

Partnership of

Canada



Ontario



DRAFT

**Canada-United States-Ontario-Michigan
Border Transportation Partnership**

**Detroit River International Crossing
Environmental Assessment**

**Public Information Open House #1
Summary Report**

July 2005

URS

Table of Contents

1.0	INTRODUCTION	3
2.0	PURPOSE	4
3.0	PUBLIC NOTIFICATION	4
4.0	PRE-IPO MEETINGS.....	5
5.0	DISPLAY MATERIAL	5
6.0	ATTENDANCE	6
7.0	COMMENTS	6
8.0	EVALUATION FACTOR RATINGS.....	10
9.0	PIOH 1 WORKSHOP SIGN-UPS.....	10

APPENDIX A – NEWSPAPER ADVERTISEMENTS

APPENDIX B – DISPLAYS / HANDOUT PACKAGE

APPENDIX C – COMMENTS & RESPONSES

APPENDIX D – COMMENTS PROVIDED ON MAPPING

1.0 Introduction

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario, and Michigan is committed to working together to determine the long-term border crossing needs at the Windsor-Detroit Gateway. The Partnership is moving forward with the route planning and environmental studies to create additional crossing capacity. Through the Detroit River International Crossing Project, the Partnership will determine the location of a new or expanded crossing, with connections to freeways in Ontario and Michigan, that meets the legislative requirements of both nations.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. has been retained as part of the Project Team to assist in undertaking the route planning and environmental assessment in accordance with the Ontario Environmental Assessment Act (OEAA) and Canadian Environmental Assessment Act (CEAA).

Communities on both sides of the river are eager for a border transportation solution. Governments at all levels are committed to completing the work as rapidly as laws and regulations permit, while ensuring interested and affected parties have adequate opportunities to have their perspectives considered. Public input is an essential part of this project. The Detroit River International Crossing Project is a unique opportunity for all interested persons and organizations to contribute to the planning of a major transportation undertaking. The Project Team will listen to the ideas and perspectives of the community.

Public Information Open House (PIOH) meetings were held to show the Illustrative Alternatives. Thirteen possible plaza locations, from Peche Island to Grosse Ile, along with the associated river crossing locations and alternative routes to Highway 401 in Canada and the Interstate system in the U.S., have been identified. The PIOH meetings were held as follows:

Tuesday June 21, 2005

4:00 p.m. to 8:00 p.m.
St. Clair Saints Hall
Holiday Inn Select
1855 Huron Church Road
Windsor, Ontario

Wednesday June 22, 2005

5:00 p.m. to 9:00 p.m.
Holy Cross
Elementary School
2555 Sandwich West Parkway
LaSalle, Ontario

Tuesday June 28, 2005

4:00 p.m. to 8:00 p.m.
Verdi Club
689 Texas Road, R.R. 3
Amherstburg, Ontario

The format for the PIOHs was informal drop-in sessions with displays showing information on the study process, an update on the problem statement, aAssessment of planning alternatives, features of the study area, displays of bridge and tunnel types, explanation of evaluation methods, and the study's next steps. Members of the Partnership and the Consultant Team were on hand to discuss the project and answer any questions from the public.

This report summarizes the notification and display material prepared for the PIOH meetings, pre-PIOH activities, attendance, and the public input and comments provided at the Open House sessions.

2.0 Purpose

The purpose of the PIOHs was to receive comments from the public on the work completed to date. Specifically, the public was invited to comment on:

- Comment on the purpose and need for the DRIC project;
- Provide feedback on the Illustrative Plaza, Crossing and Route Alternatives; and
- Identify additional features on the photomaps shown at the meetings or to comment on specific components of the Illustrative Alternatives.

At the PIOH sessions, the members of the public were invited to sign up to be added to the public mailing list. As well, sign up forms were available for the public to indicate their interest in participating in a PIOH Workshop session to be held in July.

3.0 Public Notification

Prior to the PIOH meetings, the following notification activities were carried out to make details of the meetings known to the public:

1. An Ontario Government Notice (see Appendix A) was placed in the following newspapers on the specified dates to notify the public of the PIOH meetings:

Windsor Star	Monday June 6, 2005
Amherstburg Echo	Tuesday June 7, 2005
Harrow News	Tuesday June 7, 2005
Kingsville Reporter	Tuesday June 7, 2005
Leamington Post & Shopper	Wednesday June 8, 2005
Essex Free Press	Wednesday June 8, 2005
LaSalle Post	Wednesday June 8, 2005
Le Rempart	Wednesday June 8, 2005
LaSalle Silhouette	Friday June 10, 2005

2. PIOH meeting dates and locations were presented to local councils on June 20 in Essex and Windsor.
3. A Media Briefing Session and drop-in session for Windsor Councilors were held on June 20 in Windsor.
4. Notices were mailed directly to those on the Project Team’s general public mailing list.
5. Details of the PIOHs were posted on the project website at www.partnershipborderstudy.com.

4.0 Pre-IPO Meetings

Municipal Council Meetings

Separate presentations were made by Project Team representatives to local municipal councils. The purpose of the meetings was to show the illustrative alternatives. The dates of the council presentations were as follows:

Presentation to Essex County Council	June 20, 2005
Presentation to Windsor Council	June 20, 2005

Advisory Group Meetings

Meetings were held with the DRIC Advisory Groups with the purpose of presenting and obtaining feedback on the Illustrative Alternatives that were to be presented at the PIOH meetings. The meetings were held as follows:

Municipal Advisory Group.....	June 21, 2005
Canadian Agency Advisory Group.....	June 22, 2005
Private Sector Advisory Group	June 23, 2005
Border Crossing Owners/Operators/Proponents Advisory Group	June 28, 2005

5.0 Display Material

The following display material was presented at the Initial Public Outreach Meetings (see Appendix B):

- The Project Team;
- Study Process Schedule;
- Key Milestones;
- Initial Public Outreach Summary;
- DRIC Project Timeline;
- Windsor-Detroit: A Vital Link;
- Travel Demand vs. Capacity: Ambassador Bridge;
- Travel Demand vs. Capacity: Detroit-Windsor Tunnel;
- Travel Demand vs. Capacity: Combined River Crossings;
- Windsor-Detroit: Future Capacity Needs;
- Sensitivity Analyses: What if...?
- Purpose of the DRIC Project;
- Components of New or Expanded International Crossing;
- Evaluation Process;
- Development of Illustrative Alternatives;
- DRIC Area Features;
- Guiding Principles for Generating Alternatives;
- Alternative Inspection Plaza Sites;
- Plazas: Conceptual Layout;
- Illustrative Inspection Plaza Alternatives;

- Crossing Types: Bridges & Tunnels;
- Feasibility of Bridge and Tunnel Alternatives;
- Illustrative Crossing Alternatives;
- Generation of Connecting Routes;
- Illustrative Connecting Route Alternatives;
- Evaluation Criteria;
- Proposed Evaluation Method;
- Your Input is Needed;
- Who Decides?
- Community Consultation Group (CCG);
- How can you stay involved?
- Project Issue Workshops;
- What's Next? and
- Project Contacts.

The attendees were provided with a handout package that contained a copy of the presentation boards (see Appendix B). Project Team Contact Sheets and comment sheets were made available to all attendees. Sign-up sheets for the Workshop sessions were available at the meetings.

6.0 Attendance

A total of 477 members of the public chose to sign the visitor's register for the three PIOH meetings (225 members of the public signed in at the session held in the City of Windsor, 155 members of the public signed in at the session held in the Town of LaSalle and 97 members of the public signed in at the session held in the Town of Amherstburg).

7.0 Comments

In addition to verbal comments, the Project Team encouraged visitors to express, in writing, all comments they had regarding the information presented. In total, 169 written comment sheets were received at the IPOs. In addition, as of July 12, 2005, 12 comment sheets were received via mail or fax and 0 comment sheets were submitted via email or the project team website. A breakdown of attendance and comments by meeting date/venue is provided as follows:

Date / Venue	Total Attendance	Written Comment Sheets Received
June 21, 2005 – Windsor, ON	225	68
June 22, 2005 – LaSalle, ON	155	64
June 28, 2005 – Amherstburg, ON	97	37
Total Comments received via fax / mail to date	N/A	12
Total Comments received via e-mail to date		0
Total	477	181

Question 1

Attendees were encouraged to provide input to a number of questions on the comment sheets. In Question 1, they were asked if they agree with the Purpose and Need for the Detroit River International Crossing (DRIC) project. The following table summarizes the result from the IPO Sessions:

Date / Venue	Windsor	LaSalle	Amherstburg	Mail / Fax	Overall
Agree	50	47	18	7	122
Disagree	8	10	8		26
No Comment/Undecided	10	7	11	5	33
Total	68	64	37	12	181

The second part of Question 1 inquired if there are any other aspects or issues that should be addressed in the purpose of the study, which includes providing capacity to meet long term demand, improve system connectivity to enhance continuous flow, improve operations and processing capabilities at the border, and provide reasonable and secure crossing options. The following tables summarize the top 5 evaluation criterion suggestions:

Top-5 Comments in response to Question 1 (June 21, 2005 – Windsor, Ontario)

Comment	Total
1. Need to preserve environmentally significant areas	6
2. Consideration for air quality and pollution (from truck traffic)	3
3. Health and quality of life of residents	3
4. Consider other modes (including rail, truck ferries)	3
5. Consider improving and the use of existing crossings only	3

Top-5 Comments in response to Question 1 (June 22, 2005 – LaSalle, Ontario)

Comment	Total
1. Consideration for air quality and pollution (from truck traffic)	7
2. Need to preserve environmentally significant areas	6
3. Consider other modes (including rail, truck ferries)	6
4. Health and quality of life of residents	5
5. Concerned that progress is too slow.	5

Top-5 Comments in response to Question 1 (June 28, 2005 – Amherstburg, Ontario)

Comment	Total
1. Need to preserve environmentally significant areas	4
2. Concerned that progress is too slow.	3
3. Consider complete underground route	3
4. Consideration for air quality and pollution (from truck traffic)	2
5. Health and quality of life of residents	2

Top-5 Comments in response to Question 1 (for All Sessions)

Comment	Total
1. Need to preserve environmentally significant areas	16
2. Consideration for air quality and pollution (from truck traffic)	12
3. Health and quality of life of residents	10
4. Consider other modes (including rail, truck ferries)	9
5. Concerned that progress is too slow.	8

Question 2

In Question 2, attendees were asked if there is any additional plazas, crossings or route alternatives that should be considered. Those who checked yes were asked to then specify. The following tables summarize the top 5 evaluation criterion suggestions:

Top-5 Comments in response to Question 2 (for All Sessions)

Comment	Total
1. Consider a routes that are located more to the south avoiding Windsor and Detroit	8
2. Consider direct underground route from 401 to DRTP corridor.	6
3. Consider alternate forms of transportation (including rail, truck ferries)	6
4. Consider a direct underground alternative from 401 to I-75.	3
5. Consider the Brighton Beach area	2
Consider expanding or twinning the Ambassador Bridge	2

Question 3

Large aerial photomaps showing area features and the Illustrative alternatives were on display to initiate informal discussion with the public. Attendees were invited to mark areas of interest on the maps with numbered adhesive labels. On the comment sheets were numbered field that corresponded with the numbered labels, where attendees could provide comment on the specific areas of interest.

The plates provided in Appendix D indicate where the labels were applied to the Maps. Also provided in Appendix D are the corresponding comments for the labels. The following Tables summarize the top 10 comments made.

Top-10 Comments in response to Question 3 (June 21, 2005 – Windsor, Ontario)

Comment	Total
1. Concerned with potential impacts to Ojibway Area (including Spring Garden Life ANSI and Black Oak Prairie Heritage Park)	17
2. Supportive of a southern crossing through LaSalle or Amherstburg	11
3. General concerns of impacts to natural features of area (includes wildlife)	10
4. Concerned about Health Risks (including air quality)	10
5. Supportive of DRTP alternative or the DRTP should be considered	9
6. Concerned about impacts to residential areas (affects on property value)	9
7. Supportive of Schwartz Plan	8

8. Consider alternative route outside of study area	7
9. Opposed to East end crossing (densely populated & established area)	7
10. Consider other modes (including rail, truck ferries)	6
Opposed to Schwartz Cantilever Plan	6
Supportive of crossing over Fighting Island	6

Top-10 Comments in response to Question 3 (June 22, 2005 – LaSalle, Ontario)

Comment	Total
Concerned with potential impacts to Ojibway Area (including Spring Garden Life ANSI and	
1. Black Oak Prairie Heritage Park)	22
2. Supportive of DRTP alternative or the DRTP should be considered	20
3. Concerned about Health Risks (including air quality)	16
4. Opposed to Schwartz Plan	14
5. Concerned about impacts to residential areas (affects on property value)	9
6. Supportive of South crossing through LaSalle or Amherstburg	8
7. Consider other modes (including rail, truck ferries)	8
8. Supportive of upgrading and use of existing highways	8
9. General concerns of impacts to natural features of area (includes wildlife)	7
10. Concerned about Schools, Retirement Complexes and Recreational Grounds	6

Top-10 Comments in response to Question 3 (June 28, 2005 – Amherstburg, Ontario)

Comment	Total
1. Concerned about impacts to residential areas (affects on property value)	19
2. Concerned about impacts to existing farmland	11
3. General concern with impacts to natural features of area (includes wildlife)	10
4. Concerned about Schools, Retirement Complexes and Recreational Grounds	10
5. Consider a tunnel (includes tunnel options with air quality control)	5
6. Concerned about impacts to Canada River Watershed	4
Supportive of twinning Ambassador Bridge or twinning the Amassador Bridge should be	
7. considered.	4
8. Concerned of areas with Mining Tunnels, Quarries and Brine Wells	4
9. Supportive of DRTP alternative or the DRTP should be considered	3
Concerned about impacts to Chrysler Greenway Trail	3
Concerned about Health Risks (including air quality)	3
Concerned about segregating McGregor	3

Top-10 Comments in response to Question 3 (for All Sessions)

Comment	Total
1. Concerned with potential impacts to Ojibway Area (including Spring Garden Life ANSI and Black Oak Prairie Heritage Park)	41
2. Concerned about impacts to residential areas (affects on property value)	37
3. Supportive of DRTP alternative or the DRTP should be considered	32
4. Concerned about Health Risks (including air quality)	29
5. General concern with impacts to natural features of area (includes wildlife)	27
6. Opposed to Schwartz Plan	21
7. Concerned about Schools, Retirement Complexes and Recreational Grounds	20
8. Supportive of South crossing through LaSalle or Amherstburg	19
9. Consider other modes (including rail, truck ferries)	15
10. Supportive of upgrading and use of existing highways	14
Consider alternative route outside of study area	14

Question 4

The majority of the final comments echoed those provided in response to Question 3.

