APPENDIX

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Public Information Centre #2

Public Information Centre #2
Summary Report

Ojibway Parkway Wildlife Crossing
Municipal Class Environmental Assessment (Phase 1 to 4)
Windsor, Ontario

Prepared for:

City of Windsor

September 2021

Public Information Centre #2 Summary Report

Ojibway Parkway Wildlife Crossing
Municipal Class Environmental Assessment (Phase 1 to 4)

Prepared for:

City of Windsor

Prepared by:

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September 2021

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1.0 Introduction

The City of Windsor is undertaking a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in the City of Windsor to begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park (see the key map). The 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day contributes to the functional separation of these natural heritage features. Consequently, the Parkway inhibits wildlife movement and ecological linkage functions. The Wildlife Crossing will provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk. The proposed Wildlife Crossing thereby reduces landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex. This study is being conducted in accordance with the Ontario Environmental Assessment Act (EAA) requirements for a Schedule 'C' Project (Phases 1-4) as outlined in the Municipal Engineers Association's Class EA document (Municipal Engineers Association, 2000 as amended in 2011 and 2015).

This report documents the methods of distribution of Notice of Public Information Centre (PIC) #2, the purpose and content of PIC #2, and a summary of comments received and Study Team's responses.

2.0 Online Public Information Centre #2

2.1 Notice of Online Public Information Centre #2

A Notice of Online PIC #2 was developed to invite the public, Indigenous Nations, Government Review Agencies and key stakeholders to the PIC #2. The notice was issued via following means:

- **Mail:** The notice issued to Canada Post for mailout to the landowners within the study area on April 7, 2021;
- **Newspaper advertisement:** The notice was published in the Windsor Star on April 8, 2021 and on April 15, 2021;
- **Email:** The notice was emailed to the contacts on the Study Contact List on April 13, 2021;

- **Project webpage:** The City of Windsor posted the notice on the project webpage.
- **Social Media:** A social media post was published about the PIC #2 on the City's Facebook account on April 27, 2021;

The Notice of PIC #2 is provided in **Appendix A**.

2.2 Online Public Information Centre #2

The PIC #2 was held from April 19, 2021 to May 3, 2021. The PIC #2 was held virtually using Wood's Virtual Consultation Platform hosted on the project website (Ojibway Parkway Wildlife Crossing Class Environmental Assessment). The information materials for PIC#2 were posted on Wood's Virtual Consultation Platform as well as project webpage. Comments were invited during a two-week period (April 19 - May 3). The purpose of PIC #2 was to:

- Provide an overview of the study
- Outline the study process (Municipal Class EA)
- Share what we heard at PIC #1
- Discuss alternative design concepts for the Wildlife Overpass
- Describe how key comments were considered
- Present the evaluation criteria and the evaluation of alternatives
- Propose the preliminary preferred design
- Review additional design considerations
- Identify Next Steps
- Request feedback.

Wood's Virtual Consultation Platform intended to mimic an open house drop-in format. Following materials were made available on Wood's Virtual Consultation Platform and City of Windsor's website:

- Display boards providing high-level overview of study information;
- Presentation Slides providing detailed information on the Study process;
- Evaluation of Alternative Design Concepts Memo;
- Preliminary Preferred Design drawing; and,
- Online Comment Form.

The Virtual Consultation Platform also provided a link to Microsoft Forms. The PIC #2 slides are provided in **Appendix B** for reference purposes.

2.3 Summary of PIC #2 Comments and Study Team's Responses

A total of 13 individuals submitted comments (five via Online Comment Form, seven via email, and one via mailed letter). A summary of PIC #2 comments and Study Team's responses is provided in **Table 4-1**. The comments received through PIC #2 were grouped into themes, based on their similarity, and the content of comments was summarized. Please note that the comments provided in **Table 4-1** do not reflect the exact wording, but a summary of those comments. A table documenting actual comments received is provided in **Appendix C**.

Table 4-1: Summary of PIC #1 Comments and Study Team's Responses

Theme	Summary of Comments	Study Team Response
Support for the preferred design	Following is a summary of comments expressing support for the preferred design: • The wildlife overpass is the ecopassage (if designed properly) that provides the most benefit to the wildlife. Alternative 2, although more expensive, would provide the most benefit to the wildlife. Also pleased to see that wildlife fences are also being proposed. Without these fences, the wildlife would not be directed to the overpass and the desired benefits of the overpass would not be realized. • Pleased with the preferred crossing choice as the angles of incline are less steep making the issue of soil disruption less of a problem. • Alternative 2 is preferred over the other alternatives because it would be best for the wildlife in the area, but the issue of cost is important and unless someone is willing to donate the money. Building the Wildlife Overpass and leaving room for another phase in the future is the best option.	No response required.
Suggestions for design considerations	Following is a summary of comments sharing suggestions for design considerations: • Consider creating optional paths for deer using appropriately sized aggregate. This would provide some traction for deer and they might prefer to use it. This may help minimize impacts on the rest of the soil and native vegetation and prevent creation of rutted paths or mud due to deer movement activity. • With a lot of potential wildlife crossings daily, a wide overpass, with trees and much cover, would be the preference. • Keep this crossing free of human use trails. Signage, possibly with a fine, could be used. As well the trail cameras set up for wildlife observation would themselves need to be surveilled in this area. The notices of photo surveillance may also keep humans away from this wildlife overpass. • If any proposed Wildlife Crossing is not designed to a higher level of endurance quality than a typical vehicular road bridge, then, potential reoccurring maintenance could only serve to destroy any planned vegetation growth or new established habitat on the Wildlife Overpass in the future. • Respect the existing wildlife movement corridors. The fencing for this overpass should not be so restrictive that the existing corridors can't be used. The existing wildlife corridors have known to exist at the following locations: o Either ends of the ETR railyard, where the track is narrower. o Corresponding ends of Ojibway Park, there are areas with no ditches or little fencing to cross. o There is a well-used deer trail along the fencing just outside Ojibway Parkway on Broadway Street, leading to the Broadway Loop (roadway). o Wildlife also filters up through the Hydro Corridor. There are also openings in	Comments noted. Once the environmental assessment is complete, the project will proceed to the detailed design phase. At that time, various detailed design consideration will be determined, including but not limited to the following: • Materials (including soil and vegetation types) for the Wildlife Overpass • Design elements or other measures to deter human use of the Wildlife Overpass. These elements may include signage, surveillance equipment and monitoring. • Ultimate configuration and material for the fence.

Theme	Summary of Comments	Study Team Response
	the Ojibway Parkway fencing in these areas that contribute to the flow of this corridor. o Joy Woods has openings in the fencing from Ojibway Park and this area also leaves wildlife access to and from the adjacent former Raceway lands and to the gasline corridor property north of Tim Hortons. Species also cross between Black Oak and Ojibway Park from this position as there is no fencing obstructing the ditches.	
Suggestion for future monitoring considerations	Appropriate fencing should adequately direct wildlife to the crossing and prohibit wildlife from entering onto the Ojibway Parkway. The effectiveness of this fencing in preventing vehicle/wildlife interactions should be monitored closely, and an adaptive management approach should be actively applied if the fencing is found to be inadequate for whatever reason. This approach should allow for the opportunity to modify the fencing to ensure effective exclusion of wildlife from the Ojibway Parkway. The monitoring program should be intensive and robust enough to ensure that any wildlife mortality is adequately documented. In many cases, if wildlife mortality does occur, evidence consisting of the carcass may disappear rather quickly due to scavengers and other carnivores. It is crucial that an adaptive management approach is adopted. An adaptive management approach will be an effective way to address issues; for example, if monitoring indicates an unreasonable level of wildlife mortality is occurring due to the construction of the Wildlife Crossing (either due to wildlife venturing onto the Ojibway Parkway or not being able to cross the railway tracks) then an adaptive management strategy could be implemented. For example, in the case of the previously mentioned scenario, it may be prudent to temporarily exclude further wildlife from utilizing the Wildlife Crossing until an effective solution is implemented to prevent further mortality.	Thank you for your feedback. As was noted within the PIC #2 slides, the City of Windsor will conduct monitoring of the Wildlife Overpass to assess its performance and quantify wildlife mortality on the railway tracks. In addition to the monitoring, the suggestion to incorporate an adaptive management approach will be included in the Environmental Study Report and the Natural Environment Report.
Concern with Wildlife Overpass not extending over railway tracks	Following is a summary of comments expressing concern regarding the Wildlife Overpass not extending over railway tracks: • The Preferred Design Wildlife Overpass solution should also span the tracks, do it all at once because costs only go up the longer it is delayed. • Mitigation to reduce road mortality must be the top priority for wildlife. Without a complete overpass that spans over the railway tracks to the west, both ecological efficiency and cost-efficiency would not be achieved. • Without a complete connection to the Ojibway Black Oak Woods natural feature on the west side of the railway, tallgrass prairie plant communities will continue to be physically separated by the seven sets of railway tracks. This limitation of the partial crossing, from the perspective of plant ecology, should be noted and should form part of the impetus and rationalization for the City to pursue a full	As noted before, the property along the west side of railway yard is owned by the Essex Terminal Railway. This includes the railway tracks as well as the parcel of land on the west side of the tracks (approx. 90m width) so the total additional span would be approx. 130m. The City of Windsor has consulted with Essex Terminal Railway to understand their interest in the project and property considerations. City of Windsor may evaluate the option of property acquisition on the west side of the railyard. At this time, the Study will proceed on the assumption that the western slope of the Wildlife Overpass will end at the Ojibway Trail, east of railway yard. Monitoring will be conducted to monitor performance of the Wildlife Overpass and mortality on railway tracks. If the need to extend the Wildlife Overpass across the railway yard, the City of Windsor may consider extending the structure, subject to the availability of funding to support additional studies, design, property acquisition and construction.

