

	Rt. Hon. Herb Gray Parkway		
	Document No.	PIC-00-119-0008	
	Revision No.	A	

APPENDIX D

PUBLIC COMMENTS AND RESPONSES RELATED TO DCR 8

Record of Consultation and Notification

Final Landscape Plan (soft landscape elements)

The Landscape Plan (soft elements) was communicated to the public from PIOH 1 to PIOH 8. However, the Landscape Plan was a draft at the beginning and evolved until being the Final Landscape Plan which was shown at the PIOH 7. Therefore, it was presented at PIOH 1, Landscape Workshop, PIOH 3, PIOH 4, June 2012 Neighbourhood Meetings in order to finalize it, and the final one was presented at the PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop, 2013 Norfolk Pines Meeting, 2013 Homestead/Hearthwood/Foxwood Meeting, 2013 Shadetree Meeting, April 29, 2013 Municipal Meeting, 2013 Montgomery/Betts/ St. Clair/Heritage Meeting, November 2013 Community Meetings and PIOH 8.

Consultation Related to the Final Landscape Plan (soft landscape elements)

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011. PIOH 1	1. Landscape Master Plan	Like that you are using lots of native species in trees, prairie plants, etc.	Thank you for your comment.
		<ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation 	Like the use of Carolinian plants and trees. As was stated - our area is unique - let's show it off. Have seen similar design elements in use in Arizona and Florida.	Thank you for your comment.
		2. Trail Master Plan <ul style="list-style-type: none"> - Trail system and amenities - Urban design 	Interested in attending workshop to discuss noise and screening landscape. Lambton Road/Fazio.	Workshops held in September 2012
		3. Initial Highway Design 4. Introduction of the Project Team 5 Inform people about how to be involved throughout the	Not enough screening for the sound barrier from Howard Avenue to Cousineau Road. I don't want to look at a wall, please place a berm on both sides of the wall to hid it. Please move trails or [] drain to squeeze in a landscaped berm. I am sure there	Wherever possible noise barriers have been located close to the road. Consultations have been held with residents between Howard Avenue to Cousineau Road to address their concerns.

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		design and the construction of the Parkway.	is enough real estate. Don't let the cost of a berm influence a berm/wall choice.	
			Include landscape on both sides of noise walls. Noise walls that are close to entrance points. Ex Howard and Havens view (c) on Maps.	Where space allows landscape will be included on both sides of noise barriers, particularly berms or berm/barrier combinations.
			Interested in landscape treatment behind Spring Garden.	Workshops held in September 2012.
About 350 people from the public.	April 5 and 6, 2011. LANDSCAPE WORKSHOP	1. Trails and Amenities 2. Tunnel tops and gateways 3. Parkway Landscape.	Native species - particularly in West Gateway seem to be using non-native. Have plant lists, can advise on success. Also have research.	All native species; deviation from Carolinian palette of material. Considering other species to present conifer forest, rock outcrop. Eastern red cedar.
			Should put a strong emphasis on local to compensate for what has been lost. Signage. Landscaping questions - people wants species list - referred to website.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible
			How were the types of landscape chosen for each area i.e. tall grass prairie?	It was explained at the meeting.
			Concerned about the use of	Indigenous plant species will be used in the landscape planting,

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			supposed non-native species.	locally sourced wherever possible.
			Rushwood resident - does not want deciduous trees near rear lot pool. Will rear landscaping be maintained? Dense plantings - maintained shrub/tree border proposed.	A landscape screen will run along the property boundary.
			How are the different types of shielding landscape determined? What will be used around Howard Ave.?	The screening landscapes are 5 m deep and are comprised of native plant materials including shrubs and trees to provide a visual screen. The plant materials used in the Howard Avenue location are also native trees and shrubs.
			Vegetation on walls.	Vegetation is not proposed on retaining walls due to maintenance issues.
			Make it better. Vegetation to mitigate.	Noted. Thank you for your comment.
			Detailed planting plans for areas beside trails to be developed - prelim plans later in 2011.	Detailed planting plans have been developed. Landscaping proposals shown at PIOH held in August 2012.
About 200 people from the	May 18, 2011	1. How construction will be staged for the next	When will plant lists be available? Here has been significant interest in	Plant material was shown at the PIOH 7 in August 2013. In

Stakeholders Involved	Date	Discussion Topics	Comment	Response
public	PIOH 2	<p>year.</p> <p>2. How some key initial construction activities will be delivered, including:</p> <p>3. Advanced II and Wick Drain installation from Ojibway Parkway to Huron Church Rd.</p> <p>4. N. Talbot Rd. Bridge over Highway 401.</p> <p>5. Highway 401 widening from N. Talbot Rd. westerly 700m.</p>	<p>providing plant materials to the project and emphasis on the importance of having this material locally supplied. Local growers are interested in receiving the plant list and supplying plant materials to the project. Environmental groups are also interested in providing materials, expertise and labour. It was suggested that school groups could get involved in planting as a way to educate and celebrate environmental stewardship.</p>	<p>addition a sample of the permanent snake fence, the chain link fence and the noise walls were shown at this PIOH.</p>
		<p>6. Howard Avenue Diversion from S. Talbot Rd. to Hwy 3 including roundabout.</p> <p>7. How we plan to lessen the impacts of construction (dust, noise, tra-c) on the community.</p>	<p>Question about saving older trees and replanting them in other locations. Informed him about arborist and tree replanting plan. Was satisfied</p>	<p>The resident was informed about arborist and tree replanting plan. He was satisfied</p>
		<p>8. How to stay informed and involved throughout the upcoming construction.</p>	<p>Res. Lines on Shadetree wants to ensure noise wall along 3 ramp is screened from his view</p>	<p>Design has been changed in this area as a result of consultation undertaken with residents.</p>
<p>Between 500 and 550 people from the public.</p>	<p>July 13, 2011. PIOH 3</p>	<p>1. Various construction techniques and plans for mitigation impacts.</p> <p>2. Various construction elements including:</p> <p>– The finalized road</p>	<p>No comments received.</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>alignments for Highway 401 and Highway 3.</p> <ul style="list-style-type: none"> - Plans for excavation of the corridor. - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to design two stormwater management ponds. - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>		
<p>About 250 people from the public</p>	<p>November 30, 2011</p> <p>PIOH 4</p>	<p>1. Pile driving including where, when and anticipated duration.</p>	<p>Would like to see natural area across from T-5 remain as is. Lots of butterfly habitat between Oakwood Park and Parkway.</p>	<p>The natural area across from T-5 will remain.</p>
		<p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control measures.</p>	<p>Do not want messy plant along their property- Cedars are okay.</p>	<p>Noted. Thank you for your comment.</p>
		<p>3. Key intersection details.</p> <p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p>	<p>Hopes to see mulch used in landscaping.</p>	<p>Mulch will be used where appropriate.</p>
		<p>5. Works planned for Grand</p>	<p>Have a pool. Would like to see conifers and shrubs, not deciduous</p>	<p>A mix of indigenous trees including conifers will be used</p>

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		<p>Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish Compensation Pond.</p> <p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p> <p>10. How to stay informed and involved now that construction has begun.</p>	trees in screening. Also, don't block the gate to parkland.	in the landscaping
About 150 people from the public	June 27, 2012 PIOH 6	<p>1. Parkway Elements including information on:</p> <ul style="list-style-type: none"> a. details pertaining to the remaining bridges being B-2 on the Parkway at Matchette Road, B-6 where the Parkway meets E. C. Row Expressway and B-12 where Howard Avenue crosses over the new Highway 3; b. update on pile driving; c. update on opening of 	Focus on Beauty of the prairie and the common species which the public can embrace.	Noted. Thank you for your comment.

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		<p>diversions the length of time that they will be in use and what measures will be in place to mitigate their impact.</p> <p>2. Environmental Details including information on the status of the Human Health Risk Assessment and an update on the Wetland Compensation.</p> <p>3. Anticipated Traffic Staging and Road Closures including general information regarding:</p> <ul style="list-style-type: none"> a. the traffic staging for the reconstruction of the existing Highway 401 east of the project area; b. the closure of eastbound E. C. Row Expressway for construction of the embankment of Bridge 3; c. the closure of the west north/south ramp on eastbound E. C. Row Expressway for the tie-in at Bridge-6; d. traffic staging for the reconstruction of Ojibway Parkway; and e. the closure of Cousineau Road. <p>4. The Construction Experience and what the public can expect and when it</p>		

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		<p>can expect it as well as what the project team is doing to mitigate construction impacts.</p> <p>5. General Update including design responses to community input and key community concerns.</p>		
<p>About 200 people from the public</p>	<p>June 12, 13 and 20, 2012.</p> <p>NEIGHBOURHOOD MEETINGS</p>	<p>1. Noise barriers</p> <p>2. Trails</p> <p>3. Walls</p> <p>4. Pump stations</p> <p>5. Power Distribution Assemblies and transformers</p> <ul style="list-style-type: none"> - More specifically, the following items were shown: - An update on construction activities over the next six months - A summary of what we have heard from the public about landscaping to date - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each 	<p>Happy with native plants.</p>	<p>Thank you for your comment</p>
			<p>Shadetree drain and area does not have enough landscaping or green space.</p>	<p>The design team has looked at incorporating more vegetation in that area. It has been approved to do so; therefore, more vegetation will be incorporated between the houses and the noise wall.</p>
			<p>On the west side of the Howard Diversion I would like to see coniferous instead of deciduous trees planted to reduce noise.</p>	<p>If possible, this request will be accommodated.</p>
			<p>More vegetation should be planted so residents don't have to see the walls.</p>	<p>Where feasible planting will be provided to screen walls.</p>
			<p>More plant material should be incorporated along Chelsea Drive between Croydon and Grosvenor. Residents do not want to see the noise wall.</p>	<p>Extra planting has been provided in this area as a result of consultation undertaken with residents.</p>

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		<ul style="list-style-type: none"> - Property boundary fencing, permanent snake fence and security fencing - Trails including trail bridges and tunnels, lighting and signage, pedestrian bridge aesthetics and look - Retaining walls, bridge walls, parapet walls and wing walls including locations of the and aesthetic treatment - Locations of transformers, aesthetics and screens of Power Distribution Assemblies and cabinets - Location and look of pump stations - Any other features about which the residents have questions. 		
<p>About 300 people from the public.</p>	<p>August 8, 2012. PIOH 7</p>	<p>1. Landscaping:</p> <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of community input - structures, art and plant material <p>2. General information on noise barriers including walls and berms:</p> <ul style="list-style-type: none"> - purpose 	<p>A resident is concern about the landscape area West of Montgomery</p>	<p>Resident met and proposals explained</p>
			<p>A resident from LaSalle asks what kind of screening mitigations will be available for residents with noise walls near their properties. She asks if the plants will be provided</p>	<p>Where feasible planting will be provided to screen walls</p>
			<p>A resident says that a lot of trees are</p>	<p>Noted. Thank you for your</p>

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		<ul style="list-style-type: none"> - location - height - Material - appearance from both the highway and private backyard perspectives <p>3. The Parkway trail network including:</p> <ul style="list-style-type: none"> - pedestrian trail bridges and tunnels - lighting - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic treatment</p> <p>6. Planned traffic staging related to:</p> <ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging 	<p>necessary behind Villa Borghese</p>	<p>comment</p>

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		7. An update on the construction schedule and mitigation measures		
About 240 people from the public	September 18-26, 2012. COMMUNITY MEETINGS	1. Landscaping 2. Noise barriers 3. Trail bridges	How long will it take for plant material to mature?	Typically 15 years for tree cover
			Residents want more trees in Chelsea area	Extra planting has been provided in this area as a result of consultation undertaken with residents.
			Any relocation of plant has been done?	Species at Risk plants from the construction areas have been relocated
			Will the landscape be more susceptible to fog?	The relatively short tunnel length, expected volume and velocity of vehicular traffic contributes to a piston effect (air movement in the tunnel corridor), this air flow minimizes the stagnation of ambient air and thus the relative dew point of the air mass. Therefore, fog is anticipated not to be an issue.
			Growth state of Landscaping ranges	Explained at meeting
			Timing of construction of LAUD component	Explained at meeting

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			Height of coniferous screening	Explained at meeting
			Pulford street screening concerns	Explained at meeting
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>March 5, 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment - Environmental details <ul style="list-style-type: none"> • Wetland compensation 	<p>The plant material for the most appears to be respectful to the Carolinian Forest which is being portrayed throughout and for the LEED requirements. There are some tree and shrub species which are being used in large numbers that have very limited supply, do not transplant well as large plants and may only be rarely occurring in the Windsor-Essex county area.</p>	<p>The environmental certification that the project is pursuing is GreenRoads rather than LEED. Through the procurement process, PIC is managing the supply of nursery stock over the life of the project and through a number of techniques including custom growing. The species lists have had extensive review by MNR and other regulating agencies.</p>
			<p>The final version of the landscape plan should describe how moisture regimes have been considered in the placement of plant material.</p>	<p>Agree. A description of how soil moisture was taken into account in the development of the planting plans will be included in the Landscape Plan report that serves as technical support of the overall plan and design submission.</p> <p>Predicted soil moisture has been closely considered in the selection of Typology for each site. The site specific Typologies have guided the selection of Seedmix Type and the species present in caliper tree, tree seedling and shrub plantings. The Landscape Plan</p>

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		<ul style="list-style-type: none"> <li data-bbox="779 256 953 282">• Health risk 		<p data-bbox="1524 256 1902 435">will include an overview map of the Parkway that shows the latest Typology distribution across the project site that relate to the design drawings (where detail is shown).</p> <p data-bbox="1524 472 1902 862">As noted during discussions in previous ECACG meetings, our seed mixes have also accounted for soil moisture by recognizing that there will be transitions in soil moisture between one typology and another. Accordingly, some moisture tolerant species have been included in the mix for drier areas, and conversely dry tolerant species for mixtures to be placed in moist areas.</p>
			<p data-bbox="1058 927 1493 1105">MNR looks forward to reviewing and commenting on all outstanding elements of the Landscape Plan as they become available as per condition 10 of the EA Conditions of Approval.</p>	<p data-bbox="1524 927 1902 1409">The outstanding related Landscape Plan companion documents that have not yet been provided for MNR, as noted in your comments, largely address specifications for the final Landscape Plan implementation and longer term monitoring and maintenance procedures. With detailed design, operational process and commercial considerations associated with some of this documentation, it has required additional time to accommodate input from all parties of the</p>

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				integrated design/build team to finalize the documents.
About 50 people from Grand Marais and Pulford area	April 6, 2013. NORFOLK PINES ASSOCIATION MEETING	1. General information about the Parkway including: <ul style="list-style-type: none"> - Landscape philosophy - Plant material types - Trail system - Tunnel top 4 - Fencing and barriers - Aesthetic treatment 	No Comments Received	
About 20 people from Homestead, Hearthwood and Foxwood.	April 22, 2013. HOMESTEAD AREA MEETING	1. Upcoming construction works. 2. Upcoming landscaping works. 3. Answer some of the question raised by this neighbourhood's residents.	No Comments Received	
About 10 people from Shadetree Crescent and Court area.	April 23, 2013. SHADETREE MEETING	1. Final design. Option 2 with some improvements 2. Final configuration. Illustrations. <ul style="list-style-type: none"> - Noise walls - Landscape 	How high will the trees be in this area?	Eha Naylor explained that the trees here will be from 2 to 6 metres
			How will the grass be maintained?	The first 6 to 10 feet (around 2 metres) will have to be maintained. The rest will grow naturally. Some residents do not like the idea, so they would like to see something different. Eha told them that they can ask for something different if they

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				want it to be changed. This is the meeting to do that
			A resident was talking to Eha about landscaping. He is not very happy with the proposal. He was told that he can have it changed	He said, that maybe each neighbour should say what they would like in front of their houses. They will contact Eha on this regard since Eha thinks she has understands what they are looking for
			When will the landscape be installed	We are not in position to tell you a date yet. PIC will send you an email with that info and the schedule when it is known
			Will there be landscape screening from the trail to the houses as well?	Yes, there will be buffer landscape from the trail to the houses. However, it will take some time to grow.
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>April 29, 2013</p> <p>MUNICIPAL MEETING</p>	<ol style="list-style-type: none"> 1. Colour options for the pedestrian bridges 2. Shade structures 3. Landscape process 4. Landscape Plan 5. Drainage update 6. Traffic update 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>7. Traffic strategy for Bethlehem/Lambton/Spring Garden</p> <p>8. Installation of Culvert CV-2 on north side of Howard</p> <p>9. Other construction updates.</p>		
<p>About 40 people from Montgomery, Betts, St. Clair and Heritage area.</p>	<p>May 23, 2013</p> <p>MONTGOMERY, BETTS, ST. CLAIR, HERITAGE MEETING</p>	<p>1. Upcoming construction works.</p> <p>2. Upcoming landscaping works.</p>	<p>Currently we can see Academie Ste. Cecile clearly from our Montgomery Drive properties. Will this remain visible?</p>	<p>PIC reviewed the drawing indicating that screening landscape and trees will be installed however may not block it entirely</p>
			<p>Will the adjacent grouping of trees/forest remain in the St. Clair area?</p>	<p>Yes, these will not be removed for the project.</p>
			<p>The St. Clair/Betts area does not appear to have much landscaping incorporated. Can this be increased?</p>	<p>Will send comment to design team to look at however the property line is pretty tight in this area. We will request for a drawing of the final design for this area to be produced for the next PIOH.</p>
			<p>It looks like there are just two berms located adjacent to Heritage Drive. This is supposed to be a park.</p>	<p>The area adjacent to Heritage Drive will be landscaped green space, along with incorporation of a trail. A park does not signify a playground.</p>

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<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>August 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment - Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 	<p>No Comments Received</p>	
<p>About 10 people from Lombardy Todd Lane area</p>	<p>October 2013</p> <p>LOMBARDY AND TODD</p>	<p>1. Upcoming Construction Works</p> <p>2. Upcoming Landscape Works</p>	<p>Are the trees going to be cut if they are in MTO's land or between MTO's and the residents' properties?</p>	<p>No, as far as the chain link fence can be installed and the trees look healthy enough, they will not be cut.</p>

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	LANE RESIDENTS MEETING			However, PIC cannot promise the residents that once the Project is done, that someone won't decide to cut them.
			What type of landscape will be behind their properties? Will it be cut regularly?	WEMG will maintain the Project for 30 years, but the landscape will be tall grass prairie; therefore, it will not be cut on regular basis.
About 15 people adjacent to Noise Walls 7A and 7B	November 2013 7A AND 7B NOISE WALL ADJACENT RESIDENTS MEETING	1. Information regarding Noise Walls 7A and 7B	Fleming Court resident does not agree with other residents that say that there are not trees but weeds. He indicated that behind his property he has a number of trees. He prefers the trees to remain. He has a lot of windows at the back of the property and wants to be able to see the trees. He said the trees help keep shade in the summer.	MTO discussed this with him and he indicated that removal of wall might be acceptable if he is given the extra space and some plantings were provided.
About 30 people from the general public.	2013 November Community Meetings	1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items	What kind of trees will be planted?	There is a tree every 5 metres, and plant material. Quick growing, native shade trees. Lots of evergreen material for the winter. Dense coniferous for sound absorption.
			Why did you pick the specified height?	The size is based on the best sound attenuation without blocking the neighbourhood.

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			The actual screening in this area will remain in place? (St. Clair/Betts area)	Yes, we are not removing it. It was shown at the rendering for this area.
			What kind of landscape will be incorporated? (Villa Borghese area)	The screening landscape for this area was explained. Also the renderings depicting how the area will be in 1, 5, and 10-15 years were explained to them.
			Will the berm be the same height as E.C. Row Expressway? Since doing further detail design the height of E.C. Row has changed and I can now see it from my back yard. Will there be a 5m wall to hide the freeway	Hugh explained to the resident the location of the noise barrier, its height and look using the cross section for the Spring Garden area.
About 260 people from the general public	December 10, 2013 PIOH 8	1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage	A resident from Surrey pointed out that his area looks nicer now with the landscape installed.	Thank you for your comment.
			Is there any plan to have a Natural Park?	No, there is not primarily because of the species at risk.
			A resident from Heritage Drive asked what the green area between Heritage Drive and the berms is.	It was explained to her that it is screening landscape.

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		<p>and rest areas</p> <p>4. how the implementation of the landscape plan will be staged</p> <p>5. what you can expect to see in the early phases of landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule.</p>	<p>A resident from Chelsea area asked what will be do between the retaining wall (T-11) and Chelsea Drive.</p>	<p>Screening landscape will be planted.</p>
			<p>Interest in the types of landscaping and what these will look like.</p>	<p>Directed to panels provided visualisations of plant species.</p>
			<p>There are many ticks near our houses since the Government does not mow the grasses near residential areas anymore. I can't walk my dog anymore by my house during the summer, and all that grass is attracting many other insects and wild animals. The Government should at least mow those big bushes by the South Windsor Arena between Cabana Road and Pulford.</p>	<p>Thank you for your comment.</p>
			<p>Aren't the Tallgrasses a fire hazard during the summer and fall? What is the Government doing about this?</p>	<p>There is a management plan that monitors and reviews the condition of the landscape. WEMG is responsible for the maintenance for 30 years and will be monitoring the tallgrass prairie for issues like the one you have raised.</p>
			<p>Many people have been extremely impressed by the landscape and how this project is adding value to the community</p>	<p>Thank you for your comment.</p>

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			Is the Black Willow being planted in any locations? That is a tree that is good in wetland areas, but hard to find, and also it has been said to have First Nation significance.	Yes, Black Willow is being planted in the storm water management ponds since it is a tree that needs wet soils.
			Howard Avenue residents requested that berm be put in the corner between Howard and Pond 1? (There is a triangle there where PIC used to have some dirt). It used to give him privacy.	Screening and landscape planting has been incorporated into the plan. Berm is not warranted.
Comments received from the public at the PLO	2011	My concern is with the replacement of trees and natural landscape on the west end of project Hwy 18 to Spring Garden. As well as the entrance to Canada from new bridge as it is heavy industrial and doesn't introduce Canada in a Natural state. Actually reminds me of the bridge in New York entering New Jersey from Manhattan. As soon as you enter NJ you smell the stench of waste and industrial smells.	When developing the landscape master plan concepts for the West Gateway, which as you have noted is the 'arrival to Canada', we were sensitive to the surroundings and have focused the landscape treatments along the Parkway so that the views of the Gateway reflect the Carolinian landscape that is typically found in this part of Essex County. We will be providing screening along the boundary of the Parkway corridor that includes landforms to contain views and woodlands along with other plantings to screen undesirable views and create an impression that speaks of the natural beauty of the local and regional landscapes.	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Comments received from the public at the PLO	2012	Comments Received at the PLO regarding Final Landscape Plan (Soft Elements)	Feels that tall grass prairie was chosen because the project team is too lazy to maintain it. He feels prescribed burns will be bad for neighbours and this landscape design will not attract investment.	Tall grass prairie was chosen as it is the indigenous landscape of the area
			Landscape design presented at community meeting did not incorporate additional green space as previously committed by MTO.	All of the green space that was included in the Project Agreement has been provided.
			Landscape screening needs to be incorporated in the final design at E.C. Row eastbound on-ramp at Huron Church Road. Currently a temporary stockpile is located in this area, however Bethlehem residents want to ensure headlights will not shine in her windows in final design.	It is unlikely that light spill will be a significant issue given the distance from the on ramp and that here will be noise barrier and planting in between
			Environmental feedback provided in a detailed letter after PIOH 7 is summarized as follows: 1. Relink habitat for reptiles between lands east and west of Todd Lane. 2. Signage to indicate that dogs be kept on a leash and pets need to stay on the trails to prevent wildlife/pet interactions. Signage to warn drivers to slow down in fog conditions, and signage to restrict fishing in fish compensation ponds. 3. The addition of a modern wildlife overpass from Malden Park into	Thank you for your suggestions.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Ojibway Lands. Suggestions for how this can be accomplished and benefits are outlined in the letter.</p> <p>4. Incorporating alternative ecopassages by using spaces under overpasses to get wildlife past traffic. An example was provided regarding the E.C. Row overpass at Dougall Ave. (complete details in letter).</p> <p>5. The addition of snake fencing around storm water management ponds to prevent reptiles from entering “toxic” waters.</p> <p>6. Close Broadway loop at Ojibway Parkway and retain/enhance turnaround loop for truckers just east of Dainty Rice or direct people to Broadway Park for a turn around.</p>	
<p>Comments received from the public at the PLO</p>	<p>2013</p>	<p>Comments Received at the PLO regarding Final Landscape Plan (Soft Elements)</p>	<p>Daytona Ave resident, south of Cabana Road inquired about what landscaping materials are planned adjacent to his property and the expected timing of installation.</p>	<p>Your property is located adjacent to Trail 66. The plant materials beside the trail are witch-hazel (large shrubs), red oak (deciduous tree), white pine (evergreen tree) and Eastern white cedar (evergreen tree). This material is planted near the trail. There are also existing trees that have been preserved nearby.</p> <p>The construction team has advised that they are currently working on the development of the schedule for landscaping to occur this year.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Residents on Foxwood Court asked to have a list of the plant species in the Screening Landscapes behind their home.	<p>In this area, there are native, hardy species that provide spring flower, fall colour and are good habitats for birds.</p> <p>Tillia Americana - basswood Euonymus atropurpurea - burning bush Cornus florida - flowering dogwood Hamaelis virginiana - witch hazel Sassafras albidium - sassafras Juniperus virginiana - red cedar.</p>
Municipal Meeting May 2014	May 20, 2014 MUNICIPAL MEETING	Update on construction activities	Request for the addition of a pedestrian crossing on the northwest side of Cousineau Road and associated features (sidewalk, landscaping, signal, etc.) due to bus stop in this location.	Crossing to be incorporated.

Noise walls in particular Labelle/Mangin and Pulford and Daytona

The noise walls were communicated to the public at PIOH 1, PIOH 4, June 2012 Neighbourhood Meetings, PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop , 2013 Norfolk Pines Meeting, 2013 Homestead/Hearthwood/Foxwood Meeting, 2013 Shadetree Meeting, 2013 Montgomery/Betts/ St. Clair/Heritage Meeting, Meeting with residents adjacent to Noise walls 7A and 7B in November 2013, November 2013 Community Meetings and PIOH 8.

Consultation Related to Noise walls (in particular Labelle/Mangin and Pulford and Daytona)

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011. PIOH 1	1. Landscape Master Plan <ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation 	St Clair Avenue resident. Concern about noise barrier. Would be unsightly. Berm would be better. Trees would be better.	Wherever possible, berms have been incorporated into the design instead of noise walls
		2. Trail Master Plan <ul style="list-style-type: none"> - Trail system and amenities - Urban design 		
		3. Initial Highway Design		
		4. Introduction of the Project Team	Question about noise wall behind properties located north and west of Labelle Street. Already exists. Are they replacing?	The noise wall will be replaced in this location
		5 Inform people about how to be involved throughout the design and the construction of the Parkway.	Concern with the noise barrier design on Initial Construction Contract. Residential side there is no fascia cover on the steel	Your comment is noted

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>post, but there is on the highway side. Person felt should also be done on the residential side. Feels the fascia piece should be on both sides.</p>	
			<p>Question of putting green walls (with) as sound barriers. Can the two methods be combined? Is there a way to connect all the tunnelled area walkways together.</p>	<p>Wherever possible, berms have been incorporated into the design instead of noise walls. The parkway trail system is interconnected with both primary and secondary trails</p>
			<p>We were led to believe by MTO and DRIC in 2008/2009 that along [Bachee] Court there would be a landscaped berm instead of the "Ontario Wall". Please use your engineering know-how to change plans back to a berm from a wall, even if you have more the trail or drain at the "Pinch Point". Consider the needs of the residents who have to work at the "Green Monster".</p>	<p>Wherever possible, berms have been incorporated into the design instead of noise walls</p>
<p>About 350 people from the public.</p>	<p>April 5 and 6, 2011. LANDSCAPE WORKSHOP</p>	<p>1. Trails and Amenities 2. Tunnel tops and gateways 3. Parkway Landscape.</p>	<p>We live directly across from proposed Wolfe Drain Pond. Have very strong reservations re: berm and fencing. Built home with many windows and our view would be greatly affected. Please contact us. Amy said it wouldn't be a wall. Landscape</p>	<p>Resident contacted and proposals explained. A berm is proposed between boundary and pond. At south end a noise barrier about 1.5m in height is required to provide further noise attenuation</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			"girl" never mentioned "wall" only fence around pool & berm.	
			1. What is height of berm? 2. Are berms as effective as noise walls?	1. Noise berms generally 4m, but may vary dependent on space constraints 2. Yes, they are.
About 200 people from the public	May 18, 2011 PIOH 2	<ol style="list-style-type: none"> 1. How construction will be staged for the next year. 2. How some key initial construction activities will be delivered, including: 3. Advanced II and Wick Drain installation from Ojibway Parkway to Huron Church Rd. 4. N. Talbot Rd. Bridge over Highway 401. 5. Highway 401 widening from N. Talbot Rd. westerly 700m. 6. Howard Avenue Diversion from S. Talbot Rd. to Hwy 3 including roundabout. 7. How we plan to lessen the impacts of construction (dust, noise) on the community. 8. How to stay informed and involved 	Villa Paradiso - back onto trail - doesn't want a barrier behind house. Doesn't care about noise - just doesn't want a wall.	A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is to be installed along the corridor adjacent to private property for safety and security purposes.
			Fumes from 401 exhaust is a concern to neighbour on Villa Paradiso - also doesn't want noise barrier. Concern about houses purchased by MTO but not maintained, break-ins, etc.	A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is to be installed along the corridor adjacent to private property for safety and security purposes.
			Doesn't want noise wall on opposite side of Jessica Way	There are no proposals for a noise wall on Jessica Way
			Wants to understand if there is a potential for noise barrier along the new Hwy 3 EBL	Resident contacted and proposals explained.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>throughout the upcoming construction.</p>	<p>How many linear metres of noise wall or square metres?</p>	<p>Approximately 10 km of noise mitigation, including berms. It varies</p>
			<p>What happens to noise wall between Pulford and Grand Marais Road. Exterior wall is along property line. Homeowners believe they own 3 feet beyond exterior wall. Space for trail and screening landscape is very tight.</p>	<p>Noise wall has been relocated to the edge of the shoulder on Highway 3</p>
			<p>First house on new Huron Church Line (near T-7). Concerned over noise and screening of headlights. No formal noise mitigation proposed. Would like planting for screening as part of landscaping.</p>	<p>Resident contacted and proposals explained. There will be planting between boundary and slope of approach ramp to trail bridge. Ramp will screen Hwy 3 and a noise barrier is provided west of the tunnel</p>
<p>Between 500 and 550 people from the public.</p>	<p>July 13, 2011. PIOH 3</p>	<p>1. Various construction techniques and plans for mitigation impacts.</p> <p>2. Various construction elements including:</p> <ul style="list-style-type: none"> - The finalized road alignments for Highway 401 and Highway 3. - Plans for excavation of 	<p>There is a wall at Pulford by the Townhouses. What happens when/if townhouses are torn down, does the wall stay? There needs to be a new wall at Norfolk Crescent near new Highway 3</p>	<p>The noise wall installed from Grand Marais Road to the south will be extended until Pulford Street.</p>
<p>Is sound wall proposed on east side near Grand Marais?</p>	<p>All the noise walls installed and/or to be installed can be consulted on the website (www.hgparkway.ca).</p>			

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>the corridor.</p> <ul style="list-style-type: none"> - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to design two stormwater management ponds. - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>		<p>Also, a drawing with all the noise walls was available at the PIOH held in June 2013.</p>
<p>About 250 people from the public</p>	<p>November 30, 2011 PIOH 4</p>	<p>1. Pile driving including where, when and anticipated duration.</p> <p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control measures.</p> <p>3. Key intersection details.</p> <p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p> <p>5. Works planned for Grand Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish</p>	<p>Do not want noise wall at Howard and HWY 3 (NE Corner) Berm and screening landscape would be ok. Wants to maintain feeling of openness.</p> <p>Residents at the end of Northway near E.C. Row expressway East of Huron Church. Concerned about traffic noise on E.C. Row overpass over H.C. Why not extend noise barrier around corner to E.C. Row.</p> <p>Resident on Armanda St. near the opening between barriers 1</p>	<p>A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.</p> <p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.</p> <p>Noise barriers are required in areas that have been identified by</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>Compensation Pond.</p> <p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p> <p>10. How to stay informed and involved now that construction has begun.</p>	<p>& 2 is concerned about noise once built and why there is no barrier between B1 & B2. Concerned about 24 hours of traffic noise.</p>	<p>the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.</p>
			<p>Timing for construction and installation of noise barriers?</p>	<p>It depends on the area. Some noise walls have already been installed.</p>
<p>About 350 people from the public</p>	<p>February 8, 2012. PIOH 5</p>	<p>1. Parkway elements:</p> <ul style="list-style-type: none"> - Parkway grading - Aesthetic and location of pump stations - PDA and retaining walls - Removal of Highway 3 bridge where it crosses over Highway 401 - Details on the remaining tunnels (1, 4, 6, 8, 9 and 10A) and bridges (3, 4 and 5) - Proposed berm at Outer 	<p>Retaining wall at Wolfe Drain. Havens & Howard (why does it show the wall proceeding to Howard?) Should stop at halfway & barrier the rest of the way. Resident on Haven: don't want wall, just barrier – 2m in height.</p>	<p>A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.</p>
			<p>Armanda resident – sound barrier stop just past 401 (just east of Matchette) until just west of Malden. Concern that break in barrier will result in noise on Armanda because EC Row is raised in this section.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>Drive</p> <ul style="list-style-type: none"> - Permanent ponds - Electrical distribution - Illumination - ATMS and signalization <p>2. Environmental details</p> <ul style="list-style-type: none"> - Status of the Human Health Risk Assessment - Update on the wetland compensation <p>3. Anticipated road closures for construction of diversions</p> <ul style="list-style-type: none"> - General information - Public notification - Proposed temporary closure of the Matchette Road off-ramp to E.C. Row Expressway - Cousineau Road - Outer Drive - South Talbot Road - Laurier Parkway and Howard Avenue - Associated diversion, including: <ul style="list-style-type: none"> • Diversion 10 • Diversion 11a • Diversion 11b • Diversion 14 <p>4. The construction experience</p>	<p>Would prefer retaining noise wall be placed adjacent to Highway 3 not beside trail/property line (around South Roseland Estate – Shadetree Crescent)</p>	<p>Design has been changed in this area as a result of consultation undertaken with residents.</p>
			<p>Can noise barrier be placed on west side of Howard Ave diversion? (resident living on west of Howard Ave Diversion) He would support moving path to Howard & small barrier along Howard Ave diversion</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.</p>
			<p>Does not want a sound wall around the fish habitation on Howard. A 2m height barrier with vegetation screen has been promised and is proffered. A sound wall will impede views and quality of the private area.</p>	<p>A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.</p>
			<p>Notice that with the removal of trees noise has increased. Now, there will be a road 60 feet away from our backyard for the next year. The noise will be unbearable</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study.</p>
			<p>Noise walls don't help; they carry the noise along the walls.</p>	<p>Noted. Thank you for your comment</p>
			<p>Noise studies performed at Cabana & Hwy 3 intersection?</p>	<p>Noise barriers are required in areas that have been identified by</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Schedule for upcoming construction - Construction impacts mitigation <p>5. General update</p> <ul style="list-style-type: none"> - Design responses to community input - Winter maintenance - Key community concerns - Update on pile driving 	Noise levels appear higher now that trees are gone	the noise assessment conducted during the Detroit River International Crossing study.
			Would like barrier wall adjacent to Shadetree Crescent Court to follow Hwy 3 – not at property line	Design has been changed in this area as a result of consultation undertaken with residents.
			Villa Borghese – concerned about the timing of noise wall installation	Resident contacted and given information on timing of noise wall installation
About 200 people from the public	June 12, 13 and 20, 2012. NEIGHBOURHOOD MEETINGS	<p>1. Noise barriers</p> <p>2. Trails</p> <p>3. Walls</p> <p>4.Pump stations</p> <p>5. Power Distribution Assemblies and transformers</p> <ul style="list-style-type: none"> - More specifically, the following items were shown: - An update on construction activities over the next six months <p>A summary of what we have heard from the public about landscaping to date</p>	What are the slopes and elevation levels of the berms? Will there be plants on top?	Berm slopes are generally 1 in 3. Berms vary in height, those acting as noise barrier up to 4m. Berms will be planted, generally with grassland and shrubs
			Sound barriers need to be earthen burns with trees+ shrubs to absorb noise; concrete wall and other hard surfaces are unsightly and deflect noise. More berms, more trees, more shrubs.	Wherever possible, berms have been incorporated into the design instead of noise walls
			Gap in noise barriers along E.C Row makes Armanda residents very vulnerable. The tree won't add protection for another 50 years. The noise assessment completed is out of date. We	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each - Property boundary fencing, permanent snake fence and security fencing - Trails including trail bridges and tunnels, lighting and signage, pedestrian bridge aesthetics and look - Retaining walls, bridge walls, parapet walls and wing walls including locations of the and aesthetic treatment - Locations of transformers, aesthetics and screens of Power Distribution Assemblies and cabinets - Location and look of pump stations - Any other features about which the residents have questions. 	<p>need protection in this area as the noise has already significantly increased.</p>	<p>necessary in this area.</p>
			<p>I would like the noise wall to remain where it is now shown by the purple line from public info meeting of June 13-12, no wall at the property line in Chelsea area. The longer noise wall is the preferred one.</p>	<p>The longer noise wall will be installed in this area since all the attendees agreed on it.</p>
			<p>Living across from tunnel# 7, we would prefer a solid wall structure for fencing in at least the following 2 areas, if not the total area where there is open air parkway sections: the tunnel top ends, and a minimum of 25'-30' running parallel to trail# 25 at the North side of the Huron Church Cul-de-sac, to help with noise mitigation.</p> <p>You tell us how nice the tunnel top areas and trails are going to be and how much you think and hope people will utilize these. However, you plan on incorporating chain link or open type fencing instead of solid wall structure where all these people are to walk. Nobody will care to see all the traffic on the parkway let alone hear the noise level there will be unless you put up</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area. A 1.8 metres chain link fence is requires to be installed along the corridor adjacent to private property for safety and security purposes.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			solid wall structures similar to those presently in place in areas where there is a high level of traffic.	
			Is there any way to add sound barrier between the berms which are in line with my property. When I draw a straight line from my property to the Parkway there does not Rt. Hon. Herb Gray Parkway appear to be any sound barriers erected. There are berms on the sides but those do not prevent the noise along the middle part of that line of Parkway.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.
			Request for a berm to help mitigate noise on Howard by installing a berm to help protect the community side of Howard.	We are going to be planting trees in this area. There is not a large amount of space for the installation of a berm.
			How high the noise barrier and berm at Labelle area	The height of the noise walls and berms depends on the area. It was shown on a drawing how high those noise barriers will be in that area.
			Request from St. Clair Avenue resident to have a noise barrier along Highway 3 behind their location	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				<p>International Crossing study. The study says a noise wall is not necessary in that area. The noise being experienced by residents in that area currently is because of the temporary situation. Once Highway 401 is opened and trucks drive below grade, it will not be as noisy as it is now.</p>
			<p>A 12 foot concrete wall is being proposed behind the southern homes of Villa Paradiso Cr. Here is my (including a number of other neighbors) position on the issue:</p> <ul style="list-style-type: none"> a. At no time during the environment assessment (EA) process was it suggested that a concrete 12 foot wall behind our subdivision was required. b. At the last community meeting at the church hall on Howard, I had had explicitly asked the engineers what type of fence was being proposed on the south side of the subdivision since I was suggesting that a six foot iron rod fence be installed since it would match the Mediterranean theme of the subdivision. I was told that a 6 foot chain link fence was going to be provided and no additional funds were available for the iron rod fence. c. The whole selling feature of 	<p>A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>the parkway was the tunneling behind the subdivision would result in beautiful trails, green space, access to nearby the neighbors and add to the value of the neighborhood.</p> <p>d. The parkway was being installed below grade and with a tunnel specifically to eliminate any noise issues associated with the road so no noise barrier was required.</p> <p>e. The Villa Paradiso residents I talked to are firmly against the construction of the "wall" since it will look like the Berlin wall in back of our subdivision and reduce the property values of our homes even further.</p> <p>f. The construction of this wall would constitute an attempt to mislead the residents of the subdivision during the consultation process and install a 12 foot wall against the wishes of the neighborhood further reducing the housing values in our subdivision and making the sale of the MTO purchased homes less attractive</p> <p>g. I respectfully request that the plan to install the wall be eliminated and the some of the savings be invested into an iron rod fence behind the affected homes of Villa Paradiso.</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 150 people from the public	June 27, 2013. PIOH 6	1. Parkway Elements including information on: <ul style="list-style-type: none"> - Details pertaining to the remaining bridges being B-2 on the Parkway at Matchette Road, B-6 where the Parkway meets E. C. Row Expressway and B-12 where Howard Avenue crosses over the new Highway 3; - Update on pile driving; - Update on opening of diversions the length of time that they will be in use and what measures will be in place to mitigate their impact. 	As we discussed last night the noise/pollution wall being built between Pulford at the Grand Marais Drain should be continued all the way to Labelle. The 2 ~ metre high berm is not high enough to keep noise/pollution away from the residents. East of the new Parkway, being that the new permanent Highway #3 is approximately 3 metres higher than the existing roadway. And also when possible remove unnecessary light at Pulford to avoid pollution and traffic stops.	A 4m noise wall will be provided from Labelle St at the Property line of house on Mangin Crescent. This will be replaced by a berm at the point where the property line moves away from Hwy 3
		2. Environmental Details, including: <ul style="list-style-type: none"> - Information on the status of the Human Health Risk Assessment - An update on the Wetland Compensation 	Concern over lack of coverage along E.C. Row. Gap in noise wall	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.
		3. Anticipated Traffic Staging and Road Closures including general information regarding: <ul style="list-style-type: none"> - The traffic staging for the reconstruction of the existing Highway 401 east 	Where are sound walls near Windsor Crossing?	It was shown in a drawing.
			Noise barrier on South side of Huron Church Rd. between Bethlehem Ave. and Lambton Road. Resident wants this wall extended the entire length. The current design has the wall	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>of the project area</p> <ul style="list-style-type: none"> - The closure of eastbound E. C. Row Expressway for construction of the embankment of Bridge 3 - The closure of the west north/south ramp on eastbound E. C. Row Expressway for the tie-in at Bridge-6 - Traffic staging for the reconstruction of Ojibway Parkway - The closure of Cousineau Road <p>4. The Construction Experience and what the public can expect and when it can expect it as well as what the project team is doing to mitigate construction impacts</p> <p>5. General Update including design responses to community input and key community concerns</p>	<p>extending from Bethlehem about half-way to Lambton. Resident is concerned that this is not enough.</p> <p>Armanda residents continuing to follow-up on discussion held at Neighbourhoods meeting regarding the noise wall barrier connecting along E.C Row. If a barrier wall is not be connected they request an assessment of existing the most western noise wall ending at Bridge 3.</p> <p>Residents from Ashberry are interested in noise wall configuration. They feel they will be landlocked between the noise wall and the fence. Options for consideration: open up land, remove the fencing, or move the noise wall.</p>	<p>necessary in this area.</p> <p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.</p> <p>Residents met and options discussed</p>
<p>About 300 people from the public.</p>	<p>August 8, 2012. PIOH 7</p>	<p>1. Landscaping:</p> <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of community input - structures, art and plant 	<p>Concerns about the noise wall between Matchette and Spring Garden</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is necessary in this area, except for a</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>material</p> <p>2. General information on noise barriers including walls and berms:</p> <ul style="list-style-type: none"> - purpose - location - height - Material - appearance from both the highway and private backyard perspectives <p>3. The Parkway trail network including:</p> <ul style="list-style-type: none"> - pedestrian trail bridges and tunnels - lighting - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic treatment</p> <p>6. Planned traffic staging related to:</p>	<p></p> <p>A resident from Heritage Road strongly prefer noise wall instead of berm along Highway 3 between Sandwich West Parkway and Hearthwood Place. She would like to see trees on berms</p> <p>A resident from Heritage Court area wants a noise wall instead of a berm</p> <p>A resident from Betts area is concern about noise. Does not think a 5 metre high noise wall will be sufficient.</p> <p>A resident from Montgomery is concerned about the noise barrier there as well.</p> <p>A resident wants to know when the noise wall between Labelle and Grand Marais will be built</p>	<p>small portion between Matchette and Malden where the Hwy 401 is low or screened by a ramp.</p> <p>A noise wall is proposed between Sandwich West Parkway and the Tunnel close to Hearthwood Place</p> <p>Noted. Thank you for your comment</p> <p>Noise assessments indicate that a 5m high noise wall is sufficient</p> <p>Berm/wall combinations and walls are being provided either side of Montgomery Drive / Hwy 3 intersection.</p> <p>Timing of noise wall construction in this area was explained at the PIOH by one of the PIC Construction staff</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging <p>7. An update on the construction schedule and mitigation measures</p>		
About 240 people from the public	September 18-26, 2012. COMMUNITY MEETINGS	<p>1. Landscaping</p> <p>2. Noise barriers</p> <p>3. Trail bridges</p>	How and where noise walls are measured (height)	Related to the adjacent road level
			Concerns about the noise wall between Matchette and Spring Garden	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.
			Some Armanda residents suggest a solid noise barrier wall instead of a gap between the two noise walls.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Concern about gap between noise walls	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.
			Some Armanda residents say that Broadway area has the noise barrier even though that area is not as populated as Armanda Street.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.
			Some residents from Lambton area want a wall at highway 3. Landscaping trees should assist with screening and noise attenuation as well. Expansion of woodland.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.
			Recommend better noise attenuation at St. Cecile School and neighbourhood. I.e. wall at property line.	Appropriate noise attenuation is provided at the top of the Hwy 401 cutting between Tunnel 9 and 10 in the vicinity of Cousineau Road
			Concerns about the noise mitigation at west location (Malden Drive) when 401 grading is elevated.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				International Crossing study. The study says a noise wall is not necessary in that area.
			Noise at Grand Marais for trucks is coming up. Fence not preferred. Berm not enough	Noise will decrease when Hwy 401 opens with relocation of trucks onto 401
			Residents recommend wall on top of the berm between Grand Marais and Pulford.	A noise wall is located on the shoulder between Grand Marais and Pulford
			Question about size and location of noise barriers along Lambton versus elevated grading of Highway 3	It was shown at the meeting.
			Priority for sound attenuation whether noise wall, berm, or combo. Want the best solution.	Noted. Thank you for your comment.
			Concerns regarding the noise walls in Shadetree area. They do not go far enough.	Design has been changed in this area as a result of consultation undertaken with residents.
			What about noise attenuation for those few homes on Howard?	Appropriate noise attenuation is provided in the vicinity of Howard Road
			Noise berm at Sandwich West	Proposals explained at meeting

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Noise barrier along east side of Highway # 3 between Grand Marais Road and Pulford Street. Could it be extended further south towards Pulford?	This noise wall will be extended towards Pulford Street to cover MTO houses previously to be demolished, but will now be retained.
			Noise and vandalism concerns with walls. Preference for berm	Wherever possible, berms have been incorporated into the design instead of noise walls
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>March 5, 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment – Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 		
About 50 people from Grand Marais and Pulford area	April 6, 2013. NORFOLK PINES ASSOCIATION MEETING	1. General information about the Parkway including: <ul style="list-style-type: none"> – Landscape philosophy – Plant material types – Trail system – Tunnel top 4 – Fencing and barriers – Aesthetic treatment 	Can the noise wall between Grand Marais Road and Pulford Street be extended further to the east? This extension of the noise wall was requested by some of the attendees	This noise wall will be extended until Pulford Street.
			A resident asked if in case the houses in Daytona Avenue are re-sold it would be possible to extend the noise wall	This noise wall will be extended until Pulford Street.
About 20 people from Homestead, Hearthwood and Foxwood.	April 22, 2013. HOMESTEAD AREA MEETING	1. Upcoming construction works. 2. Upcoming landscaping works. 3. Answer some of the question raised by this neighbourhood's residents.	Would the permanent noise wall be installed as part of these works PIC would like to undertake in this area?	No, the permanent noise walls will not be installed until late summer 2013. However, if PIC starts seeding and planting now, the residents will be able to let PIC know if something additional is required prior to project completion. It is not practical to seed and plant in August because it is too hot and dry, so if the works do not start now, they will not start until later this year

