

## **Appendix A.2**

### **Public Information Centre No. 2**

# PHASE 2 INTERIM REPORT

## BANWELL ROAD PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY FROM TECUMSEH ROAD EAST TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD

Summary of Public Information Centre No. 2

City of Windsor

September 18, 2007



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## 1.0 Study Background

The City of Windsor is undertaking a Preliminary Design and Class Environmental Assessment (Class EA) Study to investigate methods of providing an improved transportation corridor along Banwell Road from Tecumseh Road East to the CPR Tracks south of Intersection Road, approximately 2.7 km.

### Study Area



The study will address the needs of the City of Windsor and area growth through a staged program of improvements over the next 20 years; address the short and long term traffic impacts; the adjacent road network; provisions for cyclists and pedestrians; and improved public safety in accordance with the Windsor Area Long Range Transportation Study (WALTS) and the Essex Windsor Regional Transportation Master Plan.

This study is being planned as a 'Schedule C' Study, Municipal Class Environmental Assessment (June 2000) under the Ontario Environmental Assessment Act.

This Class EA is proceeding concurrently with the County of Essex Class EA Study for Banwell Road (County Road 43) from the CPR tracks to south of County Road 42. It is the intention of this study to ensure that the overall improvements to the Banwell Road corridor are consistent and reflective of the City's and County's future needs.

Two Public Information Centre (PIC) meetings were scheduled for this study. The first PIC was held on Wednesday May 16, 2007. It was decided by the City and the County to hold a combined second PIC and to present the preliminary preferred design for the entire Banwell Road corridor. The second PIC was held on Tuesday September 18, 2007. The activities and outcome of the second PIC is described below.

## **2.0 Public Information Centre (PIC) No. 2**

### **2.1 Purpose of the PIC**

The purpose of the second PIC was to present the following information to the public:

- Alternative designs concepts;
- Evaluation of alternative designs and proposed mitigation measures;
- Consultation activities undertaken to date; and
- Preliminary preferred design for both the City and the County sections of Banwell Road.

PIC No. 2 was held between 3:00 PM and 8:00 PM on Tuesday September 18, 2007 at the Banwell Community Church located at 2400 Banwell Road in the City of Windsor.

In total, 52 people registered their names at the PIC, from which 3 individuals were representatives from the Ministry of Transportation, and 2 individuals attended on behalf of the City of Windsor, the remaining were local residents and business associates.

In total, 2 comment sheets were submitted at the PIC, 1 faxed comment sheet, 1 faxed letter, and 3 emails were received since the second PIC.

### **2.2 Notification**

A Public Notice advising of the Combined Public Information Centre No. 2 was published in the Windsor Star on Thursday September 13 and Saturday September 15, 2007. (*Appendix A*)

Personal invitation letters were sent through direct mail via Canada Post on September 6,

2007 (*Appendix B*) to the individuals on the master agency and public contact lists.

### **2.3 Presentation Material / Display Boards**

Various text displays and exhibits describing EA process, the alternative designs, the evaluation of alternatives, and the preliminary preferred design for Banwell Road to four lanes for both the County and City and sections were presented to the public. (*Appendix C*)

### **2.4 Website**

All project related information, including the notice of study commencement, PIC No. 1, and PIC No. 2 display boards are posted on the City's website [www.windsorEAs.ca](http://www.windsorEAs.ca).

## **3.0 Summary of PIC No. 2 Comments**

The following highlights the major verbal and written comments received at the PIC.

- Pleased with the preferred design but should consider a dedicated bicycle lane rather than a multiuse trail system.
- Ensure that the sidewalks are large enough to accommodate pedestrians and cyclists.
- Improvement to street lighting is required.
- Property impacts and access into existing and proposed businesses.
- Distance from the centreline of the proposed Twin Oaks Drive to Intersection Road and whether Twin Oaks Drive is a fixed location for the proposed road.
- The addition of traffic signalization at Palmetto intersection will create additional delays on traffic movement along Banwell Road. This signal will create 5 signalized intersections within a relatively short distance; this road should be a transportation route not a commercial district impeding the flow of traffic. This intersection could be setup to allow only right hand turns (continuous median along Banwell Road) onto Banwell eliminating the need for traffic signals. These locations currently have access to signalized intersection just to the south at Wildwood.
- In an agreement with the widening of the roadway, the extension of the multi-use trail, sidewalks, and grade separation at the EC Row Expressway. A comment on the lane configurations along Banwell at the expressway (shown on drawings (9A and 10A), there appears to be an additional (third) lane that actually requires through traffic to change lanes otherwise they are in a dedicated turn lane.
- Regarding the selection of the Banwell/EC Row Expressway grade separation alignment #3. The largest traffic flow in the interchange currently is Banwell southbound to EC Row westbound and EC Row eastbound to Banwell northbound. Based on this and from traffic flow perspective, alignment #1 would be preferred however it does create a potential conflict with the pedestrian/multi-use trail traffic. Possible modifications would be to force a right hand turn to the Ramp N-W and N-E out of a right deceleration lane rather than a smooth transition. In addition the Ramp E-N must be forced to a right hand turn otherwise there will be merging problems northbound on Banwell Road to Wildwood intersection. I do not agree with option #3 as it creates large volumes of left hand turn traffic movement. Left hand turns already create large delays at intersections throughout the City. However, if option #1 is selected, modifications need to be included

to eliminate/address the large left hand turn traffic volumes such as the inclusion of a N-W ramp and switching the trail to the opposite side at a signalized intersection. Overall I believe this issue requires more detailed design options and review before selecting a final configuration.

- These improvements need to happen sooner than later. The grade separation has already been completed at this time based on traffic volumes and safety issues. The abutting municipality should be contributing to the cost of the widening and grade separation as majority of the traffic volume is from their municipality.

Copies of the completed comment sheets and emails are provided in *Appendix D*.

## 4.0 Conclusions

From the comments received from the PIC and emails, the perceived notion is that improvements to Banwell Road are warranted and to be sure that the enhancements to the roadway accommodate pedestrians and cyclists.

# **Appendix A**

## **Newspaper Advertisement**

**NOTICE OF COMBINED  
PUBLIC INFORMATION CENTRE NO. 2  
Preliminary Design and Class Environmental Assessment Studies**



**Banwell Road  
From Tecumseh Road East to the CPR  
Tracks South of Intersection Road**



**County Road 43 (Banwell Road)  
From CPR Tracks (City Limits)  
to South of County Road 42**

**THE STUDY PURPOSE**

Two separate Preliminary Design and Class Environmental Assessment (Class EA) Studies are currently being undertaken to investigate improvements to the transportation corridor along Banwell Road from Tecumseh Road East to south of County Road 42. These studies are being carried out in accordance with the requirements of a Schedule "C" undertaking of the *Municipal Class Environmental Assessment, June 2000*. As identified in the map, the City of Windsor is the proponent for the Study Area from Tecumseh Road East to the CPR Tracks south of Intersection Road, and the County of Essex is the proponent for the Study Area from the CPR Tracks to south of County Road 42.

The purpose of the studies are to consistently address the transportation demands of the City of Windsor and the County of Essex over the next twenty years, to address the short and long term traffic impacts along Banwell Road and adjacent road network, and to investigate the feasibility of accommodating sidewalks and a multi-use trail for cyclists and pedestrians. Combined, these transportation improvements will enhance public safety in accordance with the Windsor Area Long Range Transportation Study (WALTS) and the Essex Windsor Regional Transportation Master Plan.

**PUBLIC INPUT**

Because these Class EA studies are proceeding concurrently and are at the phase where alternative design concepts have been developed and evaluated, it was decided to combine the second PIC. The second Open House PIC is scheduled for Tuesday September 18, 2007.

The purpose of the second PIC is to present:

- ♦ alternative design concepts,
- ♦ evaluation of alternative designs and proposed mitigation measures,
- ♦ consultation activities undertaken to date, and
- ♦ preliminary preferred design for both projects.

Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

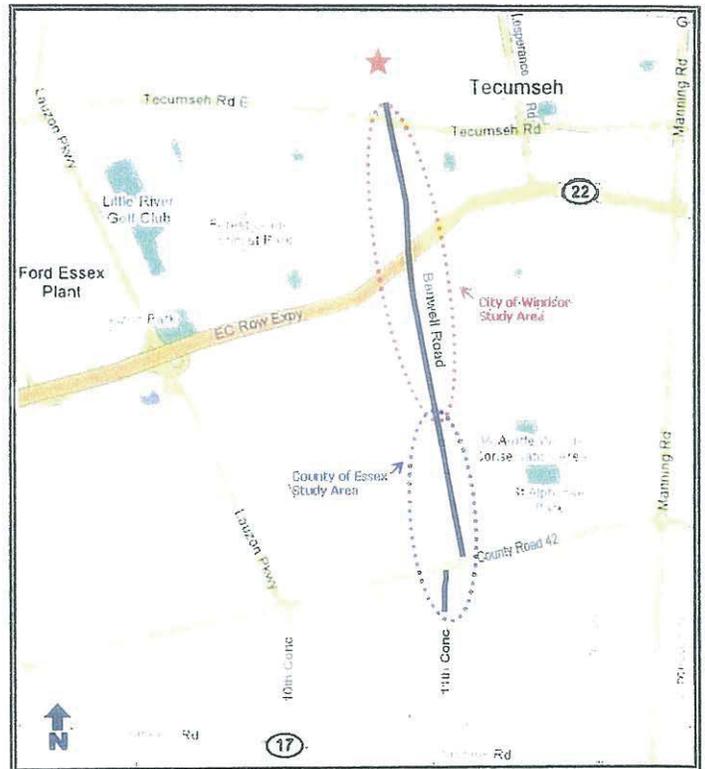
**STUDY CONTACTS**

Please contact the City of Windsor, the County of Essex or Giffels Associates Ltd. if you are unable to attend the second PIC and would like to obtain more information or have project related questions.

**Josette Eugeni, P. Eng.**  
Transportation Planning Engineer  
City of Windsor  
Public Works - Operations  
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Windsor, ON N8X 3M7  
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**Len Rach, P. Eng.**  
Consultant Project Manager  
Giffels Associates Limited  
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Windsor, ON N8N 4M7  
Tel: 519-739-1999  
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**Public Information Centre No. 2**

Date: Tuesday September 18, 2007  
Time: 3:00 PM to 8:00 PM  
Where: Banwell Community Church  
2400 Banwell Road  
City of Windsor



# **Appendix B**

## **External Agency and Public Notification**

September 6, 2007

Contact Name:

Address:

Dear:

**RE: Notice of Combined Public Information Centre No. 2  
Preliminary Design and Class Environmental Assessment Studies**  
❖ **Banwell Road from Tecumseh Road East to the CPR Tracks South of Intersection Road; and**  
❖ **County Road 43 (Banwell Road) from CPR Tracks (City Limits) to South of County Road 42**

Two separate Class Environmental Assessment (Class EA) Studies are currently being undertaken to investigate improvements to the transportation corridor along Banwell Road from Tecumseh Road East to south of County Road 42. These studies are being carried out in accordance with the requirements of a Schedule "C" undertaking of the *Municipal Class Environmental Assessment, June 2000*.

Further to previous correspondence regarding the two referenced Studies, and on behalf of the City of Windsor and County of Essex, please find attached a copy of the Notice of Combined Public Information Centre (PIC) No. 2. As identified in the notice, the City of Windsor is the proponent for the Study Area from Tecumseh Road East to the CPR Tracks south of Intersection Road, and the County of Essex is the proponent for the Study Area from the CPR Tracks to south of County Road 42.

The purpose of the second PIC is to present the various alternative design concepts, evaluation of alternative designs and proposed mitigation measures, consultation activities undertaken to date, and the preliminary preferred design.

Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

For more information on the individual projects, refer to the direct link on the City of Windsor's website at [www.windsorEAs.ca](http://www.windsorEAs.ca), call 311 or visit the County Road 43 Class EA link of [www.countyofessex.on.ca](http://www.countyofessex.on.ca).

We thank you for your continued participation in this study. If you have any questions or would like additional information on either project please contact the undersigned.