Theme	Summary of Comments	Study Team Response
	connection in the future. • The City is encouraged to continue to pursue options to achieve a complete connection between these two significant natural features, in order to effectively eliminate the existing landscape fragmentation and realize full habitat connectivity. • It would be more cost efficient to extend the crossing over railway tracks now than extending it later. • What is different and explicit in this design to make any potential future extension easier or possible? • There was no proof offered to the public of any City conversations with the ETR or their Federal regulators. • How will the wildlife crossing will be monitored and by what effective proven measures? • An overpass that has the least impact on current tree cover would be preferred. • How will the overpass function if wildlife is only brought as far as the railway tracks? • How will wildlife coming from the west even find the overpass?	The alternative designs presented have all considered that the overpass may be extended in the future to cross the Essex Terminal Railway tracks. It has been determined that regardless of the selected alternative a future overpass can be built and incorporated into the alternative design proposed within this Study. A future expansion of the overpass would most likely be accomplished through construction of an independent structure located immediately to the south of the alternative designs proposed herein. The structures would be joined to one another with additional fill held in place with retaining walls within the existing green space to the east of the tracks. This method for connecting the structures will address the expected height differences of the structures due to the increased clearance requirements for the tracks. Design elements, such as, fencing locations and limits will be introduced to help avoid movement of wildlife away from Ojibway Parkway. Ultimate details about fencing (such as location and type) and measures to prohibit human use will be determined during detailed design phase. In addition, design elements or other measures to deter human use of the Wildlife Overpass will be evaluated and determined during detailed design phase of this project. These elements may include signage, surveillance equipment and monitoring. An Environmental Study Report will be prepared to document the planning, consultation and decision-making process for the project. Details of the consultation completed with government agencies, stakeholders, Indigenous Nations and the public will be documented in the Environmental Study Report.
Lack of supporting studies (i.e., road mortality study)	Following is a summary of comments concerning missing information: • A list of species' specific road mortality data (to identify which species are most affected). • Wildlife mortality location analysis (to Identify, the best location for a Wildlife Crossing). • Species comparison (to show how each option would affect reptiles, or other species) • The study area boundary didn't include Black Oak Heritage Park, despite the stated project purpose to "begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park", and to "provide a connection for local tallgrass prairie plant communities".	The intent of this Study is to identify the preferred wildlife crossing which will reduce wildlife mortality and be able to be implemented with the funding currently known to be available. Completing years of pre-construction surveys will hold up the project and eliminate current funding opportunities. The preferred location of the crossing considers wildlife related concerns including habitat fragmentation and connectivity for several groups of wildlife, including plants. The preferred location considers the loss of habitat and secondary and cumulative impacts. This will be further discussed within the Project's Natural Environment Assessment Report. Road mortality data can be used to determine hotspots and is regularly used for some animal groups, such as reptiles. However, this crossing structure is to accommodate all wildlife (as well as plants). Wildlife-vehicle collisions cannot always be relied on (e.g., the bias in reporting, low volume roads, generalize location reporting), and other methods have evolved to determine crossing locations. Road mortality data cannot replace incorporating information about the surrounding habitat and landscape structure into an analysis of crossing locations. The location of the crossing considers that wildlife-vehicle collisions tend to occur where animals find it easier to cross roads. The current Parkway doesn't have appropriate fences or large steep embankments to deter animals from crossing or funnel

Theme	Summary of Comments	Study Team Response
		animals to better crossing points. The preferred design will also incorporate fencing to direct animal use to the crossing structure. This overpass crossing is intended for more than just herptile species. Habitat availability on either side of road is also considered as a factor in determining where most animals will choose to cross. Wildlife-vehicle collision data has been requested and mapping illustrating this data will be provided within the Natural Assessment Environment Report.
Support for other alternative (Alternative 4), instead of the Preferred Design (Alternative 2 - Four Span Bridge)	Following is a summary of comments expressing support for Alternative 4 (Four Span Arch Culvert), instead of the Preferred Design (Alternative 2 - Four Span Bridge): • It performs better than Alternative 2 in almost all categories (except for safety and drainage). • It is the most aesthetically pleasing and the only option that allows for variation in soil depth, thus accommodating a greater variety of moisture regimes and by extension plant diversity. • It has the most optimal slope for wildlife. • It will impact less terrestrial habitat than alternative 2 (3900 m2 vs. 4100 m2, respectfully), potentially contributing to the preservation of 300 m2 of a rare vegetation community. • It would allow for the barrier fencing to run directly along the Ojibway Parkway right-of way boundary, while maintaining fence continuity along either side of the crossing itself (due to the inclusion of a pedestrian tunnel). Allowing for fence placement directly adjacent the roadway would maximize the amount of natural habitat, increase cost-savings by linking with the existing fence north of Broadway Street, and increase trail user safety by eliminating the user space between a chain-link fence and Ojibway Parkway. • It has the lowest construction cost, compared to Alternative 2, resulting in a cost savings of over $4.0 million. These substantial savings could be used to solve the pedestrian tunnel safety issue, construct under-rail crossings, and perhaps even address the documented road mortality problem on Malden Road and Matchette Road.	Although Alternative 4 has least impacts / greatest benefits related to all other criteria, safety was a significant concern associated with this alternative. Windsor Police Service was consulted to solicit feedback on various alternatives. Please note that, as a result of the 50m long section of the adjacent multi-use trail will be completely closed off visually from the adjacent roadway. This will greatly restrict ongoing natural surveillance capability and thus increase susceptibility to the occurrence of unlawful behaviour without easy detection. In addition, emergency access to northbound and southbound lanes, as well as to the multi-use trail will be restricted.
Suggestion for other alternative locations for the crossing	Following is a summary of comments sharing suggested alternative locations for the crossing: • Why wouldn't a crossing be suggested over the Titcombe Road Drain, many forms of wildlife follow watercourses as travel routes (water source, food source, less obstructions)? • A wildlife movement corridor could be created, between the Herb Gray Parkway, and the Broadway Oaks Prairie. • The proposed overpass will create-connect more habitat on the crossing itself and	The proposed location of the Wildlife Overpass has been selected to address wildlife related concerns including habitat fragmentation and connectivity for several groups of wildlife, including plants. The existing culvert which conveys Titcombe Road Drain under Ojibway Parkway is unlikely to provide significant benefit as a wildlife crossing due to its length and diameter which result in less light within the culvert than would be preferred by most wildlife. Furthermore, shifting the structure closer to Titcombe Road Drain is not recommended since it may impede the future expansion of the structure over the ETR railway. This is because the future

Theme	Summary of Comments	Study Team Response
	could act as a linkage for reptiles to connect to the Herb Gray Parkway via Ojibway Park. Reptiles like Eastern Foxsnakes (Endangered), have movement corridors of up to 1500 meters and may use this crossing as both habitat and movement corridor. So why not make the final connection for them and other reptiles to assess more habitat in the Herb Gray Parkway Prairie by simply high mowing around trees in the northwest corner of the Ojibway Park, to create a Savanna corridor habitat, which is also a rare landscape for this area? • No obvious changes were made to the proposed location of the Wildlife Overpass to incorporate current connectivity modelling for Species at Risk snakes (which suggests shifting the structure ~130m north: Choquette et al. 2020). • Railroad barrier for Species at Risk turtles was not addressed. If SAR turtles are in fact considered a target group of species, then one can only presume the crossing in its current state would not provide safe passage.	expansion would likely be located to the south of the location of the currently proposed structure. The City of Windsor is considering other ecopassages of various scales within the City; however these are being reviewed and evaluated independently of the Ojibway Parkway Wildlife Crossing Class EA Study. The train tracks are not anticipated to present a barrier to the movement of mature turtles. However, it is acknowledged that the railway may cause mortality of some turtles. The City of Windsor will perform mortality monitoring post-construction to determine if the railway is resulting in turtle mortality. This monitoring will inform the need for an additional crossing over the ETR railway, or through other changes based on an adaptive management approach.
Suggestion for other alternative options for the crossing	Following is a summary of comments sharing other suggested alternative options for the crossing: • An amended narrow overpass extension of the crossing over railway tracks with a small stone-substrate-rock treatment, as well as two vegetative strips as an added option. The concentration of wildlife here is unlike authentic wilderness overpasses in the frequency of anticipated use. • A small culvert or 2 could make this easier as well. • In the absence of an overpass spanning the rail yard, an underpass or other railroad crossing structure should be included as an additional component of this project. For example, there are two drains that cross under the rail yard to the north and south of the proposed crossing (Titcombe Rd. Drain, and Susan Drain). Can these provide safe passage for SAR turtles, either in their current state or if upgraded? A tool for the assessment of road-stream crossing for wildlife passage can be found here: https://streamcontinuity.org/naacc/assessments/terrestrialconnectivity. • Feasibility of installing simple railroad crossing structures under the rail lines should be investigated (e.g., targeted removal of ballast between existing or specialized rail ties: see Pelletier et al. 2005). To achieve the provisioning of “safe” passage for SAR snakes and turtles, the project needs to directly incorporate the best available knowledge gained from connectivity modelling and railroad ecology studies. • No alternative was considered for a road viaduct with a wildlife crossing land bridge at ground height (similar to the existing Herb Gray Parkway wildlife crossing or to have a wider Ojibway Wildlife Crossing that allows for a human path as well).	Thank you for your feedback. As presented at Public Information Centre #1, a Wildlife Overpass was identified as the preferred solution as part of the Phase 2 of the Municipal Class Environmental Assessment process for this project. Accordingly, various technically feasible alternative design concepts were identified and evaluated to identify a preferred design for the Wildlife Overpass.

Theme	Summary of Comments	Study Team Response
	• No alternative was considered for a combination (partially) sunken road viaduct with a less heightened overhead Wildlife Crossing land bridge.	
Project Funding	Why is this Wildlife Crossing being rushed, before any solid negotiations with ETR, or possibly obtaining additional Federal or Provincial or private sponsorship funding have been fully explored? Particularly to the City obtaining or easement on the ETR lands beyond the Rail tracks, before the BOHP lands? Where is the Province's role in terms of funding of this project?	At this time, the Study will proceed on the assumption that the western slope of the Wildlife Overpass will end at the Ojibway Multi-Use Trail, east of railway yard. Monitoring will be conducted to monitor performance of the Wildlife Overpass and mortality on railway tracks. If the need is identified to extend the Wildlife Overpass across the railway yard, the City of Windsor may consider extending the structure, subject to the availability of funding to support additional studies, design, property acquisition and construction. Funding support for this project is being provided by the Windsor-Detroit Bridge Authority and additional funding options are being explored by the City.
Suggestion for wildlife safety measures	• Perhaps the City could work with the ETR to see if they would leave a gap between their parked railway cars, at the location of the passage and perhaps the 'ETR Eco-gap' could be marked with signage, etc. to assist the train operators in maintaining this gap as an important 'extension' of the Crossing over the Ojibway Parkway Crossing. As a result, perhaps the ETR could be seen as a partner in the 'Eco-passage'. • What safety measures are being proposed so that wildlife would be able to safely disperse and cross the railway tracks with minimal risk? Is the City asking ETR to leave greater open space between their rail cars on various lines? Will there be loud ETR signals to indicate rail car movement? Will there be safety patrol security?	• Please note that in addition to the ETR tracks, the ETR also owns the parcel of land on the west side of the ETR tracks (approx. 90m width) so if an additional overpass were created the total additional span would be approx. 130m. The City has approached the ETR about this land and discussions have been taking place among the senior levels of administration. For now, we would extend the overpass to the west boulevard of Ojibway Parkway but have an option for a second span over the tracks (and ETR parcel) should it be warranted and funding available. The City would like to thank you for your suggestion of an "ETR Eco-Gap". The City has discussed with the ETR for an option for an "ETR Eco-Gap". However, the ETR advised that it is not feasible to accommodate a designated wildlife throughway across their Ojibway switching yard. There are several operational and safety factors related to provision of a gap that pose significant risk to ETR's operations and staff. • Wildlife fencing has been incorporated into the design along Ojibway Parkway and Broadway Street to prevent wildlife from entering onto the Ojibway Parkway and to direct wildlife to the proposed wildlife overpass. Fencing on the west side of Ojibway Parkway will run along the existing multi-use trail, which will provide a portion of the naturalized strip of land between Ojibway Parkway and the railway to be used by wildlife as they approach or leave the overpass. Fencing will be a two-part system comprised of a chain-link style fence as well as a shorter reptile exclusion fence. Detailed specifications regarding the wildlife fencing will be determined during the detailed design of the Project. Monitoring will be conducted to monitor performance of the Wildlife Overpass and mortality on railway tracks.
Measures for future Monitoring	Is the monitoring referring to 'animal sensors' or video cameras? That type of monitoring reference may serve some larger, visible mammals - but how does that work for small reptiles, turtles, snakes etc.? Will the proposed monitoring include occasional live monitoring (how and by who?) or 24/ 7 electronic? Or is the 'monitoring' a reference to just having occasional mortality counts? How will this monitoring be employed on the	Monitoring will be completed to understand the effectiveness of the Wildlife Overpass. The methods of monitoring will be determined during detailed design phase of this project.