Stakeholders Involved	Date	Discussion Topics	Comment	Response
<p>About 10 people from Shadetree Crescent and Court area.</p>	<p>April 23, 2013.</p> <p>SHADETREE MEETING</p>	<p>1. Final design. Option 2 with some improvements</p> <p>2. Final configuration. Illustrations.</p> <ul style="list-style-type: none"> - Noise walls - Landscape 	<p>Can the elevation of the berm be extended? The Highway is higher than it used to be, so he would like to see the berm extended in order to mitigate the noise.</p>	<p>PIC explained to the resident that the noise wall will be built beside the New Highway 3, so even if the New Highway 3 is higher than it used to be, the noise wall will be installed on it, so it too will be higher. PIC said that the residents will not see the trucks. The resident said he does not mind if he sees the trucks but he does not want to hear them. PIC explained that reducing the noise from trucks was the purpose of the noise wall.</p>
			<p>A resident asked whether it would be possible to move the berm closer to the houses.</p>	<p>PIC explained to him that if the berm is moved closer to the houses, the residents will lose the buffer that PIC is trying to give them by moving the drain further from the houses.</p>
			<p>What about making the berm higher?</p>	<p>If the berm is higher and it made any higher it will get closer to the homes as its base will need to be wider to support the additional height.</p>
			<p>If we wanted to keep the elevation of the berm along Shadetree Crescent, would it be possible technically?</p>	<p>The City owns that land and so it would not be possible because it would need to be wider in order to be taller and the wider base would encroach on City property</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>What will be the texture of the noise wall? Is it possible to see a sample?</p>	<p>The residents were advised that a sample section of the noise wall was being made in advance of production of all the walls but that it is not easy to move or display so only the management of the project will travel to the manufacturing firm to see the sample section.</p>
<p>About 40 people from Montgomery, Betts, St. Clair and Heritage area.</p>	<p>May 23, 2013 MONTGOMERY, BETTS, ST. CLAIR, HERITAGE MEETING</p>	<p>1. Upcoming construction works. 2. Upcoming landscaping works.</p>	<p>What is a berm?</p>	<p>Excess fill that is landscaped and used for sound mitigation as well as aesthetics.</p>
			<p>Is the berm with the noise wall on top the only noise barrier in this area?</p>	<p>No, there is also a 4 m. high shoulder mounted noise wall that runs alongside the Highway 401 ramp, connecting to Highway 3. The ramp cannot be constructed until the Cahill Drain siphon is complete, therefore the noise wall cannot be installed yet. This wall will follow the edge of the roadway.</p>
			<p>At the corner of Cousineau and Heritage there is a large space between the berms and we can see and hear everything going on. Wish someone would come to the houses and see for themselves.</p>	<p>We are familiar with the area and the space between the berms has been brought to our attention. We are currently assessing this area to see if something further can be accommodated into the design. Currently the Town of LaSalle owns the property at the corner.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			St. Clair residents are worried that the noise wall along the 401 ramp will not be effective enough.	The noise barriers locations and sizes have all been determined by a noise assessment completed for the project.
			We do not feel that the noise barriers have been placed in the correct locations. If there is a mistake in the design please fix it before it is too late	The noise barriers locations and sizes have all been determined by a noise assessment completed for the project.
			Can the noise wall be extended along the 401 ramp to Geraedts Drive? The traffic is far too noisy.	Once the 401 is open, the majority of truck traffic will be moved to this below-grade portion. This should offer a significant reduction to the current noise levels. For the most part the noise barrier design is not being changed since it has been based on the noise assessment previously completed. Will submit feedback for consideration.
			What will the noise barriers look like? Is there one that we can look at?	At last PIOH we had a display panel of what the finish/pattern would look like and a piece of the material. Can find this on the website or contact the PLO. The company is creating sample barriers, however they are far too large to bring to community gatherings.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Along Talbot the noise walls have a glass panel this looks stupid. What is the purpose and do some residents have a choice for this?</p>	<p>The noise walls installed along the project will be solid with a pattern, and will not have a glass panel. The top glass panels are used in areas where sunlight would be restricted.</p>
			<p>Are the noise barriers identified on the drawing all confirmed?</p>	<p>Yes. In the area between Montgomery and Windsor Crossing the noise barriers should be installed in summer 2013.</p>
			<p>If there is a noise wall/berm combination planned in the Montgomery area, why can't we have this at Heritage Drive</p>	<p>The noise barrier design was determined through the noise assessment completed for the project.</p>
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>August 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design 	<p>No Comments Received</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> • Features – Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers – Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment – Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 		
About 30 people	November 20, 2013. Meeting with residents adjacent to noise walls 7A and 7B	1. Noise wall 7A 2. Noise wall 7B	How high above the berm will the noise wall stand?	Combined, the noise wall and berm will total 5 metres in height. We will look at the cross-section drawings after the presentation NOTE: current design is 3m wall plus berm < 1m
			What is the point in having a different pattern on the community facing side? We aren't going to see it anyway.	Experience with other noise wall installations tells us that the "natural stone" pattern is preferred
			Why is the extra height needed? The point of the project is to move the traffic below grade and	We are building the wall to protect the community in the future. We have different standards than the

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>further from our properties. The noise should not increase from the levels being experienced now.</p>	<p>current wall in place and want to ensure that a nice new wall is installed, is durable, and meets the required noise mitigation standards. When people down the road purchase properties in this area they have the right to be protected from the traffic noise. Joel Foster indicated that the wall height for areas not directly adjacent to the roadway can be reviewed to see if it can be reduced or stepped down provided noise mitigation requirements are still met.</p>
			<p>How high above the berm will the noise wall stand?</p>	<p>Combined, the noise wall and berm will total 5 metres in height. We will look at the cross-section drawings after the presentation NOTE: current design is 3m wall plus berm < 1m</p>
			<p>What is the point in having a different pattern on the community facing side? We aren't going to see it anyway.</p>	<p>Experience with other noise wall installations tells us that the "natural stone" pattern is preferred</p>
			<p>Why is the extra height needed? The point of the project is to move the traffic below grade and further from our properties. The noise should not increase from the levels being experienced now.</p>	<p>We are building the wall to protect the community in the future. We have different standards than the current wall in place and want to ensure that a nice new wall is installed, is durable, and meets the required noise mitigation</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				standards. When people down the road purchase properties in this area they have the right to be protected from the traffic noise. Joel Foster indicated that the wall height for areas not directly adjacent to the roadway can be reviewed to see if it can be reduced or stepped down provided noise mitigation requirements are still met.
About 30 people from the general public.	2013 November COMMUNITY MEETINGS	1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items	When will the noise wall be installed? (St. Clair/Betts area)	The berm is currently being built and the anticipated date to install the noise wall is first quarter of 2014
			How high will the berm+noise be in this area? (St. Clair/Betts area)	The elevation of the berm will be until Highway 3, and from there it goes 5 metres high. The elevation was explained showing the cross sections.
			Will there be a noise barrier in this area? (Villa Borghese)	Yes, there will be just one small noise wall in that area. It will be a berm/noise wall combination. The total height will be 4 metres (2 m. berm+ 2 m. noise wall).
			Will the berm be the same height as E.C. Row Expressway? Since doing further detail design the height of E.C. Row has changed and I	The location of the noise barrier, its height and look using the cross section for the Spring Garden area.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>can now see it from my back yard. Will there be a 5m wall to hide the freeway Spring Garden area</p>	
			<p>What about the basin drain – will it have a 15m berm?</p>	<p>It will have a 3m berm with a 5m wall on top of the berm for a total of 10m.</p>
<p>About 260 people from the general public</p>	<p>December 10, 2013 PIOH 8</p>	<p>1. noise walls (final design, colour and texture)</p> <p>2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan</p> <p>3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest areas</p> <p>4. how the implementation of the landscape plan will be staged</p> <p>5. what you can expect to see in the early phases of landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p>	<p>A resident from Chelsea area said that there is a retaining wall even though it was supposed that a wall similar to the noise walls would be installed there.</p>	<p>A noise wall there has never been in the design. The retaining wall is necessary. Actually the retaining wall was moved as much as possible as a result of consultation in order to have more space to plant screening landscape.</p>
			<p>A Shadetree resident said that the noise wall in that area used to be 5 metres and it is 4 metres now. He would like to know how the height of the noise walls is decided.</p>	<p>It was explained to them that a modeling is used to know how tall they have to be.</p>
			<p>A resident from Shadetree asked what a shoulder mounted noise wall is.</p>	<p>It was explained to him that in this Project it means that the noise wall is installed behind the barrier.</p>
			<p>A resident from Heritage Drive asked whether something will be installed between the two berms in that area.</p>	<p>It was explained to her that we tried to install another berm there, but it is not possible due to the space. Also it was explained to her</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule</p>		<p>that even though she can see the trucks now, once Highway 401 is open to traffic, the situation will be much better than now. She said she just wanted to ask, but she is very happy.</p>
			<p>A resident from Chelsea asked for clarification on whether when it is a combo berm+ noise wall (5metres) it means that the total will be 5 metres or the noise wall will be 5 metres.</p>	<p>It means that it will be 5 metres total.</p>
			<p>A resident from Chelsea asked when the noise wall closest to his house (NB-20A) will be installed.</p>	<p>The anticipated date for the installation is Summer 2014.</p>
			<p>A Shadetree resident asked if the noise wall to be installed where the ramp is will be installed on the edge of the ramp.</p>	<p>Yes, it will be.</p>
			<p>A Shadetree resident asked when the noise walls in that area will be installed.</p>	<p>It was explained to him that the anticipated date to start installing it is early next year. However, in Winter 2014 only 50% of the noise wall (starting at Howard Avenue) will be installed. The other half of the noise wall will be installed in Fall 2014.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			A resident from Chelsea area asked how tall the noise walls will be in that area.	The different heights and kind of noise barriers in that area were shown to him on the drawing. He said he was very happy.
			A resident from Carriage said that she can see Highway 3 between the two noise walls. She would like to know if there will be something in between.	The design was shown to her. Some trees will be planted there; however, she said she will plant some trees on her backyard so that she cannot longer see the road. She said she was very happy with the height of the noise walls in that area and with the Project.
			When will noise walls 7A and 7B be built?	The installation of these noise walls is pending on consultation; therefore, there is not an anticipated date yet.
			How many metres are between the existing and the new noise wall (referring to noise walls 7A and 7B).	1 metres approx.
			Are these (referring to noise walls 7A and 7B) the ones people are complaining about?	Yes, they are. That's why they are pending on consultation.
			Mangin Crescent resident is interested in the outcome of the noise wall concerns raised at the recent community meeting and if	A letter is being prepared and will be delivered covering the details of this noise wall and plan to move forward.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			the resident's requests have been taken into consideration.	
			Hopes that graffiti doesn't take over the noise walls and features of the project.	WEMG will be responsible for maintenance for 30 years.
			Shadetree resident wants the current temporary noise barrier in their area replaced with the new wall as soon as possible.	Reviewed timing for installation of Shadetree noise barriers as per panel (winter 2014 & fall 2014).
			A Cousineau Road (LaSalle side) resident does not prefer the large berms currently in place and would be happy if these were reduced in size (to 3 or 4 m) in the permanent design.	Thank you for your comment. It will be shared with the appropriate parties for consideration.
			Shadetree resident inquired about why the height of the noise wall adjacent to their area is 4 metres whereas on the LaSalle side it is 5m.	Heights of noise barriers are determined based on the noise assessment completed.
			An informal community meeting was held with Villa Borghese residents to review their concerns. In summary, many Villa Borghese residents are experiencing visual impacts and high levels of traffic noise from the Highway 3 design. They are concerned with the grade level	<p>The design was reviewed in detail discussing the noise assessment, approximate noise levels based on the modelling and planned screening landscapes for this area.</p> <p>The project team will review the design in this section to see if a barrier is feasible. There are many</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>of the roadway and the views from their property. They understand that when the traffic moves to the 401 it will be an approved situation from the current issue, but feel that a wall barrier is still necessary. They would like a design change considered and would prefer a shoulder mount noise wall along Highway 3.</p> <p>They are also interested in reviewing the detailed landscape drawings for this area.</p> <p>The feel both a wall and increased vegetation is necessary to address visual, noise, and air quality conditions.</p>	<p>things to take into consideration including concrete barriers, drainage, utilities, lighting, etc.</p> <p>The contact information for all of the neighbours was recorded and the project team will be in touch early next year to follow-up on the status of their request.</p>
			<p>Suggestion regarding the potential for a berm in the green space at the corner of Pulford and Daytona to wrap around and meet up with the end of the noise wall behind the 5 HMQ owned houses on Daytona.</p>	<p>Thank you for your comment.</p>
			<p>Resident on Mangin Crescent is concerned that a 4m noise wall is too tall visually. He is wondering about using the glass panels on top like at Southwood Lakes.</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Long-time resident on Outer Drive backing on to Highway 401 is one of two homes in commercial area. Has raised concerns with PIC on several locations about lack of screening/noise barrier. Spoke with J. Foster, C. Blaney, C. Prince and G. Dales regarding possible mitigation including tree planting and possibly a heavy duty privacy fence.</p>	<p>A meeting will be held with the resident to discuss further.</p>
			<p>Resident on Outer Drive who has only lived in home for less than a year requested something like screening be placed along Highway 401 at back of property</p>	
<p>Residents of Homestead Lane (by MTO's property)</p>	<p>December 12, 2013.</p>	<p>1. New proposed design for noise wall 14.</p>	<p>The residents from Homestead Lane asked about the new proposed design for noise wall 14 indicated that they had a preference for maintaining the wall in the current location but understood that the future of the wall did depend on input from WC as well. They expressed concern about the alternate design being too close to their property so it seemed intrusive and possibly could negatively affect their property value.</p>	<p>They will be kept informed, in the New Year, regarding the direction of the plan after meeting with WC and deciding the future of the MTO lot.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>There was discussion about the potential of the wall in its current location but shorter in length so it blocked less of WC and using natural screening rather than a wall in the location where the alternate design wall was planned. This option would be dependent on knowing the future of the MTO building lot</p>	<p>They will be kept informed, in the New Year, regarding the direction of the plan after meeting with WC and deciding the future of the MTO lot.</p>
<p>Comments Received from the Public by the PLO</p>	<p>2011</p>	<p>Comments Received by the PLO Regarding Noise Walls</p>	<p>Request for an extension of the Rt. Hon. Herb Gray Parkway noise barriers to continue along the eastbound Huron Church EC Row ramp. Reports high traffic noise from Huron Line and EC Row in his subdivision.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a new noise wall is not necessary in this area.</p>
			<p>Request from Preston Court resident to extend noise wall barrier in Labelle/Huron Church area.</p>	<p>Noise barrier 7A will provide screening for resident.</p>
<p>Comments Received from the Public by the PLO</p>	<p>2012</p>	<p>Comments Received by the PLO Regarding Noise Walls</p>	<p>Huron Church Line residents have requested installation of noise wall along the north east corner of T-7.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Individual issued a request for reconsideration of the noise wall design in the Armanda area. They feel the noise walls along the 401 and E.C. Row should be continuous and not have a break.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.</p>
			<p>Individual stopped by the PLO to review materials from landscaping Neighbourhood Meeting. They are strongly opposed to the noise wall proposed to be located behind Villa Paradiso which their neighbours advised them of since they didn't attend the June meeting.</p>	<p>A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.</p>
			<p>Additional noise mitigation features are requested in the Northway area to alleviate increase in noise caused by the elevated roadway D-2</p>	<p>This issue has been discussed with residents</p>
<p>Comments Received from the Public by the PLO</p>	<p>2013</p>	<p>Comments Received by the PLO Regarding Noise Walls</p>	<p>Between Hearthwood Crescent and Montgomery Street, on top of the dirt berm where you have placed the steel beams for the wall. Why haven't you's gone to the end of the hill. We are experiencing loud noise coming from Hwy 3 and Montgomery, it seems to be echoing off the</p>	<p>It is our understanding that you have also raised this matter at PIOH 8. We are currently reviewing the feedback and concerns received with the appropriate project team members and will get back to you once additional information is available on the design in this area. It is our</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>houses and it's as loud as before. At Hwy 3 and Montgomery the hwy is level with the walkway and you can hear all the traffic going by. There will be a huge noise wall gap between the hill and the homes. Are you going to continue the sound barrier?</p> <p>Residents from both Carriage Lane and Rushwood Crescent have raised this concern.</p>	<p>current understanding that the noise wall posts installed to date are in accordance with the final design.</p>
			<p>Multiple homeowners on Villa Borghese contacted the PLO (in addition to voicing their concerns at PIOH 8) regarding the noise barrier design adjacent to their properties. In summary, they have all voiced concerns regarding the elevation of the permanent service road and the lack of incorporation of noise barriers (berms/walls) in the design, along with the lack of screening landscapes. They feel that there will still be significantly high traffic levels on the local service road (Highway 3) and will continue to experience traffic noise, visual impacts from the roadway view, and experience pollution associated with the levels of traffic.</p>	<p>A detailed overview of the current design was provided. Public Information Open House 8 is being held in the near future to review the noise wall and landscape design.</p> <p>As per discussion at PIOH 8, a review of this area is being undertaken by the design team. The result of this review will be communicated to all appropriate parties once available.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Based on discussions with these residents, they have requested a change to the design which would include, a noise barrier, such as a wall built covering Villa Borghese from Highway 3, (optimal resolution), however, a berm/tree-line buffer or just trees-in-a-line, alongside this grade elevation, would greatly reduce the negative impact of this elevated service road on our neighbourhood community.</p> <p>These residents feel that as a result of this design change they would experience a reduction of: noise, visibility of traffic, dust/smoke, and overall mitigation of negative impact.</p>	
			<ul style="list-style-type: none"> • The Windsor Crossing Outlet Mall is a regional shopping centre that serves the needs of LaSalle residents and residents and visitors from across this region; • It is also an important economic asset for the Town of LaSalle, providing a vital source of local jobs and property tax assessment for our community; • Every reasonable effort needs to be taken to maintain a high degree of visibility and easy/convenient access from the Rt. Hon. Herb Gray Parkway. 	<p>As requested, a review of this noise wall is being undertaken by the design team. The result of this review will be communicated to all appropriate parties once available.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>We would ask that WEMG/MTO re-examine the need for the noise wall that is currently being installed adjacent to Windsor Crossing --- in order to re-locate/re-design this noise attenuation facility so that it does not block visibility for this important regional economic development asset.</p> <p>Every reasonable effort should be taken to help ensure that this regional shopping centre remains commercially viable and continues to serve the residents and visitors of this community for many years to come.</p>	
Comments Received from the Public by the PLO	2014	Comments Received by the PLO Regarding Noise Walls	Individual issued suggestion to extend the noise wall to Pulford Street since the homes on Daytona Avenue are being resold by MTO.	This noise wall will be extended towards Pulford Street to cover MTO houses previously to be demolished, but will now be retained.
			Layla Court residents requested the extension of noise wall 7A along the eastbound E.C. Row Expressway on-ramp to provide noise mitigation from traffic noise being experienced from E.C. Row traffic adjacent to their homes.	The Parkway noise barrier will not be extended around this ramp as the noise source is not related to Parkway traffic. According to the noise assessment completed extending the barrier is not warranted and would not resolve the issue they are experiencing from E.C. Row traffic.

Ojibway Berm

The Ojibway Berm was communicated to the public at the PIOH 8. To the Municipalities was communicated at the 2013 Landscape Municipal Workshop held in March 2013. In August 2013 was shown to the Municipalities again.

Consultation Related to Ojibway Berm

Stakeholders Involved	Date	Discussion Topics	Comment	Response
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle -Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>March 5, 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location 	<p>E.C. ROW EMBANKMENT</p> <p>a) BERM ONLY - Of the three options provided, the City of Windsor unanimously prefers this option as it is more consistent with the original proposal and the Theme of Arrival that is identified in the Concept Drawings. It is also the least likely to be targeted by graffiti, and as this is the primary entry point to CANADA any use of a wall would provide a canvas for such undesirable activity.</p> <p>i) It is our opinion that there may be opportunity to provide some Public art along this berm as well</p>	<p>This option is being studied to be implemented</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> • Aesthetic treatment – Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 		
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle -Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>August 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> – Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements – Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage – Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features – Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers – Retaining walls and parapet walls 	<p>No Comments Received</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> • Location • Aesthetic treatment – Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 		
About 30 people from the general public.	2013 November COMMUNITY MEETINGS	<ol style="list-style-type: none"> 1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items 	No Comments Received	
About 260 people from the general public	December 10, 2013 PIOH 8	<ol style="list-style-type: none"> 1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi- 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>use trail amenities including signage and rest areas</p> <p>4. how the implementation of the landscape plan will be staged</p> <p>5. what you can expect to see in the early phases of landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule.</p>		

Other berms proposed for east end of Project area

The other berms proposed for east end of the Project area were communicated to the public at the November 2013 Community Meetings and the PIOH 8.

Consultation Related to Other berms proposed for east end of Project area

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 30 people from the general public.	2013 November Community Meetings	<ol style="list-style-type: none"> 1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items 	No Comments Received	
About 260 people from the general public	PIOH 8 December 10, 2013	<ol style="list-style-type: none"> 1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest areas 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>4. how the implementation of the landscape plan will be staged</p> <p>5. what you can expect to see in the early phases of landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule</p>		

Pedestrian bridges

The pedestrian bridges were communicated to the public at PIOH 1, Landscape Workshop, PIOH 3, PIOH 4, PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop , April 29, 2013 Municipal Meeting, 2013 Shadetree Meeting, November 2013 Community Meetings and PIOH 8.

Consultation Related to Pedestrian Bridges

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011. PIOH 1	1. Landscape Master Plan <ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation 2. Trail Master Plan <ul style="list-style-type: none"> - Trail system and amenities - Urban design 3. Initial Highway Design 4. Introduction of the Project Team 5 Inform people about how to be involved throughout the design and the construction of the Parkway.	Pedestrian bridges - would like to see bridges kept open (no overhead cage)	Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient
About 350 people from the public.	April 5 and 6, 2011.	1. Trails and Amenities 2. Tunnel tops and gateways	Pedestrian bridge - can we grow trees on it like Assumption H.S.	It is not proposed to have planting on trail bridges. Tunnel tops are extensively planted

Stakeholders Involved	Date	Discussion Topics	Comment	Response
	LANDSCAPE WORKSHOP	3. Parkway Landscape.	Like trail bridges - weathered steel with concrete deck	Noted. Thank you for your comment.
			Landscaping at bridge crossings / on bridges?	It is not proposed to have planting on trail bridges. Tunnel tops are extensively planted
			Bridges should be artistic and unique	Noted. Thank you for your comment.
			Prefer bridges to underpass.	Noted. Thank you for your comment.
			Bridges to reflect where it is on the trail network: Oak Savannali, etc.	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges
			Like idea of bridges being unique and used for way finding.	Noted. Thank you for your comment.
			TB2 neighbours are strongly opposed to 'rusty' pedestrian bridge - have views that look into the side of the structure. Fazio Dr. Residents.	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments will be presented at a PIOH in June 2013.
			No cages over the bridges. Ugly - not an option.	Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient
Watch out for 'dating design style' of bridges. Like simple, functional - watch painting, not environmentally sound.	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments will be presented at a PIOH in June 2013			

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 500 and 550 people from the public.	July 13, 2011. PIOH 3	<p>1. Various construction techniques and plans for mitigation impacts.</p> <p>2. Various construction elements including:</p> <ul style="list-style-type: none"> - The finalized road alignments for Highway 401 and Highway 3. - Plans for excavation of the corridor. - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to design two stormwater management ponds. - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>	No Comments Received	
About 250 people from the public	November 30, 2011 PIOH 4	<p>1. Pile driving including where, when and anticipated duration.</p> <p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control</p>	Prefer bridges to underpass.	Thank you for your comment.
			Prefer bridges to underpass.	Noted. Thank you for your comment.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>measures.</p> <p>3. Key intersection details.</p> <p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p> <p>5. Works planned for Grand Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish Compensation Pond.</p> <p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p> <p>10. How to stay informed and involved now that construction has begun.</p>		
<p>About 350 people from the public</p>	<p>February 8, 2012.</p> <p>PIOH 5</p>	<p>1. Parkway elements:</p> <ul style="list-style-type: none"> - Parkway grading - Aesthetic and location of 	<p>Concerned with pedestrian bridge and privacy to adjacent properties; prefer pedestrian underpass.</p>	<p>Noted. Thank you for your comment.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>pump stations</p> <ul style="list-style-type: none"> - PDA and retaining walls - Removal of Highway 3 bridge where it crosses over Highway 401 - Details on the remaining tunnels (1, 4, 6, 8, 9 and 10A) and bridges (3, 4 and 5) - Proposed berm at Outer Drive - Permanent ponds - Electrical distribution - Illumination - ATMS and signalization <p>2. Environmental details</p> <ul style="list-style-type: none"> - Status of the Human Health Risk Assessment - Update on the wetland compensation <p>3. Anticipated road closures for construction of diversions</p> <ul style="list-style-type: none"> - General information - Public notification - Proposed temporary closure of the Matchette Road off-ramp to E.C. Row Expressway - Cousineau Road - Outer Drive - South Talbot Road 	<p>Would prefer a pedestrian bridge crossing at Bethlehem and Lambton. Concerns over pedestrian security with an underpass.</p>	<p>Bethlehem and Lambton will be signalized intersections.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Laurier Parkway and Howard Avenue - Associated diversion, including: <ul style="list-style-type: none"> • Diversion 10 • Diversion 11a • Diversion 11b • Diversion 14 <p>4. The construction experience</p> <ul style="list-style-type: none"> - Schedule for upcoming construction - Construction impacts mitigation <p>5. General update</p> <ul style="list-style-type: none"> - Design responses to community input - Winter maintenance - Key community concerns - Update on pile driving 		
About 200 people from the public	June 12, 13 and 20, 2012. NEIGHBOURHOOD MEETINGS	<p>1. Noise barriers</p> <p>2. Trails</p> <p>3. Walls</p> <p>4. Pump stations</p> <p>5. Power Distribution Assemblies and transformers</p>	<p>Concerned with the scale of the bridge, especially at trail bridge 2. Has this bridge been decided upon? Want the bridges to be less of a visual impact.</p> <p>Request to view pedestrian bridge profiles (side views) and post them on the website.</p>	<p>Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments will be presented at a PIOH in June 2013</p> <p>The bridge profile of a pedestrian bridge was shown at the PIOH held in June 2013. They are now uploaded on the website (www.hgparkway.ca)</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - More specifically, the following items were shown: - An update on construction activities over the next six months - A summary of what we have heard from the public about landscaping to date - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each - Property boundary fencing, permanent snake fence and security fencing - Trails including trail bridges and tunnels, lighting and signage, pedestrian bridge aesthetics and look - Retaining walls, bridge walls, parapet walls and wing walls including locations of the and aesthetic treatment - Locations of 	<p>A pedestrian bridge should be added at the Labelle intersection over Highway 3. Parents are concerned that a signalized intersection is not sufficient for kids crossing Highway 3.</p>	<p>It is not technically feasible. There will be a signalized intersection.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>transformers, aesthetics and screens of Power Distribution Assemblies and cabinets</p> <ul style="list-style-type: none"> - Location and look of pump stations - Any other features about which the residents have questions. 		
About 300 people from the public.	August 8, 2012. PIOH 7	<p>1. Landscaping:</p> <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of community input - structures, art and plant material <p>2. General information on noise barriers including walls and berms:</p> <ul style="list-style-type: none"> - purpose - location - height - Material - appearance from both the highway and private backyard perspectives <p>3. The Parkway trail network including:</p> <ul style="list-style-type: none"> - pedestrian trail bridges 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> and tunnels - lighting - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic treatment</p> <p>6. Planned traffic staging related to:</p> <ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging <p>7. An update on the construction schedule and mitigation measures</p>		
About 240 people from the public	September 18-26, 2012.	<p>1. Landscaping</p> <p>2. Noise barriers</p>	Lambton residents want a trail bridge crossing Highway 3 instead of municipal roadways.	Lambton Street and Highway 3 intersection will be signalized.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
	COMMUNITY MEETINGS	3. Trail bridges	Pedestrian bridges. Some residents want to encourage diversity throughout the Parkway using different options/types of bridges...	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments will be presented at a PIOH in June 2013
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	<p>May 5, 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment - Environmental details 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> • Wetland compensation • Health risk 		
About 10 people from Shadetree Crescent and Court area.	April 23, 2013. SHADETREE MEETING	<ol style="list-style-type: none"> 1. Final design. Option 2 with some improvements 2. Final configuration. Illustrations. <ul style="list-style-type: none"> - Noise walls - Landscape 	No Comments Received	
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex 	April 29, 2013 MUNICIPAL MEETING	<ol style="list-style-type: none"> 1. Colour options for the pedestrian bridges 2. Shade structures 3. Landscape process 4. Landscape Plan 5. Drainage update 6. Traffic update 7. Traffic strategy for Bethlehem/Lambton/Spring Garden 8. Installation of Culvert CV-2 on north side of Howard 9. Other construction updates. 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 30 people from the general public.	2013 November COMMUNITY MEETINGS	1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items	There a trail bridge to cross Huron Church Line?	Yes, TB-5 goes over Huron Church Line. It was shown to the residents on the drawing.
			How will the trail bridges be?	It was explained to them that there are 7 trail bridges, and all of them will have a different colour. The colour was shown at the meeting since some trail bridge samples were available. It was explained to them that each trail bridge will be related to a Grandfather Teaching, a symbol and a colour. The trail bridge closest to Villa Borghese area is TB-5, which is bravery and will be grey.
About 260 people from the general public	December 10, 2013 PIOH 8	1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest areas 4. how the implementation of the landscape plan will be staged 5. what you can expect to see in the early phases of	A resident from Heritage Drive liked the WIFN thematic related to the pedestrian bridges	Thank you for your comment
			A resident was kindly surprised about the WIFN thematic related to the pedestrian bridges	Thank you for your comment
			Positive feedback with the pedestrian bridge aesthetics and design.	Thank you for your comment
			The darker colour of yellow on the panel of the pedestrian bridge is preferred over the lighter/pastel shade of the sample. Which one is the final colour?	Thank you for your comment. It will be forwarded to the design team for consideration. Currently the sample available is the proposed colour

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule.</p>		

PIE Landscape Plan (hard landscape elements) and Aesthetic Package

The PIE Landscape Plan (hard landscape elements) and Aesthetic Package were communicated to the public at PIOH 1, Landscape Workshop, PIOH 3, PIOH 4, June 2012 Neighbourhood Meetings, PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop, 2013 Norfolk Pines Meeting, 2013 Homestead/Hearthwood/Foxwood Meeting, 2013 Shadetree Meeting, April 29, 2013 Municipal Meeting, 2013 Montgomery/Betts/ St. Clair/Heritage Meeting, November 2013 Community Meetings, and PIOH 8.

Consultation Related to PIE Landscape Plan (hard landscape elements) and Aesthetic Package

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011. PIOH 1	1. Landscape Master Plan <ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation 	Gathering areas - such as picnic tables - we need to prevent areas for youth to just hang out, lighting and park benches need to be minimal to facilitate brief rest, not a place to stay for any length of time.	Trail rest areas are designed to facilitate brief rest.
		2. Trail Master Plan <ul style="list-style-type: none"> - Trail system and amenities - Urban design 	Wants pumping stations to be enclosed with aesthetic walls/buildings	The aesthetic treatment of pump stations was presented at PIOH 5 in February 2012 and PIOH 7 in August 2012. There was a general acceptance of the proposed form of the Pump Station Buildings
		3. Initial Highway Design	Lighting along pathways.	All lighting on the trails will be full cut off.
		4. Introduction of the Project Team 5 Inform people about how to be involved throughout the design and the construction of the Parkway.	We need to ensure that the lighting used along the trails are not too harsh and will not disrupt nocturnal insects, bats, owls and other nocturnal wildlife.	The trail lighting has a relatively low illumination level of 0.5 foot-candles. In addition, the lighting will be full cut off.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 350 people from the public.	April 5 and 6, 2011. LANDSCAPE WORKSHOP	1. Trails and Amenities 2. Tunnel tops and gateways 3. Parkway Landscape.	Picnic areas, Fountains?	A number of rest areas are provided within the trail network, mostly in the vicinity of tunnel tops
			Like having opportunities for way finding on bridges	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges
			Like the rest areas on the ponds.	A number of rest areas are provided within the trail network, mostly in the vicinity of tunnel tops
			Love the walls - the grassed pattern.	Thank you for your comment.
			Have you considered green walls for screening?	Vegetation is not proposed on retaining walls due to maintenance issues
			Vegetation on walls.	Vegetation is not proposed on retaining walls due to maintenance issues
			Lighting - LED? - Preferred, roadway lighting and pathways. What is the time line for actual new bridge, will it coincide with the corridor construction?	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required.
			Sustainable materials and technology - solar, induction LED lighting - local furnishing suppliers (carbon	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			footprint).	that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.
			Interested in lighting - as it relates to observatory in backyard in Heritage Estates - loves the dark sky compliant theme.	Noted. Thank you for your comment.
			Essex Region - will there be solar powered lights? Can it be considered	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.
			Aesthetic lighting - likes the dark sky compliance - dark sky preserve.	Lighting will be full cut off
			Doesn't like decorative lighting without full cut-offs -Interested in intersection lighting	Lighting will be full cut off

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			COW? Or LaSalle? -Different lighting requirements - wants to see full cut-off at intersections as well as pedestrian lights.	
			Trail lighting - type? LED vs metal halide vs solar? - No trail lighting on secondary trails.	Full cut off LED lighting is being adopted for the pathways. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.
			Alternative light fixtures? Led/solar?	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.
			Trail lighting should be functional not decorative?	Full cut off LED lighting is being adopted for the pathways
			Do not want trail path lighting spill into rear yard.	Full cut off LED lighting is being adopted for the pathways
			Can solar panels be hidden along the corridor to supply lighting.	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.
			Light Pollution document attached.	Noted. Thank you for your comment.
			Walker Road underpass - like these.	Noted. Thank you for your comment.
			Where will be emergency call station be created	Emergency call stations will be provided along the trail system
			Waste receptacles / dog waste drop	Waste receptacles including recycling will be provided at trail rest areas
			Shade! Make sure there is some sort of shade structure (trees, anything).	Shade structures are being provided at a number of the tunnel top rest areas
			Windsor is hot and you need shade for rest areas.	Shade structures are being provided at a number of the tunnel top rest areas
About 200 people from the public	May 18, 2011 PIOH 2	<ol style="list-style-type: none"> 1. How construction will be staged for the next year. 2. How some key initial construction 	Walker Road underpass as example of aesthetic treatment of walls- maple leaf theme (active transportation theme, e.g., bicycles also possibility)	Aesthetic treatment of walls was outlined at the PIOH held in August 2012

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>activities will be delivered, including:</p> <ol style="list-style-type: none"> 3. Advanced II and Wick Drain installation from Ojibway Parkway to Huron Church Rd. 4. N. Talbot Rd. Bridge over Highway 401. 5. Highway 401 widening from N. Talbot Rd. westerly 700m. 6. Howard Avenue Diversion from S. Talbot Rd. to Hwy 3 including roundabout. 7. How we plan to lessen the impacts of construction (dust, noise) on the community. 8. How to stay informed and involved throughout the upcoming construction. 	<p>Use of maple leaves/bicycle imprinting as a design aesthetic on walls?</p>	<p>Aesthetic treatment of walls was outlined at the PIOH held in August 2012</p>
<p>Between 500 and 550 people from the public.</p>	<p>July 13, 2011. PIOH 3</p>	<ol style="list-style-type: none"> 1. Various construction techniques and plans for mitigation impacts. 2. Various construction elements including: 	<p>No Comments Received</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - The finalized road alignments for Highway 401 and Highway 3. - Plans for excavation of the corridor. - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to design two stormwater management ponds. - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>		
About 250 people from the public	November 30, 2011 PIOH 4	<p>1. Pile driving including where, when and anticipated duration.</p> <p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control measures.</p> <p>3. Key intersection details.</p>	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p> <p>5. Works planned for Grand Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish Compensation Pond.</p> <p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p> <p>10. How to stay informed and involved now that construction has begun.</p>		
About 350 people from the public	February 8, 2012. PIOH 5	<p>1. Parkway elements:</p> <ul style="list-style-type: none"> - Parkway grading - Aesthetic and location of pump stations - PDA and retaining walls 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Removal of Highway 3 bridge where it crosses over Highway 401 - Details on the remaining tunnels (1, 4, 6, 8, 9 and 10A) and bridges (3, 4 and 5) - Proposed berm at Outer Drive - Permanent ponds - Electrical distribution - Illumination - ATMS and signalization <p>2. Environmental details</p> <ul style="list-style-type: none"> - Status of the Human Health Risk Assessment - Update on the wetland compensation <p>3. Anticipated road closures for construction of diversions</p> <ul style="list-style-type: none"> - General information - Public notification - Proposed temporary closure of the Matchette Road off- 		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>ramp to E.C. Row Expressway</p> <ul style="list-style-type: none"> - Cousineau Road - Outer Drive - South Talbot Road - Laurier Parkway and Howard Avenue - Associated diversion, including: <ul style="list-style-type: none"> • Diversion 10 • Diversion 11a • Diversion 11b • Diversion 14 <p>4. The construction experience</p> <ul style="list-style-type: none"> - Schedule for upcoming construction - Construction impacts mitigation <p>5. General update</p> <ul style="list-style-type: none"> - Design responses to community input - Winter maintenance - Key community concerns - Update on pile driving 		
About 200 people from the public	June 12, 13 and 20, 2012.	<p>1. Noise barriers</p> <p>2. Trails</p>	Are there the following items in the rest areas: water fountains, shaded areas, gazebos,	There are no proposals to provide water fountains. Shade structures are being provided at a number of

Stakeholders Involved	Date	Discussion Topics	Comment	Response
	NEIGHBOURHOOD MEETINGS	<p>3. Walls</p> <p>4.Pump stations</p> <p>5. Power Distribution Assemblies and transformers</p> <ul style="list-style-type: none"> - More specifically, the following items were shown: - An update on construction activities over the next six months A summary of what we have heard from the public about landscaping to date - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each - Property boundary fencing, permanent snake fence and security fencing - Trails including trail 	emergency phones, recycle bins, adequate lighting, washrooms	the tunnel top rest areas. Emergency call stations will be provided along the trail system. Waste receptacles including recycling will be provided at trail rest areas. There are no proposals to provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system.
		<ul style="list-style-type: none"> - An update on construction activities over the next six months A summary of what we have heard from the public about landscaping to date 	Concern about barrier by Croydon, what will we be looking at?	Residents were explained proposals at community meeting in September 2012
		<ul style="list-style-type: none"> - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each - Property boundary fencing, permanent snake fence and security fencing - Trails including trail 	Will the lighting on the trails cause safety concerns for deer?	The trail lighting is at an illumination level of 0.5 foot-candles compatible with low residential street lighting levels. It is unlikely that there would be any safety concerns for deer, any more than in residential streets.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		bridges and tunnels, lighting and signage, pedestrian bridge aesthetics and look – Retaining walls, bridge walls, parapet walls and wing walls including locations of the and aesthetic treatment – Locations of transformers, aesthetics and screens of Power Distribution Assemblies and cabinets – Location and look of pump stations – Any other features about which the residents have questions.		
About 150 people from the public	June 27, 2013. PIOH 6	1. Parkway Elements including information on: – Details pertaining to the remaining bridges being B-2 on the Parkway at Matchette Road, B-6 where the Parkway meets E. C. Row Expressway and	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>B-12 where Howard Avenue crosses over the new Highway 3;</p> <ul style="list-style-type: none"> - Update on pile driving; - Update on opening of diversions the length of time that they will be in use and what measures will be in place to mitigate their impact. <p>2. Environmental Details, including:</p> <ul style="list-style-type: none"> - Information on the status of the Human Health Risk Assessment - An update on the Wetland Compensation <p>3. Anticipated Traffic Staging and Road Closures including general information regarding:</p> <ul style="list-style-type: none"> - The traffic staging for the reconstruction of the existing Highway 401 east of the project area - The closure of eastbound E. C. Row 		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>Expressway for construction of the embankment of Bridge 3</p> <ul style="list-style-type: none"> - The closure of the west north/south ramp on eastbound E. C. Row Expressway for the tie-in at Bridge-6 - Traffic staging for the reconstruction of Ojibway Parkway - The closure of Cousineau Road <p>4. The Construction Experience and what the public can expect and when it can expect it as well as what the project team is doing to mitigate construction impacts</p> <p>5. General Update including design responses to community input and key community concerns</p>		
<p>About 300 people from the public.</p>	<p>August 8, 2012.</p> <p>PIOH 7</p>	<p>1. Landscaping:</p> <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of 	<p>Elderly stakeholder suggested that the rest areas should include backs, like a bench, to offer support who those that need it</p>	<p>Noted. Thank you for your comment</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>community input</p> <ul style="list-style-type: none"> - structures, art and plant material <p>2. General information on noise barriers including walls and berms:</p> <ul style="list-style-type: none"> - purpose - location - height - Material - appearance from both the highway and private backyard perspectives <p>3. The Parkway trail network including:</p> <ul style="list-style-type: none"> - pedestrian trail - bridges and tunnels - lighting - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic</p>		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>treatment</p> <p>6. Planned traffic staging related to:</p> <ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging <p>7. An update on the construction schedule and mitigation measures</p>		
<p>About 240 people from the public</p>	<p>September 18-26, 2012.</p> <p>COMMUNITY MEETINGS</p>	<p>1. Landscaping</p> <p>2. Noise barriers</p> <p>3. Trail bridges</p>	<p>1. There appears to be some opportunities to integrate gateway walkers welcome travellers to the city (northbound traffic) or to Canada (southbound traffic) through the use of architecturally significant pedestrian bridges. The proposed bridges are purely functional. The direction from the City Planning Department was to ensure that pedestrian bridges met a higher level of design. Potential site for one became evident through comments by a participant who lives near Cabana/Todd intersection. Since crossing</p>	<p>1. Proposals for trail bridges were outlined at the PIOH held in August 2012. Proposals for public art and theming of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in June 2013. Grade separated crossing of Hwy 3 can be achieved at Tunnel 5 close to Cabana/Todd.</p> <p>2. Design has been changed in this area including changes in trail alignment, form of retaining wall and planting as a result of consultation undertaken with</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Highway # 3 at this location is intimidating it is possible to investigate the use of a single or double cable-stay pedestrian bridge at this or other complicated pedestrian crossing. Otherwise the overall landscape and urban design features (unreadable).</p> <p>2. Re: Chelsea T-11 Trail Grade Retaining wall. Concerned with view of retaining wall regardless of mitigated to cover with landscaping. Please seek options: 1) more trail; 2) acquire footage of Road redesign.3) Review previous designs. Please contact if needed support to relocate "boundaries" of Chelsea Drive with town of LaSalle, etc...</p>	<p>residents.</p>
			Lighting of trail from Rozdik Park	It will be lit
			Will trails be lit?	Yes, primary trails and connections to them will be lit.
			Size and type of lighting?	All trail lighting will be full cut off and the illumination level will be 0.5 foot-candles.
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of 	<p>March 5, 2013.</p> <p>MUNICIPAL LANDSCAPE WORKSHOP</p>	<p>1. Final Landscape Plan</p> <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements 	<p>The previously distributed conceptual drawings of the Oak Savannah tree trunks on the concrete walls along the Hwy embankments appeared to be more characteristic than what is being installed (ie. Frequency) .</p>	<p>This request has been rejected since the addition of railings or fabricated features at the top of the walls in the opinion of the design team is not a practical solution. In many instances there is safety fencing and or mandated</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Essex - WIFN - MNR - ERCA		<ul style="list-style-type: none"> - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features 	Also these seem to look incomplete. That is the tree trunks are in a Savannah but there is not top to the trees giving a dead/dying appearance. Potential incorporation of an artistic barrier fencing along the tops of the walls that portray the leaves/smaller branches as an art piece installation throughout where there are tree trunks.	traffic barriers at the top of the walls. Any addition fencing will be difficult to discern from a distance.
		<ul style="list-style-type: none"> - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment 	As it is likely the rest areas will be used in the winter, due to the minimal snow cover usually experienced in Windsor, shade structures/landscaping around rest areas should help to deflect predominant winters winds, predominantly from the southwest in January as well as northwest and southwest in February.	That has been taken into consideration.
		<ul style="list-style-type: none"> - Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 	The shade structures provided are basic and simple in nature, however all the proposed manufactured site furnishings use metal and wood in a contemporary manner which do not readily correspond to the proposed rustic look of the pedestrian bridges. In other locations local limestone blocks have been used in lieu of benches. In order to provide a more unified look throughout the development and trail system we recommend incorporating the limestone into the supports of the	The manufactured benches are located in the urban rest areas including T2 and T8. There are weight concerns with adding stone foundations to the features on the tunnel tops. There has been a thoughtful execution of how materials have been deployed. The noise walls are patterned with a natural stone motif on the community side of the walls and there is potential to use form liners with a natural stone texture at the abutments of trail bridges.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			shade structures, wayfinding signs and bases of the abutments of pedestrian bridges.	
			The previously distributed conceptual drawings of the Oak Savannah tree trunks on the concrete walls along the Hwy embankments appeared to be more characteristic than what is being installed (ie. Frequency) . Also these seem to look incomplete. That is the tree trunks are in a Savannah but there is not top to the trees giving a dead/dying appearance. Potential incorporation of an artistic barrier fencing along the tops of the walls that portray the leaves/smaller branches as an art piece installation throughout where there are tree trunks.	The addition of railings or fabricated features at the top of the walls in the opinion of the design team is not a practical solution. In many instances there is safety fencing and or mandated traffic barriers at the top of the walls. Any addition fencing will be difficult to discern from a distance.
			Full Cut-Off – City requires that all lighting in public areas complies with CR228/2005 which indicates that FCO luminaries be used for roadway and pathways.	Confirmed, all lighting is "full cut off".
			It is our understanding that the 20 km of paved main trail is slated to have full cut off LED lighting. Our preference would be to have minimum continuous illumination levels for the trail lighting maintained at 2.5 foot-candles. It would also be very beneficial to see a photometric plan of the trail	The PA requires a illumination level of 0.5 foot-candles for the trail lighting. We believe that an illumination level of 2.5 foot-candles would be inappropriate for the trail system and its setting. Regarding the photometric plan, it will not be done.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			lighting, including lighting of any connector points or secondary trails, and lighting of key landscaped areas throughout the project area.	
			Eha Naylor advised police that there was a detailed drawing/map depicting the exact location of all the emergency call box locations. It is important to obtain this information to provide our 911 call centre so that the dispatching of police officers can be done in the most effective manner possible when someone activates one of these call stations.	The Police Department has been provided with the requested drawing.
			Request for signage to be included identifying each pond for efficient emergency response and including warning/precautionary messaging. The provision of life rings or flotation devices was also suggested.	Signage and safety devices will be installed adjacent to the pond locations based on MTO standards and policies
About 50 people from Grand Marais and Pulford area	April 6, 2013. NORFOLK PINES ASSOCIATION MEETING	1. General information about the Parkway including: <ul style="list-style-type: none"> - Landscape philosophy - Plant material types - Trail system - Tunnel top 4 - Fencing and barriers - Aesthetic treatment 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
<p>About 20 people from Homestead, Hearthwood and Foxwood.</p>	<p>April 22, 2013. HOMESTEAD AREA MEETING</p>	<p>1. Upcoming construction works.</p> <p>2. Upcoming landscaping works.</p> <p>3. Answer some of the question raised by this neighbourhood's residents.</p>	<p>Town of LaSalle representatives asked what kind of light will be used on the trails.</p>	<p>All lightings will be full cut-off meaning the light shines directly down to the ground.</p>
			<p>A resident asked why the secondary trails do not have lights. He would like to see them with lights as well as he thinks it will be dangerous to use them without lights.</p>	<p>The Primary trail network is lit, together with connections to the network. Secondary trail are not proposed to be lit, but access can be gained to all areas using the primary trail network</p>
<p>About 10 people from Shadetree Crescent and Court area.</p>	<p>April 23, 2013. SHADETREE MEETING</p>	<p>1. Final design. Option 2 with some improvements</p> <p>2. Final configuration. Illustrations.</p> <ul style="list-style-type: none"> - Noise walls - Landscape 	<p>What kind of lighting there will be on the trail system?</p>	<p>Full cut off LED lighting is being adopted for the pathways.</p>
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex 	<p>April 29, 2013 MUNICIPAL MEETING</p>	<p>1. Colour options for the pedestrian bridges</p> <p>2. Shade structures</p> <p>3. Landscape process</p> <p>4. Landscape Plan</p> <p>5. Drainage update</p> <p>6. Traffic update</p> <p>7. Traffic strategy for Bethlehem/Lambton/Spring Garden</p>	<p>No Comments Received</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>8. Installation of Culvert CV-2 on north side of Howard</p> <p>9. Other construction updates.</p>		
<p>About 40 people from Montgomery, Betts, St. Clair and Heritage area.</p>	<p>May 23, 2013</p> <p>MONTGOMERY, BETTS, ST. CLAIR, HERITAGE MEETING</p>	<p>1. Upcoming construction works.</p> <p>2. Upcoming landscaping works.</p>	<p>No Comments Received</p>	
<p>About 30 people from the general public.</p>	<p>2013 November</p> <p>COMMUNITY MEETINGS</p>	<p>1. noise barriers (walls and berms)</p> <p>2. trail connections</p> <p>3. trail bridges aesthetics, locations and heights</p> <p>4. adjacent plantings</p> <p>5. any outstanding consultation/betterments items</p>	<p>Why a shade structure has not been added on T-5?</p>	<p>At the beginning shade structures were going to be installed on the trailheads. However, as a result of consultation more trailheads were incorporated to the design. The shade structures were incorporated were they can technically be installed.</p>
			<p>Are there call stations along the trail system?</p>	<p>Yes, there will be call stations.</p>
			<p>Will there be chain link fence at Villa Borghese?</p>	<p>The drawing shows a chain link fence just in a small portion of Villa Borghese. It will be clarified</p>
			<p>How high will the chain link fence be?</p>	<p>It will be a 6 foot chain link fence.</p>
			<p>Is anything beyond the snake fence MTO property</p>	<p>The location of the snake fence, why it was placed where it currently is and that it will be replaced in the future by a chain link fence was explained.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			The resident located at 20160 Spring Garden Road noted that they feel the snake fence near their property is located on their private property and not MTO owned land. They were not concerned over the placement of it just wanted it to be noted.	Thank you for your comment. This has been noted.
			Hearthwood requested change to the chain-link fence boundary fencing installed along her front yard.	Two sections of chain-link fence located in front yard will be relocated slightly.
About 260 people from the general public	December 10, 2013 PIOH 8	1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest areas 4. how the implementation of the landscape plan will be staged 5. what you can expect to see in the early phases of	A Shadetree resident asked for the design to be changed since the trail is too close to his property.	Thank you for your comment. We will consult it with the designers.
			There should be signs saying that littering is enforced.	Thank you for your comment.
			Will there be any fences to keep deer out of the Highway as there are in Quebec?	Yes, there will be some fences that will keep animals out of the Highway, but they will not be same extension as they are in Quebec.
			I would like to see the area between the MTO fence and private property fences paved or somehow sealed so that weeds between them can be prevented from growing. The area in between the two fences is inaccessible and if not provisions are made, will generate weed growth that will look terrible.	A 1.8 metre chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. Specific fencing cases have been reviewed and addressed individually.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule.</p>	<p>Many kids are “hunting down” Foxsnakes and playing with them by the South Windsor Arena. The boards on the ground are making it really easy for kids to know where the snakes are.</p>	<p>The environment team is aware of the issue and have attempted to fence off areas where we have heard this is happening, and can that can be fenced. We do not advertise or discuss the areas where snake boards are placed, and cannot reasonably police every area on a continual basis. However, our environmental monitors and SAR specialists are on the sites at least once per day, usually twice daily. If kids are found in the area the team take an educational approach to prevention of snake collection. The kids are made aware that the snakes are endangered and need protection, that they pose no harm to people, and that its actually illegal to collect them.</p> <p>The outreach programme to the local schools earlier in the project was also used to educate the local kids on the various environmental issues, including fox snakes.</p>
			<p>The interpretive markers on the trail are preferred to be shorter (for example, the ones on River front are too tall). The stones markers are also nicer than the other markers.</p>	<p>Thank you for your comment.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Comments Received from the Public by the PLO	2011	Comments Received by the PLO regarding Landscape Plan (Hard Landscape Elements) and Aesthetic Package	Install fencing around the open Basin Drain since it is a safety hazard for children.	Fencing is being provided in areas where there is reduced clearance between trail and drain. Water features not normally fenced otherwise.
Comments Received from the Public by the PLO	2012	Comments Received by the PLO regarding Landscape Plan (Hard Landscape Elements) and Aesthetic Package	<p>I understand the elevation and radius requirement for the bike path, but for an esthetic's point of view and something we'll have to live with forever, we don't feel this is acceptable. Has the group made any changes to the current plan to remove this wall?</p> <p>I know a lot of options are out of your control, but here are some of the suggestions:</p> <ul style="list-style-type: none"> - Move the bike path on a 45 deg. angle on top of the covered section. This will move the path away from Chelsea allowing for a more gradual slope eliminating or lowering the retaining wall. - Move the street to allow for a more gradual slope and eliminate the wall. - Remove the houses on Chelsea (since all the residents are moved/moving out) 	Due to the trail alignment constraints, the wall has to be provided, however the trail alignment has been modified to reduce as much as feasible the height and extent of the wall
			We found out a week ago, because the space for easement, the entrance to the trail off Chelsea will have a 6 foot supporting wall facing the street. A wall in this area has never been	Due to the trail alignment constraints, the wall has to be provided, however the trail alignment has been modified to reduce as much as feasible height and extent of the wall