Sincerely,



Len Rach, P. Eng.  
Consultant Project Manager

Cc: Josette Eugeni – City of Windsor  
Victor Mata – County of Essex

The Corporation of the City of Windsor

Stakeholders, Agencies, and Utilities Contact List

Name/Address	Telephone	Fax	E-mail
Nancy Morand Heritage Planning 400 City Hall Square East Suite 404B Windsor, ON N9A 7K6	519-255-6543 x6179	519-255-6544	nmorand@city.windsor.on.ca
Greg Heil Windsor Heritage Committee 823 Argyle Rd. Windsor, ON N8Y 3K1	248-799-9111	248-799-9112	gheil@heilpartnership.com
Larry Bannon, Chair Airport Advisory Committee 1265 Imperial Crescent Windsor, ON N9G 2T5	519-972-7188		sitty@mnsi.net
Geoff Woods, Senior Officer Canadian National Railway Macmillan Administration Bldg. 1 Administration Rd. Concord, ON L4K 1B9	915-760-5007	905-760-5010	geoff.woods@cn.ca
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Kim Ferguson Ministry of Environment 4510 Rhodes Drive Unit 620 Windsor, ON N8W 5K5	519-948-1464	519-948-2396	kim.ferguson@ene.gov.on.ca
Mike Parker Ministry of the Environment Southwest Region/London 773 Exeter Rd London, ON N6E 1L3	519-873-5043	519-873-5020	mike.parker@ontario.ca
David Wake, Supervisor Environmental Unit Dennis Regan, Senior Project Manager Ministry of Transportation 659 Exeter Rd. 3rd Floor London, ON N6E 1L3	519-873-4100	519-873-4388	dave.wake@mto.gov.on.ca dennis.regan@mto.gov.on.ca
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Ministry of Culture 30 Duke St Suite 405 Kitchener, ON N2H 3W5	519-578-3600	519-578-1632	
Darren Winger Ghislaine Brodeur Ministry of Culture 221 Mill St Windsor, ON N9A 2R1	519-973-1445	519-973-1414	darren.winger@mci.gov.on.ca ghislaine.brodeur@mci.gov.on.ca

The Corporation of the City of Windsor

Stakeholders, Agencies, and Utilities Contact List

Name/Address	Telephone	Fax	E-mail
Janet Jones Ministry of Tourism and Recreation Windsro District Office 221 Mill St Windsor, ON N9C 2R1	519-973-6320	519-973-1414	janet.jones@mci.gov.on.ca
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Norm Smith Fisheries and Oceans Canada Fish Habitat Management 3027 Harvester Rd. Unit 304 Burlington, ON L7R 4K3	905-639-8687	905-639-3549	smithnw@dfo-mpo.gc.ca
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Monique Mousseau Environment and Engineering Division Transport Canada 4900 Yonge St Toronto, ON M2N 6A5	416-952-0154	416-952-0159	mousseem@tc.gc.ca
Kate Cave, Land Use Supervisor Six Nations of the Grand River 2498 Chiefswood Road, P.O. Box 5000 Ohsweken, ON N0A 1M0	519-753-0665 x12	519-753-3449	j_greene@sixnations.ca
Bill Messenger, Elder Can-Am Indian Friendship Centre 3136 Elmwood Crescent Windsor, ON N8R 1X4	519-735-6990		
Barry Silver, Senior Policy Advisor Ontario Secretariat for Aboriginal Affairs 720 Bay St, 4th Floor Toronto, ON M5G 2K1	416-326-2364	416-326-4017	barry.silver@osaa.gov.on.ca
David White, Director Walpole Island First Nation R.R. #3 Wallaceburg, ON N8A 4K9	519-627-1475	519-627-1530	dave.white@wifn.org

The Corporation of the City of Windsor

Stakeholders, Agencies, and Utilities Contact List

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Chief Larry Johnson Caldwell First Nation c/o 10297 Talbot Rd. Blenheim, ON N0P 1A0	519-676-5499	519-676-5899	caldwell1@ciaccess.com
Rob Larret Transit Windsor 3700 E.C. Row P.O. Box 36, Station A Windsor, ON N9A 6J5	519-944-4141 x230	519-944-5121	rlarret@city.windsor.on.ca
Melissa Reive Transit Windsor 3700 E.C. Row P.O. Box 36, Station A Windsor, ON N9A 6J5	519-944-4141 x 226	519-944-5121	mreive@city.windsor.on.ca
Larry Amlin Essex-Windsor EMS Special Operation/Investigations 920 Mercer St. Windsor, ON N9A 1N6	519-256-1315 x213		
Chief David Fields Windsor Fire & Rescue Services 815 Goyeau St. Windsor, ON N9A 1H7	519-253-6573	519-255-6832	dfields@city.windsor.on.ca
Barry Horrobin, Director of Planning and Physical Resources Windsor Police Services 150 Goyeau St. Windsor, ON N9A 6J5	519-255-6700 x4471	519-255-9880	bhorrobin@police.windsor.on.ca
Cliff Lovell Windsor Police Services 150 Goyeau St. Windsor, ON N9A 6J5	519-255-6700 x4220	519-255-7467	clovell@police.windsor.on.ca
Randy Matis Bell Canada 1149 Goyeau St. O.P. Facilities Floor 1 Windsor, ON N9A 1H9	519-973-6711	519-258-4543	randy.matis@bell.ca
Union Gas George Hughes, Utility Services Manager 650 Division Rd. Windsor, ON N9A 6N7	519-250-2307	519-250-2289	ghughes@uniongas.com
Steve Meser Cogeco Cable Solution 2525 Dougall Ave. Windsor, ON N8X 5A7	519-972-4023	519-972-6688	
Norbert Poggio, Manager of Water Engineering WUC - Water 4545 Rhodes Dr. Station A Windsor, ON N9A 6T7	519-251-7300 x295	519-251-7314	npoggio@wuc.on.ca
Jim Brown Enwin Utilities 4545 Rhodes Dr., P.O. Box 1265 Station A Windsor, ON N9A 6T7	519-251-7300 x267	519-251-7308	jbrown@enwinpowerlines.com

The Corporation of the City of Windsor

Stakeholders, Agencies, and Utilities Contact List

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Allan Dokis Union of Ontario Indians Intergovernmental Affairs Director - Nipissing First Nation Highway 17, PO Box 711 North Bay ON P1B 8J8			
Paul Heighington Metis Nation of Ontario Senior Policy Advisor 500 Old St. Patrick Street, Unit 3 Ottawa, ON K1N 9G4			
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Surinder Singh Gill Ontario Secretariat for Aboriginal Affairs Policy Advisor - Policy and Relationships Branch 720 Bay Street Toronto ON M5G 2K1			
Rolanda Elijah Association of Iroquois and Allied Indians Director of Intergovernmental Affairs 387 Princess Avenue London, ON N6B 2A7			
Leroy Hill Iroquois Confederacy Secretary RR #2 Ohsweaken, ON N0A 1M0			
Chief Laurie Carr Hiawatha First Nation 123 Paudash Street, RR #2 Keene, ON K0L 2G0			
Chief Edward Williams Moose Deer Point First Nation 3719 Twelve Mile Bay Road, PO Box 119 Mactier, ON P0C 1H0			
Allex Shinas, AICP, MCIP, RPP Conservation Planner Essex Region Conservation Authority 360 Fairview Avenue West Essex ON N8M 1Y6	519-776-5209 x 347	519- 776-8688	ashinas@erca.org

September 6, 2007

«Title» «First» «Last»  
«Address»

Dear «Title» «Last»:

**RE: Notice of Combined Public Information Centre No. 2  
Preliminary Design and Class Environmental Assessment Studies**  
❖ **Banwell Road from Tecumseh Road East to the CPR Tracks South of Intersection Road; and**  
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Comments and input gathered from the public and concerned agencies will be taken into consideration during subsequent planning and design activities.

For more information on the individual projects, refer to the direct link on the City of Windsor's website at [www.windsorEAs.ca](http://www.windsorEAs.ca), call 311 or visit the County Road 43 Class EA link of [www.countyofessex.on.ca](http://www.countyofessex.on.ca).

We thank you for your continued participation in this study. If you have any questions or would like additional information on either project please contact the undersigned.

Sincerely,



Len Rach, P. Eng.  
Consultant Project Manager

Cc: Josette Eugeni – City of Windsor  
Victor Mata – County of Essex

# **Appendix C**

## **Display Boards**

**COMBINED PUBLIC INFORMATION CENTRE NO. 2**

**PRELIMINARY DESIGN AND  
CLASS ENVIRONMENTAL ASSESSMENT STUDIES**



**BANWELL ROAD**

**From Tecumseh Road East to the CPR  
Tracks South of Intersection Road**

**COUNTY ROAD 43 (BANWELL ROAD)**

**From CPR Tracks (City Limits)  
to South of County Road 42**

## COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)  
Preliminary Design and Class Environmental Assessment Studies

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**WELCOME**

**PLEASE SIGN IN**

Thank you for your interest in the Preliminary Design and Class Environmental Assessment Studies for Improvements to Banwell Road and County Road 43/Banwell Road.

The information presented in the **YELLOW BORDER** boards applies to both of the studies, such as the planning and design process, next steps, and contact information.

The project specific information for Banwell Road (City of Windsor) is presented in the **RED BORDER** boards.

The project specific information for County Road 43/Banwell Road (County of Essex) is presented in the **BLUE BORDER** boards.

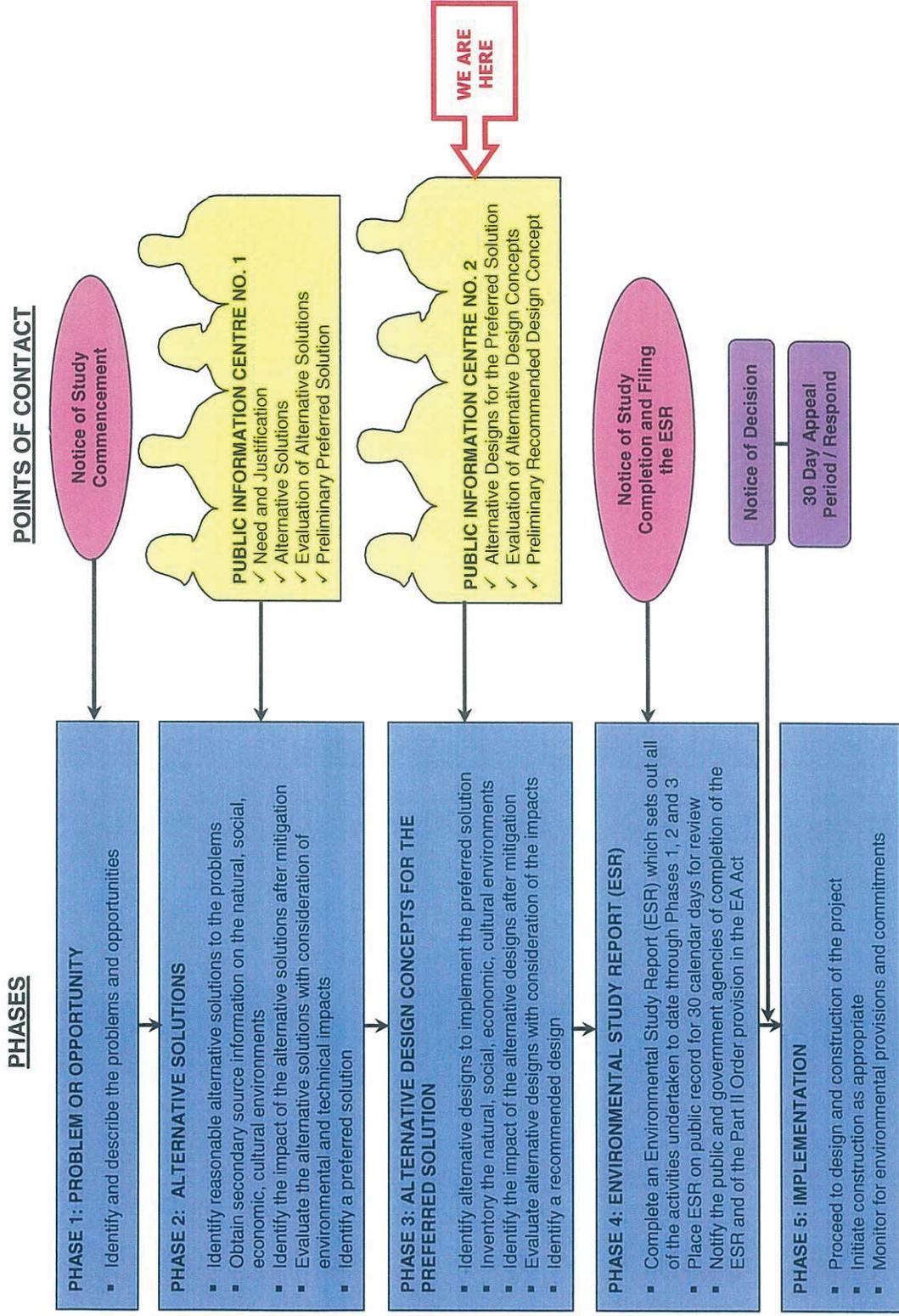
Feel free to provide your comments in writing and/or speak to a representative from the City of Windsor, County of Essex, or Giffels Associates Limited.



