

# APPENDIX

## K

### Public Information Centre #3

- Notice of Public Information Centre #3
- Public Information Centre #3 Materials
- Comments Received

# APPENDIX

Notice of Public Information Centre #3



# Ojibway Parkway Wildlife Crossing Municipal Class Environmental Assessment Public Information Centre #3

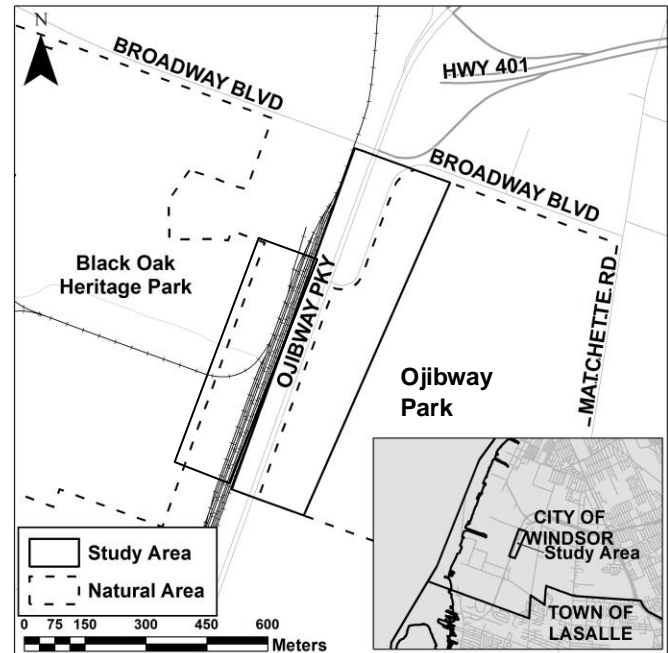


## The Study

In 2020, the City of Windsor initiated a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway to re-establish an ecological connection between the natural areas associated with Black Oak Heritage Park and Ojibway Park. 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 (amended in 2023) 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 #3

Consultation with the public, Indigenous groups, key stakeholders, and regulatory agencies is an important component of the Class EA process. Public Information Centre #2 was held from April 19, 2021, to May 3, 2021. Key feedback received during this event was to consider a Wildlife Crossing that connects the Ojibway Park and Black Oak Heritage Park. Accordingly, the Study Team has identified and evaluated additional design options for the Wildlife Crossing and identified a preferred design that is proposed to cross the Ojibway Parkway and ETR tracks and will connect Ojibway Park with the natural areas associated with Black Oak Heritage Park. Public Information Centre #3 is being hosted to present the updated preferred design. This event is being hosted in two formats:

**Virtual Public Consultation:** A project information package will be made available on the project webpage, starting Monday, December 18, 2023. Interested individuals are invited to review this information on their own time and submit any comments by January 26, 2024 using the online comment form. The project information package and online comment form will be available on:

<https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/Ojibway-Parkway-Wildlife-Crossing-Class-Environmental-Assessment.aspx>

**In-person Open House:** In addition to the Virtual Public Consultation, the Study Team will be hosting an In-person Open House on Thursday, January 18, 2024, from 2 pm – 4 pm and 6 pm – 8 pm at the Ojibway Nature Centre (5200 Matchett Rd, Windsor, ON N9C 4E8). Interested individuals are invited to attend this event where they will have the opportunity to meet with Study Team Members and ask any questions and submit comments.

If you have any questions or would like to submit questions and comments via email, please contact the following Study Team Members:

**Michael Todd, P.Eng.**  
Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

**Nathan Hellinga, B.Sc., CPESC, CAN-CISEC**  
Team Lead – Environmental Permitting & Compliance  
WSP E&I Canada Limited  
[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)



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.

# Ojibway Parkway Wildlife Crossing Class Environmental Assessment



In 2020, the City of Windsor initiated a Municipal Class Environmental Assessment (Class EA) study for a Wildlife Crossing at Ojibway Parkway south of Broadway Boulevard. The purpose of this study is to identify opportunities to provide safe passage for area wildlife and species at risk and create landscape connectivity in the Ojibway Prairie Complex. The Class Environmental Assessment process requires that various reasonable solutions shall be identified and evaluated to identify a preferred solution.

## Public Information Centre (PIC) #3

### [Notice of Online Public Information Centre #3](#)

Consultation with the public, Indigenous groups, key stakeholders, and regulatory agencies is an important component of the Class EA process. Public Information Centre #2 was held from April 19, 2021, to May 3, 2021. Key feedback received during this event was to consider a wildlife crossing that connects the Ojibway Park and Black Oak Heritage Park. Accordingly, the study team has identified and evaluated additional design options for the wildlife crossing and identified a preferred design that is proposed to cross the Ojibway Parkway and Essex Terminal Railway (ETR) tracks and will connect Ojibway Park with the natural areas associated with Black Oak Heritage Park. Public Information Centre #3 is being hosted to present the updated preferred design. This event is being hosted in two formats:

#### **Virtual Public Consultation (Monday, December 18, 2023, to January 26, 2024):**

A project information package is being made available on this web page starting Monday, December 18, 2023. Interested individuals are invited to review this information on their own time and submit any comments by January 26, 2024 using the online comment form (see links below).

- [Presentation Slides](#)
- [Evaluation of Alternatives](#)
- [Online Comment Form](#)

#### **In-Person Open House (Thursday, January 18, 2024):**

In addition to the virtual public consultation, the study team will be hosting an in-person open house on Thursday, January 18, 2024, from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. at the Ojibway Nature Centre (5200 Matchett Road, Windsor, Ontario, N9C 4E8). Interested individuals are invited to attend this event where they will have the opportunity to meet with study team members and ask any questions and submit comments.

## Public Information Centre (PIC) #2

### [Notice of Online Public Information Centre #2](#)

## Public Information Centre #2 - Virtual Consultation Platform (April 19, 2021)



Welcome to the City of Windsor's Public Information Centre #2 for the Ojibway Parkway Wildlife Crossing Schedule "C" Municipal Class Environmental Assessment (Phases 1 to 4). Please review the detailed instructions provided below on how to navigate the virtual consultation platform and access various materials available on it.

Click to access the [Virtual Consultation Platform](#).

You can access the following materials by panning around the virtual consultation platform and clicking on various symbols as outlined below:

- **Display Boards:** There are 7 display boards that provide high-level overview of study information. To zoom in on one of the display boards, scroll up or double click on the space outside the display board you would like to zoom in on.
- **Presentation Slides:** There are presentation slides provided under the purple folder icons 1 to 7 over the 7 display boards. These slides provide detailed information about the evaluation of alternative design concepts, the preliminary preferred design and next steps. You can download these slides from each section by hovering your mouse arrow over the purple folder icon and clicking on each title.
- **Preferred Design Drawing:** Preferred Design Drawing is available for download by hovering your mouse arrow over the purple location symbol over the table located in the centre of the room and clicking on the drawing name.
- **Project Documentation:** Public Information Centre #1 Summary Report and Evaluation of Alternative Design Concepts Memo are available for download by hovering your mouse arrow over the purple binary numbers symbol over the table (located by the window) and clicking on the memo titles.
- **Online Comment Form:** An Online Comment Form is available for you to provide feedback on the study. You can access the Online Comment Form by hovering your mouse arrow over the purple circle symbol over Comment Form display and clicking on the Online Comment Form.

## Public Information Centre (PIC) #2 Materials

The material provided on the virtual consultation platform can also be accessed by clicking on the following links:

- **A summary of the PIC #2 comments is provided as follows:**
  - [PIC #2 Comment Summary](#)
- [Presentation Slides](#)
- [Preferred Design Drawing](#)
- [Evaluation of Alternatives Memo](#)
- [Online Comment Form](#)

## Public Information Centre (PIC) #1

[Notice of Study Commencement and Online Public Information Centre #1](#)

## Public Information Centre #1 - Virtual Consultation Platform (November 19, 2020)

Welcome to the City of Windsor's Public Information Centre #1 for the Ojibway Parkway Wildlife Crossing Schedule "C" Municipal Class Environmental Assessment (Phases 1 to 4). Please review the detailed instructions provided below on how to navigate the virtual consultation platform and access various materials available on it.

Click to access the [Virtual Consultation Platform](#).

You can access the following materials by panning around the virtual consultation platform and clicking on various symbols as outlined below:

- **Display Boards:** There are 6 display boards that provide high-level overview of study information. To zoom in on one of the display boards, scroll up or double click on the space outside the display board you would like to zoom in on. Clicking on a display board will download the display image.
- **Presentation Slides:** There are a total of 26 presentation slides provided under the purple folder icons 1 to 6 over the 6 display boards. These slides provide detailed information on the study process. You can download these slides from each section by hovering your mouse arrow over the purple folder icon and clicking on each title (for example, Welcome, Study Overview, etc.).
- **Maps and Renderings:** These materials are available for download by hovering your mouse arrow over the purple location symbol over the table located in the centre of the room and clicking on each title (for example, Natural Heritage [Map], Wildlife Crossing Rendering, etc.).
- **Project Documentation:** The Evaluation of Alternatives Memo is available for download by hovering your mouse arrow over the purple binary numbers symbol over the table (located by the window) and clicking on the memo title.
- **Video/Animation of Preferred Solution:** A video/animation of the Preferred Solution is available for your viewing by hovering your mouse arrow over the purple circle over the screen and clicking on the title.
- **Comment Form:** An Online Comment Form is available for you to provide feedback on the study. You can access the Comment Form by hovering your mouse arrow over the purple circle symbol over Comment Form display and clicking on the Online Comment Form.

## Public Information Centre (PIC) #1 Materials

The material provided on the virtual consultation platform can also be accessed by clicking on the following links:

- **A summary of the PIC #1 comments is provided as follows:**
  - [PIC #1 Comment Summary](#)
- [Presentation Slides](#)
- Maps:
  - [Figure 1](#)
  - [Figure 2](#)
  - [Figure 3](#)
- Renderings:
  - [Rendering 1](#)
  - [Rendering 2](#)
  - [Rendering 3](#)
  - [Rendering 4](#)
- [Evaluation of Alternatives Memo](#)
- [YouTube Video](#)
- Comment Form:
  - [PDF Comment Form](#)
  - [Microsoft Word Comment Form](#)

For general information, call 311. For detailed inquiries, contact:

### **Michael Todd, P. Eng.**

Project Administrator  
City of Windsor  
350 City Hall Square West  
Windsor, Ontario, N9A 6S1  
Canada

### **Nathan Helliga, B. Sc., CPESC, CAN-CISEC**

Consultant Team Lead  
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Phone: (226) 204-1416  
Email: [nathan.helliga@wsp.com](mailto:nathan.helliga@wsp.com)



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- For Business
- Visiting Windsor
- E-Services
- Mayor and Council

- Contact Us
- Terms of Use/Privacy
- 211
- 311
- Weather
- Change Contrast
- Accessibility

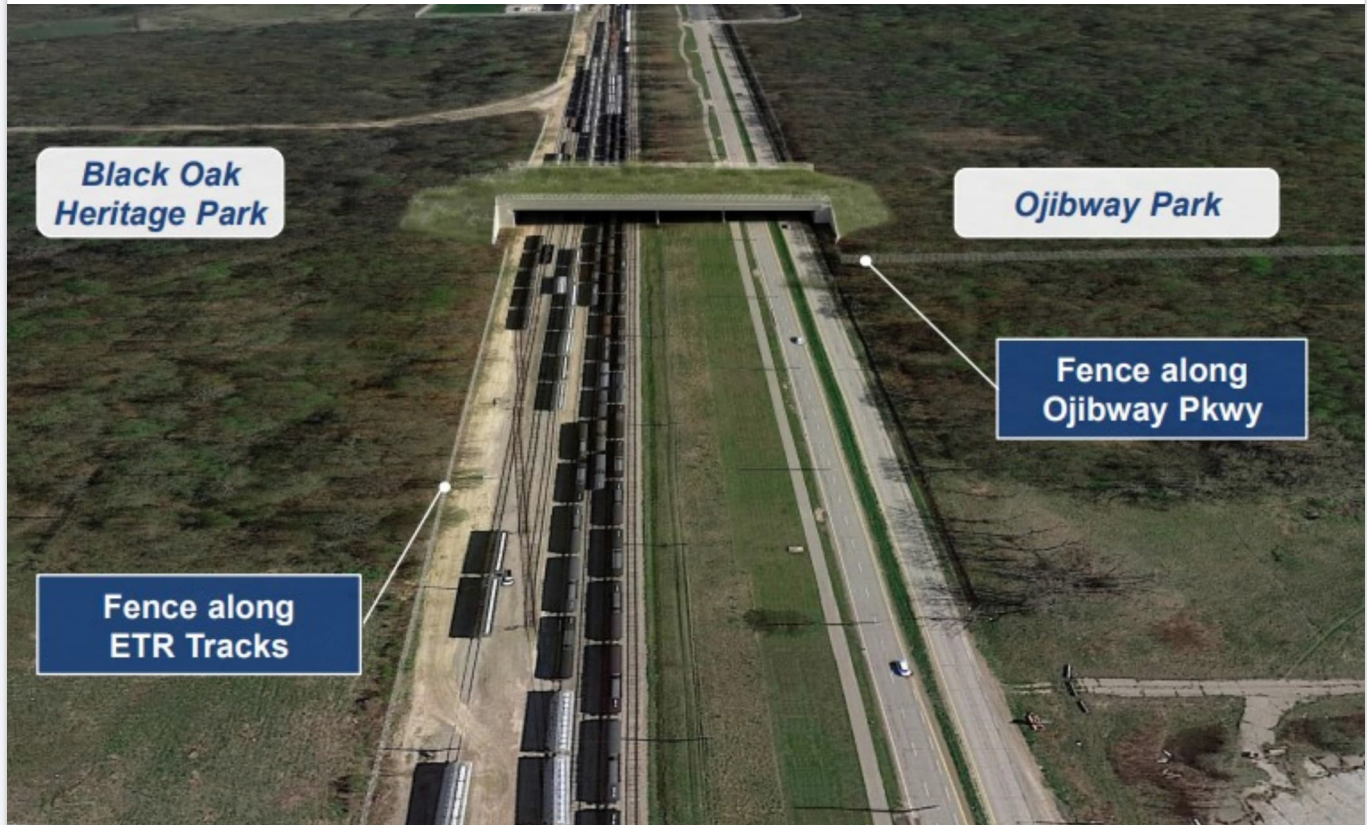
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**City of Windsor - Municipal Government** ✓