Theme	Summary of Comments	Study Team Response
	ETR lands?	
Consultation	Will the public receive written response back to our questions / comments?	This report has been prepared to document a summary of Public Information Centre #2 comments and Study Team's responses.
Others	Is there possibility to consider incorporating a public art component in the proposed Ojibway Wildlife Crossing should it proceed? If so, will any Public Art component considered be the result of an 'Open Call Public Art Competition' that can serve to both further engage the general public's interest as well as achieve greater, more inclusive and interesting result?	Thank you for your suggestion to consider public art component in the project design. At this time, there are no plans for a public art competition, however, this is something the City may look into during detailed design phase of the project.

3.0 Next Steps

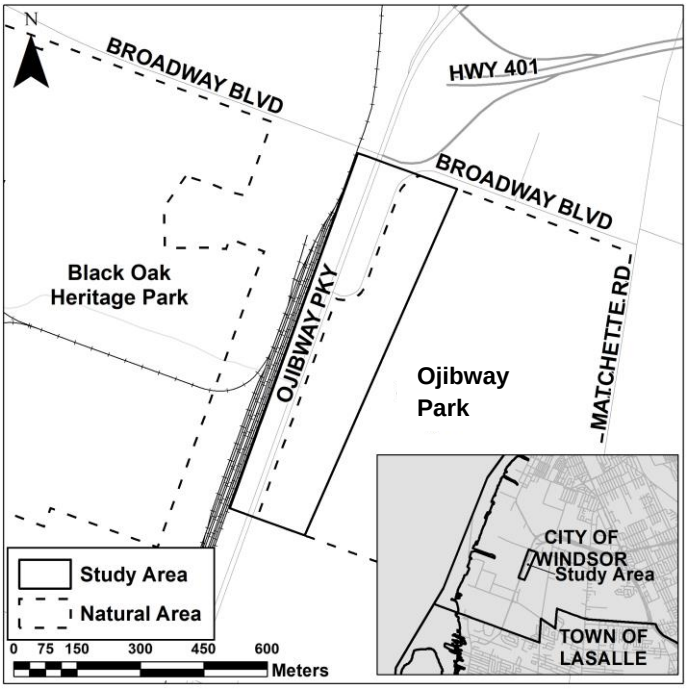
Comments will be reviewed by the Study Team and will inform the next phase of the Study (i.e., Environmental Study Report). The Study Team will refine the preliminary design (as appropriate) based on the comments received during PIC #2. The finalized preliminary design will be included in the Environmental Study Report which will be published for public review and comment. A Notice of Study Completion will be issued to notify the public, Indigenous Nations, Government Review Agencies, and key stakeholders where and when they can access the Environmental Study Report for their review.

Appendix A: Notice of Public Information Centre #2

Ojibway Parkway Wildlife Crossing
Municipal Class Environmental Assessment - Online Public Information Centre #2

The Study

The City of Windsor is undertaking a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in the City of Windsor to begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park (see the key map). The 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day contributes to the functional separation of these natural heritage features. Consequently, the Parkway inhibits wildlife movement and ecological linkage functions. The Wildlife Crossing will provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk. The proposed Wildlife Crossing thereby reduces landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex.



The Study Process

The study is being conducted in accordance with the requirements for a Schedule 'C' project as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment (October 2000, as amended in 2015) document, which is an approved process under the Ontario's *Environmental Assessment Act*. This study will address Phases 1 – 4 of the Class EA process.

Public Information Centre #2

Consultation with the public, Indigenous groups, key stakeholders, and regulatory agencies is an important component of the Class EA process. PIC #2 is scheduled for April 19, 2021. The information materials for PIC #2 will be posted on the City's website. Comments will be received during a two-week period (April 19 – May 3). The purpose of this PIC is to provide an update on the technical studies completed to date, present the evaluation of alternative design concepts and the preliminary preferred design concept. PIC materials will be available on the City's website: https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/Pages/default.aspx

If you would like to be added to the Study Contact List, please contact either one of the following:

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Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.
This notice was first issued on April 8, 2021.

THE CITY OF WINDSOR
ONTARIO, CANADA

NOTICE

Ojibway Parkway Wildlife Crossing Municipal Class Environmental Assessment - Online Public Information Centre #2

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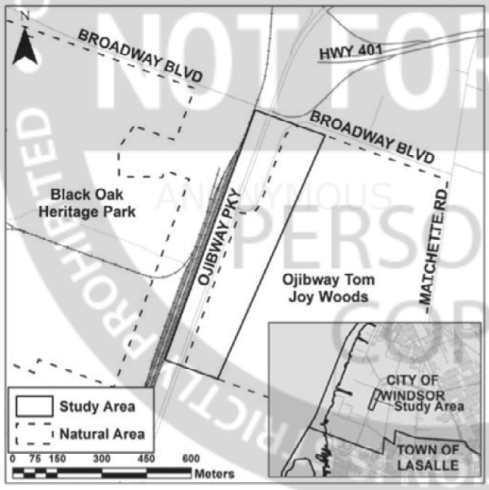

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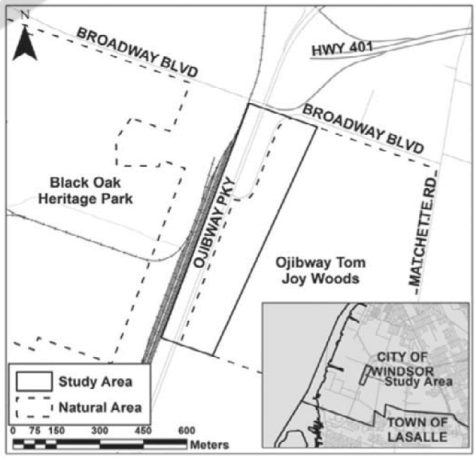
THE CITY OF WINDSOR
ONTARIO, CANADA

NOTICE

Ojibway Parkway Wildlife Crossing
Municipal Class Environmental Assessment - Online Public Information Centre #2

The Study

The City of Windsor is undertaking a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in the City of Windsor to begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park (see the key map). The 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day contributes to the functional separation of these natural heritage features. Consequently, the Parkway inhibits wildlife movement and ecological linkage functions. The Wildlife Crossing will provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk. The proposed Wildlife Crossing thereby reduces landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex.



The Study Process

The study is being conducted in accordance with the requirements for a Schedule 'C' project as outlined in the Municipal Engineers Association's Municipal Class Environmental Assessment (October 2000, as amended in 2015) document, which is an approved process under the Ontario's *Environmental Assessment Act*. This study will address Phases 1 – 4 of the Class EA process.

Public Information Centre #2

Consultation with the public, Indigenous groups, key stakeholders, and regulatory agencies is an important component of the Class EA process. PIC #2 is scheduled for April 19, 2021. The information materials for PIC #2 will be posted on the City's website. Comments will be received during a two-week period (April 19 – May 3). The purpose of this PIC is to provide an update on the technical studies completed to date, present the evaluation of alternative design concepts and the preliminary preferred design concept. PIC materials will be available on the City's website: https://www.citywindsor.ca/residents/construction/environmental-assessments-master-plans/Pages/default.aspx

If you would like to be added to the Study Contact List, please contact either one of the following:

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Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This notice was first issued on April 8, 2021.

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Appendix B: Public Information Centre Slides

Ojibway Parkway Wildlife Crossing
Municipal Class Environmental Assessment

Online Public Information Centre #2 - April 19, 2021 – May 3, 2021

Source: Ojibway Nature Centre (http://www.ojibway.ca/blackoak.htm)

Online Public Information (PIC) #2

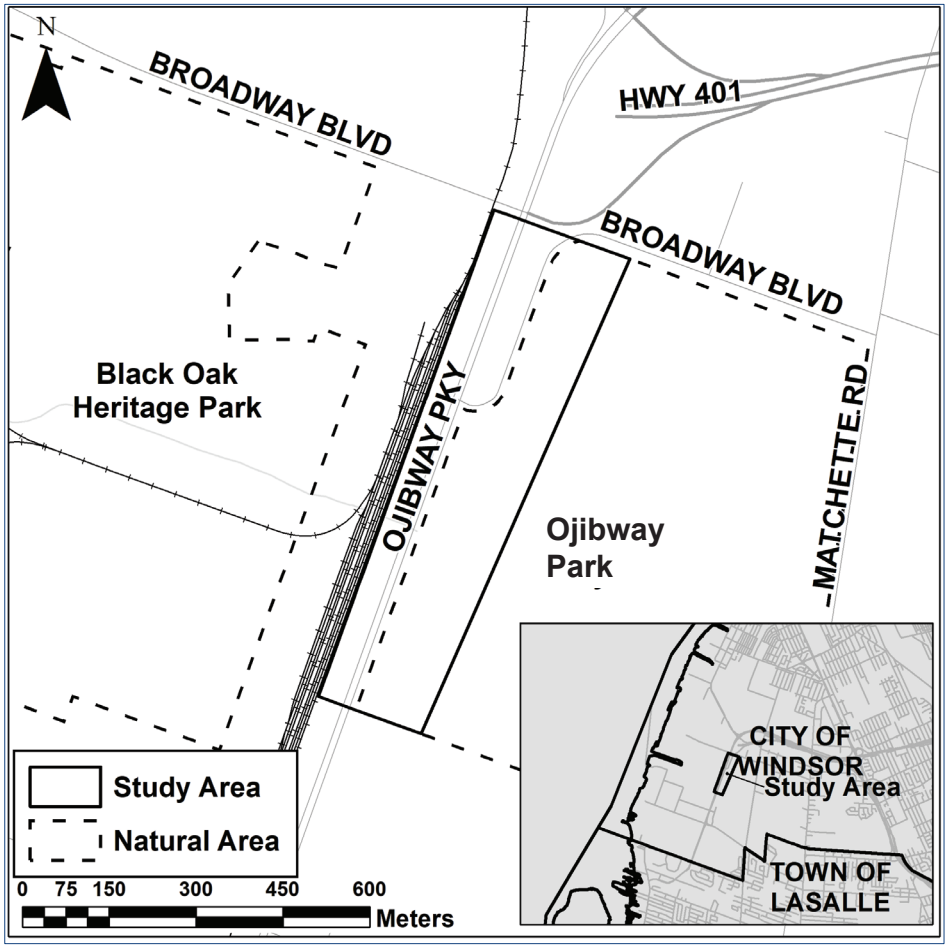
The purpose of this PIC is to:

- Provide an overview of the study
- Outline the study process (Municipal Class EA)
- Share what we heard at PIC #1
- Discuss alternative design concepts for the Wildlife Overpass
- Describe how key comments were considered
- Present the evaluation criteria and the evaluation of alternatives
- Propose the preliminary preferred design
- Review additional design considerations
- Identify Next Steps
- Request feedback

Photo of White-tailed Deer captured during Natural Environmental Field Investigations

Study Overview

The City of Windsor is undertaking a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in the City of Windsor in order to begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park. The 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day inhibits wildlife movement and ecological linkage functions. The Wildlife Crossing will provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk. The proposed Wildlife Crossing thereby reduces landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex.