8.0 Evaluation Factor Ratings

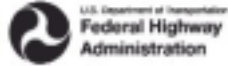
In addition to the comment sheets, attendees were encouraged to complete an Evaluation Factors Rating Exercise. The rating tool included a list of major factors or concerns to be considered by the Project Team, in the assessment of Illustrative Alternatives. In total, 42 exercise sheets were received at the IPOs and, as of July 12, 2005, 16 exercise sheets were received via mail, fax or email.

With a rating scale of 0 to 100, 100 being the highest rating, attendees were asked to provide their opinion as to how highly the Project Team should consider each of the factors in deciding on what alternatives to carry forward for additional study. These results can be seen below.

Evaluation Factors	Average
Changes to Air Quality	86
Protection of Natural Environment	82
Improve Regional Mobility	78
Protection of Community and Neighborhood Characteristics	76
Protection of Cultural Resources	66
Consistency with Existing and Planned Land Use	63
Minimize cost	47

9.0 PIOH 1 Workshop Sign-ups

At the PIOH sessions, the public was invited to participate in workshops (twich were held in July 2005) to discuss project issues in greater detail. In total, there were 47 sign-ups for the workshops:



Detroit River International Crossing

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Public Information Open House #1
Summary Report

APPENDIX A - Newspaper Advertisements

ONTARIO GOVERNMENT NOTICE
Detroit River International Crossing Environmental Assessment
Public Information Open House

THE STUDY

The Border Transportation Partnership representing the governments of Canada, the United States, Ontario, and Michigan is moving forward with the route planning and environmental studies for a new or expanded crossing of the Detroit River, with connections to freeways in Ontario and Michigan.

The Ontario Ministry of Transportation (MTO) is leading the Canadian work program in coordination with Transport Canada. URS Canada Inc. has been retained to assist the governments in undertaking this route planning and environmental assessment study.

THE PROCESS

The Border Transportation Partnership is coordinating the studies in Ontario and Michigan to develop an end-to-end solution that represents the best balance between environmental impacts and transportation engineering considerations. In Canada, the Detroit River International Crossing (DRIC) Study is being conducted in accordance with the Ontario Environmental Assessment Act (OEAA). The Terms of Reference (TOR) document which provides the framework for this study was approved by the Ontario Minister of the Environment in September 2004. The work will also be coordinated with the requirements of the Canadian Environmental Assessment Act (CEAA). An OEAA Environmental Assessment Report and CEAA Screening Report will be prepared for public review and comment at the completion of this study.

The Canadian studies are being coordinated with similar studies in the United States. The U.S. studies are being led by the Michigan Department of Transportation in conjunction with the U.S. Federal Highway Administration. The U.S. studies are being conducted in accordance with the requirements of the U.S. National Environmental Policy Act (NEPA).

PUBLIC INFORMATION OPEN HOUSES

Public Information Open Houses (PIOHs) are planned in the Windsor/Essex County area on June 21, June 22, and June 28, 2005. A key element of the PIOHs is to show the Illustrative Alternatives. Thirteen possible plaza locations, from Peche Island to Grosse Ile, along with the associated river crossing locations and alternative routes to Highway 401 in Canada and the Interstate system in the U.S., have been identified.

The Open Houses will also provide information on:

- DRIC Study Process
- Update on the Problem Statement
- Assessment of Planning Alternatives
- Study Area Features
- Displays of Bridge and Tunnel Types
- Explanation of Evaluation Methods
- Next Steps

The Open Houses are being arranged as informal drop-in sessions. The Project Team is interested in receiving comments from the public on the work completed so far. Your input will be considered in the refinement and evaluation of the Illustrative Alternatives. Members of the Partnership and the consultant team will be on hand to discuss the project with you and answer any questions. Additional consultation opportunities will be provided throughout the study.

The Public Information Open Houses are planned as follows:

Tuesday June 21, 2005
4:00 p.m. to 8:00 p.m.
St. Clair Saints Hall
Holiday Inn Select
1855 Huron Church Road
Windsor, Ontario

Wednesday June 22, 2005
5:00 p.m. to 9:00 p.m.
Holy Cross
Elementary School
2555 Sandwich West Parkway
LaSalle, Ontario

Tuesday June 28, 2005
4:00 p.m. to 8:00 p.m.
Verdi Club
689 Texas Road, R.R. 3
Amherstburg, Ontario

COMMENTS

Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act and the Access to Information Act. With the exception of personal information, all comments will become part of the public record.

For further information, or to be added to the mailing list for this study, please visit the project website at www.partnershipborderstudy.com or contact:

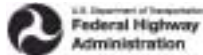
Mr. Roger Ward
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Mr. Len Kozachuk, P.Eng.
Deputy Project Manager
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Or visit the Partnership website at:
www.partnershipborderstudy.com

Or call toll free:
1-800-900-2649



AVIS DU GOUVERNEMENT DE L'ONTARIO
Évaluation environnementale du projet de Carrefour international de la rivière Détroit
Journée d'information et d'accueil du public

L'ÉTUDE

Le Partenariat sur le transport frontalier qui représente les gouvernements du Canada, des États-Unis, de l'Ontario et du Michigan entreprend les études traitant de la planification routière et de l'environnement visant un passage frontalier nouveau ou agrandi de la rivière Détroit avec raccords aux autoroutes en Ontario et au Michigan.

Le Ministère des Transports de l'Ontario (MTO) assume le leadership du plan de travail canadien en collaboration avec Transports Canada. Les services de la firme URS Canada Inc. furent retenus pour soutenir les gouvernements dans la réalisation des tracés routiers et pour l'étude d'évaluation environnementale.

LE PROCESSUS

Le Partenariat sur le transport frontalier coordonne les études en Ontario et au Michigan afin d'élaborer une solution de bout en bout représentant le meilleur équilibre entre les impacts sur l'environnement et les considérations relatives à l'ingénierie des transports. Au Canada, l'Étude sur la Traversée internationale de la rivière Détroit est exécutée en vertu de la Loi sur les évaluations environnementales de l'Ontario (LÉEO). En septembre 2004, le document des Termes de référence (TDR), qui confère à l'étude sa structure, fut approuvé par le Ministre ontarien de l'Environnement. Le travail sera également harmonisé avec les exigences de la Loi canadienne sur l'évaluation environnementale (LCÉE). Au parachèvement de cette étude, un rapport d'évaluation environnementale (LÉEO) et un rapport d'examen préalable (LCÉE) seront produits et présentés au public pour examen et commentaire.

Par ailleurs, les études canadiennes sont coordonnées avec les études similaires en sol américain. Aux États-Unis, les études sont conjointement menées par le Michigan Department of Transportation et l'U.S. Federal Highway Administration ; elles répondent aux exigences NEPA (National Environmental Policy Act).

JOURNÉES D'INFORMATION ET D'ACCUEIL DU PUBLIC

Des Journées d'information et d'accueil du public se tiendront dans le comté Windsor / Essex les 21, 22 et 28 juin 2005. Ces Journées d'information et d'accueil proposent principalement d'afficher l'allure visuelle qu'auront les options envisagées (illustrations à titre indicatif). Treize emplacements possibles furent identifiés, de Peche Island à Grosse Ile, ainsi que la localisation de leurs traversées respectives, et des tracés optionnels vers l'Autoroute 401 au Canada et le réseau Interstate aux USA.

Les Journées d'accueil dispenseront également de l'information sur les thèmes suivants :

- Processus de l'étude du projet
- Mise à jour de l'énoncé du problème
- Évaluation des options de planification
- Caractéristiques de l'aire d'étude
- Vitrines sur les types de ponts et de tunnels
- Explication des méthodes d'évaluation
- Étapes subséquentes.

Les Journées d'information et d'accueil sont organisées comme des sessions informelles (format « porte ouverte »). L'Équipe de Projet se propose de recueillir les commentaires du public portant sur les travaux réalisés à ce jour. Vos contributions seront prises en compte pour le raffinement et l'évaluation des illustrations à titre indicatif. Les membres du Partenariat et l'équipe-conseil seront disponibles sur place pour discuter du projet avec les visiteurs et pour répondre aux questions. D'autres événements de consultation seront tenus tout au long de l'étude.

Calendrier des Journées d'information et d'accueil du public :

Mardi, le 21 juin 2005

16h00 à 20h00
Ambassador Ballroom
Holiday Inn Select
1855, rue Huron Church
Windsor, Ontario

Mercredi, le 22 juin 2005

17h00 à 21h00
Holy Cross Elementary School
2555 Sandwich West Parkway
LaSalle, Ontario

Mardi, le 28 juin 2005

16h00 à 20h00
Verdi Club
689 Texas Road, R.R. 3
Amherstburg, Ontario

COMMENTAIRES

L'information recueillie sera utilisée dans le respect de la Loi sur l'accès à l'information et la protection de la vie privée et de la Loi sur l'Accès à l'information. À l'exception des renseignements personnels, tous les commentaires seront versés aux archives publiques.

Pour information supplémentaire, ou pour s'inscrire à la liste de diffusion de cette étude, prière de consulter le site Web du projet à l'adresse URL www.partnershipborderstudy.com ou communiquer avec :

M. Roger Ward

Chargé de projet principal

Ministère des Transports
Région du Sud-ouest
659, rue Exeter, 3e étage
London, Ontario, N6E 1L3
Tél. : (519) 873-4586
Télééc. : (519) 873-4600
Sans frais : 1-800-265-6072 ext. 4586
Courriel : detroit.river@mtg.gov.on.ca

M. Len Kozachuk, P.Eng.

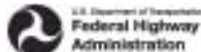
Chargé de projet adjoint

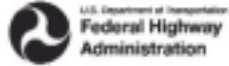
URS Canada Inc.
75 Commerce Valley Drive East
Markham, Ontario, L3T 7N9
Tél. : (905) 882-3543
Télééc. : (905) 882-4399
Sans frais : 1-800-900-2649
Courriel : info@partnershipborderstudy.com

Carrefour international de la rivière Détroit
Bureau du projet à Windsor
2465, rue McDougall, bureau 100
Windsor, Ontario N8X 3N9
Tél : (519) 969-9696
Télééc. : (519) 969-5012

Ou consulter le site Web du Partenariat :
www.partnershipborderstudy.com

Ou appeler sans frais :
1-800-900-2649



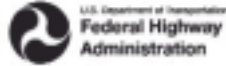


Detroit River International Crossing

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***APPENDIX B -
Displays / Handout Package***



Detroit River International Crossing

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APPENDIX C - Comments and Responses

REF#	COMMENT	RESPONSE
W001	Opposed to Ojibway Fast Track/Truck Route as proposed by Schwartz Report and supported by City of Windsor.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W002	Questions and concerns about the proposed open cut on Talbot Road, as identified in the Schwartz Report.	The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W003	Concerned with the Schwartz Report Proposal for a major truck route through protected, natural areas in west Windsor and by the apparently strong political support for the Proposal.	Your concerns for the potential impact to the natural environment features in the west-end Windsor, such as the Ojibway prairie complex are noted. We understand that you were able to speak to our natural environment specialists at the recent IPOs. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W004	Newspaper account of the 1954 Sink Hole.	No response required.
W005 (a)	Support for a route from the end of 401, down Howard Avenue to County Road 8 and across to the River Canard Area (i.e. south Corridor).	Your support for a crossing in the County Road 8/River Canard area has been noted. The Project Team is currently developing a set of Illustrative Alternatives to be considered for a new or expanded crossing. Alternatives in the River Canard area will be included. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team.
W005 (b)	Protect land dedicated as parkland located at the end of Todd Lane at Malden Road.	Thank you for identifying this feature to the Project Team. This, along with other information will be considered in the development and assessment of Illustrative Alternatives.
W006	Comment includes note about a particular feature.	This is already included in donut letter so no other response is needed.
W007 (a)	Oppose Ambassador Bridge Twinning.	Your opposition to Twinning the Ambassador Bridge is noted. The Project Team is developing a set of Illustrative Alternatives to be considered for a new or expanded crossing.
W007 (b)	Avoid damaging Ojibway Park or Black Oaks.	Your concerns for the potential impact to the natural environment features in the west-end Windsor, such as the Ojibway prairie complex are noted. We understand that you were able to speak to our natural environment specialists at the recent IPOs. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W008	Schwartz Report and comments on particular alternatives supported by the Schwartz Report and the City of Windsor's support of Schwartz.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project
W008 (a)	Supports a new crossing to provide choice/share traffic impacts.	Your support for a new crossing and corridor is noted. Your support for a crossing in the County Road 8 River Canard area has been noted. The Project Team is currently developing a set of Illustrative Alternatives to be considered for a new or