December 18, 2023 at 4:10 PM · 🌐

We want your input on a proposed wildlife crossing at Ojibway Parkway between Black Oak and Ojibway Park. Virtual public consultation is on until January 26, and an in-person event happens January 18, 2024, at Ojibway Nature Centre. Learn more here: <http://ow.ly/gmJ950Cp69U> #YQG



867

279 comments 323 shares

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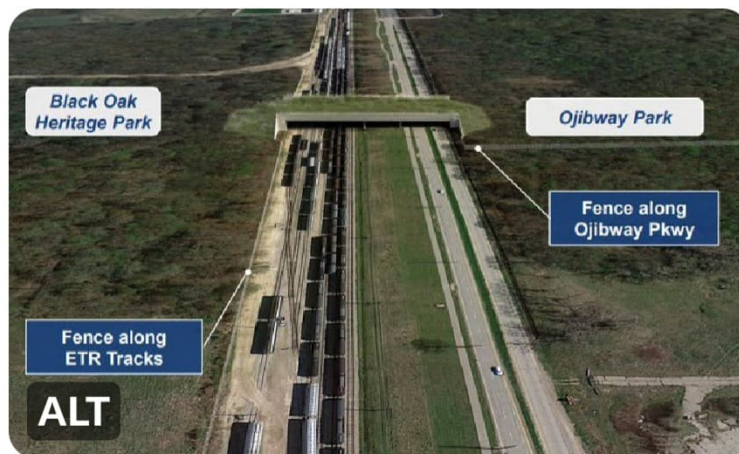
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**City of Windsor**  ... · 16h :

We want your input on a proposed wildlife crossing at Ojibway Parkway between Black Oak and Ojibway Park. Virtual public consultation is on until January 26, and an in-person event happens January 18, 2024, at Ojibway Nature Centre. Learn more here: [ow.ly/gmJ950Cp69U](https://ow.ly/gmJ950Cp69U) #YQG



2

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# Ojibway Nature Centre

**NEW!** Coming in 2023, an updated [ojibway.ca](http://ojibway.ca) website! Stay tuned!

Your guide to nature and wildlife in the Windsor Region.

**5200 Matchette Road  
Windsor, Ontario  
N9C 4E8**

**Open Wed - Sat, 12-5pm**

**FREE ADMISSION**

**FREE PARKING**

**(519) 966-5852**

[www.Ojibway.ca](http://www.Ojibway.ca)



**twitter** @OjibwayPrairie

**Instagram** @ojibwaynaturecentre



The Ojibway Parkway Wildlife Crossing Schedule 'C' Municipal Class Environmental Assessment Public Information Centre #3 is being hosted to present the update preferred design. This event is being hosted in virtual and in-person formats. Virtual consultation begins December 18, 2023, and in-person consultation is planned for January 18, 2024, with comments being invited by January 26, 2024. Please click [here](#) for details on how to participate and for more information on the project.

**NEW!** For information on the National Urban Park project and to provide your feedback on the proposed park, please visit [here](#).

**NEW!** The Official Bird of the City of Windsor is the Tufted Titmouse!! Click [here](#) for details.

**NEW!** The City of Windsor is developing our first-ever Urban Forest Management Plan (UFMP)! The UFMP will establish a long-term vision, goals, and targets for the maintenance, protection, and enhancement of trees across the entire city. Please click [here](#) for more information.

## Natural Areas

- [Ojibway Prairie Complex](#)
- [Virtual Tour of Ojibway](#)
- [Photo Gallery of Ojibway](#)
- [Ojibway's Species at Risk](#)
- [Maps](#)
- [History of Ojibway](#)

## The Nature Centre

- [Introduction](#)
- [Upcoming Events & Programmes](#) **NEW!**
- [School & Group Programmes brochure](#)
- [Nature Centre brochure](#)



## Wildlife

- [Massasauga Rattlesnake](#)
- [Amphibians & Reptiles](#)
- [Mammals of Ojibway](#)
- [Bats of Windsor/Essex](#)
- [Bat Photo Galleries](#)

## Friends

- [The Friends of Ojibway Prairie](#)
- [Essex County Field Naturalists' Club](#)
- [Healthy Headwaters Lab](#) **NEW!**



## Insects, Mites & Spiders

- [Insects of Ojibway](#)
- [Grasshoppers and crickets of Ojibway](#)
- [Emerald Ash Borer](#)
- [True Bugs](#)
- [Lady Beetles](#)
- [July Butterfly Counts](#)
- [Underwing Moths](#)
- [Dragonflies & Damselflies of Ojibway](#)
- [Fireflies](#)
- [Mosquitoes & Chiggers](#)
- [Spider Photo Gallery](#)



## Prairie, Botany, Fungi

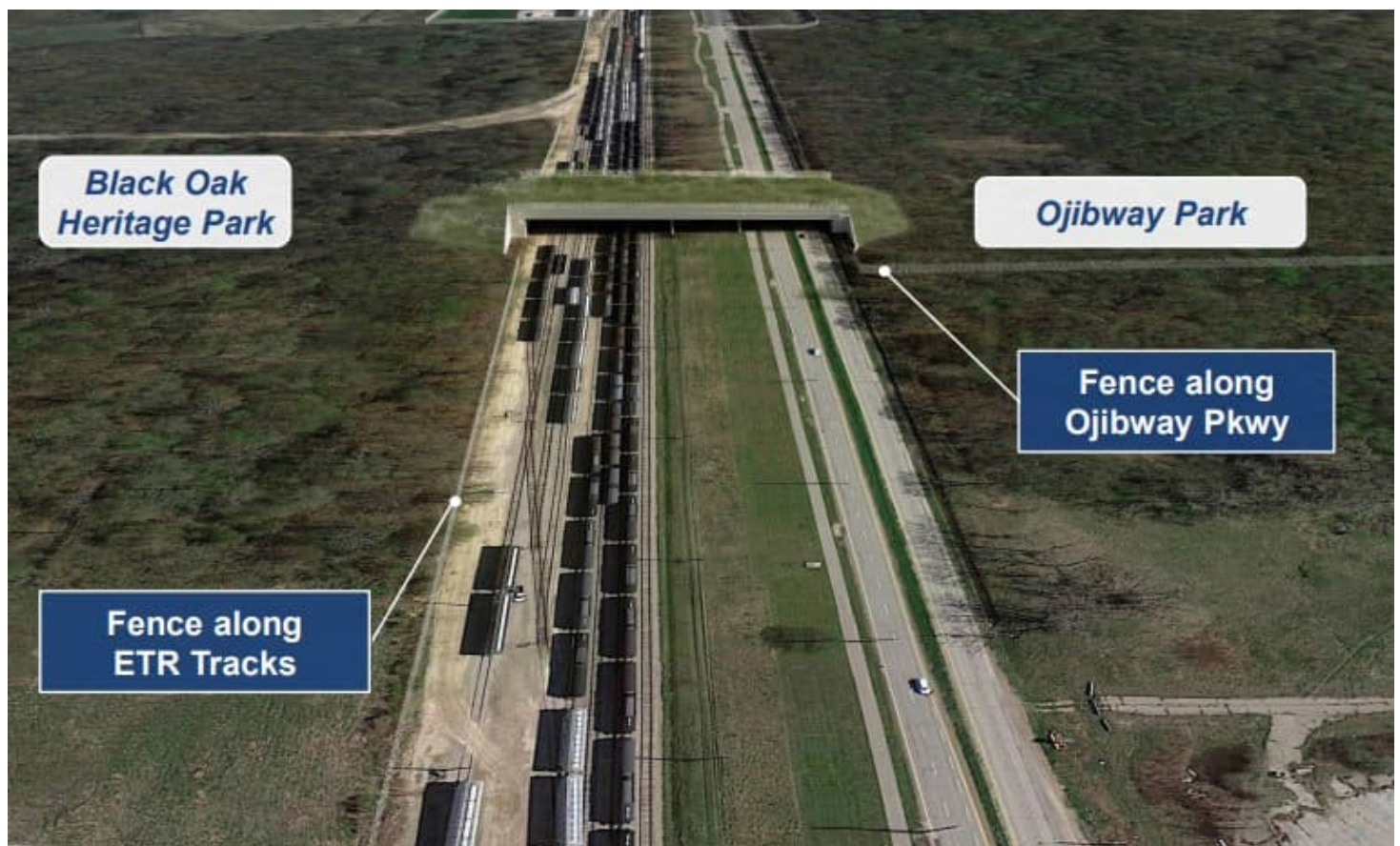
- [Prairie in Southern Ontario](#)
- [Prairie Wildflower Photo Gallery](#)
- [Orchid photo gallery](#)
- [Prescribed Burning in Ojibway Prairie Complex](#)
- [Recovery after 2003 Prescribed Burn](#)
- [Spring Wildflowers](#)
- [Summer Wildflowers](#)
- [Autumn Wildflowers](#)
- [Native Trees of Windsor & Essex](#)
- [Mushroom photo gallery](#)

# Input Wanted On Proposed Wildlife Crossing At Ojibway Parkway

windsoriteDOTca News Staff

Tuesday December 19th, 2023, 10:00am

City News



The City of Windsor wants input on a proposed wildlife crossing at Ojibway Parkway. The proposed crossing will connect Ojibway Park with the natural areas associated with Black Oak Heritage Park.

Virtual public consultation is on until January 26th [and can be found here.](https://windsorite.ca/2023/12/input-wanted-on-proposed-wildlife-crossing-at-ojibway-parkway/)



An in-person open house on will take place on Thursday, January 18th, 2024, from 2:00pm to 4:00pm and 6:00pm to 8:00pm at the Ojibway Nature Centre. Interested individuals are invited to attend this event, where they can meet with study team members, ask any questions, and submit comments.

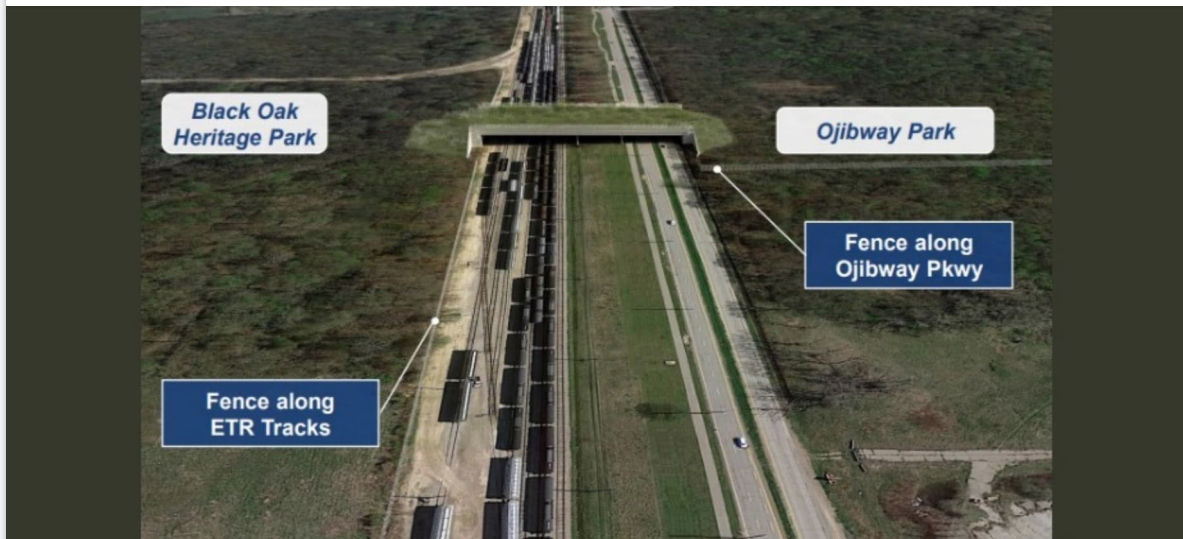
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**City of Windsor - Municipal Government**