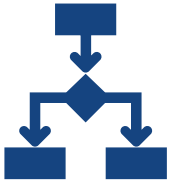
Municipal Class Environmental Assessment Process

Phase 1 Identify and Describe the Problem(s)	Phase 2 Alternative Solutions	Phase 3 Alternative Design Concepts for the Preferred Solution	Phase 4 Environmental Study Report	Phase 5 Implementation
Identify Problem or Opportunity	Identify reasonable alternative solutions Evaluate the alternative solutions, taking into consideration environmental and technical factors Identify a preferred solution to the problem Undertake consultation Select preferred solution	Identify alternative designs to implement the preferred solution. Inventory natural, social/cultural and economic environments Identify the impact of the alternative designs after mitigation Evaluate alternative designs to identify a preferred design Undertake consultation ← **We are here** Select preferred design	Compile an Environmental Study Report (ESR) Place ESR on public record for a minimum of 30-day review period Issue Notice of Completion	Proceed to the detailed design and construction of the project Monitor environmental provisions and commitments

Phases 1 and 2 have been completed.

What we heard during PIC #1?

An online Public Information Centre was held for this Study from November 19 to December 3, 2020. During PIC #1 there were several comments received related to key aspects of the proposed solutions. Specifically, the public expressed interest in the following items which were further considered during the development of the alternative designs:



The Alternative Solutions should include an option to also cross the Essex Terminal Railway tracks located immediately to the west of Ojibway Parkway.

Fencing should be incorporated into the design to direct wildlife toward the crossing and to prevent them from entering the roadway.

Details on how these items were further considered are presented following the presentation of the alternative design concepts.

A Summary Report was prepared to document in more detail the comments received and Study Team's responses. The PIC #1 Summary Report is available on the project webpage.

Consideration of Public Comments into the Design

Extension of Crossing Over Railway Tracks

- The Study will proceed on the assumption that the western slope of the Wildlife Overpass will end at the Ojibway Trail, east of railway yard.
- Monitoring will be conducted by the City of Windsor in the future to monitor performance of the Wildlife Overpass and mortality on railway tracks. If the need to extend the Wildlife Overpass across the railway yard is identified, the City may consider providing the structure over the railway corridor, subject to the availability of funding to support additional studies, design, property acquisition and construction. All alternatives can accommodate a future crossing of the railway.

Wildlife Fencing

- Wildlife fencing has been incorporated into the design along Ojibway Parkway and Broadway Street to prevent wildlife from entering onto the Ojibway Parkway and to direct wildlife to the proposed wildlife overpass.
- Fencing will be a two-part system comprised of a chain-link style fence as well as a shorter reptile exclusion fence. Detailed specifications regarding the wildlife fencing will be determined during the detailed design of the Project.

Fence along the Herb Gray Parkway

Design Criteria for Alternative Design Concepts

The dimensions of the alternatives were determined using the following design criteria:

Design Criteria	Recommended Dimension and Source		Proposed
Overpass Width	Minimum width: 40-50 m Recommended width: 50-70 m	U.S. Department of Transportation, 2011[1]	50 m
Minimum Vertical Clearance	5.0 m vertical clearance for structures over roads	Ontario Ministry of Transportation, 2020[2]	5.5 m
Maximum Approach Grade	5:1 (20%) or flatter	U.S. Department of Transportation, 2011	5:1 (20%)
Preferred Side Slopes	5:1	U.S. Department of Transportation, 2011	5:1

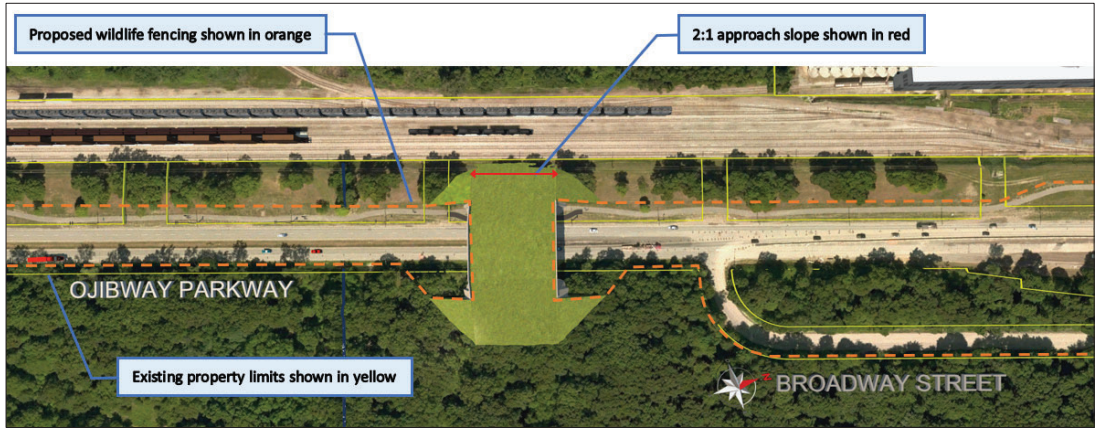
[1] Wildlife Crossing Structure Handbook Design and Evaluation in North America, March 2011

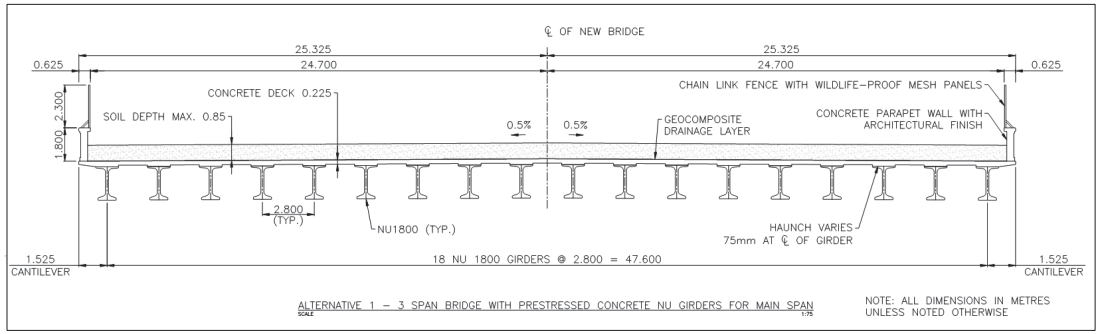
[2] MTO Design Supplement for TAC Geometric Design Guide (GDG) for Canadian Roads, April 2020

Alternative 1 - Wildlife Overpass (3 Span Bridge)

Alternative 1 is a 3-span bridge comprised of an approximately 31m long main span and two shorter approximately 10m long end spans. The main span will be constructed of concrete girders and the end spans will be precast concrete hollow slabs. The 31m main span will bridge all lanes of Ojibway Parkway; thus, this configuration does not utilize a centre pier. Since this alternative utilizes a single span over the parkway, the top of the overpass will be level.

The approach ramps, including the side slopes of the ramps are graded at 5:1 slopes, with the exception of the western approach near the railway where the slope is locally steepened to 2:1 to enable the grading to meet existing ground within the road right of way. This 2:1 slope is approximately 2.4 m high by 4.8 m long (deep)

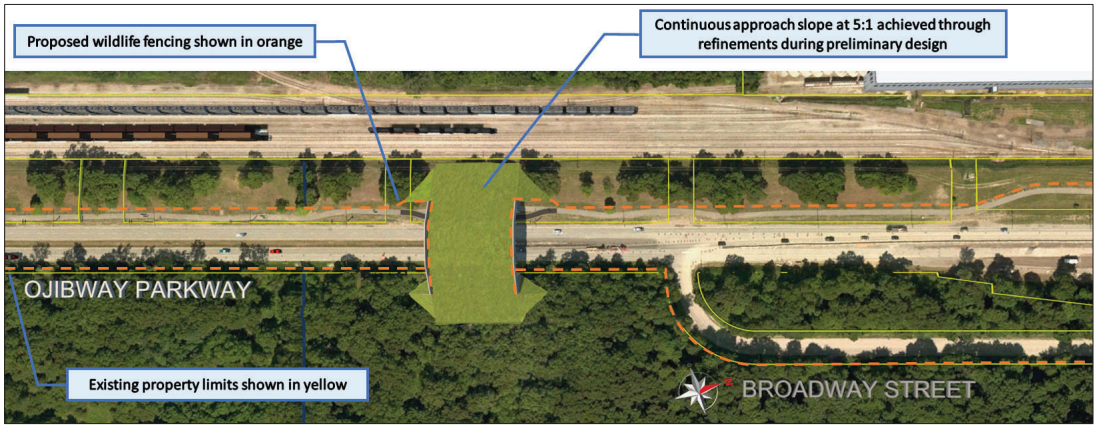


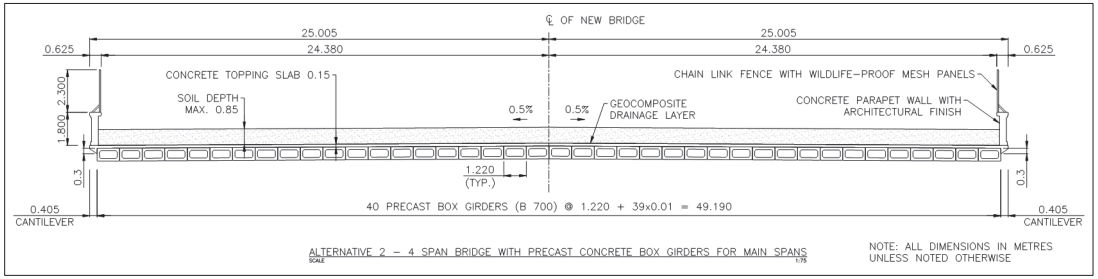


Alternative 2 - Wildlife Overpass (4 Span Bridge)

Alternative 2 is a 4-span bridge comprised of two approximately 16m long middle spans supported by a centre pier and two shorter approximately 10m long end spans. The 16m middle spans will be constructed of precast concrete box girders and the 10m end spans will be precast concrete hollow slabs. The two middle spans will have a slight (0.5%) slope from the end abutments to the centre pier which will create a minor crest in the center of the overpass.

The approach ramps, including the side slopes of the ramps are graded at 5:1 slopes, with the exception of the western approach near the railway, where the slope is locally steepened to 2:1 to enable the grading to meet existing ground within the road right of way. This 2:1 slope is approximately 0.7 m high by 1.4 m long (deep).