REF#	COMMENT	RESPONSE
		expanded crossing. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team.
W008 (b)	Put Customs at Highway 401.	The Project Team will be developing sites for plazas associated with a new or expanded crossing as part of this project. The initial plaza locations will be identified at the upcoming PIOHs in June 2005. You are encouraged to attend an Open House and make your comments known to the Project Team.
W009 (a)	Support for a tunnel option.	Your support for a tunnelled option has been noted. The Project Team will be considering tunnels and bridges in the development and assessment of new or expanded crossing alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W009 (b) W010 W011 (a)	Providing of information on features to the Project Team through the sticker system.	Thank you for providing your information on local features to the Project Team. The Project Team will use this information in the development and assessment of Illustrative Alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W011 (b)	Request for information pertaining to the U.S. Public Meetings.	We understand that this information had been provided to you at the Initial Public Outreach Meeting. In future, you may refer to the project website www.partnershipborderstudy.com for any information regarding public meetings or other events in both Canada and the U.S.
W012	Project Team should consider preservation of existing natural areas in the development of alternatives.	Impacts to natural features will be considered in the development and assessment of alternatives. The information you provided on local features will also be used in developing and assessing alternatives, which will be presented at the next PIOH in June 2005. You are encouraged to attend and make your comments known to the Project Team.
W013	Pertaining to natural features in the east corridor area.	Thank you coming out to the meeting and providing your information about the natural features in the east Windsor/Little River area. This information will be used by the Project Team and involve and assessment of alternatives presented at the next PIOH in June 2005. You are encouraged to attend and make your comments known to the Project Team.
W014	Not a real comment.	No response required.
W015 (a)	Highways being a barrier and hazard for wildlife and destruction of habitats. The Project Team needs to consider existing biodiversity; protect remaining forests in Essex County.	The Project Team will be considering these aspects in the development and assessment of alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W015 (b)	Automakers need to be involved in the Project.	With regard to your comment that the automakers should be involved in the Project, the Project Team has made contact with automakers, auto part manufacturers and other border users as part of the consultation plan for the Project. The active participation of these and other groups are encouraged by the Project Team.
W016 (a)	Human Health should be a factor to be considered in the development and assessment of route alternatives.	Such impacts will be considered in accordance with the requirements of the Canadian Environmental Assessment Act. This will include an assessment of impacts to air quality and changes in noise levels.

REF#	COMMENT	RESPONSE
W016 (b)	Conserve natural features.	The Project Team will be considering the effect on natural features in its development and assessment of alternatives. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team.
W016 (c)	Consider turning more traffic to rail, rather than trucks.	The Project Team is assessing the role of other modes (i.e. rail) in addressing transportation problems in the Detroit River area. Previous work under the P/NF Study identified that while increased use of rail may improve utilization of the transportation network as a whole, it will not reduce the need for a new or expanded road-based crossing in the Detroit River area. This assessment will be reviewed as part of the DRIC EA Project.
W017	There was a noise study done in the area in the year 2000 and providing contact information.	Thank you for your information regarding the recent noise study in the Windsor area. Our Project Team will seek to obtain a copy of this study for incorporation into the DRIC EA, as appropriate. Please be aware that as part of the DRIC EA, our Team will be undertaking a noise impact assessment on the alternatives identified in this Project.
W018 (a)	Concerns with proposed alternative identified by the Schwartz Plan (impacts to Ojibway Nature Preserve and impacts and routing through a residential area).	Your comments regarding the proposed Schwartz Plan and support for the DRTP proposal have been noted. The Project Team will be considering these proposals in the development and assessment of alternatives.
W018 (b)	A solution is need now; not 10-15 years from now.	The governments of Canada, Ontario, U.S. and Michigan are working to implement short-term measures at the border to address current transportation problems. In addition, these agencies together have formed a partnership to identify the long-term solution for the Detroit River area. All agencies are working as quickly as possible to develop a solution, while considering the requirement for approvals of government agencies. The Project Team is currently developing the possible alternative routes to be considered for new or expanded crossing. These will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W018 (c)	Referendum be held to select the preferred route.	In regard to your comment that a referendum be held to select the route, the Project Team is committed to consulting with all stakeholders on the project to ensure that their views are included in the selection of a preferred alternative. The Project Team is consulting with all stakeholders in Canada and the U.S., as well as federal and provincial agencies, border users, municipalities and special interest groups, as well as members of the public.
W018 (d)	Support for the DRTP alternative.	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W019 (a)	Plan for reduction in truck volumes.	The Project Team, as part of this EA will be undertaking travel demand forecasts, which identify the predicted level of truck traffic on the transportation road network across the border. This information is based upon trade projections provided by Stats Canada and U.S. Bureau of Transportation. The potential for diversion of freight to other modes, such as rail and marine were considered in the P/NF Study. This Study concluded that while rail and marine did have a role to play in the border transportation network, they do not preclude the need for a new or expanded crossing at the Detroit River. The Partnership has developed traffic projections based on the best available information provided by transportation agencies,

REF#	COMMENT	RESPONSE
		economic indicators and industry sources. These projections identify a continual increase in cross-border traffic in future years. The Partnership agencies have a responsibility to develop a plan that would meet the needs of the future travel demand on the border crossing road network. The recommended improvements, once identified, will be implemented as traffic demand warrants; that is, if traffic demand does not materialize the improvements will be scaled back or deferred.
W019 (b)	Air Quality Regulations and Enforcement.	This Project will be undertaking an assessment of air quality impacts. The change in air quality associated with each of the alternatives considered will be presented to the public for comment.
W019 (c)	Individual natural features in the Study Area.	Thank you for taking the time to provide us information on Study Area features. This information will be used by the Project Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W019 (d)	Opposition to Schwartz Option 3.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W020 (a)	Opposed to east/west truck corridor in Windsor.	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W020 (b)	Specific Environment features.	Thank you for taking the time to provide us with information on specific Study Area features. This information will be used by the Project Team in the development and assessment of illustrative alternatives.
W021 (a)	Consider multi-modal transportation uses.	The Project Team is assessing the role of other modes (i.e. rail) in addressing transportation problems in the Detroit River area. Previous work under the P/NF Study identified that while increased use of other modes may improve utilization of the transportation network as a whole, it will not reduce the need for a new or expanded road-based crossing in the Detroit River area. This assessment will be reviewed as part of the DRIC EA Project.
W021 (b)	Providing information on specific Study Area features.	Thank you for taking the time to provide us with information on specific Study Area features. This information will be used by the Project Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W021 (c)	Support for DRTP.	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W021 (d)	Concerns with the Schwartz Report.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.

REF#	COMMENT	RESPONSE
W022	No contact information.	No response required.
W023 (a)	Preserve natural environment features, particularly those of scientific and ecological significance.	Minimizing impacts to Study Area features is one of the objectives to be considered in the development and assessment of Illustrative Alternatives. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering.
W023 (b)	Particulate matter needs to be studied as related to diesel fumes.	As part of the DRIC EA, potential impacts to air quality will be undertaken in accordance with the requirements of federal and provincial agencies. The work to be undertaken as part of the air quality impact assessment will be documented in a work plan, which will be presented to the public for comment at the next PIOH in June.
W023 (c)	Comments pertaining to particular features in the project area.	Thank you for taking the time to provide the Project Team with comments. This information will be used by the Project Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W023 (d)	Request for portion of the aerial photo.	The section of the air photo you requested has been sent to you previously in earlier correspondence. If you require additional information, please feel free to contact us.
W024a	Consider cost in development of alternatives	The Partnership will be considering costs in the development and assessment of alternatives.
W024b	Support for a tunnel option.	Your support for a tunnelled option has been noted. The Project Team will be considering tunnels and bridges in the development and assessment of new or expanded crossing alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W024c	Opposed to Ojibway Fast Track/Truck Route as proposed by Schwartz Report and supported by City of Windsor.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W024d	More truck ferries should be used as an interim measure.	Recently, the federal and provincial governments announced studies of the ferry operation to, in part, determine the feasibility of expanded ferry operations on the Detroit River. Such an alternative, however, will not preclude the need for a new or expanded road-based border crossing on the Detroit River.
W025e	Customs should wave the customs fees presently charged to speed up traffic.	The time spent collecting fees at the border from cross-border trucks represents only a minor portion of the time required to pass through the inspections process. Additional border processing resources and facilities have recently been added at the Ambassador Bridge. In addition, all U.S.-bound trucks are now required to provide notification of their shipments electronically one hour prior to arriving at the border. These changes have resulted in significant improvements at the border for processing U.S.-bound trucks.
W025a	Provide separate cross-border corridors for local freight (just in time rail) and passenger service.	The Project Team is assessing the role of other modes (i.e. rail) in addressing transportation problems in the Detroit River area. Previous work under the P/NF Study identified that while increased use of rail may improve utilization of the transportation network as a whole, it will not reduce the need for a new or expanded road-based crossing in the Detroit River

REF#	COMMENT	RESPONSE
		area. This assessment will be reviewed as part of the DRIC EA Project.
W025b	Rationalize rail service and yards in Windsor.	Above response covers both comments.
W026	Consider minimizing impacts on green areas, such as woodlands in vicinity of Windsor Airport.	Thank you coming out to the meeting and providing your information about the natural features in the east Windsor/Little River area. This information will be used by the Project Team and involve and assessment of alternatives presented at the next PIOH in June 2005. You are encouraged to attend and make your comments known to the Project Team.
W027a	Consider traffic staging to avoid traffic interference in developing alternatives.	The Project Team will be assessing impacts of construction in the assessment of Illustrative Alternatives. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W027b	Federal surcharge is a deterrent to additional trucks using the ferry.	Recently, the federal and provincial governments announced studies of the ferry operation to, in part, determine the feasibility of expanded ferry operations on the Detroit River. Such an alternative, however, will not preclude the need for a new or expanded road-based border crossing on the Detroit River.
W028	Impacts to Ojibway and related natural areas.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Ojibway prairie complex are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W029a	Impacts to Ojibway and related natural areas.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Ojibway prairie complex, are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W029b	Questioning whether there has been a study of soil conditions at Ojibway and whether tunneling is a feasible alternative in this area.	The Project Team is collecting existing information on soil conditions in the Ojibway area, as well as other areas along the Detroit River. As part of the DRIC EA, geotechnical studies will be undertaken to better understand soil conditions. This information will be used in the development and assessment of alternatives.
W030	Under community effects, in addition to noise and disruption, Project Team must also consider potential impacts to livelihood and sustenance of an existing community.	The Project Team will consider impacts to community character and cohesion in the development and assessment of alternatives. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W031a	The only healthy solution is a tunnel with electrostatic precipitators, scrubbers and catalytic converters for NOx. Clean air should be top priority.	Your support for a tunnelled option has been noted. The Project Team will be considering tunnels and bridges in the development and assessment of new or expanded crossing alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team. Mitigation measures to address any identified changes in air quality, such as precipitators, scrubbers and catalytic converters will be defined for the technically and environmentally preferred alternative, as appropriate.
W031b	Identifies features with stickers	Thank you for taking the time to provide us information on Study Area features. This information will be used by the Project

REF#	COMMENT	RESPONSE
		Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W032	Air quality should be monitored not modeled for this study.	Thank you for your comments on the air quality impact assessment. The Project Team is proposing to model air quality impacts using existing monitoring station data and air quality models approved for transportation projects. This approach is being reviewed by federal and provincial agencies. We will incorporate their comments on the air quality impact assessment work plan, as appropriate, to meet their requirements for approvals of this project.
W033	Impacts to natural features.	No additional response required
W034a	Avoid connection to Huron Church/Highway 3; supports new corridor through rural area of LaSalle.	Your support for a new corridor through rural area of LaSalle is noted. . The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W034b	Consider truck emissions and rates of cancer as an evaluation criteria.	Impact on human health will be considered on the DRIC Project, in accordance with the requirements of the Canadian Environmental Assessment Act. These requirements include an assessment of impacts to air quality and their significance to human health. A specific study of a link between truck emissions and cancer rates is not part of this study.
W034c	Suggests an alignment south of LaSalle. (Sticker W386 - Avoid any connection to Huron Church/ Highway 3. Create a new highway across farmland in LaSalle. Extend Highway 401 to Townline Road, County Road 8 (LaSalle), then along this road to the new crossing).	Your suggestion for a new route south of LaSalle connecting to a new crossing has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W035a	Supports cut and covered DRTP and Huron Church options.	Your support for the cut and covered DRTP and Huron Church options has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W035b	Suggests air testing for diesel particulates and benzene be considered in development of alternatives.	The Project Team is proposing to model air quality impacts using existing monitoring station data and air quality models approved for transportation projects. The impact assessment will include identifying existing and future levels of pollutants such as particulate matter and benzene. This approach is being reviewed by federal and provincial agencies. We will incorporate their comments on the air quality impact assessment work plan, as appropriate, to meet their requirements for approvals of this project.
W035c	Concerns with impacts to Ojibway Park/prairie grassland.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Ojibway prairie complex, are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in

REF#	COMMENT	RESPONSE
		the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W035d	Convert rail corridors for truck roads; support for a tunneled truck-only facility, new bridge south of Ambassador, enhanced DRTP option and dedicated truck lanes.	Your suggestions to use existing infrastructure and to provide two additional crossings for cross-border traffic have been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W036	Request for mapping.	Please find enclosed a CD containing a digital file (.tif) of the central map shown at the Initial Public Outreach.
W037a	Identified area of sulphur springs and concerns with geotechnical conditions.	The Project Team is collecting existing information on soil conditions in the Ojibway Parkway/EC Row area, as well as other areas along the Detroit River. As part of the DRIC EA, geotechnical studies will be undertaken to better understand soil conditions. This information will be used in the development and assessment of alternatives.
W037b	Concerned with impacts to community of Sandwich.	As part of the assessment of alternatives, impacts to community cohesion and character will be identified. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W038	Identified natural features using stickers.	Thank you for providing your information on local features to the Project Team. The Project Team will use this information in the development and assessment of Illustrative Alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W039	Identified natural features using stickers.	Thank you for providing your information on local features to the Project Team. The Project Team will use this information in the development and assessment of Illustrative Alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W040	Consider a truck-only tunnel.	Thank you for your suggestion for a new tunnelled truck-only facility. The issues you raised will be addressed during the DRIC EA. The Project Team is currently developing the possible alternative routes to be considered for new or expanded crossing. These will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W041(a)	Consider a tunnel option to Ambassador Bridge; support for twinning Ambassador Bridge	Tunneling the road connection from the highway system to the new or expanded river crossing will be considered in the development of alternatives. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W041(b)	Concern for impacts to Ojibway area.	Your concern for the potential impact to the natural environment features in west-end Windsor, such as the Ojibway prairie complex are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor.
W041(c)	Support for DRTP.	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative

REF#	COMMENT	RESPONSE
		routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W042	Support for DRTP; suggests a new tunnel on alignment south of LaSalle.	Your support for the DRTP alternative and your suggestion for a tunnelled option south of LaSalle has been noted. The Project Team will be considering tunnels and bridges in the development and assessment of new or expanded crossing alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W043	Concern for impacts to Ojibway area.	Your concern for the potential impact to the natural environment features in west-end Windsor, such as the Ojibway prairie complex are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W044(a)	Support for DRTP.	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W044(b)	Concerns with recommendations of Schwartz Report (tunnel under Ojibway and TMC in Brighton Beach).	Your concerns with some of the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W045	Concern for impacts to Ojibway area.	Your concern for the potential impact to the natural environment features in west-end Windsor, such as the Ojibway prairie complex are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W046(a)	Truck traffic and pollution should be moved away from heavily populated areas.	The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W046(b)	Concern for impacts to Ojibway area.	Your concern for the potential impact to the natural environment features in west-end Windsor, such as the Ojibway prairie complex are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W047(a)	Concern with pollution from trucks in neighbourhoods and sensitive natural areas; effects of tunnelling in sensitive natural areas.	Your concerns provided on your comment sheet will be considered in the development and assessment of alternatives.

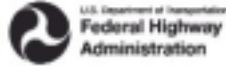
REF#	COMMENT	RESPONSE
W047(b)	Identified features using the sticker system.	We also thank you for providing your information on local features to the Project Team. The Project Team will use this information in the development and assessment of Illustrative Alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005.
W048(a)	Impacts to property values.	Your concern for the potential impact to property values is noted. The Partnership is studying improvements to meet the long-term needs of the transportation network; property costs will be determined for those properties that are directly affected by the recommended improvements in accordance with Ministry practices. As part of the DRIC EA, more information on the property acquisition process will be available. When a recommended solution is identified, information on impacts to specific properties will be available. However, the Ontario Ministry of Transportation does not generally consider changes to property values in the assessment of route alternatives.
W048(b)	Identified features using the sticker system.	We also thank you for providing your information on local features to the Project Team. The Project Team will use this information in the development and assessment of Illustrative Alternatives. These alternatives for a new or expanded river crossing and routes connecting the highway system in Ontario to the interstate freeway system in Michigan will be presented at the next PIOH scheduled for June 2005. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W049(a)	Use EC Row as part of the solution.	Your support for considering EC Row Expressway as an alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W049(b)	Avoid environmentally protected areas.	Your concern for the potential impact to natural environment features is noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W049(c)	Place processing centre outside of city limits, with controlled access to Ambassador Bridge.	The feasibility of processing centres and marshalling yards in the Windsor area will be assessed in a separate study recently announced by the federal and provincial governments. The Partnership is studying improvements to meet the long-term needs of the transportation network. This work will be coordinated with the marshalling yard study.
W049(d)	Route portion of trucks to new crossing and remaining portion to Ambassador Bridge.	The Partnership is studying improvements to meet the long-term needs of the transportation network. No decisions have been made regarding designating lanes or crossings for certain types or volumes of truck traffic.
W050(a)	Make a decision sooner	The governments of Canada, Ontario, U.S. and Michigan are working to implement short-term measures at the border to address current transportation problems. In addition, these agencies together have formed a partnership to identify the long-term solution for the Detroit River area. All agencies are working as quickly as possible to develop a solution, while considering the requirement for approvals of government agencies. The Project Team is currently developing the possible

REF#	COMMENT	RESPONSE
		alternative routes to be considered for new or expanded crossing. These will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W050(b)	Support for truck ferry and rail	The Project Team is assessing the role of other modes (i.e. rail and ferry) in addressing transportation problems in the Detroit River area. Previous work under the P/NF Study identified that while increased use of rail and the ferry may improve utilization of the transportation network as a whole, it will not reduce the need for a new or expanded road-based crossing in the Detroit River area. This assessment will be reviewed as part of the DRIC EA Project. Recently, the federal and provincial governments announced studies of the ferry operation to, in part, determine the feasibility of expanded ferry operations on the Detroit River, as well as a rail rationalization study to determine ways of making rail more efficient.. Such alternatives, however, will not preclude the need for a new or expanded road-based border crossing on the Detroit River.
W051(a)	Impacts to Ojibway and related natural areas.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Ojibway prairie complex, are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W051(b)	Suggests air testing for diesel particulates and benzene be considered in development of alternatives.	The Project Team is proposing to model air quality impacts using existing monitoring station data and air quality models approved for transportation projects. The impact assessment will include identifying existing and future levels of pollutants such as particulate matter and benzene. This approach is being reviewed by federal and provincial agencies. We will incorporate their comments on the air quality impact assessment work plan, as appropriate, to meet their requirements for approvals of this project.
W051(c)	Providing information on specific Study Area features.	Thank you for taking the time to provide us with information on specific Study Area features. This information will be used by the Project Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W051(d)	Offer to allow access to lands for natural environment field investigations	We have also noted your offer to provide access to your lands for field investigations. We have provided your contact information to our natural environment specialists.
W052	Providing information on specific Study Area features.	Thank you for taking the time to provide us with information on specific Study Area features. This information will be used by the Project Team in the development and assessment of illustrative alternatives. The new or expanded crossing alternatives will be presented at the next PIOH scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W053(a)	Concerns with impacts to natural features.	The Project Team will be considering the effect on natural features, including fish and wildlife habitat in the development and assessment of alternatives. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team.
W053(b)	Evaluation should also consider species at risk and	Your comments on the proposed evaluation criteria have been noted. Species at risk and potential impacts of contaminated sediments will be considered in the evaluation of alternatives. The Project Team will identify and compare all possible impacts

REF#	COMMENT	RESPONSE
	potential impacts of contaminated sediments	and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W054	Impacts to Ojibway and related natural areas.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Ojibway prairie complex, are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W055(a)	Need for long-range planning	In regard to your comment on the need for long-term planning, the Planning/Need and Feasibility (P/NF) Study completed in January 2004 provides a long-term plan for improvements to the border transportation network to meet the projected travel demand beyond 2030. One of the key recommendations of the P/NF Study was to proceed with the technical and environmental studies for a new or expanded crossing of the Detroit River, with connections between the highway system in Ontario and the interstate freeway system in Michigan. All agencies are working as quickly as possible to develop a solution, while considering the requirement for approvals of government agencies. The governments of Canada, Ontario, U.S. and Michigan are also working to implement short-term measures at the border to address current transportation problems. All agencies are working as quickly as possible to develop a solution, while considering the requirement for approvals of government agencies.
W055(b)	Concerns with impacts to natural features.	The Project Team will be considering the effect on natural features in the development and assessment of alternatives. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team.
W055(c)	Consider Official Plans and Zoning	Compatibility with local planning will be considered in the evaluation of alternatives. Official Plan and zoning information is being collected from local municipalities.
W056	General comment on impacts	Basic letter will suffice – no customized response required.
W057(a)	Request for mapping	Please find enclosed a CD containing a digital file (.tif) of the central map shown at the Initial Public Outreach.
W057(b)	Opposition to Schwartz Option 3.	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns will be considered during the development of alternatives for the Detroit River International Crossing Project.
W058	Impacts to Spring Garden ANSI.	Your concerns for the potential impact to the natural environment features in the west end of Windsor, such as the Spring Garden ANSI, are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the project area. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W059(a)	Consider improving current quality of life for residents along proposed route.	One of the guiding principles being used in the development of illustrative alternatives is to minimize impacts on residential areas as much as possible. Reducing potential impacts to neighbourhoods, such as displacement of homes and businesses, impacts on access, and noise and air quality impacts will be considered by the Project Team in the development and

REF#	COMMENT	RESPONSE
		assessment of alternatives. Measures to reduce potential impacts, such as noise barriers, and service roads, will also be identified as part of this project.
W059(b)	Concern with Schwartz recommendations	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns and suggestions will be considered during the development of alternatives for the Detroit River International Crossing Project.
W059(c)	Support for Lauzon Parkway extension to Highway 401.	Your support for a Lauzon Parkway extension to Highway 401 is noted. The governments of Canada and Ontario recently announced plans to initiate the environmental assessment for this project, which is the first step in the implementation of this transportation network improvement.
W059(d)	Suggests Lauzon/EC Row to Central Crossing as possible alternative	Your support for an alternative incorporating a new extension of Lauzon Parkway and EC Row Expressway to a new crossing in the area of Ojibway Parkway area has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W060(a)	Concern with Schwartz recommendations	Your concerns with the recommendations of the Schwartz Report are noted. The Schwartz Report provides valuable information to the Project Team, which will be considered in the development and assessment of Alternatives. Your concerns and suggestions will be considered during the development of alternatives for the Detroit River International Crossing Project.
W060(b)	Support for DRTP	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W061	Impacts to Ojibway and related natural areas.	Your concerns for the potential impact to the natural environment features in the west end of Windsor are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the west-end of Windsor. The Project Team will be considering the effect on natural features in the development and assessment of alternatives. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments known to the Project Team. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W062	No contact info – no response required	No response required.
W063(a)	Support a new publicly owned connection from Highway 401 to U.S. Interstate freeway	No decisions have been made regarding the responsibility and cost of constructing and operating a new or expanded crossing. Whether a new crossing would be public, private or some combination is an issue that is being considered by the four governments sponsoring the DRIC Project.
W063(b)	Impacts to natural features	Your concerns for the potential impact to the natural environment features in the Little River area and the west end of Windsor are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the Windsor area. The Project Team will be considering the effect on natural features in the development and assessment of alternatives. You are encouraged to come out to the next PIOH in June 2005 to review the Illustrative Alternatives and make your comments

REF#	COMMENT	RESPONSE
		known to the Project Team. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
W063(c)	Support for DRTP	Your support for the DRTP alternative has been noted. The Project Team is currently developing the possible alternative routes to be considered for a new or expanded crossing. These alternatives will be presented at the next Public Information Open Houses scheduled for June 2005. You are encouraged to attend and make your comments known to the Project Team.
W064?(a)	Short-term goal is get trucks off city streets; trucks with business in Windsor area should be allowed on designated routes	We note your comment that trucks with business in the Windsor-Essex County/Detroit-Wayne County area should be allowed on designated routes. In fact, Windsor and Detroit have designated portions of the local road network as truck routes to be used for local access. Your concerns that long-distance truck traffic often uses such routes as a means of by-passing any truck queues at the border crossings is understandable. However, determining whether a truck is by-passing queues or whether it has a legitimate reason to be using the local road system raises complex issues of local by-law enforcement and traffic operations. The Partnership is pleased that recent changes in border processing resources and programs have significantly reduced incidences of queuing on local streets. Without the truck lineups on Huron Church Road, long-distance trucks are less likely to leave the designated truck routes to access the border crossings.
(b)	Opposed to proposed expansion of Ambassador Bridge plaza	Your concerns related to the proposed expansion of the Ambassador Bridge Canadian plaza are noted. The improvements to Ambassador Bridge are proposed as part of a short-term improvement to meet travel demands at the crossing and are not directly a part of the DRIC Project. We are monitoring the proposed changes at all border crossing facilities on the Detroit River.
(c)	Impacts to natural features	Your concerns for the potential impact to the natural environment features in the Detroit River area are noted. As part of the DRIC EA, we will be collecting data about the importance of the natural features in the project area. The Project Team will identify and compare all possible impacts and benefits to identify the alternative that results in the best balance between environmental impacts and transportation engineering considerations.
(d)	Consider cumulative impacts on human health (air quality)	Impacts on human health will be considered in accordance with the requirements of the Canadian Environmental Assessment Act. This will include an assessment of impacts to air quality, including identifying existing and future levels of pollutants such as particulate matter. The Project Team is proposing to model air quality impacts using existing monitoring station data and air quality models approved for transportation projects. This approach is being reviewed by federal and provincial agencies. We will incorporate their comments on the air quality impact assessment work plan, as appropriate, to meet their requirements for approvals of this project.
(e)	Prefers public meeting format used in U.S.	Thank you for your comments on the formats of the recent public meetings in Ontario and Michigan. The drop-in style outreach sessions were used in Ontario to allow interested individuals to speak one-on-one with members of the Project Team to obtain specific information, provide their personal input or to generally discuss the project. MTO prefers this format as it enables the public to take their time to review the information and ask as many questions as necessary about their particular areas of interest or concern. However, your comments and suggestions have been noted and will be considered in future public events for the DRIC Project.