December 28, 2023 at 10:33 AM ·

We want your input on a proposed wildlife crossing at Ojibway Parkway between Black Oak and Ojibway Park. Virtual public consultation is on until January 26, and an in-person event happens January 18, 2024, at Ojibway Nature Centre. Learn more here: <https://ow.ly/MvHp50QmmhR> #YQG



159

73 comments 73 shares

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City of Windsor

@CityWindsorON

We want your input on a proposed wildlife crossing at Ojibway Parkway between Black Oak and Ojibway Park. Virtual public consultation is on until January 26, and an in-person event happens January 18, 2024, at Ojibway Nature Centre. Learn more here: [ow.ly/2ZXQ50QmmhS](https://ow.ly/2ZXQ50QmmhS) #YQG



10:33 AM · Dec 28, 2023 · 1,201 Views

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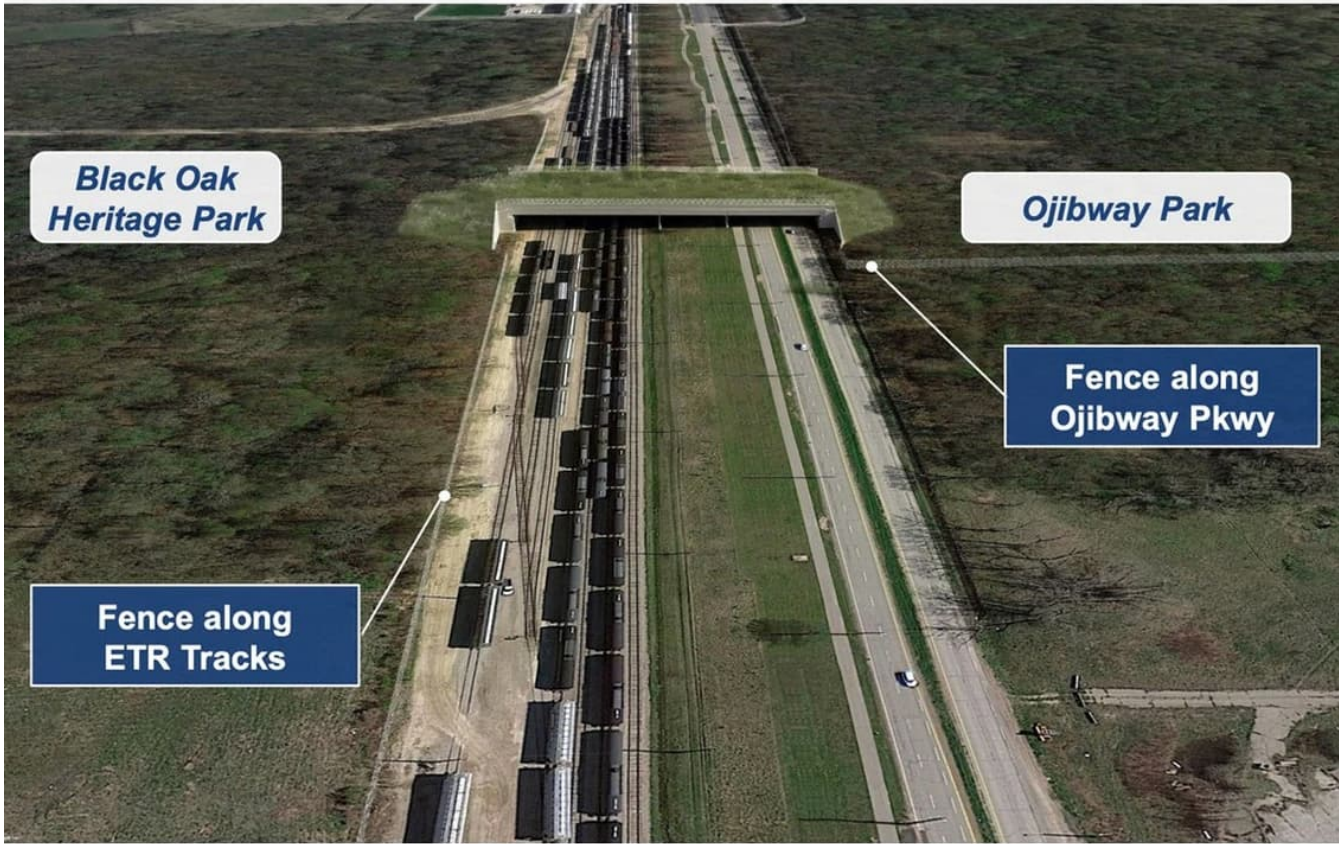
Local News

# Windsor seeks feedback on expanded Ojibway wildlife crossing design

Taylor Campbell

Published Dec 31, 2023 • Last updated 1 day ago • 2 minute read

20 Comments



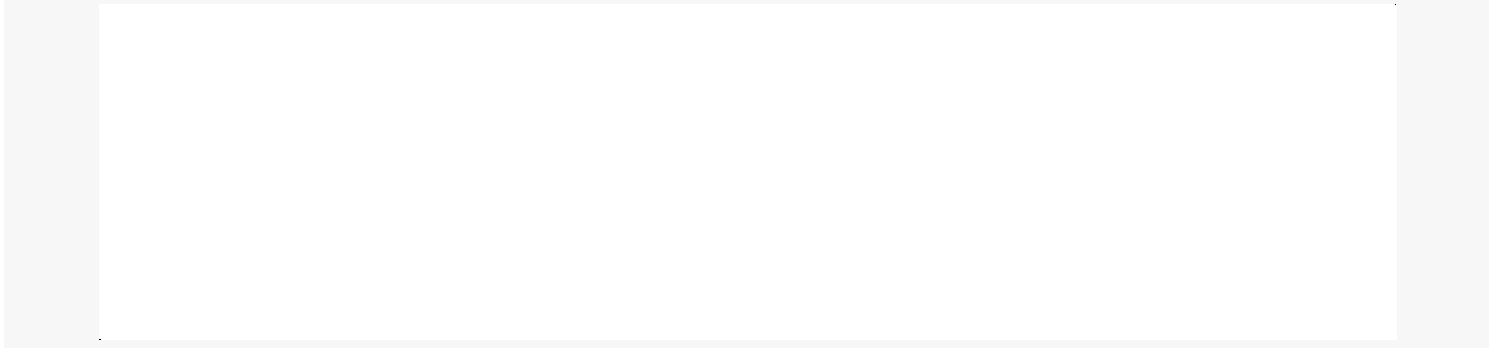
The City of Windsor shared administration's preferred design option for a wildlife crossing over Ojibway Parkway and Essex Terminal Railway tracks during online public consultation about the project in December 2023. PHOTO BY CITY OF WINDSOR

The public can have its say on the look of a wildlife crossing over Ojibway Parkway that stretches beyond the Essex Terminal Railway tracks.



The City of Windsor would like residents to share their thoughts on the latest design for a structure connecting Ojibway Park and Black Oak Heritage Park, either by completing an online comment form or by attending an in-person open house.

STORY CONTINUES BELOW



The “preferred” option shared by the city this winter would cost an estimated \$28 million and include a three-span structure 50 metres wide over the rail yard, Ojibway Parkway’s four lanes of traffic, and the boulevard between. The structure would have a 5.5-metre vertical clearance over the parkway and a 7.49-metre vertical clearance over the train tracks, and there would be fences along the train tracks to keep wildlife out.

Three other options range upwards in price to \$33 million and include one single-span, a four-span structure, and two separate single-span crossings.

Presentation slides with information about the project and the online comment form can be found at [citywindsor.ca](https://citywindsor.ca). Comments will be collected until Jan. 26.

The study team will host in-person open houses at the Ojibway Nature Centre (5200 Matchett Rd.) on Jan. 18 from 2 to 4 p.m. and again from 6 to 8 p.m. Attendees will have the opportunity to meet with study team members to ask questions and make comments.





A deer crossing sign is seen on Ojibway Parkway on March 31, 2022. PHOTO BY DAX MELMER /Windsor Star

The City of Windsor initiated an environmental assessment to consider the wildlife crossing's construction in 2020. Designs presented to city council in 2021 — a 50-metre-wide green bridge over Ojibway Parkway just south of Broadway Street — would have cost \$15.3 million at the time and stopped short of the rail yard.

STORY CONTINUES BELOW

The proposed crossing to protect wildlife from motor traffic, but which ended at the edge of fenced-off train tracks, sparked public criticism.

Following the current round of public consultation, the study team will consider the feedback it receives and finalize a preferred design in February. The matter is expected to go to city council in May.

The issue of a wildlife crossing over Ojibway Parkway has taken on renewed urgency with the push to create the Ojibway National Urban Park. Connecting natural areas in the park is considered key to its success.

The other way is through Parks Canada, which is exploring designating a national urban park consisting of existing Ojibway natural areas.

RELATED STORIES



City approves study of wildlife overpass that doesn't end in rail yard

Meanwhile, Port Windsor’s Ojibway Shores has been transferred to Parks Canada, and the province’s Ojibway Prairie Provincial Nature Reserve is being transferred, as well. LaSalle is also offering some of its municipal properties.

[tcampbell@postmedia.com](mailto:tcampbell@postmedia.com)

[twitter.com/wstarcampbell](https://twitter.com/wstarcampbell)



COMMENTS

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Windsor Star

Windsor welcomes Benjamin Skye as first baby of 2024

Windsor Star

The Best Orthopedic Men's Shoes for All Day Walking and Standing





Alexander Campbell, president of the Essex County Field Naturalists' Club. (Alexander Campbell)

- [New funding to aid Massasauga rattlesnake population recovery in Windsor-Essex](#)
- [Speed limit dropped to 70 km/h on Ojibway Parkway](#)

After this feedback period, the project's study team will finalize the design and update its report.

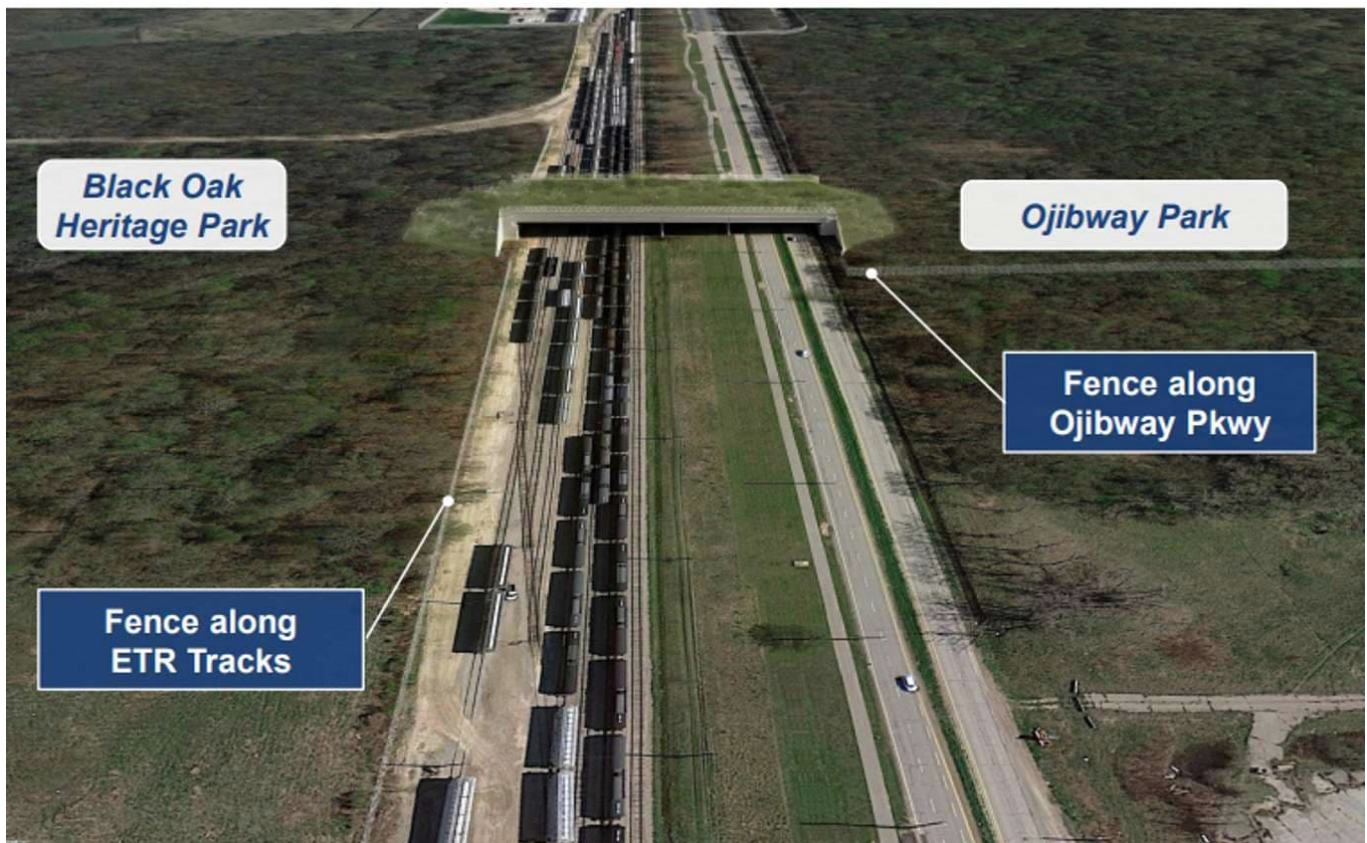
The report will be reviewed by necessary agencies and First Nations representatives, then be presented to city council for approval, ideally in May 2024.