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>in the plan. A neighbour, who had attended the meeting, had indicated that one option is to approach the Town of LaSalle to use a few feet for easement. We understand this section of Chelsea is very tight. After looking at your map, could the trail, just west of where the wall is being planned, be curved by even just a couple of feet north? Maybe with a slight shift of the trail and approaching the Town it could be built without a wall.</p>	
			<p>Incorporation of solar technologies to light the Parkway Trails</p>	<p>LED lighting is being adopted for the pathways. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.</p>
			<p>The snake fencing would need to wrap around the envelope of the hibernacula areas, proposed for the North side of Todd. Once south of the area, fencing should extend north, a significant way back into the local woods. So that road access is discouraged, while still leaving a wildlife corridor for large mammals and more mobile mammals, ie deer.....to move into Spring Garden ANSI and Oakwood Prairie. Also for an Eco passage, snake screening fencing would be</p>	<p>Thank you for your suggestions.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			needed on south side of Todd to direct reptiles to the passage.	
			Use of low snake screening fencing application on outside of property fencing, could be encouraged so that local residents who may be uncomfortable with hibernacula as proposed, could use this fencing, with the appropriate nearby mowing required to keep reptiles out of property	Thank you for your suggestions.
			Howard Avenue facility requested the following improvements to the access to their property due to new design: 1. Widening and paving of the driveway from the cul-de-sac 2. Permanent barrier (fencing) on the edge of the drain and their property.	1. Widening and paving of driveway will not be undertaken. 2. Standard chain-link is planned for this location. Fencing to be installed by end of 2014.
Comments Received from the Public by the PLO	2013	Comments Received by the PLO regarding Landscape Plan (Hard Landscape Elements) and Aesthetic Package	Consultation Coordinator from Chippewa of Thames First Nation issued correspondence indicated that they have no questions or concerns regarding the information they have received regarding the Rt. Hon. Herb Gray Parkway.	Thank you for your comments.
			Spring Garden resident is interested in acquiring property behind his home from MTO. He is concerned about the future location of the boundary fencing.	Shared the request with MTO. Further advised that property purchase requests will be address once the construction in the area is complete. Also suggested that he review his property survey.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Todd Lane is an area with a recorded cluster of eastern foxsnake roadkill records. Creation of hibernacula without the appropriate mitigation features, will lead to more roadkill.. Mobile Eastern foxsnakes are especially prone to road mortality. In the Ojibway area this fall, the Ojibway Road Mortality Study* is recording many more eastern foxsnakes per day than the 2012 study. It would appear that hibernacula would attract snakes from both sides of Todd. And lead to more roadkill if not properly planned... Fencing on the north side of Todd will not stop snakes approaching Todd from the south side to cross into prairie with hibernacula.</p>	<p>Snake populations fluctuate from year to year. An increased mortality between a one year study period may not necessarily reflect the influence of hibernacula locations. As stated previously, the hibernacula have been designed and located with the specific input of PIC's local snake experts, taking into account local site conditions.</p>
			<p>“Snake fencing” as it appears on the North Side of Todd in the Landscape Master plan, is not possible to stop snakes from crossing Todd Lane, as currently configured. There would be greater snake mortality in this area, if hibernacula are planned, if there is no better fencing or other solutions.</p>	<p>Snake fencing design and placement has had the input from PIC's local snake experts, taking into account site specific conditions and snake behaviour. The sites will be monitored and the site specific mitigation measures adjusted as monitoring results are analysed.</p>
<p>Comments Received from the Public by the PLO</p>	<p>2014</p>	<p>Comments Received by the PLO regarding Landscape Plan (Hard Landscape Elements) and Aesthetic Package</p>	<p>Individual inquired about work in the area of his Grosvenor property. He noted that in speaking with a worker onsite it sounds like the PDA</p>	<p>The PDA will be constructed in the correct location as presented at the consultation sessions, closer to the tunnel on the other side of the trail, further away from the</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>location/design has changed and is now moving closer to his property. He would prefer this not to be located adjacent to his home as he is concerned regarding noise and sightline impacts.</p>	<p>boundary. The transformer associated with the PDA has been constructed slightly further east by the utilities contractor. This property will be screened with a line of Eastern White Cedar initially 2.5m high planted along the north-eastern boundary to screen the PDA, supplementing the residents existing screen of coniferous trees. There will generally be no perceptible noise from the PDA. However in a power outage a small diesel generator would emit a low level of noise, but this is screened so should not impact residents.</p>
			<p>Individual issued complaint regarding the location of the fence installation near Spring Garden Road. He does not feel the property survey is accurate as this as moved a fair distance from the previous snake fencing location.</p>	<p>Individual meeting held with resident and surveyor to demonstrate the property boundary.</p>
			<p>Individual issued concern regarding the permanent chain-link fencing to be installed adjacent to her property and how this may impact her trees that were planted up to the snake fencing. She does not want these trees to be cut down.</p>	<p>The trees in this area will not be removed however the property boundary fencing will be installed amongst the trees resulting with trees on each side of the fence.</p>
			<p>The rest areas end before TB-9 and there is quite a distance from TB-9 till the end of the Project.</p>	<p>Thanks for your comment.</p>

Trail locations

The Trail locations were communicated to the public since PIOH 1. As a result of consultation, some trail connections were added. The trail connections were specifically presented at: PIOH 1, Landscape Workshop, PIOH 3, PIOH 4, June 2012 Neighbourhood Meetings, PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop , 2013 Norfolk Pines Meeting, 2013 Homestead/Hearthwood/Foxwood Meeting, 2013 Shadetree Meeting, April 29, 2013 Municipal Meeting, and 2013 Montgomery/Betts/ St. Clair/Heritage Meeting, November 2013 Community Meetings and PIOH 8

Consultation Related to Trail Locations

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011. PIOH #1	1. Landscape Master Plan <ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation 	Can't wait for it to be finished! As an avid cyclist, I've been on every trail in Essex County and Windsor. I can see this as a means to boost visitors to the area to explore these new trails and the connections to existing trails.	Thank you for your comment.
		2. Trail Master Plan <ul style="list-style-type: none"> - Trail system and amenities - Urban design 		
		3. Initial Highway Design	The trail system looks amazing! I am looking forward to using it. I can't tell by the plans at the open house but I hope it connects to the LaSalle trail system.	Thank you for your comment.
		4. Introduction of the Project Team		
		5 Inform people about how to be involved throughout the design and the construction of the Parkway.	Entrance points for trails with small parking? Can the trails be linked to the Green Shield trail way?	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				parking on side roads and public facilities alongside the Parkway.
			What proposals to MTO have to connect the Greenwood trail to use Rt. Hon. Herb Gray Parkway trail system at Howard Ave	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Why is trail on Howard Diversion and not down Howard?	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail.
			Connect to existing trail at Spring Garden between Malden and Bethlehem	Connection has been provided in conjunction with City of Windsor
			Trail connection to Chrysler Greenway, #3 Hwy/Old Castle Road; close to CC (100 yards)	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Interested in design of trail system and connections to other trails in Windsor and LaSalle	A drawing with all the trail connections was shown at the PIOH held in June 2013. In

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				<p>addition, the drawing can be consulted on the website (www.hgparkway.ca)</p>
			<p>Would like to see trail connection down Howard Avenue to Laurier Parkway (instead of, or in addition to Howard Avenue diversion)</p>	<p>The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail.</p>
			<p>Is there an opportunity for trails or paths in west-end restoration area? Seems a shame to stop trail at Malden Road when there is a more natural area beyond which would offer better trail experience, not close to roadway</p>	<p>There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.</p>
			<p>Trail along E.C. Row east from Malden westerly</p>	<p>There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.</p>
			<p>Connect to other area trails and trail master plan including Garnacho Trail along river at east end of town.</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			I would like to see the trail go all the way to the river, if possible.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Would like to see the trail system joined up to the Greenway trail located east of Walker Road at No. 3. They are currently widening No. 3 Hwy and perhaps some dialog with them - can get the 2 connected - what a trail that would be!	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			I would like to see if it could connect to the Chrysler Greenway Trail somehow.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Will it connect with Greenway System and Ojibway Trails/Malden?	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Concern for trail location beside backyard. T10 - Rushwood + Lot 1501 (empty). Would like trail moved closer to roadway. Privacy concerns.	Workshops held in September 2012 in this area to address concerns

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Can these trails be connected to other trail systems in Windsor and Essex County. That would be the Windsor waterfront and Along Huron Church to the Parkway or the extension through Old Sandwich Town all the way to the Ojibway Parkway. And some connection to the Chrysler Greenway on the east end. Will the trail system be able to be used for events such as fundraising runs or decathlons or bike-a-thons - that is for sport events as well as for pleasure walks?</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided</p>
			<p>Too bad pathway doesn't continue into natural area between Malden and Matchette. This best place for a path is a naturalized area. Great idea to have a path along the length of road. Maybe naturalized area could be planned to incorporate a pathway in future. Protected species from other parts of protect will be put there. Why not put them in to allow for pathway in future?</p>	<p>There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.</p>
			<p>Trail which currently crosses Spring Garden into the trail system from Lambton Subdivision is great idea. Happy that the Grand Marais pedestrian crossing will still be possible.</p>	<p>Thank you for your comment.</p>
			<p>Connectivity to existing City trails and green space should be a priority. Trails in Spring Garden. ANSI should be</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>maintaining access to Malden Park, Ojibway and other existing natural areas. As is the current designation, the trails should prohibit motorized vehicles (including 44s, snowmobiles, dirt bikes, motorcycles, etc)</p>	<p>A number of extra connections into the municipal trail network have been provided. Motorized vehicles would be prohibited from trails in accordance with current bylaw (emergency and maintenance vehicles excepted)</p>
			<p>MOT Request: a recreational trail connection between Laurier Parkway/Howard Avenue intersection to Chrysler Greenway. Laurier Parkway bike path ends at Howard Avenue. We need an extension east along South Talbot to join Chrysler Greenway just east of Walker Road.</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided</p>
			<p>Trail suggestion - construct the multi-use trail down Howard so it connects to the multi-use trail along Laurier Pkwy. Try also to connect to the Chrysler Greenway, just east of Walker Road. These connections would link the County of Essex all the way to Kingsville. Great work!</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided. The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail.</p>
<p>About 350 People from the public.</p>	<p>April 5 and 6, 2011 LANDSCAPE</p>	<p>1. Trails and Amenities 2. Tunnel tops and</p>	<p>Continue path through Spring Garden area</p>	<p>Trail will connect to Malden Park through the Spring Garden area</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
	WORKSHOP	gateways 3. Parkway Landscape.	Connection to Chrysler Greenway	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Todd Lane access to path system. - Path along 10th St. Removed from plan. - Provide bike trail from tenth to Hwy 3 (paved shoulders).	This is one of the connections that has been added following consultation with Municipalities
			Master plan for connectivity.	The location and alignment of Windsor-Essex Parkway is detailed in the Detroit River International Crossing Study Environmental Assessment Report and was approved by the Governments of Ontario and Canada in 2009. Community input helped shape the Windsor-Essex Parkway, along with four years of technical studies. For more information About the Detroit River International Crossing study visit www.partnershipborderstudy.com
			Trail head from Walker Rd. To Old Castle.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Trail System in Armanda Rd. area. - From outside through Armanda to Ojibway Park.	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.
			Crossing over Malden Rd. - Pedestrian.	The trail connection has been extended under the E.C. Row Bridges along Malden Road to the Park
			Bicycle routes (Cabana to Race track).	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities
			Continue trail from Malden to Matchette south of MNR lands?	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.
			Want to see an asphalt trail to the Ojibway Park.	Suggestions for routes outside of the project boundary should be referred to the relevant Municipalities
			Connecting Malden Park to Matchette Road? Malden Park to Ojibway Parkway.	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park. Suggestions for

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				routes outside of the project boundary should be referred to the relevant municipalities
			Connect Howard Arena, Southwood Lakes to the east end of the trail.	Trail system will be extended up Howard Avenue to Haven Drive
			Link needs to be made to Ojibway Park as well as to the river.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities
			Need to connect to LaSalle Woods ESA parks and other areas in LaSalle.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities
			Connect to the Greenway (Chrysler). Need to connect to Howard Down.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided
			Need better trail access into the corridor - (Bike Trail) Cabana/Grand Marais Trail connection further north.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>Connection to waterfront trails. Use trails for events.</p>	<p>Suggestions for routes outside of the project boundary should be referred to the relevant municipalities</p>
			<p>High school near Grand Marais Rd. has a very strong cross country team. Should make sure there is a connection.</p>	<p>Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided</p>
			<p>I think the trails will look beautiful when they are complete. Please consider saving as many existing trees as possible.</p>	<p>Noted. Thank you for your comment.</p>
<p>About 200 people from the public</p>	<p>May 18, 2011 PIOH 2</p>	<ol style="list-style-type: none"> 1. How construction will be staged for the next year. 2. How some key initial construction activities will be delivered, including: 3. Advanced II and Wick Drain installation from Ojibway Parkway to Huron Church Rd. 4. N. Talbot Rd. Bridge over Highway 401. 	<p>I like the walkways and trail system - I want to wait and see if connections to other trails will come to be and make this an even better system.</p>	<p>Thank you for your comment.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>5. Highway 401 widening from N. Talbot Rd. westerly 700m.</p> <p>6. Howard Avenue Diversion from S. Talbot Rd. to Hwy 3 including roundabout.</p> <p>7. How we plan to lessen the impacts of construction (dust, noise, tra-c) on the community.</p> <p>How to stay informed and involved throughout the upcoming construction</p>		
Between 500 and 550 people from the public.	July 13, 2011. PIOH 3	<p>1. Various construction techniques and plans for mitigation impacts.</p> <p>2. Various construction elements including:</p> <ul style="list-style-type: none"> - The finalized road alignments for Highway 401 and Highway 3. - Plans for excavation of the corridor. - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to 	No trail connection for residents north of E.C. Row	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>design two stormwater management ponds.</p> <ul style="list-style-type: none"> - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>		
About 250 people from the public	November 30, 2011 PIOH 4	<p>1. Pile driving including where, when and anticipated duration.</p>	Would definitely like to see trail connection to Rodzik Park	A trail connection to Rodzik Park is being provided
		<p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control measures.</p>	Please connect the trail to the end of cul- de-sac on Surrey.	As a result of consultation, a connection to the trail system on Surrey has been added.
		<p>3. Key intersection details.</p> <p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p> <p>5. Works planned for Grand Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish Compensation Pond.</p>	Want a trail connection from Goyeau to the multi-use trail	It is out of the Project limits.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p> <p>10. How to stay informed and involved now that construction has begun.</p>		
About 200 people from the public	June 12, 13 and 20, 2012. NEIGHBOURHOOD MEETINGS	<p>1. Noise barriers</p> <p>2. Trails</p>	Can the trail system connect to the City of Windsor trail at Cabana Road?	Yes, there will be a connection there.
		<p>3. Walls</p> <p>4. Pump stations</p>	Residents on Villa Borghese are happy to have direct access to trails from Daytona Avenue.	Thank you for your comment
		<p>5. Power Distribution Assemblies and transformers</p> <ul style="list-style-type: none"> - More specifically, the following items were shown: 	Where there will be the connections to the Rt. Hon. Herb Gray Parkway Trail System?	A drawing with all the trail connections was shown at the PIOH held in June 2013. In addition, the drawing can be consulted on the website (www.hgparkway.ca)

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - An update on construction activities over the next six months A summary of what we have heard from the public about landscaping to date 	<p>I would like to see the LaSalle Normandy Rd trail connect to Parkway trail. This would give access to LaSalle River Front all the way thru South Windsor.</p>	<p>Suggestions for routes outside of the project boundary should be referred to the relevant municipalities</p>
		<ul style="list-style-type: none"> - Plant material type and rationale for selections - Treatment on tunnel tops - Noise barriers including walls and berms, the location of each and the look of each - Property boundary fencing, permanent snake fence and security fencing - Trails including trail bridges and tunnels, lighting and signage, pedestrian bridge aesthetics and look - Retaining walls, bridge walls, parapet walls and wing walls including locations of the and aesthetic treatment - Locations of transformers, aesthetics and screens of Power 	<p>Request for a trail connection to be installed off of Grosvenor.</p>	<p>As a result of consultation it was decided not to add a connection at Grosvenor Drive since some neighbours living near there are not comfortable with it. In addition, there are enough connections in that are (Montgomery, Surrey and Chelsea)</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		Distribution Assemblies and cabinets <ul style="list-style-type: none"> - Location and look of pump stations - Any other features about which the residents have questions. 		
About 300 people from the public.	August 8, 2013. PIOH 7	1. Landscaping: <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of community input - structures, art and plant material 2. General information on noise barriers including walls and berms: <ul style="list-style-type: none"> - purpose - location - height - Material - appearance from both the highway and private backyard perspectives 3. The Parkway trail network including: <ul style="list-style-type: none"> - pedestrian trail - bridges and tunnels - lighting 	Shadetree residents want to know where the trails connection will be in that area	Trails connection proposals were explained in community meeting held in September 2012
			A residents asks why the trail stops at Malden instead of being extended to Matchette or Ojibway	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.
			Residents very happy with the Daytona trail connection	Thank you for your comment.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic treatment</p> <p>6. Planned traffic staging related to:</p> <ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging <p>7. An update on the construction schedule and mitigation measures</p>		
About 240 people from	September 18-26, 2012.	1. Landscaping	Trail system and landscaping plans. Promises to be beautiful!!	Thank you for your comment

Stakeholders Involved	Date	Discussion Topics	Comment	Response
the public	COMMUNITY MEETINGS	2. Noise barriers 3. Trail bridges	Plans for Tenth Street? Where landscaping and trail connections extend in this area	A trail connection has been provided to Tenth Street
			Plans for Tenth Street? Where landscaping and trail connections extend in this area	A trail connection has been provided to Tenth Street
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	March 5, 2013. MUNICIPAL LANDSCAPE WORKSHOP	1. Final Landscape Plan <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features • Fencing and barriers • Property line • Security • Snake barriers • Noise barriers - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location 	The sidewalk between Grand Marais Road West and Pulford Street on east side of HWY #3 has been eliminated and should be restored to connect the residential neighbourhood. We do have sidewalk connections on both sides of Huron Church before the Parkway construction. The only option provided on the drawings is to have pedestrians cross HWY #3 at two different intersections (Grand Marais and Pulford intersections) after traversing along the west side of the HWY #401. Realistically without this connection on the east side of HWY#3, and from past experiences, pedestrians will create their own, unsafe pathway if one is not installed. We require that this pathway be installed between the edge of the road and the sound barrier with an appropriate landscape buffer between the pedestrians and the travelled road. Also, some form of barrier vegetation would be required to discourage any graffiti on the barrier wall along this walkway.	It has been rejected due to safety concerns. Even though the original design had a trail on the north side of the project between Grand Marais and Pulford, it had to be removed due to safety concerns. In that area there is a wooden privacy fence along the private property lines, and a noise wall has to be installed. Therefore, there would be a 250 metres long trail between a noise wall and a 2.5-3.0 metres high wooden fence, which presents a significant safety concern. The intersection that people will have to cross instead of walking between two walls for 250 metres will be a signalized intersection and there will be less traffic than currently Highway 401 will be below grade.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> • Aesthetic treatment – Environmental details • Wetland compensation • Health risk 	<p>Some method of marking every 100m or interval markers differentiating the primary & secondary trails would provide the needed assistance for emergency response. Responders could then be advised as an example, to respond to mile marker 2.4 on the primary trail. Corresponding maps would indicate the required route & best emergency access point.</p>	<p>Interval markers will be incorporated into the trail design to aid with emergency response.</p>
			<p><u>Ojibway Parkway:</u> 1.- Add multi-use trail during current construction on west side of Ojibway Parkway from Broadway Street north to City limits, north of the tracks. 2.- Bridge plaza properties prevent additional connection, which includes bike lanes on the following: 2.1. Sandwich Street from Broadway Street to Ojibway Parkway. 2.2. Broadway Street from Sandwich Street to Ojibway Parkway.</p>	<p>This request will be investigated further as part of the betterment process and subject to confirmation/ approval by CPSA (as MUT will go under B1)</p>
			<p><u>West Side of Highway 3 – Near E.C. Row Expressway:</u> Add multi-use trail connection between Trail 03 and sidewalk along Highway 3. This connection is vital for the neighbourhood east of Highway 3, in particular, Northway Avenue to Dominion Boulevard.</p>	<p>It will be added.</p>
			<p><u>Spring Garden:</u> 1.- Illustrate existing current cycling</p>	<p>1. Noted 2. Falls outside of the project</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>facilities on Spring Garden Rd. 2.- Paved shoulders on Spring Garden Rd. from Malden Rd. to Fifth St. 3.- Fifth St. to City Limits – Multi-use trail on south side. 4.- Sidewalk on west side and sharrows on Spring Garden Road from MTO jurisdiction to Bethlehem Avenue. 5.- Previous drawings illustrate a multi-use trail connection from Trail 02 to Spring Garden Road; please include this connection.</p>	<p>limits 3. Falls outside of the project limits 4. This work has been completed 5. noted and will be incorporated into the final trail master plan.</p>
			<p><u>Bethlehem Avenue/Labelle Street – Spring Garden Road to Youngstown Street:</u> 1.- The City appreciates the multi-use trail connection on Labelle Street to Youngstown Street. 2.- Add a multi-use trail on Bethlehem Avenue from Spring Garden Road to Highway 3 EBL, and between the EBL and WBL, on the north side. This multi-use trail is essential for connection east and west of the Parkway. 3.- Add sharrows on Bethlehem Avenue/Labelle Street from Spring Garden Road to Youngstown Street.</p>	<p>1 You are welcome 2 Current proposal provides reasonable connectivity with a sidewalk on south side of Bethlehem Av and across Tunnel 2 and Trail 64 on north side of Labelle Street. A MUT on north side would increase span of TB-1. Extra cross walk would be required at both Hwy 3 EBL and Hwy 3 WBL intersections. Consideration could be given to convert sidewalk on south side of Bethlehem and across Tunnel 2 to MUT by widening to 3m (secondary trail width) but space may be an issue on Bethlehem Ave 3 Will be considered</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p><u>Lambton Street/Grand Marais Road West:</u> 1.- Realign proposed multi-use trail connection at Lambton Street to Fazio Drive intersection 2.- Add multi-use trail from Lambton Street/Fazio Drive intersection south on Fazio Drive to Trail 13 connection 3.- Add multi-use trail along Lambton Street/Grand Marais Road West from Fazio Dr. to Highway 3, and from Highway 3 to Northway Avenue. This multi-use trail is essential for connection east and west of the Parkway. 4.- Add bike lanes on Grand Marais Road West from Highway 3 to Northway Avenue</p>	<p>1. Trail alignment is dictated by required grades and min radius so should remain as designed. 2. A trail along Fazio from Grand Marais to trail 13 is not required; pedestrian/cyclist can use the street 3 North side trail from Fazio to Hwy 3 is feasible, however sidewalk provided on south side. North side trail from Hwy 3 to Northway Ave is also feasible. However Sidewalk is provided on south side providing connectivity to trail system. Consideration could be given to converting sidewalk on south side to 3m MUT</p>
			<p><u>Cabana Road West:</u> 1.- Add a multi-use trail on the south side of Cabana Road West from Highway 3 to Northway Avenue. 2.- Add bike lanes on Cabana Road West from Highway 3 to Northway Avenue. This is essential since the City has recently approved the installation of bike lanes on Cabana Road West from Huron Church Road to Walker Road.</p>	<p>1.- This multi-use trail has been rejected since there is limited property space to provide it and a sidewalk is provided. 2.- This bike lanes have been rejected since it is close to intersection of Hwy 3 where bikes are restricted and there is limited right-of-way to widen the road.</p>
			<p><u>Cousineau Road:</u> 1.- Extend proposed multi-use trail on Cousineau Road to Cousineau Circle. 2.- Add bike lanes on Cousineau Road from Highway 3 to Cousineau Circle.</p>	<p>1 Sidewalk provided to limit of work. Consideration could be given to extend sidewalk to the circle, but limited space for MUT 2 Disagree, close to intersection</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				of hwy 3 where bikes are restricted. Limited ROW to widen the road
			<u>Rodzic Park east connection:</u> 1.- Add multi-use trail connection east of Rodzik Park to TR44 (along hammerhead maintenance access). 2.- Previous drawings indicated trail connection from TR44 to TR46.	It has been rejected because it is outside of the Project limit.
			<u>Howard Avenue:</u> 1.- Extend multi-use trail on the west side of Howard Avenue to Havens Drive. 2.- Add bike lanes on Howard Avenue from Highway 3 to Havens Drive.	1. It will be extended. 2. It has been rejected due to lack of road space
			In order for this connectivity objective to be realized in a safe and convenient manner (for the inhabitants of the adjacent residential neighbourhoods) it is imperative that trail linkages/pathways be provided to interconnect the streets and trails from LaSalle neighbourhoods with the planned new 20 km of multi-use trails that will be built within the Parkway right-of-way	Thank you for your comment.
			To assist Parkway landscape designers and engineers accomplish this objective, we have marked up the drawings that you delivered to our office, and we are returning them to you by email. Due to the file size of these scanned PDF	The approved connections are: 6.- Cousineau Road. 9.- Tenth Street. The rejected ones are: 1. Rejected 2. There will be a paved

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>drawings we will send these to you in 3 separate emails. It should be noted that we have used red and blue symbols/colours to communicate our requested trail/pathway interconnections (with blue representing connections that are already shown on the drawings, and red being interconnections that still need to be made and included as part of the final set of design drawings --- there are nine of these that need to be added)</p>	<p>shoulder on Howard Avenue. Access in Croydon will not be added because one in Chelsea has been added about 100 metres up end on Tunnel 11.</p> <p>3.The neighbourhood leaving in that area is not comfortable with that connection. Also, there are enough connections in that area (Montgomery, Surrey and Chelsea).</p> <p>4.It is not possible due to the elevation of the trails</p> <p>5. It is not possible due to a safety concern. In addition, connection number 6 (which will be added) will take more of the pedestrian access.</p> <p>7. Not feasible as the trail is elevated in that area.</p> <p>8. A sidewalk does not seem needed in that area.</p>
<p>About 50 people from Grand Marais and Pulford area</p>	<p>April 6, 2013.</p> <p>NORFOLK PINES ASSOCIATION MEETING</p>	<p>1. General information about the Parkway including:</p> <ul style="list-style-type: none"> - Landscape philosophy - Plant material types - Trail system - Tunnel top 4 - Fencing and barriers - Aesthetic treatment 	<p>There will be a sidewalk from the cul-de-sac of Daytona Avenue to Pulford Street? Some residents who live near the cul-de-sac used to cross Pulford Street from Daytona Avenue to the east side of Pulford Street with their dogs and with the new design they have to go to Northway Avenue in order to cross Pulford. They would like to see a path to walk beside the last house of Daytona Avenue so that they can cross Pulford from there without having to go to Northway Avenue. They said that</p>	<p>It was shown on the drawing that the requested access is not part of the design. However they were informed that this comment will be transmitted to HMQ and the design team for their consideration.</p> <p>An access will be added in this location. However, it will not be added by their neighbour land but through Highway 3.</p> <p>Trail connection was reviewed however not feasible due to elevation levels. Safe</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			something simple with gravel would be enough. They just do not want to cross through their neighbour's grass.	connection cannot be made.
			This path was requested by some of the attendees	It was shown on the drawing that the requested access is not part of the design. However they were informed that this comment will be transmitted to HMQ and the design team for their consideration.
About 20 people from Homestead, Hearthwood and Foxwood.	April 22, 2013. HOMESTEAD AREA MEETING	<ol style="list-style-type: none"> 1. Upcoming construction works. 2. Upcoming landscaping works. 3. Answer some of the question raised by this neighbourhood's residents. 	No Comments Received	
About 10 people from Shadetree Crescent and Court area.	April 23, 2013. SHADETREE MEETING	<ol style="list-style-type: none"> 1. Final design. Option 2 with some improvements 2. Final configuration. Illustrations. <ul style="list-style-type: none"> - Noise walls - Landscape 	The residents from the house in the intersection of Shadetree Court and Shadetree Crescent are concerned about the new access to the trail system. They say it is a safety issue since someone could be hit by a car since it is where the two streets meet. They said that people drive very fast in that curve and there is not a STOP sign. They would prefer either to eliminate it or move it to a safer location.	PICs Designer will look for the safest location in that area. PIC will talk to City of Windsor as well in order to sign the area properly. The resident voted if they wanted to move the trail access to a safer location deeper in Shadetree Crescent or remove the access. All the residents but those from the house in the

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				intersection want to keep the access and move it to a safer location in Shadetree Crescent if possible.
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex 	<p>April 29, 2013</p> <p>MUNICIPAL MEETING</p>	<ol style="list-style-type: none"> 1. Colour options for the pedestrian bridges 2. Shade structures 3. Landscape process 4. Landscape Plan 5. Drainage update 6. Traffic update 7. Traffic strategy for Bethlehem/Lambton/Spring Garden 8. Installation of Culvert CV-2 on north side of Howard 9. Other construction updates. 	No Comments Received	
<p>About 40 people from Montgomery, Betts, St. Clair and Heritage area.</p>	<p>May 23, 2013</p> <p>MONTGOMERY, BETTS, ST. CLAIR, HERITAGE MEETING</p>	<ol style="list-style-type: none"> 1. Upcoming construction works. 2. Upcoming landscaping works. 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 30 people from the general public.	2013 November COMMUNITY MEETINGS	1. noise barriers (walls and berms)	Some residents from Betts were very pleased to have a new trail connection in this area	Thank you for your comment. It was included as a result of consultation.
		2. trail connections	A resident was happy that he will be able to walk to the College from his house.	Thank you for your comment.
		3. trail bridges aesthetics, locations and heights	Where will the trail connection be for Spring Garden residents?	The trail connection in the area to the resident, noting the connection to Malden Park. The resident was pleased to learn of this connection.
		4. adjacent plantings	Can you get from Spring Garden Road to Malden Road using the trail system?	Yes, just follow the secondary trail network connections
About 260 people from the general public	December 10, 2013 PIOH 8	1. noise walls (final design, colour and texture)	A resident from 10th Street asked if there will be access from 10th Street to the trail system.	No, there will not be any access from 10th Street. It was explained on the drawing.
		2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan	Has more works been done with City of Windsor regarding the connections to local trails?	Yes, some meetings have been held with the City in this regard in 2013. Some of the added connections/sidewalks were shown to him on the drawing.
		3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest	A Shadetree resident asked for the design to be changed since the trail is too close to his property.	Thank you for your comment. We will consult it with the designers.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>areas</p> <p>4. how the implementation of the landscape plan will be staged</p> <p>5. what you can expect to see in the early phases of landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule.</p>	<p>A resident would like a copy of a drawing with the trail systems.</p>	<p>It was explained to her that she can find it on the website.</p>
			<p>A resident from Grand Marais asked if there will be bike paths.</p>	<p>The multi-use trail system was shown to him on the drawing. It was explained to him that there will be a total of 22 km approx. of trails.</p>
			<p>Many residents were very interested and happy with the trail system design and the end points on either side of the project (Howard and Malden)</p>	<p>Reviewed the trail design. Many positive comments received.</p>
			<p>Residents would like the trail system opened as soon as possible, especially the one off of Malden.</p>	<p>Thank you for your comment.</p>
			<p>Shadetree Court residents do not think that the trail connection location on the Landscape Plans reflects the design changes previously discussed at the community meeting. Can the design team double check this? The location identified is going to be a safety issue.</p>	<p>Your comment will be shared with the appropriate parties for review.</p>
			<p>Suggests that the trail system connect with LaSalle in the Ojibway Parkway area.</p>	<p>Reviewed the proposed trail design.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Potential for a multi-use trail from Malden to Black Oak park	Thank you for your comment
Comments Received from the Public by the PLO	2011	Comments Received by the PLO Regarding Trail Connections	On the latest layout there is no clear bike/pedestrian path to link current Southwood Lakes trails to the new trails at the new Howard/#3 area. We would have to bike/walk along busy Howard Avenue to get to the trail.	Trail system will be extended up Howard Avenue to Haven Drive
			Since this area will be seeing so much truck traffic or traffic in general for that matter. I would just like to suggest a design of a walk way by: Designer Michae Jantzen called the Wind Tunnel Foot Bridge. Basically it is a walkway for pedestrians that can utilize the wind energy from the traffic to create green power. Appealing to the eye and using green energy created by the flow of traffic. These kinds of innovations and thought of green power are exactly the kind of things people need to see. So that people know Windsor and Essex county are doing their parts and keeping up with the times.	Upon this assessment, it has been determined that this technology is not suitable for this purpose.
Comments Received from the Public by the PLO	2012	Comments Received by the PLO Regarding Trail Connections	Email submitted to MTO: I live on South Talbot road at Walker and I am very concerned about that corner. There are accidents there all the time. If you are planning to use South Talbot as a detour route you are	Route issues and suggestions for trail routes outside of the project boundary should be referred to the relevant municipalities

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>definitely going to need a light at that corner. At certain times of the day, a car can wait five minutes to turn or go straight through. Plus I want South Talbot to be changed to 60 km (just like Laurier) as this road has many walkers and bicycle riders (no sidewalk or trail) and with the huge increase in traffic (including transports), it is going to be dangerous. I am also concerned that people will use South Talbot to avoid the roundabout and this road is not designed for high levels of traffic. Have you thought about widening South Talbot and adding a trail to connect to Laurier which could then connect to the Greenway?</p>	
			<p>1. Do not connect the trail system to 13th street since this will create a security concern with increased public traffic at the back of his property. 2. Install the HMQ boundary fence from Huron Line all the way to 10th street, as a security improvement measure for his property.</p>	<p>1 This would be a matter for the municipality, however we believe there are currently no plans to connect the trail system to 13th street 2 Boundary fence will be installed in accordance with MTO policy, adjacent to private land.</p>
			<p>Trail connection into Long Term Care facility off trail 41 between Geraedts Drive and Cousineau</p>	<p>This connection has been added</p>
			<p>I am a member of a local cycling group (East Side Riders), reside in the City of Windsor and bicycle regularly on city</p>	<p>There will be a primary trail connection between the outlet mall and Laurier Parkway along</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>and county roads. Popular roads used by cyclists in the area of the Windsor Essex Parkway project include Laurier Parkway and South Talbot Road as they provide access to many lightly travelled roads and the Chrysler Canada Greenway. One option of getting on to South Talbot and the Parkway requires using Howard Avenue from Sixth Concession. We often begin rides from the Outlet Mall on Highway 3 and Heritage Drive. It is our hope that consideration be given so that we may continue to access Laurier Parkway and South Talbot Road from the Howard Avenue cul de sac. This could be as simple as. Currently there are two examples locally where this has been done - the Oldcastle Road cul de sac at Walker Road (this also provides access to South Talbot Road) and the cul de sac on Disputed Road at Cousineau. Laurier Parkway was constructed with a multiuse trail abutting it on the south side and the use of Laurier Parkway and South Talbot Road by cyclists is recognized in the County Wide Active Transportation Study http://weblink8.countyofessex.on.ca/web-link8/browse.aspx?startid=1656 In my submission the connection between the Howard Avenue cul de sac and the Parkway/South Talbot Road would be in accordance with the Study and would enhance cyclist and pedestrian safety.</p>	<p>the Parkway then down the Howard Avenue Diversion. The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			Requested connection from Windsor Crossing Property on to proposed trail that runs along northern boundary of property.	This connection has been added based on consultation input.
Comments Received from the Public by the PLO	2014	Comments Received by the PLO Regarding Trail Connections	Concerning walkway existing onto Montgomery and Hwy 3. A major concern for kids and people, with the cars coming off Hwy 3 turning onto Montgomery. There has been a problem with speed there already. The walkway should have been placed behind the hill and fence away from the intersection.	<p>The pedestrian walkway across Montgomery Drive is located in accordance with the Ontario Traffic Manual and affords the required visibility to Highway 3 and Montgomery Drive for people wishing to use the walkway. Setting the walkway further back from the intersection would reduce visibility to Highway 3 and potentially increase the risk whilst using the crossing. In the interests of road safety, it is always important for parents to control their children in the vicinity of any road crossing.</p> <p>The connection to Montgomery Drive is part of the secondary trail network. This enables residents in this area to connect to the primary trail (which provides bridges over or under roadways and hence no road crossings) to the west over the Hearthwood Tunnel top or to the east over the Oliver Estates Tunnel top and a trail bridge over Highway 3. These connections reduce the need for</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				people to cross Montgomery Drive by using the primary trail to destinations to the east or west.

Wetland Compensation Plan

The Wetland Compensation Plan was communicated to the public at PIOH 1, PIOH 4, PIOH 5, PIOH 6, PIOH 7, September 2012 Community Meetings, 2013 Landscape Municipal Workshop, April 29, 2013 Municipal Meeting, Environmental Meeting on October 29, 2013, November 2013 Community Meetings, and PIOH 8.