***APPENDIX D -
Comments Provided on Mapping***

DRAFT
WINDSOR IPO SESSION

Reference No.	Comments	Action
W031	<ul style="list-style-type: none"> Sold land to the Government of Ontario in perpetuity – to be kept as park land 	<ul style="list-style-type: none"> Noted
B2	<ul style="list-style-type: none"> Implementation of x-ray machines at Walker will cause congestion on local road network Multi-rail tunnel at existing crossing – passenger, international container, just-in time local freight used by auto industry. Concerned with at-grade rail crossings within Windsor 	<ul style="list-style-type: none"> Noted
B3	<ul style="list-style-type: none"> Indian Burial Ground 	<ul style="list-style-type: none"> Noted
B4	<ul style="list-style-type: none"> Golf Course 	<ul style="list-style-type: none"> Noted
B5	<ul style="list-style-type: none"> ADM-Agri – grain terminal and food processing, oil processing 	<ul style="list-style-type: none"> Noted
W805	<ul style="list-style-type: none"> Trucks making Left-hander from I-75 causes delay on ramps 	<ul style="list-style-type: none"> Noted
W154 W155 W156	<ul style="list-style-type: none"> Protect the remaining forests in Essex County. We have such a small area covered by forest now. If you deem it necessary to remove a forest do more than just replace it. Keep in mind future bicycle paths & waterways giving a buffer zone between roadways and ANSI cannot be under valued. Interconnectivity may be important to MTO but we are interconnected with our environment. 	<ul style="list-style-type: none"> Noted
W307	<ul style="list-style-type: none"> This ANSI is a natural Corridor to the grassland 	<ul style="list-style-type: none"> Noted
W308	<ul style="list-style-type: none"> Have walked this area the area. The biodiversity in species is rare. 	<ul style="list-style-type: none"> Noted
W309	<ul style="list-style-type: none"> This is the heart! Snakes, birds, trees, all rare. Owls for God sake 	<ul style="list-style-type: none"> Noted
B5	<ul style="list-style-type: none"> Correct name is NEMAK plant 	<ul style="list-style-type: none"> Plan Revised
W100	<ul style="list-style-type: none"> Do not twin Ambassador Bridge 	<ul style="list-style-type: none"> Noted
W101	<ul style="list-style-type: none"> Avoid damaging Ojibwa Park or Black Oaks 	<ul style="list-style-type: none"> Noted
W256	<ul style="list-style-type: none"> Bald Eagles nesting on Peche Island Ongoing monitoring by partnerships of gov't/enviro groups 	<ul style="list-style-type: none"> Noted
W257	<ul style="list-style-type: none"> Airport woodlots – records of habitat of Butler's Garter Snake Species at risk 	<ul style="list-style-type: none"> Noted
W631 W632 W633	<ul style="list-style-type: none"> Will the study include the possibility of a truck only tunnel from outside of Windsor to the US side of the river connected to Interstate Highways? Given that the tunnel be divided with 2 lanes in both directions Designed to include the necessary safe grounds in the event of any emergencies Built to include dual systems to scrub the truck exhausts Restricted to truck use only Connected to Highway 401 at the appropriate location Where there would be a concentration of residential housing in the immediate or near area entrance or exit to the tunnel Freeway material or significant environmental concerns. 	<ul style="list-style-type: none"> Response Prepared Noted

Reference No.	Comments	Action
W109	<ul style="list-style-type: none"> Old growth large oak trees best example of tall grass prairie in Canada 	<ul style="list-style-type: none"> Noted
W110	<ul style="list-style-type: none"> Spring softshell turtle 	<ul style="list-style-type: none"> Noted
W111	<ul style="list-style-type: none"> Important wetland and duck habitat Gull breeding ground Map turtles 	<ul style="list-style-type: none"> Noted
W637	<ul style="list-style-type: none"> I have a real concern about trucks through Ojibway Park Land. We have such a shortage of green areas in Windsor. Also along Todd Lane (actually behind Todd Lane) 	<ul style="list-style-type: none"> Noted
W638	<ul style="list-style-type: none"> If we put the trucks behind Todd Lane, it will spoil the neighboring spring garden reserve on the other side of Turkey Creek. It will be like walking down Huron Line with all the with all the trucks rumbling by. 	<ul style="list-style-type: none"> Noted
W639	<ul style="list-style-type: none"> It looks like the Truck Route will also be going through both the Provincial and City Ojibway Areas and quite close to the Black Oak Park. This will disturb plant and animal habitat. We have a scarcity of Green Areas. 	<ul style="list-style-type: none"> Noted
W634	<ul style="list-style-type: none"> Have you considered a crossing from Pennsylvania Avenue across Grosse Ile with the Customs Station on Grosse Ile, then connecting to Texas Road (Amherstburg) then up Highway 11 to Highway 8 to Highway 19 north and then Highway 401 Opposed to any highway going through the Ojibway parkland. 	<ul style="list-style-type: none"> Considered Noted
W640	<ul style="list-style-type: none"> Refer to comment sheet for comment (6 pages attached) 	<ul style="list-style-type: none"> Letter noted
W643	<ul style="list-style-type: none"> Refer to comment sheet for comment (5 pages attached) 	<ul style="list-style-type: none"> Articles Noted
W385 W386 W387	<ul style="list-style-type: none"> Extend Highway 401 along this pass to connect to W385 and then travel along Highway 9 (W386) and then turn onto County Road 3 to future crossing (W387) 	<ul style="list-style-type: none"> Considered
W679	<ul style="list-style-type: none"> Existing high end residential development should deny any proposed routes to the US. Otherwise property values will deteriorate. Noise pollution and poor air quality will increase 	<ul style="list-style-type: none"> Noted
W680	<ul style="list-style-type: none"> Proposed routes should be created through farm land. A new highway (if needed) should be constructed. 	<ul style="list-style-type: none"> Noted
W681	<ul style="list-style-type: none"> A new highway along this route would be the least disruptive in the long term, to existing neighbourhoods. 	<ul style="list-style-type: none"> Noted
W478	<ul style="list-style-type: none"> There are sulfur springs in this area of McKee Creek. If you have 40 000 trucks a day, in 10 years you will contaminate the river 	<ul style="list-style-type: none"> Noted
W479	<ul style="list-style-type: none"> The land in the area of the salt brine pits may not hold the super structure of the new bridge in the Ojibway stories 	<ul style="list-style-type: none"> Noted
W480	<ul style="list-style-type: none"> I live here. And I don't want to live sandwiched between 2 bridges belching pollution. 	<ul style="list-style-type: none"> Noted
W649	<ul style="list-style-type: none"> Impossible to maintain traffic flow along Talbot Road / Huron Church during construction of highway 	<ul style="list-style-type: none"> Noted
W560	<ul style="list-style-type: none"> Why tunnel under environmentally protected area when it is possible to tunnel an existing rail corridor? 	<ul style="list-style-type: none"> Response Prepared
W651	<ul style="list-style-type: none"> Why a truck pre processing area on the west side of city across from a protected area? Put it outside of the city on Highway 401 and connect it to the DRTP 	<ul style="list-style-type: none"> Suggestion Noted
W145	<ul style="list-style-type: none"> Woodlots at Windsor Airport 	<ul style="list-style-type: none"> Noted
W146	<ul style="list-style-type: none"> Ojibway complex 	<ul style="list-style-type: none"> Noted
W147	<ul style="list-style-type: none"> Lauzon Road 	<ul style="list-style-type: none"> Noted
W106	<ul style="list-style-type: none"> Airport woodlands 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
W107	<ul style="list-style-type: none"> Lauzon Parkway Ext of 401 	<ul style="list-style-type: none"> Concession Road 10
W108	<ul style="list-style-type: none"> Ojibway Spring Garden Area 	<ul style="list-style-type: none"> Windsor Salt Company (Green Space)
W112	<ul style="list-style-type: none"> Sulphur vein and building disappeared (perpendicular to river) 	<ul style="list-style-type: none"> Aerial photo updated
W289	<ul style="list-style-type: none"> Windsor Airport Woodlands These Woodlands Should be saved. 	<ul style="list-style-type: none"> Noted
W290	<ul style="list-style-type: none"> County Road 17 Extension Create a green corridor if Lauzon Parkway is extended 	<ul style="list-style-type: none"> Noted
W813	<ul style="list-style-type: none"> The Spring Garden (ANSI) in its entirety needs to be protected along with Ojibway Nature Preserve from the intrusion of a major truck highway. Huron Church needs to be considered along with Talbot Road to be the main truck route to the expressway west to a new bridge. Expand improve existing road infrastructure to accomplish the objective. 	<ul style="list-style-type: none"> Noted
W658	<ul style="list-style-type: none"> As a former resident adjacent to Huron Church, the truck congestion and associated pollution should be moved away from heavily populated areas entirely. 	<ul style="list-style-type: none"> Noted
W659	<ul style="list-style-type: none"> Ojibway is a local treasure and should be treated accordingly. Spending a little extra to move the proposed corridor away from the protected park area shouldn't be concern. 	<ul style="list-style-type: none"> Noted
W238	<ul style="list-style-type: none"> Just a couple of people aware of noise study 	Please note there was a Noise Study done in the area (Year 2000)City Hall Legal (F.O.I)Date: AUG 9/2000 22Pgs.FAX: 1-519-255-6933City of Windsor Legal Noise Study done by J.E. Coulter Associates Limited Toronto Ont. July 12/2000
W238	Mr. Andre Lalonde Transport Canada – Surface Railway Operator Officer 600 – 20 Toronto Street Toronto, Ontario M5C 2B8	
W238	Marie-Paule Scott Q.C. Secretary and General counsel Canadian Transportation Agency 19 Floor 15 Eddy Street Ottawa, Ontario K1A ON9 Fax: 819-953-9269	