The team hopes the study is completed by July 2024, so that the project can embark on Phase 5 — the detailed design.

A date for possible construction has not been discussed. It's estimated that the work would affect traffic for about 18 months.



Stacey McGuire, executive director of the City of Windsor's engineering department. (City of Windsor)



*Proposed wildlife crossing in the City of Windsor.*

## WINDSOR | NEWS

# Windsor looking for input on wildlife crossing

BY MAUREEN REVAIT

JANUARY 3, 2024 - 5:00AM

crossing at Ojibway Parkway.

The crossing would connect Ojibway Park and Black Oak Heritage Park over Ojibway Parkway and Essex Terminal Railway (ETR) tracks. The preferred design could cost an estimated 28 million dollars.

Virtual public consultation is underway now. The preferred design and other designs that were considered can be found [here](#).

The study team will also be hosting an in-person open house on Thursday, January 18, 2024, from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. at the Ojibway Nature Centre. At the event, people will have the opportunity to ask questions and submit comments.

Feedback on the preferred design will be accepted until January 26, 2024.

A final proposal will be presented to Windsor City Council in the spring.

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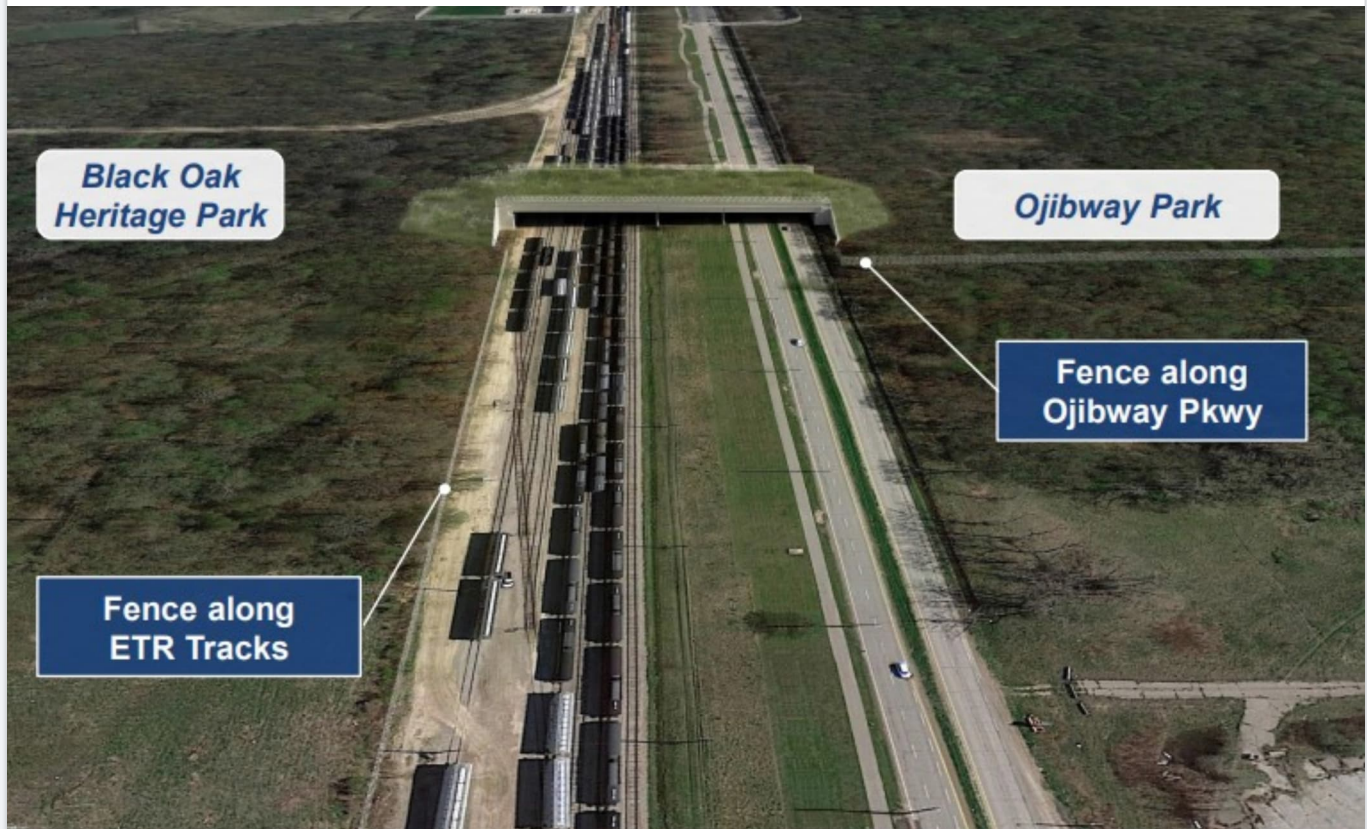
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City of Windsor - Municipal Government

January 5 at 11:53 AM · 🌐

Share input and questions on a proposed wildlife crossing at Ojibway Parkway between Black Oak and Ojibway Park: January 18, 2024, 2 to 4 p.m. or 6 to 8 p.m. at Ojibway Nature Centre (5200 Matchett Road). Virtual consultation also open until January 26. Learn more here: <https://ow.ly/MvHp50QmmhR> #YQG



86

11 comments 24 shares

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# Windsor Morning



## Ojibway Eco Crossing Public Meeting




Play Segment **5:04**



Share  
Segment

The public had a chance to weigh in on plans for a wildlife crossing over Ojibway Parkway last night. Windsor Morning Host Amy Dodge spoke to Stacey McGuire, the Executive Director of Development for the City of Windsor.

Aired: Jan. 19, 2024

More from Windsor Morning 

# APPENDIX

**Public Information Centre #3 Materials**





# WELCOME!

## OJIBWAY PARKWAY WILDLIFE CROSSING MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

### PUBLIC INFORMATION CENTRE #3

#### Virtual Public Consultation

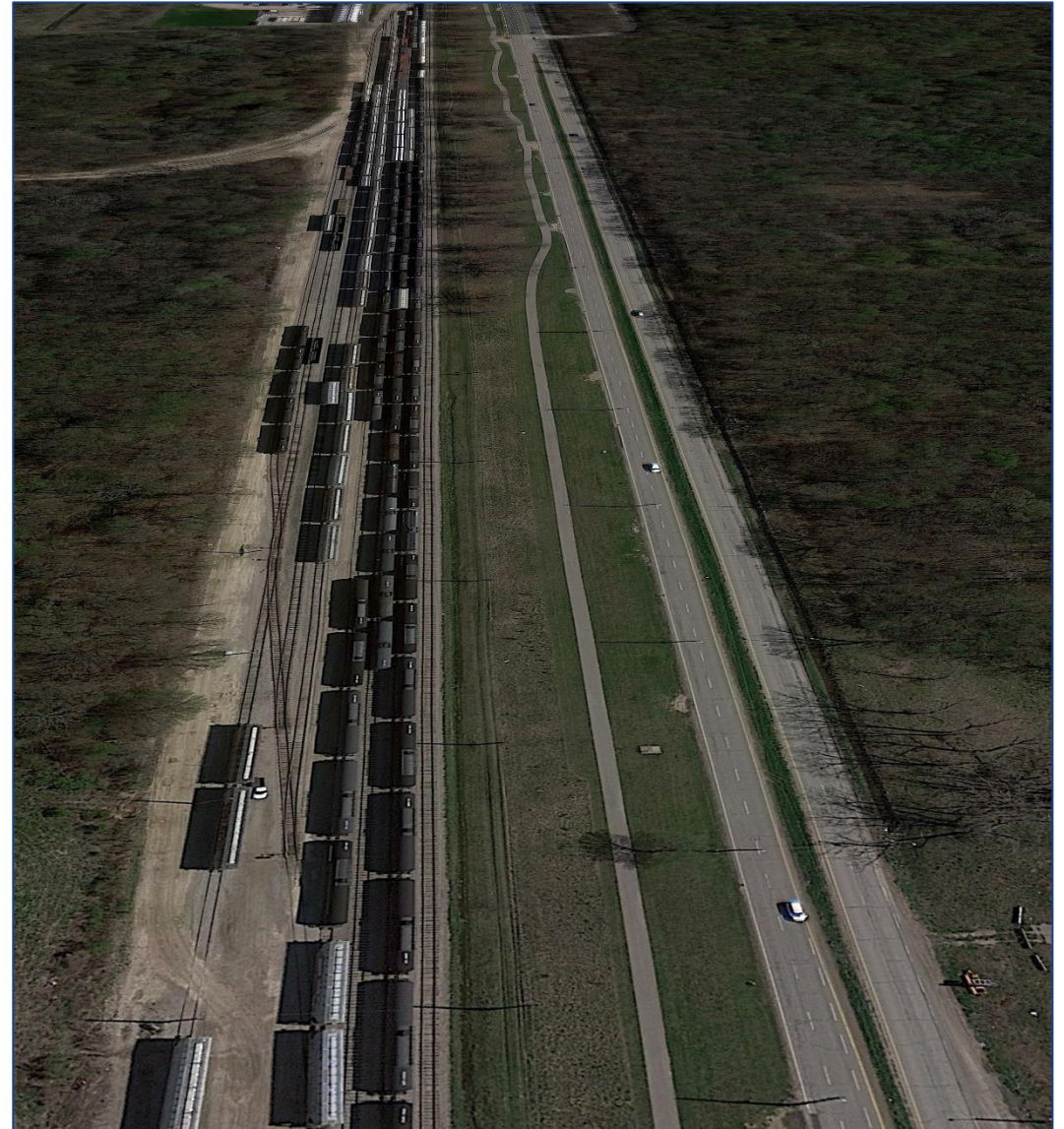
18 December 2023 – 26 January 2024



#### In-person Open House

18 January 2024 (2 pm – 4 pm and 6 pm – 8 pm)

Ojibway Nature Centre  
5200 Matchett Rd, Windsor, ON N9C 4E8





# PURPOSE OF THIS PUBLIC INFORMATION CENTRE (PIC)

**Study overview**

**Study process and timeline**

**What we heard previously**

**Work completed since PIC #2**

**New design options for wildlife crossing**

**Summary of evaluation and preferred design for wildlife crossing**

**Next steps**



# STUDY OVERVIEW

- The City of Windsor is undertaking a study to consider the construction of a Wildlife Crossing at Ojibway Parkway to re-establish an ecological connection between the natural areas associated with Black Oak Heritage Park and Ojibway Park.
- 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 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day, as well as the 8 tracks operated by the Essex Terminal Railway (ETR) to the west of the Parkway inhibit wildlife movement and ecological functions.*



# MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS

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

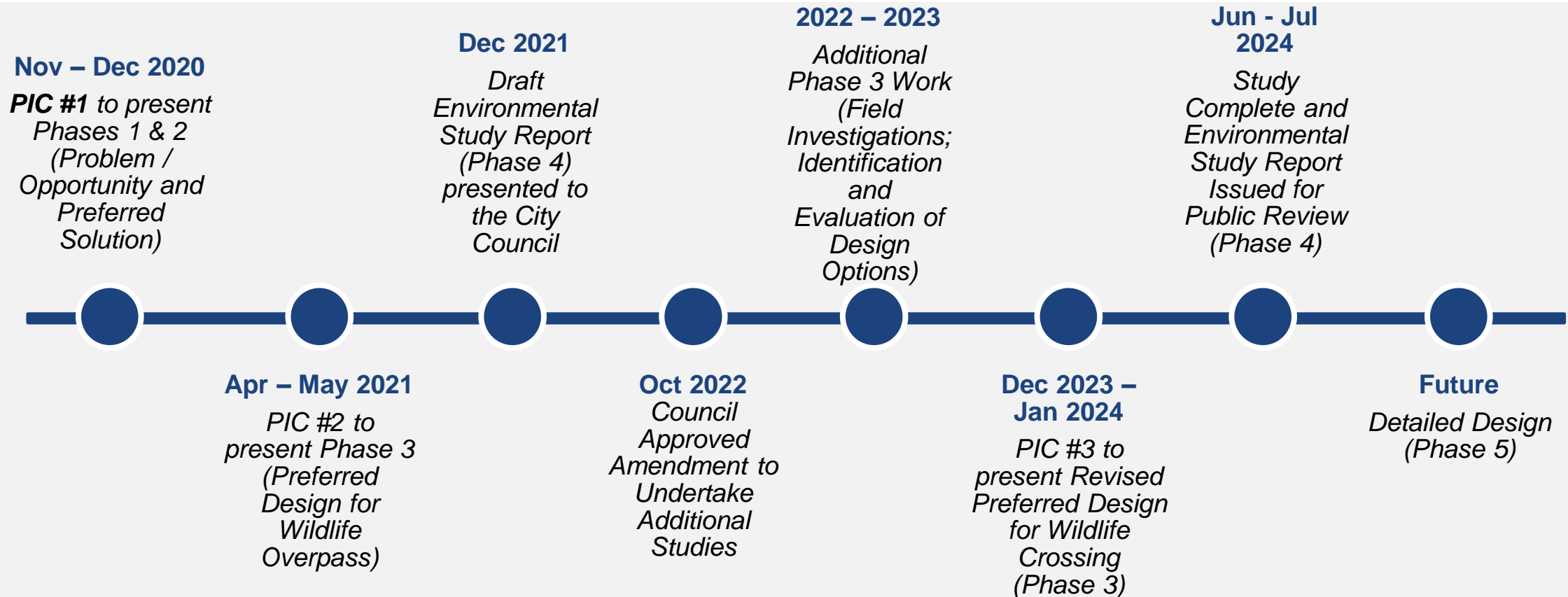
**We are  
here**

Phases 1 and 2 have been completed.