Consultation Related to Wetland Compensation Plan

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 375 and 400 people from the public	March 9, 2011 PIOH 1	<p>1. Landscape Master Plan</p> <ul style="list-style-type: none"> - Commitment to Ecological Landscapes - Landscape Functions - Ecological restoration design and implementation <p>2. Trail Master Plan</p> <ul style="list-style-type: none"> - Trail system and amenities - Urban design <p>3. Initial Highway Design</p> <p>4. Introduction of the Project Team</p> <p>5 Inform people about how to be involved throughout the design and the construction of the Parkway.</p>	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Between 500 and 550 people from the public.	July 13, 2011 PIOH 3	<p>1. Various construction techniques and plans for mitigation impacts.</p> <p>2. Various construction elements including:</p>	Any plans for " Land Compensation" in regards to PSWs Destroyed during the new road constructions?	A comprehensive wetland compensation strategy has been prepared and is being implemented as part of the Parkway construction
		<ul style="list-style-type: none"> - The finalized road alignments for Highway 401 and Highway 3. - Plans for excavation of the corridor. - Plan for construction of the bridges, tunnels and stormwater management ponds. - Minor refinements to design two stormwater management ponds. - Utility relocation. - Update to the Landscape and Trails Master Plan. - Traffic management during construction. <p>3. How to stay informed and involved throughout the upcoming construction</p>	Concern over West Nile in the wetlands and storm water management ponds	Mosquito control has been taken into consideration during the design of the naturalized stormwater management facilities. Mitigation measures include deep pooling that promotes and ecosystem to support mosquito predator, limited trees in stormwater perimeter, and specific vegetation selection.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 250 people from the public	November 30, 2011 PIOH 4	<p>1. Pile driving including where, when and anticipated duration.</p> <p>2. Location selected to stockpile material including where, when, anticipated duration, and dust control measures.</p> <p>3. Key intersection details.</p> <p>4. Aesthetic of structural elements such as noise barriers and retaining walls.</p> <p>5. Works planned for Grand Marais, Wolfe Drain, Cahill Drain, Lennon Drain, and the Lennon Drain Fish Compensation Pond.</p> <p>6. The proposed closure at Matchette Road of the eastbound ramp of E.C. Row Expressway.</p> <p>7. Noise mitigation measures.</p> <p>8. Current design and construction details.</p> <p>9. Status of utility relocations, the Landscape and Trails Master Plan, and Traffic Management Plan</p>	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>10. How to stay informed and involved now that construction has begun.</p>		
<p>About 350 people from the public</p>	<p>February 8, 2012. PIOH 5</p>	<p>1. Parkway elements:</p> <ul style="list-style-type: none"> - Parkway grading - Aesthetic and location of pump stations - PDA and retaining walls - Removal of Highway 3 bridge where it crosses over Highway 401 - Details on the remaining tunnels (1, 4, 6, 8, 9 and 10A) and bridges (3, 4 and 5) - Proposed berm at Outer Drive - Permanent ponds - Electrical distribution - Illumination - ATMS and signalization <p>2. Environmental details</p> <ul style="list-style-type: none"> - Status of the Human Health Risk Assessment - Update on the wetland 	<p>No Comments Received</p>	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>compensation</p> <p>3. Anticipated road closures for construction of diversions</p> <ul style="list-style-type: none"> - General information - Public notification - Proposed temporary closure of the Matchette Road off-ramp to E.C. Row Expressway - Cousineau Road - Outer Drive - South Talbot Road - Laurier Parkway and Howard Avenue - Associated diversion, including: <ul style="list-style-type: none"> • Diversion 10 • Diversion 11a • Diversion 11b • Diversion 14 <p>4. The construction experience</p> <ul style="list-style-type: none"> - Schedule for upcoming construction - Construction impacts mitigation <p>5. General update</p> <ul style="list-style-type: none"> - Design responses to community input 		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Winter maintenance - Key community concerns - Update on pile driving 		
About 150 people from the public	June 27, 2013. PIOH 6	<p>1. Parkway Elements including information on:</p> <ul style="list-style-type: none"> - Details pertaining to the remaining bridges being B-2 on the Parkway at Matchette Road, B-6 where the Parkway meets E. C. Row Expressway and B-12 where Howard Avenue crosses over the new Highway 3; - Update on pile driving; - Update on opening of diversions the length of time that they will be in use and what measures will be in place to mitigate their impact. <p>2. Environmental Details, including:</p> <ul style="list-style-type: none"> - Information on the status of the Human Health Risk Assessment - An update on the 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p data-bbox="741 256 915 321">Wetland Compensation</p> <p data-bbox="646 358 995 477">3. Anticipated Traffic Staging and Road Closures including general information regarding:</p> <ul data-bbox="695 483 1010 1219" style="list-style-type: none"> <li data-bbox="695 483 1010 646">– The traffic staging for the reconstruction of the existing Highway 401 east of the project area <li data-bbox="695 662 1010 862">– The closure of eastbound E. C. Row Expressway for construction of the embankment of Bridge 3 <li data-bbox="695 878 1010 1040">– The closure of the west north/south ramp on eastbound E. C. Row Expressway for the tie-in at Bridge-6 <li data-bbox="695 1057 1010 1146">– Traffic staging for the reconstruction of Ojibway Parkway <li data-bbox="695 1162 1010 1219">– The closure of Cousineau Road <p data-bbox="646 1252 995 1401">4. The Construction Experience and what the public can expect and when it can expect it as well as what the project team is</p>		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>doing to mitigate construction impacts</p> <p>5. General Update including design responses to community input and key community concerns</p>		
<p>About 300 people from the public.</p>	<p>August 8, 2012.</p> <p>PIOH 7</p>	<p>1. Landscaping:</p> <ul style="list-style-type: none"> - general philosophy - the final landscape plan - the outcomes of community input - structures, art and plant material <p>2. General information on noise barriers including walls and berms:</p> <ul style="list-style-type: none"> - purpose - location - height - Material - appearance from both the highway and private backyard perspectives <p>3. The Parkway trail network including:</p> <ul style="list-style-type: none"> - pedestrian trail bridges and tunnels - lighting 	<p>Please make certain the 15 hectare. Compensation lands near Ojibway Prairie are completed as shown on maps</p>	<p>Will do. Thank you for your comment.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - signage (wayfinding, information boards) - Community trail connections <p>4. General information on various types of fencing, including their purpose, location and appearance</p> <p>5. Retaining walls, bridge walls, parapet walls and wing walls including their locations and aesthetic treatment</p> <p>6. Planned traffic staging related to:</p> <ul style="list-style-type: none"> - temporary entrance for St. Clair College - Sandwich West Parkway - Cousineau Road closure - E.C Row Expressway single laning - required trail closures - Highway 401 staging <p>7. An update on the construction schedule and mitigation measures</p>		

Stakeholders Involved	Date	Discussion Topics	Comment	Response
About 240 people from the public	September 18-26, 2012. COMMUNITY MEETINGS	1. Landscaping 2. Noise barriers 3. Trail bridges	No Comments Received	
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex - WIFN - MNR - ERCA 	March 5, 2013. MUNICIPAL LANDSCAPE WORKSHOP	1. Final Landscape Plan <ul style="list-style-type: none"> - Outcomes of consultation <ul style="list-style-type: none"> • Community input • Enhancements - Trail system <ul style="list-style-type: none"> • Trail bridges • Trail tunnels • Connections • Rest areas • Lighting • Signage - Tunnel tops: <ul style="list-style-type: none"> • Location • Design • Features - Fencing and barriers <ul style="list-style-type: none"> • Property line • Security • Snake barriers • Noise barriers 	MTO and MNR agreed on a path forward in correspondence dated December 5, 2011. The correspondence included a roll out schedule which included a Planting Plan to be completed in February 2012. Missing the agreed upon deadlines may lead to impairment of the ability to consider the ecological components of the landscape plan.	<p>Landscape Plan components key to the decision making related to the establishment of the ecological landscape have been previously discussed with MNR (e.g., invasive species management plan, seed bank salvage plan, soil management plan, planting plans, Wetland Compensation Plan, Fisheries Compensation Plan) through ECACG related consultation. Feedback received during this consultation has been promptly used to appropriately direct the immediate advancement of construction to maintain timelines while maintaining compliant consideration of the ecological related elements expressed by</p> <p>MNR. These comments have also been applied in the finalization of these Landscape Plan companion documents for intended submission with the overall consolidated version of the Landscape Plan package. Our intention is that these finalized documents will be submitted with the overall Landscape Plan package to</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<ul style="list-style-type: none"> - Retaining walls and parapet walls <ul style="list-style-type: none"> • Location • Aesthetic treatment - Environmental details <ul style="list-style-type: none"> • Wetland compensation • Health risk 		MNR by mid-summer.
<ul style="list-style-type: none"> - City of Windsor - Town of LaSalle - Town of Tecumseh - County of Essex 	April 29, 2013 MUNICIPAL MEETING	<ol style="list-style-type: none"> 1. Colour options for the pedestrian bridges 2. Shade structures 3. Landscape process 4. Landscape Plan 5. Drainage update 6. Traffic update 7. Traffic strategy for Bethlehem/Lambton/Spring Garden 8. Installation of Culvert CV-2 on north side of Howard 9. Other construction updates. 	No Comments Received	

Stakeholders Involved	Date	Discussion Topics	Comment	Response
Residents from Lombardy and Todd Lane area	October 23, 2013 LOMBARDY AND TODD LANE RESIDENTS MEETING	1. Update on construction activities in that area	What is the process to send water from the pond to the wetlands? Will water have sediments?	The process was explained by Randy Brunatti. It was also explained that in addition to the pond system there will be a pump station first removing contamination from water.
			Some residents are concerned about the issues with the current Cahill Drain being even worse due to the new system (pond and wetlands).	The municipal drains are maintained by the municipalities. However, the new system will not make it worse. In fact, it should lessen the current issues.
<ul style="list-style-type: none"> - MNR - City of Windsor - Citizens Environment Alliance - WDLC Env. Committee - Ojibway Defense - Public Advisory Council, DRCC - Essex County Field Naturalists - WECEC 	October 29, 2013. ENV. MEETING	1. Wetland Compensation Plan.	Have you started monitoring these areas yet?	Yes, we have environmental monitors out.
			Do you know how many hectares of land make up the entire project corridor?	Not sure of an exact number, likely around 600 - 1000. Anna Lynn Meloche would like this information forwarded to her after the meeting if possible.
			Overall it is a 6-7:1 replacement ratio then?	Yes, turns out to be closer to approximately 8:1 taking everything into consideration
			120 m surrounding existing PSW were reviewed and preserved where possible?	Yes, we have reviewed the wetland buffer for 120 m adjacent to identified PSWs and incorporated any feasible connections between these areas.
			Stakeholder requested to view the works in the areas of Chappus Street and Spring Garden more closely.	Upcoming slides will have these details. We are currently viewing a high level overview.
			Stakeholder was interested in identifying the specific locations so	Spring Garden was identified on the map. It was noted that drivers

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			that they could try to see aspects of this plan when driving through the areas (i.e. on Spring Garden).	wouldn't necessarily be able to see this when driving as some are not clearly evident at this point in time.
			Where is the pump house location in the Chappus area?	Identified this location on the map. Noted that the sump pumps from the demolished properties on Chappus that previously pumped to this location have now been removed. This will allow the groundwater to come back up, restoring the lands.
			Were the areas adjacent to the Spring Garden ANSI expropriated? How were the homes acquired in the Reddock area?	MTO advised that the Reddock area was acquired through the Green Space Agreement with the City of Windsor. The City carried out the expropriation/acquisition process.
			Are these areas public or private lands?	The areas are public lands and will likely become accessible overtime. The gravel pathways under the previous roadways will be left as a base for future consideration of pathways.
			Could a tour be arranged?	MTO and PIC agreed that a tour could be arranged. It was noted that some areas are more accessible than others.
			Who will be undertaking long-term management of these areas?	As a result of the ESA permit, the project team has been meeting annually with stakeholders including the City of Windsor, ERCA, Environment Canada, etc. We have now started to have discussions at this meeting about who will maintain

Stakeholders Involved	Date	Discussion Topics	Comment	Response
				these in the future. The Permit requires that long term protection of the sites be obtained by 2021. Currently the project team has been working through SAR work and completing the design. Since the design and SAR work has now advanced we can start to think about the maintenance aspect and who will be in the best position to manage these areas moving forward. Over the next year we will be focused on having these types of discussions.
			What about funding for the management programs?	MTO indicated that funding is critical and will likely be a multi-party effort.
			Where is the one hectare referenced located within the Parkway construction corridor?	This area was displayed on the drawing, identifying the black box located near Pulford Street between Grand Marais and Todd Lane.
			What is the percentage of passive restoration efforts vs. active restoration efforts?	We are not sure of an exact number and would have to look into this specifically. If the SAR restoration sites are considered active then it would be a pretty significant amount of active restoration efforts.
			Will the plantings in these wetland areas all be native vegetation and trees?	Most areas will be prairie grass, not trees. The prescribed burns are intended to take out the trees and other invasive species.
			We fought very hard for this plan to evolve over the years and are very grateful that it has not fallen by the wayside. The Plan you have	Thanks for your comment.

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			presented is great to see and will be great for public relations.	
			<p>The Plan presented is excellent. The 120 m of buffering is huge and provides substantial benefit. The snake work completed to-date is unbelievable however we haven't heard much about the plant transplants. How did the work with the colicroot go?</p>	<p>Colicroot is a tough one. Through MTO, a few different contractors were obtained to try to propagate colicroot. One company, "Native Trees and Plants" was successful. The first group of propagated colicroot plants were transplanted in the first weeks in October. Overall, approximately 8000 plants were removed from the Todd Lane area including approximately 900 colicroot</p>
			<p>Are there potential opportunities for incorporation of the hoptree or kentucky coffeetree?</p>	<p>MNR representative responded indicating that the use of these species is not a regulatory issue, but rather an availability issue. There are only a few places where these naturally exist. If this plan was being developed in a few years from now this could have been considered.</p>
			<p>We would definitely be interested in having a site tour.</p>	<p>Yes, we agree with working together to arrange a site visit. The Chappus area is the easiest to access. July and August would likely be the best time of year for this however we can discuss timing a bit more. MTO noted that having an information session showing pictures of sites in the summer months, following with a tour over the winter/spring season may still work.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
<p>About 30</p> <p>People from the general public.</p>	<p>2013</p> <p>November Community Meetings</p>	<ol style="list-style-type: none"> 1. noise barriers (walls and berms) 2. trail connections 3. trail bridges aesthetics, locations and heights 4. adjacent plantings 5. any outstanding consultation/betterments items 	<p>No Comments Received</p>	
<p>About 260 people from the general public</p>	<p>December 10, 2013</p> <p>PIOH 8</p>	<ol style="list-style-type: none"> 1. noise walls (final design, colour and texture) 2. colours and theme for the pedestrian bridges as well as other urban design and aesthetic elements of the Plan 3. the multi-use trail system including a number of new trail connections and the design and location of multi-use trail amenities including signage and rest areas 4. how the implementation of the landscape plan will be staged 5. what you can expect to see in the early phases of 	<p>A resident was interested in what kind of fish will be in the Fish Compensation Ponds.</p>	<p>The environmental team answered this question.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
		<p>landscape implementation such as size of plant materials and the look of Tallgrass Prairie and grassland areas over time</p> <p>6. new berm locations at Ojibway Parkway and at the east end of the project</p> <p>7. implementation of the Lennon Drain Fisheries Compensation Plan near Huron Church Line</p> <p>8. the final Wetland Compensation Plan and Fisheries Compensation Plan</p> <p>9. Re-sequenced construction schedule</p>		
Comments received from the public by the PLO	2012	Comments Received at the PLO regarding the Wetland Compensation Plan	<p>DRIC has mentioned the possibility of using several foundations of houses purchased on Todd Lane, as hibernacula. Cracking foundations and /or using sump pump openings to drain water, as is planned may not address the problem of a high water table.</p> <p>The house/old foundation model will attract more reptiles, (group hibernaculum) concentrating them in a specific region, possibly allowing them to enter more spaces deeper</p>	<p>The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of construction. As such they are very familiar with the requirements of the local snake population and the site specific</p> <p>conditions where hibernacula have been placed.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>underground, especially in a dry fall and early winter. Will site specific conditions cause a sudden rise in water table put more snakes (a concentrated population), at risk of drowning than a typical hibernaculum, especially if a severe winter sudden snowmelt occurs, and then refreezes?</p>	
			<p>DRIC has mentioned the possibility of using several foundations of houses purchased on Todd Lane, as hibernacula. Cracking foundations and /or using sump pump openings to drain water, as is planned may not address the problem of a high water table.</p> <p>The house/old foundation model will attract more reptiles, (group hibernaculum) concentrating them in a specific region, possibly allowing them to enter more spaces deeper underground, especially in a dry fall and early winter. Will site specific conditions cause a sudden rise in water table put more snakes (a concentrated population), at risk of drowning than a typical hibernaculum, especially if a severe winter sudden snowmelt occurs, and then refreezes?</p> <p>If a higher hill/mound is created 5 of 6 feet above the ground level, over a large enough area does this elevate</p>	<p>The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of construction. As such they are very familiar with the requirements of the local snake population and the site specific conditions where hibernacula have been placed.</p>

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			the frostline, as well.... Is it possible to create a more elevated hibernacula??	
			Some people may be apprehensive about hibernacula intensification in the Todd Lane area. People may fear snakes, as the local eastern foxsnake is easily misidentified with the Massasauga Rattler.	PIC has undertaken an education campaign on the Eastern Fox Snakes in the areas around the project. While this will not eliminate peoples fear of snakes, it is hoped that long term it will educate the local residents as to the snakes endangered status and encourage ownership of Eastern Fox Snake protection.
			<p>The SAR permit issued to DRIC for Butler's gartersnake and eastern foxsnake, mandates a pilot project ecopassage under a local road that has Butler's gartersnake habitat on both sides.</p> <p>The area at the east end of Todd with the proposed hibernacula in old foundations, will have newly created prairie on the north side, and will have a fish compensation pond on the south side of Todd. MTO has purchased additional houses and land on the south side of Todd that would make such an Eco-passage and corridor feasible between all these features at the east end of Todd.</p>	Thank you for your suggestions.
Comments Received from the Public by the PLO	2013	Comments Received by the PLO Regarding the Wetland Compensation Plan	Grasslands will connect hibernaculum to the created prairie on northeast side of Todd at the DRIC project. Trees and shrubs should be provided nearby around the	The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of

Stakeholders Involved	Date	Discussion Topics	Comment	Response
			<p>proposed hibernaculums to create stable water table buffers and recharge areas, as well as creating windbreaks if an elevated model is used.</p>	<p>construction. As such they are very familiar with the requirements of the local snake population and the site specific conditions where hibernacula have been placed.</p>
			<p>The opportunity to create larger group hibernaculums in this region may also require more specific investigation, research and monitoring.</p> <p>The questions of use of the features by reptiles, species identification, survival, can be answered with the use of drift fencing, to capture snakes at the point of spring emergence from the hibernaculum and at the point of entering the hibernaculum in the fall.</p> <p>Tagging and Radiotelemetry tracking individuals, over the winter would answer this question as well..."how will housing foundations, which are considerably deeper than old barns, garages, etc, work for the local reptiles?</p> <p>The tracking of reptile use and effectiveness of specific hibernacula should at least be part of a pilot program by DRIC/Mobility..if it isn't already.</p>	<p>PIC are monitoring the local Species at Risk (SAR) snake species as a requirement of the SAR Permits. Where possible observations on other non SAR species are noted, but no specific programme to monitor other non SAR species is being considered.</p>

	Rt. Hon. Herb Gray Parkway		
	Document No.	PIC-00-119-0008	
	Revision No.	A	

APPENDIX E

OVERALL PROJECT UPDATE OF COMMENTS FROM PUBLIC AND RESPONSES

Num.	Topic	Comment	Response	Event
1	General	West Gateway - Why no public access?!! Appears as though there is an excessive emphasis on environmental concerns to the detriment of public accessibility. This is a wasted opportunity to extend access of public into natural areas. The west gateway appears to be an un-natural forced ecological area for feel-good political expediency. Why would we want Canadian shield landscaping in the Windsor area? What is the monetary cost of this?	The West Gateway is designed as a unique landmark location with landforms that emphasise the arrival and departure from Canada along the Parkway. Access is not permitted primarily for pedestrian safety concerns.	PIOH 1
2	Maintenance	Considering past performance, the City of Windsor has [] it difficult to maintain landscaping in the areas which require intensive detailed work. It should be designed to minimize the need for personnel to maintain the planting beds.	Maintenance of the trail system will be the responsibility of the Windsor Essex Mobility Group for 30 years after construction.	PIOH 1
3	General	Sounds promising, would like to see usable green space and emphasis on indigenous flora and fauna.	Thank you for your comment.	PIOH 1
4	General	Are we contemplating acquiring land to compensate for habitat loss? Why create if you can buy existing? Question viability of creating habitat.	As part of the Parkway development and planning a number of land parcels were purchased that are dedicated to being for habitat loss. The landscaping in many areas about existing natural heritage features / habitat units and the landscaping within the Parkway lands will expand upon these units to allow for the movement of species along and through the ROW at specific locations.	PIOH 1
5	Landscape	Like that you are using lots of native species in trees, prairie plants, etc.	Thank you for your comment.	PIOH 1
6	Landscape	Like the use of Carolinian plants and trees. As was stated - our area is unique - let's show it off. Have seen similar design elements in use in Arizona and Florida.	Thank you for your comment.	PIOH 1
7	General	How many hectares (60? 64? 110? 120?) are dedicated to ecological reforestation? How much property is under MTO ownership for compensation? Is the purchasing of existing prairie habitat being considered instead of trying to create/restore areas which will take decades to reach maturity? If the theme of the bridge and WE parkway is Carolinian, why are you attempting to create Canadian shield and Alvar? Contact the local environmental community for more ideas: ECFNC, Lil'Reg, Friends of Ojibway, DRPAC, CEA, WECEC...	<p>Forest will only make up a small portion of the ecological landscaping. In following the concepts put forward within the Environmental Assessment, prairie and savannah will form be the main ecological landscape typologies.</p> <p>Land parcel outside of the Parkway ROW have been purchased that include existing prairie and those slated to be restored to prairie. It is understood that to create a fully developed prairie (or any ecologically based habitat) multiple years of management are required.</p> <p>As the entrance to the Parkway is also one of the first images visitors to Canada will view when entering from the future bridge the Gateway landscape will include features from a number of "Canadian Scenes". This area is not considered direct ecological landscaping in its planning, implementation and maintenance.</p> <p>A number of consultation events have occurred with stakeholders in the area and local environmental groups have attended these meetings. Additionally, experts within various regulatory bodies have been consulted with regards to the establishment of habitat units within the ROW and outside, as applicable.</p>	PIOH 1
8	General	<ol style="list-style-type: none"> 1. How many hectares are being allotted to compensate for the PSW's being destroyed? 2. Will all of the Rt. Hon. Herb Gray Parkway be built if Matty Moroun is successful with his second bridge? 3. I hope the deer will not be hurt or overwhelmed by the chain link fence. (constructed to prevent children from falling in?) 	<ol style="list-style-type: none"> 1 2 All necessary permissions have now been obtained for the construction of the DRIC. This will follow on after construction of the Herb Gray Parkway 3 The chain link fence is generally high enough to prevent the majority of deer crossing it. The fence is standard across Ontario 	PIOH 1
9	General	I am concerned about the habitat restoration plans for endangered species and aquatic species. These do not seem to be in place - the information says they are 'being developed'. It is crucial that these be done well and communicated to the community before they are finalized.	Habitat restoration plans for Species at Risk and aquatic species have been developed and incorporated into the design of the Parkway landscaping. The authorizations and permits obtained for the Parkway require the establishment of compensatory landscapes.	PIOH 1
10	General	Use of endangered plant species in the landscaping should be more evident. Also method of snake travel and barriers. How will burns affect the new plants in landscaping.	SAR plants have been translocated, snake barriers have been designed and will be constructed to prevent access to the roads, whilst allowing access to key areas along the Parkway. Prescribed burns will be undertaken during maintenance of the Parkway, appropriate to the indigenous species planted.	PIOH 1
11	General	I have 2 mild concerns about the landscape master plan. These are... <ol style="list-style-type: none"> 1. We need to make sure that none of the non-native species used in the ornamental "gateway" areas are invasive exotic species. 2. Some aspects of the "Canadian Shield" gateway may heat stress in our local climate. 3. Whenever possible, I would like the native plants used to be locally sourced from the native, local gene pool. 	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	PIOH 1
12	General	Please protect as many existing trees as possible. My property is at 1229 Ashberry, LaSalle. The land MTO expropriated has a large Oak Tree in very good health - please work your trail around it.	Every effort has been made to protect existing trees within the project boundary.	PIOH 1
13	General	I would like to see more effort at designing an ecological corridor between Spring Garden and LaSalle woodlot. This is an amazing opportunity to link habitat for 3 SAR snakes (Butler's Fox and Massasauga). This would complement the existing proposed mitigation just south of Todd Lane. Perhaps box culverts could be implemented at Todd Lane as well as both access roads north of Todd. Overpasses at Matchette and Malden could be widened to allow for connectivity between stormwater pond north of proposed 401	<p>Ecological connections adjoining and through the Parkway landscape have been the focus of the project in terms of connectivity. While a connection to La Salle Woods would provide an additional point to connect to, it is beyond the scope of work associated with Parkway development.</p> <p>The stormwater pond north of 401, is also south of EC Row and therefore will be largely isolated. From this point no additional connections would be possible and species could/would be forced to cross EC Row to move further north. Additionally, this area will be managed for stormwater which can introduce additional disturbance.</p>	PIOH 1
14	General	Concerned about an area between Matchette and Malden - would [] to have benches/pathways through this area. For CSS workshop - make sure we have people contacted from DRIC mailing list. MTO have to outreach to community regarding <i>Endangered Species Act</i> .	The area between Matchette and Malden has been set aside for ecological restoration activities. In restoring this area pedestrian access has purposely been limited to minimize disturbance.	PIOH 1
15	rest areas	Gathering areas - such as picnic tables - we need to prevent areas for youth to just hang out, lighting and park benches need to be minimal to facilitate brief rest, not a place to stay for any length of time.	Trail rest areas are designed to facilitate brief rest.	PIOH 1

Num.	Topic	Comment	Response	Event
16	Landscape	Interested in attending workshop to discuss noise and screening landscape. Lambton Road/Fazio. Concerned about view of trail bridge over Lambton Rd. From 3011 Fazio Drive	Workshops held in September 2012	PIOH 1
17	Landscape	We were led to believe by MTO and DRIC in 2008/2009 that along [Bachee] Court there would be a landscaped berm instead of the "Ontario Wall". Please use your engineering know-how to change plans back to a berm from a wall, even if you have more the trail or drain at the "Pinch Point". Consider the needs of the residents who have to work at the "Green Monster".	Wherever possible, berms have been incorporated into the design instead of noise walls	PIOH 1
18	Landscape	Not enough screening for the sound barrier from Howard Avenue to Cousineau Road. I don't want to look at a wall, please place a berm on both sides of the wall to hide it. Please move trails or [] drain to squeeze in a landscaped berm. I am sure there is enough real estate. Don't let the cost of a berm influence a berm/wall choice.	Wherever possible noise barriers have been located close to the road. Consultations have been held with residents between Howard Avenue to Cousineau Road to address their concerns	PIOH 1
19	Landscape	Include landscape on both sides of noise walls. Noise walls that are close to entrance points. Ex Howard and Havens view (c) on Maps.	Where space allows landscape will be included on both sides of noise barriers, particularly berms or berm/barrier combinations	PIOH 1
20	General	I currently live on a wonderful quiet cul-de-sac in LaSalle. This project is going to destroy it. Now I will have a super Highway and local road closer to me. Environmental impact - thanks a lot. Health concerns and property value - I believe are lost in this project. One concern I have is the proximity of the park to my pool - would like my property backed up to preserve some privacy.	Meeting held with resident to discuss concerns	PIOH 1
21	General	Graffiti-resistant coating on walls	There is a requirement under the maintenance contract to remove graffiti from structures in a certain timescale. The provision of anti graffiti coating on certain high risk structures is being investigated	PIOH 1
22	General	Graffiti deterrence - How will the walls (RSS) be treated to prevent tagging (spray point) along the length of the project or any other vertical areas which can be painted.	There is a requirement under the maintenance contract to remove graffiti from structures in a certain timescale. The provision of anti graffiti coating on certain high risk structures is being investigated	PIOH 1
23	Maintenance	Will pathways be plowed in Winter?	Yes	PIOH 1
24	Noise barriers	St Clair Avenue resident. Concern about noise barrier. Would be unsightly. Berm would be better. Trees would be better.	Wherever possible, berms have been incorporated into the design instead of noise walls	PIOH 1
25	Noise barriers	Question about noise wall behind properties located north and west of Labelle Street. Already exists. Are they replacing?	The noise wall will be replaced in this location	PIOH 1
26	Noise barriers	Concern with the noise barrier design on Initial Construction Contract. Residential side there is no fascia cover on the steel post, but there is on the highway side. Person felt should also be done on the residential side. Feels the fascia piece should be on both sides.	Your comment is noted	PIOH 1
27	Noise barriers	Question of putting green walls (with) as sound barriers. Can the two methods be combined? Is there a way to connect all the tunnelled area walkways together.	Wherever possible, berms have been incorporated into the design instead of noise walls. The parkway trail system is interconnected with both primary and secondary trails	PIOH 1
28	Parking	Wants parking lot at EC Row and Highway 3	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 1
29	Trails	Great trail system! Would like to see parking lots at trailheads and other key locations. Bike rentals would be great. Other Windsor residents would need access.	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 1
30	Design	Pricer Canada green line trail east of Outer Drive and to parking lot	The Parkway trail system plan provides for connection to the adjacent offroad trails in the area that intersect with the Parkway trail. We have heard that there is a desire to connect to some of the regional trail systems and have passed this request on to the local municipalities.	PIOH 1
31	Parking	More parking lots (treatment/crossing at parking lot)	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 1
32	Parking	Why is there only one parking lot for trail access?	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway. Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	PIOH 1
33	General	Public parking access. Bike rentals. To eventually extend trail to Ojibway. Can't wait for the trails! Looks good, very exciting!	Thank you for your comment.	PIOH 1
34	Parking	Carpool parking lot at Ec Row and Huron Church Road. I continue to advocate a carpool lot at this major intersection. I have spoken to Jeff Watson, emailed Sandra Pupetello, Bruce Crozier, and Dwight Duncan. They all concur. This is the right location for a car pool lot.	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 1
35	Trails	Entrance points for trails with small parking? Can the trails be linked to the Green Shield trail way?	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway.	PIOH 1
36	Positive comments	Like what I see so far! Impressed with the emphasis on nature and trails, while the parkway provides what appears to be an efficient movement of traffic. Was concerned with stormwater management but again, info provided seems to provide for that (e.g. prepared for the 100-year rain)	Thank you for your comment.	PIOH 1
37		Forestry should be evenly spaced to prevent wooded areas becoming dense, creating "ambush" areas for offenders.	Landscaping design incorporates Crime Prevention through Environmental Design (CPTED) principles.	PIOH 1
38	Safety	Pedestrian bridges need to be covered but also prevent anyone from climbing on top of them. Bridges need to be enclosed sufficiently to prevent debris from being tossed onto roadway below.	Tunnel parapets will have a high fence. Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient	PIOH 1
39	Lighting	Lighting along pathways.	All lighting on the trails will be full cut off.	PIOH 1
40	Design	Tunnel is it absolutely necessary out front of St. Clair College - great number of concerns for safety issue.	A pedestrian tunnel has been incorporated at St. Clair College	PIOH 1
41		Ponds/retention basins - how are they going to be protected or prevent pedestrian access, such as small motor vehicles, skateboarders, BMX riders	Drainage features have been designed considering public safety and the requirements for storm water drainage.	PIOH 1
42	Design	TB 8 - Why is pedestrian bridge curved? Should be straight giving a better sight line across it.	Providing a curved alignment minimises the height and hence visual intrusion of the approach embankments	PIOH 1
43	Gateway	This is the most travelled gateway into Canada. There needs to be tasteful, signage welcoming visitors into Canada and Windsor. Similarly, there needs to be some signage thanking people for coming to Canada or to "come again" as they entre the new bridge plaza.	Thank you for your comment.	PIOH 1
44	Gateway	Signage - Welcome to Ontario - You have just entered Canada using the most southern fixed link crossing.	Thank you for your comment.	PIOH 1
45	Gateway	Nice to see 'Welcome to Windsor' or 'Welcome to Canada'. Design landscape area as you enter the parkway from either end, etc. Other city signs up 401.	Thank you for your comment.	PIOH 1

Num.	Topic	Comment	Response	Event
46	Landscape	Interested in landscape treatment behind Spring Garden.	Workshops held in September 2012	PIOH 1
47	Aesthetic Treatment	Wants pumping stations to be enclosed with aesthetic walls/buildings	The aesthetic treatment of pump stations was presented at PIOH 5 in February 2012 and PIOH 7 in August 2012. There was a general acceptance of the proposed form of the Pump Station Buildings	PIOH 1
48	Lighting	We need to ensure that the lighting used along the trails are not too harsh and will not disrupt nocturnal insects, bats, owls and other nocturnal wildlife.	The trail lighting has an relatively low illumination level of 0.5 foot-candles. In addition, the lighting will be full cut off.	PIOH 1
49	Safety	Will people use it given the adjacent road noise on the other side of the noise attenuation wall? The trail may bring crime into our neighborhood. End the trail at Cousineau Road and run a berm where trail is planned from Cousineau to Howard Avenue above problems solved.	Landscaping and trail design incorporates Crime Prevention through Environmental Design (CPTED) principles.	PIOH 1
50	Trails	Materials/surface of trail system	Primary Multi-trails will be paved. Some secondary multi-trails will be paved and some other will be gravel.	PIOH 1
51	Pedestrian bridges	Pedestrian bridges - would like to see bridges kept open (no overhead cage)	Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient	PIOH 1
52	Trails	TB 7a - Trails at certain areas should be able to accommodate an emergency vehicle to turn around rather than back up all the way or travel onto a soft area of grass.	Primary multi use-trails have been designed to allow emergency vehicle use	PIOH 1
53	Trails	What proposals to MTO have to connect the Greenwood trail to use Rt. Hon. Herb Gray Parkway trail system at Howard Ave	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
54	Trails	Why is trail on Howard Diversion and not down Howard?	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail.	PIOH 1
55	Trails	Connect to existing trail at Spring Garden between Malden and Bethlehem	Connection has been provided in conjunction with City of Windsor	PIOH 1
56	Trails	Trail connection to Chrysler Greenway, #3 Hwy/Old Castle Road; close to CC (100 yards)	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
57	Trails	Interested in design of trail system and connections to other trails in Windsor and LaSalle	A drawing with all the trail connections was shown at the PIOH held in June 2013. In addition, the drawing can be consulted on the website (www.hgparkway.ca)	PIOH 1
58	Trails	Would like to see trail connection down Howard Avenue to Laurier Parkway (instead of, or in addition to Howard Avenue diversion)	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail. A connection through the Howard Avenue cul-de-sac has also been added.	PIOH 1
59	Trails	Is there an opportunity for trails or paths in west-end restoration area? Seems a shame to stop trail at Malden Road when there is a more natural area beyond which would offer better trail experience, not close to roadway	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 1
60	Trails	Trail along E.C. Row east from Malden westerly	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 1
61	Trails	Connect to other area trails and trail master plan including Ganachio Trail along river at east end of town.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
62	Trails	I would like to see the trail go all the way to the river, if possible.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
63	Trails	Would like to see the trail system joined up to the Greenway trail located east of Walker Road at No. 3. They are currently widening No. 3 Hwy and perhaps some dialog with them - can get the 2 connected - what a trail that would be!	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
64		Primary barrier free multi-use pathway coming from Howard through TB8 to TB1, have this pathway extended out to Ojibway Parkway Prairie/Remnants - LIFE ANSI.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
65	Trails	Along the walkways will there be toilet facilities? I love to walk and drink H2O at the same time. There are a lot of paths but I will need a bathroom.	There are no proposals to provide restroom facilities along the trail system. There are a number of public restroom facilities close to the Parkway along the trail system	PIOH 1
66	Trails	I would like to see if it could connect to the Chrysler Greenway Trail somehow.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
67	Trails	Will it connect with Greenway System and Ojibway Trails/Malden?	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
68	Trails	Questions (trail related): Who is responsible for maintenance (snow clearing and salting)? What priority will be given to this maintenance? Will the paths be crowned to prevent puddles and lakes forming? These freeze and become dangerous in winter. The flat paths current in Malden and Riverfront are very prone to this effect. Will there be rest/washroom areas along the trails? Will the current trails be diverted during construction? If the EC Row/Spring Garden trail is blocked it will force people to access Malden Park from the existing trails onto Spring Garden St and Malden Road - DANGEROUS. Will there be parking areas and access points along the trail? Why not extend the trail further west beyond Malden Park? Otherwise that area will be prone to people make their own trails through this area in order to make a connecting loop with Matchette Road to Ojibway Park. Better to have a controlled path to avoid numerous unofficial paths.	Maintenance of the trail system will be the responsibility of the Windsor Essex Mobility Group for 30 years after construction. Design of the trails will prevent puddles forming. There are no proposals to provide restroom facilities along the trail system. There are a number of public restroom facilities close to the Parkway along the trail system. There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 1
69	Positive comments	Can't wait for it to be finished! As an avid cyclist, I've been on every trail in Essex County and Windsor. I can see this as a means to boost visitors to the area to explore these new trails and there connections to existing trails.	Thank you for your comment.	PIOH 1
70	Trails	Concern for trail location beside backyard. T10 - Rushwood + Lot 1501 (empty). Would like trail moved closer to roadway. Privacy concerns.	Workshops held in September 2012 in this area to address concerns	PIOH 1

Num.	Topic	Comment	Response	Event
71	Trails	Can these trails be connected to other trail systems in Windsor and Essex County. That would be the Windsor waterfront and Along Huron Church to the Parkway or the extension through Old Sandwich Town all the way to the Ojibway Parkway. And some connection to the Chrysler Greenway on the east end. Will the trail system be able to be used for events such as fundraising runs or decathlons or bike-a-thons - that is for sport events as well as for pleasure walks?	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 1
72	Positive comments	The trail system looks amazing! I am looking forward to using it. I can't tell by the plans at the open house but I hope it connects to the LaSalle trail system.	Thank you for your comment.	PIOH 1
73	trails	Too bad pathway doesn't continue into natural area between Malden and Matchette. This best place for a path is a naturalized area. Great idea to have a path along the length of road. Maybe naturalized area could be planned to incorporate a pathway in future. Protected species from other parts of protect will be put there. Why not put them in to allow for pathway in future?	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 1
74	Trails	Trail which currently crosses Spring Garden into the trail system from Lambton Subdivision is great idea. Happy that the Grand Marais pedestrian crossing will still be possible.	Thank you for your comment.	PIOH 1
75	Trails	Connectivity to existing City trails and green space should be a priority. Trails in Spring Garden. ANSI should be maintaining access to Malden Park, Ojibway and other existing natural areas. As is the current designation, the trails should prohibit motorized vehicles (including 44s, snowmobiles, dirt bikes, motorcycles, etc)	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided. Motorized vehicles would be prohibited from trails in accordance with current bylaw (emergency and maintenance vehicles excepted)	PIOH 1
76	Trails	MTO Request: a recreational trail connection between Laurier Parkway/Howard Avenue intersection to Chrysler Greenway. Laurier Parkway bike path ends at Howard Avenue. We need an extension east along South Talbot to join Chrysler Greenway just east of Walker Road.	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	PIOH 1
77	Trails	Trail suggestion - construct the multi use trail down Howard so it connect to the multi use trail along Laurier Pkwy. Try also to connect to the Chrysler Greenway, just east of Walker Road. These connections would link the County of Essex all the way to Kingsville. Great work!	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail. A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	PIOH 1
78	Public Art	Likes the idea of the geometry of the tunnel tops and theming. Can bridges have public artwork on them as well? Reference to the trails table.	Proposals for public art and theming of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in December 2013	WORKSHOP
79	Landscape	Native species - particularly in West Gateway seem to be using non-native. Have plant lists, can advise on success. Also have research.	All native species; deviation from Carolinian palette of material. Considering other species to present conifer forest, rock outcrop. Eastern red cedar.	WORKSHOP
80	General	Ecological Linkages - need a notice meeting to discuss linkages. Wildlife overpasses required.	Ecological design has taken into account need for ecological linkage including snake culverts	WORKSHOP
81	Design	Few problem areas for native species - "circle of death" dead end and constructed for trails only. Want design changes.	Noted. Thank you for your comment.	WORKSHOP
82	General	Creates a model Carolinian forest to create linkages, push back Canadian Shield.	Noted. Thank you for your comment.	WORKSHOP
83	General	Area is full of ESA's ANSI, expanding these areas would have been the best gateway.	Noted. Thank you for your comment.	WORKSHOP
84	Landscape	Should put a strong emphasis on local to compensate for what has been lost. Signage. Landscaping questions - people wants species list - referred to website.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
85	General	Wildlife Overpass	Ecological design has taken into account need for ecological linkage including snake culverts and use of tunnel tops	WORKSHOP
86	General	Opportunity within foot print at west-end to provide a territorial link within the WEP.	Noted. Thank you for your comment.	WORKSHOP
87	General	Connection between Huron Church & Ojibway Parkway - no terrestrial benefit. Can we make it more terrestrial?	Noted. Thank you for your comment.	WORKSHOP
88	General	Volunteer community wants to provide seed as a commercial venture.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
89	General	Local stock should be a priority	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
90	General	Local community needs 2-3 yrs lead time to collect in time.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
91	General	Probably needs some coming together of planting interest.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
92	General	Ecological landscapes well incorporated but need better info on how much habitat conservation is still needed - community can identify area that provide ecological links (outside of WEP). Need some city zoning changes to do. 1) One area - connection Detroit River to Ojibway Complex - important but outside study area, 2) Connection to Oakwood school, 3) linked LaSalle woodlots to Spring Garden via Todd Lane, 4) Hydro corridor provide meaningful linkage - link to it too	Noted. Thank you for your comment.	WORKSHOP
93	General	Ecological linkages is important - need a venue to talk about this.	Ecological design has taken into account need for ecological linkage including snake culverts.	WORKSHOP
94	General	Wildlife crossings could piggy back on some crossings, has a drawing; wildlife come up Hydro corridor and cross at west end - need way to facilitate that - hasn't been thought of and should be built in now.	Ecological design has taken into account need for ecological linkage including snake culverts and use of tunnel tops	WORKSHOP
95	General	Will be there be more vegetation to choke out weeds? Allergies to nearby homeowners?	Indigenous plant species will be used in the landscape planting and an invasive species management plan is in place	WORKSHOP
96	General	How will it be managed to mitigate invasive species?	Indigenous plant species will be used in the landscape planting and an invasive species management plan is in place	WORKSHOP
97	Landscape	How was the types of landscape chosen for each area i.e. tall grass prairie.	It was explained at the meeting.	WORKSHOP
98	General	How will the colicroot be managed if it is relocated?	Colicroot will be managed similar to the other prairies species in the area. This includes and will include the removal of invasive species, prescribed burns of restoration area and continued monitoring of plant (colicroot) health.	WORKSHOP
99	General	Park land (type parks) proposed? No - ecological areas considered.	Extensive parkland and ecological restoration areas are proposed as part of the project	WORKSHOP
100	General	Consider wildlife overpasses	Ecological design has taken into account need for ecological linkage including snake culverts and use of tunnel tops	WORKSHOP
101	General	Sanctuary protection	Noted. Thank you for your comment.	WORKSHOP
102	General	Input from local volunteer groups - expertise available - connection to local agenda.	Noted. Thank you for your comment.	WORKSHOP

Num.	Topic	Comment	Response	Event
103	General	Loving the project! Explain the French settlement: address the history of it all.	Interpretative signs will be located at selected tunnel top rest areas and lay-bys along the trail. Information will include both natural heritage and cultural heritage themes.	WORKSHOP
104	Landscape	Concerned about the use of supposed non-native species.	Indigenous plant species will be used in the landscape planting, locally sourced wherever possible	WORKSHOP
105	Design	Can we alter the landscape area around residential areas to provide berms/hill for tobogganing, etc (at Howard Area).	A number of berms have been designed to sustainably utilize the excess fill and to screen the road, however these berms will be planted as part of the landscaping design and it is not envisaged that any of the berms will be utilized as toboggan hills.	WORKSHOP
106	Design	Use the excess fill for tobogganing	A number of berms have been designed to sustainably utilize the excess fill and to screen the road, however these berms will be planted as part of the landscaping design and it is not envisaged that any of the berms will be utilized as toboggan hills.	WORKSHOP
107	Design	Looking for a toboggan hill - St. Clair College amphitheatre or Howard Ave. area.	A number of berms have been designed to sustainably utilize the excess fill and to screen the road, however these berms will be planted as part of the landscaping design and it is not envisaged that any of the berms will be utilized as toboggan hills.	WORKSHOP
108	Design	Looking for an area to toboggan in the east end.	A number of berms have been designed to sustainably utilize the excess fill and to screen the road, however these berms will be planted as part of the landscaping design and it is not envisaged that any of the berms will be utilized as toboggan hills.	WORKSHOP
109	rest areas	Picnic areas, Fountains?	A number of rest areas are provided within the trail network, mostly in the vicinity of tunnel tops	WORKSHOP
110	General	Would like to see additional screening close to school. NO noise wall currently at Oakwood School.	The school has relocated	WORKSHOP
111	General	Want to see masses of shrubs - auditory buffering and habitat opportunity.	Shrub planting is a significant part of the landscaping proposals	WORKSHOP
112	Landscape	Rushwood resident - does not want deciduous trees near rear lot pool. Will rear landscaping be maintained? Dense plantings - maintained shrub/tree border proposed.	A landscape screen will run along the property boundary.	WORKSHOP
113	Landscape	How are the different types of shielding landscape determined? What will be used around Howard Ave.?	The screening landscapes are 5 m deep and are comprised of native plant materials including shrubs and trees to provide a visual screen. The plant materials used in the Howard Avenue location are also native trees and shrubs	WORKSHOP
114	General	What will be used for vertical screening?	A combination of earth berms, noise barriers and planting	WORKSHOP
115	General	Armada St. - off the corridor but still part of the ecology context. Improve on it if they can. Block the noise as much as possible. Ojibway should be more connected to the community.	Noted. Thank you for your comment.	WORKSHOP
116	Lighting	Lighting - LED? - preferred, roadway lighting and pathways. What is the time line for actual new bridge, will it coincide with the corridor construction?	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required.	WORKSHOP
117	Lighting	Sustainable materials and technology - solar, induction LED lighting - local furnishing suppliers (carbon footprint).	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that Illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	WORKSHOP
118	Landscape	Vegetation on walls.	Vegetation is not proposed on retaining walls due to maintenance issues	WORKSHOP
119	Noise barriers	Love the walls - the grassed pattern.	Thank you for your comment.	WORKSHOP
120	Landscape	Make it better. Vegetation to mitigate.	Noted. Thank you for your comment.	WORKSHOP
121	Noise barriers	We live directly across from proposed Wolfe Drain Pond. Have very strong reservations re: berm and fencing. Built home with many windows and our view would be greatly affected. Please contact us. Amy said it wouldn't be a wall. Landscape "girl" never mentioned "wall" only fence around pool & berm.	Resident contacted and proposals explained. A berm is proposed between boundary and pond. At south end a noise barrier about 1.5m in height is required to provide further noise attenuation	WORKSHOP
122	Noise barriers	Have you considered green walls for screening?	Vegetation is not proposed on retaining walls due to maintenance issues	WORKSHOP
123	Noise barriers	1. What is height of berm? 2. Are berms as effective as noise walls?	1. Noise berms generally 4m, but may vary dependent on space constraints 2. Yes, they are.	WORKSHOP
124	Positive comments	I think the trails will look beautiful when they are complete. Please consider saving as many existing trees as possible.	Noted. Thank you for your comment.	WORKSHOP
125	Public Art	Should look at University of Windsor - "Green Corridor" project - public art in the environment by artists Rod Stricklin, Noel Harding	Noted. Thank you for your comment.	WORKSHOP
126	Public Art	Gateway - West - can this be location for accommodation of art?	This is proposed as a potential location for major public art, but this will be finalized post construction	WORKSHOP
127	Public Art	Mike Clement can provide contact at City on culture & heritage for Arts group	Noted. Thank you for your comment.	WORKSHOP
128	Public Art	City of Windsor green corridor, contact University about environmental art projects.	Noted. Thank you for your comment.	WORKSHOP
129		Canadian Shield- Pan Canada theme - an interpretation, use of native species, Canadian Shield in Spirit.	Noted. Thank you for your comment.	WORKSHOP
130		Totem pole option?	Noted. Thank you for your comment.	WORKSHOP
131	Public Art	Public Art - temporary, environmental, future funded	Major and minor public art is under development as part of the project. Minor public art has been included in a PIOH in December 2013	WORKSHOP
132	Public Art	Wants to provide his input on public art. Knows how to get the community involved in public art.	Noted. Thank you for your comment.	WORKSHOP
133	Public Art	Questions about commissioned art. Help engage public. Aesthetic interest.	Major and minor public art is under development as part of the project. Minor public art has been included in a PIOH in December 2013	WORKSHOP
134	Public Art	Wants to suggest a competition for artwork. Mouth of the Don competition - has examples.	Noted. Thank you for your comment.	WORKSHOP
135	Public Art	Interested in having an artistic element in the pedestrian lights. Site specific? Choose appropriate locations to elements.	Noted. Thank you for your comment.	WORKSHOP

Num.	Topic	Comment	Response	Event
136	Lighting	Interested in lighting - as it relates to observatory in backyard in Heritage Estates - loves the dark sky compliant theme.	Noted. Thank you for your comment.	WORKSHOP
137		Utilizing some totem poles - Ojibway - contemporary?	Noted. Thank you for your comment.	WORKSHOP
138		Could we use Innishuks? - everyone knows these for sure.	Noted. Thank you for your comment.	WORKSHOP
139		Provide totem poles along path similar to previous use in Ojibway Park (Heritage).	Noted. Thank you for your comment.	WORKSHOP
140		Really liked the artistic pergola for the urban area.	Noted. Thank you for your comment.	WORKSHOP
141	Public Art	Public art should be located at community interface area - shape structures are good.	Major and minor public art is under development as part of the project. Minor public art has been included in the PIOH in December 2013	WORKSHOP
142	Public Art	Build on sculpture in parkland on waterfront to develop Windsor as public art destination.	Noted. Thank you for your comment.	WORKSHOP
143	Public Art	Involve schools in public art program.	St Clair College is being involved in the minor public art for the project	WORKSHOP
144	Gateway	Signage in French & English? Consistent way-finding with City of Windsor	Signage will be in French and English	WORKSHOP
145	Gateway	Interested in signage: Welcome to Canada. Really would like to see a proper welcoming to Canada	Noted. Thank you for your comment.	WORKSHOP
146	Gateway	Suggests signage for people to become aware that they are entering an ecologically protected area. "Niagara Escarpment", "Ottawa Greenway".	Noted. Thank you for your comment.	WORKSHOP
147	Gateway	Signage opportunities to trumpet local jewels.	Major and minor public art is under development as part of the project. Minor public art has been included in the PIOH in December 2013	WORKSHOP
148	Trails	Continue path through Spring Garden area	Trail will connect to Malden Park through the Spring Garden area	WORKSHOP
149	Aesthetic Treatment	Watch out for 'dating design style' of bridges. Like simple, functional - watch painting, not environmentally sound.	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further detailed design was presented at the PIOH in December 2013	WORKSHOP
150	Aesthetic Treatment	Like having opportunities for way finding on bridges	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges	WORKSHOP
151	Pedestrian bridges	Pedestrian bridge - can we grow trees on it like Assumption H.S.	It is not proposed to have planting on trail bridges. Tunnel tops are extensively planted	WORKSHOP
152	Pedestrian bridges	Like trail bridges - weathered steel with concrete deck	Noted. Thank you for your comment.	WORKSHOP
153	Pedestrian bridges	Landscaping at bridge crossings / on bridges?	It is not proposed to have planting on trail bridges. Tunnel tops are extensively planted	WORKSHOP
154	Pedestrian bridges	Bridges should be artistic and unique	Noted. Thank you for your comment.	WORKSHOP
155	Pedestrian bridges	Prefer bridges to underpass.	Noted. Thank you for your comment.	WORKSHOP
156	Pedestrian bridges	Bridges to reflect where it is on the trail network: Oak Savannali, etc.	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges	WORKSHOP
157	Pedestrian tunnels	Pedestrian tunnels: dangerous. Not in favour of them - creepy & dark.	Noted. Thank you for your comment.	WORKSHOP
158		Do not like cage over the bridges on EC ROW	There are no proposals to place cages over bridges	WORKSHOP
159	Pedestrian bridges	Like idea of bridges being unique and used for way finding.	Noted. Thank you for your comment.	WORKSHOP
160	Pedestrian tunnels	Do not like the idea of tunnels, rather cross at grade.	Noted. Thank you for your comment.	WORKSHOP
161	Pedestrian bridges	TB2 neighbours are strongly opposed to 'rusty' pedestrian bridge - have views that look into the side of the structure. Fazio Dr. Residents.	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further detailed design was presented at the PIOH in December 2013	WORKSHOP
162	Pedestrian bridges	No cages over the bridges. Ugly - not an option.	Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient	WORKSHOP
163	Lighting	Essex Region - will there be solar powered lights? Can it be considered	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	WORKSHOP
164	Lighting	Aesthetic lighting - likes the dark sky compliance - dark sky preserve.	Lighting will be full cut off	WORKSHOP
165	Lighting	Doesn't like decorative lighting without full cut-offs -Interested in intersection lighting COW? Or LaSalle? -Different lighting requirements - wants to see full cut-off at intersections as well as pedestrian lights.	Lighting will be full cut off	WORKSHOP
166	Lighting	Trail lighting - type? LED vs metal halide vs solar? - No trail lighting on secondary trails.	Full cut off LED lighting is being adopted for the pathways. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	WORKSHOP
167	Lighting	Alternative light fixtures? Led/solar?	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	WORKSHOP
168	Lighting	Trail lighting should be functional not decorative?	Full cut off LED lighting is being adopted for the pathways	WORKSHOP
169	Lighting	Do not want trail path lighting spill into rear yard.	Full cut off LED lighting is being adopted for the pathways	WORKSHOP
170	Lighting	Can solar panels be hidden along the corridor to supply lighting.	LED lighting is being adopted for the pathways and the night time lighting in the tunnels. For roadways, our tests have indicated that illumination from MTO approved LED roadway luminaires does not match the performance of light that would be required. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	WORKSHOP
171	Lighting	Light Pollution document attached.	Noted. Thank you for your comment.	WORKSHOP

