

Committer	Comment Received	Response
<b>PUBLIC COMMENTS IN SUMMARY MATRIX</b>		
90.8% of public comments raised issues relating to air quality.	Concerns relating to <b>Air Quality/Health</b> , including the following major points: <ul style="list-style-type: none"> <li>• Predicted air quality levels will be too high / above Ontario's standards;</li> <li>• PM<sub>10</sub> is a health risk contaminant, and/or its impacts have not been considered;</li> <li>• Air quality within the parks and greenspaces of the Parkway were not evaluated and /or would be unhealthy for users;</li> <li>• DRIC did not assess the impacts of air pollution levels on "sensitive" populations;</li> <li>• Direct / Indirect quotes from MOE Air Quality Specialist on Draft EA; and,</li> <li>• General Air Quality Comments / Concerns.</li> </ul>	Comments addressed in the response to the City of Windsor.
87.4% of public comments implied support for GreenLink.	Support for <b>GreenLinkWindsor</b> and /or more tunnels, including the following major points: <ul style="list-style-type: none"> <li>• GreenLinkWindsor should be the recommended solution and /or is the better option for residents;</li> <li>• GreenLinkWindsor was not / should be evaluated;</li> <li>• Longer tunnels (i.e. those proposed with Greenlink) will result in better air quality conditions; and,</li> <li>• Preference for longer tunnels.</li> </ul>	Comments addressed in the response to the City of Windsor.
11.1% of public comments raised issues relating to the EA Process.	Concerns regarding the <b>Environmental Assessment process</b> , including the following major points: <ul style="list-style-type: none"> <li>• The Parkway was unfairly buffered with green space before measuring impacts, which biased studies in favour of the Parkway;</li> <li>• Alternative 3 (the full tunnel) was not fairly evaluated, despite its significant measured protective benefit;</li> <li>• DRIC picked the preferred alternative, then studied, then advised the public on its decision - which violates the model outlined in the Terms of Reference;</li> <li>• DRIC ignored / failed to mention in the EA consultation carried out and the results of those consultations; and,</li> <li>• The Parkway was only compared to the "No Build" option.</li> <li>• General comments that the EA process / evaluation was not properly completed.</li> </ul>	Comments addressed in the response to the City of Windsor.
21.6% of public comments raised issues relating to cost.	Issues relating to <b>Cost</b> , including: <ul style="list-style-type: none"> <li>• Cost should not be a factor and /or the cheapest solution should not be selected;</li> <li>• DRIC's cost estimates ignore all of the negative costs of the Parkway (e.g. property costs, emergency room visits from poor air quality, etc.); and,</li> <li>• GreenLink will save money in the long-term through reduced health costs / The Recommended Plan will result in higher long-term costs and/or lost revenue.</li> </ul>	Comments addressed in the response to the City of Windsor.
12.0% of public comments raised issues relating to noise.	Issues relating to <b>Noise</b> , including: <ul style="list-style-type: none"> <li>• Concern for noise levels during construction and operation phase;</li> <li>• Concern with potential noise barriers (e.g. location, aesthetics).</li> </ul>	<p>A detailed analysis of the present and future noise conditions was completed as part of the DRIC EA Study to assist in the evaluation of alternatives and the identification of the Technically and Environmentally Preferred Alternative, and to develop mitigation measures to reduce noise impacts on the surrounding environment.</p> <p>The Recommended Plan includes noise barriers and/or berms throughout the corridor to assist in mitigating noise concerns. The noise barrier locations are illustrated in the plans included in Appendix A of the EA Report. Many locations adjacent to The Windsor-Essex Parkway will realize reductions in noise levels, and most other locations will be below the threshold for hearing an increase in noise, in comparison with the future "No-Build"</p> <p>Potential noise impacts during construction will be mitigated in a number of ways including:</p> <ul style="list-style-type: none"> <li>• Ensuring that all construction equipment used is in good repair, fitted with functioning mufflers, and</li> </ul>