Phase 3 was revisited.

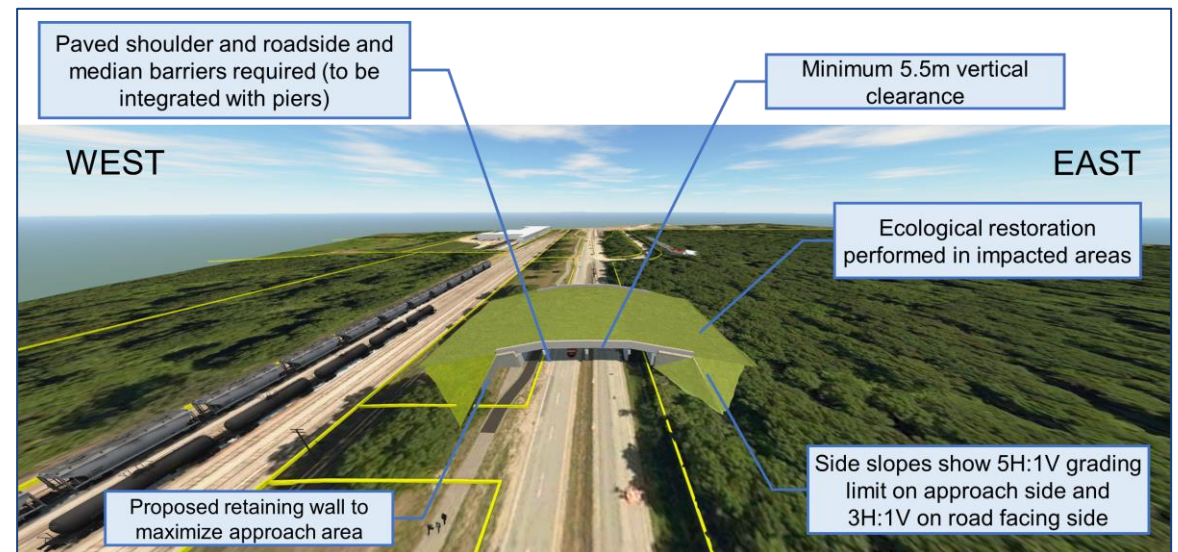
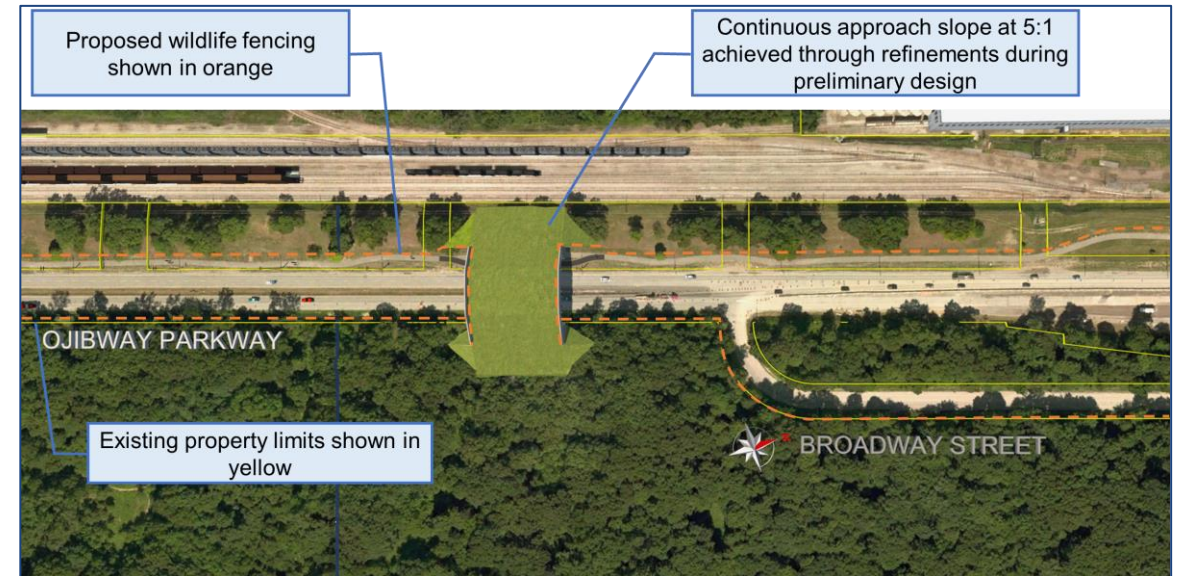
# STUDY PROCESS AND TIMELINE

- This study is being carried out in accordance with the Municipal Class Environmental Assessment process under Ontario's Environmental Assessment Act.
- This study will address requirements of Phases 1 through 4 of the process.



# WHAT WE HEARD PREVIOUSLY

- Previously, a four-span bridge was identified as Preliminary Preferred Design for the Wildlife Crossing.
- This structure included crossing of Ojibway Parkway and landing in the boulevard to the west.
- Significant comments were received from the public, government agencies, ETR, and Indigenous Nations to consider a crossing that would cross ETR tracks and land in the natural areas associated with Black Oak Heritage Park west of the ETR tracks.





# WORK COMPLETED SINCE PIC #2

Since PIC #2, the Study Team completed the following work:

## Study Area Expansion:

The Study Area was expanded to include portions of the Black Oak Heritage Park and the adjacent natural area to allow for consideration of Wildlife Crossing Options across ETR Tracks.

## Additional Field Studies:

Additional ecological field studies were completed within the expanded study area during 2023.

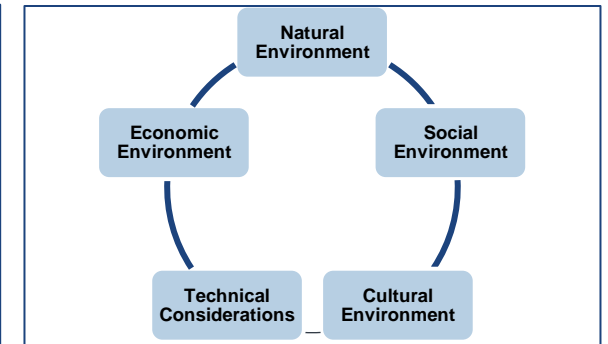
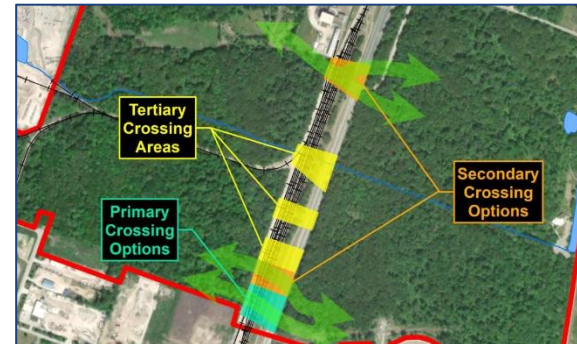
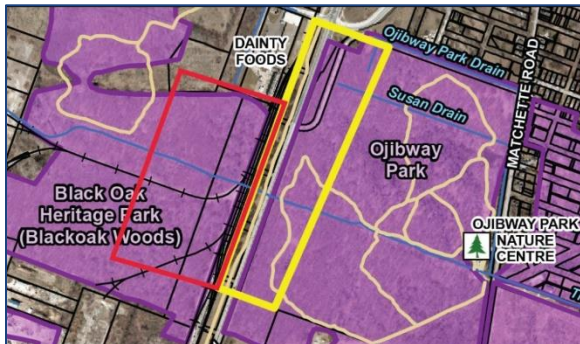
Relevant information from other studies performed by the City was reviewed and incorporated into the assessments and evaluation.

## Connectivity Analysis:

Connectivity modelling was completed to identify additional locations for a Wildlife Crossing along Ojibway Parkway. The intent was to identify an alternative location for the crossing that would avoid impacts to the Black Oak Wetland Complex.

## New Design Options:

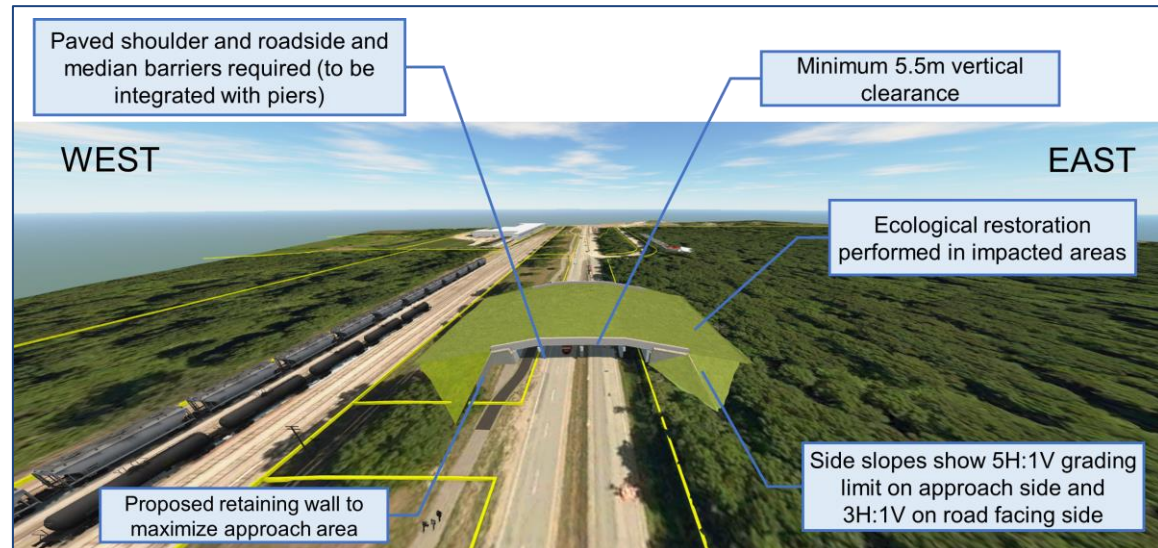
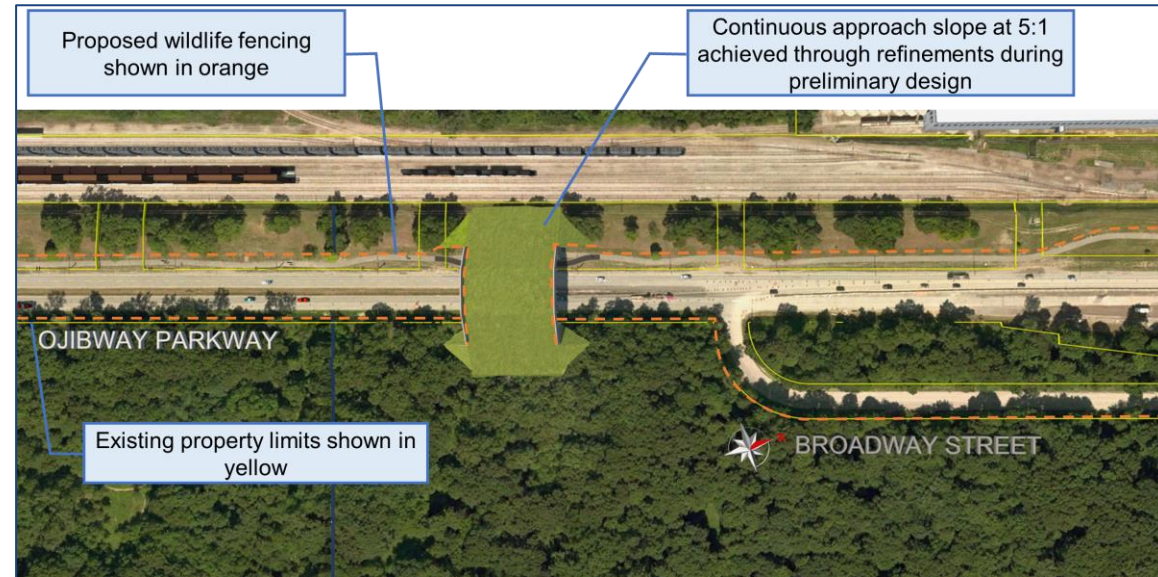
Four (4) new design options were developed for the Wildlife Crossing over Ojibway Parkway and ETR Tracks.