Num.	Topic	Comment	Response	Event
172	Trails	Will there be mileage markers to let one know how far one has traveled	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges	WORKSHOP
173	Trails	Where will be emergency call station be created	Emergency call stations will be provided along the trail system	WORKSHOP
174	Trails	Will there be equestrian use - ok if the users cleaned up after the horses	The trails were not intended for equestrian use as they are all paved.	WORKSHOP
175	Trails	Want to see the separation of the trail for users - for safety factors	The trail is wide enough for multi use and information signs will be provided detailing trail rules of use and etiquette	WORKSHOP
176	Trails	Regulation of vendors that might be attracted to the trail	There are no plans to allow permanent vending within the corridor. Temporary vendors (e.g. hot dog carts) will be regulated through the local municipal by-laws.	WORKSHOP
177	Maintenance	Like the fact that snow will be removed on the trails	Thank you for your comment.	WORKSHOP
178	Trails	Can horses use the trail?	The trails were not intended for equestrian use as they are all paved.	WORKSHOP
179	Trails	Bathrooms - look into bathrooms outside the Parkway	There are no proposals to provide restroom facilities along the trail system. There are a number of public restroom facilities close to the Parkway along the trail system	WORKSHOP
180	Trails	Pathway mileage markers - identify to trail users so they know where they are at all times especially in case of emergencies	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges. Emergency call stations will be provided along the trail system	WORKSHOP
181	Trails	Connection to Chrysler Greenway	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	WORKSHOP
182	Trails	6' mowed strip adjacent to trail is typical for Windsor. May need to be considered.	Likely will evolve to greater limits, but also have to balance SAR mgmt	WORKSHOP
183		Opportunities for connections into adjacent municipal facilities & neighborhoods? Review with City of Windsor.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
184	Trails	Connecting the trails to the Chrysler Greenway	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
185	Trails	Suggests thought be put into signage for 911 calls - name different pieces of the trail, so people can identify where they are when in trouble or for convenience.	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges. Emergency call stations will be provided along the trail system	WORKSHOP
186	General	Heritage/Rushwood Area Residents (8 total) - concern over proximity of trail to Rushwood - trail relocated to maximize distance from road - existing trees to remain where feasible (measuring?? Trail). - screening buffer (conifer & deciduous, incl. berm).	Existing trees will remain where feasible and landscape screen will run along the property boundary.	WORKSHOP
187	Trails	Trail - separation between bikers/pedestrian - not planned at this time - trail etiquette required.	The trail is wide enough for multi use and information signs will be provided detailing trail rules of use and etiquette	WORKSHOP
188	Trails	Min trail maintenance - 3' on either side of path.	A maintenance strip of 1m will be provided either side of the trail	WORKSHOP
189	Trails	Waste receptacles / dog waste drop	Waste receptacles including recycling will be provided at trail rest areas	WORKSHOP
190	Trails	Tilsonburg, ON - nice trail network to use as an example. Like conservation area and does not apply.	Noted. Thank you for your comment.	WORKSHOP
191	Trails	Snowmobile use on trail - how to prevent - policing - bollards	Motorized vehicles would be prohibited from trails in accordance with current bylaw (emergency and maintenance vehicles excepted). Bollards will be provided at entries to trail system	WORKSHOP
192	Landscape	Detailed planting plans for areas beside trails to be developed - prelim plans later in 2011.	Detailed planting plans have been developed. Landscaping proposals shown at PIOH held in August 2012	WORKSHOP
193	Safety	Safety - how much can we do and still maintain safety.	Detailed Safety Audits have been undertaken at various stages of the project design and construction	WORKSHOP
194	Trails	Emergency boxes - frequently? At all rest stops and key locations/intersections.	Emergency call stations will be provided along the trail system	WORKSHOP
195	Trails	Todd Lane access to path system. - path along 10th St. Removed from plan. - Provide bike trail from tenth to Hwy 3 (paved shoulders).	This is one of the connections that has been added following consultation with Municipalities	WORKSHOP
196	Safety	Surveillance cameras on trails?	There are no proposals to provide surveillance cameras on trails, however Emergency call stations will be provided along the trail system. Landscaping and trail design incorporates Crime Prevention through Environmental Design (CPTED) principles.	WORKSHOP
197	Trails	Master plan for connectivity.	The location and alignment of the Parkway is detailed in the Detroit River International Crossing Study Environmental Assessment Report and was approved by the Governments of Ontario and Canada in 2009. Community input helped shape the Parkway, along with four years of technical studies. For more information About the Detroit River International Crossing study visit www.partnershipborderstudy.com .	WORKSHOP
198	trails	Trail layout - meander where feasible. Barriers to control speed?	Trail alignment designed to Ontario Bikeway guideline incorporating meanders where feasible. Barriers to control speed not advised in guidelines	WORKSHOP
199	trails	Trail width - 4m primary width. - Secondary trails width to be reviewed. Trail surface - asphalt.	Confirmed	WORKSHOP
200	Design	Design reductions/changes expected? Not likely - WEMG commitment.	Confirmed	WORKSHOP
201	Maintenance	Trail maintenance/garbage pick-up.	Waste receptacles including recycling will be provided at trail rest areas	WORKSHOP
202	General	Railings at tunnel edges - Parapet wall with decorative fence - No climbing of fence expected.	Confirmed	WORKSHOP

Num.	Topic	Comment	Response	Event
203	General	Connectivity to Oakwood School area - @ Pulford - @ Cabana	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
204	General	Access to St. Clair College from Cousineau. Access to Our Lady of Mt. Caramel on Cousineau.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
205	Trails	Trail head from Walker Rd. To Old Castle.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
206	Trails	Trail System in Armanda Rd. area. - From outside through Armanda to Ojibway Park.	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	WORKSHOP
207	Trails	Crossing over Malden Rd. - Pedestrian.	The trail connection has been extended under the ECRow Bridges along Malden Road to the Park	WORKSHOP
208	Trails	Bicycle routes (Cabana to Race track).	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
209	Trails	Continue trail from Malden to Matchette south of MNR lands?	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	WORKSHOP
210	Safety	Barriers to keep vehicles off pathways.	Motorized vehicles would be prohibited from trails in accordance with current bylaw (emergency and maintenance vehicles excepted). Bollards will be provided at entries to trail system	WORKSHOP
211	Trails	Proximity of trails to proposed roads. Dependent upon available space.	Noted. Thank you for your comment.	WORKSHOP
212	Trails	Frequency of garbage pick up - being developed.	Maintenance of the trail system will be the responsibility of the Windsor Essex Mobility Group for 30 years after construction.	WORKSHOP
213	Trails	Dog waste receptacles.	Waste receptacles including recycling will be provided at trail rest areas	WORKSHOP
214	Trails	Will path be cleared in winter.	Yes	WORKSHOP
215	Trails	Emergency call boxes / Rape alarms	Emergency call stations will be provided along the trail system. Landscaping and trail design incorporates Crime Prevention through Environmental Design (CPTED) principles.	WORKSHOP
216	Trails	Grand Marais drain - existing bike trail to remain? - No	Confirmed	WORKSHOP
217	Safety	Safety of railings at bridge crossings. Safety on trails for all different types of uses.	Detailed Safety Audits have been undertaken at various stages of the project design and construction, including the bridges and trails.	WORKSHOP
218	Trails	Alternative to asphalt? 1/2 Asphalt, 1/2 Granular (mixed reaction to this).	Primary Multi-trails will be paved. Secondary multi-trails will be paved and some connections will be gravel.	WORKSHOP
219	Rest areas	Like the rest areas on the ponds.	A number of rest areas are provided within the trail network, mostly in the vicinity of tunnel tops	WORKSHOP
220	Trails	Want to see an asphalt trail to the Ojibway Park.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
221	Trails	Connecting Malden Park to Matchette Road? Malden Park to Ojibway Parkway.	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park. Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
222		Malden Park is too out of the way. There needs to be more community areas in the east.	Suggestions for facilities outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
223	Trails	Connect Howana Arena, Southwood Lakes to the east end of the trail.	Trail system will be extended up Howard Avenue to Haven Drive	WORKSHOP
224	Trails	Trails need to be functional as well as aesthetic; may be make them different for visual interest (bridges as way finding).	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges	WORKSHOP
225	Pedestrian tunnels	Walker Road underpass - like these.	Noted. Thank you for your comment.	WORKSHOP
226	Trails	Like the large waste receptacle	Noted. Thank you for your comment.	WORKSHOP
227	Trails	Are we plowing the trails? - Yes. Are we salting? No.	Confirmed	WORKSHOP
228	Trails	Link needs to be made to Ojibway Park as well as to the river.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
229	Trails	Need to connect to LaSalle Woods ESA parks and other areas in LaSalle.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
230	Trails	Connect to the Greenway (Chrysler). Need to connect to Howard Down.	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system	WORKSHOP
231	Trails	Need better trail access into the corridor - (Bike Trail) Cabana/Gran Marais Trail connection further north.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
232	General	Rent-a-bike - Bike rentals for those who don't have bikes.	Bike racks will be provided within the corridor. There are no plans to allow permanent vending within the corridor. Temporary vendors (e.g. hot dog carts) will be regulated through the local municipal by-laws.	WORKSHOP
233	Trails	Signage - dog on leash.	The trail is wide enough for multi use and information signs will be provided detailing trail rules of use and etiquette	WORKSHOP
234	Trails	Secondary trail connection down Howard Ave.	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail. A trail connection has also been added through the Howard Avenue cul-de-sac	WORKSHOP
235	Trails	Kilometer markers, distance markers for runners/cyclists.	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges.	WORKSHOP
236	Trails	Connection to waterfront trails. Use trails for events.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP

Num.	Topic	Comment	Response	Event
237	Trails	Make sure there are some sort of washroom connectors.	There are no proposals to provide restroom facilities along the trail system. There are a number of public restroom facilities close to the Parkway along the trail system.	WORKSHOP
238	Trails	Shade! Make sure there is some sort of shade structure (trees, anything).	Shade structures are being provided at a number of the tunnel top rest areas	WORKSHOP
239	Trails	Relocate the trailhead from Howard Ave diversion to Howard Avenue where the houses are.	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail. A trail connection has also been added through the Howard Avenue cul-de-sac	WORKSHOP
240	Trails	Want to see the Chrysler Greenway connected through Tecumseh	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	WORKSHOP
241	Trails	Wants to see the trail connect to the Ojibway Parkway and the west-end of the waterfront trail. (Connect MicMac Park to the waterfront).	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
242	Trails	Want to see people get to downtown by bike.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
243	Trails	Windsor is hot and you need shade for rest areas.	Shade structures are being provided at a number of the tunnel top rest areas	WORKSHOP
244	Trails	High school near Grand Marais Rd. has a very strong cross country team. Should make sure there is a connection.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	WORKSHOP
245	Trails	Consider missing link to existing corridor to border crossing.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
246	Trails	Incorporate recreation opportunities along the trail (i.e. bocce)	Noted. Thank you for your comment.	WORKSHOP
247	Trails	Greenway trails. Overlay network.	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	WORKSHOP
248	trails	CWAT recommendations - moving to 6m wide pathway as a design standard	Currently the design standard is 4m and this has been adopted for the primary multi use trails	WORKSHOP
249	trails	Information at commuter lot/trailhead?	Information boards will be provided	WORKSHOP
250	Parking	Should consider parking: for all populations. (Elderly, Families, Disabled). Many people can't do the whole trail from one end or the other.	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	WORKSHOP
251	Trails	Greenway Trail Connection is important. Response: There are ways to do it but this is outside the project boundaries.	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	WORKSHOP
252	Trails	Connection to Oakwood School & Detroit River - could use link LaSalle woodlot to Spring Garden	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	WORKSHOP
253	Trails	Trail is handicap accessible.	Confirmed	WORKSHOP
254	Pedestrian tunnels	Okay with tunnel underpass, have several in Windsor - work well, watch surfacing for graffiti and need cages over heights. Terraced armourstone.	Noted. Thank you for your comment.	WORKSHOP
255	Pedestrian tunnels	No known issues with personal safety in other trail underpasses. Gnatcho Trail as example	Noted. Thank you for your comment.	WORKSHOP
256	Design	The Howard Avenue road will be a dead end. Is a tunnel needed? Connect to cemetery.	The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. The detail design has considered refinements to the approved EA but there is no intention to move the trail.	WORKSHOP
257	Landscape	When will plant lists be available? here has been significant interest in providing plant materials to the project and emphasis on the importance of having this material locally supplied. Local growers are interested in receiving the plant list and supplying plant materials to the project. Environmental groups are also interested in providing materials, expertise and labour. It was suggested that school groups could get involved in planting as a way to educate and celebrate environmental stewardship.	Plant material was shown at the PIOH 7 in August 2013. In addition a sample of the permanent snake fence, the chain link fence and the noise walls were shown at this PIOH.	PIOH 2
258	Landscape	Question about saving older trees and replanting them in other locations.	The resident was informed about arborist and tree replanting plan. He was satisfied	PIOH 2
259	General	Concerned about wildlife, specifically deer, moving onto roads during construction - hazard for drivers	Deers are more likely to move away from the vicinity of the site due to lack of vegetation cover and the site boundary snake fence. Drivers will be moving slower in area of works	PIOH 2
260	General	Ventilation in tunnels? How will deer cross - are there specific crossing points or access points for them?	Ecological design has taken into account need for ecological linkage including snake culverts and use of tunnel tops	PIOH 2
261	General	What type of screening will be used along Carriage Lane?	The road is screened by a number of berms and noise barriers and the main Hwy 401 is in cutting	PIOH 2
262	General	Sun glare facing river. Strategic location of conifers/evergreen. Straight on glare - based on actual visual work - tunnel to sun transition. Landscape further east can it be improved - sudden change - transition would be helpful.	Noted. Thank you for your comment.	PIOH 2
263	Fence	Carriage Lane et. All want chain link fence, not privacy fence.	Noted. Thank you for your comment.	PIOH 2
264	Landscape	Res. Lives on Shadetree wants to ensure noise wall along 3 ramp is screened from his view	Design has been changed in this area as a result of consultation undertaken with residents.	PIOH 2
265	Noise barriers	Villa Paradiso - back onto trail - doesn't want a barrier behind house. Doesn't care about noise - just doesn't want a wall.	A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is to be installed along the corridor adjacent to private property for safety and security purposes.	PIOH 2
266	Noise barriers	Fumes from 401 exhaust is a concern to neighbour on Villa Paradiso - also doesn't want noise barrier. Concern about houses purchased by MTO but not maintained, break-ins, etc.	A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is to be installed along the corridor adjacent to private property for safety and security purposes.	PIOH 2
267	Noise barriers	Doesn't want noise wall on opposite side of Jessica Way	There are no proposals for a noise wall on Jessica Way	PIOH 2
268	Noise barriers	Wants to understand if there is a potential for noise barrier along the new Hwy 3 EBL	Resident contacted and proposals explained.	PIOH 2

Num.	Topic	Comment	Response	Event
269	Noise barriers	How many linear metres of noise wall or square metres?	Approximately 10 km of noise mitigation, including berms. It varies	PIOH 2
270	Noise barriers	What happens to noise wall between Pulford and Grand Marais Road. Exterior wall is along property line. Homeowners believe they own 3 feet beyond exterior wall. Space for trail and screening landscape is very tight.	Noise wall has been relocated to the edge of the shoulder on Highway 3	PIOH 2
271	Noise barriers	First house on new Huron Church Line (near T-7). Concerned over noise and screening of headlights. No formal noise mitigation proposed. Would like planting for screening as part of landscaping.	Resident contacted and proposals explained. There will be planting between boundary and slope of approach ramp to trail bridge. Ramp will screen Hwy 3 and a noise barrier is provided west of the tunnel	PIOH 2
272	Parking	Active transportation at commuter lot - is there information signage at the lot? Consider parking. Where would you go to drive and gain access to trail?	Information boards will be provided. As well as the parking lot on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 2
273	Public Art	Public Art is key. Strong community/ lots art consultant needed. Avoid [] sculpture garden issue. Art community shut out. Kinetic sculpture/industry.	Proposals for public art and themeing of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in December 2013	PIOH 2
274	Public Art	Open competition for public art/public spaces to local people	Proposals for public art and themeing of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in December 2013	PIOH 2
275	Public Art	Public Art Process. Kitchen Table Discussions. 11x17 prints of panels. Interested in how public art will be selected. Concerned that local talent should be involved, new talent should not be overlooked. Should be open competition - not selected artists.	Proposals for public art and themeing of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in December 2013	PIOH 2
276	General	Love the bike and walking trails. Think the snake-fences were not necessary (snakes will flee from vibration of construction - if you don't fence them in!). Still concerned about the deer - they have been seen beside Huron Church recently. (P.S. No snakes seen on Huron Church in my 45 years here!)	Noted. Thank you for your comments.	PIOH 2
277	Fence	Pedestrian Bridges - will it have fences? Don't want to see ugly pedestrian bridges. No chain link fence.	Proposals for trail bridges were outlined in the PIOH held in August 2012 and further developments were presented at PIOH 8 in December 2013	PIOH 2
278	Trails	Wants connectivity to the Greenway trail system, seems a shame not to connect.	A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.	PIOH 2
279	Trails	Lack of washrooms was mentioned at my workplace. I know there are adjacent properties that could provide rest stops but they may find it an inconvenience. Are there any plans for portable washrooms? If the trail is used for special events and fundraisers, more washrooms and portable sinks similar to Bardoor Concerts would be effective	There are no proposals to provide restroom facilities along the trail system. There are a number of public restroom facilities close to the Parkway along the trail system	PIOH 2
280	Positive comments	I like the walkways and trail system - I want to wait and see if connections to other trails will come to be and make this an even better system.	Thank you for your comment.	PIOH 2
281	Trails	Please make the trails wide and straight. On the video presentation they appear artistic and curvy which is not helpful for cyclists. Secondly, would it be possible to extend the trail from the parking lot to outer drive which is scheduled to be closed but will provide safe access to South Talbot road to cyclists?? The current trail set up leaves cyclists no option but to go onto a busy street, endangering them.	Discussions have been held with Municipalities to improve connectivity with external trails. A number of extra connections into the municipal trail network have been provided	PIOH 2
282	Design	We'd like to suggest the placement of exercise/fitness stations along the trails, similar to the ones found in the Seoul area, South Korea.	Noted. Thank you for your comment.	PIOH 2
283	Trails	Will I be able to cross under the Parkway using Grand Marais Trail underpass?	Underpass is to be closed. Pedestrians can leave Grand Marais Trail and cross with signalized intersection at Grand Marais Road to pick up Grand Marais Trail on south side.	PIOH 2
284	Trails	T-4 Trail crossing - at T-4 - possible to have secondary crossing over T-4? Wants access over bridge.	Following public comments received, and a further review of trail connectivity, traffic signals have now been provided at Pulford together with a connection to the trail system over Tunnel 4.	PIOH 2
285	Trails	Lack of trail marking to organize users and to reduce the conflict - consider simple arrows to demarcate direction	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges.	PIOH 2
286	Aesthetic Treatment	Walker Road underpass as example of aesthetic treatment of walls- maple leaf theme (active transportation theme, e.g., bicycles also possibility)	Aesthetic treatment of walls was outlined at the PIOH held in August 2012	PIOH 2
287	Aesthetic Treatment	Use of maple leaf/bicycle imprinting as a design aesthetic on walls?	Aesthetic treatment of walls was outlined at the PIOH held in August 2012	PIOH 2
288		What about pump houses?	Mostly below grade surface facility will be small building. Aesthetic wall treatment.	PIOH 2
289	General	Any plans for " Land Compensation" in regards to PSWs Destroyed during the new road constructions?	A comprehensive wetland compensation strategy has been prepared and is being implemented as part of the Parkway construction	PIOH 3
290	Public Art	For landscaping I would not prefer to see sculpture or art. Park benches with information boards about wildlife and plants is encouraged.	Interpretative and wayfinding signage will be provided along the trails and in the vicinity of trail bridges.	PIOH 3
291	Noise barriers	There is a wall at Pulford by the Townhouses. What happens when/if townhouses are torn down, does the wall stay? There needs to be a new wall at Norfolk Crescent near new Highway 3	The noise wall installed from Grand Marais Road to the south will be extended behind the properties	PIOH 3
292	Noise barriers	Is sound wall proposed on east side near Grand Marais?	All the noise walls installed and/or to be installed can be consulted on the website (www.hgparkway.ca). Also, a drawing with all the noise walls was available at the PIOH held in December 2013.	PIOH 3
293	Noise barriers	Concern regarding noise at property off Howard Avenue 4990. There is no proposed sound alteration wall. Planting is also necessary	Noise barriers are provided on the top of the Hwy 401 cutting either side of Howard Avenue together with planting to the project boundary.	PIOH 3
294	Positive comments	live in Southwood. Really happy with project -noise barrier fade section at hwy 3	Thank you for your comment.	PIOH 3
295	Public Art	The public art component needs a mentoring component. This would be helpful	Noted. Thank you for your comment.	PIOH 3
296	Parking	Concerns over prospect of having snakes present in the landscaped areas due to long grasses and natural treatment. Would like to see additional parking lots along trail, eg. At tunnel tops with roads	Noted. Thank you for your comment. A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	PIOH 3
297	SWM	Concern over West Nile in the wetlands and storm water management ponds	Mosquito control has been taken into consideration during the design of the naturalized stormwater management facilities. Mitigation measures include deep pooling that promotes and ecosystem to support mosquito predator, limited trees in stormwater perimeter, and specific vegetation selection.	PIOH 3

Num.	Topic	Comment	Response	Event
298	Trails	No trail connection for residents north of E.C Row	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	PIOH 3
299	Trails	Are you ensuring that the trail network separates bikers on trail from seniors? Will there be senior and handicap friendly access on the trail system?	The trail is wide enough for multi use and information signs will be provided detailing trail rules of use and etiquette. The trail system has been designed for senior and handicap friendly access	PIOH 3
300	PDA	Concerned over the PDA which is located close to our house. Would like 1) to request that these be concealed completely by appropriate landscaping and 2) these structures are not at all attractive, can they be dressed up?	PDA's will be screening by landscape planting. Further work will be undertaken with PDAs at some locations to further reduce their visual impacts.	PIOH 4
301	Landscape	Would like to see natural area across from T-5 remain as is. Lots of butterfly habitat between Oakwood Park and Parkway.	The natural area across from T-5 will remain.	PIOH 4
302	Landscape	Do not want messy plant along their property- Cedars are okay	Noted. Thank you for your comment	PIOH 4
303	General	Trees being removed are affecting wildlife habitats/nesting areas, but now realize that this is only a temporary condition once it was explained that more trees would be planted. Very much in favor of project.	Thank you for your comment.	PIOH 4
304	General	What are they doing with all the trees?	Every effort has been made to protect existing trees within the project boundary.	PIOH 4
305	Landscape	Hopes to see mulch used in landscaping	Mulch will be used where appropriate	PIOH 4
306	Landscape	Have a pool. Would like to see conifers and shrubs, not deciduous trees in screening. Also, don't block the gate to parkland.	A mix of indigenous trees including conifers will be used in the landscaping	PIOH 4
307	Design	There are 3 homes to the east of Spring Garden that are being requested for demolition. Suggested use if this space would include green space or a pond. Feels that this would increase their buffer zone and improve quality of life for the community.	Thank you for your comment.	PIOH 4
308	Noise barriers	Do not want noise wall at Howard and HWY 3 (NE Corner) Berm and screening landscape would be ok. Wants to maintain feeling of openness.	A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.	PIOH 4
309	Noise barriers	Residents at the end of Northway near E.C. Row expressway East of Huron Church. Concerned about traffic noise on E.C. Row overpass over H.C. Why not extend noise barrier around corner to E.C. Row.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 4
310	Noise barriers	Resident on Armanda St. near the opening between barriers 1 & 2 is concerned about noise once built and why there is no barrier between B1 & B2. Concerned about 24 hrs of traffic noise.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 4
311	Noise barriers	Timing for construction and installation of noise barriers?	It depends on the area. Some noise walls have already been installed.	PIOH 4
312	Safety	Would prefer a bridge at pedestrian crossing at Bethlehem and Lambton. Concerns over pedestrian security with an underpass, also where the PDA is located near T2	Bethlehem and Lambton will be signalized intersections.	PIOH 4
313	Pedestrian bridges	Prefer bridges to underpass.	Thank you for your comment.	PIOH 4
314	Pedestrian tunnels	No support for pedestrian tunnel. Do not want them.	Noted. Thank you for your comment.	PIOH 4
315	Pedestrian bridges	Prefer bridges to underpass.	Noted. Thank you for your comment.	PIOH 4
316	Pedestrian tunnels	Concern about the underpass for the trail going under Lambton Road. Want to ensure that it will be well lit and maintained in order to ensure safety.	There will not be a pedestrian tunnel at Lambton Road. Lambton Road and Highway 3 will be a signalized intersection.	PIOH 4
317	Pedestrian tunnels	Please keep the underground passages to a minimum for the personal safety of pedestrians and all those who wish to enjoy the new trails. Prefers to be in the safety provided by openness. Even well lit underpasses are innately dangerous for walkers, particularly single or female walkers.	Noted. Thank you for your comment.	PIOH 4
318	Trails	Would definitely like to see trail connection to Rodzik Park	A trail connection to Rodzik Park is being provided	PIOH 4
319	Trails	Concerned that trail between GMD and Pulford are too close to property (concerned about privacy, bright lights, etc.)	The trail connection between GMD and Pulford has been deleted following public comment and security concerns	PIOH 4
320	Trails	Please connect the trail to the end of cul de sac on surrey.	As a result of consultation, a connection to the trail system on Surrey has been added.	PIOH 4
321	Trails	Want a trail connection from Goyeau to the multi-use trail	It is out of the Project limits.	PIOH 4
322	Pedestrian tunnels	Hate the pedestrian underpasses (bikers)want to see bridges instead.	Noted. Thank you for your comment.	PIOH 4
323	Pedestrian tunnels	Concern over safety of trail underpasses	Noted. Thank you for your comment.	PIOH 4
324	Pedestrian tunnels	Concern over safety of trail underpasses - especially for women	Noted. Thank you for your comment.	PIOH 4
325	Pedestrian tunnels	Feels an underpass may be unsafe	Noted. Thank you for your comment.	PIOH 4
326	Pedestrian tunnels	Is a bridge or underpass necessary at TB 2- not a busy road to start with	There will not be a pedestrian tunnel at Bethlehem Avenue. Bethlehem Avenue and Highway 3 will be a signalized intersection.	PIOH 4
327	Noise barriers	Request for an extension of the Rt. Hon. Herb Gray Parkway noise barriers to continue along the eastbound Huron Church EC Row ramp. Reports high traffic noise from Huron Line and EC Row in his subdivision.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a new noise wall is not necessary in this area.	PLO-2011
328	Trails	On the latest layout there is no clear bike/pedestrian path to link current Southwood Lakes trails to the new trails at the new Howard/#3 area. We would have to bike/walk along busy Howard Ave to get to the trail.	Trail system will be extended up Howard Avenue to Havens Drive	PLO- 2011
329	Landscape	My concern is with the replacement of trees and natural landscape on the west end of project Hwy 18 to Spring Garden. As well as the entrance to Canada from new bridge as it is heavy industrial and doesn't introduce Canada in a Natural state. Actually reminds me of the bridge in New York entering New Jersey from Manhattan. As soon as you enter NJ you smell the stench of waste and industrial smells.	When developing the landscape master plan concepts for the West Gateway, which as you have noted is the 'arrival to Canada', we were sensitive to the surroundings and have focused the landscape treatments along the Parkway so that the views of the Gateway reflect the Carolinian landscape that is typically found in this part of Essex County. We will be providing screening along the boundary of the Parkway corridor that includes landforms to contain views and woodlands along with other plantings to screen undesirable views and create an impression that speaks of the natural beauty of the local and regional landscapes.	PLO - 2011
330	Noise barriers	Request from Preston Court resident to extend noise wall barrier in Labelle/Huron Church area.	Noise barrier 7A will provide screening for resident.	PLO - 2011
331	Fencing	Install fencing around the open Basin Drain since it is a safety hazard for children.	Fencing is being provided in areas where there is reduced clearance between trail and drain. Water features not normally fenced otherwise.	PLO - 2011

Num.	Topic	Comment	Response	Event
332	Trails	Since this area will be seeing so much truck traffic or traffic in general for that matter. I would just like to suggest a design of a walk way by: Designer Michae Jantzen called the Wind Tunnel Foot Bridge. Basically it is a walkway for pedestrians that can utilize the wind energy from the traffic to create green power. Appealing to the eye and using green energy created by the flow of traffic. These kind of innovations and thought of green power are exactly the kind of things people need to see. So that people know Windsor and Essex county are doing their parts and keeping up with the times.	Upon this assessment, it has been determined that this technology is not suitable for this purpose.	PLO - 2011
333	Noise barriers	Retaining wall at Wolfe Drain. Havens & Howard (why does it show the wall proceeding to Howard?) Should stop at halfway & barrier the rest of the way. Resident on Haven: don't want wall, just barrier – 2m in height.	A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.	PIOH 5
334	Fence	Has an existing fence, does not want a double fence – 6 ft wood fence for pool. Concerned that kids will hop the fence in to rear yard.	It is MTO policy to provide a 6ft chain link fence at private property boundaries, located 1 ft inside the project boundary	PIOH 5
335	Fence	Do not want chain link fence along parkway – would prefer no fence, planting only.	MTO policy. The chain link fence will be installed.	PIOH 5
336	Fence	Love the chain link fence.	Thank you for your comment	PIOH 5
337	Noise barriers	Armanda resident – sound barrier stop just past 401 (just east of Matchette) until just west of Malden. Concern that break in barrier will result in noise on Armanda because EC Row is raised in this section.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 5
338	Noise barriers	Would prefer retaining noise wall be placed adjacent to Highway 3 not beside trail/property line (around South Roseland Estate – Shadetre Cres.)	Design has been changed in this area as a result of consultation undertaken with residents.	PIOH 5
339	Noise barriers	Can noise barrier be placed on west side of Howard Ave diversion? (resident living on west of Howard Ave Diversion) He would support moving path to Howard & small barrier along Howard Ave diversion	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 5
340	Noise barriers	Does not want a sound wall around the fish habitation on Howard. A 2m height barrier with vegetation screen has been promised and is proffered. A sound wall will impede views and quality of the private area.	A 2m high noise wall is proposed on top of the eastern part of the berm, to provide appropriate noise screening. This will be screen planted where feasible.	PIOH 5
341	PDA	Recommends T-11 PDA be moved westward to the other side of existing road to the south. In current location house is looking at it. If moved further west the house is not facing it.	Space requirements preclude locating the PDA north of the tunnel. The PDA was originally located towards the centre of the tunnel to minimize high current feeder length entering the tunnel, particularly given the 240 m length of Tunnel T-11. However, following discussions with local residents and subsequent amendments to the trail layout in the area, the PDA has been relocated as far to the west as feasible. However, PDA's will be screening by landscape planting	PIOH 5
342	PDA	Recommends PDA housed in a building or behind walls: concerned with safety, aesthetics, EMF's.	PDA's will be screened by landscape planting. Further work will be undertaken with PDAs at some locations to further reduce their visual impacts.	PIOH 5
343	PDA	Pump stations buildings are not aesthetically pleasing. Recommends better form and function.	The pumping stations will be mostly below grade and located beside the Highway to reduce visual impact in the area. Above grade buildings to accommodate the generators and electrical rooms will be noise shielded to Hospital Grade standards.	PIOH 5
344	PDA	Concerned over PDA close to our house; recommends they be concealed completely by appropriate landscaping and re-designed to be aesthetically pleasing features.	PDA's will be screened by landscape planting. Further work will be undertaken with PDAs at some locations to further reduce their visual impacts.	PIOH 5
345	Fence	Suggestion to build a fence along Matchette to keep deer and coyote off private property.	This is outside the project boundary. Such requests should be made to the relevant municipality	PIOH 5
346	Noise barriers	Notice that with the removal of trees noise has increased. Now, there will be a road 60 feet away from our backyard for the next year. The noise will be unbearable	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study.	PIOH 5
347	Noise barriers	Noise walls don't help; they carry the noise along the walls.	Noted. Thank you for your comment	PIOH 5
348	Noise barriers	Noise studies performed at Cabana & Hwy 3 intersection? Noise levels appear higher now that trees are gone	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study.	PIOH 5
349	Noise barriers	Would like barrier wall adjacent to Shadetre Cres/Court to follow Hwy 3 – not at property line	Design has been changed in this area as a result of consultation undertaken with residents.	PIOH 5
350	Noise barriers	Villa Borghese – concerned about the timing of noise wall installation	Resident contacted and given information on timing of noise wall installation	PIOH 5
351	Fence	Does not want fencing adjacent to Pond #4. Wants fence-free access to pond #4 from behind their homes on Lombardi. Encourages community amenity vs fencing.	It is not proposed to fence the ponds however a 1.8 metre chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	PIOH 5
352	Fence	Recommends gated access to wetland. In support of fence only if gate is provided. If no gate, then would prefer no fence.	There is no proposal for public access to the wetland areas. A 1.8 metre chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	PIOH 5
353	Pedestrian bridges	Concerned with pedestrian bridge and privacy to adjacent properties; prefer pedestrian underpass.	Noted. Thank you for your comment.	PIOH 5
354	Pedestrian tunnels	Opposed to Howard Ave pedestrian underpass.	Noted. Thank you for your comment.	PIOH 5
355	Pedestrian tunnels	Strongly opposed to underpasses due to crime, in favour of overpass/bridges.	Noted. Thank you for your comment.	PIOH 5
356	Design	Believes a bridge/underpass is not necessary at TB 2.	There will not be a pedestrian tunnel at Bethlehem Avenue. Bethlehem Avenue and Highway 3 will be a signalized intersection.	PIOH 5
357	Pedestrian bridges	Would prefer a pedestrian bridge crossing at Bethlehem and Lambton. Concerns over pedestrian security with an underpass.	Noted. Thank you for your comment. A pedestrian bridge has been incorporated at these locations.	PIOH 5
358	Safety	Concern associated with pedestrian tunnels and bridges (recommends using security cameras).	Noted. Thank you for your comment.	PIOH 5
359	Fence	One of our largest concerns at present is the type of wall structure that is being considered for most of the open air sections of the Parkway. You are promoting a glorified chain link type fencing as opposed to a solid wall type fence that you currently see in travels where the Highway 401 comes into Windsor in close proximity to communities. Obviously, cost is the bottom line here and although the Parkway team keeps promoting all the wonderful trail system and how greatly landscaped this project will be; are people really going to utilize all this to the maximum if you go the cheap route and place open fencing? We hope you reconsider and put in place solid wall structure wherever there is open air roads to assist with noise mitigation as well as visual screening.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area. A 1.8 metres chain link fence is requires to be installed along the corridor adjacent to private property for safety and security purposes.	PIOH 6
360	Fence	Likes chain link fence on E. C Row.	Thank you for your comment.	PIOH 6
361	Landscape	Focus on Beauty of the prairie and the common species which the public can embrace.	Noted. Thank you for your comment.	PIOH 6

Num.	Topic	Comment	Response	Event
362	Design	Shadetree residents: Bottom line is that what they are getting now is not what they purchased. <ul style="list-style-type: none"> Private cul-de-sac; now trail and drain and public walking. Not what they purchased (built 100' from Highway 3). Issue also with lack of notice for kitchen table meetings (1 day). Highway 3 ramp is starting to go up. Maintenance of R.O.W, here also lacking (weeds, etc). Concern about drain vs trail with depth of drain and amount of water. Issues: View (attractive), screening (landscapes trees), privacy, screen wall also. Look at moving trail closer to drain so room to put landscape screening for privacy from trail. Look at caliper trees with shrubs like to her sections. 	Design has been changed in this area as a result of consultation undertaken with residents.	PIOH 6
363	Noise barriers	As we discussed last night the noise/pollution wall being built between Pulford at the Grand Marais Drain should be continued all the way to Labelle. The 2 ~ metre high berm is not high enough to keep noise/pollution away from the residents. East of the new Parkway, being that the new permanent Highway #3 is approximately 3 metres higher than the existing roadway. And also when possible remove unnecessary light at Pulford to avoid pollution and traffic stops.	A 4m noise wall/berm combination will be provided from Labelle St at the Property line of house on Mangin Crescent. This will be replaced by a berm at the point were the property line moves away from Hwy 3	PIOH 6
364	Noise barriers	Concern over lack of coverage along E.C. Row. Gap in noise wall	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 6
365	Noise barriers	Where are sound walls near Windsor Crossing?	It was shown in a drawing.	PIOH 6
366	Noise barriers	Noise barrier on South side of Huron Church Rd. between Bethlehem Ave. and Lambton Road. Resident wants this wall extended the entire length. The current design has the wall extending from Bethlehem about half-way to Lambton. Resident is concerned that this is not enough.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 6
367	Noise barriers	Huron Church Line residents have requested installation of noise wall along the north east corner of T-7.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 6
368	Noise barriers	Armanda residents continuing to follow-up on discussion held at Neighbourhoods meeting regarding the noise wall barrier connecting along E.C Row. If a barrier wall is not be connected they request an assessment of existing the most western noise wall ending at Bridge 3.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	PIOH 6
369	Noise barriers	Residents from Ashberry are interested in noise wall configuration. They feel they will be landlocked between the noisewall and the fence. Options for consideration: open up land, remove the fencing, or move the noise wall.	Residents met and options discussed	PIOH 6
370	Public Art	Ojibway. Large boulder which was worshipped (1600 along water). Catholics decided to destroy it since they were opposed to rock worship. They would like reconciliation of symbol by placing a boulder on T-5. Discussion of a medicine garden which would discourage people from going onto boulder, including: sage, cedar, tobacco, sweet grass	Major and minor public art is under development as part of the project. Walpole Island First Nations have been consulted. Minor public art will be included in a PIOH in December 2013	PIOH 6
371	Public Art	Art theme; bravery: pick historical heroes (In Tecumseh).	Major and minor public art is under development as part of the project. Walpole Island First Nations have been consulted. Minor public art will be included in a PIOH in December 2013	PIOH 6
372	Design	Shift trail and drain closer to Highway to provide more scenic, secure and useable property for residents of Shadetree Court.	Design has been changed in this area as a result of consultation undertaken with residents.	PIOH 6
373	PDA	Why cannot be installed small green boxes to hide the utilities and cables?	Utilities and electrical installation connection and junctions are in boxes. The PDA's will be screened by landscape planting to reduce visibility impacts.	June 2012 Community Meeting
374	Fence	The fencing is not high enough. Kids will jump the fence and end up in our backyards.	It is a 1.8 metres (6 feet) high-chain link. It meets MTO standards.	June 2012 Community Meeting
375	Fence	Are the fences mandatory around the project boundary. We do not want a chain link fence.	A 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
376	Fence	Would like to see proposed spacing for fence behind their yard. Concerns regarding privacy as they have a pool and don't want to remove the privacy fence. If they chose to remove their fence due to the chain link being installed they will lose privacy. However no one will maintain the area between the fences.	Residents backing onto the chain link fence will have the option to remove their private fence and connect to the property boundary fencing.	June 2012 Community Meeting
377	Fence	Our home would prefer no fence placed 1 foot behind our private fence. If fence is required would a privacy fence be placed behind our homes even if we have to place some of our own funds into it.	Residents backing onto the chain link fence will have the option to remove their private fence and connect to the property boundary fencing.	June 2012 Community Meeting
378	Fence	Fencing that restricts residence access or aesthetics is not acceptable. Any security fencing should be in the highway side of the creek.	A 1.8 metres chain link fence is requires to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
379	Fence	We feel as well as our surrounding neighbours that we should not have a chain link fence installed one foot behind our existing fences (that are primarily privacy fences). There are major concerns with servicing on both parts to these fences and also my wife and I are concerned with anyone able to use the called "liability" fence to climb on to access our fence to climb into our pool area.	A 1.8 metre chain link fence is requires to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
380	Fence	Not happy with the chain link fence instead of noise wall. Can you reconsider that?	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. A 1.8 metres chain link fence is requires to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
381	Noise barriers	What are the slopes and elevation levels of the berms? Will there be plants on top?	Berm slopes are generally 1 in 3. Berms vary in height, those acting as noise barrier up to 4m. Berms will be planted, generally with grassland and shrubs	June 2012 Community Meeting
382	Landscape	Happy with native plants.	Thank you for you comment	June 2012 Community Meeting
383	Landscape	Shadetree drain and area does not have enough landscaping or green space.	The design team has looked at incorporating more vegetation in that area. It has been approved to do so; therefore, more vegetation will be incorporated between the houses and the noise wall.	June 2012 Community Meeting
384	General	Concerned about the increase in bugs because of tall grass?	The tall grass will create a much healthier ecosystem and more substantive landscape. Other animals such as birds and dragonflies will eat the mosquitoes.	June 2012 Community Meeting

Num.	Topic	Comment	Response	Event
385	Landscape	On the west side of the Howard Diversion I would like to see coniferous instead of deciduous trees planted to reduce noise.	This was reviewed and adjustment is not feasible due to limited space.	June 2012 Community Meeting
386	Noise barriers	Sound barriers need to be earthen berms with trees+ shrubs to absorb noise; concrete wall and other hard surfaces are unsightly and deflect noise. More berms, more trees, more shrubs.	Wherever possible, berms have been incorporated into the design instead of noise walls	June 2012 Community Meeting
387	Landscape	More vegetation should be planted so residents don't have to see the walls.	Where feasible planting will be provided to screen walls	June 2012 Community Meeting
388	Landscape	More plant material should be incorporated along Chelsea Drive between Croydon and Grosvenor. Residents do not want to see the noise wall.	Extra planting has been provided in this area as a result of consultation undertaken with residents.	June 2012 Community Meeting
389	PDA	Concerned with visual impact from PDA on T-11 from Chelsea. They would prefer not to look at them and have them screened.	The PDAs will be screened by landscape planting. Further work has been undertaken with PDAs at the Geraedts Tunnel (T-8) and Cousineau Tunnel (T-11) to further reduce their visual impact.	June 2012 Community Meeting
390	PDA	Another concern we have is about the size and close proximity of the PDA for tunnel #7. Can these be scaled down in size; relocated slightly further away from our home; or at the very least have landscaping in place to conceal these structures as much as possible.	The PDAs will be screened by landscape planting.	June 2012 Community Meeting
391	PDA	Concerned with the visibility of the PDA system on T-7	The PDAs will be screened by landscape planting.	June 2012 Community Meeting
392	Design	Resident of Shadetree Court: <ul style="list-style-type: none"> • Permanent wall as far as away from residence as possible. • More green area. We are told 30-5- meters away from curb will be permanent wall. • Told by landscape lady that is II.Q room for trees in front of our house!! • BUYOUT! • Detailed Dimension of our area requested. • Updated timing of completion of our area. 	Design has been changed in this area as a result of consultation undertaken with residents.	June 2012 Community Meeting
393	Noise barriers	Gap in noise barriers along E.C Row makes Armanda residents very vulnerable. The trees won't add protection for another 50 years. The noise assessment completed is out of date. We need protection in this area as the noise has already significantly increased.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in this area.	June 2012 Community Meeting
394	Noise barriers	I would like the noise wall to remain where it is now shown by the purple line from public info meeting of June 13-12, no wall at the property line in Chelsea area. The longer noise wall is the preferred one.	The longer noise wall will be installed in this area since all the attendees agreed on it.	June 2012 Community Meeting
395	Noise barriers	Living across from tunnel# 7, we would prefer a solid wall structure for fencing in at least the following 2 areas, if not the total area where there is open air parkway sections; the tunnel top ends, and a minimum of 25'-30' running parallel to trail# 25 at the North side of the Huron Church Cul-de-sac, to help with noise mitigation. You tell us how nice the tunnel top areas and trails are going to be and how much you think and hope people will utilize these. However, you plan on incorporating chain link or open type fencing instead of solid wall structure where all these people are to walk. Nobody will care to see all the traffic on the parkway let alone hear the noise level there will be unless you put up solid wall structures similar to those presently in place in areas where there is a high level of traffic.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area. A 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
396	Noise barriers	Is there any way to add sound barrier between the berms which are in line with my property. When I draw a straight line from my property to the Parkway there does not appear to be any sound barriers erected. There are berms on the sides but those do not prevent the noise along the middle part of that line of Parkway.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	June 2012 Community Meeting
397	Noise barriers	Concern about barrier by Croydon, what will we be looking at?	Residents were explained proposals at community meeting in September 2012	June 2012 Community Meeting
398	Noise barriers	Request for a berm to help mitigate noise on Howard by installing a berm to help protect the community side of Howard.	We are going to be planting trees in this area. There is not a large amount of space for the installation of a berm.	June 2012 Community Meeting
399	Noise barriers	How high the noise barrier and berm at Labelle area	The height of the noise walls and berms depends on the area. It was shown on a drawing how high those noise barriers will be in that area.	June 2012 Community Meeting
400	Fence	Villa Paradiso residents do not want a noise barrier between their property and the project. They were refused purchase by MTO due to provision of green space, but now they will not even be able to see the green space due to noise barriers. Five neighbours all want a chain link fence.	A noise barrier will not be installed in this area as a result of consultation with the residents. A chain link fence will be installed.	June 2012 Community Meeting
401	Noise barriers	Request from St. Clair Avenue resident to have a noise barrier along Highway 3 behind their location	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area. The noise being experienced by residents in that area currently is because of the temporary situation. Once Highway 401 is opened and trucks drive below grade, it will not be as noisy as it is now.	June 2012 Community Meeting
402	Noise barriers	A 12 foot concrete wall is being proposed behind the southern homes of Villa Paradiso Cr. Here is my (including a number of other neighbors) position on the issue: a. At no time during the environment assessment (EA) process was it suggested that a concrete 12 foot wall behind our subdivision was required. b. At the last community meeting at the church hall on Howard, I had had explicitly asked the engineers what type of fence was being proposed on the south side of the subdivision since I was suggesting that a six foot iron rod fence be installed since it would match the Mediterranean theme of the subdivision. I was told that a 6 foot chain link fence was going to be provided and no additional funds were available for the iron rod fence. c. The whole selling feature of the parkway was the tunneling behind the subdivision would result in beautiful trails, green space, access to nearby the neighbors and add to the value of the neighborhood. d. The parkway was being installed below grade and with a tunnel specifically to eliminate any noise issues associated with the road so no noise barrier was required. e. The Villa Paradiso residents I talked to are firmly against the construction of the "wall" since it will look like the Berlin wall in back of our subdivision and reduce the property values of our homes even further. f. The construction of this wall would constitute an attempt to mislead the residents of the subdivision during the consultation process and install a 12 foot wall against the wishes of the neighborhood further	A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	June 2012 Community Meeting
403	Public Art	When will public art be discussed?	Major and minor public art is under development as part of the project. Minor public art will be included in a PIOH in December 2013	June 2012 Community Meeting