# COMBINED PUBLIC INFORMATION NO. 2

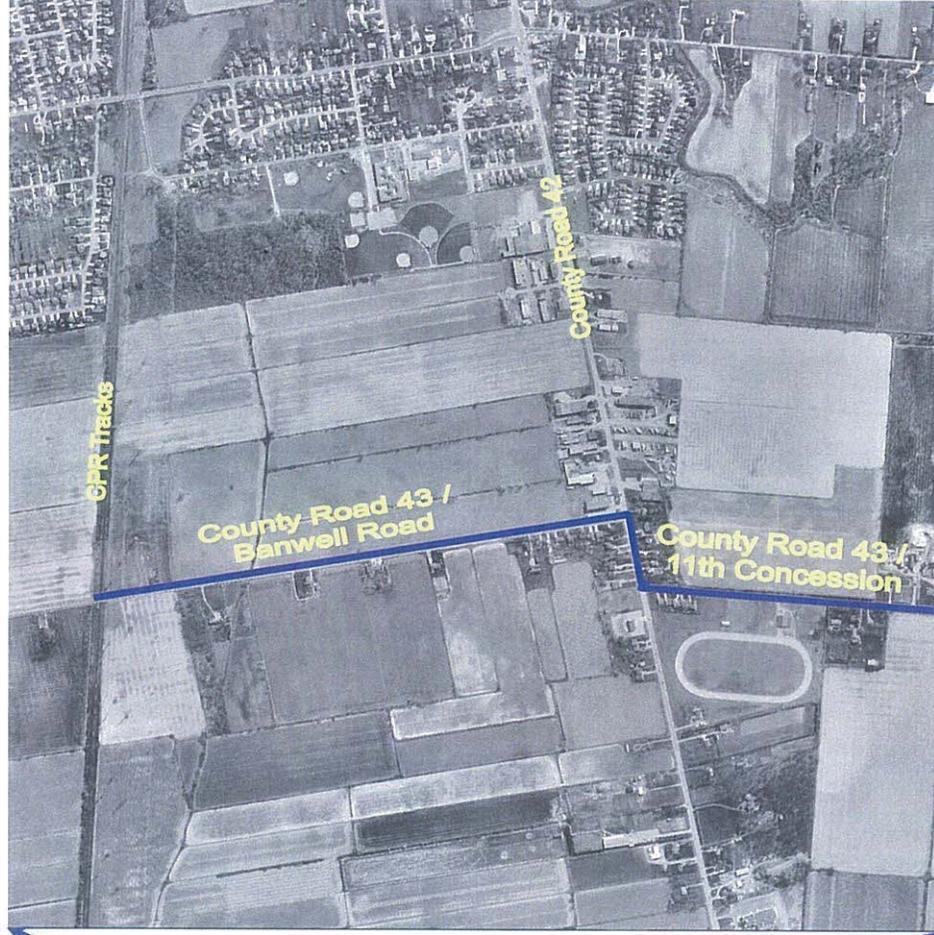
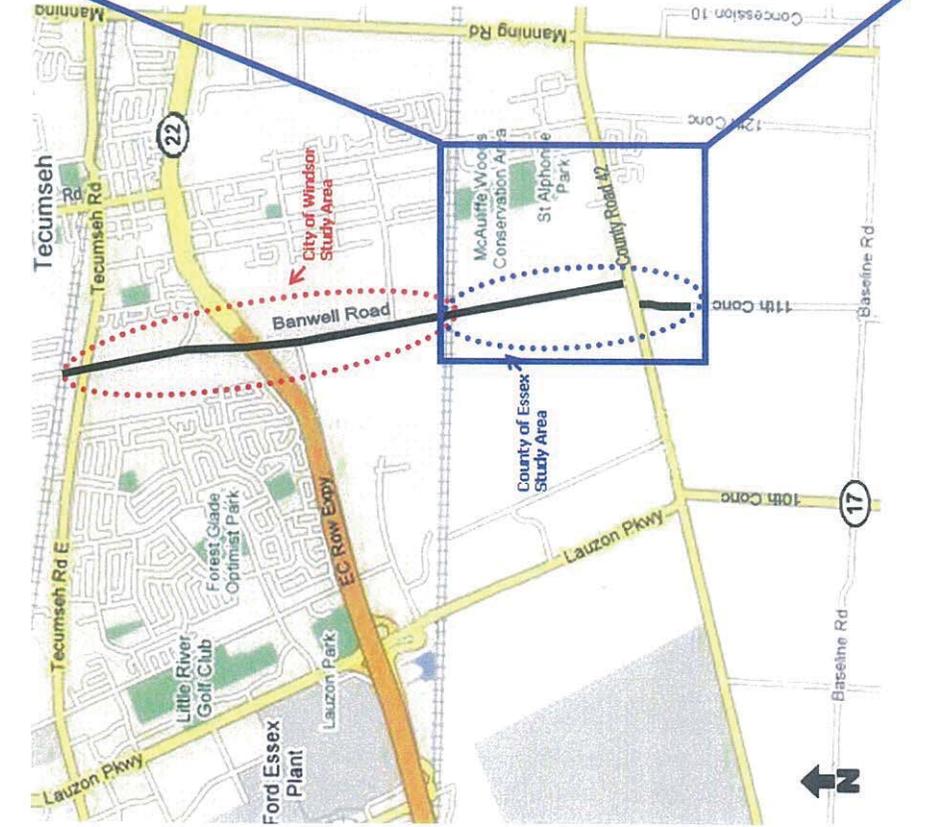
Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)  
Preliminary Design and Class Environmental Assessment Studies

## PLANNING AND DESIGN PROCESS



**COMBINED PUBLIC INFORMATION NO. 2**  
**County Road 43/Banwell Road (County of Essex)**  
**Preliminary Design and Class Environmental Assessment Study**

**STUDY AREA**



## COMBINED PUBLIC INFORMATION NO. 2

County Road 43/Banwell Road (County of Essex)

Preliminary Design and Class Environmental Assessment Study

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### **BACKGROUND**

- County Road 43/Banwell Road south of the City of Windsor Limits is a 2 lane rural road with a 40 foot (12 metre) right-of-way.
- Pavement has reached its “end of life” and requires reconstruction.
- Unable to improve capacity of the road without widening.
- Traffic safety and difficulty to access County Road 42 is becoming an issue.
- Essex Windsor Regional Transportation Master Plan has identified a need to widen Banwell Road to 4 basic traffic lanes by 2021.



## COMBINED PUBLIC INFORMATION NO. 2

### County Road 43/Banwell Road (County of Essex) Preliminary Design and Class Environmental Assessment Study

## **NEED AND JUSTIFICATION FOR IMPROVEMENTS**

- 1. Existing Traffic Volumes on County Road 43/Banwell Road**
  - 2000 to 3000 vehicles/day in the study area.
  - 5000 vehicles/day in the City of Windsor section.
  - Trucks comprise of 2 to 2 ½ percent of daily traffic.
- 2. Traffic Safety January 2000 – December 2005**
  - 2 accidents between County Road 42 and the CPR Tracks.
  - 13 accidents at the intersection of County Road 43/Banwell Road and County Road 42.
- 3. Existing Needs**
  - Turning lanes required to improve operations and safety at the intersection of County Road 43/Banwell Road and County Road 42.
  - Pavement on County Road 43/Banwell Road requires reconstruction.
  - Improve advance warning/visibility at County Road 43/Banwell Road and County Road 42 intersection.
  - Improve road grade at CPR Tracks.
- 4. Area Growth**
  - Town of Tecumseh population is forecasted to increase by 10,000 (40% increase) by 2021.
  - Large areas of residential and employment growth are anticipated in the City of Windsor and this growth will affect the entire Banwell Road corridor. The 20 year population growth is expected to increase to over 2,500 persons and employment growth is expected to increase over 2,000 persons adjacent to the corridor.
- 5. Projected Needs to Support Projected 2027 Growth**
  - A widening of County Road 43/Banwell Road to 4 basic lanes.
  - Jog elimination of County Road 43/Banwell Road and 11<sup>th</sup> Concession at County Road 42.
  - A widening of County Road 42 to 5 lanes.



**Giffels**

An Ingenium Group Company



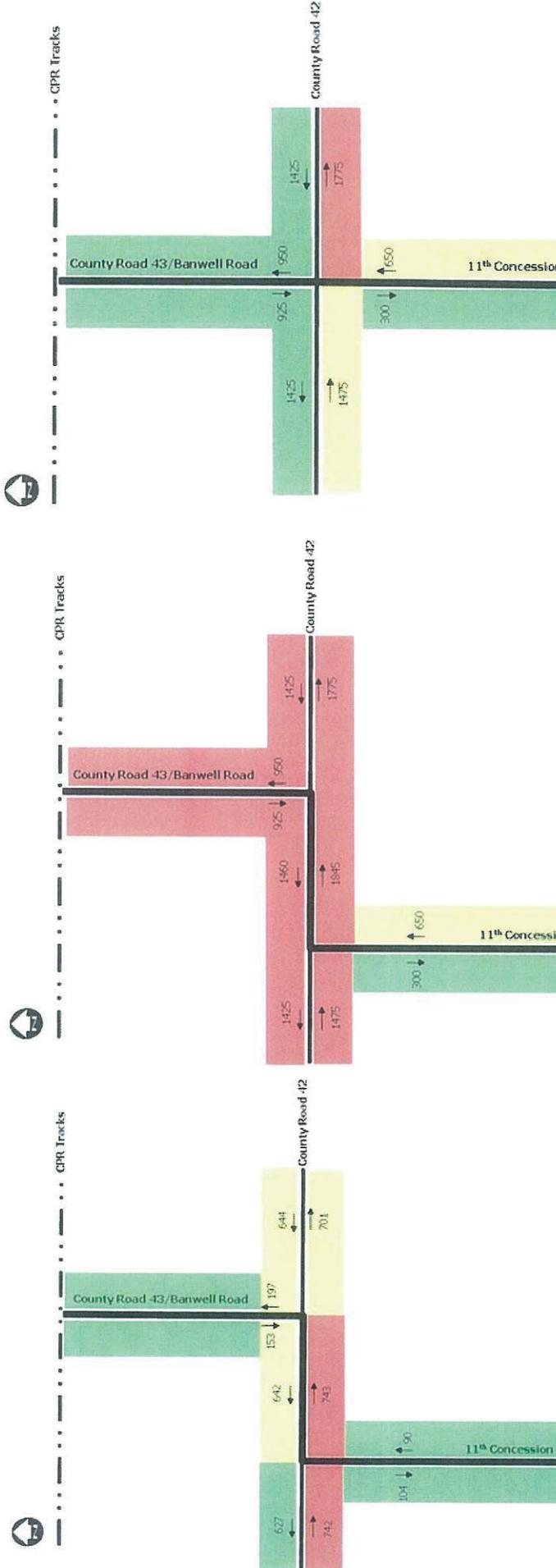
# COMBINED PUBLIC INFORMATION NO. 2

## County Road 43/Banwell Road (County of Essex)

### Preliminary Design and Class Environmental Assessment Study

## TRAFFIC ANALYSIS

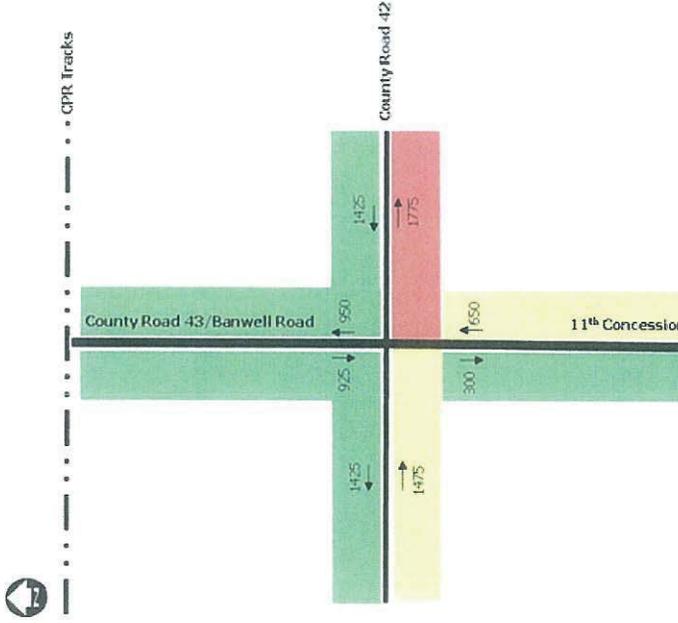
2006 PM Peak Hour Traffic Volumes



2027 PM Peak Hour Traffic Volumes with 2007 Intersection Improvements



2027 PM Peak Hour Traffic Volumes with County Road 43/Banwell Road at 4 lanes, County Road 42 at 5 lanes, and Jog Elimination of Banwell Road and 11<sup>th</sup> Concession