# PREVIOUS PRELIMINARY PREFERRED DESIGN (PIC #2)

This design option would include:

- **Four span structure crossing only Ojibway Parkway.**
- **50 m wide** wildlife crossing connecting Ojibway Park on the east to the boulevard west of Ojibway Parkway.
- 5.5 m vertical clearance over Ojibway Parkway.
- Fences along Ojibway Parkway and ETR tracks to keep the wildlife outside of roadway.
- **Wildlife still must cross the existing ETR tracks.**

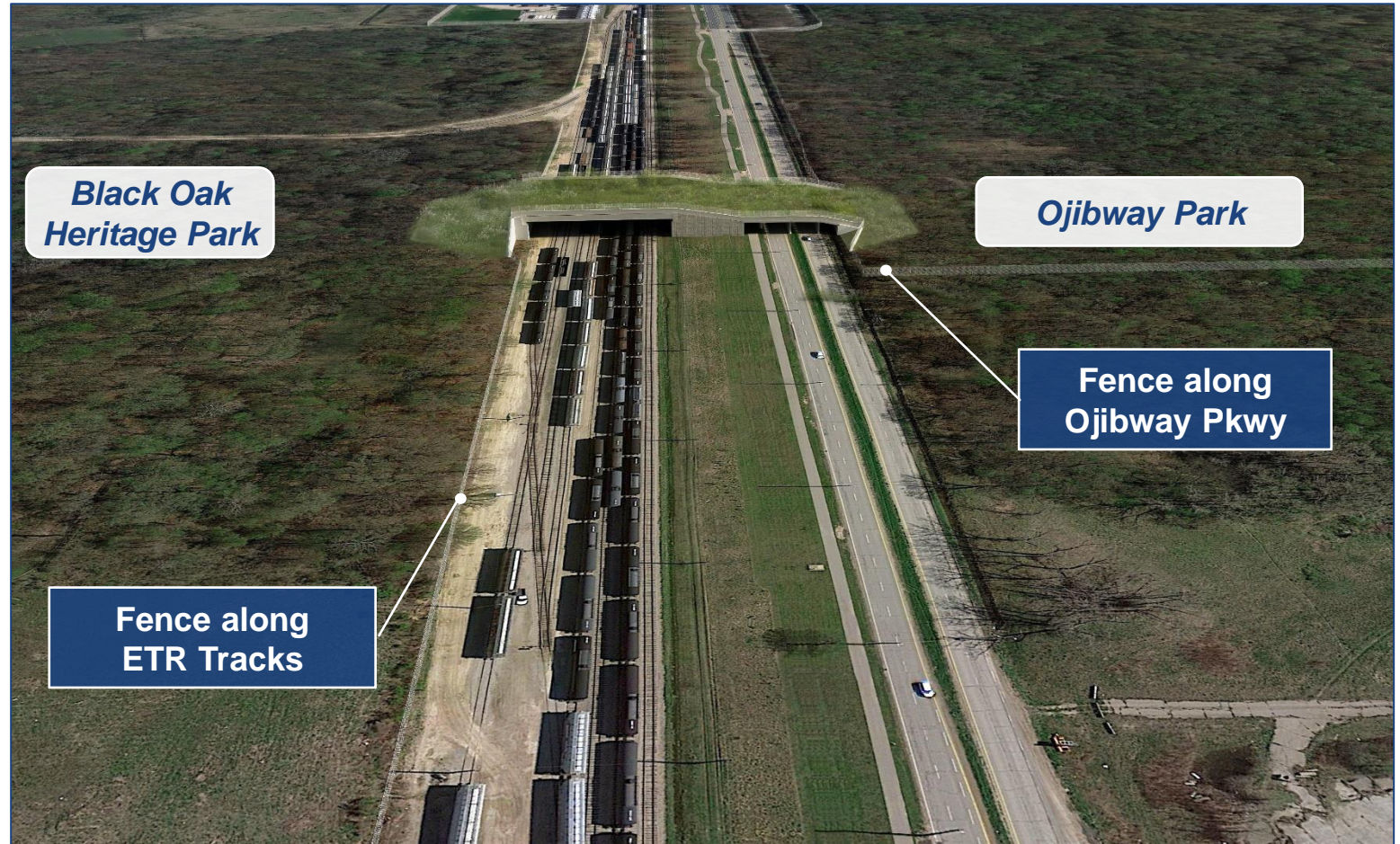




# DESIGN OPTION 1 – CONCEPTUAL RENDERING

This design option would include:

- **Four span structure over Ojibway Parkway** with a **single span structure over ETR tracks**. Structures will be **connected with an earth ramp** retained by reinforced soil slope (RSS) retaining walls.
- **50 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 m vertical clearance over Ojibway Parkway and 7.49 m vertical clearance over ETR Tracks.
- Fences along Ojibway Parkway and ETR tracks to keep the wildlife outside of roadway and railway tracks.

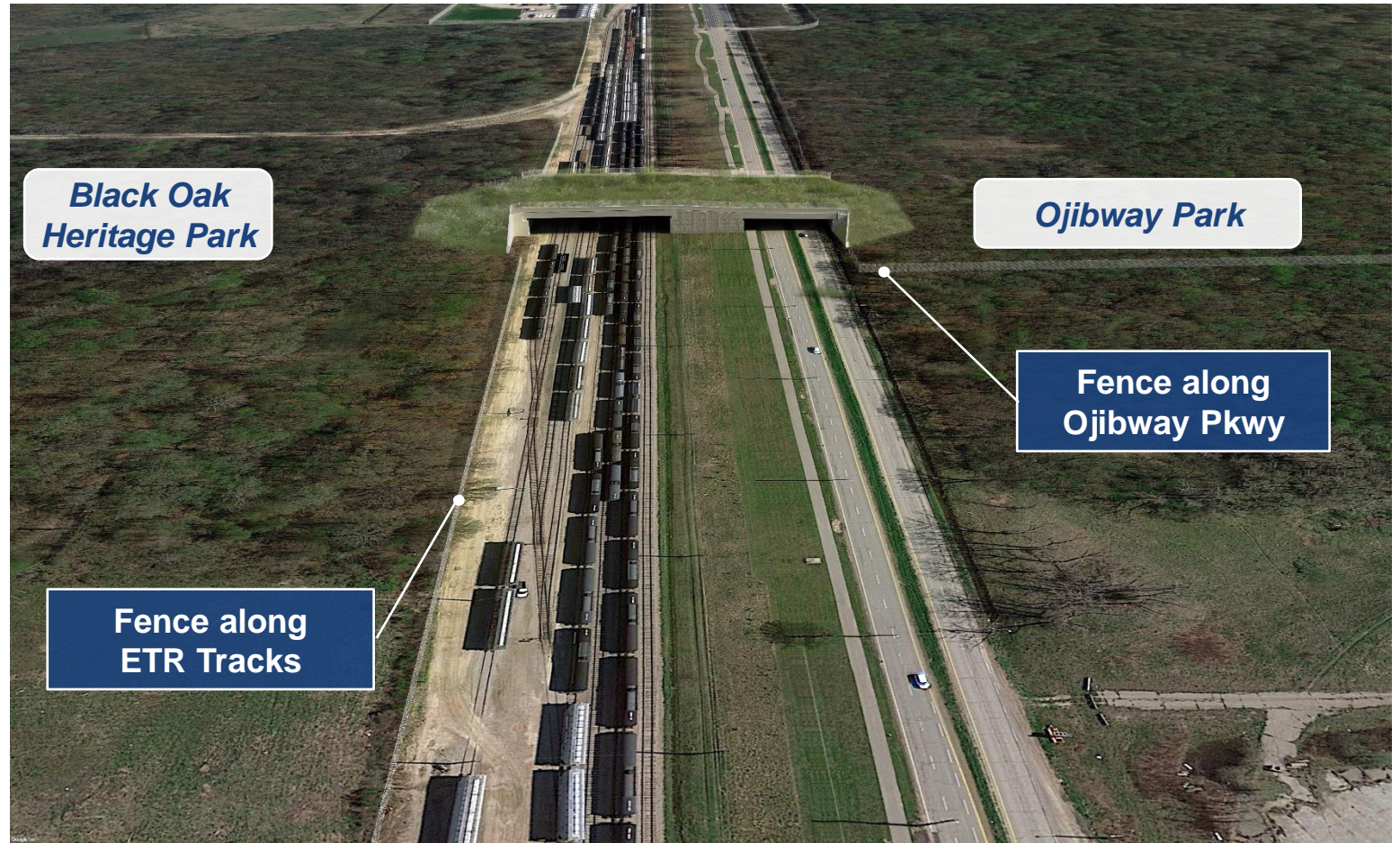




# DESIGN OPTION 2 – CONCEPTUAL RENDERING

This design option would include:

- **Single span structure over Ojibway Parkway** with a **single span structure over ETR tracks**, connected with an earth ramp retained by RSS retaining walls.
- **50 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 m vertical clearance over Ojibway Parkway and 7.49 m vertical clearance over ETR Tracks.
- Fences along Ojibway Parkway and ETR tracks to keep the wildlife outside of roadway and railway tracks.

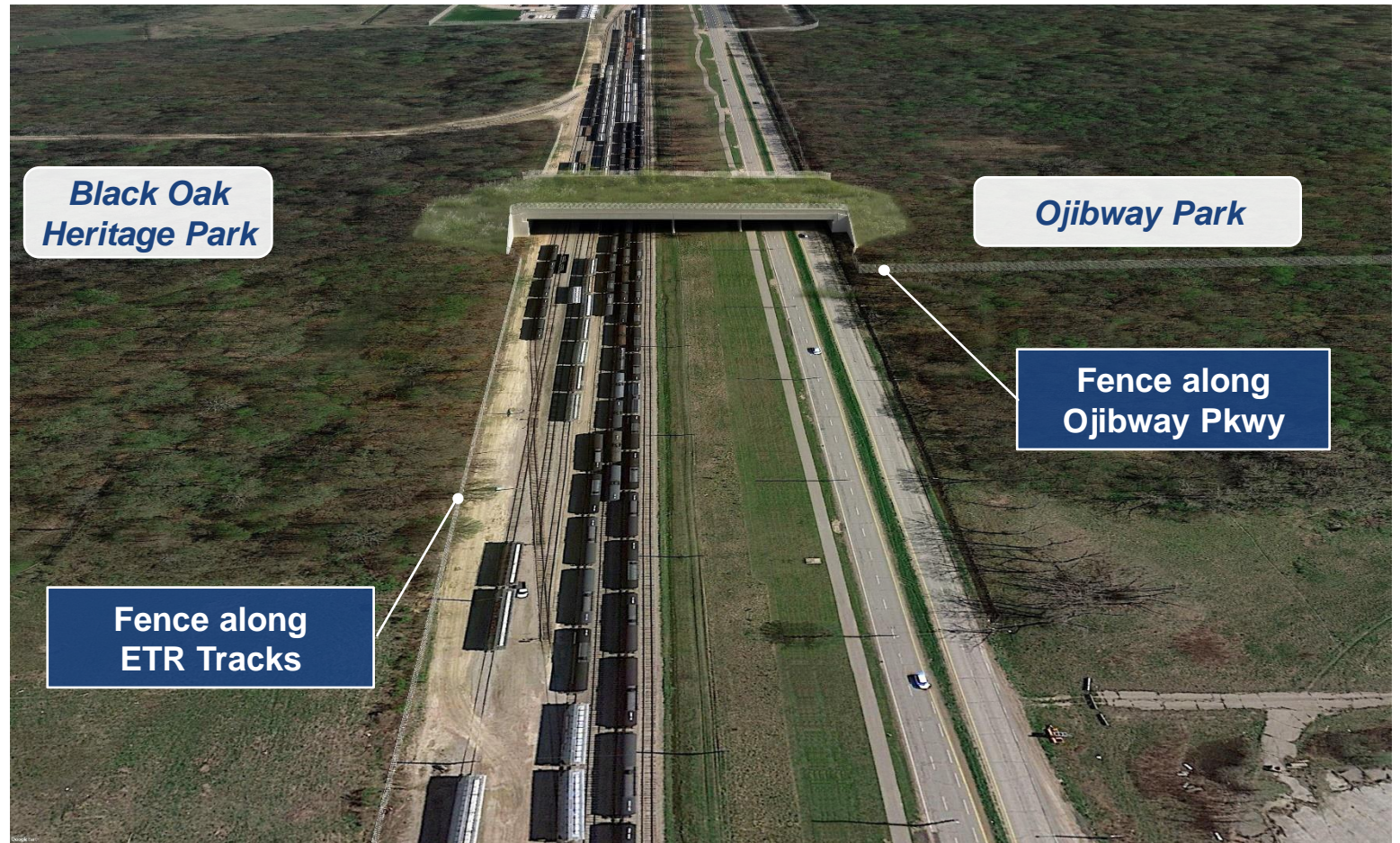




# DESIGN OPTION 3 – CONCEPTUAL RENDERING

This design option would include:

- **Three span structure** (bridge spans over ETR tracks, span over boulevard between ETR tracks and Ojibway Parkway, and span over Ojibway Parkway).
- **50 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 m vertical clearance over Ojibway Parkway and 7.49 m vertical clearance over ETR Tracks.
- Fences along Ojibway Parkway and ETR tracks to keep the wildlife outside of roadway and railway tracks.

