

What You Have Told Us

The public has an important role to play during the design and construction of the Windsor-Essex Parkway. Over the course of 2011 and 2012, the Windsor Essex Mobility Group's (WEMG) Public Liaison Office (PLO) met with the community to seek feedback on various plans and aspects of the Parkway and to discuss questions, concerns and topics of interest. In addition to the PLO's daily interactions with the community, over 2000 people have attended our last six Public Information Open Houses (PIOH), neighbourhood meetings, and landscape workshops.

We listened to you and here's our feedback...

Landscape

You told us...	We said...
The Carolinian Canada landscape theme is supported along with the use of local species.	This theme reflects ecological sensitivity with a contemporary approach. It supports protection and expansion of adjacent natural areas with a focus on Tallgrass Prairie and Oak Savannah, celebrating the natural and cultural heritage of the Windsor-Essex region.
Plant species should include a combination of large trees and shrubs. Invasive species should be avoided.	Plant materials will be made up of native Carolinian trees, shrubs, grasses, and wild flowers. One approach to controlling invasive species will be by conducting prescribed burns in key areas.
Some of you prefer coniferous trees to deciduous trees.	Where possible, these requests have been accommodated.
Power Distribution Assembly Units (PDA) should be aesthetically pleasing and/or screened.	The PDAs will be screened by landscape planting. Further work will be undertaken with PDAs at the Geraedts Tunnel (T-8) and Cousineau Tunnel (T-11) to further reduce their visual impact.
Regular landscape maintenance during and after construction and along the final Parkway is a priority.	Maintenance crews work throughout the corridor and maintain a regular schedule for upkeep. WEMG is committed to maintaining the Parkway, including the landscaping for 30 years.
Natural habitats and ecological lands affected should be protected and compensated.	Habitat restoration and enhancement will be implemented to create new and higher quality habitat for endangered species. A 3:1 compensation ratio has been established to compensate for Parkway impacts to the Provincially Significant Wetland.
Recreational and sporting areas should be included in the design.	Feedback received during the Detroit River International Crossing (DRIC) study revealed that the community preferred the green space to be passive and natural with a focus on ecology. In response, the project team has created green space where a balance is struck between a passive approach realized through the implementation of a Carolinian Canada ecosystem theme and recreation realized through the 20 kilometre trail system. Through connections to municipal trails and parks, the public may be able to access additional recreation and sporting opportunities. All Parkway lands are designated as Controlled Access Highway and are not municipally zoned for active play or parks.

Trails

You told us...	We said...
Some of you prefer pedestrian bridges to minimize security concerns.	There will be nine pedestrian bridges to maintain trail connectivity throughout the corridor.
Some of you prefer pedestrian tunnels to avoid potential visual impacts.	At Geraedts Drive and Howard Avenue, pedestrian tunnels will reduce visual impact and maintain trail connectivity. Both tunnels are designed to promote user safety.
Trail connections to local municipal trails should be included.	<p>The following additional trail connections have been confirmed:</p> <ul style="list-style-type: none"> ▪ Connection to Fourth Street ▪ Labelle Street connecting Bellewood Park ▪ Pulford Street to South Windsor Arena ▪ Connection to Beals Street ▪ Connection to Marguriet Park ▪ Connection to Rodzik Park ▪ Extension to Cousineau Circle ▪ Connection to Surrey Drive ▪ Connection to Broadway Street.
You support the inclusion of rest areas and have also suggested the addition of parking lots and public amenities.	There are rest areas and public amenities included. Parking lots continue to be considered. A carpool lot is included in the design of the Howard Avenue Diversion. The carpool lot will accommodate approximately 45 parked vehicles and its use will be free of charge.
Screening of homes should maintain privacy.	Some minor adjustments have been made to enhance privacy where possible.
Public art is supported along the trails and we should use local artist contributions.	Public art continues to be considered for the corridor.

Fencing and Noise Barriers

You told us...	We said...
Final locations, sizing, and timelines of installation of noise barriers should be presented.	Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. More detailed information regarding relative position, height and installation timelines will be presented at upcoming community meetings.
You would like noise barriers installed as soon as possible to help mitigate against current traffic and construction noise.	Advanced noise barriers and temporary berms have been installed where possible to mitigate against current construction and traffic noise.
An open concept should be maintained by using berms and landscape screening.	The open concept of the Parkway landscaping is supported. Where the use of berms and landscape screening is proposed, a noise study will be done to confirm their effectiveness.
Some of you want to limit noise barriers to allow direct access to green space.	Noise barriers are required in areas that have been identified by the noise assessment. Noise barriers have been positioned next to the road shoulder or at the top of Highway 401, where possible, to maintain an open aspect from the project boundary.
Some of you have requested that the chain link fence be reconsidered and have raised privacy and maintenance concerns.	A 1.8 metre (6 ft.) chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. Landscape planting will be provided on the Parkway side of the fence. Residents backing onto this fencing will have the option to remove their private fence and connect to the property boundary fencing.

Stormwater Management

You told us...	We said...
Fish habitat compensation is supported.	There is considerable fish habitat incorporated into the design.
Pump stations should be aesthetically pleasing.	The pump stations are generally underground and adjacent to roads. The emergency generator associated with each pump station is in a fully soundproofed, aesthetically appropriate brick-faced building.
Retention ponds should ensure the safety of the community.	Although retention ponds are not fenced, they are shallow sloped close to the edges for safety. They will also have appropriate warning signs and safety buoys.
Some of you want access to retention ponds and want gates to be included in any fencing.	Only private property and Highway 401 will be fenced. Naturalized wetland areas will continue to be accessible where it is located in public lands.
You do not want the drainage system to increase mosquitoes in your area due to 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 an ecosystem to support mosquito predators, limited trees in stormwater perimeter, and specific vegetation selection.

To date, your input has influenced many facets of the Parkway, including:

- the maintenance of a signalized intersection at Pulford Street and Highway 3, together with a connection to the multi-use trail across the Pulford Tunnel (T-4)
- the addition of nine municipal trail connections
- LED lighting to be included in trail design
- review of landscape treatment at Chelsea Drive and Shadetree Crescent
- review of noise barrier locations at Shadetree Court and Shadetree Crescent, Homestead Lane and Villa Paradiso.

Who can I contact if I have additional feedback to provide on the design or construction of the Windsor-Essex Parkway?

Residents are encouraged to continue to be involved in the Parkway consultation process so that they may influence the final landscape design and construction process. Comments can be submitted to the Public Liaison Office at 1-877-937-5929, 2187 Huron Church Road Suite 340A, or wep-plo@wemg.ca, through www.weparkway.ca, www.twitter.com/weparkway, or www.facebook.com/weparkway.