**LEGEND**

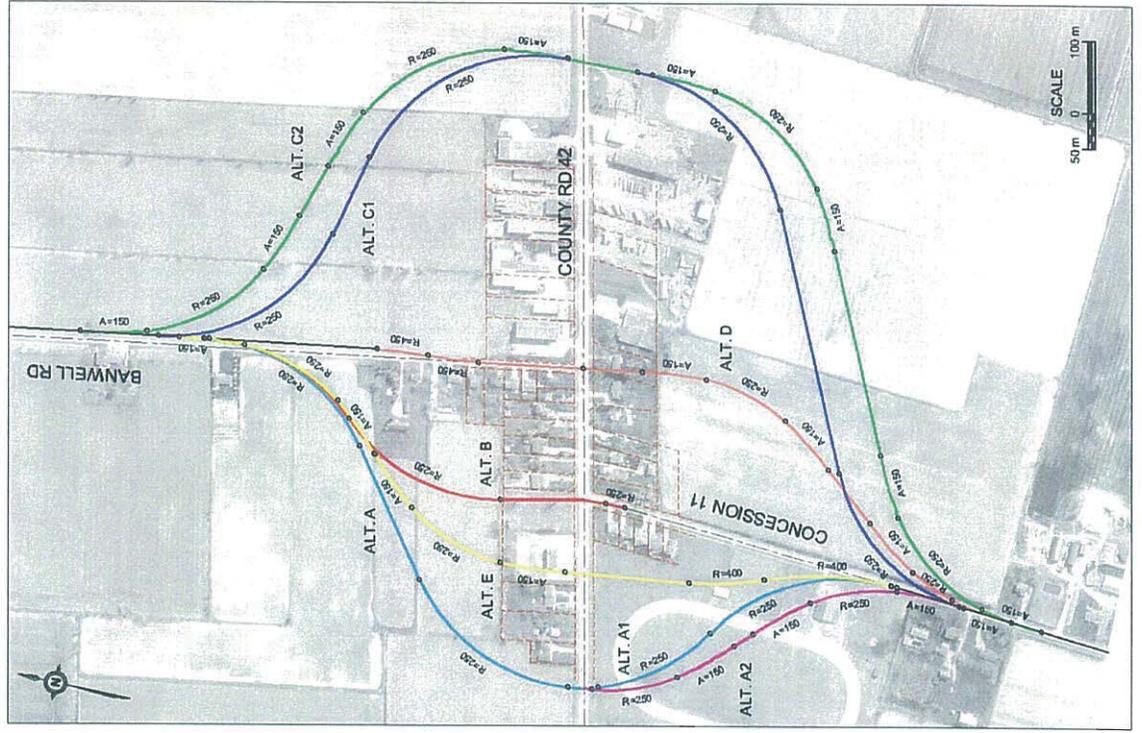
**Volume/Capacity Ratios**

- < 0.8 – Good Level of Service
- 0.8 – 0.9 – Fair Level of Service
- > 0.9 – Poor Level of Service



**COMBINED PUBLIC INFORMATION NO. 2**  
**County Road 43/Banwell Road (County of Essex)**  
**Preliminary Design and Class Environmental Assessment Study**

**JOG ELIMINATION ALTERNATIVES CONSIDERED**



# COMBINED PUBLIC INFORMATION NO. 2

## County Road 43/Banwell Road (County of Essex)

### Preliminary Design and Class Environmental Assessment Study

## EVALUATION OF JOG ELIMINATION ALTERNATIVES

Criteria Group	Criteria	Alternative A1		Alternative A2		Alternative B		Alternative C1		Alternative C2		Alternative D		Alternative E	
		Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating	Rating
System Design	Quality of Horizontal and Vertical Alignments	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Interference with County Road 42	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Traffic Service	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RATING FOR SYSTEM DESIGN</b>															
Natural Environment	Impact to Vegetation Community	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Impact to Fisheries	●	●	●	●	●	●	●	●	●	●	●	●	●	●
		●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RATING FOR NATURAL ENVIRONMENT</b>															
Socio-Economic Environment	Property Impacts (m <sup>2</sup> )	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Compatibility with Future Land Use Planning	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Agricultural Operations	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Property Access	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Noise	●	●	●	●	●	●	●	●	●	●	●	●	●	●
		●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RATING FOR SOCIO-ECONOMIC ENVIRONMENT</b>															
Cultural Environment	Impacts to Archaeological Resources	●	●	●	●	●	●	●	●	●	●	●	●	●	●
	Impacts to Built Heritage Features	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RATING FOR CULTURAL ENVIRONMENT</b>															
Cost	Capital Cost	●	●	●	●	●	●	●	●	●	●	●	●	●	●
		●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RATING</b>		●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>OVERALL RANKING</b>		5	4	2	7	6	3	1	1	1	1	1	1	1	1

●	Minor / No Impacts Most Preferred
●	Moderate Impacts
●	Notable / Major Impacts Least Preferred

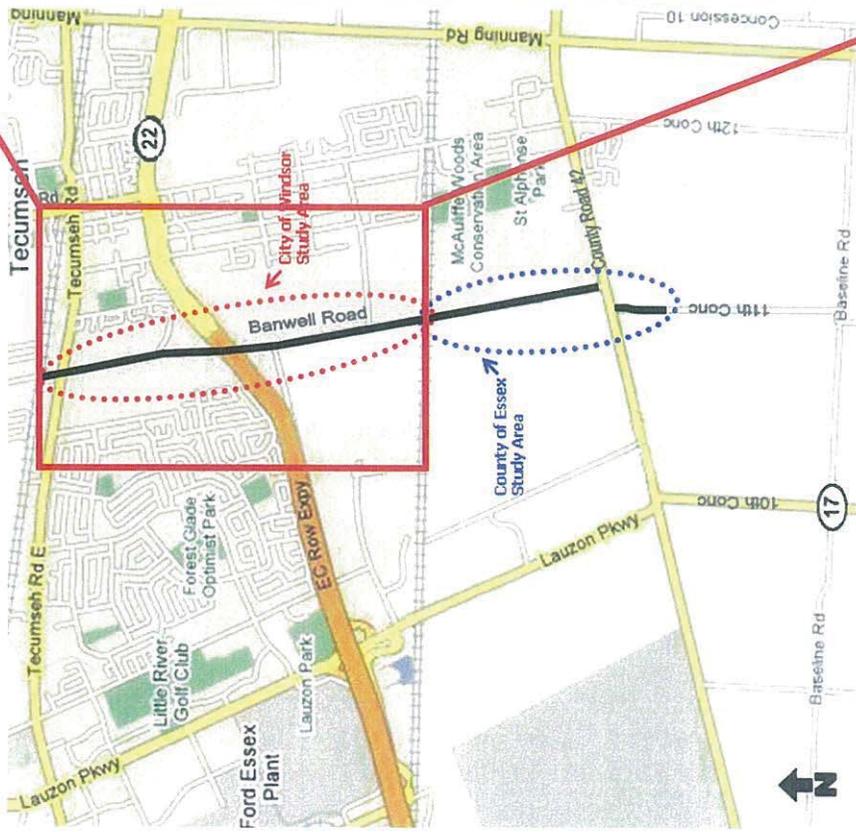


# COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

## STUDY AREA



Giffels  
An Ingenium Group Company

## COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

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### BACKGROUND

- Banwell Road is a Class 2 arterial road with a 30 metre right-of-way from Tecumseh Road East to EC Row Expressway and 12 metre right-of-way from EC Row Expressway south to CPR Tracks.
- The current operations (including current volumes, configurations and signal timing) of the Banwell Road and the EC Row Expressway intersection operates at a poor level of service (LOS F-E) during the AM peak hour and PM peak hour respectively.
- Traffic projections have identified a need to widen Banwell Road to 4 basic traffic lanes by 2021.
- Anticipated population and employment growth in the immediate area will result in increasing traffic congestion over the next 20 – 25 years. To accommodate this growth, improvements to the Banwell Road corridor are required.
- Grade separation at EC Row Expressway and Banwell Road will eliminate the current traffic safety and congestion issues.



# COMBINED PUBLIC INFORMATION NO. 2

## Banwell Road (City of Windsor)

### Preliminary Design and Class Environmental Assessment Study

## NEED AND JUSTIFICATION FOR IMPROVEMENTS

### 1. Existing Traffic Volumes on Banwell Road

- Traffic volumes on Banwell Road north of EC Row Expressway are 13,000 – 16,000 vehicles per day. South of EC Row Expressway the volumes are 3,000 – 8,000 vehicles per day.
- Trucks comprise approximately 1.5 – 3.5 percent of the traffic.

### 2. Traffic Safety 2000 – 2006

- Approximately 12 accidents/year in the 2000 to 2002 period.
- 33 accidents/year in the 2003 to 2006 period.
- More than half of the accidents occur at the Banwell Road and EC Row Expressway intersection.
- No facilities for pedestrians or cyclists.

### 3. Existing Needs

- Current storage lengths of some turning lanes are insufficient for the current PM peak hour volumes, including the eastbound left-turn lane at EC Row Expressway and Banwell Road, which appears to not provide enough storage for the 95<sup>th</sup> percentile queue reach. The northbound left-turn lane at this intersection is not long enough to accommodate the AM peak hour 95<sup>th</sup> percentile queue reach.
- Banwell Road approaches to the EC Row Expressway intersection operates at LOS F during the AM peak hour and LOS E/F during the PM peak hour.
- Road grade at CPR Tracks requires improvements.

### 4. Area Growth

- Large areas of residential and employment growth are anticipated in the City of Windsor and this growth will affect the entire Banwell Road corridor. The 20 year population growth is expected to increase to over 2,500 persons and employment growth is expected to increase over 2,000 persons adjacent to the corridor.
- Town of Tecumseh population is forecasted to increase by 10,000 (40% increase) by 2021.

### 5. Projected Needs to Support Projected 2027 Growth

- Widen Banwell Road to 4 basic lanes with sidewalks and trail facilities for pedestrians and cyclists.
- Fully grade separated interchange at Banwell Road and EC Row Expressway.



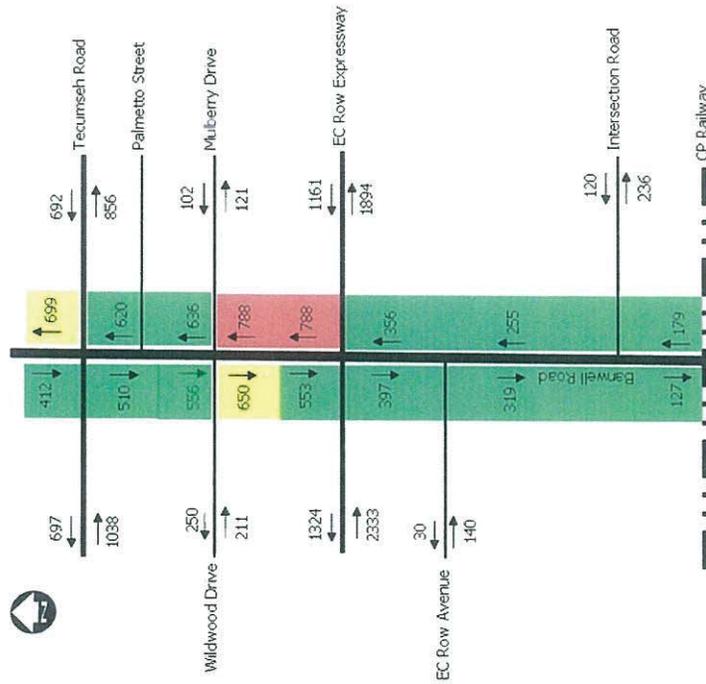
# COMBINED PUBLIC INFORMATION NO. 2

## Banwell Road (City of Windsor)

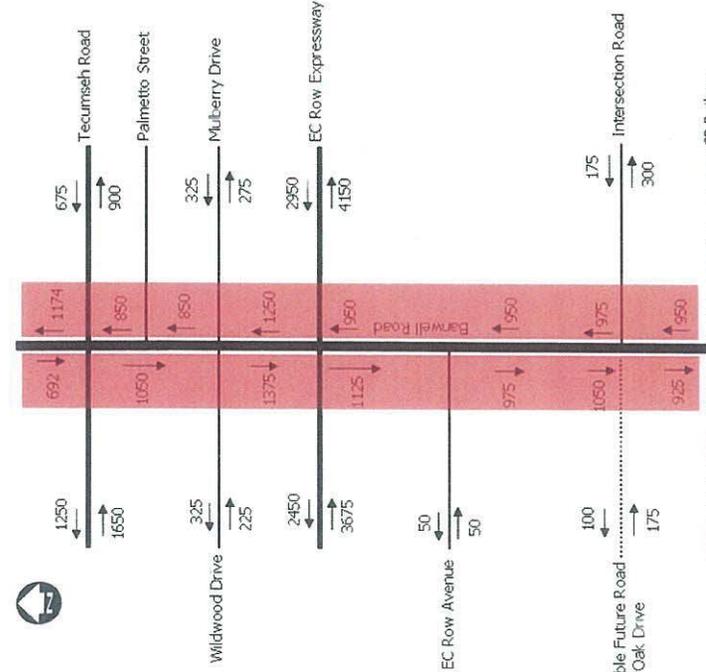
### Preliminary Design and Class Environmental Assessment Study