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		<p>complies with the noise emission standards outlined in MOE guidelines;</p> <ul style="list-style-type: none"> <li>• Limiting the most noisy construction activities to daytime hours to the greatest extent possible;</li> <li>• Erecting permanent noise barriers and/or berms during the early phases of construction where the sequencing of construction permits;</li> <li>• Maximizing the distance between the construction staging areas and nearby receptors to the greatest extent possible;</li> <li>• Maintaining construction haul roads to help avoid the loud noise caused by construction vehicles travelling over uneven road surfaces; and,</li> <li>• Developing a process for receiving, investigating and addressing construction noise complaints received from the public.</li> </ul> <p>The design of The Windsor-Essex Parkway, including the proposed noise mitigation measures will be further developed during future design stages. In principle, the proposed noise attenuation will effectively mitigate any impacts associated with the roadway during the operations phase, and should result in a better situation than would occur by simply allowing traffic and congestion to increase on the existing roadway.</p> <p>Specific noise concerns were also raised in a public comment submitted by a resident of Southwood Lakes, adjacent to the existing western terminus of Highway 401. An existing fence adjacent to Highway 401 is in poor condition and does little to protect the Southwood Lakes community from existing noise infiltration. As part of the Recommended Plan, the existing fence will be removed and replaced with a new noise wall that will provide more effective attenuation than the current fence.</p> <p>Consultation with communities will continue during the design and construction phases, to provide additional opportunities for input on noise mitigation measures and to discuss specific design treatments for noise berms and/or barriers.</p>
6.8% of public comments raised issues relating to natural environment.	<p>Issues relating to the <b>Environment</b>, including:</p> <ul style="list-style-type: none"> <li>• General concern for the environment / the recommended solution needs to improve the environment;</li> <li>• The recommended solution needs to provide additional greenspace.</li> </ul>	<p>The evaluation and selection of the Recommended Plan included extensive consideration of potential environmental impacts and mitigation measures to address the resulting impacts on the environment resulting from the plan. The potential impacts to the natural environment have been considered at all stages of evaluation throughout the study, including potential impacts on fisheries, vegetation, wildlife and designated natural areas. In addition, the study team has considered to the social, economic, and cultural environments.</p> <p>Furthermore, “Protection of Natural Environment” was one of the 7 key evaluation factors considered during the assessment and evaluation of both illustrative and practical alternatives. Alternatives were developed and refinements made throughout the project to avoid significant environmental impacts where possible. The Recommended Plan has strived to achieve the concept of “no net impact” to the environment, by minimizing impacts to the environment and providing mitigation or enhancement features where possible. The Recommended Plan provides more than 300 acres of green space that would otherwise not be available.</p> <p>Natural environmental effects and mitigation measures of the Recommended Plan are documented in Chapter 10 of the Environmental Assessment Report submitted to the Ministry of the Environment in December 2008, and in further detail in the “Natural Heritage Assessment – The Recommended Plan” (December 2008).</p>
5.8% of public comments raised issues relating to property values.	<p>Issues relating to <b>Property</b>, including:</p> <ul style="list-style-type: none"> <li>• Concerned that the Recommended Plan will reduce property value;</li> <li>• Request for property to be purchased / bought-out.</li> </ul>	<p>The study team will not speculate on the effects the project may have on the property value as there are many elements that affect property values. The mitigation and enhancements being provided are intended to reduce or eliminate any project impacts and improve the quality of life for Windsor-Essex residents.</p>
17.1% of public comments raised issues relating to quality of life and protection of citizens.	<p>DRIC is not good enough / does not protect citizens (e.g. safety or air quality) / does not improve quality of life.</p>	<p>Developed with the community in mind, the Recommended Plan achieves the best balance of benefits and impacts and will improve the quality of life for Windsor-Essex residents. Accordingly, a great deal of careful planning, analysis, evaluation and consultation has gone into every stage of the study in order to minimize community and environmental impacts as much as possible. Over the past four years, the Study Team has</p>