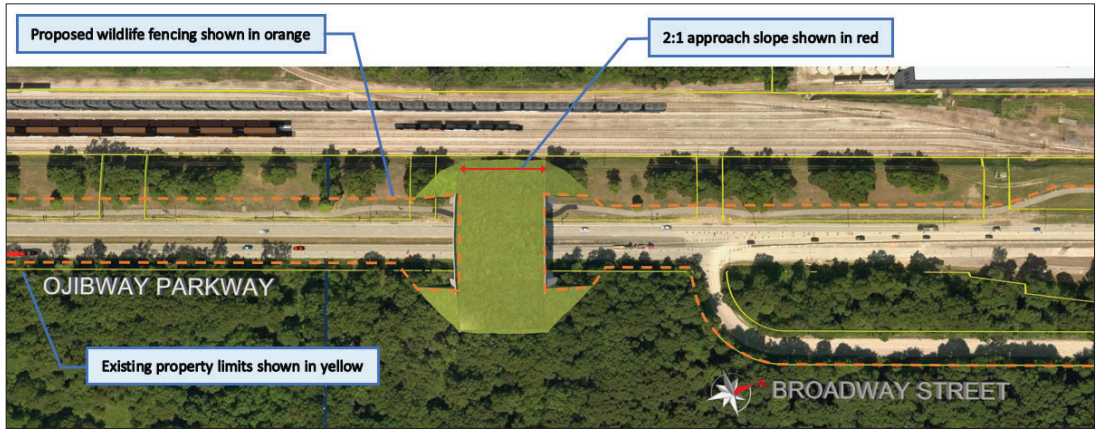


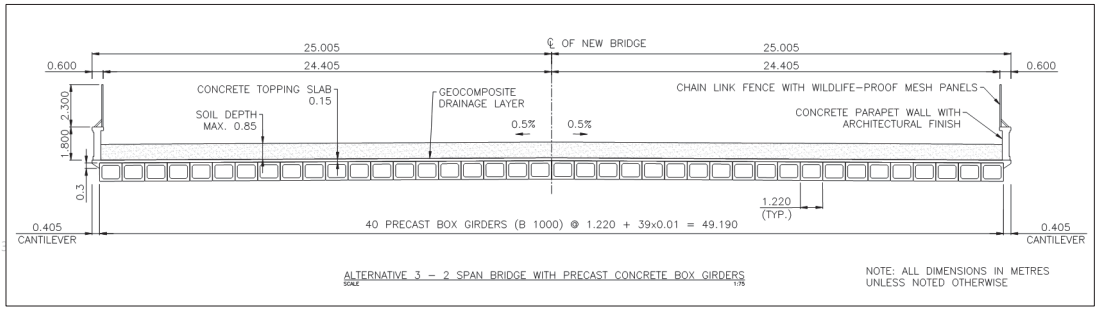


Alternative 3 - Wildlife Overpass (2 Span Bridge)

Alternative 3 is a 2-span bridge comprised of two approximately 2m long supported by a centre pier. The 27 m spans will be constructed of precast concrete box girders. The two spans will have an approximate 7.0% slope rising from the end abutments to the centre pier which will create a crest in the center of the overpass. This crest will be approximately 1.5 m higher than where the approach ramps meet the bridge deck.

The approach ramps, including the side slopes of the ramps are graded at 5:1 slopes, with the exception of the western approach near the railway, where the slope is locally steepened to 2:1 to enable the grading to meet existing ground within the road right of way. This 2:1 slope is approximately 3.3 m high by 6.6 m long (deep).

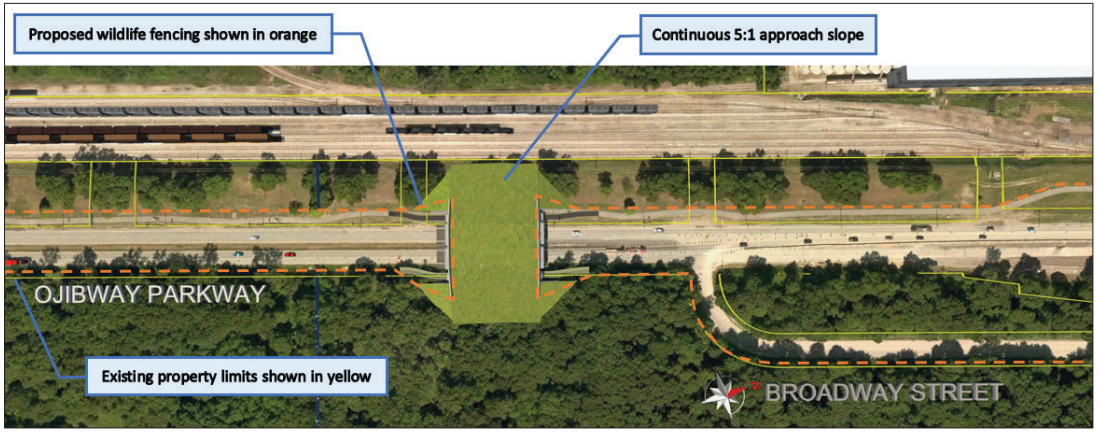


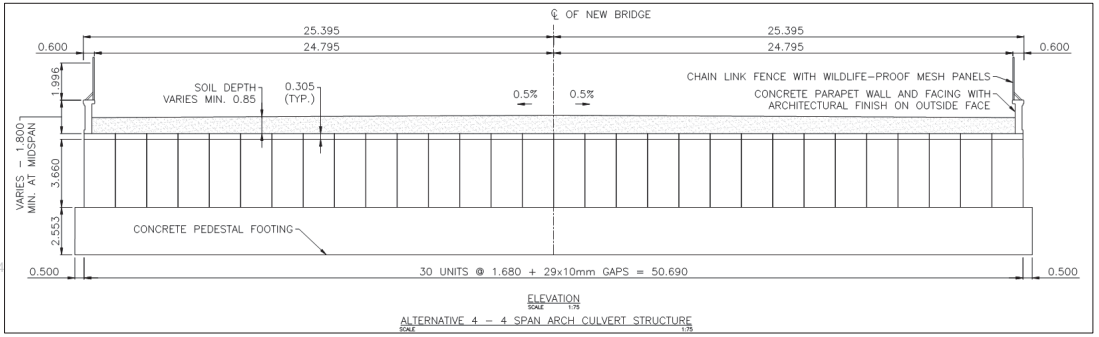


Alternative 4 - Wildlife Overpass (4 Span Arch Culvert)

Alternative 4 is a four-span precast concrete arch structure consisting of two larger 12.8m middle spans over the north and south bound lanes of Ojibway Parkway, and two shorter 4.3m span arches on the east and west side of Ojibway Parkway. The smaller arch on the west will span across the proposed multi use path, while the arch on the east of the roadway will span a drainage ditch. The arches will be supported on cast-in-place concrete pedestal footings with one combined footing in the roadway median, and additional pedestal footings at the other outside of the main span and at each side of the smaller outside spans.

The arches will be covered with fill to allow for a minimum of 0.85m deep soil above the crown of the main spans. The surface above the main spans will be level. A concrete facing and parapet wall with an architectural finish will extend between the different arches and retain the fill within the structure. The configuration of this alternative allows for a continuous 5:1 slope on either approach within the constrained limits.





Evaluation Criteria

The following evaluation criteria was used to evaluate the positive or negative impacts of Alternative Design Concepts:

Natural Environment	• Wildlife response to deterrents (abrupt grade changes and sightlines) • Direct impacts to terrestrial species and habitats
Social Environment	• Potential impact to community facilities • Safety considerations • Potential impacts on archaeological and built heritage resources
Technical	• Potential drainage and stormwater concerns • Potential impacts associated with implementation (construction) • Complexity of geotechnical design considerations • Potential traffic impacts from construction and roadside safety
Costs	• Anticipated capital costs for construction and maintenance

Evaluation of Alternative Design Concepts

Category	Criteria	Alternative 1 – Wildlife Overpass (3 Span Bridge)	Alternative 2 – Wildlife Overpass (4 Span Bridge)	Alternative 3 - Wildlife Overpass (2 Span Bridge)	Alternative 4 – Wildlife Overpass (4 Span Arch Culvert)
Natural Environment	Wildlife movement deterrent – abrupt grade change				
	Wildlife movement deterrent – sightlines				
	Direct impacts on terrestrial species and habitats				
Social Environment	Potential impact to community facilities				
	Safety considerations				
	Potential impacts on archaeological resources				
	Potential impacts on built heritage resources				
Technical	Potential drainage and stormwater concerns				
	Potential impacts associated with implementation (complexity of construction)				
	Complexity of geotechnical design considerations				
	Potential traffic impacts from construction				
	Roadside Safety				
Costs	Construction Cost				
	Maintenance and Rehabilitation Costs				
Recommendation		**Not Preferred**	**Preferred**	**Not Preferred**	**Not Preferred**

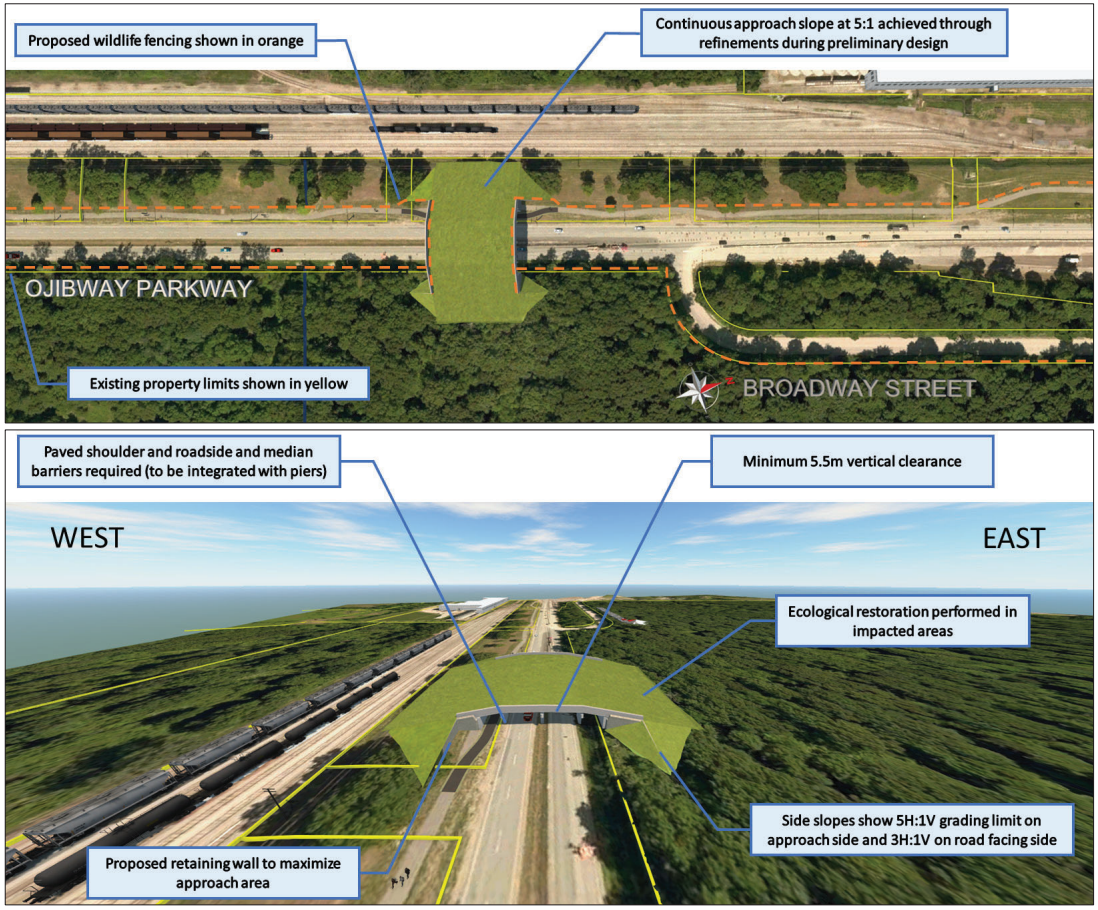
Most Preferred → Least Preferred

Detailed evaluation is provided in the evaluation of alternatives memo under a separate cover on the project webpage.