# TRAFFIC ANALYSIS

2005 PM Peak Hour Traffic Volumes



2027 PM Peak Hour Traffic Volumes



**LEGEND**

**Volume/Capacity Ratios**

- < 0.8 – Good Level of Service
- 0.8 – 0.9 – Fair Level of Service
- > 0.9 – Poor Level of Service



## COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

### PRELIMINARY DESIGN ALTERNATIVES UNDER CONSIDERATION

- Banwell Road from Tecumseh Road to EC Row Expressway has an existing 30 metre right-of-way to support improvements for 4 basic lanes, 4 metre centre median, 1.5 metre sidewalk, and a 4 metre multi-use trail with opportunities for landscape enhancements.
- Three interchange designs were investigated to accommodate the future growth demands at the Banwell Road and EC Row Expressway intersection.
  - Alternative 1: Dillon Consultants Parclo Interchange (February 1993 Report)
  - Alternative 2: Single Point Diamond Interchange
  - Alternative 3: Modified Parclo Interchange
- EC Row Expressway to the City Limits south of the CPR tracks has only a 12 metre right of way. Future growth will require a 30 metre right of way to support the needed improvements. The alternatives that were considered and evaluated in this section included:
  - Alternative 1: Do Nothing (Base Case)
  - Alternative 2: Widen on the Centreline
  - Alternative 3: Widen on the Centreline and to the West

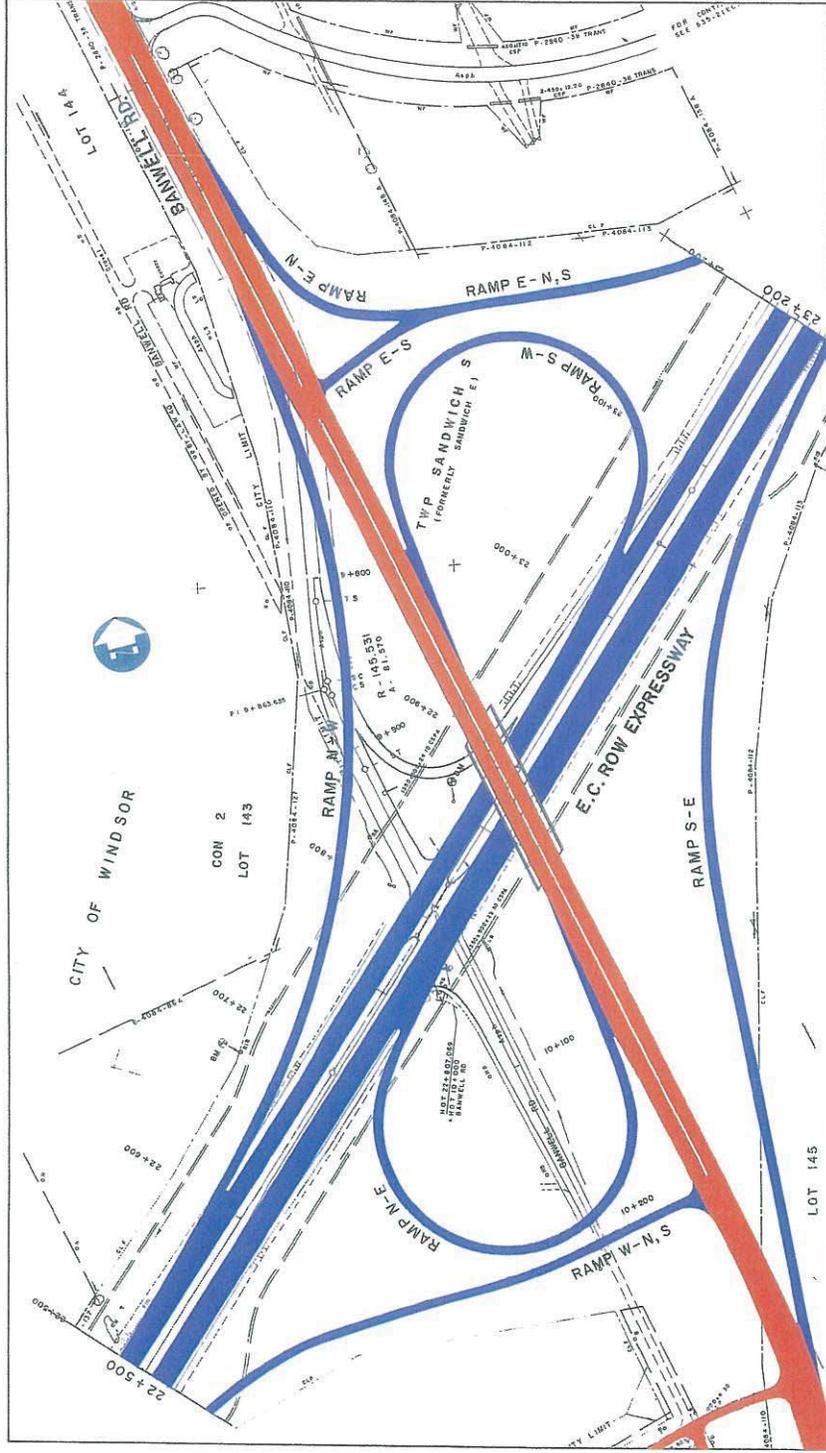


# COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

## SCREENING ANALYSIS OF BANWELL ROAD AND EC ROW EXPRESSWAY INTERCHANGE (ALTERNATIVE 1: DILLON CONSULTANTS PARCLO – FEBRUARY 1993 REPORT)



- Satisfies the future traffic demands.
- Design of interchange ramp on Banwell Road is not urban friendly and creates significant constraints for pedestrians and cyclists.
- Requires more land to accommodate the new right-of-way.
- Minimum disruption to traffic on EC Row Expressway during construction.
- Requires closure of EC Row Avenue at Banwell Road because of the limited distance between the interchange ramp and the road.
- Cost of construction approximately \$3 Million.



**Giffels**

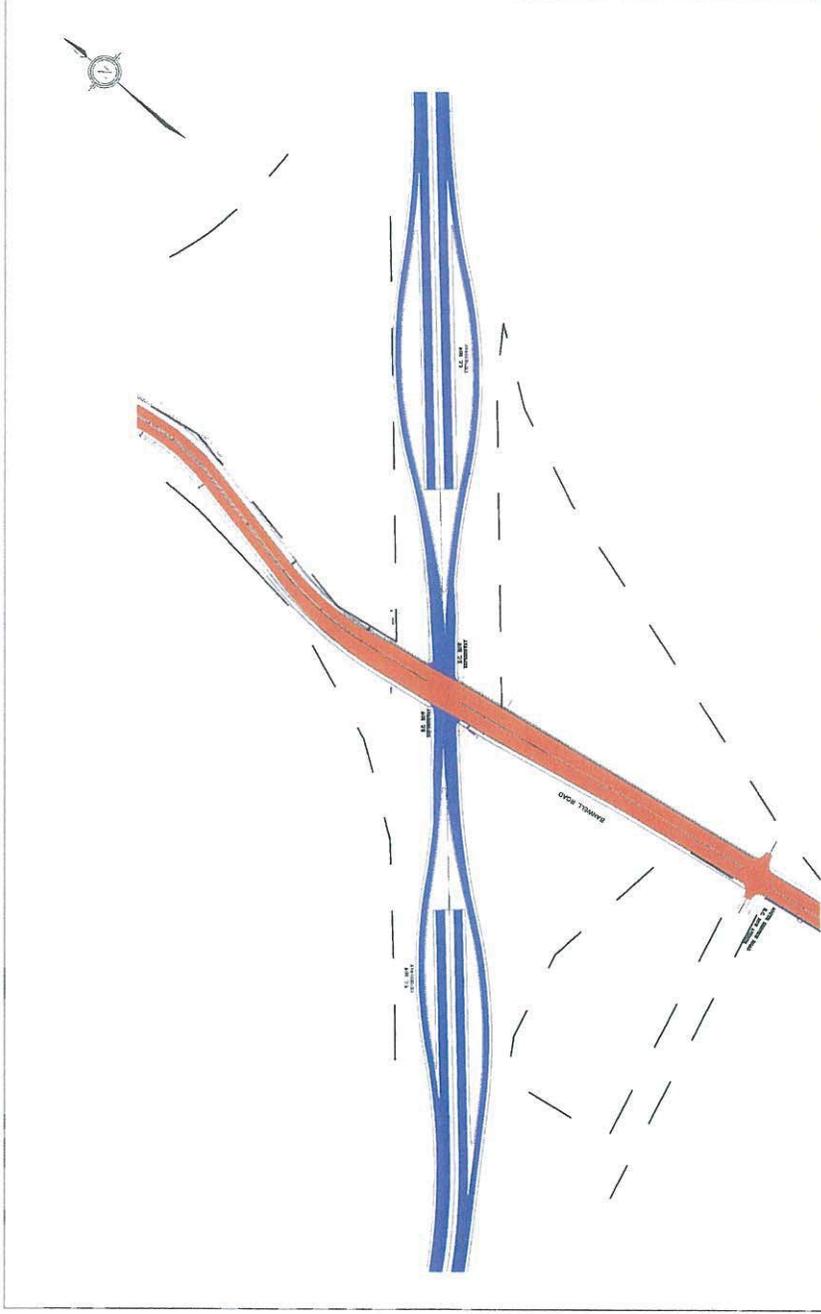
An Ingenium Group Company

# COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

## SCREENING ANALYSIS OF BANWELL ROAD AND EC ROW EXPRESSWAY INTERCHANGE (ALTERNATIVE 2: SINGLE POINT DIAMOND)



- Satisfies the future traffic demands.
- Urban friendly design accommodating pedestrians and cyclists on Banwell Road.
- Require less land to construct.
- High disruption to traffic on EC Row Expressway during construction.
- Can be designed with left and right side exits and entries from and to EC Row Expressway (right side exit/entry shown).
- Closure of EC Row Avenue at Banwell Road is not required.
- Extremely high cost to construct approximately \$10 – 20 Million.