Num.	Topic	Comment	Response	Event
404	Fence	Is fencing incorporated around ponds?	No, ponds will not be fenced. Descriptions of sloping were providing describing the safety features on the ponds. A 1.8 metre chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes	June 2012 Community Meeting
405	SWM	How is pond water being circulated?	Primarily through rain. They will have open flowing water system to ensure the water does not become stagnant.	June 2012 Community Meeting
406	SWM	How big and how loud will the pump stations be? There is substantial noise that is generated from the pumping station at the Howard underpass will these be similar?	The pumping stations will be mostly below grade reducing the visual impact in the area. Above grade buildings to accommodate the generators and electrical rooms will be noise shielded to Hospital Grade standards. A typical building size is 12m x 9m	June 2012 Community Meeting
407	Design	Concerned with the scale of the bridge, especially at trail bridge 2. Has this bridge been decided upon? Want the bridges to be less of a visual impact.	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments were presented at PIOH 8 in December 2013	June 2012 Community Meeting
408	Design	Request to view pedestrian bridge profiles (side views) and post them on the website.	The bridge profile of a pedestrian bridge was shown at the PIOH held in December 2013. They are now uploaded on the website (www.hgparkway.ca)	June 2012 Community Meeting
409	Design	A pedestrian bridge should be added at the Labelle intersection over Highway 3. Parents are concerned that a signalized intersection is not sufficient for kids crossing Highway 3.	It is not technically feasible. There will be a signalized intersection.	June 2012 Community Meeting
410	Safety	What is the height of the railing/fence on the pedestrian crossing, to prevent jumping or throwing any items?	Assessment of the trail bridges has been undertaken and determined that a parapet fence of 1.4m will be sufficient	June 2012 Community Meeting
411	Lighting	Will the lighting on the trails cause safety concerns for deer?	The trail lighting is at an illumination level of 0.5 foot-candles compatible with low residential street lighting levels. It is unlikely that there would be any safety concerns for deer, any more than in residential streets.	June 2012 Community Meeting
412	Trails	Can the trail system connect to the City of Windsor trail at Cabana Road?	Yes, there will be a connection at this location.	June 2012 Community Meeting
413	Trails	Happy with access to the trails from park beside Academie Ste. Cecile.	Thank you for your comment	June 2012 Community Meeting
414	Trails	Residents on Villa Borghese are happy to have direct access to trails from Daytona Avenue.	Thank you for your comment	June 2012 Community Meeting
415	General	Villa Borghese resident is interested about the grade levels of the trails and the grade of the Drain between trail and property line in this area. They are concerned about mosquitoes and privacy.	The trail will be at a slightly lower level than Hwy 3 in this area and separated from the property line by the Drain, which will be about 3m deep. Water in the drain will not be stagnant and thus mitigate potential mosquito nuisance. Moving water also provide habitat for species that consume mosquitoes larvae.	June 2012 Community Meeting
416	Trails	Where will there be the connections to the Rt. Hon. Herb Gray Parkway Trail System?	A drawing with all the trail connections was shown at the PIOH held in December 2013. In addition, the drawing can be consulted on the website (www.hgparkway.ca)	June 2012 Community Meeting
417	Trails	(Regarding the access trail at Howard). Need trail access onto B-11? Tunnel (Howard) at two locations. Preference given to foot of Grosvenor (closest to trail bridge-North access) and at Chelsea/Croydon end of Tunnel. We applaud the design changes to date however without trail access it will look very poor to be "cut in" by the users.	As a result of consultation it was decided not to add a connection at Grosvenor Drive since some neighbours living near there are not comfortable with it. In addition, there are enough connections in that area (Montgomery, Surrey and Chelsea)	June 2012 Community Meeting
418	Rest areas	Are there the following items in the rest areas: water fountains, shaded areas, gazebos, emergency phones, recycle bins, adequate lighting, washrooms	There are no proposals to provide water fountains. Shade structures are being provided at a number of the tunnel top rest areas. Emergency call stations will be provided along the trail system. Waste receptacles including recycling will be provided at trail rest areas. There are no proposals to provide restroom facilities along the trail system. There are a number of public facilities close to the Parkway along the trail system.	June 2012 Community Meeting
419	Trails	I would like to see the LaSalle Normandy Rd trail connect to Parkway trail. This would give access to LaSalle River Front all the way thru South Windsor.	Suggestions for routes outside of the project boundary should be referred to the relevant municipalities	June 2012 Community Meeting
420	Trails	Would be nice to see access to parkway trails and pond where people could park vehicles and access the walking/biking trail.	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	June 2012 Community Meeting
421	Trails	Will restrooms be incorporated?	There are no proposals to provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system	June 2012 Community Meeting
422	Trails	Will drinking fountains be incorporated into the design?	There are no proposals to provide water fountains.	June 2012 Community Meeting
423	Trails	Should add a trail connection between Malden and Ojibway	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	June 2012 Community Meeting
424	Trails	Are the trails going to be open all night? Who is going to supervise and police them?	Trails will be able to be accessed at night. Primary trails will be lit. Emergency call stations will be provided along the trail system.	June 2012 Community Meeting
425	Trails	Request for a trail connection to be installed off of Grosvenor.	As a result of consultation it was decided not to add a connection at Grosvenor Drive since some neighbours living near there are not comfortable with it. In addition, there are enough connections in that area (Montgomery, Surrey and Chelsea)	June 2012 Community Meeting
426		We lost the pedestrian crossing at Turkey Creek so want an additional pedestrian crossing incorporated.	Following public comments received, and a further review of trail connectivity, traffic signals have now been provided at Pulford together with a connection to the trail system over Tunnel 4.	June 2012 Community Meeting
427	Trails	How about more diversity in the trail system to allow other uses for the residents to interact with.	Noted. Thank you for your comment	June 2012 Community Meeting

Num.	Topic	Comment	Response	Event
428	Fence	A resident from Hearthwood Place area is very concerned about the chain link fence. She says that because of the fence it will be easier to climb into her backyard. She would like MTO to put something to avoid people climbing. She says that if MTO does not do something to avoid it, MTO will have to deal with her later when someone climbs into her property. She suggests MTO to put the fence close to the trail instead of near her house	A 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. Meeting was held with resident to address specific concerns.	PIOH 7
429	Lighting	A Homestead area resident would like a light at the cul-de-sac	Two additional street lights have been installed in this area	PIOH 7
430	Parking	A resident would like a carpool lot at/near Highway 401 at E.C. Row Expressway for commuters to U.S.A	There is no proposal to provide a parking lot at/near Highway 401 at E.C. Row Expressway as part of the project.	PIOH 7
431	PDA	Location of PDA at T-11. The resident would like to move it further away from the residential side and screened as much as possible to minimize visibility	Space requirements preclude locating the PDA north of the tunnel. The PDA was originally located towards the centre of the tunnel to minimize high current feeder length entering the tunnel, particularly given the 240 m length of Tunnel T-11. However, following discussions with local residents and subsequent amendments to the trail layout in the area, the PDA has been relocated as far to the west as feasible. It will be screened by planting	PIOH 7
432	Compensation	Please make certain the 15 hectare. Compensation lands near Ojibway Prairie are completed as shown on maps	Noted. Thank you for your comment.	PIOH 7
433	positive comments	Get it done! Plant as many trees as possible	Noted. Thank you for your comment	PIOH 7
434	rest areas	Elderly stakeholder suggested that the rest areas should include backs, like a bench, to offer support who those that need it	Noted. Thank you for your comment. Backless benches are preferred by CPTED principles therefore will not be modified.	PIOH 7
435	Fence	Concerns about the long term sustainability of the permanent snake fence. Will it rust?	The snake fence will be constructed from a galvanized polyester coated mesh to minimize the maintenance associated with the fencing. Following the installation of the fencing, it will be monitored in compliance with the Endangered Species Act Permit.	PIOH 7
436	Landscape	A resident is concerned about the landscape area West of Montgomery	Resident met and landscape design in this section was explained	PIOH 7
437	Landscape	A resident from LaSalle asks what kind of screening mitigations will be available for residents with noise walls near their properties. She asks if the plants will be provided	Where feasible planting will be provided to screen walls	PIOH 7
438	Landscape	A resident says that a lot of trees are necessary behind Villa Borghese	Noted. Thank you for your comment	PIOH 7
439	Noise barriers	Concerns about the noise wall between Matchette and Spring Garden	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is necessary in this area, except for a small portion between Matchette and Malden where the Hwy 401 is low or screened by a ramp.	PIOH 7
440	Noise barriers	A resident from Heritage Road strongly prefer noise wall instead of berm along Highway 3 between Sandwich West Parkway and Hearthwood Place. She would like to see trees on berms	A noise wall is proposed between Sandwich West Parkway and the Tunnel close to Hearthwood Place	PIOH 7
441	Noise barriers	A resident from Heritage Court area wants a noise wall instead of a berm	Noted. Thank you for your comment	PIOH 7
442	Noise barriers	A resident from Betts area is concerned about noise. Does not think a 5 metre high noise wall will be sufficient.	Noise assessments indicate that a 5m high noise wall is sufficient	PIOH 7
443	Noise barriers	A resident from Montgomery is concerned about the noise barrier there as well.	Berm/ wall combinations and walls are being provided either side of Montgomery Drive / Hwy 3 intersection.	PIOH 7
444	Noise barriers	A resident wants to know when the noise wall between Labelle and Grand Marais will be built	Timing of noise wall construction in this area was explained at the PIOH by one of the PIC Construction staff	PIOH 7
445	Positive comments	Residents very happy with the Daytona trail connection	Thank you for your comment.	PIOH 7
446	Positive comments	There is a resident who likes plant material in general even though he asks to keep down thistle	Thank you for your comment.	PIOH 7
447	Public Art	Questions about the public art strategy	Major and minor public art is under development as part of the project. Minor public art will be included in a PIOH in December 2013	PIOH 7
448	Trails	Some residents want washrooms along the pathway system	There are no proposals to provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system	PIOH 7
449	Trails	Request for trail access under Grand Marias Drain to be re-opened	Trail access under Grand Marias Drain cannot be re-opened due to the level of Hwy 401 at this location. However traffic signals have now been provided at Pulford together with a connection to the trail system over Tunnel 4.	PIOH 7
450	Trails	A residents asks why the trail stops at Malden instead of being extended to Matchette or Ojibway	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 7
451	Trails	A resident would like to see multi-use pathway connect to Matchette Road	There is no proposal for public paths within the ecological restoration area, therefore the trail stops at its connection to Malden Park.	PIOH 7
452	Trails	Why no provision for public restrooms on the Community Trail?	There are no proposals to provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system	PIOH 7
453	Trails	Shadetree residents want to know where the trail connection will be in that area	Trails connection proposals were explained in community meeting held in September 2012. A trail connection has been added to Shadetree Court	PIOH 7
454	Pedestrian tunnels	What is the purpose of the pedestrian tunnel across Howard Avenue	Pedestrian access from west to east of Howard Avenue and as a part of the primary trail system along the Parkway	September 2012 community meetings
455	Noise barriers	How and where noise walls are measured (height)	Related to the adjacent road level	September 2012 community meetings
456	positive comments and trails	Trail system and landscaping plans. Promises to be beautiful!!	Thank you for your comment	September 2012 community meetings
457	Trails	What I like the most is to see the trails. How they are going to be constructed, access, etc. Well done. Explanations for road ways and trails very well done	Thank you for your comment	September 2012 community meetings

Num.	Topic	Comment	Response	Event
458	design	With option # 2 would like more trees, scrubs screening between houses and trail. (Shadetree resident)	Additional screening landscape has been added to this area where feasible.	September 2012 community meetings
459	PDA	What will the location and screening of PDA at Tunnel T-7 be?	The PDA will be screened by landscape planting.	September 2012 community meetings
460	design	Option 2 without berm and option 1 without berm/wall combo are preferred. It is referred to Shadetree area cross sections.	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
461	design	Option 2 is preferred because the drain is closer to the wall, so there is more green space. Shadetree area cross sections	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
462	design	Opposition to option 3, Shadetree area cross sections.	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
463	design	Concerns about option 3 of Shadetree cross sections: There would be no access to trail system via Shadetree Court	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
464	Fence	Has garden currently supported with the fence in place. PIC plans to remove the fence, in replace of a new noise barrier. Resident is concerned regarding impact on personal landscaping.	Individual consultation meetings will be conducted by MTO to resolve specific issues related to noise wall construction adjacent to residential properties.	September 2012 community meetings
465	Fence	Some Spring Garden residents are concerned about deers crossing over chain link fence.	It is unlikely that a White tailed Deer will jump a 1.8m high fence	September 2012 community meetings
466	Fence	Some of the residents of Cabana Road area do not want chain link fencing behind their properties	A 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.	September 2012 community meetings
467	Fence	Wildlife linkage across Todd Lane is suggested especially for Fox snakes and butler garter snakes	While this proposal is sound, this linkage is beyond the scope of works being completed as part of the Parkway project. Works in this area should be directed to local / regional environmental stakeholders.	September 2012 community meetings
468	Maintenance	A resident requested 3 metres minimum between property line and fencing to allow maintenance and access	It is MTO policy to provide a 6ft chain link fence at private property boundaries, located 1 ft inside the project corridor	September 2012 community meetings
469	Fence	Concerns with aesthetics of chain link fence	It is MTO policy to provide a 6ft chain link fence at private property boundaries, located 1 ft inside the project corridor	September 2012 community meetings
470	General	is there any possibility of introducing specific bird species.	Unlikely, but ecological landscaping will provide habitat for migratory bird species.	September 2012 community meetings
471	General	There will be any mulch?	Mulch will be used where appropriate	September 2012 community meetings
472	Landscape	How long will it take for plant material to mature?	Typically 15 years for tree cover	September 2012 community meetings
473	Landscape	Residents want more trees in Chelsea area	Extra planting has been provided in this area as a result of consultation undertaken with residents.	September 2012 community meetings
474	Design	Plans for Tenth Street? Where landscaping and trail connections extend in this area	A trail connection has been provided to Tenth Street	September 2012 community meetings
475	Landscape	Any relocation of plant has been done?	Species at Risk plants from the construction areas have been relocated	September 2012 community meetings
476	Landscape	Will the landscape be more susceptible to fog?	The relatively short tunnel length, expected volume and velocity of vehicular traffic contributes to a piston effect (air moment in the tunnel corridor), this air flow minimizes the stagnation of ambient air and thus the relative dew point of the air mass. Therefore, fog is anticipated not to be an issue.	September 2012 community meetings
477	Landscape	Growth state of Landscaping ranges	Reviewed with landscape team at the meeting	September 2012 community meetings
478	Landscape	Timing of construction of LAUD component	Reviewed general construction timelines at meeting.	September 2012 community meetings
479	Landscape	Height of coniferous screening	Reviewed with landscape team at the meeting	September 2012 community meetings
480	Landscape	Pulford street screening concerns	Reviewed with landscape team at the meeting	September 2012 community meetings
481	Design	<p>1. There appears to be some opportunities to integrate gateway walkers welcome travellers to the city (northbound traffic) or to Canada (southbound traffic) through the use of architecturally significant pedestrian bridges. The proposed bridges are purely functional. The direction from the City Planning Department was to ensure that pedestrian bridges met a higher level of design. Potential site for one became evident through comments by a participant who lives near Cabana/Todd intersection. Since crossing Highway # 3 at this location is intimidating it is possible to investigate the use of a single or double cable-stay pedestrian bridge at this or other complicated pedestrian crossing. Otherwise the overall landscape and urban design features (unreadable)</p> <p>2. Re: Chelsea T-11 Trail Grade Retaining wall. Concerned with view of retaining wall regardless of mitigated to cover with landscaping. Please seek options: 1) more trail; 2) acquire footage of Road redesign.3) Review previous designs. Please contact if needed support to relocate "boundaries" of Chelsea Drive with town of LaSalle, etc...</p>	<p>1. Proposals for trail bridges were outlined at the PIOH held in August 2012. Proposals for public art and theming of trail bridges, together with interpretative signing has been developed and was shown in a PIOH held in December 2013. Grade separated crossing of Hwy 3 can be achieved at Tunnel 5 close to Cabana/Todd.</p> <p>2. Design has been changed in this area including changes in trail alignment, form of retaining wall and planting as a result of consultation undertaken with residents.</p>	September 2012 community meetings

Num.	Topic	Comment	Response	Event
482	General	On behalf of my neighbours and myself, we are opposed to the "Safety Fence" that runs directly behind our homes on Lombardy Crescent. Currently, most of us have our own property fences and to add another fence one foot from ours just does not make sense. In addition, we would all like the same access to the pond and trail system that the public will be enjoying. We fear that if a fence were put up, many of the neighbourhood children would want to climb over it so they can get to the ponds, which can create a dangerous situation. Another request that many of the neighbours in Lombardy Crescent have is possible acquisition of some property extending approximately 20 feet from the back of our property lines. We feel that if this is at all possible, we would like to take the opportunity to do so purchase some land.	Noted, currently under investigation	September 2012 community meetings
483	Design	I would like to take this opportunity to go on record and thank you both and the rest of your team for bringing the two new options (option 2 & 3) to Wednesday's meeting... I must reiterate that I still believe that the "buy put option" in one that should be presented to all the residents on Shadetree Court, mainly due to the level of current impact, and also due to the length of time that this project will take. I believe it should be our option to get out of this situation if we choose. That begin said, I can honestly tell you that both Option 2 & 3 are both improvements and it is obvious that you all went to great lengths to provide un not only the new options, but great visuals and explanations to those options. You and your team have real talent and you all did fantastic job. For that, I am sincerely grateful. Here is my opinion on the options: I believe that option number two is the better option... however, I would still like to maintain as much privacy as possible for our court. The landscape screening is helpful, but I do think we can make the privacy better by putting a chain link fence budding up next to the trail and creating an access point for the trail at one specific nearby locations. I would suggest that the access point should be at the corner where Shadetree Court and Shadetree Crescent meet. There is an area of larger landscape at the corner and I think that everyone in the area will have equal access to that stop. At the same time it will provide my court with that privacy that I believe it deserves.	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
484	Design	1. I understand that maybe there will be a fence along the back of my property. I do not want this fence as it will cut off my access to the property that I have had access to since 1994. I do feel this is unfair as our property value will be devalued as we paid 10,000 extra for each lot. I have two lots. You need to have regard for owner need to have open access without a fence. 2. Prefer option # 2. Drain closer to Highway 3 and maximum buffer between trail and Shadetree Court 3. Why put a chain link fence at all on the edge of private property when there is no fence considered necessary on public lands i.e. next to the trails just because it is referenced in the Highway Act, it may not be necessary or compatible with the look of the rest of the public lands. If not really necessary (i.e. for safety), it should be deleted for appearance of the entire neighbourhood. Can you use a wooden fence instead. Landscape feature: I like option # 3. The best since it moves people traffic further away from the Court/Crescent. The drain will offer privacy and a buffer to existing residents. 4. I prefer option # 2. Would like to see a connector to the trail at the end of Shadetree Court cul-de-sac.	1. It is MTO policy to provide a 6ft chain link fence at private property boundaries, located 1 ft inside the project boundary 2. Design has been changed in this area as a result of consultation undertaken with residents. 3. A 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. 4. Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
485	General	1 Have you considered splitting trails into pedestrian and bicycle parts? Multi-use trails create too much conflict between pedestrians and cyclists and e-bikes. E-bikes are going to be more common and both e-bikes and cycle commuting should be encouraged. Joggers need soft mulch trail. Recent Windsor City Council discussion of banning e-bikes from sidewalks serves to highlight the problem. Multi-use trails seem to be planning based on 1970 (unreadable). 2. In the neighbourhood just off Pulford, currently, the ten homes on the west side of Daytona are empty. We had heard they would be demolished to create more green space. Now I have heard they will be put back on the market. Has a final decision been made? Relatedly, in the ten homes will be put back on the market, then the noise barrier should be extended South, even whit the home on Daytona. 3. Will seed or grass be planted beside the sidewalk and sound barrier wall between Labelle and Grand Marais on Highway 3? Tree in the back of my property hangs over the existing sound barrier wall in to my backyard and it is ruining my existing landscaping. Thanks.	1. The trail is wide enough for multi use and information signs will be provided detailing trail rules of use and etiquette. 2. The homes are on the market and there are proposals to extend the noise barrier 3. This area will be landscape planted.	September 2012 community meetings
486	Trails	Regarding T-11 at Chelsea area: Can trail be moved closer to the retaining wall? • Concern with dirt close to the T-11 retaining wall. • Retaining walls. Locations and aesthetic. • Height of the retaining wall. • Purpose of the retaining wall. • Unhappy residents with the view of the retaining wall. • Location and screening of PDA on Tunnel T-11.	Design has been changed in this area including changes in trail alignment, location and screening of PDA, form of retaining wall and planting as a result of consultation undertaken with residents.	September 2012 community meetings
487	Noise barriers	Concerns about the noise wall between Matchette and Spring Garden	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	September 2012 community meetings
488	Noise barriers	Some Armanda residents suggest a solid noise barrier wall instead of a gap between the two noise walls.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	September 2012 community meetings
489	Noise barriers	Concern about gap between noise walls	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	September 2012 community meetings
490	Noise barriers	Some Armanda residents say that Broadway area has the noise barrier even though that area is not as populated as Armanda Street.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study.	September 2012 community meetings
491	Noise barriers	Some residents from Lambton area want a wall at highway 3. Landscaping trees should assist with screening and noise attenuation as well. Expansion of woodland.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	September 2012 community meetings
492	Noise barriers	Recommend better noise attenuation at St. Cecile School and neighbourhood. i.e. wall at property line.	Appropriate noise attenuation is provided at the top of the Hwy 401 cutting between Tunnel 9 and 10 in the vicinity of Cousineau Road	September 2012 community meetings
493	Noise barriers	Concerns about the noise mitigation at west location (Malden Drive) when 401 grading is elevated.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.	September 2012 community meetings

Num.	Topic	Comment	Response	Event
494	Noise barriers	Noise at Grand Marais for trucks is coming up. Fence not preferred. Berm not enough	Noise will decrease when Hwy 401 opens with relocation of trucks onto 401	September 2012 community meetings
495	Noise barriers	Residents recommend wall on top of the berm between Grand Marais and Pulford.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. A noise wall is located on the shoulder between Grand Marais and Pulford	September 2012 community meetings
496	Noise barriers	Question about size and location of noise barriers along Lambton versus elevated grading of Highway 3	Reviewed design at the meeting with project staff.	September 2012 community meetings
497	Design	Option 2 option without berm and option 1 without berm/wall combo are preferred. It is referred to the cross sections	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
498	Design	Location of drain and trail is secondary to noise attenuation for some Shadetree residents	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
499	Noise barriers	Priority for sound attenuation whether noise wall, berm, or combo. Want the best solution.	Noted. Thank you for your comment.	September 2012 community meetings
500	Noise barriers	Concerns regarding the noise walls in Shadetree area. They do not go far enough. Limitations with drain	Design has been changed in this area as a result of consultation undertaken with residents.	September 2012 community meetings
501	Noise barriers	What about noise attenuation for those few homes on Howard?	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. Appropriate noise attenuation is provided in the vicinity of Howard Avenue.	September 2012 community meetings
502	Noise barriers	Noise berm at Sandwich West	Proposals reviewed at meeting	September 2012 community meetings
503	Noise barriers	Noise barrier along east side of Highway # 3 between Grand Marais Road and Pulford Street. Could it be extended further south towards Pulford?	This noise wall will be extended towards Pulford Street to cover MTO houses previously to be demolished, but will now be retained.	September 2012 community meetings
504	Public Art	Enviro-art. Encourage to use public art in actual features of Parkway	Major and minor public art is under development as part of the project. Minor public art will be included in a PIOH in December 2013	September 2012 community meetings
505	Safety	Lambton area residents have concerns about lighting of trail system and security. Current issues raised requiring Police enforcement	Primary trail and connections will be lit. Emergency call stations will be provided along the trail system.	September 2012 community meetings
506	Safety	Safety fence/wall on tunnel top?	Tunnel parapets will have a high fence.	September 2012 community meetings
507	Noise barriers	Noise and vandalism concerns with walls. Preference for berm	Wherever possible, berms have been incorporated into the design instead of noise walls	September 2012 community meetings
508	SWM	Pump stations and storm water ponds: Function and placement	Design was reviewed at the meeting.	September 2012 community meetings
509	SWM	Will retention pond normally be dry unless rain event?	No, there is permanent water in the retention ponds to a defined level	September 2012 community meetings
510	SWM	Will pond be monitored for species, fish, ecoli...etc.?	A monitoring plan for fish habitat constructed (Fish compensation ponds, Drain realignments) in association with the Parkway has been developed as part of the Fisheries and Oceans Canada authorization for the project. This monitoring plan will continue to be followed through operations and maintenance phase of the project	September 2012 community meetings
511	SWM	Dimensions and details of ponding. How much water does it hold?	Design was reviewed at the meeting.	September 2012 community meetings
512	SWM	Concern with mosquitoes because of stagnant water	Mosquito control has been taken into consideration during the design of the naturalized stormwater management facilities. Mitigation measures include deep pooling that promotes and ecosystem to support mosquito predator, limited trees in stormwater perimeter, and specific vegetation selection	September 2012 community meetings
513	Pedestrian bridges	Lambton residents want a trail bridge crossing Highway 3 instead of municipal roadways.	Lambton Street and Highway 3 intersection will be signalized.	September 2012 community meetings
514	Trails	Elevation and grading of trail approaching trail bridge in Villa Paradiso/Hearthwood Place area.	Design was reviewed at the meeting.	September 2012 community meetings
515	Design	Discussion around design requirements. Request to push trail and drain further from fence line and spacing out the green space in Villa Paradiso/Hearthwood Place area.	This request has been reviewed and is not feasible due to space constraint in this area	September 2012 community meetings
516	Pedestrian bridges	Pedestrian bridges. Some residents want to encourage diversity throughout the Parkway using different options/types of bridges...	Proposals for trail bridges were outlined at the PIOH held in August 2012 and further developments will be presented at a PIOH in December 2013	September 2012 community meetings
517	Lighting	Lighting of trail from Rozdik Park	Primary trails and connections will be lit, including this location.	September 2012 community meetings
518	Lighting	Will trails be lit?	Yes, primary trails and connections to them will be lit.	September 2012 community meetings
519	Lighting	Size and type of lighting?	All trail lighting will be full cut off and the illumination level will be 0.5 foot-candles.	September 2012 community meetings
520	Trails	Will there be fountains and washrooms?	There are no proposals to provide water fountains or provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system.	September 2012 community meetings

Num.	Topic	Comment	Response	Event
521	Trails	Support for primary and secondary trail to asphalt. They want it.	Primary Multi-trails will be paved. Most secondary multi-trails will be paved and some other will be gravel that connect to existing trails.	September 2012 community meetings
522	Trails	There will be connection to Malden Park from Lambton area?	There is a primary trail connection along the project from Lambton to Malden Park	September 2012 community meetings
523	Trails	Plans for Tenth Street? Where landscaping and trail connections extend in this area	A trail connection has been provided to Tenth Street	September 2012 community meetings
524	Trails	Some residents want e-bike usage on trails	e-bike usage on trails would be in accordance with current bylaw.	September 2012 community meetings
525	Trails	Concerns about the pedestrian trail and signal crossing to Todd Lane	A signalized intersection will provide safe pedestrian crossing between Todd Lane and Cabana Road. A trail connection has also been provided to Tenth Street.	September 2012 community meetings
526	Trails	Resident want washrooms along trails	There are no proposals to provide water fountains or provide restroom facilities along the trail system. There are a number of public toilet facilities close to the Parkway along the trail system.	September 2012 community meetings
527	Trails	Residents want all trails to be asphalt	Primary Multi-trails will be paved. Most secondary multi-trails will be paved and some other will be gravel that connect to existing trails.	September 2012 community meetings
528	Parking	Some residents say there should be public parking for trail users	A parking lot is being provided on the Howard Av Diversion and there are many opportunities for parking on side roads and public facilities alongside the Parkway	September 2012 community meetings
529	Trails	Will there be garbage receptacles? Concerns with trash along trails	Waste receptacles including recycling will be provided at trail rest areas.	September 2012 community meetings
530	Design	Trail at Rodzik Park is very close to backyards. They want to move trail to in between two wetlands	Moving the trail is not appropriate in relation to access to Rodzik Park	September 2012 community meetings
531	Trails	Question about location of trails and type of screening	Design was reviewed at the meeting.	September 2012 community meetings
532	Trails	There will be motorized vehicles on trails	Motorized vehicles would be prohibited from trails in accordance with current bylaw (emergency and maintenance vehicles excepted)	September 2012 community meetings
533	Trails	Trail system. Primary versus secondary: differences, features, widths, material...	It was shown at the meeting. In addition, the fact sheet handed provide this information.	September 2012 community meetings
534	Design	Residents from Grand Marais and Pulford area prefer a tunnel top instead of having to cross at signalized intersection.	Changes to tunnel top are not feasible as Hwy 3 would have to be lowered preventing intersections with Pulford and Grand Marais.	September 2012 community meetings
535	Design	Can the utility poles be buried on South side of Chelsea?	This cannot be incorporated due to feasibility.	September 2012 community meetings
536	Design	Has MTO thought about using lands for relocating heritage building/features?	The Parkway lands are being used for green space, multi-use trails and ecological restoration sites. The lands do not provide opportunities for relocated heritage buildings/features.	September 2012 community meetings
537	design	I understand the elevation and radius requirement for the bike path, but for an esthetic's point of view and something we'll have to live with forever, we don't feel this is acceptable. Has the group made any changes to the current plan to remove this wall? I know a lot of options are out of your control, but here are some of the suggestions: - Move the bike path on a 45 deg. angle on top of the covered section. This will move the path away from Chelsea allowing for a more gradual slope eliminating or lowering the retaining wall. - Move the street to allow for a more gradual slope and eliminate the wall. - Remove the houses on Chelsea (since all the residents are moved/moving out)	Due to the trail alignment constraints, the wall has to be provided, however the trail alignment has been modified to reduce as much as feasible the height and extent of the wall	PLO - 2012
538	Lighting	Incorporation of solar technologies to light the Parkway Trails	LED lighting is being adopted for the pathways. While solar panels may be an alternative for lighting in isolated situations where power is not available and demand is low solar power lighting will not be used for this project.	PLO - 2012
539	Landscape	Feels that tall grass prairie was chosen because the project team is too lazy to maintain it. He feels prescribed burns will be bad for neighbours and this landscape design will not attract investment.	Tall grass prairie was chosen as it is the indigenous landscape of the area	PLO - 2012
540	Landscape	Landscape design presented at community meeting did not incorporate additional green space as previously committed by MTO.	All of the greenspace that was included in the Project Agreement has been provided.	PLO - 2012
541	design	We found out a week ago, because the space for easement, the entrance to the trail off Chelsea will have a 6 foot supporting wall facing the street. A wall in this area has never been in the plan. A neighbour, who had attended the meeting, had indicated that one option is to approach the Town of LaSalle to use a few feet for easement. We understand this section of Chelsea is very tight. After looking at your map, could the trail, just west of where the wall is being planned, be curved by even just a couple of feet north? Maybe with a slight shift of the trail and approaching the Town it could be built without a wall.	Due to the trail alignment constraints, the wall has to be provided, however the trail alignment has been modified to reduce as much as feasible height and extent of the wall	PLO - 2012
542	Public Art	I believe that the proposed Long Term Care (LTC) facility would be better suited as a 'bookend' to the existing Huron Lodge facility at Cabana Rd., East of the entrance to the College on an existing parking lot. However, it appears that the LTC project will likely be situated as shown in the report. If that be the case, perhaps the Herb Gray Parkway Landscaping Plan could consider a potential sitting spot adjacent to the Herb Gray Parkway Trail for Schlegel's LTC & future retirement Village project? Maybe even a slight topographic rise, sheltered area or potential Public Art location that a path from the LTC Facility could connect to?	A trail rest area with associated shade structure is proposed for Tunnel 9 close to the LTC Facility	PLO - 2012
543	Landscape	landscape screening needs to be incorporated in the final design at E.C. Row eastbound on-ramp at Huron Church Road. Currently a temporary stockpile is located in this area, however Bethlehem residents want to ensure headlights will not shine in her windows in final design.	It is unlikely that light spill will be a significant issue given the distance from the on ramp and that there will be noise barrier and planting in between	PLO - 2012
544	Design	1. Do not connect the trail system to 13th street since this will create a security concern with increased public traffic at the back of his property. 2. Install the HMQ boundary fence from Huron Line all the way to 10th street, as a security improvement measure for his property.	1 This would be a matter for the municipality, however we believe there are currently no plans to connect the trail system to 13th street 2 Boundary fence will be installed in accordance with MTO policy, adjacent to private land.	PLO - 2012

Num.	Topic	Comment	Response	Event
545	General	<p>1. In favour of the park/ponds in the Huron Line area and would suggest that they be fenced for residence safety but that there be gates to access the area.</p> <p>2. In support of the idea of a trail connection at the end of 13th Street.</p>	<p>1 It is not proposed to fence the ponds. Safety features built into the design of the ponds.</p> <p>2. This would be a matter for the municipality, however we believe there are currently no plans to connect the trail system to 13th street</p>	PLO - 2012
546	General	<p>1. Support for connection of the trail system to 13th street.</p> <p>2. Would like no fences around either settling pond or the fish pond in Huron Line area</p> <p>3. Requested a kids park to be included in the area of the two ponds.</p>	<p>1 This would be a matter for the municipality, however we believe there are currently no plans to connect the trail system to 13th street</p> <p>2. It is not proposed to fence the ponds. Safety features built into the design of the ponds.</p> <p>3 There are no proposals for kid parks on the project</p>	PLO - 2012
547	Fence	<p>Alhijra Mosque and School on Howard requested that a boundary fence between their property and the new road be a high and solid wall rather than a chain-link fence. They suggested it might make sense to relocate a high wall which is going to be demolished on the current project lands and relocate it to their site. Requesting a walkway be installed from their property to the property North East of them so school can continue to use neighbours parking lots. They have asked that we provide parking on two small sections of the lands which are the subject of the swap to the south west corner of their property.</p>	<p>It is MTO policy to provide a 6ft chain link fence at private property boundaries, located 1 ft inside the project boundary. Individual meeting held to address concern.</p>	PLO - 2012
548	Noise barriers	<p>Huron Church Line residents have requested installation of noise wall along the north east corner of T-7.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.</p>	PLO - 2012
549	Noise barriers	<p>Individual issued a request for reconsideration of the noise wall design in the Armanda area. They feel the noise walls along the 401 and E.C. Row should be continuous and not have a break.</p>	<p>Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. The study says a noise wall is not necessary in that area.</p>	PLO - 2012
550	Noise barriers	<p>Individual stopped by the PLO to review materials from landscaping Neighbourhood Meeting. They are strongly opposed to the noise wall proposed to be located behind Villa Paradiso which their neighbours advised them of since they didn't attend the June meeting.</p>	<p>A noise barrier will not be installed in this area as a result of consultation with the residents. Therefore, a 1.8 metres chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes.</p>	PLO - 2012
551	Noise barriers	<p>Additional noise mitigation features are requested in the Northway area to alleviate increase in noise caused by the elevated roadway D-2</p>	<p>Temporary diversion roads were first introduced to the public at a PIOH in July 2011 and also provided the opportunity for review through the DCR process. Once the Parkway is completed it will be permanently moved west with Highway 401 traffic travelling along the new below grade portion.</p>	PLO - 2012
552	Design	<p>Can the Wolfe Drain and Trail reversed so the trail would not be as close to the Shadetree properties.</p>	<p>Design has been changed in this area as a result of consultation undertaken with residents.</p>	PLO - 2012
553	Design	<p>I would like to take this opportunity to go on record and thank you both and the rest of your team for bringing the two new options (Option 2 & 3) to Wednesday's meeting...I must reiterate that I still believe that the 'buy out option' is one that should be presented to all the residents on Shadetree Court, mainly due to the level of current impact, and also due to the length of time that this project will take. I believe it should be our option to get out of this situation if we so choose.</p> <p>That being said, I can honestly tell you that both Option 2 & 3 are both improvements and it is obvious that you all went to great lengths to provide us not only the new options, but great visuals and explanations to those options. You and your team have real talent and you all did a fantastic job. For that, I'm sincerely grateful.</p> <p>Here is my opinion on the options:</p> <p>I believe that option number two is the better option...however, I would still like to maintain as much privacy as possible for our court. The landscape screening is helpful, but I do think we can make the privacy better by putting a chain link fence budding up next to the trail and creating an access point for the trail at one specific nearby location. I would suggest that the access point should be at the corner where Shadetree Court and Shadetree Crescent meet. There is an area of larger landscape at that corner and I think that everyone in the area will have equal access to that spot. At the same time it will provide my court with that privacy that I believe it deserves.</p>	<p>Design has been changed in this area as a result of consultation undertaken with residents.</p>	PLO - 2012
554	Design	<p>The is letter is to confirm the preferred landscaping option that I and my neighbours on Shadetree Court have mutually agreed upon.</p> <p>Considering that we have been denied a justified and legitimate request for buy-out, and are now forced to live in conditions that are not of our choosing, and bearing the risk of the project directly through our home values and quality of life, we must ensure that the landscaping leading up to, beyond and along Shadetree Court enhances the immediate and long term beautification, noise abatement, safety, privacy, integrity and value of our neighbourhood. There can be no compromise on this criteria.</p> <p>As such, we mutually agree that a modified Option#2 is our preferred design. The modifications for Option #2 are simple and reasonable that will not add any burden on the WEP or MTO.</p> <p>The modifications for Option #2 are:</p> <ul style="list-style-type: none"> • Create a visually appealing and easy maintenance pedestrian barrier on the Shadetree Court side of the WEP pathway. The pedestrian barrier is to be along the entire street side and beyond including east and west past the intersection of Shadetree Court and Shadetree Crescent. The pedestrian barrier on the street side is to be made of natural materials to enhance esthetics while providing a barrier for privacy, safety/incursion. The preferred barrier is a low-profile berm, sloping toward the pathway about three to five feet in height with accompanying boulder/rocks, trees and shrubs for environmental appeal, privacy and noise abatement. • Only one access point to the WEP pathway in the neighbourhood of Shadetree Court/Crescent to be built on the planned wooded lot at the South-West corner of Shadetree Court and Shadetree Crescent; currently this land is empty. The expectation is that the wooded area be landscaped for privacy, safety, beautification, noise abatement that will enhance the value of the neighbourhood. Final details of this area (such as placement and privacy of the access point) are to be submitted to MTO. 	<p>Design has been changed in this area as a result of consultation undertaken with residents.</p>	PLO - 2012
555	Trails	<p>Email submitted to MTO:</p> <p>I live on South Talbot road at Walker and I am very concerned about that corner. There are accidents there all the time. If you are planning to use South Talbot as a detour route you are definitely going to need a light at that corner. At certain times of the day, a car can wait five minutes to turn or go straight through. Plus I want South Talbot to be changed to 60 km (just like Laurier) as this road has many walkers and bicycle riders (no sidewalk or trail) and with the huge increase in traffic (including transports), it is going to be dangerous. I am also concerned that people will use South Talbot to avoid the roundabout and this road is not designed for high levels of traffic. Have you thought about widening South Talbot and adding a trail to connect to Laurier which could then connect to the Greenway?</p>	<p>A traffic signal has been added to the intersection of South Talbot and Walker Road as a result of stakeholder input.</p> <p>A pedestrian crossing has been installed at County Road 9 (Howard Avenue Diversion) based on consultation input. This crossing will facilitate user linkages to the Chrysler Greenway from the Parkway trail system.</p>	PLO - 2012

Num.	Topic	Comment	Response	Event
556	General	When the parkway is finished, please consider naming one of the many green walkways--"The Gift of Life Path"- in honour of organ and Tissue donor families We also would like the new bridge to be named--"The Gift of Life International Crossing" Just as organ donors inject new life and hope to a dying person, the Gift of life bridge injects new economic life into both ONTARIO and MICHIGAN For more info about us please visit www.sportfestwindsor.org	Noted. Thank you for your comments.	PLO - 2012
557	General	Interest in linking your innovative pedestrian/cycling trail network with a proposed Lake Erie Coastal Stewardship Trail that would run 600km from Windsor to Niagara.	Suggestions for trail routes outside of the project boundary should be referred to the relevant municipalities	PLO - 2012
558	Trails	Trail connection into Long Term Care facility off trail 41 between Geraedts Drive and Cousineau	This connection has been added	PLO - 2012
559	Trails	I am a member of a local cycling group (East Side Riders), reside in the City of Windsor and bicycle regularly on city and county roads. Popular roads used by cyclists in the area of the Windsor Essex Parkway project include Laurier Parkway and South Talbot Road as they provide access to many lightly travelled roads and the Chrysler Canada Greenway. One option of getting on to South Talbot and the Parkway requires using Howard Avenue from Sixth Concession. We often begin rides from the Outlet Mall on Highway 3 and Heritage Drive. It is our hope that consideration be given so that we may continue to access Laurier Parkway and South Talbot Road from the Howard Avenue cul de sac. This could be as simple as. Currently there are two examples locally where this has been done - the Oldcastle Road cul de sac at Walker Road (this also provides access to South Talbot Road) and the cul de sac on Disputed Road at Cousineau. Laurier Parkway was constructed with a multiuse trail abutting it on the south side and the use of Laurier Parkway and South Talbot Road by cyclists is recognized in the County Wide Active Transportation Study http://weblink8.countyofessex.on.ca/weblink8/browse.aspx?startid=1656 In my submission the connection between the Howard Avenue cul de sac and the Parkway/South Talbot Road would be in accordance with the Study and would enhance cyclist and pedestrian safety.	There will be a primary trail connection between the outlet mall and Laurier Parkway along the Parkway then down the Howard Avenue Diversion. The location of the trail along the Howard Avenue Diversion was approved through the DRIC EA process. A connection has also been added between the Howard Avenue cul-de-sac and Howard Avenue Diversion based on consultation input.	PLO - 2012
560	Hibernaculum	DRIC has mentioned the possibility of using several foundations of houses purchased on Todd Lane, as hibernacula. Cracking foundations and/or using sump pump openings to drain water, as is planned may not address the problem of a high water table. The house/old foundation model will attract more reptiles, (group hibernaculum) concentrating them in a specific region, possibly allowing them to enter more spaces deeper underground, especially in a dry fall and early winter. Will site specific conditions cause a sudden rise in water table put more snakes (a concentrated population), at risk of drowning than a typical hibernaculum, especially if a severe winter sudden snowmelt occurs, and then refreezes?	The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of construction. As such they are very familiar with the requirements of the local snake population and the site specific conditions where hibernacula have been placed.	PLO - 2012
561	Design	If, the ecopassage could be big enough to accommodate almost all local species, this could add great connectivity between LaSalle Woods and Todd/Spring Garden prairie...even if rather small culvert style, as most deer can probably get by and slip under pretty small spaces.	The Ecopassage is meant for snake passage only and is only large enough to adequately accommodate their movements. Enlarging it to accommodate larger animals like deer is not feasible.	PLO - 2012
562	Hibernaculum	DRIC has mentioned the possibility of using several foundations of houses purchased on Todd Lane, as hibernacula. Cracking foundations and/or using sump pump openings to drain water, as is planned may not address the problem of a high water table. The house/old foundation model will attract more reptiles, (group hibernaculum) concentrating them in a specific region, possibly allowing them to enter more spaces deeper underground, especially in a dry fall and early winter. Will site specific conditions cause a sudden rise in water table put more snakes (a concentrated population), at risk of drowning than a typical hibernaculum, especially if a severe winter sudden snowmelt occurs, and then refreezes? If a higher hill/mound is created 5 of 6 feet above the ground level, over a large enough area does this elevate the frostline, as well.... Is it possible to create a more elevated hibernacula??	The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of construction. As such they are very familiar with the requirements of the local snake population and the site specific conditions where hibernacula have been placed.	PLO - 2012
563	Hibernaculum	Some people may be apprehensive about hibernacula intensification in the Todd Lane area. People may fear snakes, as the local eastern foxsnake is easily misidentified with the Massasauga Rattler.	PIC has undertaken an education campaign on the Eastern Fox Snakes in the areas around the project. While this will not eliminate peoples fear of snakes, it is hoped that long term it will educate the local residents as to the snakes endangered status and encourage ownership of Eastern Fox Snake protection.	PLO - 2012
564	Hibernaculum	The SAR permit issued to DRIC for Butler's gartersnake and eastern foxsnake, mandates a pilot project ecopassage under a local road that has Butler's gartersnake habitat on both sides. The area at the east end of Todd with the proposed hibernacula in old foundations, will have newly created prairie on the north side, and will have a fish compensation pond on the south side of Todd. MTO has purchased additional houses and land on the south side of Todd that would make such an ecopassage and corridor feasible between all these features at the east end of Todd.	Thank you for your suggestions.	PLO - 2012
565	Fence	The snake fencing would need to wrap around the envelope of the hibernacula areas, proposed for the North side of Todd. Once south of the area, fencing should extend north, a significant way back into the local woods. So that road access is discouraged, while still leaving a wildlife corridor for large mammals and more mobile mammals, ie deer.....to move into Spring Garden Ansi and Oakwood Prairie. Also for an ecopassage, snake screening fencing would be needed on south side of Todd to direct reptiles to the passage.	Thank you for your suggestions.	PLO - 2012
566	Fence	Use of low snake screening fencing application on outside of property fencing, could be encouraged so that local residents who may be uncomfortable with hibernacula as proposed, could use this fencing, with the appropriate nearby mowing required to keep reptiles out of property	Thank you for your suggestions.	PLO - 2012
567	Landscape	Environmental feedback provided in a detailed letter after PIOH 7 is summarized as follows: 1. Relink habitat for reptiles between lands east and west of Todd Lane. 2. Signage to indicate that dogs be kept on a leash and pets need to stay on the trails to prevent wildlife/pet interactions. Signage to warn drivers to slow down in fog conditions, and signage to restrict fishing in fish compensation ponds. 3. The addition of a modern wildlife overpass from Malden Park into Ojibway Lands. Suggestions for how this can be accomplished and benefits are outlined in the letter. 4. Incorporating alternative ecopassages by using spaces under overpasses to get wildlife past traffic. An example was provided regarding the E.C. Row overpass at Dougall Ave. (complete details in letter). 5. The addition of snake fencing around storm water management ponds to prevent reptiles from entering "toxic" waters. 6. Close Broadway loop at Ojibway Parkway and retain/enhance turnaround loop for trucks just east of Dainty Rice or direct people to Broadway Park for a turn around.	Thank you for your suggestions.	PLO - 2012