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		<p>continued to work closely with the community to meet the purpose of the study – to provide for the safe, efficient and secure movement of people and goods across the Canadian-U.S. border in the Windsor-Detroit corridor – and to achieve the local community’s goals of improving quality of life, taking trucks off local streets and improving the movement of traffic across the border.</p> <p>The Windsor-Essex Parkway will be the most significant highway investment made in Ontario’s history, and reflects a commitment by the governments of Canada and Ontario to build the right solution. It is unparalleled in terms of the scale and uniqueness of its community enhancement features for any highway, anywhere in Ontario. With the mitigation and enhancements proposed in terms of landscaping, noise mitigation and community connections, The Windsor-Essex Parkway will improve air quality over a future “No Build” situation, limit noise, and reduce visibility of international trucks from nearby residents. The project will generate thousands of jobs, free up the flow of traffic on Canada’s most important trade corridor, get trucks off city streets, reduce traffic congestion, and stimulate investment and employment opportunities in Windsor and Essex County.</p>
<p>12.1% of public comments expressed concern that the government and the DRIC study team have not been listening to public.</p>	<p>DRIC and / or the government have not been listening to the public.</p>	<p>The EA Terms of Reference (TOR) identifies consultation with affected parties as an essential part of the planning process. From the outset of the study, the DRIC study team recognized the need for consultation with a wide variety of stakeholders. Details of the consultation program are discussed in Chapter 3 of the EA Report.</p> <p>Since the beginning of the study, more than 300 consultation sessions have been held with thousands of Windsor and Essex County residents, community groups, experts, local elected officials, and other government agencies. The community input identified concerns that were considered in the development of The Windsor-Essex Parkway. The level of community consultation not only met, but exceeded, the consultation requirements identified in the approved EA TOR. Many suggestions were made by the public, municipalities and other concerned stakeholders throughout the course of the project, some of which were accepted and some of which, after consideration, were not. The Study Team has carefully reviewed and considered all of the input received throughout the course of the study, however it must be realized that it is not required, nor possible, to accept all suggestions made during consultation. The parameters of the project would become untenable and timelines unmanageable. Consultation with communities will continue during the design and construction phases, to provide additional opportunities for input on features such as noise mitigation measures and landscaping opportunities.</p>
<p>2.5% of public comments supported a new route outside of the city.</p>	<p>The new access road / plaza / bridge should be located away from residential areas and / or away from the city.</p>	<p>The illustrative alternatives stage of the DRIC study included a detailed review and consideration of constructing a new transportation route outside of the city. This stage of the analysis is summarized in Chapter 6 of the EA Report. The illustrative alternatives analysis and evaluation was carried out between June and November of 2005. In June 2005, the study team presented 15 river crossing alternatives, and associated plazas and access road alignments for public consultation. This analysis was completed using 7 primary environmental factors and over 35 evaluation criteria. Each alternative was assessed according to how well it fit the needs of both Canada and the United States. It was determined through the evaluation, that the illustrative alternatives in the Highway 3/Huron Church Road corridor to E.C. Row Expressway provided the best balance of transportation service and mobility, with fewer associated community and environmental impacts, in comparison to other alternatives. With approximately 90% of the passenger vehicle traffic and 50% of the truck traffic doing business in the Windsor-Essex/Detroit-SE Michigan areas, a new river crossing also needs to be centrally located to address the transportation demand and avoid congestion returning in the future.</p> <p>Given the nature and extent of land uses and development along the Detroit River in Canada and the U.S., it was not possible to develop a new or expanded river crossing, plaza and connecting roads that entirely avoid impacts on local communities. One of the goals of the Partnership was to avoid, minimize, or mitigate impacts to the extent practicable.</p>
<p>&lt;1.0% of public comments supported the Recommended Plan to be</p>	<p>The Recommended Plan should be built by Windsor and / or Ontario residents.</p>	<p>It is estimated that the construction of The Windsor-Essex Parkway alone will create 12,000 project-related jobs. Past experience and industry knowledge has demonstrated that private sector bid teams will partner with local contractors because of the advantages this would provide, such as proven experience in other MTO construction</p>

## EA Report – Public Comments and Study Team Responses

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built by residents of Windsor and/or Ontario.		projects, knowledge of local conditions, experience with the local labour pools, and the lower cost associated with not having to provide travel and accommodation expenses for out of town workers.
1.0% of public comments expressed concern that the need to create jobs is overshadowing the need to create the best solution.	The urgency to create jobs is overshadowing the need to select the best solution.	The selection of the Recommended Plan is based on the culmination of the analysis, evaluation and consultation that was carried out over the course of four years. More than 300 consultation sessions have been held since the beginning of the study with thousands of Windsor and Essex County residents, community groups, technical experts, local elected officials, and other government agencies. The Recommended Plan achieves the best balance of benefits and impacts and will improve the quality of life for Windsor-Essex residents.
6.0% of public comments raised issues relating to traffic increases.	Concern for increased traffic / truck traffic through corridor in the future or as a result of the Recommended Plan (congestion, speed, collisions, etc.).	The number of international and local trucks and passenger vehicles in the corridor will increase over the next 30 years. The Recommended Plan will accommodate these increased traffic volumes by providing additional capacity and reduce the likelihood of international traffic infiltrating other local roads to access the border. Ontario highways are among the safest in North America. The Recommended Plan will be designed to meet or exceed Ontario Highway Geometric Design Standards and Roadside Safety Standards.
5.2% of public comments supported DRIC.	Support for DRIC / the EA should be approved as submitted	The Study Team appreciates the support.