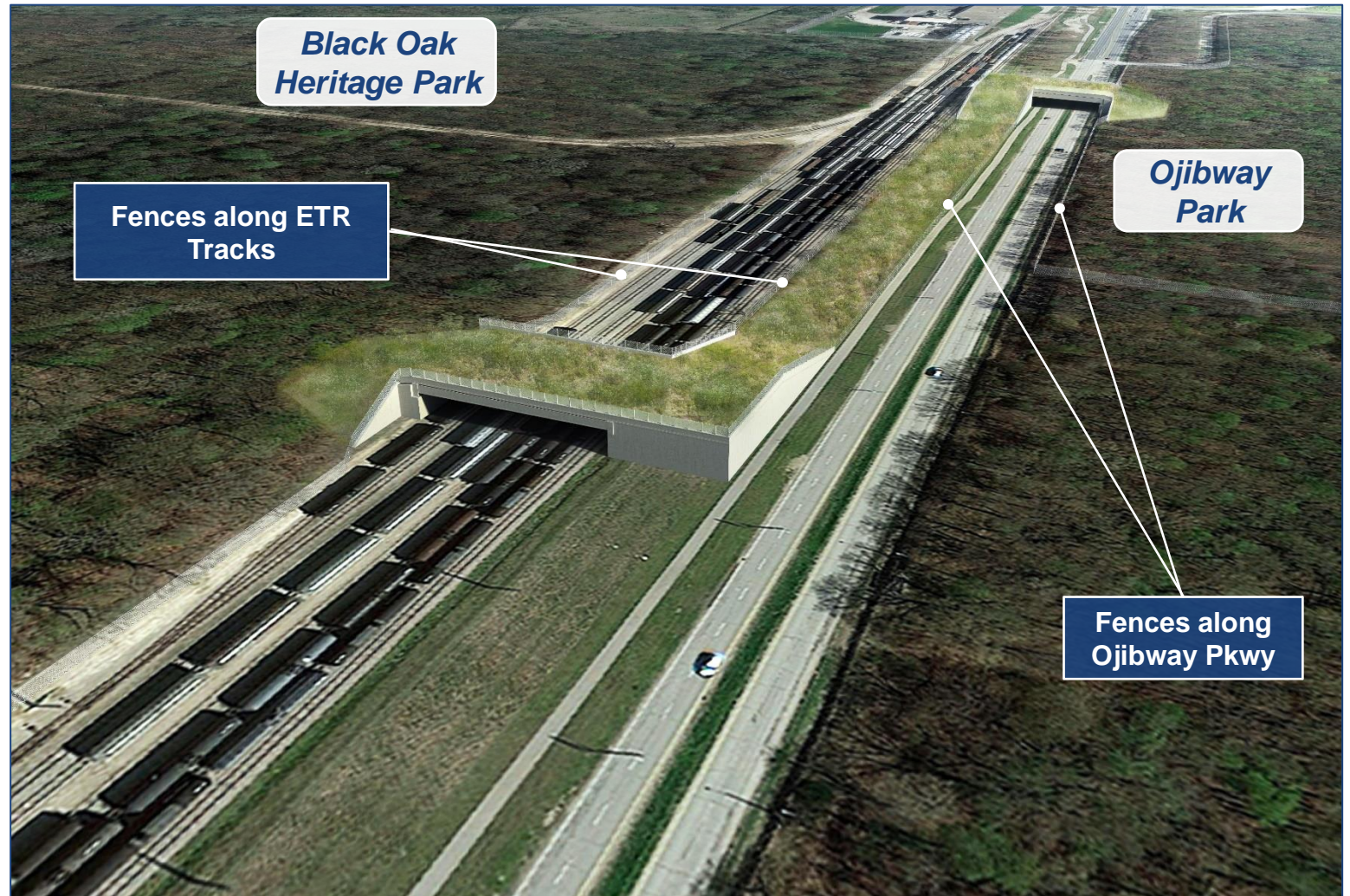




# DESIGN OPTION 4 – CONCEPTUAL RENDERING

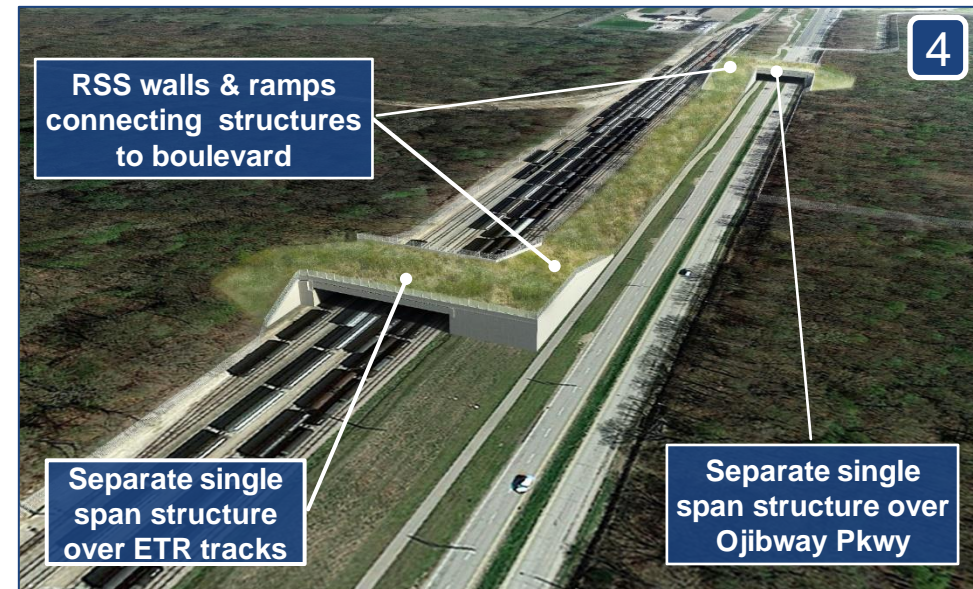
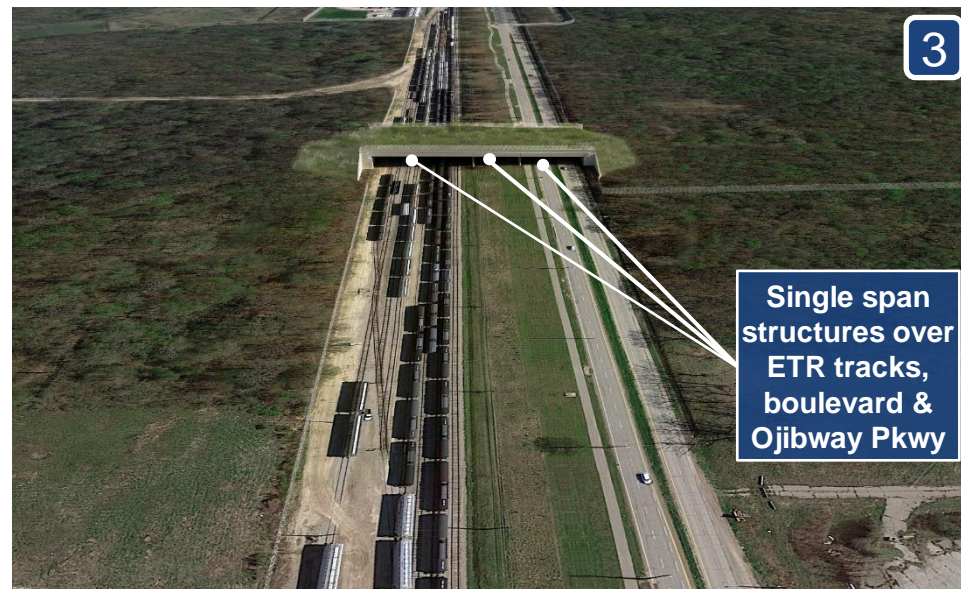
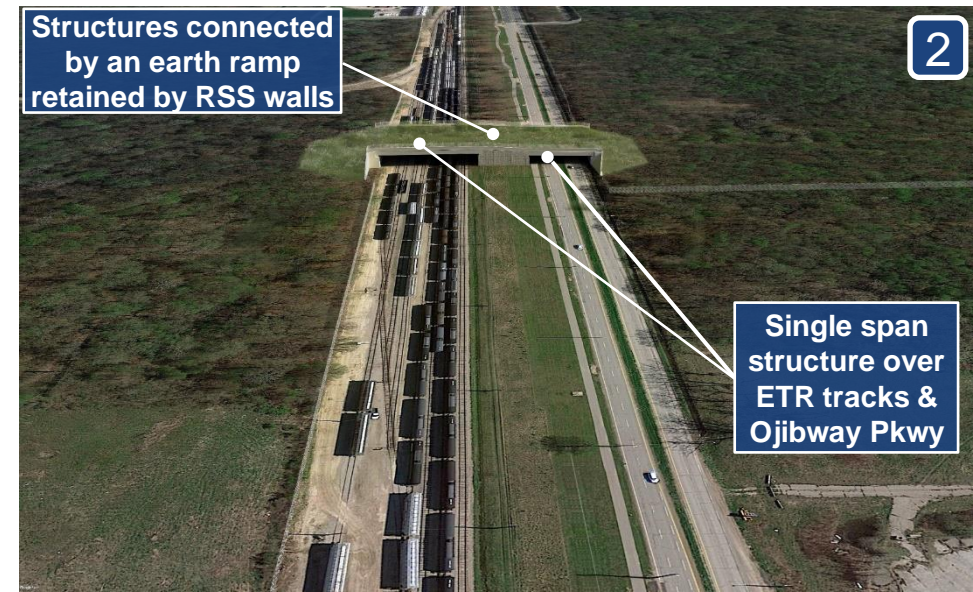
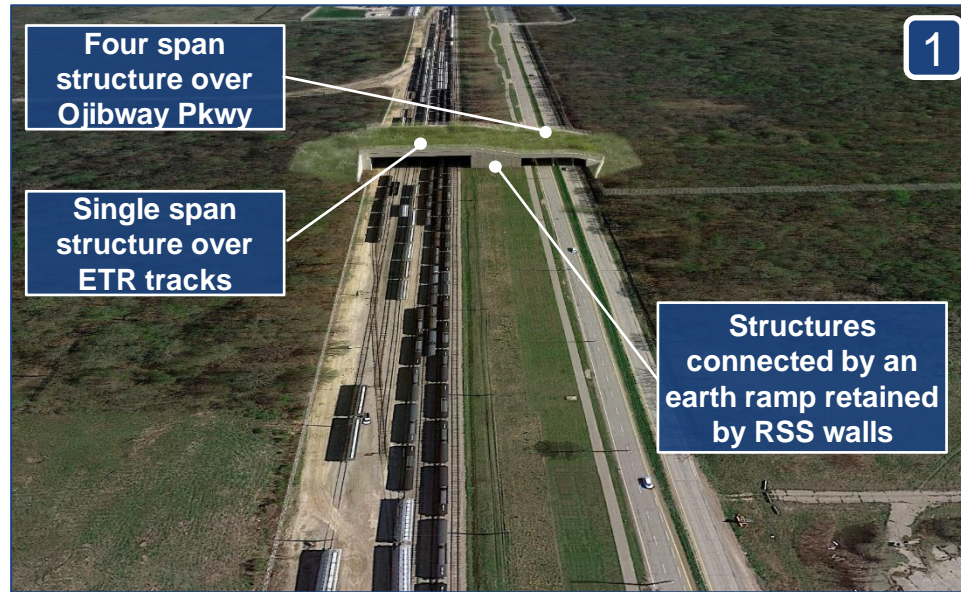
This design option would include:

- **Two separate crossings** - single span over Ojibway Parkway and single span over ETR tracks.
- **40 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 m vertical clearance over Ojibway Parkway and 7.49 m vertical clearance over ETR Tracks.
- Fences along Ojibway Parkway and ETR tracks to keep the wildlife outside of roadway and railway tracks.