Reference No.	Comments	Action
W091	<ul style="list-style-type: none"> Confirm stars as noted area – Belongs to Port Authority 	<ul style="list-style-type: none"> To be determined (Environmental Policy Area)
W382	<ul style="list-style-type: none"> Save this area (do not build) 	<ul style="list-style-type: none"> Noted
W250	<ul style="list-style-type: none"> Lauzon Parkway Extension to 401 “green’ creation buffer zone – protected watershed in area Environmental concerns Farmland Airport Woodlot (protection of) 	<ul style="list-style-type: none"> Noted
W241	<ul style="list-style-type: none"> Airport Woodlots – These are the only place in the Little River Watershed where there is interior forest or possibility of linking them to create more forest interior. 	<ul style="list-style-type: none"> Noted
W242	<ul style="list-style-type: none"> Land here where 14th Street Road allowance crosses Malden Rd. has been donated by owner to be preserved in perpetuity as part of Ojibway Nature Reserve. 	<ul style="list-style-type: none"> Noted
W243	<ul style="list-style-type: none"> Fourteenth St. Road allowance crosses Turkey Creek – proposed Schwartz truck highway. On north side of Turkey Creek, there are pockets of Tallgrass prairie (rare ecosystem). Also identified habitat of species – at – risk. 	<ul style="list-style-type: none"> Noted
W676	<ul style="list-style-type: none"> Proposed Schwartz truck route has been reported to go through buffer zone of Spring Garden ANSI. However, OP of both Windsor & LaSalle shows ANSI extending across municipal border. There is no buffer zone. Even if there were truck highway is incompatible with purpose of buffer: to protect natural features of ANSI. 	<ul style="list-style-type: none"> Noted
W778	<ul style="list-style-type: none"> None of current proposals improves the quality of life for persons in these densely populated areas. Suggest re-routing trucks, Swartz cantilever design extended to Walker Road or significant barriers for noise erected. 	<ul style="list-style-type: none"> Noted
W779	<ul style="list-style-type: none"> Windsor needs a backup access to the EC Row from Highway 401. Lauzon Road expansion should be considered to service the east end manufacturing plants and foster economic expansion while minimizing environmental impact – road already exists. 	<ul style="list-style-type: none"> Noted
W780	<ul style="list-style-type: none"> With existing EC Row traveling through an unpopulated area next to an old garbage dump and already a Brownfield area, it makes no sense for the sake of 2 kms more to tunnel through a residential and an environmental preserve (which there are a few in Windsor) 	<ul style="list-style-type: none"> Noted
W031	<ul style="list-style-type: none"> See attached comments (4 pages) This Ojibway parkland was sold to Ontario Parks in February 2000 and was signed in the name of Her Majesty the Queen. The agreement of purchase and sale contains a promise that the parkland would be held in perpetuity as parkland. 	<ul style="list-style-type: none"> Letter Noted Noted
W322	<ul style="list-style-type: none"> An air quality monitor should be placed on the roof of this school immediately to protect the children, so at least they know how bad it is. 	<ul style="list-style-type: none"> Noted
W323	<ul style="list-style-type: none"> An air quality monitor should be placed on the roof of this school immediately to protect the children, so at least they know how bad it is. 	<ul style="list-style-type: none"> Noted
W324	<ul style="list-style-type: none"> An air quality monitor should be placed beside the soccer field to at least let people know how bad the air quality is. 	<ul style="list-style-type: none"> Noted
W739	<ul style="list-style-type: none"> 2 LPG(Liquid Petroleum Gas) lines operated by BP Canada run the entire length of the Hydro One corridor through LaSalle / west Windsor 	<ul style="list-style-type: none"> Noted
W740	<ul style="list-style-type: none"> Abundant wildlife: large mammals, deer, coyotes, foxes, birds etc, live in Ojibway prairie. Butterflies and all kinds of snails, insects and frogs. 	<ul style="list-style-type: none"> Noted
W741	<ul style="list-style-type: none"> Ojibway prairie ANSI is a huge sink for pollution coming from the Ohio Valley, Detroit. Trashing it for a truck route and more pollution is criminal. Prevailing wind is southwest which will bring new pollution to town – only 2 ½ miles from the “Schwartz route” 	<ul style="list-style-type: none"> Noted
W319	<ul style="list-style-type: none"> Picture was given to Karina Stiff and Don Gorber This is a residential neighbourhood. A city park and playground is directly behind the house pictured. Remove the trucks. Please help us breathe. 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
W320	<ul style="list-style-type: none"> A lot of people in this neighbourhood are sick and unhealthy (lung, liver cancers, asthma, allergies) 	<ul style="list-style-type: none"> Noted
W321	<ul style="list-style-type: none"> Oakwood community centre – children play here all summer and during school year. Worst location for trucks. 	<ul style="list-style-type: none"> Noted
W784	<ul style="list-style-type: none"> Opposed to Schwartz recommendations. No open cut Would like to see DRTP to go through 	<ul style="list-style-type: none"> Noted
W242	<ul style="list-style-type: none"> Very concerned that the Ojibway Nature Preserve will be destroyed. It is the last or one of the last nature areas and it would be very wrong to try to tunnel under it. 	<ul style="list-style-type: none"> Noted
W243	<ul style="list-style-type: none"> Similarly it would be wrong to run a 4 lane truck route through a residential area. Although I am not affected, I don't think it is right. 	<ul style="list-style-type: none"> Noted
B1	<ul style="list-style-type: none"> There is no way this area should be savaged by a 4 lane truck route. 	<ul style="list-style-type: none"> Noted
W253	<ul style="list-style-type: none"> Canadian salt mines go to Broadway Avenue 1000' below ground. Salt brine wells are not uniform and cover a large area on the west side. There are hundreds of jobs at the salt plants. 	<ul style="list-style-type: none"> Noted
W254	<ul style="list-style-type: none"> Ojibway park needs to be protected from development. It is a provincial park. Funded at many levels. 	<ul style="list-style-type: none"> Noted
W255	<ul style="list-style-type: none"> Tunnel the DRTP and remove the tracks to better fit a larger project. Customs at 401. 	<ul style="list-style-type: none"> Noted
W103	<ul style="list-style-type: none"> Schwartz Report and tunneling – water table is high at Todd (Turkey Creek). Too many grade level changes. Too much pollution from grade changes (trucks). How can endangered area be protected. 4 km bypass to avoid a 1 km strip. Why? 	<ul style="list-style-type: none"> Response Prepared Consideration Noted
W295	<ul style="list-style-type: none"> Federal surcharge for ferry crossing is a deterrent to additional trucks using this option. 	<ul style="list-style-type: none"> Noted
W772	<ul style="list-style-type: none"> Spring garden is a significant environmental area that requires consideration for protection given that it is an ANSI, ESA and contains a large number of rare, threatened and endangered species. 	<ul style="list-style-type: none"> Noted
W754	<ul style="list-style-type: none"> The Ojibway prairie is some of the rarest and most diverse ecosystems in Ontario. This area (including Black Oak Heritage Park, Tall Grass Heritage Park, Spring Garden ANSI and Ojibway Park) is too far too important to pave. Any route through or encircling these areas will lead to their eventual destruction. Keep the trucks away from this beautiful, and endangered area. 	<ul style="list-style-type: none"> Noted
W655	<ul style="list-style-type: none"> I'm very concerned about the impact a major highway will have on Ojibway park, especially the tall grass prairie reserve. This is one of only 3 in Ontario – this area needs to be protected. Putting a major artery through this area is akin to putting a superhighway through Algonquin – this idea is completely unfathomable. 	<ul style="list-style-type: none"> Noted
W157	<ul style="list-style-type: none"> There is no turning back once we destroy sensitive woodlands and conservation areas. Taking a little now and a little later...what will we be left with 50 years, 100 years, 500 years from now? Probably just a toxic world. Trees are what clean our air and give us oxygen. Lets respect them. Also lets set an example to the rest of the country and the world that we can develop a plan that will solve the gridlock but will also respect the environment to the fullest extent. 	<ul style="list-style-type: none"> Noted
W148	<ul style="list-style-type: none"> The 200 acre swamp woodland is significant for Michigan as this habitat is only known from Belle Isle and is similar to our Essex County swamp wetlands 	<ul style="list-style-type: none"> Noted
W149	<ul style="list-style-type: none"> Little River Corridor - this part of Little River attracts a variety of wildlife to restoration that has expanses of meadow. Consideration should be given to move this type of restoration within the Little River watershed. 	<ul style="list-style-type: none"> Noted
W150	<ul style="list-style-type: none"> Belle Isle north tip – restoration of prairie species has occurred here. 	<ul style="list-style-type: none"> Noted
W487	<ul style="list-style-type: none"> A colony of Lemmere Terns nests on bridge structures off to the north and south of Grosse Ile bridge. Common terns are uncommon in this area – 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
	Detroit River	
W488	<ul style="list-style-type: none"> A fine stand of American Lotus is offshore in this area of River Canard. The status of this plant species would fall under Species at Risk. 	<ul style="list-style-type: none"> Noted
W489	<ul style="list-style-type: none"> Stone Island - this is a large River Canard wetland providing nesting habitat for geese and ducks. Offshore is important area for canvasback ducks. 	<ul style="list-style-type: none"> Noted
W259	<ul style="list-style-type: none"> The entire Ojibway complex should be protected. 50 years of community stewardship, government / taxpayer funds, scientific study deserves to be respected. 	<ul style="list-style-type: none"> Noted
W260	<ul style="list-style-type: none"> ANSI, ESA, CNHSI, Provincial Nature Reserve. The protection earned by Ojibway, through the hard work of citizens and representatives should be enforced. 	<ul style="list-style-type: none"> Noted
W261	<ul style="list-style-type: none"> Existing corridors should be developed. EC Row, Huron Church and DRTP should be studied. 21st century needs and techniques should be a part of any plan. 	<ul style="list-style-type: none"> Noted
W769	<ul style="list-style-type: none"> I would like the entire Ojibway complex, which includes spring garden ANSI, Ojibway Tallgrass Prairie and Park, Black Oak Heritage Site and Brighton Beach and the hydro corridor leading to the LaSalle woodlot, Turkey Creek, exempt from a truck route / crossing or Schwartz fast / truck processing centre. The city's proposal should include a full 4 season environmental assessment which meets federal, provincial and municipal and international standards. 	<ul style="list-style-type: none"> Noted
W802	<ul style="list-style-type: none"> Old growth forest at Black Oak - Recently Black Oak Heritage Park has been identified as the site of an old growth forest. This makes Windsor only the 4th city in North America with old growth trees within its boundaries. 	<ul style="list-style-type: none"> Noted
W803	<ul style="list-style-type: none"> Ojibway Provincial Reserve – The provincial Ojibway Prairie Preserve was identified in the 1960s as a place of biological significance. The Ojibway Nature centre was established in 1975 and has promoted and raised awareness of this wonderful nature area. 	<ul style="list-style-type: none"> Noted
W804	<ul style="list-style-type: none"> S. Canard Woodlot – this is a very nice natural area, but not well known. 	<ul style="list-style-type: none"> Noted
W484	<ul style="list-style-type: none"> Duck habitat for Canvas back – This is an extremely important area of the Detroit River for migrating duck species. It is recognized by various international groups focusing on duck populations in North America. 	<ul style="list-style-type: none"> Noted
W485	<ul style="list-style-type: none"> River marsh – This portion of the River Lanard wetlands is privately owned. It is important habitat for a variety of wetland species. 	<ul style="list-style-type: none"> Noted
W486	<ul style="list-style-type: none"> Map turtles – This protected area at the south tip of Fighting Island is habitat for map turtles 	<ul style="list-style-type: none"> Noted
W736	<ul style="list-style-type: none"> Allow truck ferry to operate without a crutch 	<ul style="list-style-type: none"> Noted
W737	<ul style="list-style-type: none"> Promote more rail transportation 	<ul style="list-style-type: none"> Noted
W738	<ul style="list-style-type: none"> Build a bridge now before Windsor and Canada lose more business. 	<ul style="list-style-type: none"> Noted
W730	<ul style="list-style-type: none"> Avoid environmentally protected areas. These are protected for a reason and they should be considered as a route option. 	<ul style="list-style-type: none"> Noted
W731	<ul style="list-style-type: none"> Focus on customs processing before they enter the city of Windsor and then have controlled access to Ambassador Bridge 	<ul style="list-style-type: none"> Noted
W732	<ul style="list-style-type: none"> Route 50% of trucks up EC Row to new crossing from Lauzon parkway and 50% up Huron Church to Ambassador Bridge 	<ul style="list-style-type: none"> Noted
W277	<ul style="list-style-type: none"> Lauzon Parkway extension to 401 – avoid woodlots. Possibly along farm lot division between lots. Project EC Row to 401, should enhance the Little River Watershed to a meandering stream as it was before in the 1800s. 	<ul style="list-style-type: none"> Noted
W278	<ul style="list-style-type: none"> Windsor Airport woodlands – preserve the woodlands. As part of the project join the three woodlots together. I am opposed to the multimodal project at this part of the airport property (east end). 	<ul style="list-style-type: none"> Noted
W279	<ul style="list-style-type: none"> Detroit River truck barge - as this process will take 8-10 years to implement, an interim solution of more truck ferries should be considered. The US and Canadian customs should wave their customs fee to speed up the truck traffic. 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
W745	<ul style="list-style-type: none"> Brighton Beach Power Station – JC torn down in late 90s. New power station is gas fired. 	<ul style="list-style-type: none"> Noted
W757	<ul style="list-style-type: none"> I'm concerned about a highway going through an environmentally significant area – spring garden forest ANSI 	<ul style="list-style-type: none"> Noted
W758	<ul style="list-style-type: none"> More efforts need to be made to link remnant green areas together with the river. 	<ul style="list-style-type: none"> Noted
W759	<ul style="list-style-type: none"> Official Plan and zoning should be overlaid to determine potential impact on planned residential development. 	<ul style="list-style-type: none"> Noted
W688	<ul style="list-style-type: none"> 8,000-10,000 international trucks travel through Talbot Road/Huron Church daily Need to separate international trucks, passenger vehicles. Need to allow passengers/tourists through city – bringing economic diversity Local truck traffic and passenger vehicles acceptable 	<ul style="list-style-type: none"> Noted
W689	<ul style="list-style-type: none"> Need a truck friendly route – a safer (pollution danger) more efficient, cost effective The DRTP “trucks only route” impact is lessened using existing rail corridor Tunnel could be planned as a long-term solution. Pollution would be lessened Do not split Windsor LaSalle keeps trucks off city streets 	<ul style="list-style-type: none"> Noted
W690	<ul style="list-style-type: none"> A “tunnel” from 401 under the city to a new river crossing, containing the most modern scrubbers etc to clean and filter the air. No to cantilevering roads 	<ul style="list-style-type: none"> Noted
W085	<ul style="list-style-type: none"> Airport Woodlands – Please refer to attached letter to Mayor/City of Windsor. The Little River Enhancement Group (Lil’REG) realizes the environmental value of the three woodlands on Airport property. 	<ul style="list-style-type: none"> Noted
W085	<ul style="list-style-type: none"> Lauzon Parkway Extension to Highway 401 If the Parkway is to be extended to Highway 401, then Lil’Reg requests that the Little River Valley be restored adjacent to the transportation corridor. There is an existing example of Little River Valley restoration in the Twin Oaks Business Park in East Windsor A recreational trail should be included in this project An effort should be made to connect this trail to the Chrysler Canada Greenway in Essex county Please refer to cover letter 	<ul style="list-style-type: none"> Noted
W085	<ul style="list-style-type: none"> Ojibway-Spring Garden ANSI Interest and concern regarding this tall grass prairie, oak savannah and Eastern Deciduous Forest Please refer to attached letter to Prime Minister 	<ul style="list-style-type: none"> Noted

DRAFT

LaSALLE IPO SESSION

Reference No.	Comments	Action
L001	<ul style="list-style-type: none"> • Train tunnel exit/entrance – easy access to I-75. Railway offers direct unimpeded roadway 	<ul style="list-style-type: none"> • Noted
L002	<ul style="list-style-type: none"> • Use area out on 401 outside urban area to queue trucks and release instead of in ANSI and Black Oaks 	<ul style="list-style-type: none"> • Noted
L003	<ul style="list-style-type: none"> • Home to rare endangered species, some of the last of their kind 	<ul style="list-style-type: none"> • Noted
L010	<ul style="list-style-type: none"> • Church – Community effects of noise and disruption of Sunday services of Open Bible Fellowship 	<ul style="list-style-type: none"> • Noted
L011	<ul style="list-style-type: none"> • Woodlot - We only had 3 percent tree cover before Emerald Ash borer cannot afford to lose a woodlot 	<ul style="list-style-type: none"> • Noted
L012	<ul style="list-style-type: none"> • Concern over a truck depot on Westside for Truck exhaust to blow across city by prevailing winds 	<ul style="list-style-type: none"> • Noted
L382	<ul style="list-style-type: none"> • Airport – protect/preserve 3 existing Windsor Airport woodlands • The Little River Watershed is extremely below guidelines for forest habitat • They are important for Detroit River also 	<ul style="list-style-type: none"> • Noted
L383	<ul style="list-style-type: none"> • Black Oak – had location for truck clearance/duty free plaza. Possibly largest area (natural) closest to Detroit River (tourism expansion here). • It also contains end flora i.e. purple twayblade orchid • Eagle population observed here 	<ul style="list-style-type: none"> • Noted
L384	<ul style="list-style-type: none"> • Morton Terminal Site – Candidate Natural Heritage Site #37 has significant ecological function, significant species size and condition also ill affected by proposed plaza 	<ul style="list-style-type: none"> • Noted
L379	<ul style="list-style-type: none"> • Spring Garden attracts over 100 000/year. Largest intact piece of remaining 0.5% tall grass prairie and savannah • It is the last piece of the gene pool • Spring garden alone has 500 species of plants 	<ul style="list-style-type: none"> • Noted
L380	<ul style="list-style-type: none"> • 104 rare, vulnerable, threatened or endangered 83 species of tall grass, over 3000 insects (4 butterflies) considered rare to extremely rare, 121 species of birds (breeding evidence for 72), 16 special mammals 	<ul style="list-style-type: none"> • Noted
L381	<ul style="list-style-type: none"> • Turkey Creek is a feeding/foraging area/connecting path for flora and fauna to other natural areas over \$3.5 Million has been spend by City, Province and Federal Government to protect it 	<ul style="list-style-type: none"> • Noted
L376	<ul style="list-style-type: none"> • The Ontario Prairie Provincial Nature Reserve has more rare species than any other park in Ontario. • Parts have been donated by private citizens • Any road here would affect remaining habitat of Ojibwa Massasauga • Highway would lead to extinction of population. 	<ul style="list-style-type: none"> • Noted
L377	<ul style="list-style-type: none"> • The Ojibway Prairie Remnants Area of Natural and Scientific Interest (ANSI) also poses migration route last year 3000 hawks circled above due to Northern Winds 	<ul style="list-style-type: none"> • Noted
L378	<ul style="list-style-type: none"> • Huron Church Road to Expressway west has total of 3 lights before expressway west and 9 shorter/more direct route to Detroit 	<ul style="list-style-type: none"> • Noted
L373	<ul style="list-style-type: none"> • This route effects (northern route) fewer residents than the central b route 533 and 614 p.24-25 respectively • In addition many homes built along Huron Church (Pulford to Northwood) between in the 1990-present were aware of a major transportation 	<ul style="list-style-type: none"> • Noted

