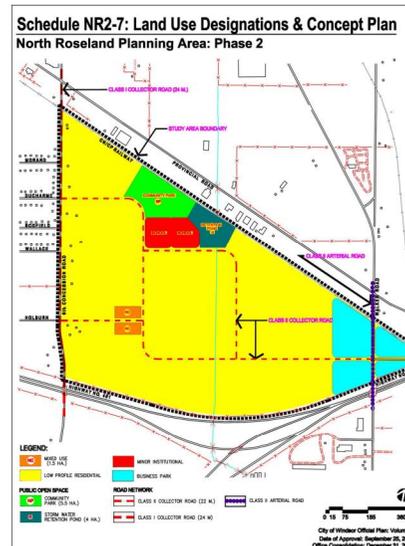
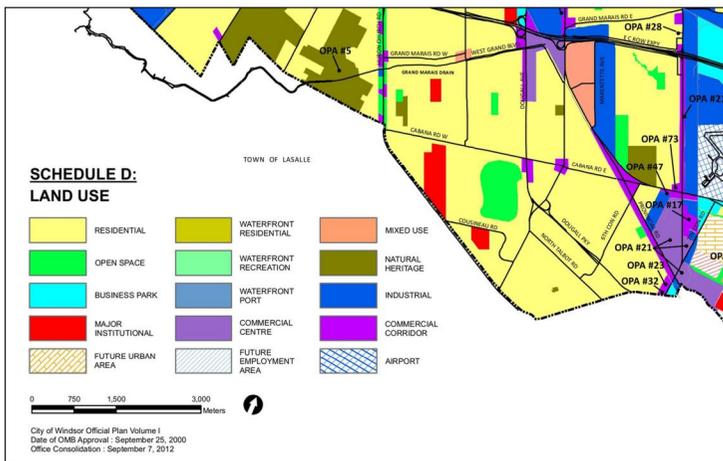


We are presenting Phases 1 & 2 tonight

We welcome your comments! Please complete a comment form and submit by March 12th, 2014.

Relevant Policy Documents & Studies

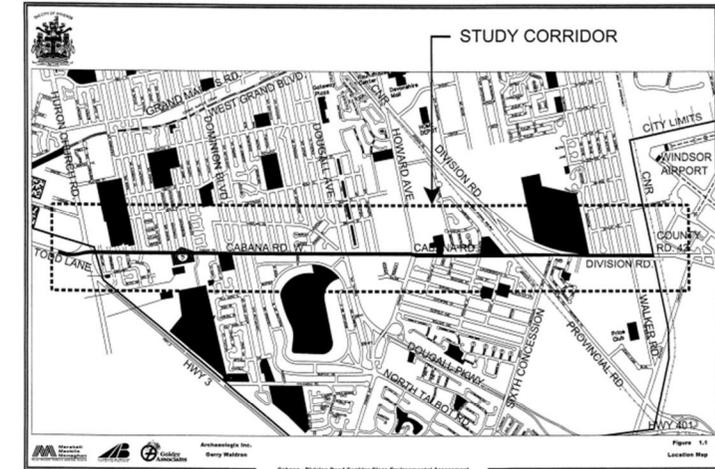
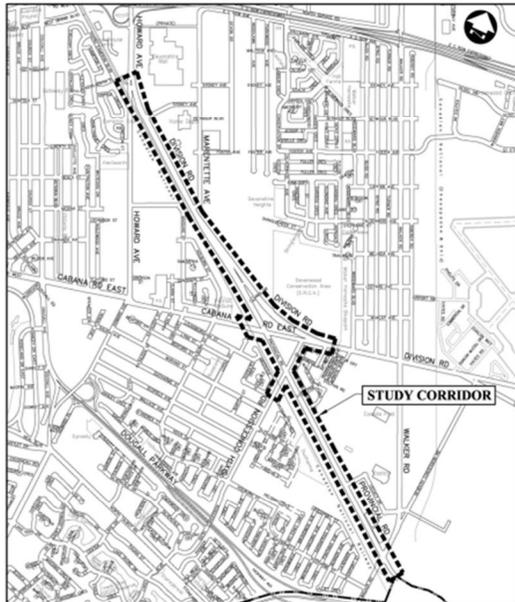
- A number of policy documents and studies are reviewed during an EA study to understand the existing and planned conditions for the study area and surrounding neighbourhoods
- As part of this EA study, examples of documents reviewed by the study team include:
 - City of Windsor Official Plan and related schedules including Schedule B: Greenway System; Schedule C: Development Constraint Areas; Schedule D: Land Use; and Schedule F: Roads and Bikeways
 - North Roseland Secondary Plan and related Schedules
 - Bicycle Use Master Plan (May 2001) - Aims to expand the City's existing cycling network, promote awareness, improve the cycling-transit link and provide end-of-trip facilities
 - Community Based Strategic Rail Study (April 2008) - a strategic planning study to assess opportunities for rail rationalization and modal integration in the City; identifies a number of at-grade rail crossings, including one along Sixth Concession Road



Previous EA Studies Affecting the Study Area

Cabana Road/Division Road Class EA (November 2005) – the preferred design includes:

- A four-lane cross-section with bike lanes plus curbs and gutters
- During detailed design, a number of residential streets may be considered for closure to reduce the number of access points to Cabana Road and improve the flow of traffic along the corridor
- The future widening of Cabana Road will also require property acquisition throughout the corridor. The preferred road alignment was designed in a manner that attempts to minimize property acquisition, wherever possible
- The Howard Avenue & Cabana Road intersection was completed in 2005-2006



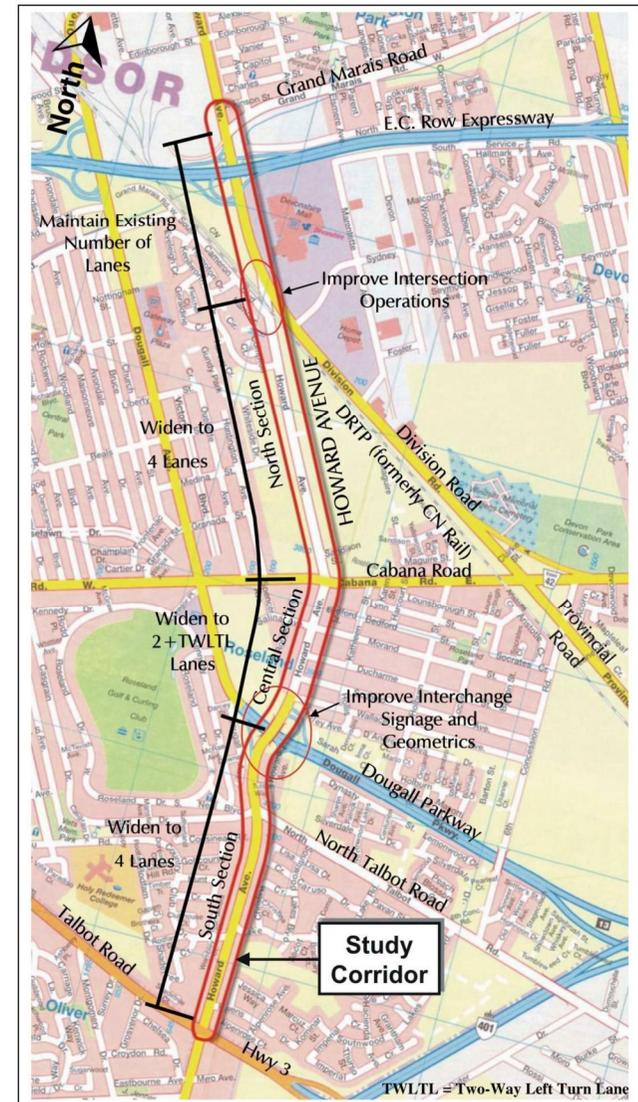
Provincial Road/Division Road Class EA (March 2007) - the preferred design includes:

- The widening of Division Road to five lanes (four through lanes and one continuous two-way left turn lane) from north of Sydney Avenue to Marentette Avenue
- The widening of Provincial Road to five lanes from the junction with Division Road near Marentette Avenue to Walker Road
- The widening of Cabana Road East from two lanes to four from the DRTP rail to Barracuda Avenue
- The improvement of Division Road from Cabana Road East to Marentette Avenue
- The improvement of Sixth Concession Road between the DRTP rail and Cabana Road East
- Improvements to all intersections within the study area – the Provincial & Cabana Road intersection was completed in 2012-2013
- Providing pedestrian and bicycle facilities throughout the corridor

Previous EA Studies Affecting the Study Area

Howard Avenue Class EA (May 2003) – the preferred design includes:

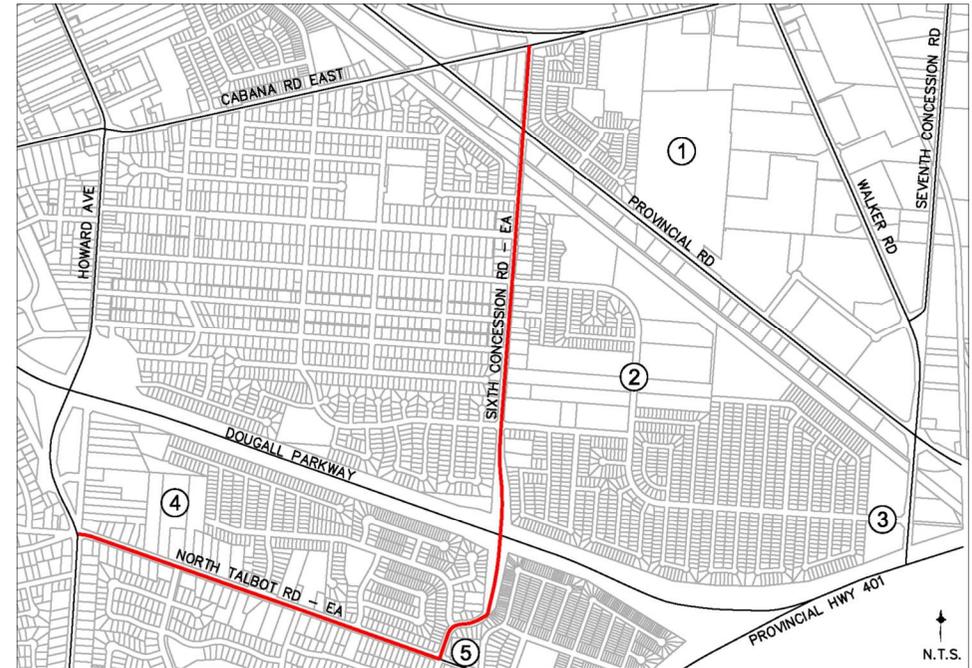
- A four-lane cross-section with turning lanes at signalized intersections from Highway 3 to Dougall Parkway
- A three-lane cross section including a continuous centre two-way left-turn lane from Dougall Parkway to Cabana Road
- A four-lane cross-section from Cabana Road to Division Road
- The improvement of pedestrian and bicycle facilities between Division Road and Grand Marais Road
- Improvements to the Dougall Parkway/Howard Avenue Interchange
- Improvements to the South Cameron Boulevard/DRTP Rail/Division Road Intersection Complex
- The addition of east and west sidewalks and on- and off-street bicycle lanes along Howard Avenue between Highway 3 and Division Road
- The Howard Avenue & North Talbot Road intersection was completed in 2009-2010



Development Activity in the Study Area

- Development activity in the study area is reviewed to understand the potential impacts to future travel demand
- Large portions of the study area are already fully developed as residential
- According to the City of Windsor Planning Department (November 2013), development potential within the study area includes:
 1. A vacant former auto hauler site (14.7 ha) located north of Provincial Drive (just outside the study area) is designated “Industrial” in the Official Plan. It is possible that this parcel could be amended to another land use designation in the future
 2. An additional 350 detached dwellings is estimated for the Walker Gate Estates residential subdivision located between Walker Road and Sixth Concession Road
 3. Lots within Walker Gate Estates (Walker Road frontage) are designated for commercial use although there are no approved site plans to develop either the north (2.3 ha) or south (1.4 ha) portions of these lands
 4. Existing plans of subdivision on the north side of North Talbot Road have provided for the future extension of Silverdale Drive and Dynasty Street. There are a number of larger lots that represent the rear portion of the lots fronting onto Howard Avenue - an estimated 150 single detached units could be located within this area

DEVELOPMENT ACTIVITY MAP



5. In recent years, a 0.8 ha lot on the northeast corner of the North Talbot Road/Sixth Concession Road intersection has been the subject of a development application to allow for residential and commercial uses - five single detached dwellings (fronting on Pioneer Avenue) and a neighbourhood commercial development are proposed

What we have heard from you so far...

Traffic

- Concerned about current traffic volumes on Sixth Concession Road and Ducharme Street
- Ongoing traffic violations in the area
- Consider the addition of more 4-way stops on North Talbot Road to slow traffic
- Any traffic volume study included in the EA study will be impacted by the closure of North Talbot Road at the 401 bridge



Add bike lanes



Enclose the ditches

Solutions to Consider

- The new subdivision requires additional access roads, including level rail crossings from the subdivision to Provincial Road, extending Nova Street and/or Wallace Street through Sixth Concession Road and closing Ducharme Street west of Sixth Concession Road (despite potential impacts to emergency service routes)
- Consider an all-way stop at Sixth Concession Road/Ducharme Street; the existing all-way stop at Holburn St./Sixth Concession should remain; stop signs are no longer required at the Morand Street/Sixth Concession Road and Scofield Avenue/Sixth Concession Road intersections; prohibited left turns should be eliminated
- Remaining ditches on North Talbot Road should be closed to improve aesthetics and vehicle safety



We need sidewalks

Sidewalks/Bike Paths

- Sidewalks / bike paths should be included in the recommended design (Sixth Concession Road is a key active transportation link to the City)
- Concerned about safety of pedestrians on Sixth Concession Road, including rail crossing. Residents travelling to/from Conservation Area and convenience store (across the tracks) are at risk



Traffic enforcement

Perceived Need

- Other major roads in the area require attention more urgently
- Concerns about impacts to property limits and values, increased traffic flow, noise, pollution, safety issues and traffic speeds associated with a potential widening of Sixth Concession and/or the addition of an exit ramp from Dougall Parkway

Existing Conditions - Natural & Cultural Environment

Natural Environment

- The study area is located within the Little River and Turkey Creek subwatersheds
- There are no watercourses/watercourse crossings in the study area
- There are no significant terrestrial or aquatic habitats within the study area
- Confirmation of Species at Risk is ongoing including reptiles/amphibians and plant species

Cultural Environment

- A Stage 1 Archaeological Assessment (AA) was completed and concluded that the study area has low potential for Aboriginal archaeological resources but high potential for historic Euro-Canadian material due to the historic nature of North Talbot and Sixth Concession roads; a Stage 2 AA is recommended in undisturbed areas
- There is no record of built heritage resources within the study area based on information contained in the Windsor Municipal Heritage Register (updated October 7, 2013)

Existing Conditions - Drainage & Servicing

Storm Water

- Sixth Concession Road storm water drainage currently forms part of the Fifth Concession Drain. The Fifth Concession Drain begins at Highway 401 and flows north along the east side of Sixth Concession Road to a new storm sewer at the Cabana Road intersection
- South of Highway 401 the storm water is collected via curb and gutters to a local sewer which discharges to North Talbot Road
- Three trunk storm sewer networks exists along North Talbot Road from Highway 401 to Howard Avenue. These sewers collect storm runoff from the developments south of Highway 401 and outlet to the Southwood Lakes

Sanitary

- Sixth Concession Road is serviced by a 250 mm sewer from Holburn Street to Morand Street and a 675mm trunk sewer from Provincial Road to Morand Street
- Sixth Concession Road south of Highway 401 is serviced by a local 250 mm sewer which discharges to North Talbot Road
- North Talbot Road is serviced by a 600mm trunk sewer from Highway 401 to Howard Avenue