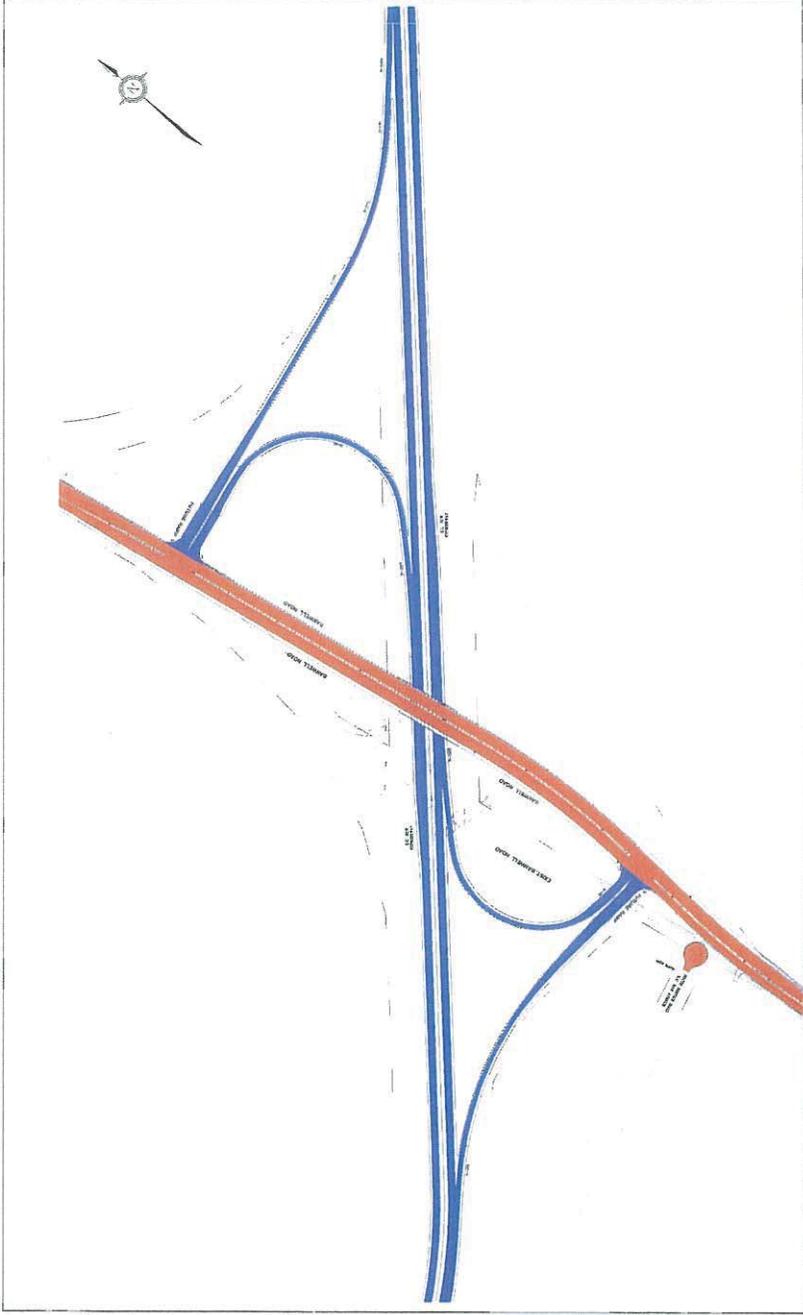


# COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor)

Preliminary Design and Class Environmental Assessment Study

## SCREENING ANALYSIS OF BANWELL ROAD AND EC ROW EXPRESSWAY INTERCHANGE (ALTERNATIVE 3: MODIFIED PARCLO)



- Satisfies the future traffic demands.
- Urban friendly design accommodating pedestrians and cyclists on Banwell Road.
- Require less land to construct.
- Minimum disruption to traffic on EC Row Expressway during construction.
- Requires closure of EC Row Avenue at Banwell Road because of the limited distance between the interchange ramp and the road.
- Approximate cost of construction \$4.7 Million.

**IDENTIFIED AS THE PREFERRED INTERCHANGE OF EC ROW EXPRESSWAY AND BANWELL ROAD**



# COMBINED PUBLIC INFORMATION NO. 2

## Banwell Road (City of Windsor)

### Preliminary Design and Class Environmental Assessment Study

#### EVALUATION OF PRELIMINARY DESIGN ALTERNATIVES

FACTORS	CRITERIA	UNIT OF MEASURE	ALTERNATIVE 1: DO NOTHING (BASE CASE)	ALTERNATIVE 2: WIDEN ON THE CENTRELINE	ALTERNATIVE 3: COMBINATION OF WIDENING ON THE CENTRELINE AND TO THE WEST
<b>TECHNICAL CONSIDERATIONS</b>					
I. Meets the requirements identified by the City of Windsor Transportation Study (WALTS), Essex Region Regional Transportation Master Plan, Windsor Area Transportation Study (WATS), Essex Region Regional Transportation Master Plan	Support for long term network plans, ability to accommodate future traffic demands, transit, bicycle and pedestrian provisions, and sidewalk provisions.	Rating	Does not support the long term network plans to accommodate the future traffic demands and does not provide opportunities for pedestrian and cyclist facilities.	Supports the long term network plans to accommodate the future traffic demands and provides opportunities for pedestrian and cyclist facilities.	Supports the long term network plans to accommodate the future traffic demands and provides opportunities for pedestrian and cyclist facilities.
II. Horizontal Level of Service / Capacity	Improvements for all users in the corridor.	Rating	Traffic congestion will remain and/or continue to worsen resulting in poor level of service and reducing traffic safety.	Standard lane width is provided and a desired level of service is maintained.	Standard lane width is provided and a desired level of service is maintained.
III. Cross Section Elements	Compliance with geometric standards. Lane widths. Accommodation for multi-use path, bicycle lane and sidewalks. Illumination requirements.	Rating	Lane widths meet between 2.4 - 3.7 metres. Existing lane widths are not adequate for multi-use path and sidewalks. Provisions for illumination cannot be accommodated.	Geometry is compliant with a posted speed of 60 km/hr. Lanes at 3.65 metres with a 4.0 metre median. South of ECW, lanes at 3.65 metres with a 4.0 metre median. Shading will accommodate a 4.0 metre multi-use trail and a 1.50 metre sidewalk. Entire cross section is contained within the City of Windsor boundary. Additional illumination requirements can be accommodated.	Geometry is compliant with a posted speed of 60 km/hr. Lanes at 3.65 metres with a 4.0 metre median. Shading will accommodate a 4.0 metre multi-use trail and a 1.50 metre sidewalk. Entire cross section is contained within the City of Windsor boundary. Additional illumination requirements can be accommodated.
IV. Constructability	Ability to facilitate staging.	Rating	No impact	Minimum disruption to traffic; since 2 lanes can remain open during construction.	Minimum disruption to traffic; since 2 lanes can remain open during construction.
V. Utilities	Structural adverse effects on utilities located within the right-of-way.	Effects	No impact	Relocation of cables, gas lines, fibre, and hydro is anticipated.	Relocation of cables, gas lines, fibre, and hydro is anticipated.
<b>NATURAL ENVIRONMENT</b>					
I. Vegetation / Terrestrial Species and Habitats	Number, area and type of vegetation/terrestrial species and habitats displaced or disrupted.	Area (Hq) / Description (tree, shrub, field, etc.)	No impact	Low impact. Only disturbed cultural vegetation is present along the corridor.	Low impact. Only disturbed cultural vegetation is present along the corridor.
II. Aquatic Species and Habitats	Number, area and type of aquatic species and habitats displaced or disrupted.	No / Area (Hq) / Description (tree, shrub, field, etc.)	No impact	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).
III. Wildlife Species and Habitats	Number, area and type of wildlife species and habitats displaced or disrupted.	No / Area (Hq) / Description (bird, animal)	No impact	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).
IV. Air Quality	Potential adverse effects on water quality. Potential adverse effects on water quality.	Effects	No impact	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).	Low impact. All wetlands are intermittent drains and are not subject to the same level of protection as Lachance Drain given its designation as "Protected" by the Department of Fisheries and Oceans (DFO).
<b>SOCIO-ECONOMIC ENVIRONMENT</b>					
I. Property	Number and area of residential/commercial/industrial properties displaced.	No / Area (Hq)	No impact	8 properties / 2 Ha	8 properties / 2 Ha
II. Accessibility to Properties	Number and area of residential/commercial/industrial properties displaced.	No / Location / Effects	No impact	11 accesses / driveways	11 accesses / driveways
III. Noise	Potential increase in existing noise levels and the proposed improvements to Banwell Road.	Value (dB) / No. / Location	Changes in sound levels without improvements to Banwell Road will not exceed the MTQ/NOISE protocol.	Changes in sound levels with improvements to Banwell Road will increase approximately 3dB but does not exceed the MTQ/NOISE noise protocol and noise mitigation is not required.	Changes in sound levels with improvements to Banwell Road will increase approximately 3dB but does not exceed the MTQ/NOISE noise protocol and noise mitigation is not required.
IV. Landscaping / Streetcapping / Open Spaces	Ability to support trees and vegetation.	Rating / Effects	Not applicable.	Space is available to provide landscaping features.	Space is available to provide landscaping features.
<b>CULTURAL ENVIRONMENT</b>					
I. Archaeological	Area of archaeological potential located within the City's right-of-way.	Area (Hq) / Location	No impact	Despite there being archaeological potential along Banwell Road, no archaeological resources or structures are visible. It is not anticipated that improvements to Banwell Road will impact these archaeological resources.	Despite there being archaeological potential along Banwell Road, no archaeological resources or structures are visible. It is not anticipated that improvements to Banwell Road will impact these archaeological resources.
II. Built Heritage and Cultural Landscape Features	Potential adverse effects on known built heritage resources.	Area (Hq) / No. / Location / Effects	No impact	No impact	No impact
<b>COST</b>					
I. Capital Costs	Construction Costs.	Rating	Not applicable.	Approximately \$15 Million.	Approximately \$15 Million.
<b>GENERAL DESIGN</b>					
THE DO NOTHING ALTERNATIVE WAS USED AS THE BASE CASE SCENARIO AND DESPITE BEING PREFERRED FROM AN ENVIRONMENTAL AND COST PERSPECTIVE IT WILL NOT ADDRESS THE FUTURE TRAVEL DEMANDS ALONG THE BANWELL ROAD CORRIDOR. ALTERNATIVES 2 AND 3 RESULT IN SIMILAR LOW IMPACTS TO THE NATURAL ENVIRONMENT AND RESULT IN THE SAME IMPACTS TO PROPERTIES AND DRIVEWAY ACCESSSES. HOWEVER 3 AVOIDS CROSSING OVER INTO THE TOWN OF TACUMSEH LANDS. THEREFORE, ALTERNATIVE 3 IS THE PREFERRED ALTERNATIVE.					

Most Preferred

Least Preferred



Giffels  
An Ingenium Group Company

The Corporation of the City of Windsor

Stakeholders, Agencies, and Utilities Contact List

Name/Address	Telephone	Fax	E-mail
Hon. Dwight Duncan Windsor - St. Clair 2-4808 Tecumseh Road Windsor, ON N8T 1B8	519-251-5199 416-325-1398	519-251-5299 416-325-2201	dduncan.mpp.co@liberal.ola.org
Hon. Sandra Pupatello Windsor West 1483 Ouellette Ave. Windsor, ON N8X 1K1	519-977-7191 416-325-2600	519-977-7029 416-325-5221	minister@edu.gov.on.ca
Joe Comartin Member of Federal Parliament Windsor-Tecumseh 1304 Lauzon Rd. Windsor, ON N8S 3N1	519-988-1826 613-947-3445	519-988-0152 613-947-3448	comartin.j@pari.gc.ca
Brian Masse Member of Federal Parliament Windsor West 336-300 Tecumseh Rd. East Plaza 300 Windsor, ON N8X 5E8	519-255-1631 613-996-1541	519-255-7913 613-992-5397	masseb@pari.gc.ca
Carolyn Brown, Chair Chamber of Commerce Transportation Policy Committee 110 Hill St. P.O. Box 7188 Windsor, ON N9C 3Z1	519-258-7424	313-567-2565	cbrown@dwtunnel.com
Dr. Allen Heimann, Medical Officer of Health Windsor Essex County Health Unit 1005 Ouellette Ave. Windsor, ON N9A 4J8	519-258-2146 x1402	519-258-6003	aheimann@wehealthunit.org
Karen Lukic, M. H. K. Windsor Essex County Health Unit Chronic Disease and Injury Prevention Dept. 360 Fairview Ave. West, Suite 215 Essex, ON N8M 3G4	519-258-2146 x3109	519-776-6102	klukic@wehealthunit.org
Rick Corrandado Citizen's Environmental Alliance of Southwestern Ontario & Southeast Michigan 1950 Ottawa St. Windsor, ON N8Y 1R7	519-973-1116	519-973-8360	riccawu@mnsi.net
Melinda Munro, Diversity/Accessibility Advisory Committee Windsor accessibility Advisory Committee 2450 McDougall St. Windsor, ON N8X 3N6	519-253-2300 x6162	519-255-7990	mmunro@city.windsor.on.ca
Karen Kadour Windsor Bicycle Committee 350 City Hall Square West, Room 203 Windsor, ON N9A 6S1	519-255-6222 x6470	519-255-6868	jkorosec@city.windsor.on.ca
George Groulx Conseil Scolaire de District Des Ecoles Catholiques du Sud-Ouest 7515 Forest Glade Drive Windsor, ON N8T 3P5	519-948-9227 x230	519-948-5395	georges_groulx@csdeco.on.ca
Penny Allen Greater Essex County District School Board 451 Park St. West P.O. Box 210 Windsor, ON N9A 6K1	519-255-3210	519-255-7053	penny.allen@gecdsb.on.ca
Frank Vergunst Student Transportation Services 360 Fairview Ave. West Suite 112 Essex, ON N8m 3G4	519-776-6431 x220	519-776-4457	frank_vergunst@gecdsb.on.ca

## **COMBINED PUBLIC INFORMATION NO. 2**

**Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)  
Preliminary Design and Class Environmental Assessment Studies**

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### **NEXT STEPS / PROJECT SCHEDULE**

#### **BANWELL ROAD – CITY OF WINDSOR**

- Finalize the Design Concept with regard to the agency and public input/comments.
- Prepare Environmental Study Report (ESR).
- Present Study Recommendations to City of Windsor Council on November 19, 2007.
- File ESR for a 30-day review period in December 2007.
- Following the review period and subject to any requests for Part II Orders and resolution of any objections received from the public and/or agencies, the requirements of the Environmental Assessment Act will be deemed to have been satisfied and this project can proceed to detail design and implementation.