Reference No.	Comments	Action
	<ul style="list-style-type: none"> corridor in their backyard reflecting property values Coincidentally there were forests that stood where homes are today. 	
L370	<ul style="list-style-type: none"> Railways lines need to be updated/preserved due to future fuel costs/availability 	<ul style="list-style-type: none"> Noted
L371	<ul style="list-style-type: none"> Nesting eagle on Peche Island and Boblo Island 	<ul style="list-style-type: none"> Noted
L346	<ul style="list-style-type: none"> LaSalle Woodlot – ESA – Many protected plants, animals, birds etc. see “Threatened List” 	<ul style="list-style-type: none"> Noted
L347	<ul style="list-style-type: none"> Proximity to Elementary School Holy Cross Safety issues to students who walk and are bused. 	<ul style="list-style-type: none"> Noted
L348	<ul style="list-style-type: none"> Proximity to Sandurch West Elementary School Safety issue to students walking and bused. 	<ul style="list-style-type: none"> Noted
L022	<ul style="list-style-type: none"> Proximity to established neighborhoods 	<ul style="list-style-type: none"> Noted
L023	<ul style="list-style-type: none"> This photo may not be up to date I believe there is new residential very proximate to proposed route 	<ul style="list-style-type: none"> Aerial photo updated.
L024	<ul style="list-style-type: none"> Intersection (arterial road) used by many LaSalle residents, therefore, transportation and safety nightmare 	<ul style="list-style-type: none"> Noted
L079	<ul style="list-style-type: none"> Deer Yard – this winter – a regular observation of at least 11 deer 	<ul style="list-style-type: none"> Noted
L080	<ul style="list-style-type: none"> Habitat for Tufted Titmouse or other, which is bird on the Endangered/Threatened List. Check this years Christmas bird count or other inventories 	<ul style="list-style-type: none"> Noted
L081	<ul style="list-style-type: none"> Massasauga Rattlers, endangered snake 	<ul style="list-style-type: none"> Noted
L082	<ul style="list-style-type: none"> Established Trails system used extensively by LaSalle residents as a recreational facility 	<ul style="list-style-type: none"> Noted
L083	<ul style="list-style-type: none"> Another major arterial road in LaSalle – will cause traffic mayhem 	<ul style="list-style-type: none"> Noted
L084	<ul style="list-style-type: none"> Black Oak –protected woodlot – usual environmental concerns 	<ul style="list-style-type: none"> Noted
L025	<ul style="list-style-type: none"> Does Windsor-Tecumseh border follow Banwell Road to River? 	<ul style="list-style-type: none"> Banwell Road to Tecumseh Rd. to 400m west of Lesperance Rd. to River
L026	<ul style="list-style-type: none"> Large section of proposed DRTP route have no residential impact 	<ul style="list-style-type: none"> Noted
L027	<ul style="list-style-type: none"> I as born and raised on Oak Ave. near the River and never heard or felt rail traffic at home 	<ul style="list-style-type: none"> Noted
L028	<ul style="list-style-type: none"> Parked trucks at red light polluting South Wood Lake where I reside 	<ul style="list-style-type: none"> Noted
L037	<ul style="list-style-type: none"> The Binder Family was the 2nd house built on our portion of Bondy and has been in the family for over 30 years. The Spring Garden ANSI is why we have stayed in LaSalle and why I choose to raise my children in this area A truck route directly behind my house will change that. 	<ul style="list-style-type: none"> Noted
L039	<ul style="list-style-type: none"> When the creek was widened etc. the natural area and wildlife were almost destroyed I have directly witnessed how long it has taken to return to the state it was in prior Currently I can wake up mornings to have 3-5 deer in my backyard A truck route will surely take this away. 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
L040	<ul style="list-style-type: none"> Disrupting largest wildlife and conservation space we have left in Windsor-Essex County Will bring large amount of pollution to a good portion of LaSalle residents (noise, idling trucks, black soot, other non-visible toxins) 	<ul style="list-style-type: none"> Noted
L041	<ul style="list-style-type: none"> Do not disrupt this nature preserve of wildlife and plant life. So few parks as it is. 	<ul style="list-style-type: none"> Noted
L043	<ul style="list-style-type: none"> Open Bible Fellowship – existing location of church facility- plans underway for a new facility in the next 1-3 years Will we be in the way of a potential route? 	<ul style="list-style-type: none"> Noted To be determined
L046	<ul style="list-style-type: none"> Why is this “Schwartz Report” even being considered? Running a super highway through a naturally protected area (Ojibway) is such a ridiculous concept. 	<ul style="list-style-type: none"> Response prepared Noted
L047	<ul style="list-style-type: none"> These areas are “protected” for a reason Why not run this route along the expressway or some other route that is already existing, instead of threatening Ojibway Park 	<ul style="list-style-type: none"> Noted All routes to be considered
L048	<ul style="list-style-type: none"> This geographic area is already over polluted. Think of the pollution threatening all populations – both human and plant/animal Divert this route out of LaSalle and away from Ojibway Nature Preserve 	<ul style="list-style-type: none"> Noted
L061	<ul style="list-style-type: none"> Bike trail LaSalle –Windsor Significant wetland (just about the last on the Detroit River at the mouth of the Canard River) 	<ul style="list-style-type: none"> Noted
L062	<ul style="list-style-type: none"> Black Oak, Ojibway provide a pollution “buffer” for pollution from River Rouge 	<ul style="list-style-type: none"> Noted
L063	<ul style="list-style-type: none"> The Ojibway Park/Prairie, Malden Park provide a safe, vehicle free area for commuting from LaSalle/Windsor (check bike/hiking trails) 	<ul style="list-style-type: none"> Noted
L064	<ul style="list-style-type: none"> Spring Garden ANSI – City of Windsor and other levels of Government have been working to include this entire area for complete protection. City of Windsor’s own plan to go through here, even on the “edge” would destroy the ANSI 	<ul style="list-style-type: none"> Noted
L065	<ul style="list-style-type: none"> Ojibway Prairie Provincial Natural Preserve – Nature Conservancy of Canada assisted in purchasing this land for protection Option 3 is Schwartz Report (bypass route) cuts through the middle of this. 	<ul style="list-style-type: none"> Noted
L066	<ul style="list-style-type: none"> Tall Grass Prairie – Provincial government and Federal and Municipal have studied, purchased and protected this prairie for nearly 50 years. Schwartz bypass road and Hydro corridor proposal will threaten and eventually destroy these significant lands. 	<ul style="list-style-type: none"> Noted
L073	<ul style="list-style-type: none"> Important environmental area and access greenways to river 	<ul style="list-style-type: none"> Noted
L074	<ul style="list-style-type: none"> Environmentally important area 	<ul style="list-style-type: none"> Noted
L075	<ul style="list-style-type: none"> Hydro corridor but is actually critical in connecting green spaces/woodlots and significant environmental areas 	<ul style="list-style-type: none"> Noted
L076	<ul style="list-style-type: none"> Canard River and its watershed are environmentally significant 	<ul style="list-style-type: none"> Noted
L103	<ul style="list-style-type: none"> Ojibway Complex should be protected entirely Since 1957, 4 levels of government have studied, planned and expanded the complex More importantly, community stewardship and land donations have allowed the significant ecosystem and species to survive The science is in place already Tax Payer money has shown Ojibway to be a miracle of nature. 	<ul style="list-style-type: none"> Noted
L104	<ul style="list-style-type: none"> Spring Garden ANSI – Species at risk, and is key to Ojibway’s survival 	<ul style="list-style-type: none"> Noted
L105	<ul style="list-style-type: none"> Black Oak Park – significant plants, very rare Black Oak Savannah 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
	<ul style="list-style-type: none"> • Ojibway Shores – the Complex depends on what little connection remains with the River. 	
L115	<ul style="list-style-type: none"> • Diesel pollution filling our lungs 	• Noted
L116	<ul style="list-style-type: none"> • School with young lungs being polluted 	• Noted
L117	<ul style="list-style-type: none"> • School with young lungs 	• Noted
L094	<ul style="list-style-type: none"> • Should stay out of the LaSalle route – need to think about using a county road. • Enough on Huron line. 	• Noted
L095	<ul style="list-style-type: none"> • Don't ruin Brunet Park • Normandy homes to close to road 	• Noted
L124	<ul style="list-style-type: none"> • ↓ Traffic • ↓ Pollution 	• Noted
L125	<ul style="list-style-type: none"> • Protect our environment 	• Noted
L130	<ul style="list-style-type: none"> • Use an existing route; add a lane or 2 to the expressway that could handle trucks • Add more customs booths to alleviate the backlog 	• Noted
L131	<ul style="list-style-type: none"> • Schwartz Report was created with no input from the public. • There needs to be environmental justices. We need to protect our air and Ojibway Preserve 	• Noted
L132	<ul style="list-style-type: none"> • Run a route which is the shortest route from 401 to bridge proposed by Mr. Flynn DON FLYNN 734-728-0877, CEO Hennepin Pt. Crossing Inc. • His proposal makes so much sense and has low impact 	• Noted
L136	<ul style="list-style-type: none"> • Surely the people who will decide the best route will realize that to run a truck super highway through a protected space such as Ojibway is illogical and damaging 	• Noted
L137	<ul style="list-style-type: none"> • You as a committee must have more common sense than the American views of Sam Schwartz who proposes to horseshoe a road through protected space. 	• Noted
L138	<ul style="list-style-type: none"> • Please consider all options not just the Schwartz report • This just doesn't make sense. 	• Noted
L205	<ul style="list-style-type: none"> • Please protect our precious Ojibway Nature Preserve • Do not allow a route to jeopardize this area. Once developed, you cannot get green space back 	• Noted
L206	<ul style="list-style-type: none"> • Please don't let Eddie Francis dictate the out come of this route. We need informed decisions, based on facts and considering all options. Use an existing route i.e. EC Row 	• Noted
L207	<ul style="list-style-type: none"> • Why not utilize an existing route such as the expressway to run trucks along (add a few lanes) thus would save so much time and money. 	• Noted
L217	<ul style="list-style-type: none"> • To take (DPM) readings along Talbot Road • Computer readings are not sufficient (according to Sierra Club of Canada) • Various studies estimating the lifetime excess cancer risk caused by air pollution have concluded that DPM is responsible for 70to 89% of the total cancer risk caused by air pollution. [Sierra Club of Canada. The Public Health Impact of Diesel Particulate Matter] 	• Noted
L220	<ul style="list-style-type: none"> • Conservation areas are scarce and becoming even more scarce • We have to care for these areas for our children and our future because of their many benefits. 	• Noted
L221	<ul style="list-style-type: none"> • My concern is with environmentally sensitive "yellow lotus" native to this area and not found in nature as before 	• Noted