Utilities

- Sixth Concession – North of Highway 401
 - Overhead power lines
 - Street lights on hydro poles
 - Overhead communication lines (Bell & Cogeco)
 - Natural gas line
- Sixth Concession – South of Highway 401
 - Underground power distribution
 - Street lights
 - Underground communication lines (Bell & Cogeco)
 - Natural gas line
- North Talbot Road – Highway 401 to Howard Avenue
 - Overhead power lines
 - Street lights on hydro poles
 - Overhead and underground communication lines (Bell & Cogeco)
 - Natural gas line

Existing Conditions - Transportation

Existing Traffic Speed

- The posted speed limit is 50 km/h on both North Talbot Road and Sixth Concession Road
- Observed vehicle operating speeds are:

Road Name	Average Speed (km/h)	85 th Percentile Speed (km/h)
North Talbot Road	55	62
Sixth Concession Road	58	65

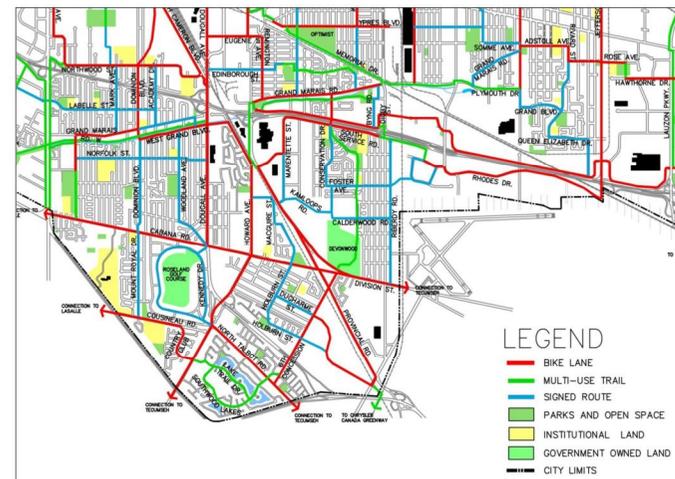
- 85th Percentile Speed >10 km/hr over speed limit are generally considered to be problematic
- 85% of drivers drive at or below the “85th Percentile Speed”

Existing Transit Routes

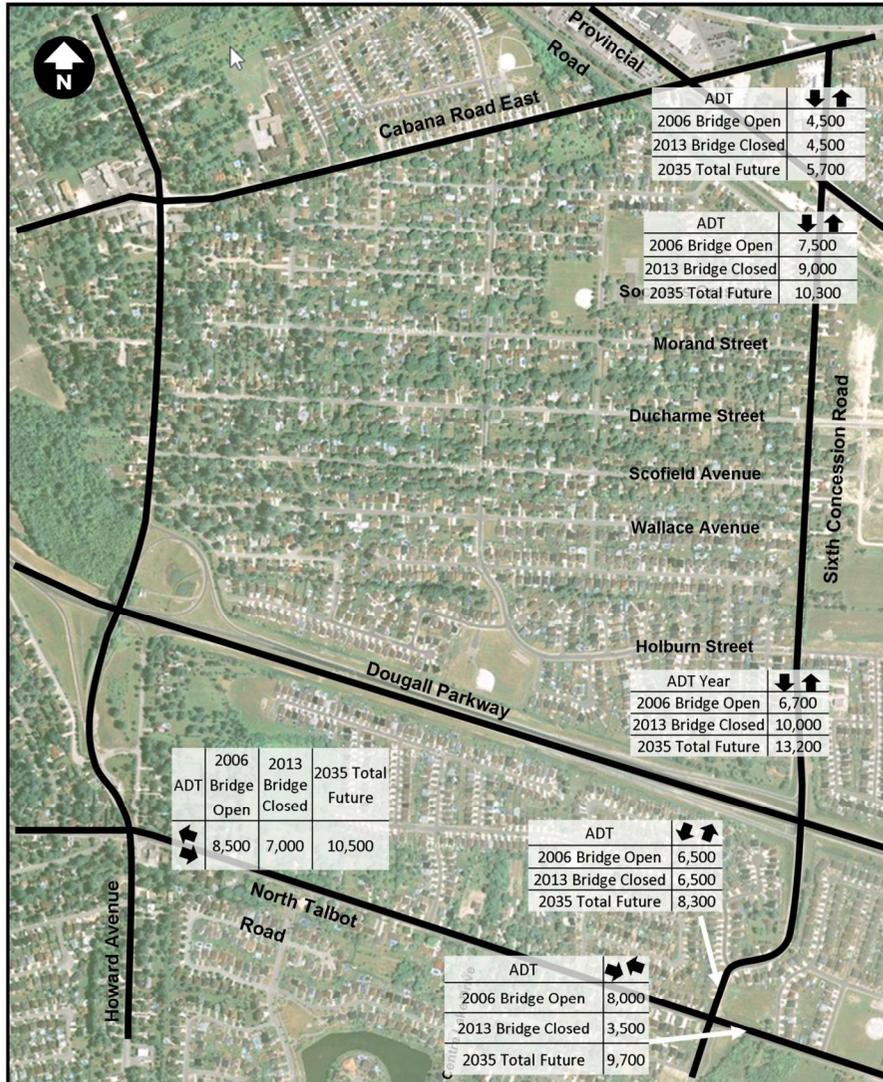
- The Walkerville #8 bus route services a portion of Sixth Concession Road from Holburn Street, south to North Talbot Road and travels east on North Talbot Road to Walker Road
- There are no extra transit routes for the Talbot Trail Public School (serviced by school buses)

Existing Active Transportation Facilities

- There is a paved shoulder on the south side of North Talbot Road, approximately 1.5m wide
- On-road bicycle lanes exist on Sixth Concession Road from North Talbot Road to north of the Dougall Parkway
- Approximately 505 m of discontinuous sidewalk exists on the north side of North Talbot Road
- A sidewalk is present on both sides of Sixth Concession Road from North Talbot Road to just north of the Dougall Parkway
- The majority of the study area lacks sidewalks and on-road cycling facilities
- City planning documents indicate future bike lanes for North Talbot Road and Sixth Concession Road



Future Traffic Conditions



Source: Google Earth, December 2013

Existing Traffic Conditions

- Both corridors are designated as Class I Collector Roads and are designed to carry moderate volumes of traffic (up to 8,000 vehicles per day) with a minimum right-of-way width of 28m [from City's Official Plan]
- Average Daily Traffic (ADT) is the volume of traffic travelling in both directions over a 24 hour period
- Traffic volumes in the area are currently affected by the closure of the North Talbot Road bridge over Highway 401; specifically, existing volumes are lower on North Talbot Road and slightly higher on Sixth Concession Road
- Generally, existing traffic volumes are within acceptable levels for Class I Collector Roads

Future Traffic Conditions

- Future traffic volume calculations were based on a combination of existing volumes, future development activity in the area, consideration of general population growth in the City, and the redistribution of traffic once the bridge reopens
- Volumes are higher than preferred for a Class I Collector Road
- The focus of the study is to reduce cut through traffic, improve operations and safety
- The level of service at intersections is generally acceptable

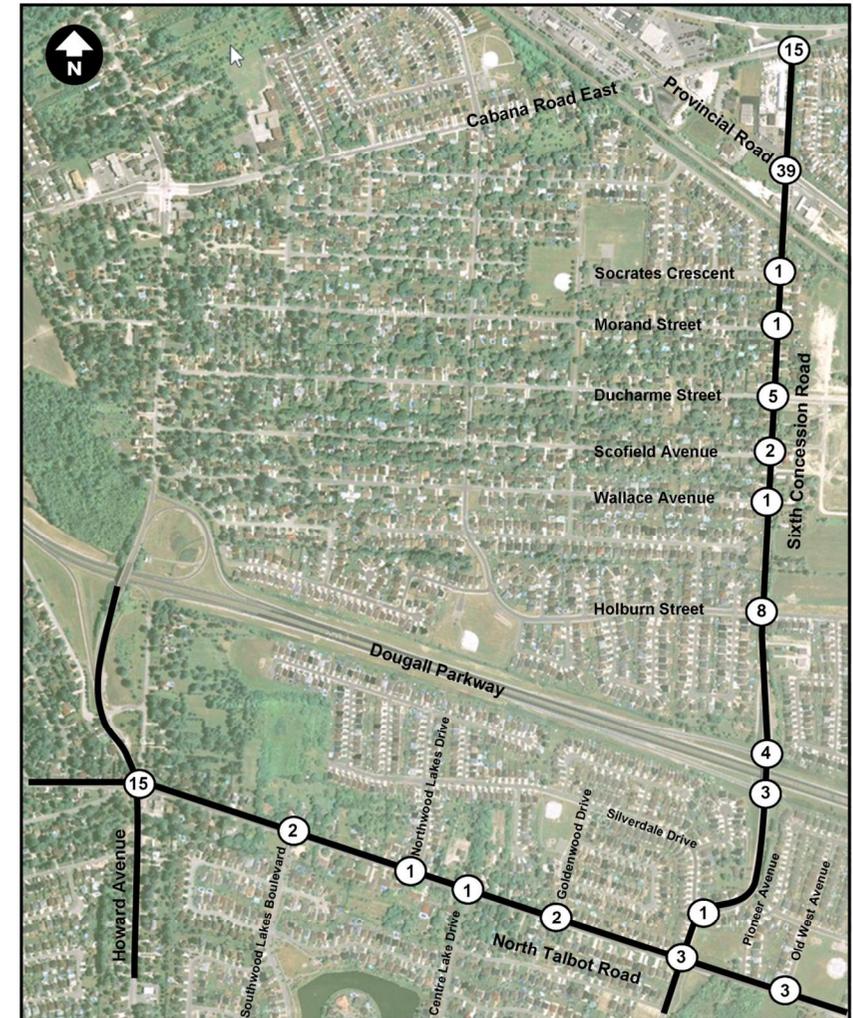
Study Area Collisions (July 1/08-July 1/13)

Study Area Collisions (July 1/08 - July 1/13)

- Total of 105 vehicle collisions at study area intersections
- 11 midblock collisions within the study area
- 38 collisions or 32% of collisions involved personal injuries
- Provincial Road and Sixth Concession Road is ranked 7th overall within the City for highest collisions per million vehicles entering a signalized intersection
- The intersection of Cabana Road and Sixth Concession Road is ranked 17th overall within the City for the highest number of collisions occurring at unsignalized intersections
- No fatalities have occurred within the study area during the 5 year period reviewed

Intersection Collision Type	Percentage of Collision Type Occurring at Intersections	Collision Symbol
Rear End	38%	
Angle	21%	
Turning	21%	
Approaching	9%	
Sideswipe	6%	
Other	6%	

Number of Collisions by Intersection Between July 1, 2008 and July 1, 2013



Source: Google Maps, 2013

Summary of Problems & Opportunities

Problems

- Intersection Delays - some intersections require modifications, including turn lanes, improved traffic control or roundabouts
- Traffic Speed - higher traffic speeds creates safety concern for all modes of transportation
- Pedestrian and Cyclist Safety – there is a need to improve facilities within the study area and provide system connections and transit
- Open Ditches - many members of the community have indicated a desire to have the ditches closed in to create an urban roadway cross-section

Opportunities

- Road modifications will:
 - Enhance traffic safety and efficiency
 - Reduce traffic infiltration through the local road system
 - Provide improved transit, pedestrian and cycling facilities within the study area
 - Provide improved/enclosed drainage system to the study area

Modifications to the Sixth Concession Road / North Talbot Road corridors are needed to address traffic control issues, pedestrian and cyclist safety and drainage. The improved transportation corridors will serve the needs of the transportation system and area growth for a 20-year period to 2035.

Summary of Alternative Solutions

Do Nothing

Make no changes within the study area; this alternative was included as a basis to compare other alternatives. This alternative does not address the problems and opportunities noted in the study area and is therefore not carried forward for further consideration.

Traffic Demand Management (TDM)

This alternative consists of implementing strategies to reduce the demands on the roads and shifting demands to time periods outside of the congestion periods. Examples of TDM strategies include the use alternative modes of transportation (i.e., transit, cycling, walking), encouraging carpooling, etc. This alternative provides some improvement to the corridors but as a stand-alone measure it would not efficiently and safely accommodate future travel demands.

Operational Modifications along Corridors

This alternative includes the consideration of traffic calming measures, traffic management (ex. turn restrictions), localized widening, dedicated turning lanes, intersection modifications, potential closures of minor intersections. Operational modifications will address best problems in the study area relating to intersection delays, traffic speed and safety and is therefore carried forward to Phase 3 – Alternative Designs.

Urbanize Corridors

This alternative consists of widening corridors just enough to provide pedestrian/cycling facilities and curbs/gutters and enclose remaining open ditches. This alternative, in conjunction with operational modifications, addresses problems and opportunities related to pedestrian and cyclist safety and concerns raised regarding open ditches and is therefore carried forward to Phase 3 – Alternative Designs.

Improve Other Roads in the Network

This alternative consists of upgrading adjacent and/or parallel roadways to reduce the travel demand on North Talbot Road and Sixth Concession Road. Parallel roadways immediately adjacent to the study area do not provide the role and function of Sixth Concession and North Talbot Road in the arterial road network. This alternative does not address the problems and opportunities noted in the study area and is therefore not carried forward for further consideration.

RECOMMENDED SOLUTIONS

Alternatives to Improve Road Safety

- There are many different ways to improve road safety and operations within the study area
- The following options are under consideration and are explored further in subsequent panels:

Reduce Collisions

- Improving traffic controls to reduce collision risk
- Providing advanced left turn signal phasing at high volume intersections to reduce turning collisions

Reduce Driving Speeds

- Incorporating traffic calming measures to reduce vehicle operating speeds and reduce collision frequency/severity

Improve Operations

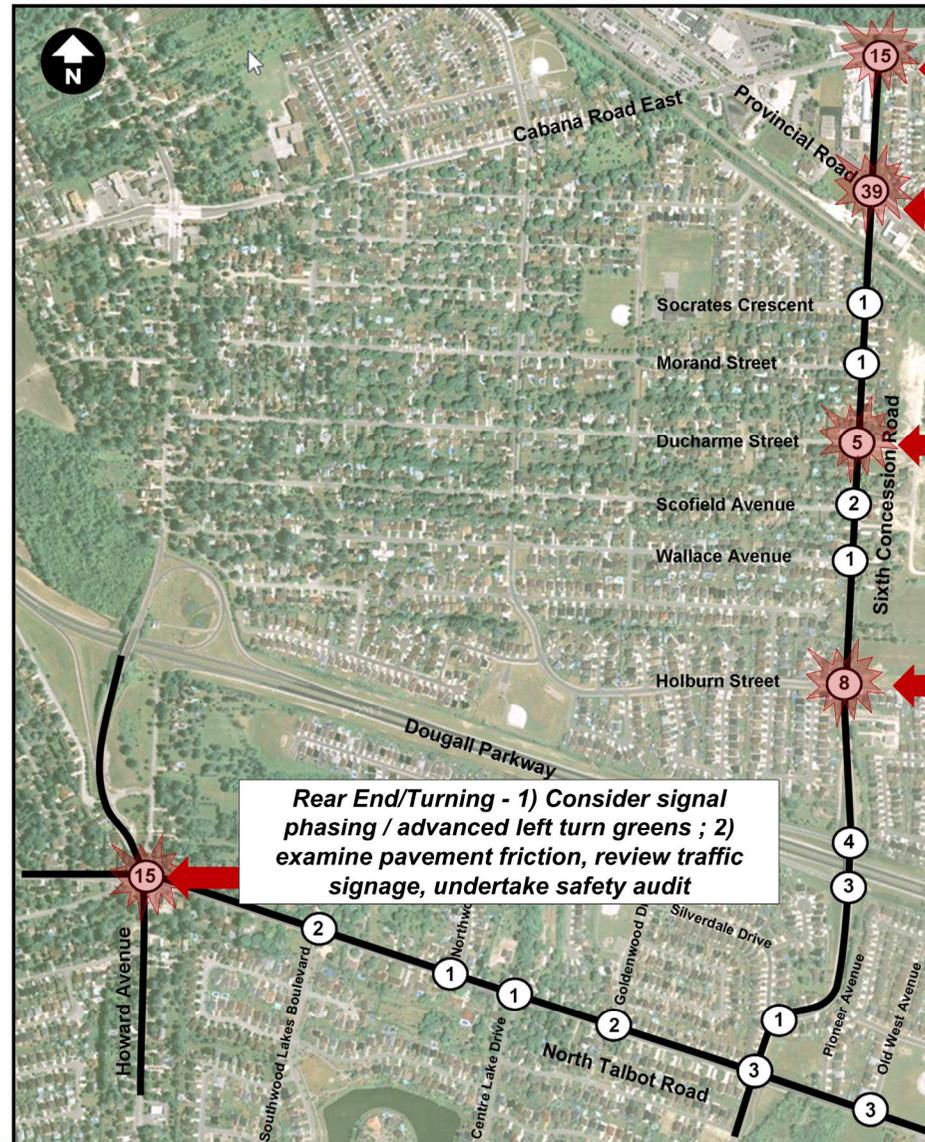
- Providing turning lanes at major intersections