#### **COUNTY ROAD 43/BANWELL ROAD – COUNTY OF ESSEX**

- Finalize the Design Concept with regard to the agency and public input/comments.
- Prepare Environmental Study Report (ESR).
- Present Study Recommendations to County of Essex Council on November 7, 2007.
- File ESR for a 30-day review period in December 2007.
- Following the review period and subject to any requests for Part II Orders and resolution of any objections received from the public and/or agencies, the requirements of the Environmental Assessment Act will be deemed to have been satisfied and this project can proceed to detail design and implementation.



## COMBINED PUBLIC INFORMATION NO. 2

Banwell Road (City of Windsor) and County Road 43/Banwell Road (County of Essex)  
Preliminary Design and Class Environmental Assessment Studies

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### COMMENTS / QUESTIONS

Please complete a comment sheet.

If you have any questions please feel free to contact the following project representatives:

**JOSETTE EUGENI, P. ENG.**  
**TRANSPORTATION PLANNING ENGINEER**

City of Windsor  
Public Works - Operations  
1266 McDougall Street  
Windsor, ON N8X 3M7  
Tel: (519)255-6247 ext. 6002  
Fax: (519) 973-5476  
Email: jeugeni@city.windsor.on.ca

**VICTOR MATA, P. ENG.**  
**PROJECT MANAGER**

Corporation of the County of Essex  
360 Fairview Avenue West, Suite 201  
Essex, ON N8M 1Y6  
Tel: (519) 776-6441  
Fax: (519) 776-4455  
Email: VMata@countyofessex.on.ca

**LEN RACH, P. ENG.**  
**CONSULTANT PROJECT MANAGER**

Giffels Associates Limited  
11811 Tecumseh Road E, Unit 128  
Windsor, ON N8N 4M7  
Tel: (519) 739-1999  
Fax: (519)739-1777  
Email: len.rach@giffels.com

For more information on the projects, refer to the direct link on the City of Windsor's website at [www.windsorEAs.ca](http://www.windsorEAs.ca), call 311, or visit the County Road 43 (Banwell Road) Class EA link of [www.countyofessex.on.ca](http://www.countyofessex.on.ca).

**THANK YOU FOR YOUR PARTICIPATION**



# **Appendix D**

## **Sign-In and Comment Sheets**

COMBINED PUBLIC INFORMATION CENTRE NO. 2  
 PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDIES



**BANWELL ROAD**  
 From Tecumseh Road East to the CPR Tracks  
 South of Intersection Road

**COUNTY ROAD 43 (BANWELL ROAD)**  
 From CPR Tracks (City Limits)  
 to South of County Road 42

SIGN IN SHEET  
 SEPTEMBER 18, 2007

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
7		N <sup>o</sup>
2		N
1		-
1		N <sup>o</sup>
28		N <sup>o</sup>
21		N
2		N
25		N
6		N
18 <sup>o</sup>		N
17		N <sup>o</sup>
8 <sup>o</sup>		N <sup>o</sup>
34		N <sup>o</sup>
11		N <sup>o</sup>
15		N
1		

*Case 11*

COMBINED PUBLIC INFORMATION CENTRE NO. 2  
 PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDIES



**BANWELL ROAD**  
 From Tecumseh Road East to the CPR Tracks  
 South of Intersection Road

**COUNTY ROAD 43 (BANWELL ROAD)**  
 From CPR Tracks (City Limits)  
 to South of County Road 42

SIGN IN SHEET  
 SEPTEMBER 18, 2007

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
111	A	N
290		N2
1121		N8
53		N
2		N
1		N
1		N
24		N
106		N
134		N
33		N
Tr		
C		
1121		N8

COMBINED PUBLIC INFORMATION CENTRE NO. 2  
 PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDIES



**BANWELL ROAD**  
 From Tecumseh Road East to the CPR Tracks  
 South of Intersection Road

**COUNTY ROAD 43 (BANWELL ROAD)**  
 From CPR Tracks (City Limits)  
 to South of County Road 42

SIGN IN SHEET  
 SEPTEMBER 18, 2007

PLEASE PRINT

NAME	ADDRESS	POSTAL CODE
Mr	115	N
H	4	N
Dr	11	N
The	101	N
J	11	N
Mad	98	N8
G		N8
Z	56	N8
Jc	3	N
D	3	N
Al	1	N
Je	11	N
1111	11	NE
Ken	18	N0
	116	N8
		N





BANWELL ROAD FROM TECUMSEH ROAD EAST TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2 COMMENT SHEET

September 18, 2007

The City of Windsor is interested in your input into the study. The information we receive will be used to finalize the recommended design for Banwell Road. Thank you very much for participating in this study. Please feel free to attach additional pages.

① Distance from E of proposed X road (Twin Oaks Drive?) to E of Intersection Road?

② Is location of X road fixed or can it be moved East or West and if so by how much in each case?

Please provide your name and address. Telephone number is optional.

Name:

Address:

Please return this Comment Sheet to staff at the Registration Table or you may fax or mail it by October 18, 2007.

Leonard Rach, P. Eng., Project Manager Giffels Associates Limited 11811 Tecumseh Road East, Unit 128 Windsor, ON N8N 4M7

Phone No.: (519) 739-1999 / Fax No.: (519) 739-1777 E-mail: len.rach@giffels.com

Thank you for your participation in this study.

COLLECTION NOTICE

Personal information requested on this form is collected under the authority of the Environmental Assessment Act and will be used to assist the City of Windsor staff and the Council in making a decision on this project. All comments will be included in the documentation of the Environmental Study Report and made available to the general public with the exception of names, addresses, and telephone numbers. Questions regarding this collection should be forwarded to the person indicated above.

## Susan Smyth

---

**From:** Susan Smyth  
**Sent:** September 20, 2007 3:06 PM  
**To:**   
**Cc:** 'Eugeni, Josette'; Len Rach  
**Subject:** Banwell Road Class EA - PIC No. 2 Follow Up

  
As I indicated at the PIC meeting held on Tuesday night I would provide you with a response to your two questions:

- 1) Distance from the centreline of the Proposed Future Road (Twin Oaks Drive) to the centreline of Intersection Road = 350 metres
- 2) Is Twin Oaks Drive a fixed location and can it be moved north or south and by how much = To the north we would be restricted to 50 metres because of an existing parking lot. To the south we would have approximately 150 metres to maneuver before the intersection spacing requirements become sub-standard.

Please contact me if you have any other questions or require additional information.

Sincerely,  
Susan Smyth



**BANWELL ROAD FROM TECUMSEH ROAD EAST  
TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD  
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY**

FIG 2

**PUBLIC INFORMATION CENTRE NO. 2  
COMMENT SHEET**

September 18, 2007

The City of Windsor is interested in your input into the study. The information we receive will be used to finalize the recommended design for Banwell Road. Thank you very much for participating in this study. Please feel free to attach additional pages.

*Proposed Plan for Ramps, Bike Trails is excellent. I was interested in the ramp for Expressway - this would have been my design. Future development for Roadways, etc. is also good. I take Banwell to Expressway from Wildwood daily and feel there needs to be a more sufficient roadway and through way for all the vehicles. Thank you for letting me know about this assessment and Plan for future development.*

Please provide your name and address. Telephone number is optional.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_

Please return this Comment Sheet to staff at the Registration Table or you may fax or mail it by October 18, 2007.

Leonard Rach, P. Eng., Project Manager  
Giffels Associates Limited  
11811 Tecumseh Road East, Unit 128  
Windsor, ON N8N 4M7  
Phone No.: (519) 739-1999 / Fax No.: (519) 739-1777  
E-mail: len.rach@giffels.com

**Thank you for your participation in this study.**

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October 23, 2007

Dear [REDACTED]

**RE: Banwell Road Class Environmental Assessment Study  
From Tecumseh Road East to the CPR Tracks South of Intersection Road  
City of Windsor**

Thank you for providing your written comments at the Second Public Information Centre (PIC) for the Banwell Road Class Environmental Assessment Study which was held on September 18, 2007.

We note your support for the planned improvements to Banwell Road particularly the sidewalks and multi-use trail along the corridor which will accommodate a facility that is safe for pedestrians and cyclists.

We are currently updating the technically recommended design based on comments received by the public and review agencies and are preparing the Environmental Study Report (ESR) which documents the planning process, consultation activities, final technically recommended design, potential environmental impacts, and mitigation recommendations for this project. We will continue to keep you informed and advise you of the ESR submission for public review.

Thank you for your continued participation in our study.

Yours very truly,

Leonard Rach, P. Eng.  
Consultant Project Manager

Cc: Josette Eugeni – City of Windsor

RECEIVED  
OCT 2 2007  
GIFFELS ASSOCIATES LIMITED



**BANWELL ROAD FROM TECUMSEH ROAD EAST  
TO THE CPR TRACKS SOUTH OF INTERSECTION ROAD  
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY**

**PUBLIC INFORMATION CENTRE NO. 2  
COMMENT SHEET**

September 18, 2007

The City of Windsor is interested in your input into the study. The information we receive will be used to finalize the recommended design for Banwell Road. Thank you very much for participating in this study. Please feel free to attach additional pages.

"SEE ATTACHED"

Please provide your name and address. Telephone number is optional.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

**Please return this Comment Sheet to staff at the  
Registration Table or you may fax or mail it by  
October 18, 2007.**

Leonard Rach, P. Eng., Project Manager  
Giffels Associates Limited  
11811 Tecumseh Road East, Unit 128  
Windsor, ON N8N 4M7  
Phone No.: (519) 739-1999 / Fax No.: (519) 739-1777  
E-mail: len.rach@giffels.com

**Thank you for your participation in this study.**

**COLLECTION NOTICE**

Personal information requested on this form is collected under the authority of the *Environmental Assessment Act* and will be used to assist the City of Windsor staff and the Council in making a decision on this project. All comments will be included in the documentation of the Environmental Study Report and made available to the general public with the exception of names, addresses, and telephone numbers. Questions regarding this collection should be forwarded to the person indicated above.

## Banwell Road PIC #2 Comments

- The addition of traffic signalization at Palmetto intersection will create additional delays on traffic movement along Banwell road. This signal will create 5 signalized intersections within a relatively short distance; this road should be a transportation route not a commercial district impeding the flow of traffic. This intersection could be setup to allow only right hand turns (continuous median along Banwell) onto Banwell eliminating the need for traffic signals. These locations currently have access to a signalized intersection just to the south at Wildwood.
- I am in agreement with the widening of the roadway, the extension of the multi-use trail, sidewalks and a grade separation at the E.C. Row Expressway. A comment on the lane configurations along Banwell at the expressway (shown on drawings 9A and 10A), there appears to be an additional (third) lane that actually requires through traffic to change lanes otherwise they are in a dedicated turn lane.
- Regarding the selection of the Banwell / E.C. Row Expressway grade separation alignment alternative #3. The largest traffic flow in the interchange currently is Banwell southbound to EC Row westbound and EC Row eastbound to Banwell northbound. Based on this and from a traffic flow perspective, alignment #1 would be preferred however it does create a potential conflict with the pedestrian/multi-use trail traffic. Possible modifications would be to force a right hand turn to the Ramp N-W and N-E out of a right deceleration lane rather than a smooth lane transition. In addition the Ramp E-N must be forced to a right hand turn otherwise there will be merging problems northbound on Banwell to Wildwood intersection. I do not agree with option # 3 as it creates large volumes of left hand turn traffic movement. Left hand turns already create large delays at intersections throughout the city. However if #1 is selected, modifications need to be included to eliminate/address the large left hand turn traffic volumes such as the inclusion of a N-W ramp and switching the trail to the opposite side at a signalized intersection. Overall I believe this issue requires more detailed design options and review before selecting a final configuration.
- These improvements need to happen sooner rather than later. The grade separation should have already been completed at this time based on traffic volumes and safety issues. The abutting municipality should be contributing to the cost of the widening and grade separation as majority of the traffic volume is from their municipality.

October 23, 2007

Dear [REDACTED]

**RE: Banwell Road Class Environmental Assessment Study  
From Tecumseh Road East to the CPR Tracks South of Intersection Road  
City of Windsor**

Thank you for providing your written comments at the Second Public Information Centre (PIC) for the Banwell Road Class Environmental Assessment Study which was held on September 18, 2007.

We recognize your concerns for spacing of traffic signals and potential delays along Banwell Road. Overall the need for traffic signal controls are essentially based on safety and volume to cross over traffic to reach the desired lane. Warrants for traffic signalization must be completely satisfied before installed, for example at Palmetto Street.