Reference No.	Comments	Action
	<ul style="list-style-type: none"> This is probably the only stand around this area 	
L235	<ul style="list-style-type: none"> I think the DRTP Proposal is a good proposal for the tax payers and a quick solution at no heavy cost 	<ul style="list-style-type: none"> Noted
L236	<ul style="list-style-type: none"> The Schwartz Proposal is the worst thing I have ever heard of. We the tax payers spent millions of dollars to purchase this natural and now they want to save millions to destroy it. It just doesn't make sense 	<ul style="list-style-type: none"> Noted
L237	<ul style="list-style-type: none"> I think the "Intermodal Customs Zone" seems to disrupt less people and does the least amount of damage. 	<ul style="list-style-type: none"> Noted
L238	<ul style="list-style-type: none"> "Neward" should be "NEMAK" 	<ul style="list-style-type: none"> Revised on the plan
L239	<ul style="list-style-type: none"> "H.E.P.C." corridor not identified in central aerial photo Most viable corridor – when power line is buried on new route tunneled at strategic/sensitive points. 	<ul style="list-style-type: none"> Hydro Corridor labeled on the plan. Noted
L241	<ul style="list-style-type: none"> I am concerned that the holding area for the trucks before they cross the bridge may have terrorist or smuggling possibilities Will these trucks be monitored? It's possible that drugs could be smuggled from Detroit to these trucks and then the trucks would simply turn around and go back to Toronto There could be people in these trucks and they could be smuggled across the river Terrorists could be in the back of the trucks and the could motor down to the Ambassador Bridge and plants bombs under the bridge This holding or staging areas would have to be monitored 24-7, 365 days a year 	<ul style="list-style-type: none"> Noted Response Prepared
L244	<ul style="list-style-type: none"> Windsor Crossing Premium Outlets Devastating negative impact on shopping center during construction of the work and afterwards i.e. Schwartz Proposal Extremely concerned with respect to negative financial impact 	<ul style="list-style-type: none"> Noted
L247	<ul style="list-style-type: none"> Brunet Park and the LaSalle Woodlot are sensitive environmental areas, habitat to species at risk and migration resting areas 	<ul style="list-style-type: none"> Noted
L248	<ul style="list-style-type: none"> The Ojibway Prairie is one of the last remnants of Prairie environment in Eastern Canada Several species at risk are resident in this habitat and should not be disturbed 	<ul style="list-style-type: none"> Noted
L249	<ul style="list-style-type: none"> Turkey Creek runs across the City of Windsor and through the Town of LaSalle, and traverses several sensitive environmental areas Impact to this watershed must be mitigated 	<ul style="list-style-type: none"> Noted
L250	<ul style="list-style-type: none"> I wanted to build on property that my parents have, along with my children behind 2500 Todd Lane Unfortunately, this proposal will have a direct truck route at grade level next to the lots. Hence noise, pollution, reduced quality of life, health 	<ul style="list-style-type: none"> Noted
L253	<ul style="list-style-type: none"> The present route will affect my property, wildlife, and health of my family The truck route that is at grade level will create noise, pollution and decrease property values My granddaughter wanted to build a house on the property, but unfortunately this is in question now. She does not want to build next to a 4-lane highway 	<ul style="list-style-type: none"> Noted
L256	<ul style="list-style-type: none"> The Malden Road-Pennsylvania Ave Bridge would bypass the City of Windsor, but the Ministry of Environment must protect the wildlife and maintain the nature preserve This can be done, if the will is there 	<ul style="list-style-type: none"> Noted
L257	<ul style="list-style-type: none"> There are few people impacted at the present time, in the area 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
	<ul style="list-style-type: none"> You must bypass the City of Windsor for the sake of future population issues 	
L258	<ul style="list-style-type: none"> There is enough land available to secure the plaza for trucks, and Pennsylvania Ave is attached to industrial land on the U.S. side 	<ul style="list-style-type: none"> Noted
L259	<ul style="list-style-type: none"> To put a highway through this area would have devastating effects on one of the most environmentally areas in the whole study area 	<ul style="list-style-type: none"> Noted
L260	<ul style="list-style-type: none"> Over a million dollars was spent to buy this property to preserve the significant woodlot To disturb it with any kind of highway would be moving backwards 	<ul style="list-style-type: none"> Noted
L261	<ul style="list-style-type: none"> The EC Row Expressway could be expanded on as it was designed for You have to get vehicles from 401 to the Border. Make necessary improvement on roads already there 	<ul style="list-style-type: none"> Noted
L265	<ul style="list-style-type: none"> Highway commercial site on Highway 3/Talbot Road This site cannot be marketed until it is known what improvement changes if any will occur on Highway 3 We would like a decision in this regard as soon as possible within the DRIC project 	<ul style="list-style-type: none"> Noted
L286	<ul style="list-style-type: none"> This is our backyard I have two girls 5 and 8 that love the nature in our backyard Please do not send the truck traffic this way 	<ul style="list-style-type: none"> Noted
L286	<ul style="list-style-type: none"> Why would you take away a green area when we already have so little green areas left in this county 	<ul style="list-style-type: none"> Noted
L289	<ul style="list-style-type: none"> Don't feel it should travel through the natural areas (which are very few located in the city) Defines a city 	<ul style="list-style-type: none"> Noted
L295	<ul style="list-style-type: none"> I have a concern about the health of residents in the Todd Lane – Bondy St. area if a trucks route is put behind Todd Lane (re: Schwartz Report). 	<ul style="list-style-type: none"> Noted
L296	<ul style="list-style-type: none"> Concerned about the wildlife and sensitive plants in the Ojibway and ANSI areas. This area should be left as is (re: Schwartz Report) 	<ul style="list-style-type: none"> Noted
L297	<ul style="list-style-type: none"> Concerned about the holding area of Ojibway for the trucks. This will become a huge pollution problem and health hazard to LaSalle and area residents (re: Schwartz Report) 	<ul style="list-style-type: none"> Noted
L298	<ul style="list-style-type: none"> The space behind Todd Lane is not empty lots No truck route should be there. It's apart of Spring Garden ANSI No truck or car please 	<ul style="list-style-type: none"> Noted
L299	<ul style="list-style-type: none"> Ojibway complex is a very important heritage site for Ontario and Canada No trucks in Ojibway Complex 	<ul style="list-style-type: none"> Noted
L300	<ul style="list-style-type: none"> Trucks create air and noise pollution for the residents along Todd Lane 	<ul style="list-style-type: none"> Noted
L304	<ul style="list-style-type: none"> Use the Schwartz plan to use Talbot Road. Tunnel the entire length to EC Row under Huron Church Road 	<ul style="list-style-type: none"> Noted
L313	<ul style="list-style-type: none"> In my opinion the simplest and most logical solution is a tunnel from highway 401 to the river, running under Highway #3 and Huron Church Road 	<ul style="list-style-type: none"> Noted
L316	<ul style="list-style-type: none"> I would like to see Lauzon Parkway upgraded to accommodate trucks from 401 Highway to EC Row Expressway west. This accommodates tunnel DRPT Bridge, new bridge and boat 	<ul style="list-style-type: none"> Noted
L317	<ul style="list-style-type: none"> I am at 2040 Todd Lane and I feel that Mr. Schwartz is placing this road too close to my property line. 	<ul style="list-style-type: none"> Noted
L319	<ul style="list-style-type: none"> Concern over Todd Lane and Malden Rd and LaSalle – effect on Ojibway Park 	<ul style="list-style-type: none"> Noted
L334	<ul style="list-style-type: none"> Brighton Beach should develop from Brown Space to Green Space and create a buffer from heavy polluted prevailing winds 	<ul style="list-style-type: none"> Noted
L335	<ul style="list-style-type: none"> An ecological problem should be solved by ecologists only 	<ul style="list-style-type: none"> Noted
L336	<ul style="list-style-type: none"> Invasive species are destroying our ecosystem because of deforestation, drainage and polluted rivers 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
L337	<ul style="list-style-type: none"> Residential area with school I the immediate area Pollution, noise, vibration, air quality should be checked DPM causes cancer 	<ul style="list-style-type: none"> Noted
L338	<ul style="list-style-type: none"> St. Clair College – this area is the ECE Center for Preschoolers who picnic and play approximate 100 ft from the highway These youngsters breathe the pollution 	<ul style="list-style-type: none"> Noted
L339	<ul style="list-style-type: none"> St. Clair College Sports Field – Many children and youth use these fields, breathing deeply when running and playing. Consider the young 	<ul style="list-style-type: none"> Noted
L340	<ul style="list-style-type: none"> Residence – trucks traffic already unbearable We have children ages 4 and 2 years breathing in polluted air. 	<ul style="list-style-type: none"> Noted
L341	<ul style="list-style-type: none"> This is a school – Academy St. Cecile It accommodates both residents and day students. In close proximity to Highway and again polluted air. 	<ul style="list-style-type: none"> ? - Residential area
L342	<ul style="list-style-type: none"> Consider the DRTP 	<ul style="list-style-type: none"> Noted
L343	<ul style="list-style-type: none"> Talbot Road has four schools less than one km away from St. Clair college to Montgomery 	<ul style="list-style-type: none"> Noted
L344	<ul style="list-style-type: none"> Please consider EC Row. It's already built. 	<ul style="list-style-type: none"> Noted
L349	<ul style="list-style-type: none"> Using the plan proposed by Schwartz #3 Todd Lane Route would destroy Windsor's and Essex Counties only remaining environmental and natural area – what a travesty 	<ul style="list-style-type: none"> Noted
L350	<ul style="list-style-type: none"> Using Huron Church to EC Row to the west side is already and established transportation route. Think about tunneling or a skyway 	<ul style="list-style-type: none"> Noted
L358	<ul style="list-style-type: none"> The City of Windsor and surrounding townships do not have a lot to offer when it comes to conservation areas which serve as areas which preserve natural environment for other living things To suggest that the proposed report to go through a conservation area does not sound like an alternative that protects us from pollution (air, noise) Safety, property value and quality of life 	<ul style="list-style-type: none"> Noted
L451	<ul style="list-style-type: none"> Ojibway is the only answer. Why do what makes sense. 	<ul style="list-style-type: none"> Response Prepared
L457	<ul style="list-style-type: none"> Do not destroy this protected environmentally sensitive area at any cost 	<ul style="list-style-type: none"> Noted
L458	<ul style="list-style-type: none"> Do not destroy this protected environmentally sensitive area 	<ul style="list-style-type: none"> Noted
L459	<ul style="list-style-type: none"> Do not touch/destroy this environmentally rare natural habitat 	<ul style="list-style-type: none"> Noted
L460	<ul style="list-style-type: none"> DRTP affects the least amount of population 	<ul style="list-style-type: none"> Noted
L461	<ul style="list-style-type: none"> DRPT – provide redundancy if anything happened to bridge economy of region would be devastated 	<ul style="list-style-type: none"> Noted
L462	<ul style="list-style-type: none"> DRTP is the most cost effective solution It will provide private @ and maintain route/corridor. all others use public funds. 	<ul style="list-style-type: none"> Noted
L652	<ul style="list-style-type: none"> No Ojibway flow through 	<ul style="list-style-type: none"> Noted
L653	<ul style="list-style-type: none"> North part of fighting Island 	<ul style="list-style-type: none"> Noted
L664	<ul style="list-style-type: none"> Existing road without many environmentally sensitive areas around it 	<ul style="list-style-type: none"> Noted
L665	<ul style="list-style-type: none"> Useless farmland put road there 	<ul style="list-style-type: none"> Noted
L666	<ul style="list-style-type: none"> Protect area home of endangered species (i.e. massassaga rattle snake) 	<ul style="list-style-type: none"> Noted
L667	<ul style="list-style-type: none"> Go through useless farm land and across Fighting Island, which is a disaster area 	<ul style="list-style-type: none"> Noted
L668	<ul style="list-style-type: none"> This could connect to County Road #3 (Malden Rd). 	<ul style="list-style-type: none"> Noted

Reference No.	Comments	Action
	<ul style="list-style-type: none"> • Connect this by bridge to Fighting Island 	
L669	<ul style="list-style-type: none"> • Do not disturb this natural area at any cost • This can never be replaced • This is a part of the heritage now and for future generations 	<ul style="list-style-type: none"> • Noted
L463	<ul style="list-style-type: none"> • Ojibway park and Tall Grass Prairie 	<ul style="list-style-type: none"> • Noted
L46	<ul style="list-style-type: none"> • Michigan Ave/Turkey Creek Watershed 	<ul style="list-style-type: none"> • Noted
L465	<ul style="list-style-type: none"> • Canard River Watershed 	<ul style="list-style-type: none"> • Noted
L703	<ul style="list-style-type: none"> • Detroit River Shoreline Wetlands 	<ul style="list-style-type: none"> • Noted
L058	<ul style="list-style-type: none"> • Use of environmentally sensitive areas totally unacceptable, even short-term “road to nowhere” is senseless and harmful, totally depending on a particular long term crossing site being selected is, at best, unwise 	<ul style="list-style-type: none"> • Noted
L059	<ul style="list-style-type: none"> • Utilize existing corridor (transportation), separate cars and trucks, add capacity, keep traffic moving, marshalling area/customs located at 401 interchange, add capacity and redundancy, place corridor below or underground if need be, wisely spend tax dollars 	<ul style="list-style-type: none"> • Noted
L060	<ul style="list-style-type: none"> • Utilize airport land as a transportation hub – as outlined in late 90’s City of Windsor W.A.L.T.S Report 	<ul style="list-style-type: none"> • Noted
L019	<ul style="list-style-type: none"> • Important buffer area of ANSI and connects ANSI to Turkey Creek Watershed 	<ul style="list-style-type: none"> • Noted
L020	<ul style="list-style-type: none"> • Brunet Park important environmental area and connected to interconnected green way Ojibway 	<ul style="list-style-type: none"> • Part of LaSalle Woodlot Environmental Significant Area (ESA)
L021	<ul style="list-style-type: none"> • Critical environmental area 	<ul style="list-style-type: none"> • Noted
L121	<ul style="list-style-type: none"> • 12 plus acres turned over to MNR for park and conservation (2 ½ acres 100 year of pond) included • Home to wildlife extraordinaire • Truck tunnel all way from 401 to Detroit whole way with modern scrubbers • Stay away from this property 	<ul style="list-style-type: none"> • Noted
L122	<ul style="list-style-type: none"> • On behalf of the deer, fox, ground hogs, muskrats, herons, ducks, geese, that find a home here, I object to a truck route anywhere near 	<ul style="list-style-type: none"> • Noted
L016	<ul style="list-style-type: none"> • Very few residences along rail corridor for DRTP project 	<ul style="list-style-type: none"> • Noted
L367	<ul style="list-style-type: none"> • Don’t want any truck route behind my house on Todd Lane 	<ul style="list-style-type: none"> • Noted
L368	<ul style="list-style-type: none"> • Because it will increase pollution, affect my health, quality of life, increase noise, effect wildlife and natural designated areas Ojibway/Spring Garden ecosystem 	<ul style="list-style-type: none"> • Noted
L106	<ul style="list-style-type: none"> • Environmentally significant corridor and ANSI – Deer crossing yard • Air quality – can LaSalle have an air monitor to gather baseline data, pm, ozone, et al. • Air quality at River i.e. sprucewood so that the assessment process will be fair and accurate • The issue of air will affect everyone more than any other issue and well into the future 	<ul style="list-style-type: none"> • Noted
	<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> •