Num.	Topic	Comment	Response	Event
568	Trails	Requested connection from Windsor Crossing Property on to proposed trail that runs along northern boundary of property.	This connection has been added based on consultation input.	PLO - 2012
569	Design	Due to new roadway configuration of Huron Church Line, residents requested an enhanced driveway due to safety/sightline concerns. They also requested altering the design to post the speed limit much closer to Huron Church than planned.	Design to be enhanced based on stakeholder input. Coordinated directly with resident. Signage will not be modified.	PLO - 2012
570	Fencing	Howard Avenue facility requested the following improvements to the access to their property due to new design: 1. Widening and paving of the driveway from the cul-de-sac 2. Permanent barrier (fencing) on the edge of the drain and their property.	1. Widening and paving of driveway will not be undertaken. 2. Standard chain-link is planned for this location. Fencing to be installed by end of 2014.	PLO - 2012
571	Design	Replace trees that have been removed in the location behind Villa Borghese Drive. Would like to add the beautification back to this area. Include noise barrier, or berm to add separation and noise mitigation between Villa Borghese and the Parkway.	Sent to design team for consideration. Increased landscaping limited due to spacing. Noise wall design enhanced based on consultation input.	PLO - 2012
572	Design	Request for the enhancement of Spring Garden Road, including the addition of curbs, sidewalks, bike lanes, and proper paving.	Spring Garden Road is outside of our property boundary. Referred to municipality.	PLO - 2012
573	Design	Request for filling in the Lennon Drain between Huron Church Line properties.	Review has been undertaken however cannot be accommodated due to DFO requirements.	PLO - 2012
574	Design	Request to establish a disk golf course on an 11 acre parcel of land within the WEP corridor	Upon review, it has been determined that the lands available are for restoration purposes	PLO - 2012
575	Design	Are bike lanes going to be incorporated on the approaches to the North Talbot Road Birdge also be included to connect to those currently in place?	Adequate spacing has been included for cyclists to ride with traffic. The bridge structure is not being widened to incorporate pavement markings.	PLO - 2012
576	Landscape	Imperial Crescent resident has requested that we consider replacing the trees on our side of the wall behind their property and the neighbours. The current design includes tree planting along the wall with the exception of the area behind their homes.	This is not feasible due to limited spacing in this area for plantings.	PLO - 2012
577	Noise barriers	Can the noise wall between Grand Marais Road and Pulford Street be extended further to the east? This extension of the noise wall was requested by some of the attendees	This noise wall will be extended behind the additional properties originally slated for demolition but are now being retained.	Norfolk Pines meeting, April 2013
578	Noise barriers	A resident asked if in case the houses in Daytona Avenue are re-sold it would be possible to extend the noise wall	This noise wall will be extended behind the additional properties originally slated for demolition but are now being retained.	Norfolk Pines meeting, April 2013
579	Design	There will be a sidewalk from the cul-de-sac of Daytona Avenue to Pulford Street? Some residents who live near the cul-de-sac used to cross Pulford Street from Daytona Avenue to the east side of Pulford Street. They go to the east side of Pulford Street with their dogs and with the new design they have to go to Northway Avenue in order to cross Pulford. They would like to see a path to walk beside the last house of Daytona Avenue so that they can cross Pulford from there without having to go to Northway Avenue. They said that something simple with gravel would be enough. They just do not want to cross through their neighbour's grass. This path was requested by some of the attendees	It was shown on the drawing that the requested access is not currently incorporated into the design due to elevation levels and technical feasibility. The design team continues to review this location to determine whether an access point can be incorporated.	Norfolk Pines meeting, April 2013
580	Positive comments	A couple was excited about the Project and how big it will be. They said that they think the Project is amazing and a good job is being done. They liked the trail system a lot.	Thank you for your comments	Norfolk Pines meeting, April 2013
581	General	The plant material for the most appears to be respectful to the Carolinian Forest which is being portrayed throughout and for the LEED requirements. There are some tree and shrub species which are being used in large numbers that have very limited supply, do not transplant well as large plants and may only be rarely occurring in the Windsor-Essex county area. b) It was identified by Eha Naylor that the T2 tunnel top is designed as a commemorative to the early European settlement of the area with ribbon farms through a linear tree arrangement. Indigenous species have been used as per LEED requirements however; as indigenous plant material grows it may not maintain the desired linear effect as would an ornamental. Also, in this location only, ornamentals may be appropriate to: i) Translate the intended concept of European settlement, ii) Contribute better to the desired gateway marker at this location, iii) Provide focus for the community aspect of this area as emphasized in the presentation, and iv) Offer an area for a future community garden (continuing with the first European agricultural settlement west of Montreal at the time the area was settled).	Thank you for your comment	Landscape Municipal Meeting May 2013
582	Design	E.C. ROW EMBANKMENT a) BERM ONLY - Of the three options provided, the City of Windsor unanimously prefers this option as it is more consistent with the original proposal and the Theme of Arrival that is identified in the Concept Drawings. It is also the least likely to be targeted by graffiti, and as this is the primary entry point to CANADA any use of a wall would provide a canvas for such undesirable activity. i) It is our opinion that there may be opportunity to provide some Public art along this berm as well	The original design of the West Gateway included a 5 metre (m) shoulder mounted noise wall along Highway 401 between Ojibway Parkway and Matchette Road. This area has now been reviewed during more detailed design and an alternative approach to establish a softer, more connected landscape and utilize the excess earth produced by the project has been developed. Based on a detailed technical assessment, the 5 m noise wall will now be replaced with a berm/wall combination that will total 5 m in height.	Landscape Municipal Meeting May 2013
583	Public Art	(Related with comment 1). It is our opinion that there may be opportunity to provide some public art along this berm as well in nature of the image to the right (see "sheet 2 photos" of this document)	It is proposed that the highway side of the berm/noise wall will conform to the Roadside Landscape design criteria as set out in the Landscape Plan.	Landscape Municipal Meeting May 2013
584	Gateway	Though the rustic concept for the minor pedestrian bridges (those that run parallel to the vehicular flow of traffic) seems appropriate, there is an missed opportunity to establish the bridge which crosses HWY #3 immediately west of Howard Avenue (TB11 - Sheets 107, E924, & 510) as a significant gateway feature visible from Highway #401.	Consistent with MTO Policy for roadside advertising any signage with words is strongly discouraged. Artwork such as symbols or graphic representations may be appropriate, but the recommended approach is to place interpretive signage within the pedestrian/cyclist realm of the Parkway landscape.	Landscape Municipal Meeting May 2013
585	Public Art	It was identified by Eha Naylor that the landscape and paving at T2 (Labelle and Bethlehem) is to be treated as a community congregation area for events. This location lies between the separated east and west bound lanes of HWY #3 and over the Tunnel that begins to turn towards the proposed Bridge. Though inconspicuously designed shade structures are proposed, they provide no significance to this visually important location. A vertical gateway marker or „Beacon“ of a public art installation would be highly appropriate as a this is the principle meeting point of the two international crossings.	Comments will be taken into account in the development of public art proposals, however this site has not been selected for 'major large scale public art'. This Gateway should express the cultural intersection of the French, English and First Nations and will be part of the narrative for the interpretive sign in this location.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
586	Aesthetic Treatment	The previously distributed conceptual drawings of the Oak Savannah tree trunks on the concrete walls along the Hwy embankments appeared to be more characteristic than what is being installed (ie. Frequency) . Also these seem to look incomplete. That is the tree trunks are in a Savannah but there is not top to the trees giving a dead/dying appearance. Potential incorporation of an artistic barrier fencing along the tops of the walls that portray the leaves/smaller branches as an art piece installation throughout where there are tree trunks.	This request is not feasible since the addition of railings or fabricated features at the top of the walls in the opinion of the design team is not a practical solution. In many instances there is safety fencing and or mandated traffic barriers at the top of the walls. Any addition fencing will be difficult to discern from a distance.	Landscape Municipal Meeting May 2013
587		Ojibway Parkway/Broadway Street. The City would like to thank the MTO for this connection.	Thank you for your comment.	Landscape Municipal
588		Beals Street. The City appreciates this multi-use trail connection.	Thank you for your comment.	Landscape Municipal
589	General	The screening of the sides of overhead pedestrian bridges with public art applications must be done very carefully so as not to significantly inhibit sight lines. The use of translucent effects combined with the proper spacing of art applications should allow for an adequate degree of natural surveillance capability to be maintained.	Consistent with MTO Policy for roadside advertising any signage with words is strongly discouraged. Artwork such as symbols or graphic representations may be appropriate, but the recommended approach is to place interpretive signage within the pedestrian/cyclist realm of the Parkway landscape.	Landscape Municipal Meeting May 2013
590	Public Art	The City, especially the Planning Department and Parks are interested in future development of the Public Art and Gateway Development to ensure that the Civic Image is reflected in the selection of material and design.	The Gateways are not part of PIC's mandate for public art. The scale and significance of the Gateway artistic expressions requires an extensive process that must comply with provincial guidelines. It was agreed that the Province would be responsible for the 'large scale public art' in the Gateways.	Landscape Municipal Meeting May 2013
591	Trails	The City would like confirmation that all proposed connections will be paved during current construction.	All the connection's to existing paved trails will be paved as well.	Landscape Municipal Meeting May 2013
592	Trails	Please clarify "HOLD" note next to proposed multi-use trails. (See Point 8 for detailed Transportation Planning comments pertaining Multi-use Trails and Roadways)	"Hold" has been removed.	Landscape Municipal Meeting May 2013
593	Trails	The sidewalk between Grand Marais Road West and Pulford Street on east side of HWY #3 has been eliminated and should be restored to connect the residential neighbourhood. We do have sidewalk connections on both sides of Huron Church before the Parkway construction. The only option provided on the drawings is to have pedestrians cross HWY #3 at two different intersections (Grand Marais and Pulford intersections) after traversing along the west side of the HWY #401. Realistically without this connection on the east side of HWY#3, and from past experiences, pedestrians will create their own, unsafe pathway if one is not installed. We require that this pathway be installed between the edge of the road and the sound barrier with an appropriate landscape buffer between the pedestrians and the travelled road. Also, some form of barrier vegetation would be required to discourage any graffiti on the barrier wall along this walkway.	It is not feasible due to safety concerns. Even though the original design had a trail on the north side of the project between Grand Marais and Pulford, it had to be removed due to safety concerns. In that area there is a wooden privacy fence along the private property lines, and a noise wall has to be installed. Therefore, there would be a 250 metres long trail between a noise wall and a 2.5-3.0 metres high wooden fence, which presents a significant safety concern. The intersection that people will have to cross instead of walking between two walls for 250 metres will be a signalized intersection and there will be less traffic than currently Highway 401 will be below grade.	Landscape Municipal Meeting May 2013
594	Trails	It was mentioned the Oakwood tunnel top will not have any vehicular access capability. To minimize any vulnerability, the layout and spacing of landscape elements in this particular area need to be carefully thought out to avoid any opportunities for blind spots and entrapment zones. No vehicular access also means a slightly higher risk to "activity stagnation" which, if not carefully planned for, can encourage a higher probability of nuisance behavior.	Landscaping has been designed to CPTED principles to take into account safety and avoid blindspots and entrapment areas. Vegetation management, mowing, and removal of woody vegetation is part of the ongoing maintenance of the tunnel top lands. Access is allowed for maintenance vehicles.	Landscape Municipal Meeting May 2013
595	Trails	Eha Naylor advised police that there was a detailed drawing/map depicting the exact location of all the emergency call box locations. It is important to obtain this information to provide our 911 call centre so that the dispatching of police officers can be done in the most effective manner possible when someone activates one of these call stations.	Emergency Services have been provided with the detailed drawing and consulted with directly on this information.	Landscape Municipal Meeting May 2013
596	Gateway	Conceptually there was to be a Gateway feature at St. Clair College visible from Highway 401 but does not appear on the design	The Landscape Plan identifies three Gateway Landscapes at the east and west terminus of The Parkway and on the Labelle Street Tunnel Top (T-2). In our opinion the T-8 location and entrance road to St. Clair College is constrained in terms of space and function such that a gateway feature is not appropriate within the Parkway footprint.	Landscape Municipal Meeting May 2013
597	Landscape	The previously distributed conceptual drawings of the Oak Savannah tree trunks on the concrete walls along the Hwy embankments appeared to be more characteristic than what is being installed (ie. Frequency) . Also these seem to look incomplete. That is the tree trunks are in a Savannah but there is not top to the trees giving a dead/dying appearance. Potential incorporation of an artistic barrier fencing along the tops of the walls that portray the leaves/smaller branches as an art piece installation throughout where there are tree trunks. (See "sheet 2 photos" of this document)	The addition of railings or fabricated features at the top of the walls in the opinion of the design team is not a practical solution. In many instances there is safety fencing and or mandated traffic barriers at the top of the walls. Any addition fencing will be difficult to discern from a distance.	Landscape Municipal Meeting May 2013
598	Trails	There are areas where the trail comes up to Highway #3 and crossing at grade of the roadway by pedestrians and cyclists is necessary. Early conceptual drawings indicated special treatment to allow pedestrian and casual cyclist crossings. An appropriate traffic calming solution should be used to safely accomplish this such as: 1.- Visible pavement markings, combined with appropriate advanced signage (to alert oncoming drivers of a crossing point). 2.- Tabletop (raised) intersections with coloured concrete crosswalks, similar to those installed by the City at California and Wyandotte Rd West for the University pedestrian traffic and Riverside Drive and Riverdale (which is the standard to be employed at key intersections along Riverside Drive).	The trail crossings are designed to meet Ontario Traffic Manual requirements and Geometric Design Standards for Ontario Highways. This is an MTO road and therefore is required to meet provincial standards.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
599	Design	The following locations need to be addressed for pedestrian crossing: 1.- Across Ojibway Parkway at Broadway. 2.- Across Hwy #3 at: 2.1. Labelle and Bethlehem – Community Event Area 2.2. Grand Marais/Lambton & Pulford – especially with current configuration without trail along the east side of the Hwy #3 2.3. Todd Lane & Cabana Rd 2.4. Gereadts – St Clair College 2.5. Cousineau at Sandwich West Parkway	Signalized pedestrian crossings are being provided as follows: 1. Only on the Ojibway Parkway South and Broadway Street legs of the intersection 2.1 For Labelle and Hwy3, only on the Labelle St and Hwy 3 East legs of the intersection 2.1. For Bethlehem and Hwy 3, only on the Bethlehem Ave and Hwy 3 East legs of the intersection 2.2 For Grand Marais and Hwy 3, only on the Grand Marais Road and Hwy 3 East legs of the intersection 2.2 For Pulford and Hwy 3, only on Hwy 3 East leg of the intersection 2.3 On all legs of the intersection 2.4 On all legs of the intersection 2.5 Only on the Sandwich West and Hwy 3 East legs of the intersection	Landscape Municipal Meeting May 2013
600	Parking	It was suggested that the T2 land bridge (Labelle and Bethlehem) could be used as a community event rallying location. As identified above this would create a significant volume of pedestrian traffic at a point where there is the convergence of vehicular traffic. Also, such an event to be organized at this location would require significant parking, where none has been provided.	We anticipate that the community will arrive via the trails system. At the request of the City of Windsor, a trail link was added along Labelle Street to access Bellwood Park and parking facilities in that location. Additionally, any approved and scheduled event will need to be accompanied with appropriate traffic control and management measures.	Landscape Municipal Meeting May 2013
601	Safety	The City of Windsor and Police Services continue to reiterate that we do not support the proposed pedestrian tunnel at the Gereadts Road, as it creates an unsafe environment for pedestrians.	Through consultation with St. Clair College administration, a commitment has been made for security monitoring of the pedestrian tunnel using existing monitoring services by the College. The College has strongly stated their preference for a pedestrian tunnel at this location.	Landscape Municipal Meeting May 2013
602	General	Several of the areas provided are situated on the land tunnels and will expose users to the environmental elements. The high temperatures in Windsor summers along with growing concern for exposure to UV would necessitate some form of shading from the south and west sun. In several locations appropriate shading has not been provided due to the location of the rest areas on the tunnels. The following recommendations are made to provide different opportunities to establish shade so the areas have some uniqueness from each other: 1.- Install additional shade structures especially at the Cousineau Tunnel top (T-9) where there is likely to be a greater use by Seniors, and the Gereadts Tunnel Top (T-8) where there is a greater number of Students from the College 2.- Move the Rest Area or Trail Lay-by to the edge of the tunnel deck where trees are proposed or could be planted to provide shade (ie. T-4, T-5), or 3.- Move or redesign the Rest Area or Trail Lay-by to a point over the column supports of the highway overpass where a broad spreading tree(s) could be planted without jeopardizing the integrity of the structure to provide the desired shade (i.e. T-3, T-10)	1. Additional shade structure has been incorporated at T-8. 2. Not feasible due to significant grading impacts. The relocation would fundamentally changes the design of the tunnel tops and is impractical from a constructability perspective 3. The issue in this location is not the weight on the structure, it is a lack of soil depth to support adequate long term growth of shade trees. This suggestion is not feasible in this location	Landscape Municipal Meeting May 2013
603	Trails	Ensure shading is provided from southern and western exposure from the sun	This has been taken into consideration.	Landscape Municipal Meeting May 2013
604	Rest areas	As it is likely the rest areas will be used in the winter, due to the minimal snow cover usually experienced in Windsor, shade structures/landscaping around rest areas should help to deflect predominant winters winds, predominantly from the southwest in January as well as northwest and southwest in February.	This has been taken into consideration.	Landscape Municipal Meeting May 2013
605	Aesthetic Treatment	The shade structures provided are basic and simple in nature, however all the proposed manufactured site furnishings use metal and wood in a contemporary manner which do not readily correspond to the proposed rustic look of the pedestrian bridges. In other locations local limestone blocks have been used in lieu of benches. In order to provide a more unified look throughout the development and trail system we recommend incorporating the limestone into the supports of the shade structures, wayfinding signs and bases of the abutments of pedestrian bridges.	The manufactured benches are located in the urban rest areas including T2 and T8. There are weight concerns with adding stone foundations to the features on the tunnel tops. There has been a thoughtful execution of how materials have been deployed. The noise walls are patterned with a natural stone motif on the community side of the walls and there is potential to use form liners with a natural stone texture at the abutments of trail bridges.	Landscape Municipal Meeting May 2013
606	Landscape	The plant material for the most appears to be respectful to the Carolinian Forest which is being portrayed throughout and for the LEED requirements. There are some tree and shrub species which are being used in large numbers that have very limited supply, do not transplant well as large plants and may only be rarely occurring in the Windsor-Essex county area.	The environmental certification that the project is pursuing is GreenRoads rather than LEED. Through the procurement process, PIC is managing the supply of nursery stock over the life of the project and through a number of techniques including custom growing. The species lists have had extensive review by MNR and other regulating agencies.	Landscape Municipal Meeting May 2013
607		It was identified by Eha Naylor that the T2 tunnel top is designed as a commemorative to the early European settlement of the area with ribbon farms through a linear tree arrangement. Indigenous species have been used as per LEED requirements however; as indigenous plant material grows it may not maintain the desired linear effect as would an ornamental. Also, in this location only, ornamentals may be appropriate to: 1.- Translate the intended concept of European settlement 2.- Contribute better to the desired gateway marker at this location 3.- Provide focus for the community aspect of this area as emphasized in the presentation, and 4.- Offer an area for a future community garden (continuing with the first European agricultural settlement west of Montreal at the time the area was settled)	The concept can be executed using indigenous plant materials. The Project Agreement and MNR approvals are explicit in this requirement. We have included decorative native species to differentiate this Gateway. An area can be easily adapted in the future for a community garden once the project is completed and the operations and maintenance is underway. All Gateways must function as ecological landscape links.	Landscape Municipal Meeting May 2013
608	Landscape	Full Cut-Off – City requires that all lighting in public areas complies with CR228/2005 which indicates that FCO luminaires be used for roadway and pathways.	Confirmed, all lighting is "full cut off".	Landscape Municipal Meeting May 2013
609	Lighting	It is our understanding that the 20 km of paved main trail is slated to have full cut off LED lighting. Our preference would be to have minimum continuous illumination levels for the trail lighting maintained at 2.5 foot-candles. It would also be very beneficial to see a photometric plan of the trail lighting, including lighting of any connector points or secondary trails, and lighting of key landscaped areas throughout the project area.	The PA requires a illumination level of 0.5 foot-candles for the trail lighting. We believe that an illumination level of 2.5 foot-candles would be inappropriate for the trail system and its setting. Regarding the photometric plan: it will not be done.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
610	Public Art	Understandably, some Gateway and Art installations may need to be illuminated to make them visible both day and night, which might preclude the use of FCO fixtures. It is encouraged that FCO be incorporated in these applications where possible.	Noted. Thank you for your comment.	Landscape Municipal Meeting May 2013
611	Trails	<u>Ojibway Parkway/Broadway Street:</u> The City would like to thank the MTO for this connection.	Thank you for your comment.	Landscape Municipal Meeting May 2013
612	Trails	<u>Ojibway Parkway:</u> 1.- Add multi-use trail during current construction on west side of Ojibway Parkway from Broadway Street north to City limits, north of the tracks. 2.- Bridge plaza properties prevent additional connection, which includes bike lanes on the following: 2.1. Sandwich Street from Broadway Street to Ojibway Parkway. 2.2. Broadway Street from Sandwich Street to Ojibway Parkway.	This request will be investigated further when Bridge 1 work is undertaken along with federal project.	Landscape Municipal Meeting May 2013
613	Design	<u>Matchette Road:</u> Ensure road and bridge structures are wide enough to accommodate bike lanes, sidewalks on both sides of the road and sufficient lighting under the overpass for cyclists and pedestrians.	The horizontal clearance of the structure will accommodate 2x3.5m existing lanes, 2x3.5m future lanes and a clearance of 7.2m from the edge of the future lanes to the abutment, making a total width of 28.4m. Lighting will be provided under the bridge to similar levels as the trail lighting	Landscape Municipal Meeting May 2013
614	Design	<u>Malden Road:</u> 1.- The City would like to thank you for the agreed restored link to Malden Park. 2.- Ensure road and bridge structures are wide enough to accommodate truck lane widths, bike lanes, sidewalks on both sides of the road and sufficient lighting under the overpass for cyclists and pedestrians.	1 Noted. Thank you for your comment. 2. The horizontal clearance of the structure will accommodate 2x3.5m existing lanes, 2x2.5m existing shoulders and a clearance of 8.16m from the edge of the existing shoulder to the abutment, making a total width of 28.32m. Lighting will be provided under the bridge to similar levels as the trail lighting	Landscape Municipal Meeting May 2013
615	Trails	<u>Fourth Street Right-of-Way:</u> The City would like to thank the MTO for future re-establishment of this connection.	Thank you for your comment.	Landscape Municipal Meeting May 2013
616	Trails	<u>West Side of Highway 3 – Near E.C. Row Expressway:</u> Add multi-use trail connection between Trail 03 and sidewalk along Highway 3. This connection is vital for the neighbourhood east of Highway 3, in particular, Northway Avenue to Dominion Boulevard.	Secondary multi-use trail has been added at this location.	Landscape Municipal Meeting May 2013
617	Trails	<u>Spring Garden:</u> 1.- Illustrate existing current cycling facilities on Spring Garden Rd. 2.- Paved shoulders on Spring Garden Rd. from Malden Rd. to Fifth St. 3.- Fifth St. to City Limits – Multi-use trail on south side. 4.- Sidewalk on west side and sharrows on Spring Garden Road from MTO jurisdiction to Bethlehem Avenue. 5.- Previous drawings illustrate a multi-use trail connection from Trail 02 to Spring Garden Road; please include this connection.	1. Noted 2. Falls outside of the project limits 3. Falls outside of the project limits 4. This work has been completed 5. noted and will be incorporated into the final trail master plan.	Landscape Municipal Meeting May 2013
618	Trails	<u>Bethlehem Avenue/Labelle Street – Spring Garden Road to Youngstown Street:</u> 1.- The City appreciates the multi-use trail connection on Labelle Street to Youngstown Street. 2.- Add a multi-use trail on Bethlehem Avenue from Spring Garden Road to Highway 3 EBL, and between the EBL and WBL, on the north side. This multi-use trail is essential for connection east and west of the Parkway. 3.- Add sharrows on Bethlehem Avenue/Labelle Street from Spring Garden Road to Youngstown Street.	1. Thank you for your comment. 2. The sidewalk on the south side of Bethlehem has been upgraded to a secondary multi-use trail. 3. Sharrows will not be incorporated.	Landscape Municipal Meeting May 2013
619	Trails	<u>Lambton Street/Grand Marais Road West:</u> 1.- Realign proposed multi-use trail connection at Lambton Street to Fazio Drive intersection 2.- Add multi-use trail from Lambton Street/Fazio Drive intersection south on Fazio Drive to Trail 13 connection 3.- Add multi-use trail along Lambton Street/Grand Marais Road West from Fazio Dr. to Highway 3, and from Highway 3 to Northway Avenue. This multi-use trail is essential for connection east and west of the Parkway. 4.- Add bike lanes on Grand Marais Road West from Highway 3 to Northway Avenue	1. Trail alignment is dictated by required grades and min radius. 2. A trail along Fazio from Grand Marais to trail 13 is not warranted; pedestrian/cyclist can use the roadway. 3. Sidewalk will be added on the west side of Grand Marais Road West from Highway 3 northerly to south side of driveway for adjacent school. 4. Bike lanes will not be incorporated.	Landscape Municipal Meeting May 2013
620	Trails	<u>Pulford Street:</u> The City appreciates this multi-use trail connection to the Oakwood, and requests that the proposed trail be extended to the east project limits during construction.	This cannot be incorporated due to feasibility.	Landscape Municipal Meeting May 2013
621	Trails	<u>Beals Street:</u> The City appreciates this multi-use trail connection	Thank you for your comment.	Landscape Municipal Meeting May 2013
622	Trails	<u>Cabana Road West:</u> 1.- Add a multi-use trail on the south side of Cabana Road West from Highway 3 to Northway Avenue. 2.- Add bike lanes on Cabana Road West from Highway 3 to Northway Avenue. This is essential since the City has recently approved the installation of bike lanes on Cabana Road West from Huron Church Road to Walker Road.	1.This multi-use trail is not feasible since there is limited property space and a sidewalk is already provided. 2.These bike lanes have been rejected since it is close to intersection of Hwy 3 where bikes are restricted and there is limited right-of-way to widen the road.	Landscape Municipal Meeting May 2013
623	Trails	<u>Daytona Avenue/Marguriet Street:</u> Extend proposed multi-use trail connection to Daytona Avenue south to Marguriet Park.	This connection cannot be incorporated since it is outside of the Project limit.	Landscape Municipal Meeting May 2013
624	Trails	<u>Cousineau Road:</u> 1.- Extend proposed multi-use trail on Cousineau Road to Cousineau Circle. 2.- Add bike lanes on Cousineau Road from Highway 3 to Cousineau Circle.	1. Sidewalk has been provided to project boundary. 2. This is not feasible as it is close to the intersection of hwy 3. where bikes are restricted. Limited space to widen the road.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
625	Trails	<u>Rodzik Park east connection:</u> 1.- Add multi-use trail connection east of Rodzik Park to TR44 (along hammerhead maintenance access). 2.- Previous drawings indicated trail connection from TR44 to TR46.	This connection cannot be incorporated since it is outside of the Project limit.	Landscape Municipal Meeting May 2013
626	Trails	<u>Howard Avenue:</u> 1.- Extend multi-use trail on the west side of Howard Avenue to Havens Drive. 2.- Add bike lanes on Howard Avenue from Highway 3 to Havens Drive.	1. It will be extended. 2. It has been rejected due to lack of road space	Landscape Municipal Meeting May 2013
627		Utility access route and maintenance working area in all the locations that City has infrastructures now and future (take over after years) should be in place, including but not limited to: Second street trunk sewer, Spring Garden newly installed trunk sewer, the two siphon crossing and all pumping stations in the pond locations.	Noted. Thank you for your comment.	Landscape Municipal Meeting May 2013
628	Landscape	The final version of the landscape plan should describe how moisture regimes have been considered in the placement of plant material.	Agree. A description of how soil moisture was taken into account in the development of the planting plans will be included in the Landscape Plan report that serves as technical support of the overall plan and design submission. Predicted soil moisture has been closely considered in the selection of Typology for each site. The site specific Typologies have guided the selection of Seedmix Type and the species present in caliper tree, tree seedling and shrub plantings. The Landscape Plan will include an overview map of the Parkway that shows the latest Typology distribution across the project site that relate to the design drawings (where detail is shown). As noted during discussions in previous ECACG meetings, our seed mixes have also accounted for soil moisture by recognizing that there will be transitions in soil moisture between one typology and another. Accordingly, some moisture tolerant species have been included in the mix for drier areas, and conversely dry tolerant species for mixtures to be placed in moist areas.	Landscape Municipal Meeting May 2013
629	General	Reviewing the drawings without an indication of adjacent land uses makes interpretation difficult. There are locations where narrow strips of vegetation are shown. On their own these narrow strips would not have ecological integrity. If next to a similar ecological area they would. It would be helpful if the drawings illustrated the adjacent land uses.	The Planting Plan drawings represent contract drawings intended for use by the landscape contractors in field implementation of the planting plans. As commercially/contractual focused drawings, they do not carry additional information relative to adjacent areas that would facilitate overall ecological functional review and understanding. The overall Landscape Plan report submission will include Typology mapping that addresses information regarding adjacent land uses/natural features (e.g., through use of an airphoto base or through integration with ELC information on lands adjacent to the ROW). In combination with associated textual descriptors (and with reference to the Transition Document), the Typology mapping will communicate the integration of chosen Typologies with the existing preserved or adjacent landscapes for those readers more engaged with ecological context. For example, Typologies chosen for placement adjacent to Maintained Landscapes have a community composition that closely matches the existing habitat within the Maintained Landscape (ML) areas and the design attempts to integrate the restoration planting with the existing site conditions in the ML area. This also applies to the given example in Phase 2, sheet E906. Any Oak-Hickory Forest related plantings indicated in the design drawings serve to build upon existing adjacent forested area. Under the consideration of building upon adjacent existing typologies, no ecological typology plantings would be placed/distributed so as to result in a small isolated patch or narrow strip as they are perceived in the drawings as noted by MNR. This follows on the typology distribution approach documented and presented at the ECACGs with context of promoting appropriate edge management.	Landscape Municipal Meeting May 2013
630	General	The berm that is being proposed on E916 adjacent to the colicroot restoration site is a potential concern. Please demonstrate that there will be no impacts to the colicroot due to changes in moisture regime in the restoration area.	The berm is located on former residential lots containing houses and lawn for the purpose of establishing a noise barrier function. Much of the area of these lots typically drained towards the roadways to convey run-off away from the residential buildings. The designed berm centerline largely follows the location of the former house locations, such that the eastern portion drains towards the former back-lots and towards the Colicroot enhancement area and/or landscaped areas of the Parkway, and the western slope drains towards the existig roadway ditching (10th Street and Todd Lane). This largely follows the original run-off distribution and maintains existing conduitions. With a prairie vegetation berm and rear-lot areas ground cover treatment, the run-off would sheet flow to the surrounding terrain in a similar manner to existing conditions. Accordingly, the berm is not anticipated to notably change the local hydrology or adversely influence the collicroot restoration site. Also, a greater influence on the colicroot restoration site is the mositure regime associated with the surface and groundwater conditions of the adjectent existing pin-oak swamp within the Spring Garden ANSI immediately to the west. This land was not influenced by the former residential fill placement and a more direct hydrologci linkage remains functional between the ANSI and the colicroot restoration site.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
631	General	The location of brush piles should be carefully considered with respect to trail traffic. It appears that a number of brush piles are proposed to be placed between a trail and a screening landscape. This configuration may result in greater risks to the snakes due to the proximity of human activities, including the trail that could be a source of snake mortality	Snake habitat features were included in the drawings for the purpose of appropriate enumeration and accountability for commercial estimating purposes. The locations noted were not intended to be final and fixed, but rather simply to account for a relative feature presence within the immediate vicinity of the noted sheet. It was intended that the final locations of snake habitat features will be determined by a Species at Risk snake expert prior to the required placement in the field. The feature location selection process will take into consideration micro-site conditions, reducing potential for human disturbance, reducing potential for conflicts with maintenance (e.g., burning and mowing regimes) and avoidance of interaction between snakes and recreational activities. It is proposed that this site selection process will involve the review and finalization in the field under cooperative direction by MNR SAR technical experts. Nesting sites will be located so as to minimize potential for human tampering. For example, individual nest boxes indicated in Phase 2 (Sheet E916) are expected to be located further from the trail (south), at the discretion of the snake expert and MNR in order to minimize risks to snakes from human interaction. This is specified in the Restoration Strategy for SAR as well as in a PIC Snake Feature Placement Specification. This specification will become a component of commercial and contract documentation to ensure that implementation of these features relative to planting plan details is not compromised and is compliant with intended feature ecological objectives.	Landscape Municipal Meeting May 2013
632	General	Placing a rest area with trash receptacles on the tunnel top of the ecopassage could attract snake predators such as raccoons. Signage, benches, etc. may be placed at the approach to the ecopassage but not on the tunnel top as it may impair the ability to function as safe passage for snakes	Omission of trash receptacles were not considered by the design team as feasible at the T5 Rest Area due to concerns that without the option of a receptacle, pedestrians may simply discard trash in the vicinity of the rest area. This would result in a more uncontrolled litter issue and consequently wider ranging and possibly more extensive foraging behaviour by potential snake predators and opportunist scavengers. The rest area was also strategically placed near the entry of the tunnel top to maximize the educational opportunities such that pedestrians could understand the principal objectives of the T5 Ecopassage and the important benefits of linkage functions to Species at Risk and other wildlife species.	Landscape Municipal Meeting May 2013
633	General	There is concern with the density of trails adjacent to Grand Marais Drain. Snake mortality results from trail side mowing and fatal encounters with bicycles. It is also recommended that the four-way trail connection be moved closer to Lambton Street	Trails are an important feature of the overall Landscape Plan and the EA commitment to provide pedestrian access along the Parkway. Given the residential nature of this area and need to maintain trails and on the west side of the Parkway alignment, this has involved a concentration of trails in this location. With the proximity of the residential area and trails having previously run through the area, trail connections are required. They are positioned strategically to maintain efficient and safe access and also meet a variety of other pedestrian design criteria. Upon review, it was considered not feasible to move the trail connection closer to Lambton Street. We recognize that Eastern Foxsnake were previously located in this general area, but at that time the patch size of habitat available was greater. Butler's Gartersnake were more restricted to the Turkey Creek valley and Gratiot Field as well as to the west. In consideration that the separation distance of this trail intersection from the more densely populated snake habitat is notable, the habitat patch size at this site will be less attractive than the former vacant field, the generally low number of snakes originally encountered in this location along the former Huron Church Road, the hardened nature of the Parkway culvert and its outlet structure, the lack of preferred habitat in the upstream reaches of the drain corridor itself, and the minimized linkage corridor that is generally available at this corner given the adjacent residential development and existing trail, it was concluded that there would be a lower attraction to this area as habitat for colonization by Butler's Gartersnakes in comparison to the Turkey Creek valley itself and the Gratiot Field area that has been set aside for protection. Where snakes are more abundant, such as in the Chappus restoration site, and Butler's Gartersnake are expected to recolonize the Parkway landscaped areas, trails were fully avoided to the west of Malden Road to eliminate trail related mortality risks.	Landscape Municipal Meeting May 2013
634	General	Two taxonomic issues exist in the species list. Refer to the complete copy of the comments for details regarding this matter	We will substitute the <i>Sisyrinchium</i> , as directed, in Seedmix Type 6. We will retain nomenclature of Ironweed as <i>Vernonia missurica</i> , as per previous MNR comments; which is also consistent with reported most common <i>Vernonia</i> species in Ontario (S3) (MNR Natural Heritage Information Centre). The additional <i>V. gigantea</i> will be deleted from supplementary species in Seedmix Type 6 and Type 8.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
635	General	The labels on the typology polygons are challenging to interpret. Polygons 13 and 14 are labelled "POS" indicating Pin Oak Swamp but the planting plan does not include any Pin Oaks but rather wet meadow vegetation	<p>There are two locations in Phase 2 where the Pin Oak Swamp (POS) Typology label is used with designs that contain few tree's (Pin Oak in particular). These are special circumstances that will be further detailed and explained in the Landscape Plan report document. No changes or resubmission of the planting plan drawings at these locations is required for construction implementation which is the intended functional purpose of the drawings.</p> <p>The Planting Plan drawings represent contract drawings for use by the landscape contractors. In order to clearly communicate the required and specified landscape work, the labeling related to Landscape Typologies has been kept to a minimum. The Typology mapping that will be included in the updated Landscape Plan will communicate clearly the delineation of typologies as well as typology specific variations such as the tallgrass meadow marsh planned for some of the Pin Oak Swamp communities.</p> <p>Further to discussions during the ECACG, designers utilized the approach suggested by ERCA, that some areas can be defined as POS with intent to simply allow the adjacent POS community within the Natural Heritage system to expand into the Parkway landscape. These are similar examples where we anticipate the wet meadow vegetation to establish, but long term maintenance of the area should promote the POS expansion rather than suppress it. Limits were set on the polygon boundary for such maintenance considerations.</p>	Landscape Municipal Meeting May 2013
636	General	MTO and MNR agreed on a path forward in correspondence dated December 5, 2011. The correspondence included a roll out schedule which included a Planting Plan to be completed in February 2012. Missing the agreed upon deadlines may lead to impairment of the ability to consider the ecological components of the landscape plan.	Landscape Plan components key to the decision making related to the establishment of the ecological landscape have been previously discussed with MNR (e.g., invasive species management plan, seed bank salvage plan, soil management plan, planting plans, Wetland Compensation Plan, Fisheries Compensation Plan) through ECACG related consultation. Feedback received during this consultation has been promptly used to appropriately direct the immediate advancement of construction to maintain timelines while maintaining compliant consideration of the ecological related elements expressed by MNR. These comments have also been applied in the finalization of these Landscape Plan companion documents for intended submission with the overall consolidated version of the Landscape Plan package. Our intention is that these finalized documents will be submitted with the overall Landscape Plan package to MNR by mid-summer.	Landscape Municipal Meeting May 2013
637	General	Details regarding monitoring and maintenance have not been identified. MNR had anticipated receiving this information in the summer of 2012	The outstanding related Landscape Plan companion documents that have not yet been provided for MNR, as noted in your comments, largely address specifications for the final Landscape Plan implementation and longer term monitoring and maintenance procedures. With detailed design, operational process and commercial considerations associated with some of this documentation, it has required additional time to accommodate input from all parties of the integrated design/build team to finalize the documents.	Landscape Municipal Meeting May 2013
638	Landscape	MNR looks forward to reviewing and commenting on all outstanding elements of the Landscape Plan as they become available as per condition 10 of the EA Conditions of Approval.	The outstanding related Landscape Plan companion documents that have not yet been provided for MNR, as noted in your comments, largely address specifications for the final Landscape Plan implementation and longer term monitoring and maintenance procedures. With detailed design, operational process and commercial considerations associated with some of this documentation, it has required additional time to accommodate input from all parties of the integrated design/build team to finalize the documents.	Landscape Municipal Meeting May 2013
639	General	An alternate design for the commuter parking lot had been provided and was resubmitted with the comments.	The alternate design is in an area that has been planted with species at risk so is therefore not feasible.	Landscape Municipal Meeting May 2013
640	Trails	Concerns related to Trail Head amenities such as directional signage, rest areas, etc. ERCA want to confirm that these features are included in the Trail Head design.	All trail heads along the Parkway have directional signs and rest areas.	Landscape Municipal Meeting May 2013
641	parking	The Conservation Authority would like a meeting to further discuss these matters (parking lot and Trail Head design).	Noted. Will be arranged	Landscape Municipal Meeting May 2013
642	General	We were pleased to hear the introductory comments from your consultants, wherein it was stated that "as landscape architects they are pleased to host a major piece of transportation infrastructure within a park setting", and that the native oak savannah/tall grass prairie habitat has been chosen as the landscape theme for the 300 ha plus of new green space that will be created at this location. We were also pleased to hear that "it is really all about connectivity"	At the meeting it was said. 300 acres instead of 300 ha. Thank you for your comment.	Landscape Municipal Meeting May 2013
643	Trails	In order for this connectivity objective to be realized in a safe and convenient manner (for the inhabitants of the adjacent residential neighbourhoods) it is imperative that trail linkages/pathways be provided to interconnect the streets and trails from LaSalle neighbourhoods with the planned new 20 km of multi-use trails that will be built within the Parkway right-of-way	Thank you for your comment.	Landscape Municipal Meeting May 2013

Num.	Topic	Comment	Response	Event
644	Trails	To assist Parkway landscape designers and engineers accomplish this objective, we have marked up the drawings that you delivered to our office, and we are returning them to you by email. Due to the file size of these scanned PDF drawings we will send these to you in 3 separate emails. It should be noted that we have used red and blue symbols/colours to communicate our requested trail/pathway interconnections (with blue representing connections that are already shown on the drawings, and red being interconnections that still need to be made and included as part of the final set of design drawings --- there are nine of these that need to be added)	The approved connections are: 6. Cousineau Road. 9. Tenth Street. The other connection identified cannot be incorporated due to the following: 2. There will be a paved shoulder on Howard Avenue. Access to Croydon will not be added because one in Chelsea has been added about 100 metres up end on Tunnel 11. 3. The neighbourhood living in that area is not comfortable with that connection. Also, there are enough connections in that area (Montgomery, Surrey and Chelsea). 4. It is not possible due to the elevation of the trails. 5. It is not possible due to a safety concern. In addition, connection number 6 (which will be added) will take more of the pedestrian access. 7. Not feasible as the trail is elevated in that area. 8. A sidewalk does not seem needed in that area.	Landscape Municipal Meeting May 2013
645	Gateway	We have also included locations for new LaSalle Gateway signage that welcomes residents to LaSalle and identifies that they are now in our community. We have shown our preferred location for these new signs in pink on the scanned PDF drawings. It should be noted that we have initiated discussions with MTO Staff with respect to this signage request, and we will be continuing that dialogue in the weeks ahead. What we are asking at this time, is that we secure appropriate locations on the final landscape plans in the areas that we have depicted conceptually on the scanned drawings for this new gateway signage	<u>Population signing</u> will be installed at: 1. Westbound Highway 3 Northwest corner and Howard (facing Highway 3). <u>Gateways signs</u> will be installed at: 1. Southbound Sandwich West Parkway between Heritage Drive and Highway 3. 2. Southbound Todd Lane and southwest corner on South ramp terminal facing Todd Lane.	Landscape Municipal Meeting May 2013
646	Design	From a municipal engineering point of view, Town Staff are asking the Parkway designers to ensure that trees, structures, bridges, fencing, berms, shelters, lighting, noise attenuation walls, paths, etc. are located in such a manner as to facilitate cost-effective maintenance and repair to all utilities situated within and/or adjacent to this transportation corridor. These features should also be designed and situated in such a manner as to facilitate safe and convenient access for fire fighting and for other emergency purposes (including access to fire hydrants). They have also asked that all pedestrian bridges that cross municipal drains be designed so that maintain adequate clearances for ice flows, and that they be properly recognized and dealt with in the corresponding Drainage Act Reports.	Noted. Thank you for your comment.	Landscape Municipal Meeting May 2013
647	Fence	All chain link fencing should incorporate a specification that requires "non-climbable" materials to maximize safety for adjacent residents. The height, location and drainage characteristics of berm features need to be carefully considered for public safety purposes and to ensure that surface storm water drainage is properly addressed without adversely affecting adjacent streets and/or residential properties. CPTED principles should be applied within this corridor to make sure that we do create any "entrapment areas" and/or areas where the "eyes of community" cannot easily monitor what is taking place within the planned public open space areas in this corridor.	MTO standard chainlink fence is specified which is used throughout the province. Drainage features and berms have been designed considering public safety and the requirements for storm water drainage. CPTED is required in PA, so landscaping design incorporates these principles.	Landscape Municipal Meeting May 2013
648	PDA	As a resident of Oliver Farms the updated map (parkway website) shows the power supply unit at T-11 on the Chelsea/Grosvenor intersection. This was a issue of great concern at the last public meeting. Can it not be located north on the Hwy#3 side away from the neighborhood?	Space requirements preclude locating the PDA north of the tunnel. The PDA was originally located towards the centre of the tunnel to minimize high current feeder length entering the tunnel, particularly given the 240 m length of Tunnel T-11. However, following discussions with local residents and subsequent amendments to the trail layout in the area, the PDA has been relocated as far to the west as feasible.	Landscape Municipal Meeting May 2013
649	Signage	Request for signage to be included identifying each pond for efficient emergency response and including warning/precautionary messaging. The provision of life rings or flotation devices was also suggested.	Signage and safety devices will be installed adjacent to the pond locations based on MTO standards and policies.	Municipal Meeting 2013
650	Trails	Some method of marking every 100m or interval markers differentiating the primary & secondary trails would provide the needed assistance for emergency response. Responders could then be advised as an example, to respond to mile marker 2.4 on the primary trail. Corresponding maps would indicate the required route & best emergency access point.	Interval markers will be incorporated into the trail design to aid with emergency response.	Municipal Meeting 2013
651	Drainage	A resident inquired about the drain near his house. He would like to make sure that there will not be any issue with the drainage in that area	PIC explained to him that there will not be any issue in that regard. PIC will take care of that issue and make sure that no water from the Project goes out of the Project area	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
652	Noise barriers	Would the permanent noise wall be installed as part of these works PIC would like to undertake in this area?	No, the permanent noise walls will not be installed until late summer 2013. However, if PIC starts seeding and planting now, the residents will be able to let PIC know if something additional is required prior to project completion. It is not practical to seed and plant in August because it is too hot and dry, so if the works do not start now, they will not start until later this year	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013

Num.	Topic	Comment	Response	Event
653	Fence	Are the fences going to be installed even if the residents already have their own fence?	Yes, from a legal point of view the fence has to be installed along MTO's property line, offset 1ft into the project from the boundary.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
654	Maintenance	Town of LaSalle representatives asked how the Project will be maintained.	While PIC is here working on the Project, PIC is responsible for the maintenance. Once the construction of the Parkway is complete, WEMG will be responsible for maintenance for the first 30 years. Afterwards, MTO will be responsible.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
655	Maintenance	Who will maintain the space between the private fence and MTO fence?	It is expected that many residents will remove their private fence and enjoy the extra ft. of property, along with the maintenance. If you do not want to remove your fence, the Parkway Team will maintain that area between the fences.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
656	Lighting	Town of LaSalle representatives asked what kind of light will be used on the trails.	All lightings will be full cut-off meaning the light shines directly down to the ground.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
657	Lighting	A resident asked why the secondary trails do not have lights. He would like to see them with lights as well as he thinks it will be dangerous to use them without lights.	The Primary trail network is lit, together with connections to the network. Secondary trail are not proposed to be lit, but access can be gained to all areas using the primary trail network	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
658	Trails	Are the trails asphalted	The primary trails will be asphalted. They are designed to hold an Emergency Service vehicle. The width will be 4 or 5 metres depending on the area. The secondary trails will also be paved.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
659	General	A resident asked who will take care of the landscaping damage of her property due to the drive way works	PIC installed a brand new drive way for this resident. It was said that the deal was that PIC would do those works, but she will maintain or pay for the damage due to those works. She is in agreement.	Homestead Lane, Hearthwood Place, Foxwood Court area Meeting, April 2013
660	General	Resident from house 7 in the program asked whether they will see the traffic.	No, you will not see the traffic.	Shadtree Crescent and Shadtree Court Meeting, April 2013
661	General	Some residents asked where we are looking from when the program shows the view from House 1 for example	The view was taken from the driveway of each house	Shadtree Crescent and Shadtree Court Meeting, April 2013
662	Noise barriers	Can the elevation of the berm be extended? The Highway is higher than it used to be, so he would like to see the berm extended in order to mitigate the noise.	PIC explained to the resident that the noise wall will be built beside the New Highway 3, so even if the New Highway 3 is higher than it used to be, the noise wall will be installed on it, so it too will be higher. PIC said that the residents will not see the trucks. The resident said he does not mind if he sees the trucks but he does not want to hear them. PIC explained that reducing the noise from trucks was the purpose of the noise wall.	Shadtree Crescent and Shadtree Court Meeting, April 2013
663	Noise barriers	A resident asked whether it would be possible to move the berm closer to the houses.	PIC explained to him that if the berm is moved closer to the houses, the residents will lose the buffer that PIC is trying to give them by moving the drain further from the houses.	Shadtree Crescent and Shadtree Court Meeting, April 2013
664	Noise barriers	What about making the berm higher?	If the berm is higher and it made any higher it will get closer to the homes as its base will need to be wider to support the additional height.	Shadtree Crescent and Shadtree Court Meeting, April 2013
665	Noise barriers	If we wanted to keep the elevation of the berm along Shadtree Crescent, would it be possible technically?	The City owns that land and so it would not be possible because it would need to be wider in order to be taller and the wider base would encroach on City property	Shadtree Crescent and Shadtree Court Meeting, April 2013
666	Noise barriers	What will be the texture of the noise wall? Is it possible to see a sample?	The residents were advised that a sample section of the noise wall was being made in advance of production of all the walls but that it is not easy to move or display so only the management of the project will travel to the manufacturing firm to see the sample section. A sample wall was also displayed at the PIOH in December 2013.	Shadtree Crescent and Shadtree Court Meeting, April 2013