According to your comment about Alternative 3, this alternative provides sufficient capacity for southbound to westbound movements and eastbound to northbound. Based on the anticipated traffic projections as well as the proposed development in the area, this design has better integration of urban design for pedestrian facilities and a multi-use trail across the interchange. The additional lane in each direction on Banwell Road structure over EC Row Expressway was suggested to provide for future widening in the short term extra lanes will be used as improved accessibility to and from EC Row Expressway.

We are currently updating the technically recommended design based on comments received by the public and review agencies and are preparing the Environmental Study Report (ESR) which documents the planning process, consultation activities, final technically recommended design, potential environmental impacts, and mitigation recommendations for this project. We will continue to keep you informed and advise you of the ESR submission for public review.

Thank you for your continued participation in our study.

Yours very truly,

Leonard Rach, P. Eng.  
Consultant Project Manager

Cc: Josette Eugeni – City of Windsor

[REDACTED]

## Susan Smyth

---

**From:** Eugeni, Josette [jeugeni@city.windsor.on.ca]  
**Sent:** September 24, 2007 8:48 AM  
**To:**   
**Cc:** Len Rach; Susan Smyth  
**Subject:** RE: Banwell Road EA

These comments will be added to your previous submission for their inclusion and consideration in the Environmental Assessment Study being undertaken within the City of Windsor.

Thank you for taking the time to provide your input.

Regards

Josette M. Eugeni, P.Eng.,  
Acting Manager of Transportation Planning

CITY OF WINDSOR  
Public Works - Operations  
1266 McDougall Street  
Windsor, Ontario, N8X 3M7  
(519) 255-6247 Ext. 6002  
(519) 973-5476 Facsimile

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

**From:**   
**Sent:** Sunday, September 23, 2007 1:04 PM  
**To:** Eugeni, Josette  
**Subject:** RE: Banwell Road EA

Hi Josette,

One more thing I noted; it would be nice to have a right turning lane when driving down Banwell south of Tecumseh and making a right onto Wildwood. Currently, there is only a through lane and left turning lane and since a lot of people will be making right turns there, it would be nice not to have to wait behind others at a red light.

Thanks,



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

Dear 

I'm sorry to hear you were unable to attend the Public Information Centre on Sept 18/07 but your comments as provided herein are appreciated. By way of this email, these comments will be submitted to the Consultant for their inclusion and consideration in both of the Environmental Assessment Studies as you have expressed concerns spanning both projects.

The information regarding the City project (Tecumseh Road East to the CPR Tracks south of Intersection Road) that was on display at the meeting, is available for public review on the City website at [www.windsorEAs.ca](http://www.windsorEAs.ca). The deadline to submit any additional comments or questions, as noted on the available Comment Sheet, is October 18, 2007. Note each project has a separate comment sheet, should you have additional comments for both projects.

It is my understanding that the County project display materials for the study area outside the City Limits, is

9/25/07

Regards,  
Josette M. Eugeni, P.Eng.,  
Acting Manager of Transportation Planning  
CITY OF WINDSOR  
Public Works - Operations  
1266 McDougall Street  
Windsor, Ontario, N8X 3M7  
(519) 255-6247 Ext. 6002  
(519) 973-5476 Facsimile

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

**From:**  
**Sent:** Monday, September 17, 2007 8:40 PM  
**To:** Eugeni, Josette  
**Subject:** Banwell Road

Hello Josette,  
Unfortunately, due to my work schedule, I am unable to attend the Public Information meeting regarding the Banwell Road area. I have just purchased a new home on Troup, which is immediately west of Banwell between Tecumseh and the Expressway. The demographic in this new subdivision, I'm sure you already know, is predominately young families with small children. My biggest concern is cyclists on the road, especially at night, so I would hope that any type of sidewalk be large enough to accomodate both pedestrains and cyclists. I also see alot of young mothers with strollers. There definately needs to be more street lighting on Banwell from County Rd 42 north to Wildwood Dr. These two considerations would ceratinly make me feel like I can enjoy and travel through my neighbourhood more safely.  
Thank you for your time.



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## Susan Smyth

---

**From:** Len Rach  
**Sent:** September 24, 2007 1:25 PM  
**To:** Susan Smyth  
**Subject:** FW:Banwell Road EA & Live Wire Audio  
**Attachments:** Scan00116.PDF

fyi

---

### Len Rach

Project Manager  
Giffels Associates Limited

[Len.Rach@giffels.com](mailto:Len.Rach@giffels.com) | T 416 798 5528 | F 416 798 5536 | [giffels.com](http://giffels.com)



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**From:**   
**Sent:** Monday, September 24, 2007 10:58 AM  
**To:** jeugeni@city.windsor.on.ca  
**Cc:** Mayoro@city.windsor.on.ca; phatfield@city.windsor.on.ca; Joagnac@city.windsor.on.ca; bmarra@city.windsor.on.ca; klewenz@city.windsor.on.ca; fvalentinis@city.windsor.on.ca; ahalberstadt@city.windsor.on.ca; cpostma@city.windsor.on.ca; rjones@city.windsor.on.ca; ddilkens@city.windsor.on.ca; dbrister@city.windsor.on.ca; mstamp@city.windsor.on.ca; jwatson@city.windsor.on.ca; Wilson, Donald; Rob Eyers / Live Wire; Len Rach  
**Subject:** Banwell Road EA & Live Wire Audio

<<Scan00116.PDF>>

Good morning, Ms. Eugeni.

I act for Live Wire Audio Ltd., which owns the parcel of land located at the southeastern corner of Tecumseh Road East and Banwell; my client's business involves the retail sale of home and automobile entertainment systems.

I have attached a copy of a December 2003 Agreement of Purchase & Sale between the City and my client, which relates to the sale of a daylight corner by my client to the City. Schedule "B" of same outlines the history of my client and its acquisition of this property in 1997. The basic highlights are that my client had entered into an Agreement of Purchase & Sale relating to its acquisition of the property (which was then a vacant parcel), conditional upon obtaining its rezoning to allow the construction of its proposed building and operation of its business. As noted in Paragraph 3 of the Schedule, prior to removing its condition and as part of the re-zoning process, my client had pre-consultation meetings with representatives of the City's Planning and Traffic Engineering Departments. During this pre-consultation, while my client was advised that its proposed business was an acceptable use, my client was advised that no access from Tecumseh Road East would be allowed; consequently, my client was advised to reconfigure its original proposal so that the only access to and from the parcel would be at the extreme south end of its property (so as to allow access from both northbound and southbound Banwell Road). My client was specifically advised, as part of said pre-consultation, that a proposed median/barrier along the middle of Banwell Road would not extend as far south so as to block left turn access into my client's property. Consequently, my client did proceed with the acquisition of the property, along with the subsequent construction of its retail building on the property, having duly reconfigured the latter so that the driveway at the southern portion of the property would be its

9/25/07

only access (which was duly incorporated into the final Site Plan for this property).

As part of the 2003 negotiations for the daylight corner (which in and of itself arose from the fact that the City finally wanted a larger daylight corner than was advised as part of the pre-consultation process), the City renewed its commitment to my client (in relation to an EA and ESR which were to take place at some point in the future) to support my client in relation to the preservation of direct left turn access from southbound Banwell Road. As this EA and ESR process is evidently now taking place, my client is calling upon the City to honour its commitment in this regard, as it is imperative to my client's business (especially given that the City would not permit access to Tecumseh Road East) that the said access be preserved. Failure to do so must result in my client exercising its rights of appeal to the Ministry of the Environment pursuant to Part II of the Act, plus related action against the City. Obviously, my client would much prefer that this be resolved with the City in accordance with the City's commitments (as summarized in the attached Agreement).

I look forward to hearing from you in this regard.

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NOTICE TO PERSONS SUBJECT TO UNITED STATES TAXATION (MCPS)

DISCLOSURE UNDER TREASURY CIRCULAR 230: The United States Federal tax advice, if any, contained in this document and its attachments may not be used or referred to in the promoting, marketing or recommending of any entity, investment plan or arrangement, nor is such advice intended or written to be used, and may not be used, by a taxpayer for the purpose of avoiding Federal tax penalties.

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9/25/07

October 10, 2007

Giffels Associates Limited  
30 International Blvd.  
Toronto, Ontario  
M9W 5P3

Attention: Len Roch

Dear Sir:

RE: Environmental Assessment – E. C. Row & Banwell, Windsor, Ontario

█ is owner of approximately 213 acres of land on the southwest quadrant of E.C. Row Expressway and Banwell Road.

Our company has made it known to City of Windsor Traffic Engineering and City Engineer Mario Sonego that our company must be advised and be involved in the process.

Our property is 90% zoned and we need to address future trip generation to our site based on existing zoning.

We look forward to meeting with you or your representatives at your earliest convenience since to date we have been kept totally out of the loop.

Yours truly,

█

█

█

█

c.c. Mario Sonego, City Engineer  
Traffic Engineering

## Susan Smyth

**From:** Eugeni, Josette [jeugeni@city.windsor.on.ca]  
**Sent:** October 22, 2007 4:02 PM  
**To:** Susan Smyth  
**Subject:** FW: Environmental Assessment Study, Banwell Road

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

**From:** [REDACTED]  
**Sent:** Monday, October 22, 2007 11:09 AM  
**To:** Eugeni, Josette  
**Cc:** Sonogo, Mario; Kapusta, Steve; hgs@bellnet.ca; Palanacki, Mike; Len Rach (E-mail); Susan Smyth (E-mail)  
**Subject:** Re: Environmental Assessment Study, Banwell Road

Josette,

Please be advised that Banwell Development Corporation/ Royal Timbers Inc. **did not** receive any letters or notices required by the Environmental Assessment Process. As stated on my letter dated October 18th, 2007 we are a significant land owner fronting the west side of Banwell Road and will be impacted greatly by whatever is recommended in the study. For your record the **proper** address for the above listed corporations is [REDACTED]

[REDACTED] I believe the required notification process has been **violated**.

Best regards,

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

**From:** Eugeni, Josette  
**To:** [REDACTED]  
**Cc:** Sonogo, Mario ; Kapusta, Steve ; hgs@bellnet.ca ; Palanacki, Mike ; Len Rach (E-mail) ; Susan Smyth (E-mail)  
**Sent:** Monday, October 22, 2007 10:32 AM  
**Subject:** FW: Environmental Assessment Study, Banwell Road

Dear [REDACTED]

Thank you for your letter dated October 18, 2007 herein attached regarding Banwell Road Class Environmental Assessment Study.

Please be advised that the City, with the assistance of its Consultant, has done due diligence with respect to conforming to the notification process as required by the Environmental Assessment Process. Attempts were made to notify your corporation of the Environmental Assessment Study. Please find attached, a copy of the letters that were sent to your corporation (your address appears in the list of addressees) advising of the Public Information Centre (PIC) hosted in May and the Combined Public Information Centre hosted in September, both of this year. Additionally, two notices were published in the Windsor Star in advance of each of the events.

Please be advised that the City project study area extends from Tecumseh Road East to the south City Limits at the CPR tracks. An Environmental Assessment Study undertaken by the County of Essex for County Road 43 (Banwell Road) from south of County Road 42 to the CPR tracks is proceeding concurrently, which resulted in the Combined PIC No. 2 in September.

The information regarding the City project that was presented at each of the Public Information Centres is available on the City website at [www.windsorEAs.ca](http://www.windsorEAs.ca). Additionally, the comment sheet can be obtained at the same website location. Although the deadline for the Comment Sheet submission was October 18, 2007, the date of your attached letter, the City welcomes your submission at your earliest convenience. Please advise if you will be making a submission, and if so, if you will require longer than a two week extension (Nov. 01/07).

For your information, the County project information is available on their website at [www.countyofessex.on.ca](http://www.countyofessex.on.ca)

10/23/07

We trust that this meets with your current requirements and look forward to the receipt of your input. Please do not hesitate to contact myself or the project Consultant (contact information on our website) should you have any further concerns.

Regards,

Josette M. Eugeni, P.Eng.,  
Acting Manager of Transportation Planning

CITY OF WINDSOR  
Public Works - Operations  
1266 McDougall Street  
Windsor, Ontario, N8X 3M7  
(519) 255-6247 Ext. 6002  
(519) 973-5476 Facsimile



**Agenda – Technical Advisory Meeting #5  
County Road 43 (Banwell Road)  
Class EA/Preliminary Design**

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Date: October 25, 2007

Location: Essex County Engineering Office

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1. Review and Approve September 5, 2007 Meeting Minutes
2. Status of Project and Budget Update
3. PIC# 2 Summary
4. Draft ESR
5. Other Matters

p:\w06225\agenda\technical advisory meeting #5.doc