- In addition to the recommended solutions, an urbanized roadway cross-section will include:
 - Providing continuous sidewalks along Sixth Concession Road and North Talbot Road to improve pedestrian safety and promote active living
 - Providing continuous on-road cycling lanes on Sixth Concession Road and North Talbot Road to improve bicycle safety and promote active living

Recommended Solutions – Reduce Collisions

Intersection Improvements

- The study team considered alternative solutions to improve safety at intersections experiencing >5 collisions
- When developing alternative solutions, the predominant type of collision occurring and existing intersection conditions (e.g. geometry, signal timing and traffic volumes) are taken into consideration by the study team
- The alternative solutions to improve safety identified at specific intersections on the adjacent map will be reviewed in more detail in the next phase of this EA study and incorporated into design alternatives as appropriate



Rear End - 1) Monitor recent intersection modifications on Cabana Road and 2) examine pavement friction, review traffic signage, undertake safety audit

Rear End/Turning - 1) monitor recent intersection modifications; 2) evaluate lighting levels; 3) consider modifying signal timing; 4) examine pavement friction, review traffic signage, undertake safety audit

Angle/Turning - 1) Review vehicle sight lines; 2) consider alternative traffic controls

Angle/Turning - 1) Review vehicle sight lines; 2) consider alternative traffic controls (roundabout or traffic signal)

Rear End/Turning - 1) Consider signal phasing / advanced left turn greens ; 2) examine pavement friction, review traffic signage, undertake safety audit

Recommended Solutions – Reduce Driving Speeds

Traffic Calming Measures

- This EA study is reviewing the opportunity to incorporate traffic calming measures into our alternative solutions/designs to reduce vehicle operating speeds and collision frequency/severity
- Traffic calming measures can vary depending on the type of environment we are trying to achieve in the study area
- Traffic calming is designed to be “self-enforcing” (stop signs, reduced speed limits and crossing guards ARE NOT traffic calming)
- Examples of traffic calming measures include:
 - Horizontal traffic calming measures - curb extensions, roadway narrowing, small traffic circles, chicanes, median islands
 - Physical restriction of turning movements - full or partial conversion to one-way streets, cul-de-sacs, channelizing islands, left turn restrictions
- Alternative traffic calming measures to reduce vehicle operating speeds and collision frequency/severity will be reviewed in more detail in the next phase of this EA study and incorporated into design alternatives as appropriate



*Curb extensions
(reconstructed curb)*



Roundabout



*Turn prohibitions &
channelization islands*

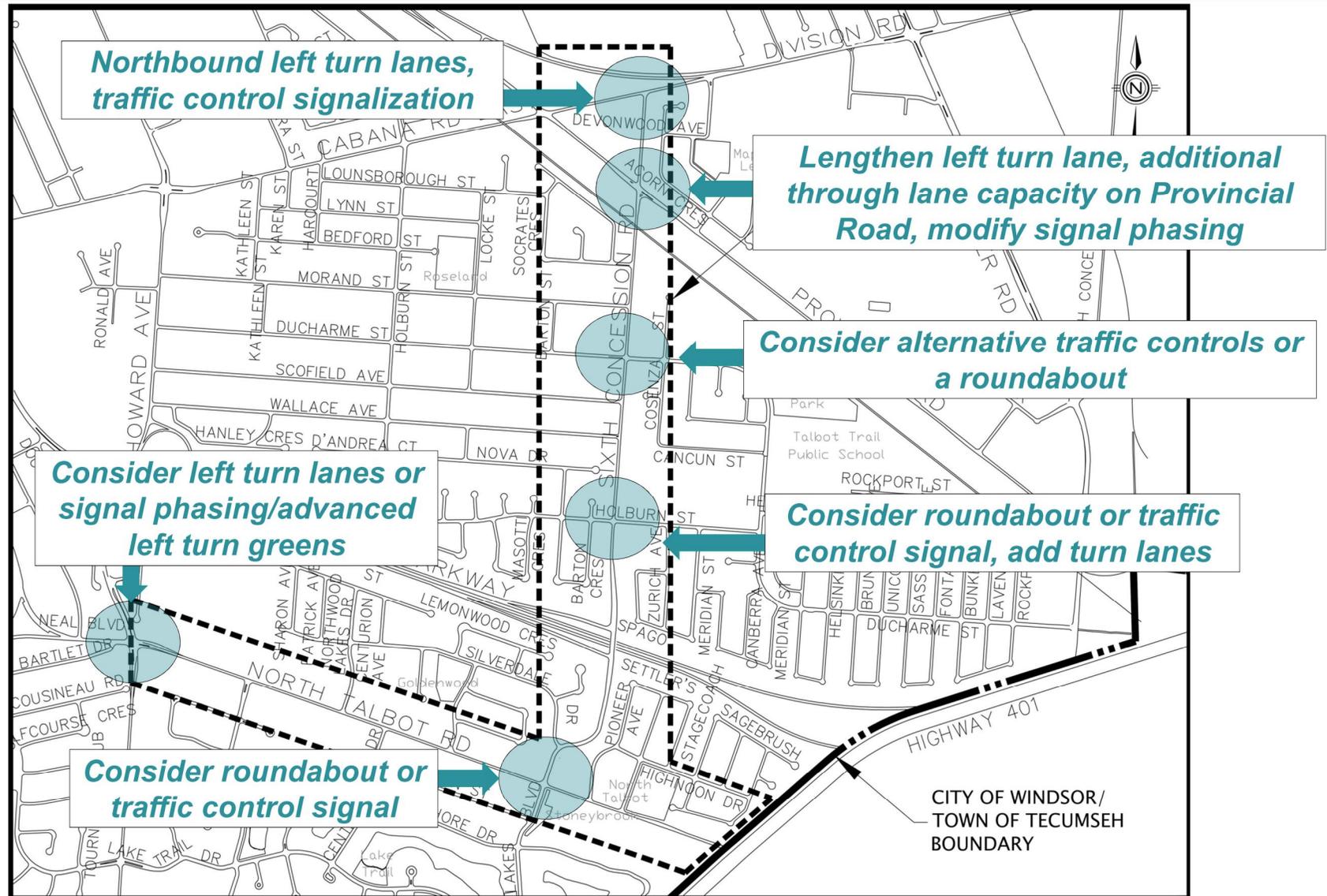


*Textured pavement (crosswalks at
intersection)*

Recommended Solutions – Improve Operations

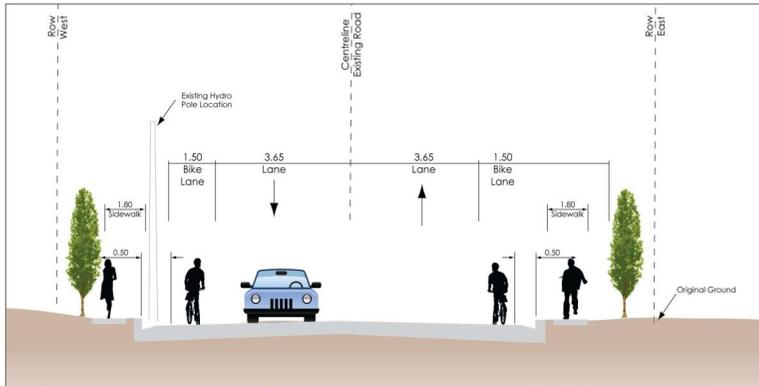
Traffic Control Upgrades

In addition to the alternative cross-sections under consideration, intersection traffic control upgrades are recommended in the following areas:

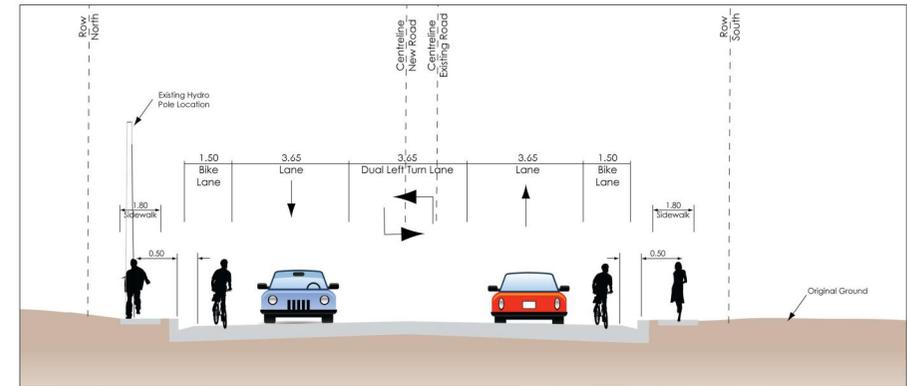


Draft Conceptual Cross-Sections

- The following conceptual cross-sections are provided to illustrate what alternative designs could look like for the recommended solutions along North Talbot Road



2-lane cross-section for North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

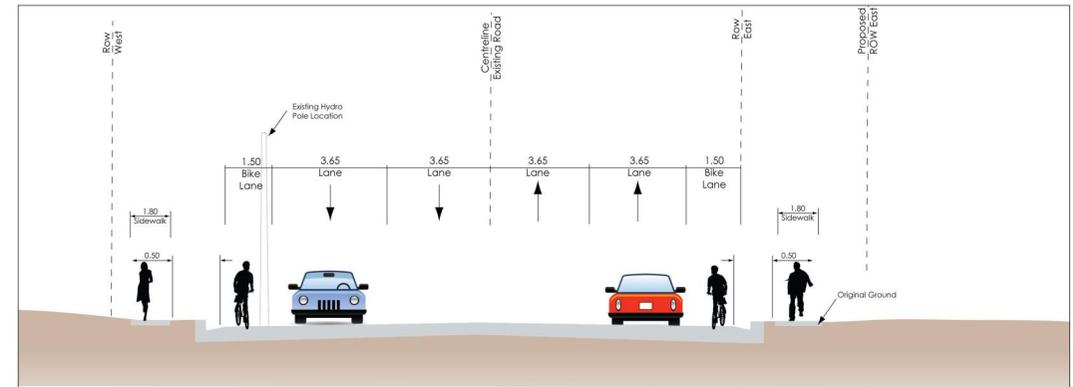
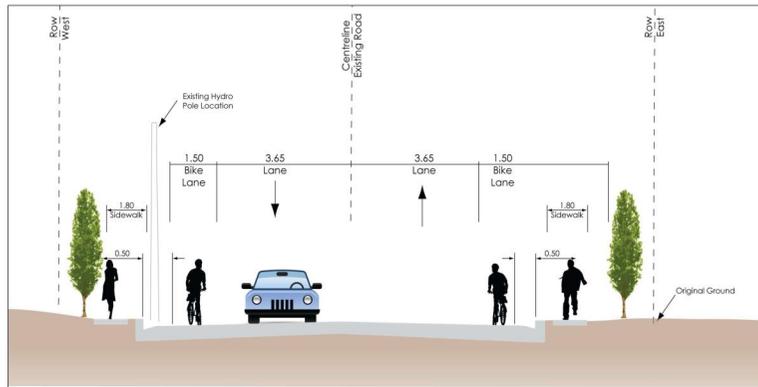


3-lane cross-section for North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

These concepts will be discussed and refined at the upcoming Roadside Safety, Urban Design & Streetscape Workshop in the Spring 2014

Draft Conceptual Cross-Sections

- The following conceptual cross-sections are provided to illustrate what alternative designs could look like for the recommended solutions along Sixth Concession Road



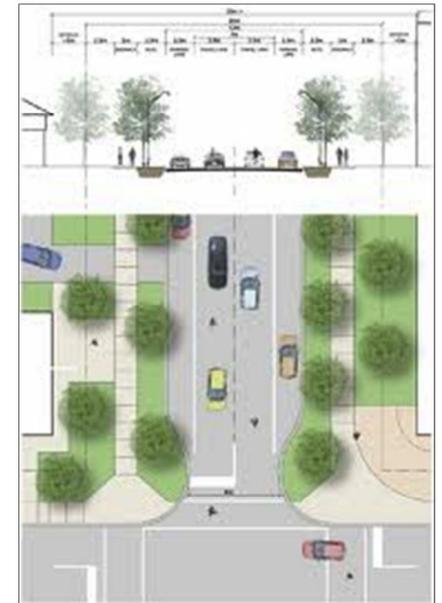
2-lane cross-section for Sixth Concession Road, from Cabana Road East to North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

4-lane cross-section for Sixth Concession Road, from Cabana Road East to North Talbot Road (with on-road cycling lanes, sidewalks on both sides and elimination of the existing ditches)

These concepts will be discussed and refined at the upcoming Roadside Safety, Urban Design & Streetscape Workshop in the Spring 2014

Roadside Safety, Urban Design & Streetscape Workshop

- Following this PIC, the preferred solutions for the study area will be confirmed
- The next phase of the EA study involves developing and evaluating alternative design concepts for the preferred solutions - an urbanized corridor including intersection improvements, traffic calming measures and intersection traffic control upgrades
- We are hosting a workshop in Spring 2014 to review alternative design concepts and to discuss:
 1. Active transportation (sidewalks, bike paths) and transit
 2. Traffic calming measures
 3. Urban design options
- The workshop will include a discussion of what road safety, urban design and streetscape could mean for these corridors and examples
- Results of the workshop will be presented at PIC #2



Please fill out a form if you are interested in participating. We are limited to 20 participants.

Thank you for attending!

- The next phase of the EA study involves developing and evaluating alternative design concepts for the preferred solution(s)
- Please complete a comment form and submit by March 12th, 2014
- Information related to this study will be uploaded to the City's website as it becomes available www.WindsorEAs.ca

If you have questions, please contact:

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phone: 519-255-6247 ext. 6002
e-mail: jleitzinger@city.windsor.on.ca

Thank you for your comments!