Num.	Topic	Comment	Response	Event
667	Landscape	How high will the trees be in this area?	The trees here will be from 2 to 6 metres.	Shadetree Crescent and Shadetree Court Meeting, April 2013
668	Landscape	How will the grass be maintained?	The first 6 to 10 feet (around 2 metres) will have to be maintained. The rest will grow naturally. Some residents do not like the idea, so they would like to see something different.	Shadetree Crescent and Shadetree Court Meeting, April 2013
669	Landscape	A resident was talking to the design team about landscaping. He is not very happy with the proposal. He was told that he can have it changed	He said, that maybe each neighbour should say what they would like in front of their houses. They will connect with the landscape team. They understand what they are looking for.	Shadetree Crescent and Shadetree Court Meeting, April 2013
670	Landscape	When will the landscape be installed	We are not in position to provide a date yet. PIC will send an email with that info and the schedule when it is known.	Shadetree Crescent and Shadetree Court Meeting, April 2013
671	Landscape	Will there be landscape screening from the trail to the houses as well?	Yes, there will be buffer landscape from the trail to the houses. However, it will take some time to grow.	Shadetree Crescent and Shadetree Court Meeting, April 2013
672	Trails	The residents from the house in the intersection of Shadetree Court and Shadetree Crescent are concerned about the new access to the trail system. They say it is a safety issue since someone could be hit by a car since it is where the two streets meet. They said that people drive very fast in that curve and there is not a STOP sign. They would prefer either to eliminate it or move it to a safer location.	PICs Designer will look for the safest location in that area. PIC will talk to City of Windsor as well in order to sign the area properly. The resident voted if they wanted to move the trail access to a safer location deeper in Shadetree Crescent or remove the access. All the residents but those from the house in the intersection want to keep the access and move it to a safer location in Shadetree Crescent if possible.	Shadetree Crescent and Shadetree Court Meeting, April 2013
673	Trails	There will be garbage receptacles along the trail system?	Yes, there will be garbage receptacles and maintenance for 30 years related to that	Shadetree Crescent and Shadetree Court Meeting, April 2013
674	Lighting	What kind of lighting there will be on the trail system?	Full cut off LED lighting is being adopted for the pathways.	Shadetree Crescent and Shadetree Court Meeting, April 2013
675	Design	My friend works on the site and says that the designs change all the time	The profile and primary design of the project has not changed since November 2008.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
676	Landscape	Currently we can see Academie Ste. Cecile clearly from our Montgomery Drive properties. Will this remain visible?	PIC reviewed the drawing indicating that screening landscape and trees will be installed however may not block it entirely.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
677	Aesthetic Treatment	What will the siphon drain adjacent to St. Clair/Betts look like once complete?	There are proposals to incorporate minor public art in the form of murals on the siphon walls, in conjunction with St Clair College. Minor public art will be included in a PIOH in December 2013	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
678	Fence	We do not want to look at chain-link fencing. We want the trees back that were there before.	Fencing is required in areas where public and private property meet. Screening landscaping will also be installed.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
679	Noise barriers	What is a berm?	Excess fill that is landscaped and used for sound mitigation as well as aesthetics.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
680	Noise barriers	Is the berm with the noise wall on top the only noise barrier in this area?	No, there is also a 4 m. high shoulder mounted noise wall that runs alongside the Highway 401 ramp, connecting to Highway 3. The ramp cannot be constructed until the Cahill Drain siphon is complete, therefore the noise wall cannot be installed yet. This wall will follow the edge of the roadway.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013
681	Noise barriers	At the corner of Cousineau and Heritage there is a large space between the berms and we can see and hear everything going on. Wish someone would come to the houses and see for themselves.	We are familiar with the area and the space between the berms has been brought to our attention. A thorough assessment of this request was undertaken, involving Town of LaSalle representatives, due to the Parkway boundary in this area. As a result of this review, it has been determined that the request is not technically feasible due to spacing limitations and insufficient area to make the connection.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting, May 2013

Num.	Topic	Comment	Response	Event
682	Noise barriers	St. Clair residents are worried that the noise wall along the 401 ramp will not be effective enough.	The noise barriers locations and sizes have all been determined by the noise assessment completed for the project.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
683	Noise barriers	We do not feel that the noise barriers have been placed in the correct locations. If there is a mistake in the design please fix it before it is too late	The noise barriers locations and sizes have all been determined by the noise assessment completed for the project.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
684	Noise barriers	Can the noise wall be extended along the 401 ramp to Geraedts Drive? The traffic is far too noisy.	Once the 401 is open, the majority of truck traffic will be moved to this below-grade portion. This should offer a significant reduction to the current noise levels. An extension of the permanent noise barrier is not warranted based on the noise assessment.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
685	Noise barriers	What will the noise barriers look like? Is there one that we can look at?	At last PIOH we had a display panel of what the finish/pattern would look like and a piece of the material. Can find this on the website or contact the PLO. The company is creating sample barriers, however they are far too large to bring to community gatherings. A noise wall was displayed at PIOH 8 in December 2013.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
686	Noise barriers	Along Talbot the noise walls have a glass panel this looks stupid. What is the purpose and do some residents have a choice for this?	The noise walls installed along the project will be solid with a pattern, and will not have a glass panel. The top glass panels are used in areas where sunlight would be restricted.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
687	Noise barriers	Are the noise barriers identified on the drawing all confirmed?	Yes. In the area between Montgomery and Windsor Crossing the noise barriers should be installed in summer 2013.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
688	Noise barriers	If there is a noise wall/berm combination planned in the Montgomery area, why can't we have this at Heritage Drive	The noise barrier design was determined through the noise assessment completed for the project.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
689	Landscape	Will the adjacent grouping of trees/forest remain in the St. Clair area?	Yes, these will not be removed for the project.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
690	Landscape	The St. Clair/Betts area does not appear to have much landscaping incorporated. Can this be increased?	The design team reviewed this location. Due to spacing limitations additional landscaping is not feasible. A rendering of this area was available to address visibility concerns at PIOH 8 in December 2013.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
691	Landscape	It looks like there are just two berms located adjacent to Heritage Drive. This is supposed to be a park.	The area adjacent to Heritage Drive will be landscaped green space, along with incorporation of a trail. A park does not signify a playground.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
692	SWM	Will the pond adjacent to St. Clair Avenue be used for anything else other than stormwater management?	No, this pond will be used to drain the 401. It is temporarily being used to drain Highway 3 now. Landscaping works will take place in the pond area in the future.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
693	SWM	Will there always be water in this pond or will it be dry?	Yes, there will always be water in the bottom.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
694	SWM	Pond will be nice.	Thank you for your comments	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013

Num.	Topic	Comment	Response	Event
695	Trails	Where are the chain-link fences and trail connections for St. Clair/Betts residents?	Reviewed the fencing policy and indicated that the closest trail access for this neighbourhood will be at Huron Church Line. Design team reviewed and trail connection was added to the north/west end of St. Clair Avenue.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
696	Trails	Are the trails paved?	The primary trail system is paved and lit. Some secondary connections are not.	Montgomery Drive, St. Clair Avenue, Betts Avenue, and Heritage Drive Meeting. May 2013
697	SWM	Is the pond going to be a mosquito area?	Water will be moving permanently; therefore, the presence of mosquitos will be minimized. However, PIC cannot affirm that there will not be mosquitos	Lombardy and Todd Lane Residents Meeting. October 2013.
698	SWM	What is the process to send water from the pond to the wetlands? Will water have sediments?	The process was explained at the meeting. It was also explained that in addition to the pond system there will be a pump station first removing contamination from water.	Lombardy and Todd Lane Residents Meeting. October 2013.
699	SWM	How many metres will be between the land level and the normal water level in the pond?	There will be 1.7 metres between the land level and the normal water level in the pond.	Lombardy and Todd Lane Residents Meeting. October 2013.
700	Landscape	Are the trees going to be cut if they are in MTO's land or between MTO's and the residents' properties?	No, as long as the chain link fence can be installed and the trees look healthy enough, they will not be cut. However, PIC cannot promise the residents that once the Project is done, that someone won't decide to cut them.	Lombardy and Todd Lane Residents Meeting. October 2013.
701	Landscape	What type of landscape will be behind their properties? Will it be cut regularly?	WEMG will maintain the Project for 30 years, but the landscape will be tall grass prairie; therefore, it will not be cut on regular basis.	Lombardy and Todd Lane Residents Meeting. October 2013.
702	Landscape	Some residents are concerned about allergies due to the species to be planted	Noted.	Lombardy and Todd Lane Residents Meeting. October 2013.
703	Wetland Compensation Plan	Do you know how many hectares of land make up the entire project corridor?	Not sure of an exact number, likely around 600 - 1000. Anna Lynn Meloche would like this information forwarded to her after the meeting if possible.	Environmental Meeting. October 29, 2013
704	Wetland Compensation Plan	Have you started monitoring these areas yet?	Yes, we have environmental monitors out.	Environmental Meeting. October 29, 2013
705	Wetland Compensation Plan	Overall it is a 6-7:1 replacement ratio then?	Yes, turns out to be closer to approximately 8:1 taking everything into consideration	Environmental Meeting. October 29, 2013
706	Wetland Compensation Plan	120 m surrounding existing PSW were reviewed and preserved where possible?	Yes, we have reviewed the wetland buffer for 120 m adjacent to identified PSWs and incorporated any feasible connections between these areas.	Environmental Meeting. October 29, 2013
707	Wetland Compensation Plan	Stakeholder requested to view the works in the areas of Chappus Street and Spring Garden more closely.	Upcoming slides will have these details. We are currently viewing a high level overview.	Environmental Meeting. October 29, 2013
708	Wetland Compensation Plan	Stakeholder was interested in identifying the specific locations so that they could try to see aspects of this plan when driving through the areas (i.e. on Spring Garden).	Spring Garden was identified on the map. It was noted that drivers wouldn't necessarily be able to see this when driving as some are not clearly evident at this point in time.	Environmental Meeting. October 29, 2013
709	Wetland Compensation Plan	Where is the pump house location in the Chappus area?	Identified this location on the map. Noted that the sump pumps from the demolished properties on Chappus that previously pumped to this location have now been removed. This will allow the groundwater to come back up, restoring the lands.	Environmental Meeting. October 29, 2013
710	Wetland Compensation Plan	Were the areas adjacent to the Spring Garden ANSI expropriated? How were the homes acquired in the Reddock area?	MTO advised that the Reddock area was acquired through the Green Space Agreement with the City of Windsor. The City carried out the expropriation/acquisition process.	Environmental Meeting. October 29, 2013
711	Wetland Compensation Plan	Are these areas public or private lands?	The areas are public lands and will likely become accessible overtime. The gravel pathways under the previous roadways will be left as a base for future consideration of pathways.	Environmental Meeting. October 29, 2013
712	Wetland Compensation Plan	Could a tour be arranged?	MTO and PIC agreed that a tour could be arranged. It was noted that some areas are more accessible than others.	Environmental Meeting. October 29, 2013

Num.	Topic	Comment	Response	Event
713	Wetland Compensation Plan	Who will be undertaking long-term management of these areas?	As a result of the ESA permit, the project team has been meeting annually with stakeholders including the City of Windsor, ERCA, Environment Canada, etc. We have now started to have discussions at this meeting about who will maintain these in the future. The Permit requires that long term protection of the sites be obtained by 2021. Currently the project team has been working through SAR work and completing the design. Since the design and SAR work has now advanced we can start to think about the maintenance aspect and who will be in the best position to manage these areas moving forward. Over the next year we will be focused on having these types of discussions.	Environmental Meeting, October 29, 2013
714	Wetland Compensation Plan	What about funding for the management programs?	MTO indicated that funding is critical and will likely be a multi-party effort.	Environmental Meeting, October 29, 2013
715	Wetland Compensation Plan	Where is the one hectare referenced located within the Parkway construction corridor?	This area was displayed on the drawing, identifying the black box located near Pulford Street between Grand Marais and Todd Lane.	Environmental Meeting, October 29, 2013
716	Wetland Compensation Plan	What is the percentage of passive restoration efforts vs. active restoration efforts?	We are not sure of an exact number and would have to look into this specifically. If the SAR restoration sites are considered active then it would be a pretty significant amount of active restoration efforts	Environmental Meeting, October 29, 2013
717	Wetland Compensation Plan	Will the plantings in these wetland areas all be native vegetation and trees?	Most areas will be prairie grass, not trees. The prescribed burns are intended to take out the trees and other invasive species	Environmental Meeting, October 29, 2013
718	Wetland Compensation Plan	We fought very hard for this plan to evolve over the years and are very grateful that it has not fallen by the wayside. The Plan you have presented is great to see and will be great for public relations.	Thanks for your comment.	Environmental Meeting, October 29, 2013
719	Wetland Compensation Plan	The Plan presented is excellent. The 120 m of buffering is huge and provides substantial benefit. The snake work completed to-date is unbelievable however we haven't heard much about the plant transplants. How did the work with the colicroot go?	Colicroot is a tough one. Through MTO, a few different contractors were obtained to try to propagate colicroot. One company, "Native Trees and Plants" was successful. The first group of propagated colicroot plants were transplanted in the first weeks in October. Overall, approximately 8000 plants were removed from the Todd Lane area including approximately 900 colicroot	Environmental Meeting, October 29, 2013
720	Wetland Compensation Plan	Are there potential opportunities for incorporation of the hoptree or kentucky coffeetree?	MNR representative responded indicating that the use of these species is not a regulatory issue, but rather an availability issue. There are only a few places where these naturally exist. If this plan was being developed in a few years from now this could have been considered.	Environmental Meeting, October 29, 2013
721	Wetland Compensation Plan	We would definitely be interested in having a site tour.	Yes, we agree with working together to arrange a site visit. The Chappus area is the easiest to access. July and August would likely be the best time of year for this however we can discuss timing a bit more. MTO noted that having an information session showing pictures of sites in the summer months, following with a tour over the winter/spring season may still work.	Environmental Meeting, October 29, 2013
736	Noise barriers	How high above the berm will the noise wall stand?	Combined, the noise wall and berm will total 5 metres in height. We will look at the cross-section drawings after the presentation NOTE: current design is 3m wall plus berm < 1m	7A and 7B noise wall adjacent residents Meeting, November 2013
737	Noise barriers	A resident made note to design details that they feel have changed since previous meeting discussions. For example, they were told the wall would be installed 3 metres away and now it is 1 metre and the wall would be 4 metres in height and now it is 5 metres.	Now that we have moved into the detailed design of the project some features have been modified or enhanced to accommodate for issues that have arisen.	7A and 7B noise wall adjacent residents Meeting, November 2013
738	Aesthetic Treatment	What is the point in having a different pattern on the community facing side? We aren't going to see it anyway.	Experience with other noise wall installations tells us that the "natural stone" pattern is preferred	7A and 7B noise wall adjacent residents Meeting, November 2013
739	Noise barriers	Now that we are at the detailed design is there any hope we could go back to the previous design?	The 3 metre offset between the walls doesn't sound accurate as the standard design for property limit walls is 30 cm (1 ft) inside MTO property. In regards to the height, the wall has been optimized to protect the community. When the noise analysis is updated with more data this change in height was a result.	7A and 7B noise wall adjacent residents Meeting, November 2013
740	Noise barriers	Why is the extra height needed? The point of the project is to move the traffic below grade and further from our properties. The noise should not increase from the levels being experienced now.	We are building the wall to protect the community in the future. We have different standards than the current wall in place and want to ensure that a nice new wall is installed, is durable, and meets the required noise mitigation standards. When people down the road purchase properties in this area they have the right to be protected from the traffic noise. MTO indicated that the wall height for areas not directly adjacent to the roadway can be reviewed to see if it can be reduced or stepped down provided noise mitigation requirements are still met.	7A and 7B noise wall adjacent residents Meeting, November 2013

Num.	Topic	Comment	Response	Event
741	Noise barriers	Residents of Mangin Crescent (adjacent to NB 7B) have requested that the current noise barrier be removed and a new 4 metre Parkway noise wall/berm combination be installed 1 ft. from the property line. The majority of residents adjacent to Noise Wall 7A also prefer that only 1 permanent wall remain and the current wall be removed.	The existing walls at the 7A/7B locations shall be removed and replaced with the Parkway noise walls and placed approx. 1 metre from the property line. Restoration efforts to be assessed individually.	7A and 7B noise wall adjacent residents Meeting. November 2013
742	Noise barriers	When will the noise wall be installed? (St. Clair/Betts area)	The berm is currently being built and the anticipated date to install the noise wall is first quarter of 2014	November 2013 Community Meetings.
743	Noise barriers	One of the residents is very concerned about the noise going over the noise wall. (St. Clair/Betts area)	It was explained to them that the concern is acknowledged and the team has been working very hard to address it. It cannot be guaranteed that they will not hear the noise from Highway 3 and Highway 401; but as much mitigation as possible has been included in this area. Walls are designed at an optimum height to provide a "shadow zone" which you live in. The operation now will be different than in the future. Noise of the below-grade will be reduced. Local traffic will be noticeable at peak periods but the noise wall will reduce this significantly.	November 2013 Community Meetings.
744	Noise barriers	How high will the berm+noise be in this area? (St. Clair/Betts area)	The elevation of the berm will be until Highway 3, and from there it goes 5 metres high. The elevation was explained showing the cross sections.	November 2013 Community Meetings.
745	Landscape	What kind of trees will be planted?	There is a tree every 5 metres, and plant material. Quick growing, native shade trees. Lots of evergreen material for the winter. Dense coniferous for sound absorption.	November 2013 Community Meetings.
746	Landscape	Why did you pick the specified height?	The size is based on the best sound attenuation without blocking the neighbourhood	November 2013 Community Meetings.
747	Trails	A resident was happy that he will be able to walk to the College from his house.	Thank you for your comment.	November 2013 Community Meetings.
748	Trails	Is there a trail bridge to cross Huron Church Line?	Yes, TB-5 goes over Huron Church Line. It was shown to the residents on the drawing.	November 2013 Community Meetings.
749	Landscape	The actual screening in this area will remain in place?	Yes, we are not removing it. It was shown at the rendering for this area.	November 2013 Community Meetings.
750	Noise barriers	Will there be a noise barrier in this area? (Villa Borghese)	Yes, there will be just one small noise wall in that area. It will be a berm/noise wall combination. The total height will be 4 metres (2 m. berm+ 2 m. noise wall).	November 2013 Community Meetings.
751	Landscape	What kind of landscape will be incorporated?	The screening landscape for this area was explained. Also the renderings depicting how the area will be in 1, 5, and 10-15 years were explained to them.	November 2013 Community Meetings.
752	Aesthetic Treatment	How the tunnels tops will look like?	All of them will be different. Some of them are just pedestrian tunnel tops, some others have traffic on it, some of them have rest areas... etc. It was explained to the attendee at the meeting.	November 2013 Community Meetings.
753	Pedestrian bridges	How will the trail bridges be?	It was explained to them that there are 7 trail bridges, and all of them will have a different colour. The colour was shown at the meeting since some trail bridge samples were available. It was explained to them that each trail bridge will be related to a Grandfather Teaching, a symbol and a colour. The trail bridge closest to Villa Borghese area is TB-5, which is bravery and will be grey.	November 2013 Community Meetings.
754	Aesthetic Treatment	Why a shade structure has not been added on T-5?	At the beginning shade structures were going to be installed on the trailheads. However, as a result of consultation more trailheads were incorporated to the design. The shade structures were incorporated were they can technically be installed.	November 2013 Community Meetings.
755	Trails	Are there call stations along the trail system?	Yes, there will be emergency call stations located throughout the trail system.	November 2013 Community Meetings.
756	Fence	Will there be chain link fence at Villa Borghese?	The drawing shows a chain link fence just in a small portion of Villa Borghese. It will be clarified.	November 2013 Community Meetings.
757	Noise barriers	Will the berm be the same height as E.C. Row Expressway? Since doing further detail design the height of E.C. Row has changed and I can now see it from my back yard. Will there be a 5m wall to hide the freeway	The location of the noise barrier, its height and look was reviewed using the cross section drawing and rendering for the Spring Garden area.	November 2013 Community Meetings.
758	Fence	How high will the chain link fence be?	It will be a 1.8m (6ft.) chain link fence.	November 2013 Community Meetings.
759	Trails	Where will the trail connection be for Spring Garden residents?	The trail connection in this area were reviewed, noting the connection to Malden Park. The resident was pleased to learn of this connection.	November 2013 Community Meetings.
760	Trails	Can you get from Spring Garden Road to Malden Road using the trail system?	Yes, just follow the secondary trail network connections.	November 2013 Community Meetings.
761	Fence	A resident located on Spring Garden Road noted that they feel the snake fence near their property is located on their private property and not MTO owned land. They were not concerned over the placement of it just wanted it to be noted.	Thank you for your comment. This has been noted.	November 2013 Community Meetings.
762	Fence	Hearthwood requested change to the chain-link fence boundary fencing installed along her front yard.	Two sections of chain-link fence located in front yard will be relocated slightly.	November 2013 Community Meetings.
763	Noise barriers	A resident from Spring Garden want to make sure that access points through the berms will be closed.	Thank you for your comment. We will look into it.	PIOH 8
764	Fence	A Resident on Lamont wants to know if the property adjacent can be purchased or have the fence moved.	MTO property department will connect directly.	PIOH 8
765	Landscape	A resident from Surrey pointed out that his area looks nicer now with the landscape installed.	Thank you for your comment.	PIOH 8

Num.	Topic	Comment	Response	Event
766	Noise barriers	When will noise walls 7A and 7B be built?	The installation of these noise walls is pending on additional discussion with adjacent residents; therefore, there is not an anticipated date yet.	PIOH 8
767	Noise barriers	Are these (referring to noise walls 7A and 7B) the ones people are complaining about?	Yes, they are. That's why they are pending on consultation.	PIOH 8
768	Noise barriers	How many metres are between the existing and the new noise wall (referring to noise walls 7A and 7B).	1 metre approx.	PIOH 8
769	Trails	A resident from 10th Street asked if there will be access from 10th Street to the trail system.	A sidewalk will be extended along the south/east side of Todd Lane to Tenth Street based on consultation input.	PIOH 8
770	Maintenance	Who will maintain the Parkway once it is done?	WEMG will maintain it of the first 30 years. MTO will maintain it afterwards.	PIOH 8
771	Trails	Has more works been done with City of Windsor regarding the connections to local trails?	Yes, some meetings have been held with the City in this regard in 2013. Some of the added connections/sidewalks as a result of this consultation were displayed on the drawing.	PIOH 8
772	Pedestrian bridges	A resident pointed out that the WIFN items were very interesting.	Thanks for your comment	PIOH 8
773	Noise barriers	A resident from Carriage said that she can see Highway 3 between the two noise walls. She would like to know if there will be something in between.	The design was shown to her. Some trees will be planted there; however, she said she will plant some trees on her backyard so that she cannot longer see the road. She said she was very happy with the height of the noise walls in that area and with the Project.	PIOH 8
774	Noise barriers	A resident from Chelsea area asked how tall the noise walls will be in that area.	The different heights and kind of noise barriers in that area were shown to him on the drawing. He said he was very happy.	PIOH 8
775	Noise barriers	A Shadetree resident asked when the noise walls in that area will be installed.	It was explained to him that the anticipated date to start installing it is early next year. However, in Winter 2014 only 50% of the noise wall (starting at Howard Avenue) will be installed. The other half of the noise wall will be installed in Fall 2014.	PIOH 8
776	Noise barriers	A Shadetree resident asked if the noise wall to be installed where the ramp is will be installed on the edge of the ramp.	Yes, it will be.	PIOH 8
777	Design	A Shadetree resident asked for the design to be changed since the trail is too close to his property.	Design changes have already been incorporated based on consultation with this community. No further changes are feasible.	PIOH 8
778	General	Is there any plan to have a Natural Park?	No, there is not primarily because of the species at risk.	PIOH 8
779	Maintenance	What is the approach to keep this Project looking good?	WEMG will maintain it during the first 30 years and MTO will maintain it afterwards.	PIOH 8
780	Trails	There should be signs saying that littering is enforced.	Thank you for your comment.	PIOH 8
781	Fence	Will there be any fences to keep deer out of the Highway as there are in Quebec?	Yes, there will be some fences that will keep animals out of the Highway, but they will not be same extension as they are in Quebec.	PIOH 8
782	Noise barriers	A resident from Chelsea asked when the noise wall closest to his house (NB-20A) will be installed.	The anticipated date for the installation is Summer 2014.	PIOH 8
783	Noise barriers	A resident from Chelsea asked for clarification on whether when it is a combo berm+ noise wall (5metres) it means that the total will be 5 metres or the noise wall will be 5 metres.	It means that it will be 5 metres total.	PIOH 8
784	Noise barriers	A resident from Heritage Drive asked whether something will be installed between the two berms in that area.	It was explained to her that we tried to install another berm there, but it is not possible due to the space limitations. Also it was explained to her that even though she can see the trucks now, once Highway 401 is open to traffic, the situation will be much better than now. She said she just wanted to ask, but she is very happy.	PIOH 8
785	Landscape	A resident from Heritage Drive asked what the green area between Heritage Drive and the berms is.	It was explained to her that it is screening landscape.	PIOH 8
786	Noise barriers	A resident from Shadetree asked what a shoulder mounted noise wall is.	It was explained to him that in this Project it means that the noise wall is installed behind the concrete jersey barrier.	PIOH 8
787	Noise barriers	A Shadetree resident said that the noise wall in that area used to be 5 metres and it is 4 metres now. He would like to know how the height of the noise walls is decided.	It was explained to them that a modeling is used to know how tall they have to be.	PIOH 8
788	Trails	A resident would like a copy of a drawing with the trail systems.	It was explained to her that she can find it on the website.	PIOH 8
789	Landscape	A resident from Chelsea area asked what will be do between the retaining wall (T-11) and Chelsea Drive.	Screening landscape will be planted.	PIOH 8
790	Design	A resident from Chelsea area said that there is a retaining wall even though it was supposed that a wall similar to the noise walls would be installed there.	A noise wall there has never been in the design. The retaining wall is necessary. Actually the retaining wall was moved as much as possible as a result of consultation in order to have more space to plant screening landscape.	PIOH 8
791	Trails	A resident from Grand Marais asked if there will be bike paths.	The multi-use trail system was shown to him on the drawing. It was explained to him that there will be a total of 20 km approx. of trails.	PIOH 8
792	Landscape	A resident was looking for elevation drawings which describe the LA plan and views from his property. He lives in Huron Church Line.	It was explained that there are no rendering for this area.	PIOH 8
793	Trails	Can people use the trail before the Project is done?	No, the facility is not accessible before the end of the Project.	PIOH 8
794	Noise barriers	Mangin Crescent resident is interested in the outcome of the noise wall concerns raised at the recent community meeting and if the resident's requests have been taken into consideration.	A letter is being prepared and will be delivered covering the details of this noise wall and plan to move forward. Individual resident meetings to be held in 2014.	PIOH 8
795	Trails	Many residents were very interested and happy with the trail system design and the end points on either side of the project (Howard and Malden)	Reviewed the trail design. Many positive comments received.	PIOH 8
796	Trails	Residents would like the trail system opened as soon as possible, especially the one off of Malden.	Thank you for your comment.	PIOH 8
797	Trails	Suggests that the trail system connect with LaSalle in the Ojibway Parkway area.	Reviewed the proposed trail design. Suggestions for routes outside of the project boundary should be directed to the relevant municipalities	PIOH 8
798	Maintenance	Hopes that graffiti doesn't take over the noise walls and features of the project.	WEMG will be responsible for maintenance for 30 years.	PIOH 8
799	Pedestrian bridges	Positive feedback with the pedestrian bridge aesthetics and design.	Thank you for your comment.	PIOH 8
800	Landscape	Interest in the types of landscaping and what these will look like.	Directed to panels provided visualisations of plant species.	PIOH 8

Num.	Topic	Comment	Response	Event
801	Noise barriers	A resident of Cousineau Road (LaSalle side) does not prefer the large berms currently in place and would be happy if these were reduced in size (to 3 or 4 m) in the permanent design.	Thank you for your comment. This has been noted.	PIOH 8
802	Trails	Shadetree Court residents do not think that the trail connection location on the Landscape Plans reflects the design changes previously discussed at the community meeting. Can the design team double check this? The location identified is going to be a safety issue.	Your comment has been shared with the appropriate parties for review.	PIOH 8
803	Noise barriers	Shadetree resident wants the current temporary noise barrier in their area replaced with the new wall as soon as possible.	Reviewed timing for installation of Shadetree noise barriers as per panel (winter 2014 & fall 2014).	PIOH 8
804	Noise barriers	An informal community meeting was held with Villa Borghese residents to review their concerns. In summary, many Villa Borghese residents are experiencing visual impacts and high levels of traffic noise from the Highway 3 design. They are concerned with the grade level of the roadway and the views from their property. They understand that when the traffic moves to the 401 it will be an approved situation from the current issue, but feel that a wall barrier is still necessary. They would like a design change considered and would prefer a shoulder mount noise wall along Highway 3. They are also interested in reviewing the detailed landscape drawings for this area. The feel both a wall and increased vegetation is necessary to address visual, noise, and air quality conditions.	The design was reviewed in detail discussing the noise assessment, approximate noise levels based on the modelling and planned screening landscapes for this area. The project team has undertaken a review of the design in this section to see if a barrier is feasible. There are many things to take into consideration including concrete barriers, drainage, utilities, lighting, etc. Options will be reviewed directly with community to address concern.	PIOH 8
805	General	Inquiries regarding wildlife passages and how deer/coyotes are expected to cross the Highway.	Reviewed design and improvement from previous configuration with the tunnel tops.	PIOH 8
806	Landscape	There are many ticks near our houses since the Government does not mow the grasses near residential areas anymore. I can't walk my dog anymore by my house during the summer, and all that grass is attracting many other insects and wild animals. The Government should at least mow those big bushes by the South Windsor Arena between Cabanna Road and Pulford.	Thank you for your comment. PLO connected with resident regarding ongoing maintenance practices during construction.	PIOH 8
807	Fence	Many kids are "hunting down" Foxsnakes and playing with them by the South Windsor Arena. The boards on the ground are making it really easy for kids to know where the snakes are.	The environment team is aware of the issue and have attempted to fence off areas where we have heard this is happening, and can that can be fenced. We do not advertise or discuss the areas where snake boards are placed, and cannot reasonably police every area on a continual basis. However, our environmental monitors and SAR specialists are on the sites at least once per day, usually twice daily. If kids are found in the area the team take an educational approach to prevention of snake collection. The kids are made aware that the snakes are endangered and need protection, that they pose no harm to people, and that its actually illegal to collect them. The outreach programme to the local schools earlier in the project was also used to educate the local kids on the various environmental issues, including fox snakes.	PIOH 8
808	Landscape	Aren't the Tallgrasses a fire hazard during the summer and fall? What is the Government doing about this?	There is a management plan that monitors and reviews the condition of the landscape. WEMG is responsible for the maintenance for 30 years and will be monitoring the tallgrass prairie for issues like the one you have raised.	PIOH 8
809	Landscape	Many people have been extremely impressed by the landscape and how this project is adding value to the community	Thank you for your comment.	PIOH 8
810	Aesthetic Treatment	The interpretive markers on the trail are preferred to be shorter (for example, the ones on River front are too tall). The stones markers are also nicer than the other markers.	Thank you for your comment.	PIOH 8
811	Public Art	What is the status of public art? You shouldn't just do the landscaping and then "plop" art in there after	There is a strategy for the implementation of the public art in the Parkway. Each site has been planned comprehensively with other aesthetic treatments along the Parkway corridor. The implementation of the public will be undertaken over time with input from the stakeholders	PIOH 8
812	Pedestrian bridges	The darker colour of yellow on the panel of the pedestrian bridge is preferred over the lighter/pastel shade of the sample. Which one is the final colour?	Thank you for your comment. It will be forwarded to the design team for consideration. Currently the sample available is the proposed colour	PIOH 8
813	Landscape	Is the Black Willow being planted in any locations? That is a tree that is good in wetland areas, but hard to find, and also it has been said to have First Nation significance.	Yes, Black Willow is being planted in the storm water management ponds since it is a tree that needs wet soils.	PIOH 8
814	Noise barriers	Suggestion regarding the potential for a berm in the greenspace at the corner of Pulford and Daytona to wrap around and meet up with the end of the noise wall behind the 5 HMQ owned houses on Daytona.	Thank you for your comment. The design team reviewed this request and determined it was not feasible due to the landscape plantings planned for this section.	PIOH 8
815	Noise barriers	Resident on Mangin Crescent is concerned that a 4m noise wall is too tall visually. He is wondering about using the glass panels on top like at Southwood Lakes.	Transparent panels will not be incorporated into the noise wall design at this location. Individual meetings to be held with residents in this area.	PIOH 8
816	Trails	Potential for a multi-use trail from Malden to Black Oak park	This connection cannot be incorporated since it is outside of the Project limit.	PIOH 8
817	Noise barriers	Long-time resident on Outer Drive backing on to Highway 401 is one of two homes in commercial area. Has raised concerns with PIC on several occasions about lack of screening/noise barrier.	A meeting will be held with the resident to discuss concerns further.	PIOH 8
818	Noise barriers	Resident on Outer Drive who has only lived in home for less than a year requested something like screening be placed along Highway 401 at back of property	Discussions will be held with the resident to discuss concerns further.	PIOH 8
819	Landscape	Howard Avenue residents requested that berming be put in the corner between Howard and Pond 1? (There is a triangle there where PIC used to have some dirt). It used to give him privacy.	Screening and landscape planting has been incorporated into the plan. Berming is not warranted.	PIOH 8
820	Fence	I would like to see the area between the MTO fence and private property fences paved or somehow sealed so that weeds between them can be prevented from growing. The area in between the two fences is inaccessible and if not provisions are made, will generate weed growth that will look terrible.	A 1.8 metre chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. Specific fencing cases have been reviewed and addressed individually.	PIOH 8
821	Noise barriers	The residents from Homestead Lane asked about the new proposed design for noise wall 14 indicated that they had a preference for maintaining the wall in the current location but understood that the future of the wall did depend on input from WC as well. They expressed concern about the alternate design being too close to their property so it seemed intrusive and possibly could negatively affect their property value.	Resident will be kept informed as noise wall design progresses. Based on review of the design team, the noise wall will remain in the current location however will incorporate a transparent panel design adjacent to Windsor Crossing to address visibility concerns.	Meeting with resident of Homestead Lane regarding the new proposal for noise wall 14
822	Noise barriers	There was discussion about the potential of the wall in its current location but shorter in length so it blocked less of WC and using natural screening rather than a wall in the location where the alternate design wall was planned. This option would be dependent on knowing the future of the MTO building lot	Resident will be kept informed as noise wall design progresses. Based on review of the design team, the noise wall will remain in the current location however will incorporate a transparent panel design adjacent to Windsor Crossing to address visibility concerns.	Meeting with resident of Homestead Lane regarding the new proposal for noise wall 14

Num.	Topic	Comment	Response	Event
823	SWM	Off trail use of DRIC parkland should not be encouraged, Poaching is a big problem. Request to install "no fishing" signs around ponds.	Signage will be installed adjacent to the pond locations based on MTO standards and policies.	PLO - 2013
824	Fence	"Snake fencing" as it appears on the North Side of Todd in the Landscape Master plan, is not possible to stop snakes from crossing Todd Lane, as currently configured. There would be greater snake mortality in this area, if hibernacula are planned, if there is no better fencing or other solutions.	Snake fencing design and placement has had the input from PIC's local snake experts, taking into account site specific conditions and snake behaviour. The sites will be monitored and the site specific mitigation measures adjusted as monitoring results are analysed.	PLO - 2013
825	Hibernaculum	Grasslands will connect hibernaculum to the created prairie on northeast side of Todd at the DRIC project. Trees and shrubs should be provided nearby around the proposed hibernaculum to create stable water table buffers and recharge areas, as well as creating windbreaks if an elevated model is used.	The hibernacula have been designed with the specific input of PIC's local snake specialists who have continually monitored the entire project footprint since the start of construction. As such they are very familiar with the requirements of the local snake population and the site specific conditions where hibernacula have been placed.	PLO - 2013
826	Hibernaculum	The opportunity to create larger group hibernaculum in this region may also require more specific investigation, research and monitoring. The questions of use of the features by reptiles, species identification, survival, can be answered with the use of drift fencing, to capture snakes at the point of spring emergence from the hibernaculum and at the point of entering the hibernaculum in the fall.. Tagging and Radiotelemetry tracking individuals, over the winter would answer this question as well..."how will housing foundations, which are considerably deeper than old barns, garages, etc, work for the local reptiles? The tracking of reptile use and effectiveness of specific hibernacula should at least be part of a pilot program by DRIC/Mobility..if it isn't already.	PIC are monitoring the local Species at Risk (SAR) snake species as a requirement of the SAR Permits. Where possible observations on other non SAR species are noted, but no specific programme to monitor other non SAR species is being considered.	PLO - 2013
827	Landscape	Daytona Ave resident, south of Cabana Road inquired about what landscaping materials are planned adjacent to his property and the expected timing of installation.	This property is located adjacent to Trail 66. The plant materials beside the trail are witch-hazel (large shrubs), red oak (deciduous tree), white pine (evergreen tree) and Eastern white cedar (evergreen tree). This material is planted near the trail. There are also existing trees that have been preserved nearby. Landscaping will continue throughout 2014 and 2015. The construction team is currently developing a more specific schedule.	PLO 2013
828	Fence	Spring Garden resident is interested in acquiring property behind his home from MTO. He is concerned about the future location of the boundary fencing.	Shared the request with MTO. Further advised that property purchase requests will be addressed once the construction in the area is complete. Also suggested that he review his property survey.	PLO 2013
829	Noise barriers	Between Hearthwood Crescent and Montgomery Street, on top of the dirt berm where you have placed the steel beams for the wall. Why haven't you's gone to the end of the hill. We are experiencing loud noise coming from Hwy 3 and Montgomery, it seems to be echoing off the houses and it's as loud as before. At Hwy 3 and Montgomery the hwy is level with the walkway and you can hear all the traffic going by. There will be a huge noise wall gap between the hill and the homes. Are you going to continue the sound barrier? Residents from both Carriage Lane and Rushwood Crescent have raised this concern.	The design team has reviewed this concern. The noise wall will be extended to the end of the berm to minimize the gap between the current noise walls.	PLO 2013
830	Noise barriers	Multiple homeowners on Villa Borghese contacted the PLO (in addition to raising concerns at PIOH 8) regarding the noise barrier design adjacent to their properties. In summary, they have all voiced concerns regarding the elevation of the permanent service road and the lack of incorporation of noise barriers (berms/walls) in the design, along with the lack of screening landscapes. They feel that there will still be significantly high traffic levels on the local service road (Highway 3) and will continue to experience traffic noise, visual impacts from the roadway view, and experience pollution associated with the levels of traffic. Based on discussions with these residents, they have requested a change to the design which would include, a noise barrier, such as a wall built covering Villa Borghese from Highway 3, (optimal resolution), however, a berm/tree-line buffer or just trees-in-a-line, along side this grade elevation, would greatly reduce the negative impact of this elevated service road on our neighbourhood community. These resident feel that as a result of this design change they would experience a reduction of: noise, visibility of traffic, dust/smoke, and overall mitigation of negative impact.	A review of this area has been undertaken by the design team. The noise wall design in this area will be enhanced by extending Noise Barrier 11B (adjacent to Villa Borghese) further north. Community meeting to be held.	PLO 2013
831	Landscape	Residents on Foxwood Court asked to have a list of the plant species in the Screening Landscapes behind their home.	In this area, these are native, hardy species that provide spring flower, fall colour and are good habitats for birds. Tillia Americana - basswood Euonymus atropurpurea - burning bush Cornus florida - flowering dogwood Hamamelis virginiana - witch hazel Sassafras albidum - sassafras Juniperus virginiana - red cedar.	PLO 2013
832	Noise barriers	<ul style="list-style-type: none"> The Windsor Crossing Outlet Mall is a regional shopping centre that serves the needs of LaSalle residents and residents and visitors from across this region; It is also an important economic asset for the Town of LaSalle, providing a vital source of local jobs and property tax assessment for our community; Every reasonable effort needs to be taken to maintain a high degree of visibility and easy/convenient access from the Rt. Hon. Herb Gray Parkway. <p>We would ask that WEMG/MTO re-examine the need for the noise wall that is currently being installed adjacent to Windsor Crossing --- in order to re-locate/re-design this noise attenuation facility so that it does not block visibility for this important regional economic development asset.</p> <p>Every reasonable effort should be taken to help ensure that this regional shopping centre remains commercially viable and continues to serve the residents and visitors of this community for many years to come.</p>	<p>As a result of consultation input, noise barrier 14 will provide a gradual step down of a solid barrier transitioning to transparent panels and will also incorporate bird protection measures into the overall design of the transparent panels. This will provide full view of Windsor Crossing Outlet Mall and the facility's existing signage along with protection for the adjacent residents.</p> <p>Additionally, reduction in the height and proximity to Highway 3 of the existing berm that has been placed in the location of the former Trillium Court on Sandwich West Parkway will be undertaken to improve visibility as well.</p>	PLO 2013

Num.	Topic	Comment	Response	Event
833	Noise barriers	Individual inquired about the status of the request from the Heritage Drive community to enhance the berm on the corner of Cousineau Road/Heritage Drive. She noted that this request is in hopes to address noise, visibility, and air quality concerns.	A thorough assessment of this request was undertaken, involving Town of LaSalle representatives, due to the Parkway boundary in this area. As a result of this review, it has been determined that the request is not technically feasible due to spacing limitations and insufficient area to make the connection. The final Parkway design will mitigate the conditions currently being experienced by moving traffic to the below-grade 401 (under Tunnel 9), completing landscaping, and adding permanent noise barriers as needed.	PLO 2013
834	Aesthetic Treatment	Consultation Coordinator from Chippewa of Thames First Nation issued correspondence indicated that they have no questions or concerns regarding the information they have received regarding the Rt. Hon. Herb Gray Parkway.	Thank you for your comment.	PLO 2013
835	Design	Individual inquired about the status of a new earth berm that has been placed behind her Lombardy Crescent property. She indicated that this was not discussed at the recent community meeting with Lombardy residents and wants to know whether this is a permanent feature (which she does not want).	The design calls for an approximate 1 metre high berm around the perimeter of the pond, therefore it will not remain the size it currently is and is a stockpile of some topsoil.	PLO 2013
836	Design	Consideration for a Living Memorial for Veterans in the Windsor-Essex Parkway parkland, with the possibility of this Memorial to be in the Oliver Estates. Oliver Estates is land that was purchased September 29, 1944 by the Director of The Veterans' Land Act for the purpose of subdivision into home sites for veterans. Windsor-Essex does not have a living memorial to honour veterans. This stakeholder has also connected with the Royal Canadian Legion, MTO, Town of LaSalle and Veteran Affairs on this suggestion.	The project team has undertaken a review and cannot accommodate this feature within the current design and construction process. We encourage you to continue to explore this opportunity with other community organizations.	PLO 2014
837	Noise barriers	Individual issued suggestion to extend the noise wall to Pulford Street since the homes on Daytona Avenue are being resold by MTO.	This noise wall will be extended towards Pulford Street to cover MTO houses previously to be demolished, but will now be retained.	PLO 2014
838	PDA	Individual inquired about work in the area of his Grosvenor property. He noted that in speaking with a worker onsite it sounds like the PDA location/design has changed and is now moving closer to his property. He would prefer this not to be located adjacent to his home as he is concerned regarding noise and sightline impacts.	The PDA will be constructed in the correct location as presented at the consultation sessions, closer to the tunnel on the other side of the trail, further away from the boundary. The transformer associated with the PDA has been constructed slightly further east by the utilities contractor. This property will be screened with a line of Eastern White Cedar initially 2.5m high planted along the north-eastern boundary to screen the PDA, supplementing the residents existing screen of coniferous trees. There will generally be no perceptible noise from the PDA. However in a power outage a small diesel generator would emit a low level of noise, but this is screened so should not impact residents.	PLO 2014
839	Noise barriers	Layla Court residents requested the extension of noise wall 7A along the eastbound E.C. Row Expressway on-ramp to provide noise mitigation from traffic noise being experienced from E.C. Row traffic adjacent to their homes.	The Parkway noise barrier will not be extended around this ramp as the noise source is not related to Parkway traffic. According to the noise assessment completed extending the barrier is not warranted and would not resolve the issue they are experiencing from E.C. Row traffic.	PLO 2014
840	Trail	Concerning walkway existing onto Montgomery and Hwy 3. A major concern for kids and people, with the cars coming off Hwy 3 turning onto Montgomery. There has been a problem with speed there already. The walkway should have been placed behind the hill and fence away from the intersection.	The pedestrian walkway across Montgomery Drive is located in accordance with the Ontario Traffic Manual and affords the required visibility to Highway 3 and Montgomery Drive for people wishing to use the walkway. Setting the walkway further back from the intersection would reduce visibility to Highway 3 and potentially increase the risk whilst using the crossing. In the interests of road safety, it is always important for parents to control their children in the vicinity of any road crossing. The connections to Montgomery Drive is part of the secondary trail network. This enables residents in this area to connect to the primary trail (which provides bridges over or under roadways and hence no road crossings) to the west over the Hearthwood Tunnel top or to the east over the Oliver Estates Tunnel top and a trail bridge over Highway 3. These connections reduce the need for people to cross Montgomery Drive by using the primary trail to destinations to the east or west.	PLO 2014
841	Fence	Individual issued complaint regarding the location of the fence installation near Spring Garden Road. He does not feel the property survey is accurate as this as moved a fair distance from the previous snake fencing location.	Individual meeting held with resident and surveyor to demonstrate the property boundary.	PLO 2014
842	Fence	Individual issued concern regarding the permanent chain-link fencing to be installed adjacent to her property and how this may impact her trees that were planted up to the snake fencing. She does not want these trees to be cut down.	The trees in this area will not be removed however the property boundary fencing will be installed amongst the trees resulting with trees on each side of the fence.	PLO 2014
843	Public Art	On the First Nations Fact Sheet from PIOH 8 we read of Dollier and Galinee and their travels in the area. The line underneath mentions Jesuit missionary travel. However Dollier and Galinee were not Jesuits they were Sulpician Priests. It is confusing as it makes you believe that they were Jesuits.	Thanks for your comment.	PLO 2014
844	Public Art	The attendees were interested on the team work with Walpole Island First Nations (WIFN) regarding the pedestrian bridges thematic. The attendees noted that they do like the symbols and the rock feature. The attendees pointed out that it is terrific that the team consulted with WIFN and asked for their feedback.	Thanks for your comment.	PLO 2014
845	Rest Areas	The rest areas end before TB-9 and there is quite a distance from TB-9 till the end of the Project.	Thanks for your comment.	PLO 2014
846	Public Art	Regarding the Western Gateway, it was asked whether there will be any "Welcome to Canada" feature, and when it will be installed.	It was explained that it is one of the locations for Public Art; however, the form and design of the piece is beyond the limit of this Project. Therefore, it will not be built by the end of 2014 as it is not part of this Project.	PLO 2014
847	Landscaping	Request for the addition of a pedestrian crossing on the northwest side of Cousineau Road and associated features (sidewalk, landscaping, signal, etc.) due to bus stop in this location.	Crossing to be incorporated.	Municipal Meeting 2014