Preliminary Preferred Design Concept

Alternative 2 - Wildlife Overpass (4 Span Bridge) was selected as the Preferred Design Concept due to a number of advantages compared to the other alternatives. A summary of the key impacts and benefits of Alternative 2 - Wildlife Overpass (4 Span Bridge) is provided below:

- With slight modifications to approach grading this alternative is not anticipated to have features which would deter wildlife from utilizing the crossing.
- Impacts to terrestrial habitat associated with the direct footprint impacts are lower.
- It provides positive drainage across the top and down the slopes.
- The emergency responders can access the Ojibway Parkway from either direction. The multi-use trail will be visible from the roadway to deter criminal activity, and it will be easily accessible to emergency responders.



Additional Design Considerations

As the Study progresses, more details will be incorporated into the design. One of these details will be determining vegetation type and soil quantity for the structure. These details will be confirmed in consultation with staff from the City of Windsor and Essex Region Conservation Authority.

Design elements or other measures to deter human use of the Wildlife Overpass will be evaluated and determined during detailed design phase of this project. These elements may include signage, surveillance equipment and monitoring.

Ultimate configuration and material for the fence will be determined during detailed design.

Fence along the Herb Gray Parkway

Fence along the Herb Gray Parkway

Next Steps

Following this PIC, the Study Team will complete the following:

- Review all comments received as a result of this PIC.
- Confirm/Finalize Preferred Design Concept.
- Complete Technical Studies: Traffic Review, Contamination Overview Study, Bridge Engineering/Structural Assessment, Restoration Ecology, Stormwater Management Assessment and Utilities Coordination.
- Prepare the Environmental Study Report.
- Publish Notice of Completion and release the Environmental Study Report for a minimum 30-Day Public Review Period.
- Upon finalization of the Class Environmental Assessment, and provided that the funding is secured, the Project will proceed to detailed design and construction.

Thank you!

We thank you for your participation!

If you would like to submit any questions or comments, please submit your comments on using the online comment form.

If you would like to be added to the Study Contact List or would like to send your comments via email, please contact the Project Team Members identified below.

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Comment deadline is May 3, 2021

Appendix C: Comment Tracking Table

Ojibway Parkway Wildlife Overpass
Public Information Centre #2 Comments

Comment#	Method of Submission	Would you like to be added to the Study Contact List?	Do you have any comments on the evaluation of alternative design concepts process?	What do you think about the Preferred Design Wildlife Overpass (4 Span Bridge)?	Do you have any other comments?	How was your experience with using the Virtual Consultation Platform for this project?2
1	Online Comment Form	Yes	Hi: Mitigation to reduce road mortality must be the top priority for wildlife. It appears most of the expenses associated with the project are associated with enhancing connectivity. In my opinion the former money is very well spent and will yield substantial benefits (small mammals, reptiles in particular). On the other had, I believe the money spent on connectivity is very inefficient. Worse, I fear photos of this design will make it into Conservation Biology textbooks (I teach this topic at the University of Windsor) as a failed and expensive measure.	Because the overpass will not truly connect forest patches, it is at best providing pseudo-connectivity. Dr. Lenore Fahrig (Carleton U) - the world's top female ecologist and road specialist - gave a talk to a Latin American Biodiversity conference in December 2020 in which she stressed that mortality reduction associated with roads dramatically exceeds in importance habitat connectivity. The amount of money devoted to the overpass ($10 million?) would be far better spent on additional land acquisition or landscape enhancement of existing, nearby forest tracts. If lack of gene flow or demographic rescue is deemed important, then individuals could be transferred to one forest tract from another source:sink population model), as needed. I would urge council to maximize the ecological benefits if $13.5 million is going to be spent.	Absent a complete overpass system including the train tracks to the west, both ecological efficiency and cost-efficiency would be best served by not building the road overpass. I would urge the team deciding on the final strategy consult with Dr Fahrig before making a final decision.	Fine.
2	Online Comment Form	Yes	I always dislike the process when the end result is already determined by the city administration. Then they design the process so all comments are precised by the administration to be the result the city wants not the choice of the wildlife experts.	To go along with my previous comments it is the second best solution. The Preferred Design Wildlife Overpass solution should also span the tracks, do it all at once because costs only go up the longer it is delayed	I hope the city administration builds the correct Wildlife Crossing that includes the railway tracks. The city should quit the stalling tactics; just get the cross the Wildlife deserve built.	I Thought it was a exceptional experience.
3	Online Comment Form	Yes	I think this design process is economical for the time being. I agree with this route based on the cost of the overpass. As long as animals are being saved for now it will do.	I would prefer this design over the alternative because it would be the best for the wildlife in the area but the issue of cost is important and unless someone is willing to donate the money. I think building the alternative and leaving room for another phase in the future is the best option.	No	It was okay. I thought the rendering was cute and interesting.
4	Online Comment Form	Yes	As I mentioned in my comments from the previous round of engagement, we really need to know the underlying analysis that has informed the location and design of this overpass. Where is the analysis on wildlife mortality? What are the target wildlife species, and what are their requirements for crossing? How will the overpass function if wildlife are only brought as far as the railway tracks? How will wildlife coming from the west even find the overpass? I fear this will be a one-way route.	I am very disappointed that the overpass as shown will end at the railway tracks. I read the explanation about connecting it in the future, but that seems like a waste of money. I encourage the city to find the additional funds to make it go all the way across the tracks in the initial build.		Good
5	Online Comment Form	Yes	The 'alternate design' process DID NOT consider all alternatives. 1. There was no consideration at all for a Wildlife Crossing Bridge to extend over the ETR Rail Yard. Therefore not all 'alternatives' were explored as stated. The released study was deliberately limited and thus deficient. There was no proof offered to the public at all of any City conversations with the ETR or their Federal regulators. How could the City have discussions with ETR, if none were published. There is no such thing as a one-way 'conversation'. 2. The consultant's comments, that ..."Future extension over the ETR could occur...should mortality study determine necessity" appears as public sop designed to rationalize a predetermined 'truncated' wildlife bridge bias. It would be more cost efficient to extend it now than add on later. What is different and explicit in this design to make any potential future extension easier or possible? 3. No 'alternative' was ever considered for either: A. The Ojibway Parkway having a road viaduct with a wildlife crossing land bridge at ground height (like the existing Herb Gray Parkway wildlife crossing or to have a wider Ojibway Wildlife Crossing that allows for a human path as well), B. No 'alternative' was considered for a combination (partially) sunken road viaduct /with a less heightened overhead Wildlife Crossing land bridge. 4. Some recorded comments (for example pg. 69) appear as if 'stuffed', rather than genuine independent public comments.	The fact that the public is asked to comment on the limitations of only 4 consultant selected structural bridge types is illusionary to proper public input. When no entirely different alternatives (as mentioned above) were ever considered. Yes, Alternative 2's thinner Bridge structure due to more (4) rows of sporadic see-through support columns, to achieve better wildlife crossing bridge land entrance slopes may be better than the limited other 3 alternative shown alternative shown.But not much different. For the Consultant to simply say that the wildlife crossing will be monitored with out stating by what effective, proven means appears long winded PR at this point. If any proposed Wildlife Crossing is not designed to a higher level of endurance quality than a typical vehicular road bridge - then, potential reoccurring maintenance could only serve to destroy any planned vegetation growth or new established habitat on the crossing at some future point. Other questions that remain are: 1. Why is this Wildlife Crossing being rushed, before any solid negotiations with ETR, or possibly obtaining additional Federal or Provincial or private sponsorship funding have been fully explored? Particularly to the City obtaining or easement on the ETR lands beyond the Rail tracks, before the BOHP lands? The Province paid for the entire Herb Gray Parkway Wild life crossing as well as the Herb Gray vehicular bridge over the Ojibway Parkway to the new Gordie Howe International Bridge Canadian Customs Plaza. Where is their role here?	There is only one opportunity to do this project right. The project should include consideration of all the 'alternatives' mentioned in the comments above that were not studied. Is this project being rushed to meet an upcoming Mayoral Election campaign? Is the smaller portion of WDBA monies contingent upon Gordie Howe International Bridge Timelines? Will the public recieve written response back to our questions / comments?	Some of the computer renderings appeared possibly distorted in perspective and have backgrounds that appear un- real. Not all the 4 alternative given had sections. No live or delayed personal feedback from the consultant or City.