City of Windsor

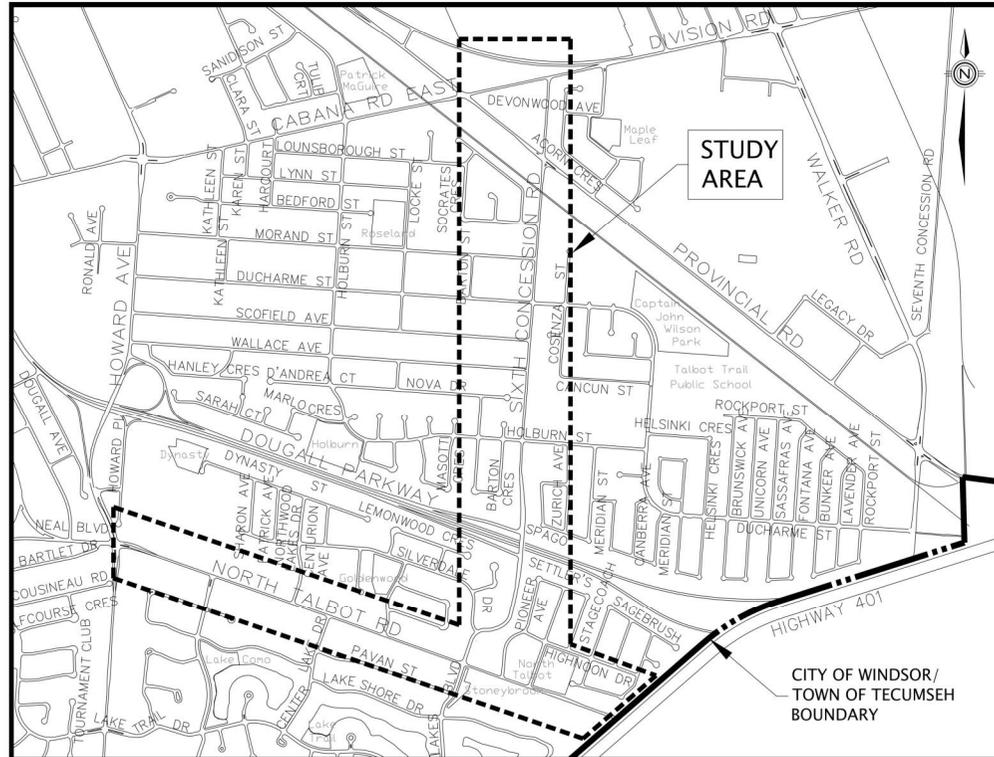
Sixth Concession Road / North Talbot Road Municipal Class Environmental Assessment

Public Information Centre #2
June 26th, 2014

Background & Study Purpose

- **The City of Windsor retained Dillon Consulting Limited to undertake a Municipal Class Environmental Assessment (EA) for the Sixth Concession Road / North Talbot Road corridors. The study will address:**
 - Existing and future roadway operations for a 20 year horizon considering impacts of proposed alternatives on the adjacent arterial/collector road network and existing/future land uses
 - Provisions for active transportation including pedestrian and bikeway connections and transit
 - Traffic calming measures
 - Drainage
- **The purpose of this meeting is to review and provide your verbal or written input on the following:**
 - EA study process to date
 - Evaluation of design alternatives
 - Recommended design alternative & cross sections
 - Potential impacts and associated mitigation measures
 - Next steps in the process

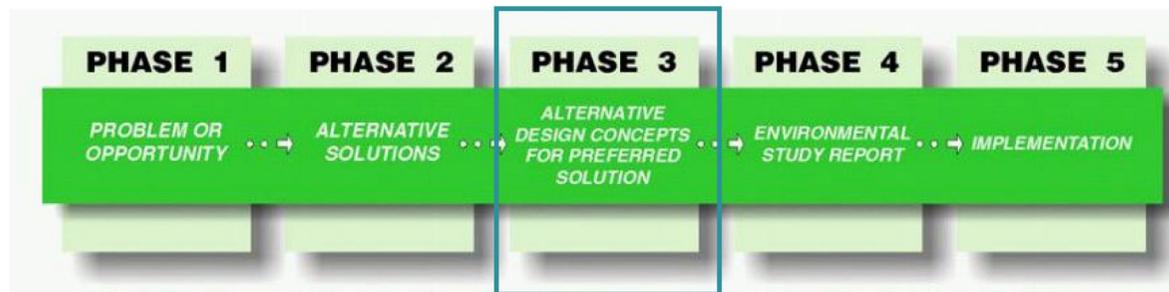
Study Area



- The limits of the study area are Sixth Concession Road, from Cabana Road East to North Talbot Road (approx. distance 2.1 km) and North Talbot Road from Howard Avenue to the east City limits (approx. distance 1.9 km)
- The study area is designated primarily as “Residential” with “Commercial Corridor” at the north end of Sixth Concession Road at Provincial Road [City’s Official Plan - Schedule D: Land Use]

Municipal Class EA Process

- This project is following the Municipal Class EA document requirements (June 2000, as amended in 2007 and 2011)
- The document defines four schedules (i.e., Schedules A, A+, B and C) under which projects may be planned and describes the process required for each
- The complexity of the project, defined by the level of community interest, technical considerations and environmental impacts, help to determine which schedule is followed
- The project team is following Schedule C for this project and will be completing the 5 study phases as outlined in the EA document:



We are presenting Phase 3 tonight

We welcome your comments! Please complete a comment form and submit by July 17th, 2014.

Problem/Opportunity Statement & Solutions

The problem/opportunity statement presented at PIC #1 was:

Modifications to the Sixth Concession Road / North Talbot Road corridors are needed to address traffic control issues, pedestrian and cyclist safety and drainage. The improved transportation corridors will serve the needs of the transportation system and area growth for a 20-year period to 2035.

The preferred solutions for the study area include:

Traffic Demand Management (TDM)

This alternative consists of implementing strategies to reduce the demands on the roads and shifting demands to time periods outside of the congestion periods. Examples of TDM strategies include the use of alternative modes of transportation (i.e., transit, cycling, walking), encouraging carpooling, etc. This alternative provides some improvement to the corridors but as a stand-alone measure it would not efficiently and safely accommodate future travel demands.

Operational Modifications along Corridors

This alternative includes the consideration of traffic calming measures, traffic management (ex. turn restrictions), localized widening, dedicated turning lanes, intersection modifications, potential closures of minor intersections. Operational modifications will best address problems in the study area relating to intersection delays, traffic speed and safety and is therefore carried forward to Phase 3 – Alternative Designs.

Urbanize Corridors

This alternative consists of widening corridors just enough to provide pedestrian/cycling facilities and curbs/gutters and enclose remaining open ditches. This alternative, in conjunction with operational modifications, addresses problems and opportunities related to pedestrian and cyclist safety and concerns raised regarding open ditches and is therefore carried forward to Phase 3 – Alternative Designs.

Roadside Safety, Urban Design & Streetscape Workshop

- 11 people attended the workshop held on April 1, 2014 at the Roseland Golf & Curling Club to discuss urban design options, intersection improvements, active transportation and transit, traffic calming measures and intersection traffic control upgrades
- The following provides a summary of the key ideas and discussion points generated at the workshop:
 - Desire for pedestrian and bike facilities throughout both corridors and on both sides of the street
 - Areas along 6th Concession requiring special attention regarding pedestrian and cyclist safety include: Dougall Parkway, CN Rail crossing, Ducharme Street and Holburn Street
 - Desire for a cycling and pedestrian friendly connection to Devonwood Conservation Area and Cabana Road
 - Accessibility for persons with disabilities will be addressed including ramps at intersections
 - Roundabout at 6th Concession and North Talbot Road could be treated as a gateway/anchor into the area
 - Desire for connection of communities in the area
 - Creating “complete streets” is a critical success factor
 - Visual cues and side friction (e.g. vegetation, street furniture, road treatments) slow drivers down in residential areas
 - Consider different coloured bike lanes to give the illusion of reduced pavement width for motorists
 - Need for proper transitioning of sidewalks and bike lanes (outside of study area)
 - Ensure that improvements deal with the issue of traffic “cutting through” the residential neighbourhood west of Sixth Concession Road

Development of Alternatives – Traffic Calming Report

Recommendations for Speed Management

- Mini roundabouts
- Roundabout at 6th Concession Road and North Talbot Road
- Do not add additional lanes to either 6th Concession Road or North Talbot Road beyond what is strictly necessary
- Use the narrowest lane widths as possible – a lane width of 3.25 to 3.30 m is appropriate for the collector street classification
- Convert the roads to urban cross sections (curb-and-gutter rather than open ditch)
- Plant street trees at regular intervals and use street furniture to add detail to “subconsciously manage” speed

Recommendations for Shortcutting from 6th Concession Road

- “Porkchop” islands constructed at several intersections are intended to prohibit northbound left-turns (and westbound through movements at Ducharme Street)
- Islands may remain until the arterial road improvements have been implemented (shortcutting can be eliminated through the arterial road improvements recommended)

Development of Alternatives – Cycling Facilities

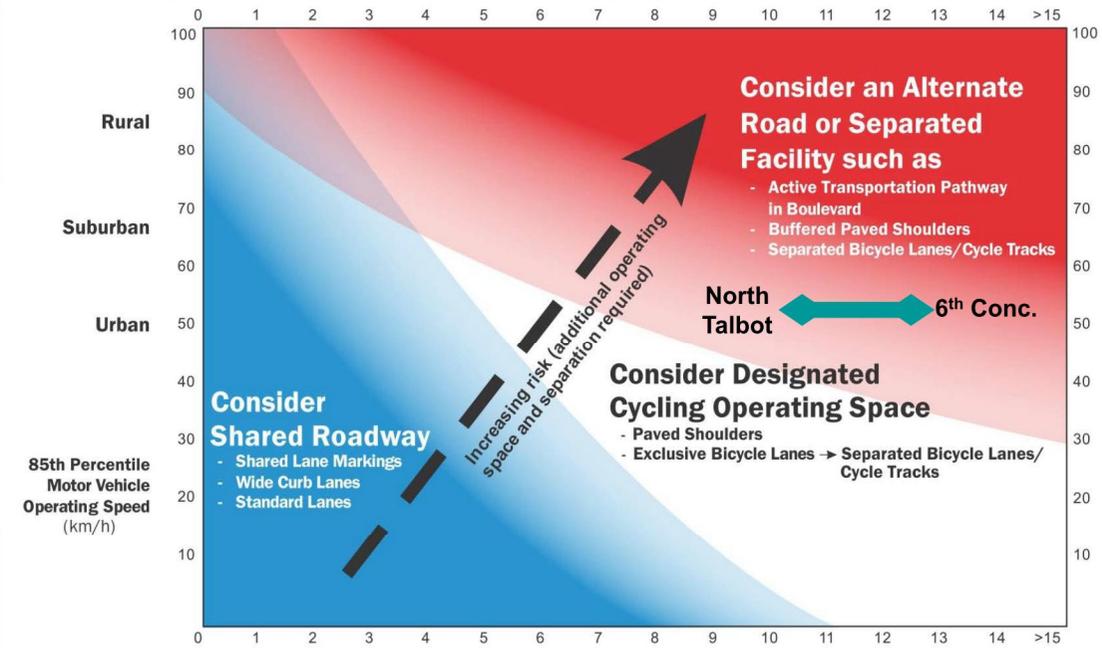
- Ontario Traffic Manual Book 18: Cycling Facilities provides guidance on the planning, design and operation of cycling facilities in Ontario and incorporates current best practices in Ontario, Canada and internationally
- The manual includes a bicycle facility type selection process and was followed for this study

3 Step Process

Step 1: Facility pre-selection based on vehicle speeds and average daily traffic volumes	<ul style="list-style-type: none"> • 50-60 km/hr • 10,000 – 13,000 average daily traffic by 2035
Step 2: Examine other relevant study area factors	<ul style="list-style-type: none"> • Multiple driveways along each corridor • Multiple road intersections • Higher volumes of traffic • Higher speeds along corridors • Variable skill levels of users • Transit stops along corridors • Residential neighbourhood
Step 3: Select appropriate facility type	<ul style="list-style-type: none"> • Separated facilities are generally not preferred in situations with numerous driveways or unsignalized intersections • On road bicycle lanes (without separation) are appropriate for this study area

STEP 1 of 3

Desirable Cycling Facility Pre-selection Nomograph



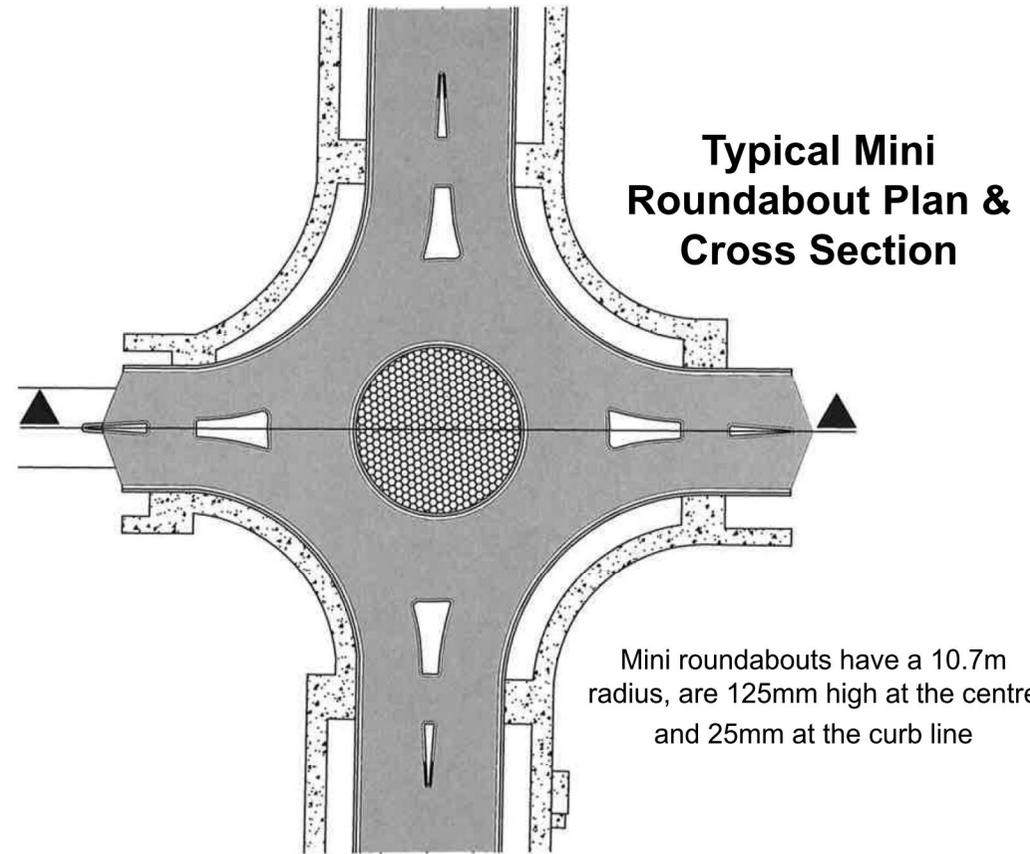
Source: OTM Book 18, Figure 3.3, pg. 30

Development of Alternatives – Roundabouts vs. Traffic Signals

- The intersections of 6th Concession Road/North Talbot Road, 6th Concession Road/Holburn Street, 6th Concession Road/Morand and 6th Concession Road/Wallace Street are currently all-way stops
- By 2035, the intersections of 6th Concession/North Talbot and 6th Concession/Holburn will require upgrades (traffic signals or roundabouts)
- Roundabouts have advantages over traffic signals for the following reasons:
 - Reduces unnecessary delay
 - Reduces severity of vehicular collisions
 - Improves travel time through the reduction of queuing, loss of time in use due to time when all lights are red, advanced green and amber
 - Eliminates stopping and acceleration of traffic
 - Lower operating and maintenance costs (depending on aesthetic treatment of centre island)
 - Provides a reduction in cut-through traffic from 6th Concession Road due to unimpeded travel
 - Improves response times of emergency vehicles over stopped conditions

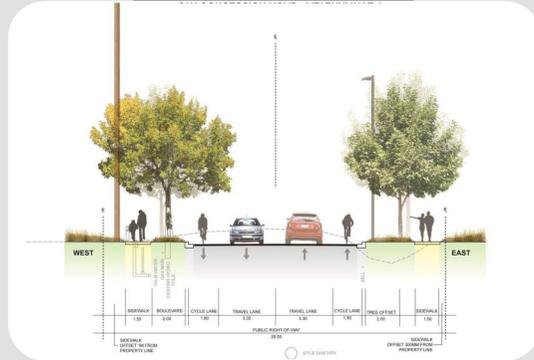
Development of Alternative Designs

- Three alternative designs were developed and reviewed for each corridor
 - North Talbot Road alternatives are highlighted in blue
 - 6th Concession Road alternatives are highlighted in green
- All alternatives were based on the following basic cross section:
 - 1.8 m bike lanes on both sides of the road
 - 1.5 m sidewalks on both sides of the road
 - 3.3 m travel lanes



Alternative Designs – 6th Concession Road

Alternative 1



Potential improvement options include:

1.8 m bike lanes on both sides of the road

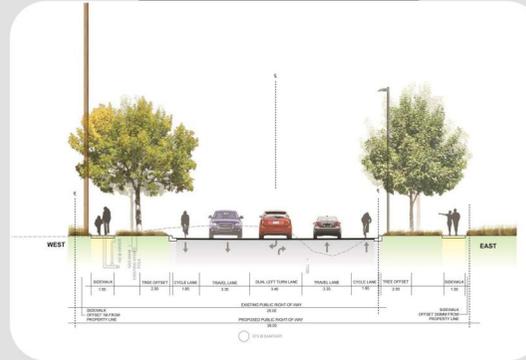
1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

Left turn lane at Ducharme Street (SB)

Traffic signals at North Talbot Road/6th Concession & Holburn Street/6th Concession Road

Alternative 2



Potential improvement options include:

1.8 m bike lanes on both sides of the road

1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

One 3.4 m centre dual left turn lane

Roundabout at 6th Concession Road/North Talbot Road intersection

Alternative 3



Potential improvement options include:

1.8 m bike lanes on both sides of the road

1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

Mini roundabout at Ducharme Street

Roundabouts at 6th Concession Road /North Talbot Road & Holburn Street/6th Concession Road

Evaluation of Alternatives

6th Concession Road

6 th CONCESSION ROAD ROAD DESIGN ALTERNATIVES				
		ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
FACTOR & CRITERIA	MEASURE	Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes Left turn lane at Ducharme Street (SB) Traffic signals at North Talbot Road/6th Concession & Holburn Street/6th Concession Road 	Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes One 3.4 m centre dual left turn lane Roundabouts at 6th Concession Road/North Talbot Road and Holburn Street/6th Concession Road 	Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes Mini roundabout at Ducharme Street Roundabouts at 6th Concession Road/North Talbot Road and Holburn Street/6th Concession Road
Natural Environment				
Vegetation	Potential for tree and vegetation removals. Alternatives that preserve vegetation are preferred	No impact	Minimal impact to vegetation north of Holburn Street and 6 th Concession Road	No impact
Terrestrial habitat	Potential for destruction/removal of existing terrestrial habitat. Alternatives that provide for opportunities to protect or create terrestrial habitat are preferred	No impact	No impact	No impact
Aquatic species and habitats	Potential for destruction/removal of existing aquatic habitat. Alternatives that provide for opportunities to protect or create aquatic habitat are preferred	No impact	No impact	No impact
Species at Risk	Potential for impacts to Species at Risk and/or their habitat	No impact	No impact	No impact
SUMMARY		Alternatives are comparable		
Socio-Economic Environment				
Existing and planned land uses	Appropriateness of design for existing and planned future land uses along the corridor	Appropriate for a residential setting	Less appropriate for a residential setting	Appropriate for a residential setting
Policy framework	Consistency with municipal and provincial policies, goals and objectives	Consistent	Consistent	Consistent
Aesthetic considerations	Effects of the design on visual landscapes and streetscapes and their further connection to communicate appropriate driving conditions	Ability to provide landscaping in boulevard	Diminishes available boulevard area for landscaping	Ability to provide landscaping in boulevard and full-sized roundabouts
Property requirements	Requirement for property and/or easement acquisition(s)	Minimal impacts - some property required at SW/SE/NW corners of Provincial Road and 6 th Concession Road	Impacts largest number of property frontages due to a wider ROW width (from 20 m to 26 m)	Minimal impacts - some property required at SW/SE/NW corners of Provincial Road and 6 th Concession Road
Property access/impacts to local business	Short-term or long-term disruption of property owners and local businesses	Temporary closure of 6 th Concession Road required during period of construction (timing dependent on funding)	Temporary closure of 6 th Concession Road required during period of construction (timing dependent on funding)	Temporary closure of 6 th Concession Road required during period of construction (timing dependent on funding)
SUMMARY		Comparable to Alternative 3; minimal property impacts; landscaping opportunities exist	Impacts to property frontages and less appropriate for a residential setting	Comparable to Alternative 1; minimal property impacts; landscaping opportunities exist
Cultural Environment				
Lands with archaeological potential	Potential for impacts on registered archaeological sites	Stage 2 Archaeological Assessment required in areas identified as High Potential	Stage 2 Archaeological Assessment required in areas identified as High Potential	Stage 2 Archaeological Assessment required in areas identified as High Potential
Built heritage resources	Potential for impacts on designated properties, buildings of architectural/historical interest and cemeteries	No impact	No impact	No impact
SUMMARY		Alternatives are comparable		
Technical Considerations				
Drainage	Potential for drainage impacts and improvements	Roadside ditches are replaced with an enclosed stormwater system	Roadside ditches are replaced with an enclosed stormwater system	Roadside ditches are replaced with an enclosed stormwater system
Snow removal & storage	Ability of design to accommodate winter maintenance equipment/vehicles and snow storage	No impacts	No impacts	Mini roundabouts require some additional manoeuvring of winter maintenance vehicles
Utilities	Utility constraints and requirements to be considered as part of the design	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage
Construction staging and phasing	Ease and practicality of construction, including construction duration and need for road closures and/or detours	Construction duration similar to Alternative 3	Construction duration slightly increased due to additional pavement and utility relocation	Construction duration similar to Alternative 1; may be slightly longer due to roundabouts
SUMMARY		Alternatives are comparable		
Transportation Considerations				
Road Safety	Relative ability to reduce potential for collisions of all roadway users recognizing alignment/geometry, intersections, presence of auxiliary lanes, number/spacing/accesses	Higher potential for collisions due to higher operating speeds along the corridor	Higher potential for collisions due to higher operating speeds	Lower potential for collisions due to lower operating speeds
Ability to accommodate active transportation	Ability of design to provide safe, connected, effective, attractive and convenient cycling, pedestrian and transit facilities	Similar to Alternatives 2 & 3	Potential to reduce rear end mid-block collision types due to left turn lane	Potential to reduce severity of collisions
Transit serviceability	Relative ability to accommodate transit vehicles	High potential to accommodate transit vehicles	High potential to accommodate transit vehicles	High potential to accommodate transit vehicles however buses will have to transition over mini roundabouts resulting in a reduction of travel speed
Network capacity and continuity	Relative ability to provide sufficient capacity and level of service (LOS) to accommodate projected traffic volumes	Level of Service (LOS) is generally acceptable during AM and PM	LOS is generally acceptable during AM and PM	LOS is generally acceptable during AM and PM
Traffic speed control	Relative ability to encourage appropriate traffic speed for the road classification taking into consideration adjacent land uses	A lane width of 3.3 m will assist with traffic speed control	A lane width of 3.3 m will assist with traffic speed control	Capacity is acceptable (capacity is greater than Alternatives 1 & 3)
Traffic infiltration (potential impact on cut-through traffic)	Relative ability to reduce potential cut-through traffic on local streets	Removal of stop conditions may provide a reduction in neighbourhood cut-through traffic due to unimpeded travel on the collector roadway	Removal of stop conditions may provide a reduction in neighbourhood cut-through traffic due to unimpeded travel on the collector roadway	Capacity is acceptable
Emergency services access and response times	Relative impact on access and response time of emergency vehicles	Access and emergency response time is not negatively impacted	Access and emergency response time is not negatively impacted	The combination of 3.3 m lane widths with mini and full-sized roundabouts provide a higher level of traffic speed control along corridor
SUMMARY		Comparable to Alternative 2; however capacity is at upper limits	Travel speed is not reduced; higher potential for collisions	Roundabouts provide traffic calming effects and reduced cut-through traffic
Cost				
Capital costs	Relative capital costs	Equal to Alternative 3 (left turn lanes versus mini roundabouts and traffic signals)	Higher compared to Alternatives 1 & 3	Equal to Alternative 1 (mini roundabouts versus left turn lanes)
Operation and maintenance costs	Relative operation and maintenance costs	Higher than Alternative 3 due to traffic signals but slightly lower than Alternative 2	Slightly higher than Alternatives 1 & 3 due to additional pavement width	Slightly lower than Alternative 1
SUMMARY		Higher operation and maintenance costs	Higher capital, operation and maintenance costs	Capital costs and operation/maintenance costs equal or lower

RECOMMENDED ALTERNATIVE

Evaluation Legend: Recommended Comparable Not Recommended

Alternative Designs – North Talbot Road

Alternative 1



Potential improvement options include:

1.8 m bike lanes on both sides of the road

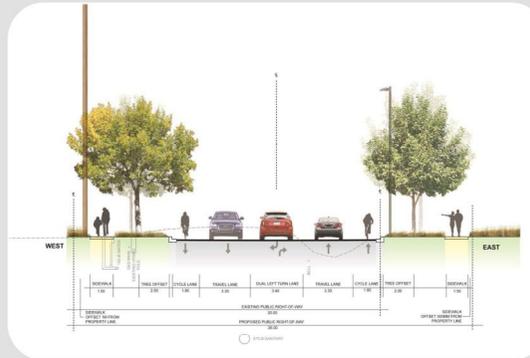
1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

Left turn lanes at Southwood Lakes Blvd West (WB), Northwood Lakes Drive (EB), Old West Ave South (EB)

Traffic signals at 6th Concession Road/North Talbot Road

Alternative 2



Potential improvement options include:

1.8 m bike lanes on both sides of the road

1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

One 3.4 m centre dual left turn lane

Roundabout at 6th Concession Road/North Talbot Road

Alternative 3



Potential improvement options include:

1.8 m bike lanes on both sides of the road

1.5 m sidewalks on both sides of the road

Two 3.3 m travel lanes

Mini roundabouts at Southwood Lakes Blvd West, Northwood Lakes Drive & Goldenwood Drive

Left turn lanes at Old West Ave South (EB)

Roundabout at 6th Concession Road/North Talbot Road

Evaluation of Alternatives

North Talbot Road

NORTH TALBOT ROAD ROAD DESIGN ALTERNATIVES				
FACTOR & CRITERIA	MEASURE	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
		Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes Left turn lanes at Southwood Lakes Blvd West (WB), Northwood Lakes Drive (EB), Old West Ave South (EB) Traffic signals at 6th Concession Road/North Talbot Road 	Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes One 3.4 m centre dual left turn lane Roundabout at 6th Concession Road/North Talbot Road 	Potential improvement options include: <ul style="list-style-type: none"> 1.8 m bike lanes on both sides of the road 1.5 m sidewalks on both sides of the road Two 3.3 m travel lanes Mini roundabouts at Southwood Lakes Blvd West, Northwood Lakes Drive & Goldenwood Drive Left turn lanes at Old West Ave South (EB) Roundabout at 6th Concession Road/North Talbot Road
Natural Environment				
Vegetation	Potential for tree and vegetation removals. Alternatives that preserve vegetation are preferred	No impacts	No impacts	No impacts
Terrestrial habitat	Potential for destruction/removal of existing terrestrial habitat. Alternatives that provide for opportunities to protect or create terrestrial habitat are preferred	No impacts	No impacts	No impacts
Aquatic species and habitats	Potential for destruction/removal of existing aquatic habitat. Alternatives that provide for opportunities to protect or create aquatic habitat are preferred	No impacts	No impacts	No impacts
Species at Risk	Potential for impacts to Species at Risk and/or their habitat	No impacts	No impacts	No impacts
SUMMARY			Alternatives are comparable	
Socio-Economic Environment				
Existing and planned land uses	Appropriateness of design for existing and planned future land uses along the corridor	Appropriate for a residential setting	Appropriate for a residential setting although slightly greater pavement width	Appropriate for a residential setting
Policy framework	Consistency with municipal and provincial policies, goals and objectives	Consistent	Consistent	Consistent
Aesthetic considerations	Effects of the design on visual landscapes and streetscapes and their further connection to communicate appropriate driving conditions	Ability to provide landscaping in boulevard	Ability to provide landscaping in boulevard although extra lane diminishes available area for landscaping	Ability to provide landscaping in boulevard Mini roundabouts do not provide for landscaping opportunity
Property requirements	Requirement for property and/or easement acquisition(s)	No anticipated property impacts	Property impacts at NE/SE corner of 6th Concession Road and North Talbot Road due to roundabout	Property impacts at NE/SE corner of 6th Concession Road and North Talbot Road due to roundabout Minor property impacts at Northwood Lakes (south side of North Talbot Road) due to mini roundabout
Property access/impacts to local business	Short-term or long-term disruption of property owners and local businesses	Temporary closure of North Talbot Road required during period of construction (timing dependent on funding)	Temporary closure of North Talbot Road required during period of construction (timing dependent on funding)	Temporary closure of North Talbot Road required during period of construction (timing dependent on funding)
SUMMARY		No anticipated property impacts	Minor property impacts	Minor property impacts
Cultural Environment				
Lands with archaeological potential	Potential for impacts on registered archaeological sites	Stage 2 Archaeological Assessment required in areas identified as High Potential	Stage 2 Archaeological Assessment required in areas identified as High Potential	Stage 2 Archaeological Assessment required in areas identified as High Potential
Built heritage resources	Potential for impacts on designated properties, buildings of architectural/historical interest and cemeteries	No impact	No impact	No impact
SUMMARY			Alternatives are comparable	
Technical Considerations				
Drainage	Potential for drainage impacts and improvements	Road side ditches are replaced with an enclosed stormwater system	Road side ditches are replaced with an enclosed stormwater system	Road side ditches are replaced with an enclosed stormwater system
Snow removal & snow storage	Ability of design to accommodate winter maintenance equipment/vehicles and snow storage	No impact	No impact	Mini roundabouts require some additional manoeuvring of winter maintenance vehicles
Utilities	Utility constraints and requirements to be considered as part of the design	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage Significant impacts - relocation of hydro lines required to accommodate street trees and sidewalks	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage Significant impacts - relocation of hydro lines required to accommodate street trees and sidewalks	Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage Significant impacts - relocation of hydro lines required to accommodate street trees and sidewalks
Construction staging and phasing	Ease and practicality of construction, including construction duration and need for road closures and/or detours	Construction duration similar to Alternative 3 Temporary detours required	Construction duration slightly increased due to additional pavement Temporary detours required	Construction duration similar to Alternative 1; may be slightly longer due to roundabouts Temporary detours required
SUMMARY			Alternatives are comparable	
Transportation Considerations				
Road Safety	Relative ability to reduce potential for collisions of all roadway users recognizing alignment/geometry, intersections, presence of auxiliary lanes, number/spacing/accesses	Higher potential for collisions due to higher operating speeds and lack of dedicated turning lanes along the corridor	Higher potential for collisions due to higher operating speeds Potential to reduce rear end mid-block collision types due to left turn lane	Lower potential for collisions due to lower operating speeds Potential to reduce severity of collisions
Ability to accommodate active transportation	Ability of design to provide safe, connected, effective, attractive and convenient cycling, pedestrian and transit facilities	Similar to Alternatives 2 & 3	Similar to Alternatives 1 & 3	Similar to Alternatives 1 & 2 Pedestrian movements are improved with mini roundabouts; splitter islands reduce time that pedestrians are exposed to or in conflict with vehicle traffic
Transit serviceability	Relative ability to accommodate transit vehicles	High potential to accommodate transit vehicles	High potential to accommodate transit vehicles	High potential to accommodate transit vehicles however buses will have to transition over mini roundabouts resulting in a reduction of travel speed
Network capacity and continuity	Relative ability to provide sufficient capacity and level of service (LOS) to accommodate projected traffic volumes	Level of Service (LOS) is generally acceptable during AM and PM Capacity is acceptable; marginally better than Alternative 3	LOS is generally acceptable during AM and PM Capacity is acceptable (capacity is greater than Alternatives 1 & 3)	LOS is generally acceptable during AM and PM Capacity is acceptable
Traffic speed control	Relative ability to encourage appropriate traffic speed for the road classification taking into consideration adjacent land uses	A lane width of 3.3 m will assist with traffic speed control	A lane width of 3.3 m will assist with traffic speed control	The combination of 3.3 m lane widths with mini and full-sized roundabouts provide a higher level of traffic speed control along corridor
Traffic infiltration (potential impact on cut-through traffic)	Relative ability to reduce potential cut-through traffic on local streets	No existing concern noted	No existing concern noted	No existing concern noted
Emergency services access and response times	Relative impact on access and response time of emergency vehicles	Access and emergency response time is not negatively impacted	Access and emergency response time is not negatively impacted	Access and emergency response time may be marginally reduced compared to Alternatives 1 & 2 due to roundabouts
SUMMARY		No speed control measures in place; higher potential for collisions	No speed control measures in place; higher potential for collisions	Mini roundabouts provide traffic calming effect; lower potential for collisions; pedestrian movements improved at mini roundabouts
Cost				
Capital costs	Relative capital costs	Lowest capital costs	Capital costs are higher compared to Alternatives 1 & 3	Capital costs are higher than Alternative 1, but lower than Alternative 2
Operation and maintenance costs	Relative operation and maintenance costs	Similar to Alternative 3	Slightly higher than Alternatives 1 & 3 due to additional pavement width	Similar to Alternative 1
SUMMARY		Lowest capital costs; comparable operation and maintenance costs	Highest capital, operation and maintenance costs	Moderate capital costs; operation and maintenance costs comparable to Alternative 1

RECOMMENDED ALTERNATIVE

Evaluation Legend:



Recommended



Comparable

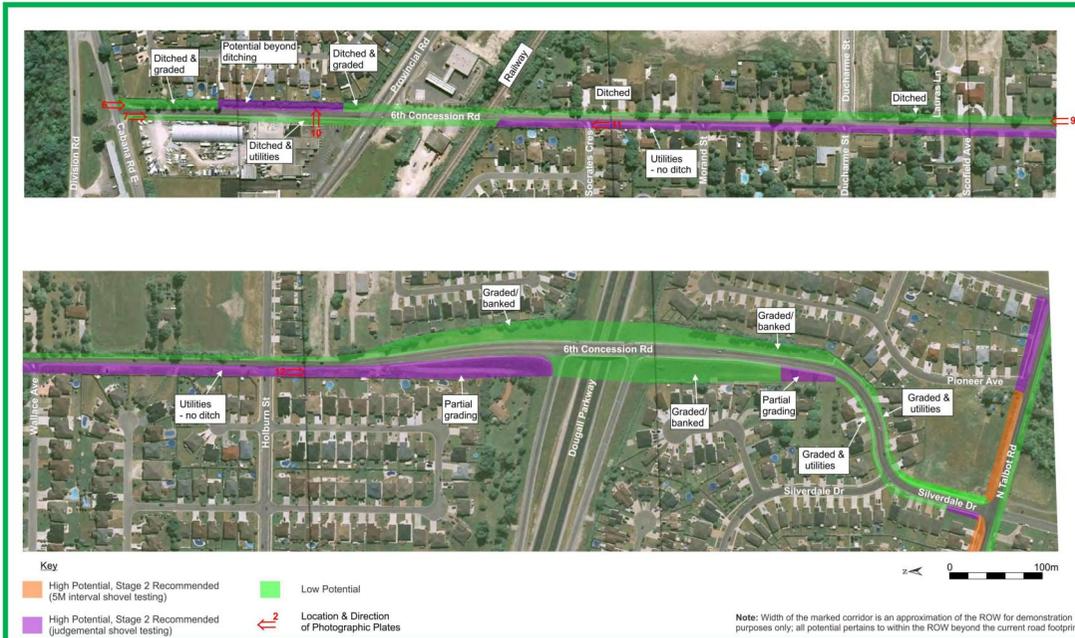
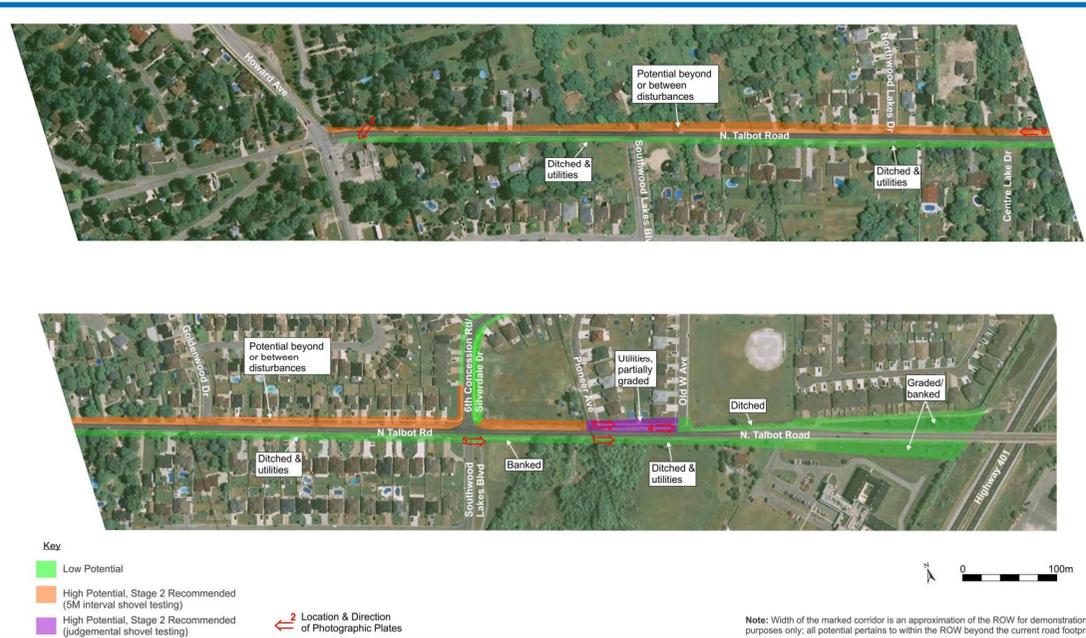


Not Recommended

Potential Impacts and Mitigation Measures

Potential Impacts	Preliminary Mitigation Measures
Natural Environment	
No impacts anticipated to aquatic or terrestrial features	Landscaping will be completed as part of the project – details to be determined at the detail design stage.
Socio-Economic Environment	
Minor property required (refer to property plan)	Once Council approves funding for the road improvement project a detailed design will be completed for the improvements including the roundabout(s). The detailed design will identify the land required. A meeting will then be held with the affected property owner to discuss the impacts to the owner’s property and the acquisition process.
Temporary closure of corridors required during period of construction (timing dependent on funding)	Temporary detour routes will be established at the detailed design stage. Construction timing and staging to be determined.
Technical Environment	
Potential utility/service impacts	Relocation of hydro lines required to accommodate street trees and sidewalks. Final requirements for any relocation of gas and underground communication lines will be determined at the detail design stage.
Improvements to existing drainage system	Road side ditches are replaced with an enclosed stormwater system.
Cultural Environment	
Potential impacts to archeological resources in undisturbed areas along the corridor (see following panel for maps)	A Stage 2 Archaeological Assessment will be completed at the detailed design stage. In the event that any aboriginal remains or significant aboriginal artifacts are uncovered during further assessment work, all First Nations will be contacted immediately.

Stage 1 Archaeological Assessment



- A Stage 1 Archaeological Assessment (AA) was completed
- The study area has high potential for historic Euro-Canadian material due to the historic nature of North Talbot and Sixth Concession roads
- A Stage 2 AA is recommended in undisturbed areas (highlighted in orange & purple) at the detailed design stage
- Stage 2 AA involves shovel testing/hand dug test pits at ~5m intervals

Next Steps

- Consider comments received and confirming the preferred design alternative
- Complete the Environmental Summary Report (ESR)
- File the ESR for a 30 calendar day public and agency review period

NOTE:

The EA Act has provisions that allow a person, Aboriginal community or government agency to ask for a higher level of assessment for a Class EA project if there are outstanding issues that have not been adequately addressed. This is known as a Part II Order. A Part II Order request may be submitted in writing to the Ministry of the Environment (a copy to the City Clerk) within the 30 day review period after filing the ESR. A request should be made only when there are outstanding significant environmental issues that cannot be resolved through the EA process, discussions with the City or mediation.

Thank you for attending!

- Please complete a comment form and submit by July 17th, 2014
- Information related to this study will be uploaded to the City's website as it becomes available www.WindsorEAs.ca

If you have questions, please contact:

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Thank you for your comments!



Transportation Planning & Urban Design Workshop

6th Concession Road/North Talbot Road
Municipal Class Environmental Assessment
City of Windsor

Tuesday, April 1st, 2014

2:00 – 5:00 p.m.

Agenda

- Introductions
- Brief overview presentation
- Overview of alternatives
- Discussion of pros & cons of alternatives
- Summary & next steps

Summary of Problems & Opportunities

- Modifications to the Sixth Concession Road / North Talbot Road corridors are needed to address traffic control issues, pedestrian and cyclist safety and drainage
- The improved transportation corridors will serve the needs of the transportation system and area growth for a 20-year period to 2035

Transportation Planning

- The existing intersections accommodate current (North Talbot Road bridge open) traffic volume with some delays, notably at Provincial Road / Sixth Concession, Ducharme Street / Sixth Concession, and Holburn Road / Sixth Concession
- Over time, additional growth in the Study Area along with background traffic growth will lead to the need for intersection modifications

Design Constraints in Study Area

Sixth Concession Road

- Existing hydro pole line along west side of road and service poles along east side of road may need to be relocated
- Conversion to an urban cross-section with curbs and storm sewer may require relocation of existing gas main
- Property acquisition may be required along the east side of road to accommodate multiple lanes, sidewalks and bike lanes

Design Constraints in Study Area

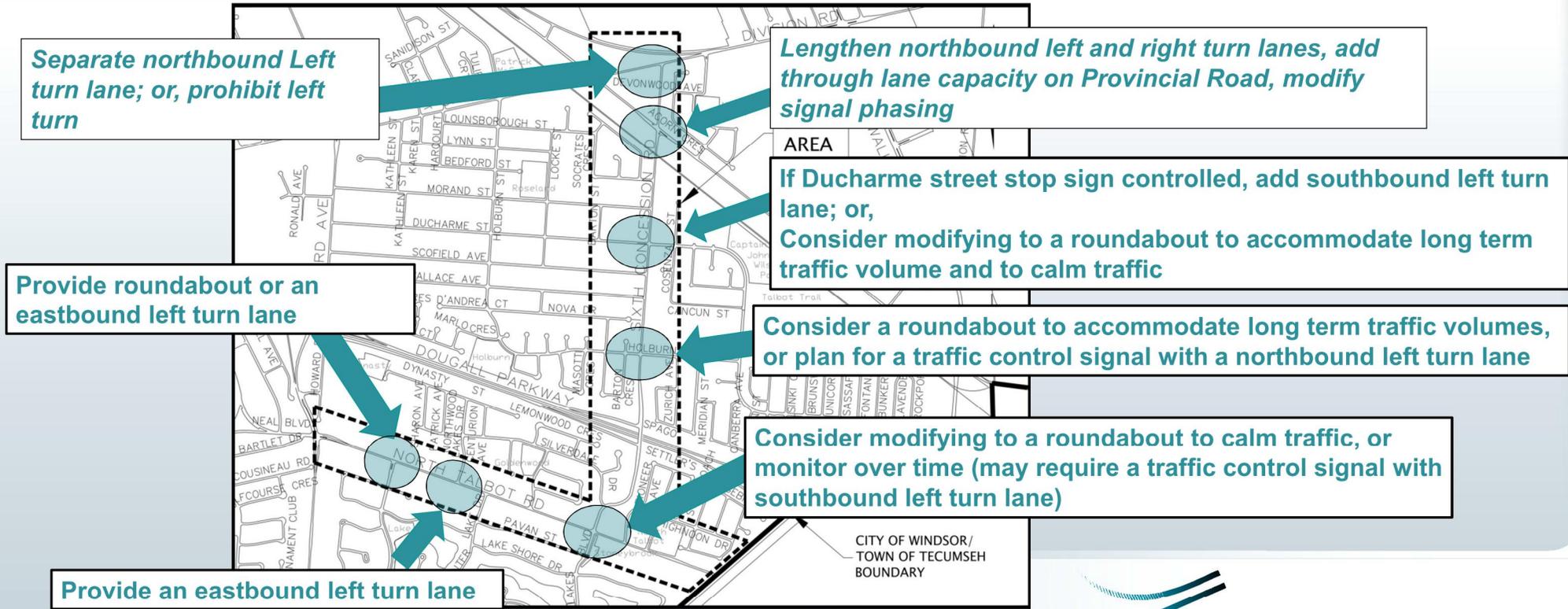
North Talbot Road

- Existing hydro service poles along north side of road (west of Goldenwood Dr.) may need to be relocated to accommodate additional lanes and bike lanes
- Conversion to an urban cross-section with curbs and storm sewer may require relocation of existing gas main

Transit Considerations

- The Walkerville #8 bus route services a portion of Sixth Concession Road from Holburn Street, south to North Talbot Road and travels east on North Talbot Road to Walker Road
- Pedestrian and bicycle infrastructure must be integrated with transit stops

Transportation Planning



Complete Streets

...is a transportation policy and design approach that plans, designs, operates, and maintains streets to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

Elements that make a good street

Specific design elements of complete streets vary based on context and project goals, but may include:

- Active Transportation
- Pedestrian walkways, crosswalks, medians islands
- Bike lanes
- Traffic calming measures
- Plantings and vegetation
- Streetscape furniture and design elements

Active Transportation

- The majority of the study area lacks sidewalks and on-road bike lanes
- On-road bike lanes exist on Sixth Concession Road from North Talbot Road to north of the Dougall Parkway
- Approximately 505 m of discontinuous sidewalk exists on the north side of North Talbot Road
- A sidewalk is present on both sides of Sixth Concession Road from North Talbot Road to just north of the Dougall Parkway

Pedestrian Walkways



Multi Use Pathway



Concrete Sidewalks with dedicated Bike Lane

Bike Lanes



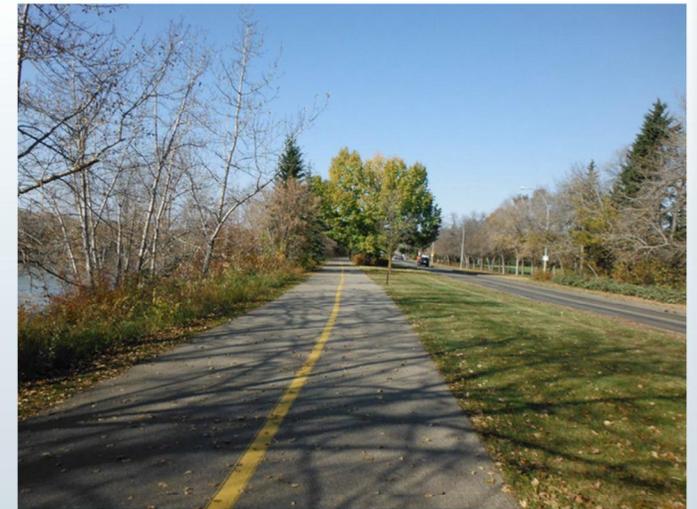
Conventional Bicycle Lane



Separated Bicycle Lane



Raised Cycle Track

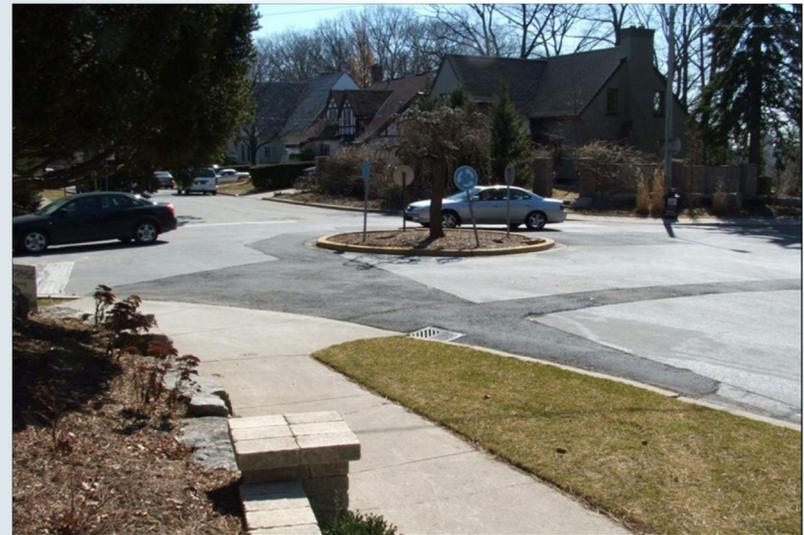


Multi Use Pathway

Design and Traffic Calming

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behaviour and improve conditions for non-motorized street users.