Ojibway Parkway Wildlife Overpass
Public Information Centre #2 Comments

Comment#	Method of Submission	Would you like to be added to the Study Contact List?	Do you have any comments on the evaluation of alternative design concepts process?	What do you think about the Preferred Design Wildlife Overpass (4 Span Bridge)?	Do you have any other comments?	How was your experience with using the Virtual Consultation Platform for this project?2
6	Email April 20, 2021	0	If I understand correctly, the preferred solution is, or is likely to be, an overpass across the Parkway, but not across the ETR tracks, due to the substantial extra cost that would entail I also understand/expect, that it would be of considerable concern to many in the community, if the tracks will continue to be a substantial obstacle to the passage of wildlife through that vicinity, to/from Black Oak Heritage Park further to the west.. and maybe that would be of concern to the City too, considering the expense/effort associated with the Parkway Crossing – i.e. if it doesn't properly serve the intended purpose of safe passage to/from Black Oak As a compromise/'Plan 'B'... I had an idea, in case it helps (maybe this has already been thought of?): If the 'Eco-bridge' stops short of the tracks, as seems likely (unless substantial outside funding is found?)... then perhaps the City could work with the ETR to see if they would leave a gap between their parked railway cars, at the location of the passage (I have noticed that the ETR cars usually seem to sit there for extended periods) ... and perhaps the 'ETR Eco-gap' could be marked with signage, etc. to assist the train operators in maintaining this gap as an important 'extension' of the Crossing over the Ojibway Parkway Crossing... as a result, perhaps the ETR could be seen as a partner in the 'Eco-passage', and they would likely get some positive 'PR' from that. Just a thought in case it helps			
7	Email April 22, 2021	Yes	The following comments are being submitted on behalf of the Essex Region Conservation Authority (ERCA) in reponse to information presented as part of the PIC#2 consultation process for the Ojibway Wildlife Crossing EA. The information states that "The Wildlife Crossing will provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk. The proposed Wildlife Crossing thereby reduces landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex." We do agree that the Wildlife Crossing may provide safe passage opportunities for some wildlife, pending confirmation from the monitoring program. However, without a complete connection to the Ojibway Black Oak Woods natural feature on the west side of the railway, tallgrass prairie plant communities will continue to be physically separated by the seven sets of railway tracks. This will not accomplish the desired goal of improving habitat connectivity and reducing landscape fragmentation as the two affected natural features will remain physically disjunct from one another and not actually physically connected to one another. This limitation of the partial crossing, from the perspective of plant ecology, should be noted and should form part of the impetus and rationalization for the City to pursue a full connection in the future.	The Preferred Design Wildlife Overpass reduces the approach slopes considerably in order to attempt to provide for easy access to the crossing by wildlife. The designs also allow for any future second connection across the railway if this eventually comes to fruition.	Thank you for the opportunity to provide input into the EA process for this proposal. Please do not hesitate to contact us if you should have any questions or require any additional information relating to our comments.	Unfortunately, the Online Comment Form did not allow for enough entry of information into the comment field. Therefore, we are submitting our comments via e-mail for your information and consideration.
Comment continued...			The information presented has indicated however, that "the City of Windsor has consulted with Essex Terminal Railway to understand their interest in the project and property considerations" and "will evaluate the option of property acquisition on the west side of the railyard." We would encourage the City to continue to pursue options to achieve a complete connection between these two significant natural features, in order to effectively eliminate the existing landscape fragmentation and realize full habitat connectivity through a seamless physical connection. The memo and presentation material state that "all design alternatives include the installation of wildlife fencing along Ojibway Parkway and Broadway Street to prevent wildlife from entering onto the parkway and to direct wildlife to the proposed wildlife overpass." In addition, "monitoring will be conducted by the City of Windsor in the future to monitor performance of the Wildlife Overpass and mortality on railway tracks." Wildlife mortality is recognized as a significant concern with respect to the proposal to create the Wildlife Crossing, due to the fact that the current proposal is only a partial crossing, landing between the Parkway and the railway. Wildlife mortality can be reasonably expected to occur if wildlife happen to venture onto the existing Ojibway Parkway, as well as onto the railway tracks.			

Ojibway Parkway Wildlife Overpass
Public Information Centre #2 Comments

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Comment continued...			Appropriate fencing should provide adequate mitigation in order to direct and prohibit wildlife from entering onto the Parkway. The effectiveness of this fencing in preventing vehicle/wildlife interactions should be monitored closely, and an adaptive management approach should be actively applied if the fencing is found to be inadequate for whatever reason, providing for the opportunity to modify the fencing to ensure effective exclusion of wildlife from the Parkway. In addition, the monitoring program should be intensive and robust enough to ensure that any wildlife mortality resulting from attempts to cross the railway tracks is also adequately documented. In many cases, if wildlife mortality does occur, evidence consisting of the carcass may disappear rather quickly due to scavengers and other carnivores. Again, it is crucial that an adaptive management approach is adopted, in the event that monitoring does indicate an unreasonable level of wildlife mortality occurring due to the construction of the Wildlife Crossing, either due to wildlife venturing onto the Parkway or not being able to cross the railway tracks. If this situation occurs, it may be prudent to temporarily exclude further wildlife from utilizing the Wildlife Crossing until an effective solution is implemented in order to prevent further mortality. The EA material does address the above concerns relating to wildlife mortality by stating that "if the need to extend the Wildlife Overpass across the railway yard is identified, the City of Windsor will consider extending the structure, subject to the availability of funding to support additional studies, design, property acquisition and construction."			
Comment continued...			The need to extend the Wildlife Crossing over the railway would be based on an unacceptable level of wildlife mortality, documented through the monitoring program, that cannot be otherwise mitigated by some other means. We do commend the engineers in that "the alternative designs presented have all considered that the overpass may be extended in the future to cross the Essex Terminal Railway tracks. It has been determined that regardless of the selected alternative a future overpass can be built and incorporated into the alternative design proposed within this Study." In addition, as stated in the onset of our comments, the need to extend the Crossing over the railway is also justified by the need to eliminate the existing landscape fragmentation and effect a seamless, connected habitat between the two significant natural features for plant communities as well.			
8	Email May 3, 2021				1. This crossing has potential as a multi species use, even for reptiles... A corridor could be created, as suggested previously between the Herb Gray Parkway, and the Broadway Oaks Prairie. Small snakes including Butlers Gartersnake, Endangered, typically use railway right of ways, and have habitat within the Broadway Oaks (Ojibway Parkway) Prairie. The proposed overpass creates-connects more habitat on the Crossing itself and could act as a linkage for reptiles to connect to the Herb Gray Parkway via Ojibway Park. I appreciate that reptiles like Eastern Foxsnakes Endangered, have movement corridors of up to 1500 meters,,,, and may use this proposal as both habitat and corridor. Also they are are known to swim in swales etc to get from place to place.... So why not make the final connection for them and other reptiles to assess more habitat in the Herb Gray Parkway Prairie by simply high mowing around trees in the Northwest corner of Ojibway Park, to create a Savanna corridor habitat, also a rare landscape for this area. A small culvert or 2 could make this easier as well. Also in terms of accessing Black Oak Woods ANSI, eastern foxsnakes can conceivably move through the grassy landscape of right of ways at north end of the railyard (at the point of single track use) and move to swales around –near the Rice Plant that lead to Black Oak Woods and associated prairies and grasslands.	
Comment continued...					2 Impact of deer on hillside habitat in this area. I have observed deer trails in this area. If this involves climbing a pile or hill, this can become very distinct. In the photo below, the trail is clearly visible on a local aggregate pile consisting of coarse stones, overgrown with vegetation. 2010, June 17, Coco Big Box site, Matchette Road. Deer trail on Aggregate pile. See three other photos at the end of my comments. Another example of deer trail formation occurs on a local hill...in an area west of Ojibway Parkway between Sprucewood and Morton Dr. One can see the deer track and a light path on the ground leading to the hill, but a lot more disturbance of loose soil and deeply rutted path up this hill.... This may result in a muddy slick area in certain weather, or with heavy use.... If left to the natural habits, deer here seem to adhere to well known paths. Many large bodied animals (deer) crossing on a daily basis may damage the vegetation and may disrupt the soils significantly.... on the wildlife overpass.. Perhaps it may be possible to create optional paths for deer using some appropriate sized aggregate, that would give them traction and that they might prefer to use, and sominimize impacts on the rest of the soil and native vegetation and prevent creation of rutted paths or mud..... I am pleased with the preferred crossing choice as the angles of incline are less steep making the issue of soil disruption less of a problem. As for numbers, I have heard estimates of 125 to over 200 deer for Ojibway. From MNR in the past. (Don Hector) There may have been an aerial survey in winter, I believe... Personal, have attended to deer herds within Ojibway Park or the Tallgrass Prairie where some have feeding stations, with up to 45 individuals, and have known people who hang with deer and report 60 at once and also a pair of old guys from the former Raceway where people would feed them, who could tap a cane on a tree and summon 25 deer.. these photos have been submitted to the EA already. Again, personally have counted 28 deer in the former Beach St. residential area north of Ojibway , staging late in afternoon, waiting to cross Ojibway Parkway after dark or when traffic allowed.	

Ojibway Parkway Wildlife Overpass
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Comment continued…					3. I am generally supportive of the chosen alternative. But I would also support an amended narrow overpass extension with a small stone-substrate-rock treatment, as well as 2 vegetative strips as an added option. The concentration of wildlife here is unlike authentic ilderness overpasses in the frequency of anticipated use . Upon reading about the I 80 overpass in Utah, which has a rocky substrate and is narrow, I learned that recent photo evidence shows the early adoption and use by dozens of animals between its creation in 2018 and when the article is published in 2020….. Here a much heavier use would be anticipated . With a lot of potential wildlife crossings daily, a wide overpass, with trees and much cover, would be my preference. This grassy overpass would be amenable to all species, including reptiles… However, could this project also incorporate a narrow arm or span similar in conception to I 80 extending from the center of this structure and passing over the railyard to provide more options for wildlife…… Beyond the scope of the I80 Utah model is an alternative narrow overpass model offering an improvement ie. a path like dirt or stone central area with added long planters or vegetated corridors on one or both sides for all species requirements…. See photo below This is a general use overpass but could be adapted for wildlife, with boulders and rocks strategically placed to discourage human use and encourage wildlife. I 80 overpass Utah (below) has some features of a narrow overpass but needs adaptation here I believe. This is a narrow multi use trail for humans and wildlife.. Not ideal, but the addition of vegetative material would be needed for all species use and also the disruption of rocks and natural obstructions, debris in the unvegetated areas would discourage human use ie. bikers and walkers.	
Comment continued…					4. Keep this crossing free of human use trails. Windsor is somewhat unique….the local wildlife is acclimatized to the everpresent human elements and has adapted….. But the danger is pushing them too far…so again, it would seem preferable that no human use trails be located on this crossing, especially no bikes or dogs….Although a human use trail is successfully integrated on the Herb Gray Parkway (ie. the tunnel top at Oakwood Prairie), that particular overpass is so vast compared to the proposed Ojibway Parkway Wildlife Crossing, that it can be accommodated. The Ojibway Wildlife Crossing faces the additional complication of a railyard that could create more hesitancy for wildlife than typical. Again signage possibly with a fine could be used. As well the trail cameras set up for wildlife observation would themselves need to be surveilled in this region. The notices of photo surveillance may also keep humans away from this wildlife overpass	
Comment continued…					5. Respect the existing wildlife movement areas at each end of Ojibway Normally, many species I have seen crossing Ojibway Parkway, or found track in the vicinity, ie skunk, mink, raccoon, big cat, deer large canid (lone Algonquin –grey wolf. coywolf, coyote) grey fox etc. have used established corridors at either end of the railyard, where the track is narrower, or reduced to a single track. Also at the corresponding ends of Ojibway Park, there areas with no ditches or little fencing to cross… These areas are collectors of wildlife coming from both inside Ojibway Complex and outside of it. a Broadway area, both sides of the Parkway, is one and there is a well used deer trail along the fencing just outside Ojibway Parkway on Broadway leading to the Broadway Loop (roadway) where wildlife crosses. Wildlife also filters up through the Hydro Corridor.. There are also openings in the Ojibway fencing in these areas…that contribute to the flow of this corridor. The Broadway St Loop and Broadway area was a known crossing area and might well remain so, takeing some pressure off this overpass structure. b)Joy Woods and Gasline corridor. Joy Woods has openings in the fencing from Ojibway Park and this area also leaves wildlife access to and from the adjacent former Raceway lands (150 acres in total) and to the gasline corridor property north of Tim Hortons…Species also cross between Black Oak and Ojibway Park from this position as there is no fencing obstructing the ditches..etc. So the point here is that fencing for this overpass should not be so restrictive that the existing corridors cant be used. The new crossing may take time to become adopted and also the Ojibway Complex does not represent all the areas from which wildlife cross Ojibway Parkway, as far as I can tell.. See several photos below. Deer trails on a hillside.	
9	Email May 3, 2021				The Friends of Ojibway Prairie are extremely interested in seeing that this project proceed with the best possible option being implemented. As many others have indicated the best option would be to build an ecopassage that would also span the railway tracks immediately to the west. This would be the ideal situation. However we are pleased to see that the options provided for comment are all overpasses. The wildlife overpass is the ecopassage (if designed properly) that provides the most benefit to the wildlife it is built to assist. In terms of the four options we are in agreement that alternative 2 although more expensive would provide the most benefit to the wildlife, for which the study is being undertaken. We are also pleased to see that wildlife fences are also being proposed. Without these fences wildlife would not be directed to the overpass and the desired benefits of the overpass would not be realized. We look forward to the next phases of the project and we hope to see an appropriate option implemented.	