TAC 1998



Purpose of Traffic Calming

- **Traffic calming may be used in some instances to better manage the speed of travel along a street as well as traffic volumes**
- **Measures include road narrowings, mini-roundabouts, roadside planting and furniture, speed humps, etc.**
- **The measures to be employed are decided on a case-by-case basis**
- **The concept is to introduce elements that will manage speed and traffic infiltration without compromising motorist safety or creating other traffic problems**

Examples of Traffic Calming

- Traffic calming measures can vary depending on the type of environment we are trying to achieve in the study area
- Traffic calming is designed to be “self-enforcing” (stop signs, reduced speed limits and crossing guards ARE NOT traffic calming)



*Curb extensions
(reconstructed curb)*



Roundabout



*Turn prohibitions &
channelization islands*



*Textured pavement
(crosswalks at intersection)*

What is Urban Design?

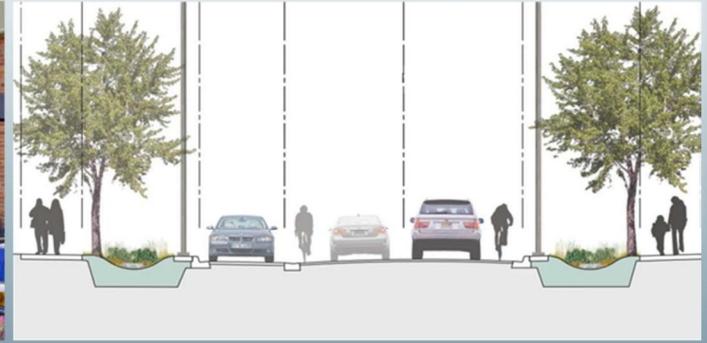
"the art of shaping the interaction between, people and places, environment and urban form, and nature and built fabric, and influencing the processes which lead to successful villages, towns and cities."

Kevin Cambell and Robert Cowan in *Planning* (12 February 1999)

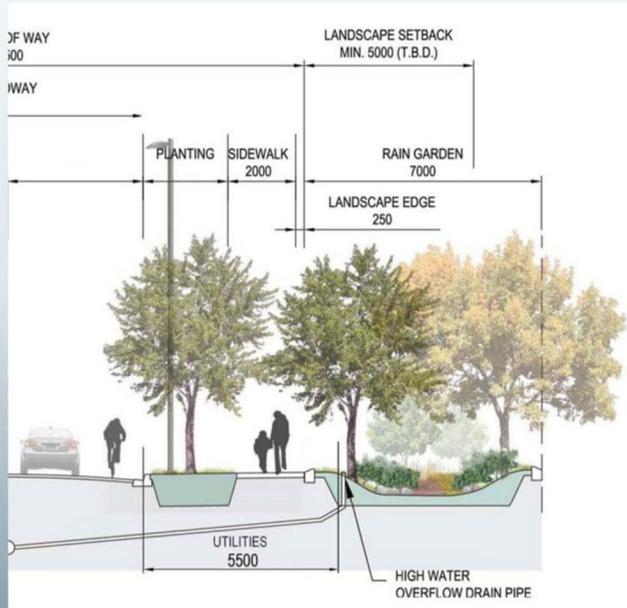


Streetscapes

Places of Movement and Pause...

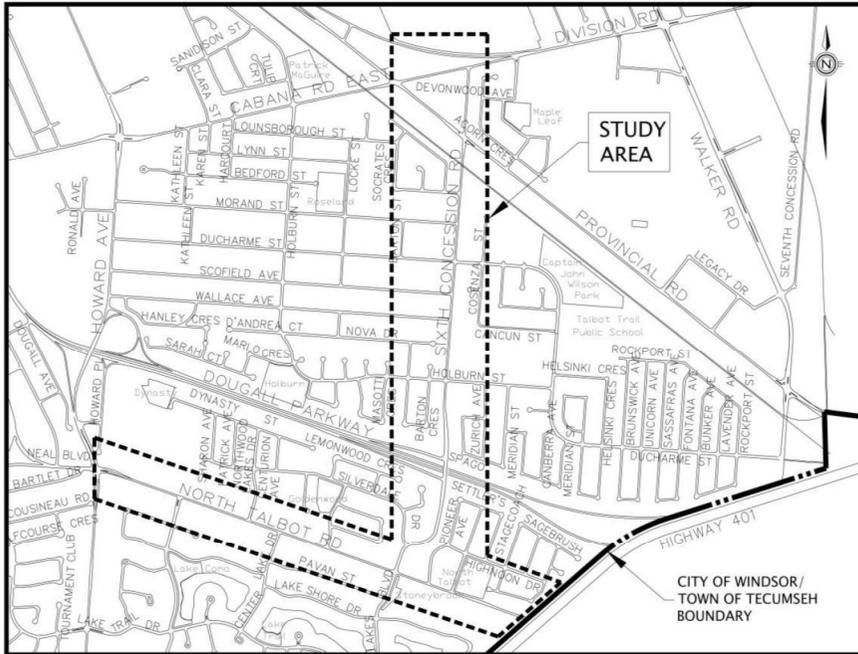


Plantings & Vegetation



Streetscape Furniture & Design Elements





Sixth Concession Road/North Talbot Road Class Environmental Assessment

Presentation to City Council
June 1, 2015

Overview of EA Process

- The study followed the requirements of a Schedule “C” Municipal Class EA project including enhanced consultation.
- Three primary methods for consulting the public and agencies were used throughout the study:
 - Notices mailed to the project mailing list and published in The Windsor Star
 - Public Information Centres (PICs)
 - PIC#1 – held on February 26, 2014
 - PIC#2 – held on June 26, 2014
 - Road Safety, Urban Design & Streetscape Workshop – held on April 1, 2014

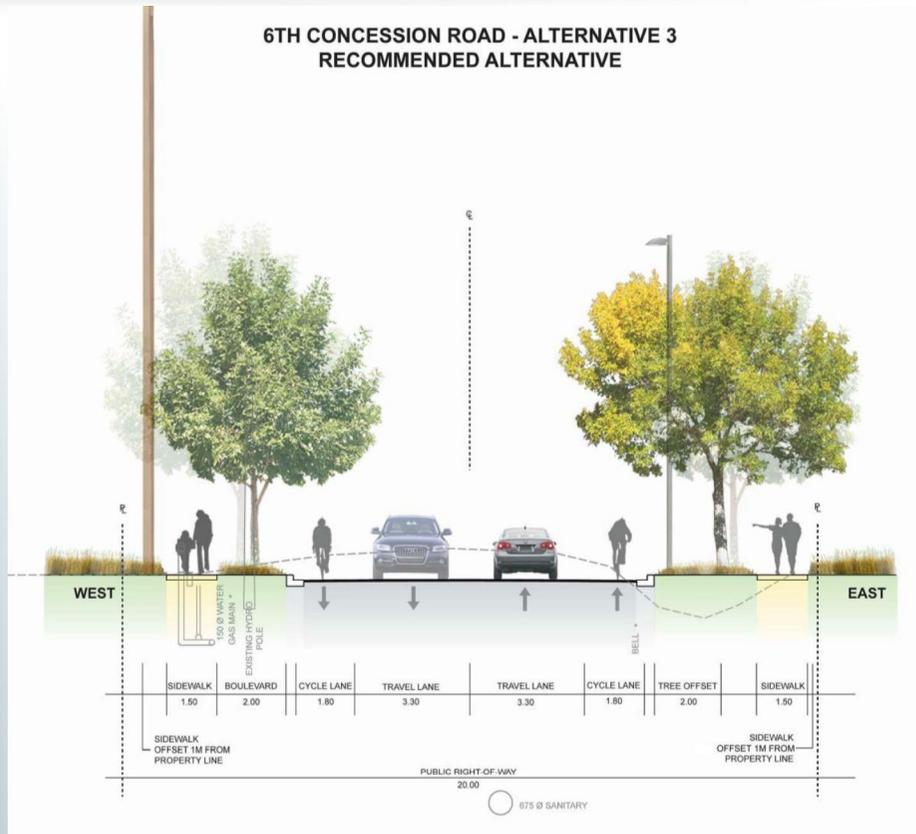
Identifying the Need

Based on the review of the existing conditions and the analysis of existing traffic volumes, projected future travel demands and concerns raised by the public, the problems for the study area include:

- **Intersection Delays** – some intersections require modifications, including turn lanes, improved traffic control or roundabouts
- **Traffic Speed** - higher traffic speeds create safety concern for all modes of transportation
- **Pedestrian and Cyclist Safety** – there is a need to improve facilities within the study area and provide system connections
- **Open Ditches** - many members of the community indicated a desire to have the ditches enclosed to create an urban roadway cross-section

Preferred Alternative Sixth Concession Road

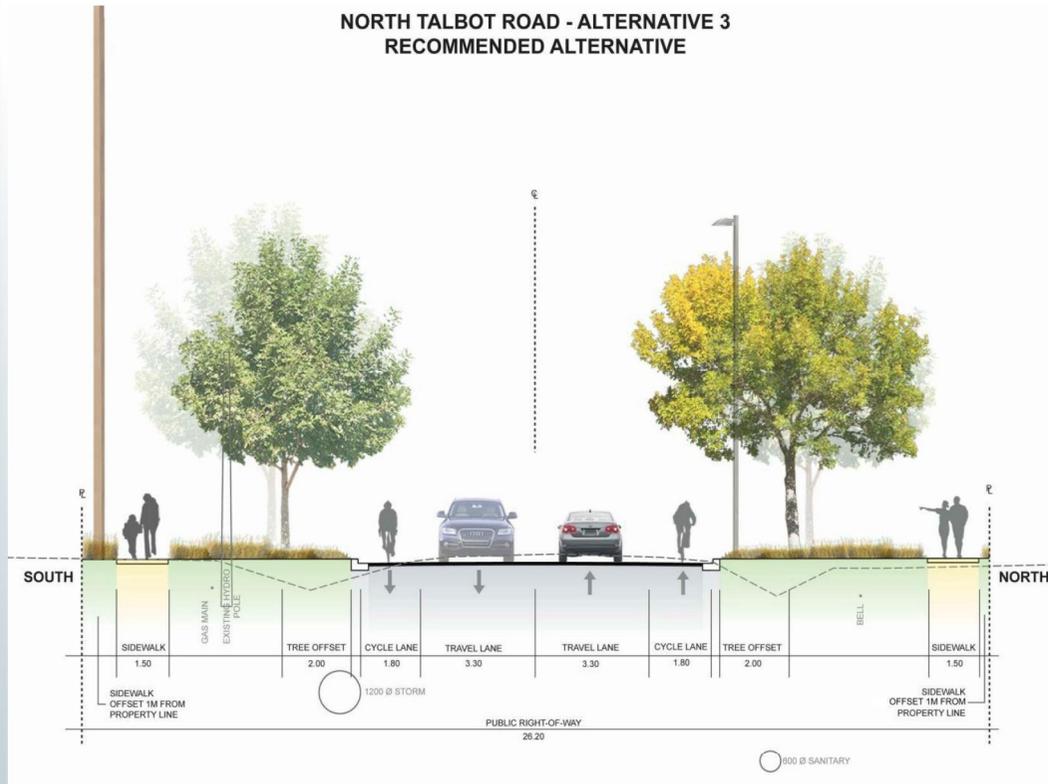
6TH CONCESSION ROAD - ALTERNATIVE 3
RECOMMENDED ALTERNATIVE



The preferred alternative for Sixth Concession Road comprises:

- Two through lanes for vehicular traffic
- On street cycling lanes on both sides of the road
- Continuous sidewalks on both sides of the road
- Traffic calming measures

Preferred Alternative North Talbot Road



The preferred alternative for North Talbot Road comprises:

- Two through lanes for vehicular traffic
- On street cycling lanes on both sides of the road
- Continuous sidewalks on both sides of the road
- Traffic calming measures

Cycling Facility Description

- Recommendation is for a wider (1.8 m wide) cycling lane on both sides of the road on both Sixth Concession Road and North Talbot Road.
- We are aware of the plans for cycling facilities on Cabana Road. Following their implementation and monitoring, if deemed successful, the recommendation for Sixth Concession Road and North Talbot Road could be modified to include buffered bike lanes (1.5m bike lanes with a 0.3m painted separation)

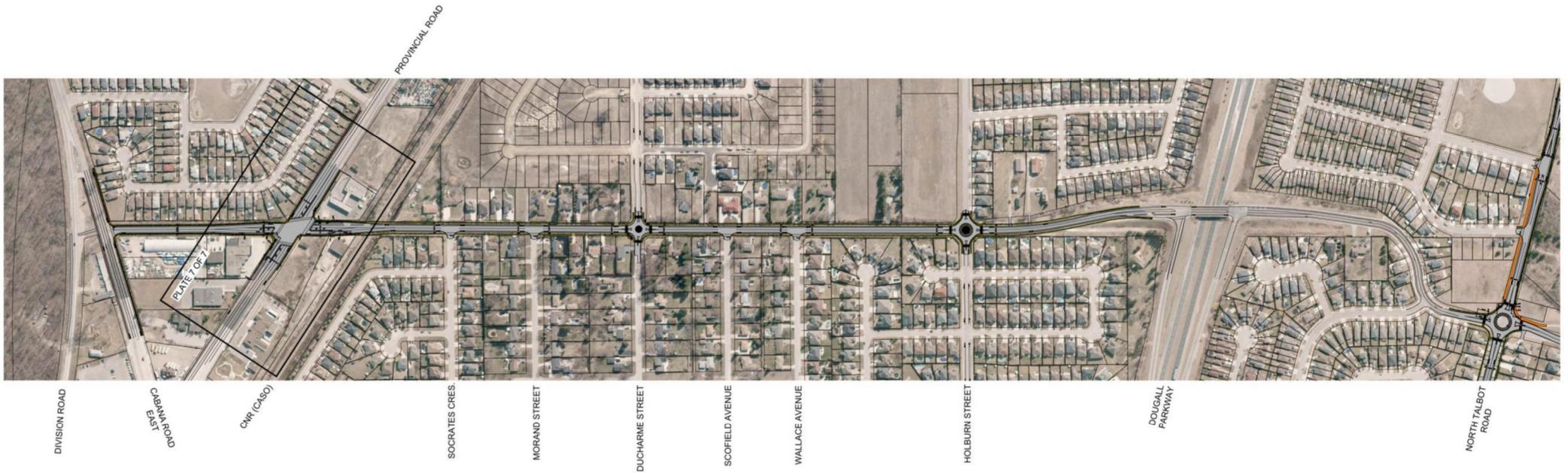
Completing Sidewalk System

- 1.5 m wide sidewalks are recommended on both sides of Sixth Concession Road and North Talbot Road.
- Sidewalks are offset from the road by a minimum of a 2.0 m wide landscaped boulevard.
- Uncontrolled pedestrian crossings have been marked at multiple locations along Sixth Concession Road and North Talbot Road.
- As part of the Cabana Road cycling improvements, warrant studies for half signals to provide controlled crossings of Cabana Road and Division Road in the vicinity of Sixth Concession Road, are being undertaken.