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10	Email May 3, 2021				Please accept my comments relating to the Ojibway Parkway Wildlife Crossing options. I'm still not a supporter of 1 major crossing when we could have a few minor crossings for the same cost. Seeing how an overpass seems to be the plan. 1. An overpass that has the least impact on current tree cover would be preferred. 2. Extending over the rail-line would also be preferred. I did not see any of my previous concerns addressed or answered. We should start by asking why we are investigating the need for a wildlife crossing? • This process was initiated by the discovery of the great number of reptiles (snake & turtle) road kills in the area surrounding the Ojibway Prairie Complex and the Black Oak Heritage lands. My concerns vary, here are some: • I did not see a species comparison (to show how each option would affect reptiles, or other species) • I did not see a list of species' specific road kill numbers (to identify which species are most affected?). • I did not see a road kill location analysis (to Identify, the best location for a Wildlife Crossing). • Why wouldn't a crossing be suggested over the Titcombe Road Drain, many forms of wildlife follow watercourses as travel routes (water source, food source, less obstructions) I wish someone would take the time to contact me[redacted] to discuss some of my concerns.	
11	Email May 3, 2021	Yes	Thank you for inviting the public to comment on the proposed Ojibway Parkway Wildlife Crossing Environmental Assessment (EA), PIC#2. I am providing comments on behalf of Wildlife Preservation Canada, and based on my 12 years of experience working with species at risk (SAR) reptiles at the Ojibway Prairie Complex (OPC). Previously, PIC#1 stated that one of the project goals was to "Protect sensitive species from roadway mortality by providing a safe passage for area wildlife and species at risk…". It was pointed out that in the absence of systematic road mortality data, however, a meaningful evaluation of project success with regards to road mortality mitigation could not be completed (e.g., before-after study), and thus the goals of the project needed to be re-evaluated. Accordingly, PIC#2 no longer claims that the purpose of the crossing is to reduce road mortality, but rather, it will "begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park" and "provide a connection for local tallgrass prairie plant communities and safe passage opportunities for wildlife, including species at risk." Although the provisioning of "safe passage opportunities for wildlife, including species at risk" remains a stated goal of the project, no obvious changes were made to the proposed location that incorporate current connectivity modelling for SAR snakes (which suggests shifting the structure ~130m north: Choquette et al. 2020), nor has the railroad barrier for SAR turtles been adequately addressed.	I do not support the preferred design (Alternative 2: four span bridge) and I much prefer Alternative 4 (four span arch culvert) for the following reasons: 1) Alternative 4 performs better than Alternative 2 in almost all categories (except for safety and drainage). 2) Alternative 4 is the most aesthetically pleasing and the only option that allows for variation in soil depth, thus accommodating a greater variety of moisture regimes – and by extension plant diversity. 3) Alternative 4 has the most optimal slope for wildlife (Table 3). 4) Alternative 4 will impact less terrestrial habitat than alternative 2 (3900 m2 vs. 4100 m2, respectfully; Table 3), potentially contributing to the preservation of 300 m2 of a rare vegetation community.	The location of proposed wildlife barrier fencing was presented in PIC#2, and this was much appreciated as it allowed for a more in-depth assessment of the project. Unfortunately, there were other important details that remained absent: 1) A clear and transparent list of target species is lacking and has severely limited a meaningful assessment of the potential effectiveness of the proposed project and alternative designs. 2) No road mortality data is presented on species impacted, frequency, locations, etc., yet in the responses to PIC#1 comments, the study team stated that "…the major concern where we are observing wildlife fatality is crossing Ojibway Parkway." Conversely, the study team also stated that "Completing years of pre-construction [road mortality] surveys will hold up the project and eliminate current funding opportunities." These statements are contradictory and present flawed logic, as the pre-construction surveys would be conducted to justify the need for an ecopassage in the first place and identify the most suitable installation locations. 3) No detailed analysis couched in ecological data is presented to justify the location of the proposed wildlife crossing. In spite of this, in the responses to the PIC#1 comments the study team stated that "Road mortality data can be used to determine hotspots…However, this crossing structure is to accommodate all wildlife (including plants)… Road mortality data cannot replace incorporating information about the surrounding habitat and landscape structure into an analysis of crossing locations." It is not clear what information about "surrounding habitat and landscape structure" was used to justify the proposed crossing location.	
Comment continued…			If SAR turtles are in fact considered a target group of species (a list of target species was not presented), then one can only presume the crossing in its current state would not provide safe passage. Many species of turtles have been documented getting trapped and dying between railroad tracks (e.g., Wood Turtle: Platt et al. 2021; Eastern Box Turtle: Kornilev et al. 2006; Gopher Tortoise: Routsaw et al. 2018). Here we are dealing with seven parallel lines, substantially increasing the ecological trap effect. Adult Snapping Turtles may be able to cross over tracks, but other smaller SAR turtles found in the vicinity of the project area would most certainly not (e.g., Blanding's Turtle, Eastern Musk Turtle, juvenile Snapping Turtles). I recognize and appreciate that the City of Windsor has begun conversations with Essex Terminal Railway regarding potential property acquisition west of the tracks, and that the alternative designs presented have all considered that the overpass may be extended in the future to cross the tracks.However, in its current state, the project excludes a full span and may not be extended for several years (if at all). In the absence of an overpass spanning the rail yard, an underpass or other railroad crossing structure should be included as an additional component of this project. For example, there are two drains that cross under the rail yard to the north and south of the proposed crossing (Titcombe Rd. Drain, and Susan Drain). Can these provide safe passage for SAR turtles, either in their current state or if upgraded? A tool for the assessment of road-stream crossing for wildlife passage can be found here: https://streamcontinuity.org/naacc/assessments/terrestrialconnectivity.	5) Alternative 4 would allow for the barrier fencing to run directly along the Ojibway Parkway right-of way boundary, while maintaining fence continuity along either side of the crossing itself (due to the inclusion of a pedestrian tunnel). Allowing for fence placement directly adjacent the roadway would maximize the amount of natural habitat on the "conservation" side of the fence, increase cost-savings by linking with the existing 330m of roadside fence north of Broadway St., and increase trail user safety (especially for families with young children) by eliminating a situation where they would be "sandwiched" between a chain-link fence and a busy highway with vehicles driving 80 km/hr. This alternative would require the creative design of a pedestrian tunnel with open sightlines (other pedestrian tunnels in Windsor: 20m long tunnel under Geraedts Rd., 22.5m long under McHugh St., and 28m long under Wyandotte St. E.). 6) Alternative 4 has the lowest construction cost ($9.3 million) – resulting in a cost savings of over $4.0 million compared to Alternative 2! $4.0 million is a substantial savings and could be used to solve the pedestrian tunnel safety issue, construct under-rail crossings, and perhaps even address the documented road mortality problem on Malden and Matchette roads!	4) The study area boundary didn't include Black Oak Heritage Park, despite the stated project purpose to "begin re-establishing an ecological connection between Black Oak Heritage Park and Ojibway Park", and to "provide a connection for local tallgrass prairie plant communities". Project materials therefore did not depict vegetation communities within Black Oak Heritage Park, preventing an assessment of the location of the proposed crossing structure relative to existing, restored or proposed future tallgrass prairie plant communities. Projects aimed at increasing connectivity must investigate characteristics of both parks to be connected to determine the most suitable locations for connectivity interventions aimed at encourage dispersal of focal species or physically linking ecological communities. The current information presented, in concert with aerial imagery, suggests the placement of the structure is such that tallgrass prairie communities will not be physically linked. In the presence of apparent contradictions, and in the absence of defensible ecological data, it seems reasonable to conclude that the end goal of this project is not to increase connectivity and reduce road mortality per se; but rather to build a wildlife overpass. In fact, Mayor Dilkens discussed "our goal of building an ecopassage across Ojibway Parkway" in the Facebook Live meeting in November 2020 (https://www.youtube.com/watch?v=7pvnNjjC7PM). An ecopassage should not be an end in and of itself, rather, it ought to be constructed as a means to an end, the end being to reduce road mortality and increase connectivity for one or more target wildlife species between two fragmented parks. I caution that without this ultimate goal clearly in mind, we risk blindly pursuing a wildlife "conservation" project without robust supporting data, and potentially squandering ~$10,000,000 worth of precious conservation funds.	
Comment continued…			Alternatively, the feasibility of installing simple railroad crossing structures under the rail lines should be investigated (e.g., targeted removal of ballast between existing or specialized rail ties: see Pelletier et al. 2005). To achieve the provisioning of "safe" passage for SAR snakes and turtles, the project needs to directly incorporate the best available knowledge gained from connectivity modelling and railroad ecology studies.			

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12	Email May 4, 2021				Regarding the proposed Ojibway Parkway Wildlife Crossing. It was mentioned in a response from the Consultant to a public comment;"..We will certainly incorporate a buffer / green space between the end of the end of the overpass and the railway tracts and incorporate measures to ensure that wildlife would be able to safely disperse and cross the tracts with minimal risk. If we were successful in building a wildlife overpass, there would also be a monitoring program in place to ensure wildlife is safely crossing the tracks." 1. What precise safety measures are being referred to? Asking ETR to leave greater open space between their rail cars on various lines? Loud ETR signals to indicate rail car movement? Safety patrol security? Is the monitoring referring to 'animal sensors' or video cameras? That type of monitoring reference may serve some larger, visible mammals - but how does that work for small reptiles, turtles, snakes etc.? Is the proposed monitoring refenced to, meaning occasional live monitoring (how and by who?) or 24/ 7 electronic? Or is the 'monitoring' a reference to just having occasional mortality counts? How will this monitoring be employed on ETR lands? How will such a myriad of various species be dispersed? Will there be any consideration for tube tunnel inserts under the rail tracks by ETR for reptiles, amphibians or small mammals? 2. When the Herb Gray Parkway infrastructure was built it incorporated embedded, symbolic art work by a commissioned artist. There was an initial promise by the Herb Gray Parkway for an 'Open Public Art Competition' based on the merit of artistic idea - emanating from a competition juried by independent professionals. That open competition never occurred. Is there: 1. Possibility to consider incorporating a public art component in the proposed Ojibway Wildlife Crossing should it proceed? 2. If so, will any Public Art component considered be the result of an 'Open Call Public Art Competition' that can serve to both further engage the general public's interest as well as achieve greater, more inclusive and interesting result?	
13	Mailed Letter	Yes			Dear Sir, Yes please, I would like to be added to the Study Mailing List. Wards 1 + 2 have been 90% of my 60 years, and would be pleased to follow your solution. Thank you for this opportunity.	