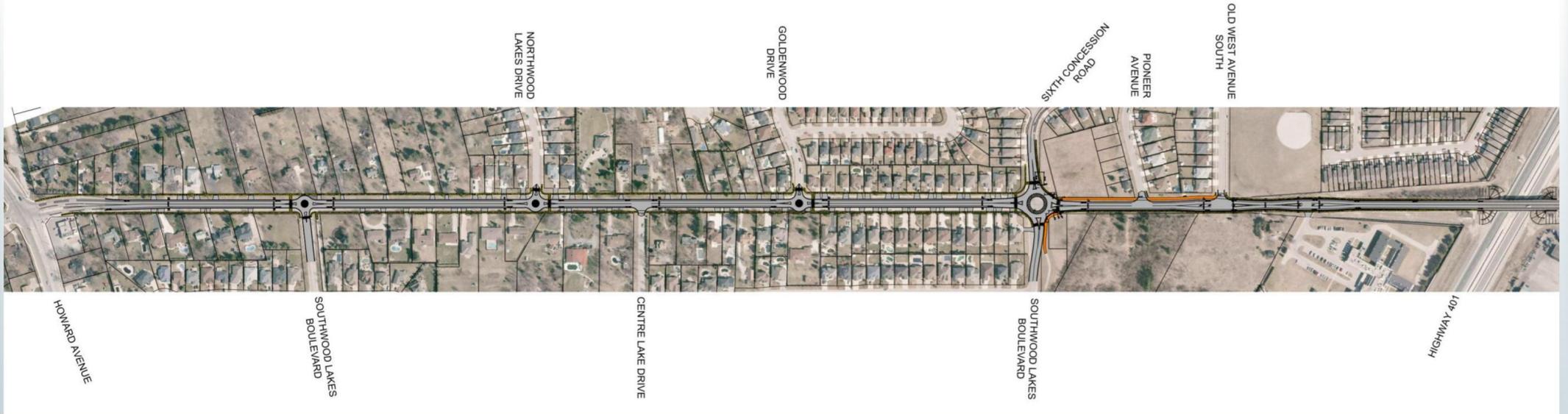
Traffic Calming Environment

- Traffic calming measures include (and work together):
 - 3.3 m wide traffic lanes (in both directions)
 - 1.8 m wide on road bike lanes (in both directions)
 - The use of mini and full size roundabouts at key locations
 - The use of landscaping and streetscape features to visually narrow the roadway
- These elements work together to provide the traffic calming needed.
- The core of the solution to the issues impacting the Sixth Concession Road corridor is to ensure that traffic in the corridor can readily flow in the north-south direction and that existing impediments to that flow be removed or modified.

Sixth Concession Road Plan View



North Talbot Road Plan View



What Happens at Each Intersection

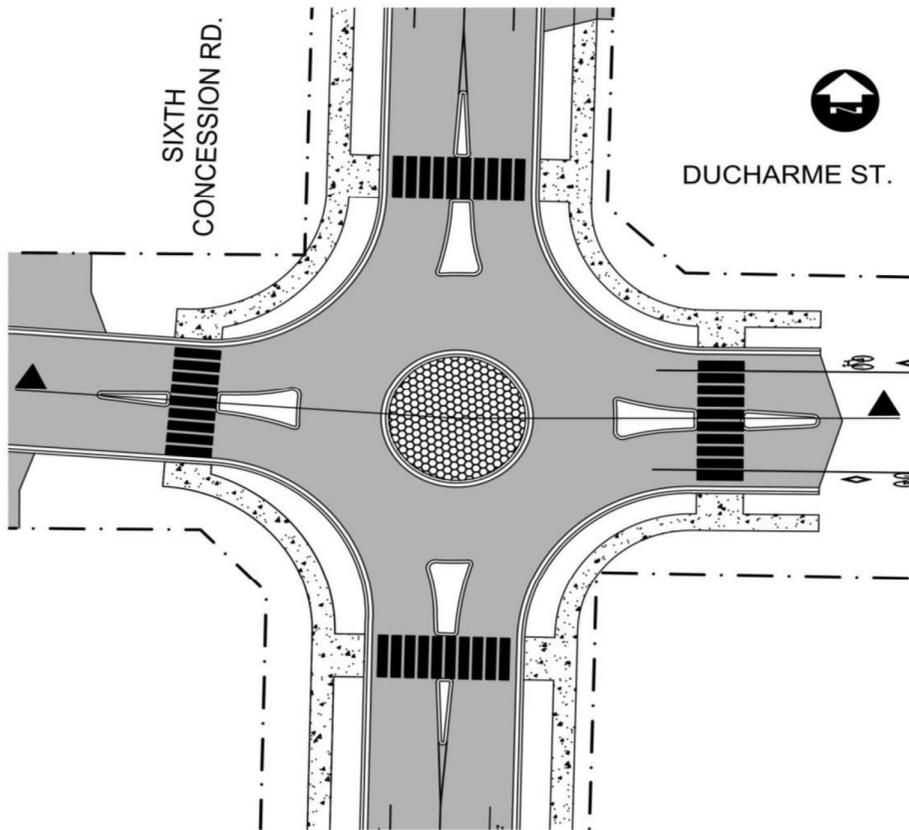
- Intersection improvements at Sixth Concession and Provincial Road.
- Mini roundabout at Ducharme Street and Sixth Concession Road.
- Full size roundabout at Holburn Street and Sixth Concession Road.
- Full size roundabout at Sixth Concession Road and North Talbot Road.
- Mini roundabouts at Goldenwood Drive, Northwood Lakes Drive and Southwood Lakes Boulevard West.

What Happens at Each Intersection



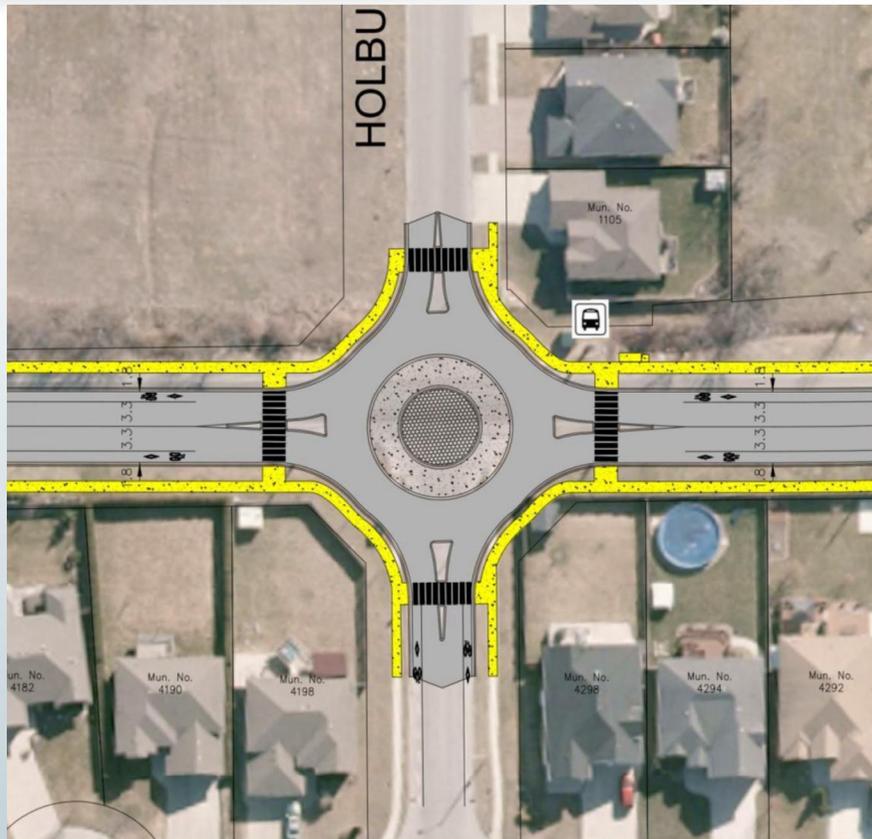
Intersection improvements at Sixth Concession and Provincial Road

What Happens at Each Intersection



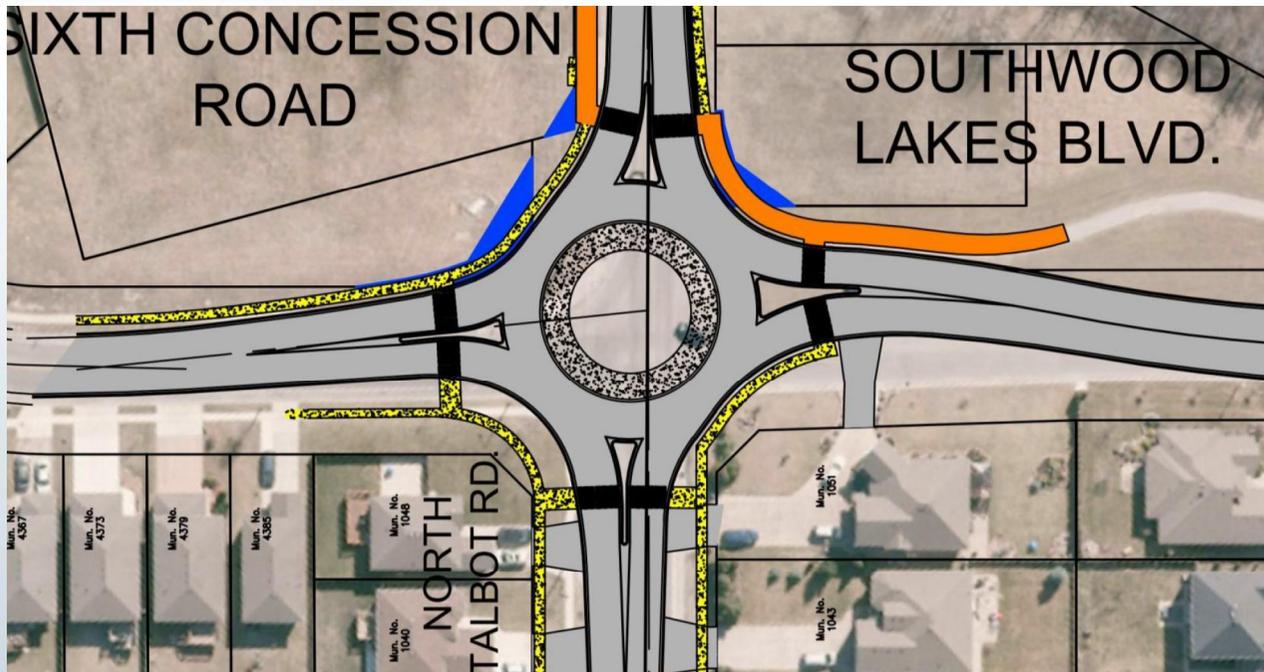
**Mini roundabout at
Sixth Concession Road and
Ducharme Street Intersection**

What Happens at Each Intersection



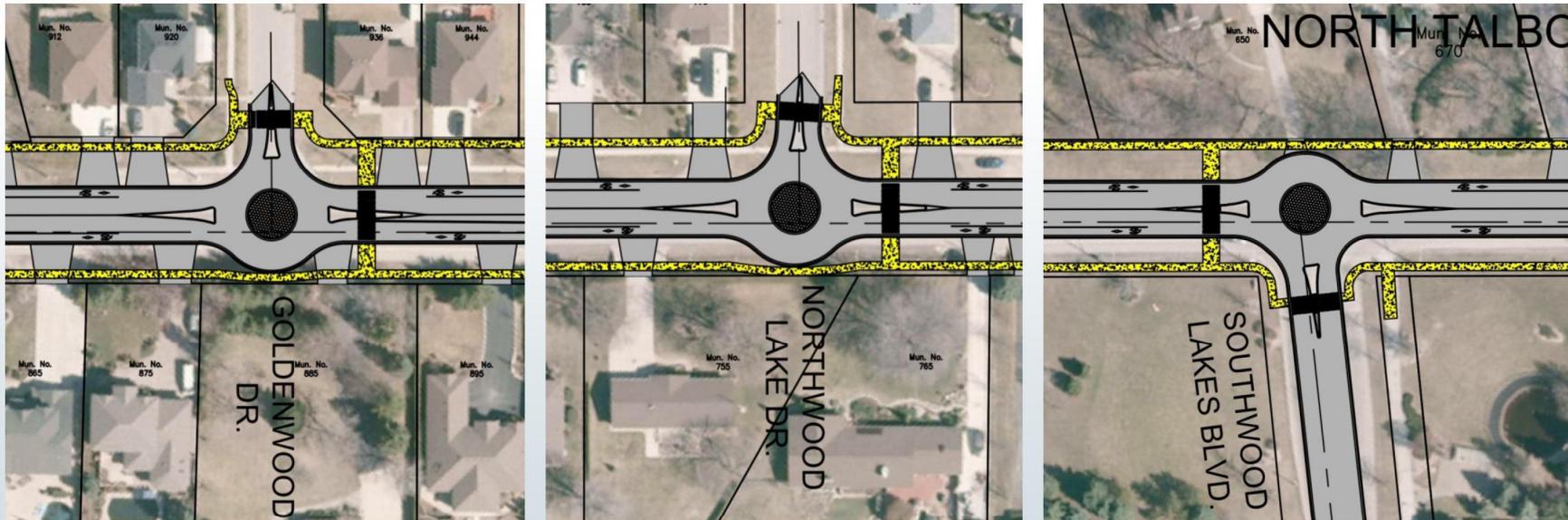
**Full size roundabout at
Holburn Street and Sixth Concession Road**

What Happens at Each Intersection



**Full size roundabout at
Sixth Concession Road and
North Talbot Road**

What Happens at Each Intersection



Mini roundabouts at Goldenwood Drive, Northwood Lakes Drive and Southwood Lakes Boulevard West

Order of Construction

- Phase 1 construction on Sixth Concession Road should commence with the Sixth Concession Road and Provincial Road intersection.
- Phase 2 construction on Sixth Concession Road should include the full size roundabout at Sixth Concession Road and Holburn Street and the mini roundabout at Sixth Concession Road and Ducharme Street. It should also include line painting to create two 3.3 m vehicular lanes for the full length of Sixth Concession Road.
- The existing four way stops on Sixth Concession Road can be converted to stop control on the side street only.
- Once the recommended improvements are constructed at the Provincial Road and Sixth Concession Road intersection, the existing pork chop islands can be removed.
- Subsequent phases can address the remainder of road reconstruction of Sixth Concession Road.

Order of Construction

- Phase 1 construction on North Talbot Road should include the full size roundabout at North Talbot Road and Sixth Concession Road and the three mini roundabouts on North Talbot Road.
- Subsequent phases can address the remainder of road reconstruction of North Talbot Road.
- It must be noted that although this phasing will likely provide improved traffic calming over that which exists today, the greatest traffic calming benefit will only be realized when the full system is constructed.

Preliminary Construction Cost Estimate

SIXTH CONCESSION ROAD CORRIDOR		(Millions of Dollars)
Phase 1 – Provincial Road Intersection (Cabana to north of Socrates)		\$ 3.10
Phase 2A – Roundabout at Holburn Street		\$ 1.10
Phase 2B – Roundabout at Ducharme Street		\$0.30
Phase 3 – Connecting Road Links		\$ 1.80
Utility Relocation – Entire Corridor		\$ 0.60
	SIXTH CONCESSION TOTAL	\$ 6.90
NORTH TALBOT ROAD CORRIDOR		
Phase 1A – Sixth Concession/North Talbot Roundabout		\$ 1.50
Phase 1B – Mini Roundabouts at Southwood Lakes, Northwood Lakes and Goldenwood Drive		\$0.90
Phase 2 – Connecting Road Links		\$ 2.00
Utility Relocation – Entire Corridor		\$ 0.61
	NORTH TALBOT TOTAL	\$ 5.01
	GRAND TOTAL (excl. HST)	\$ 11.91

Note: All above noted costs include 20% contingency and 15% engineering.



Next Steps

- Following Council endorsement, a Notice of Study Completion will be published in two editions of the Windsor Star and sent to the project mailing list
- The Notice will indicate the Environmental Study Report will be available for a 30 calendar day review period at the following locations:
 - Windsor Public Library (Budimir Branch)
 - City Clerk's Office
 - Public Works – Operations