# DESIGN OPTIONS - KEY DIFFERENCES – CONCEPTUAL RENDERINGS

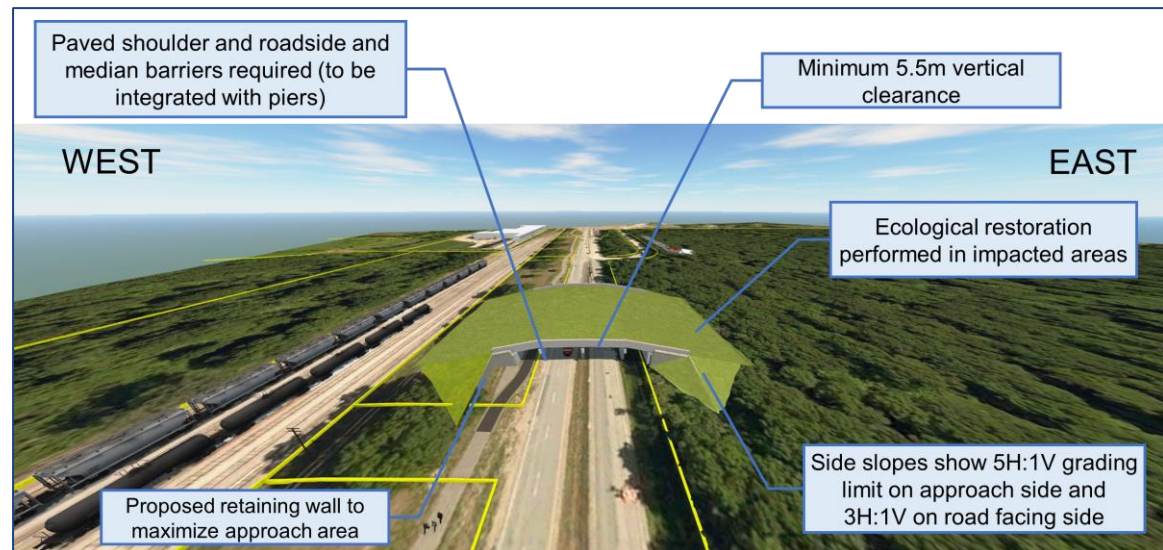
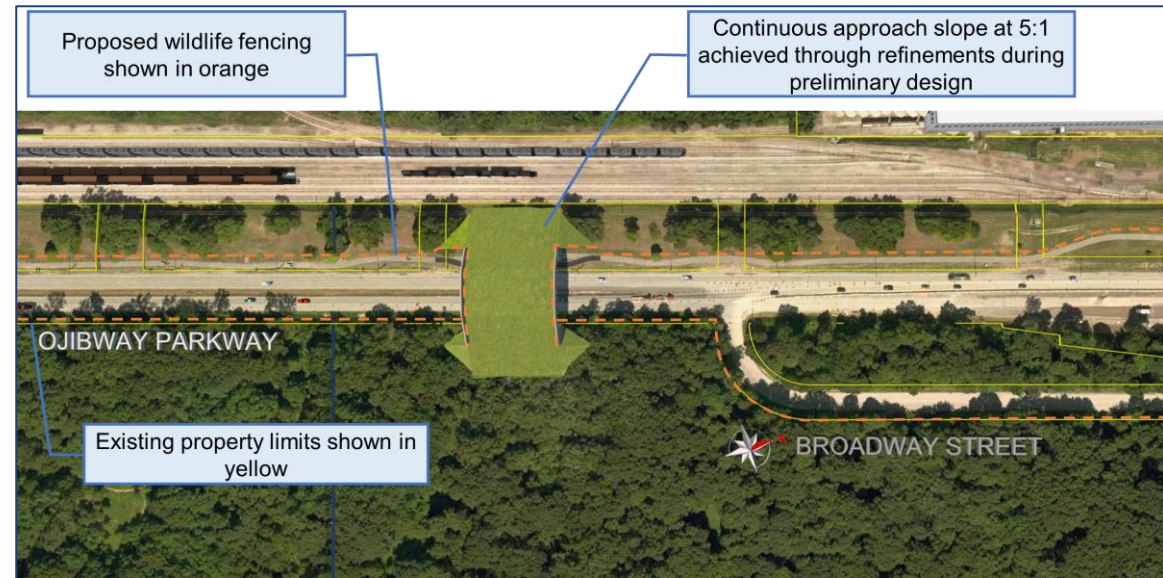




## SUMMARY OF EVALUATION - PREVIOUS PRELIMINARY PREFERRED DESIGN (PIC #2)

- Crossing does not fully establish an ecological connection between the natural areas associated with Black Oak Heritage Park and Ojibway Park.
- No impacts to species at risk or their habitat are anticipated.
- No impacts to the Black Oak Wetland Complex.
- The boulevard between Ojibway Parkway and the ETR tracks at the crossing will no longer be useable as public space or for any potential future road widening (if required).
- The western approach to the crossing will reduce visibility for drivers along Ojibway Parkway. Potential increase in susceptibility to the occurrence of unlawful behaviour without easy detection.
- Temporary traffic impacts are anticipated including long term (12 month) lane closures for construction of center and outside piers.
- Initial estimated construction cost: \$14M.

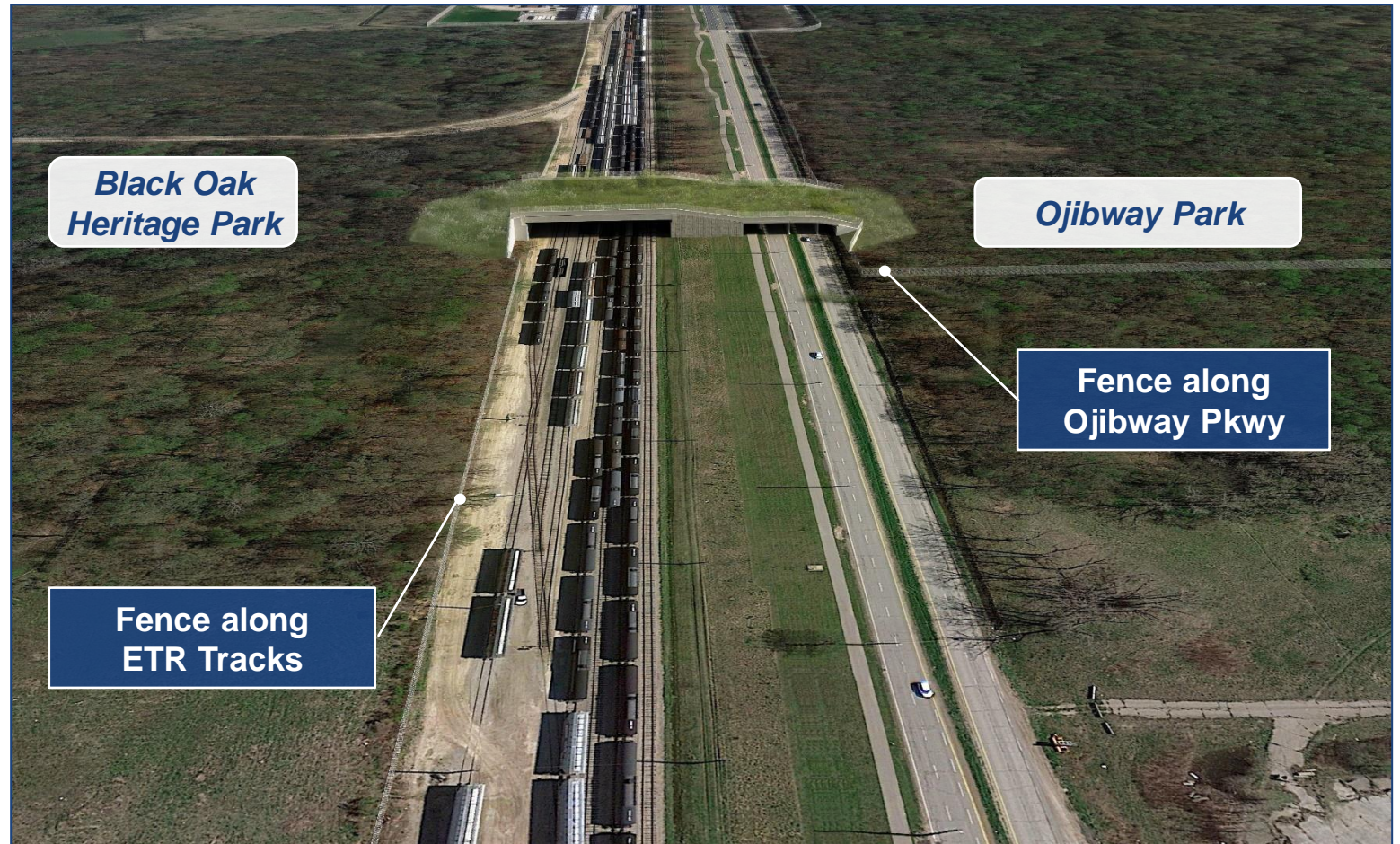
**Not Preferred**





# SUMMARY OF EVALUATION - DESIGN OPTION 1

- The soil fill between crossings would create an elevation difference that may impede the line of sight for medium sized mammals and deer.
- Direct impacts to species at risk plants are anticipated however, they may be mitigated through transplanting.
- Impacts to the Black Oak Wetland Complex are minimized.
- The boulevard between Ojibway Parkway and the ETR tracks at the crossing will no longer be useable as public space or for any potential future road widening (if required).
- Retaining walls will reduce visibility for drivers along Ojibway Parkway. Potential increase in susceptibility to the occurrence of unlawful behaviour without easy detection.
- Temporary traffic impacts are anticipated including long term (12 month) lane closures for construction of center and outside piers.
- Initial estimated construction cost: \$33M.



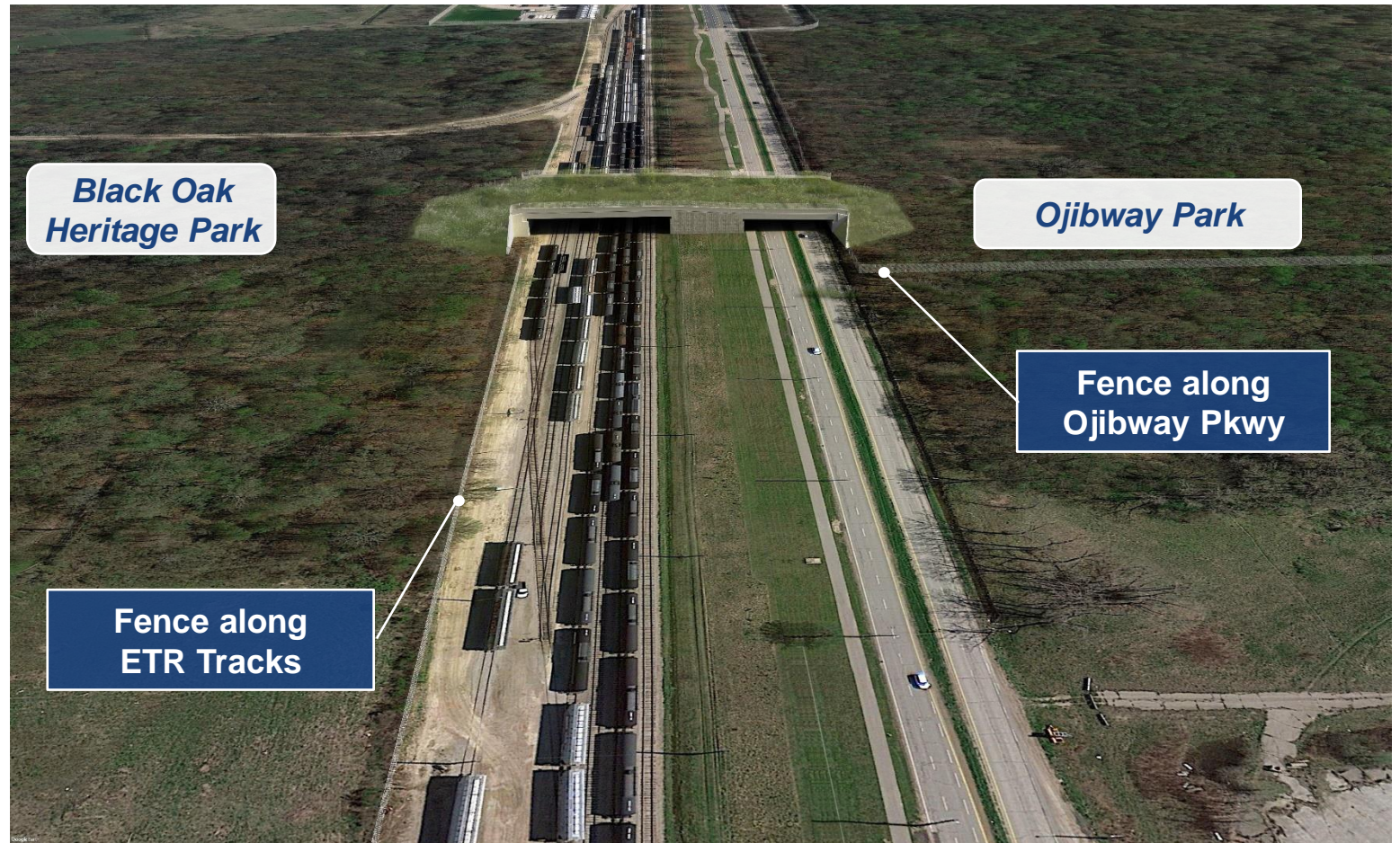
**Not Preferred**

*Share your thoughts about this design option*



# SUMMARY OF EVALUATION - DESIGN OPTION 2

- The soil fill between crossings would create an elevation difference that may impede the line of sight for medium sized mammals and deer.
- Direct impacts to species at risk plants are anticipated however, they may be mitigated through transplanting.
- Impacts to the Black Oak Wetland Complex are minimized.
- The boulevard between Ojibway Parkway and the ETR tracks at the crossing will no longer be useable as public space or for any potential future road widening (if required).
- Retaining walls will reduce visibility for drivers along Ojibway Parkway. Potential increase in susceptibility to the occurrence of unlawful behaviour without easy detection.
- Temporary traffic impacts are anticipated including long term (18 month) shoulder closures and lane shifts for construction of RSS abutments and retaining walls.
- Initial estimated construction cost: \$28M.



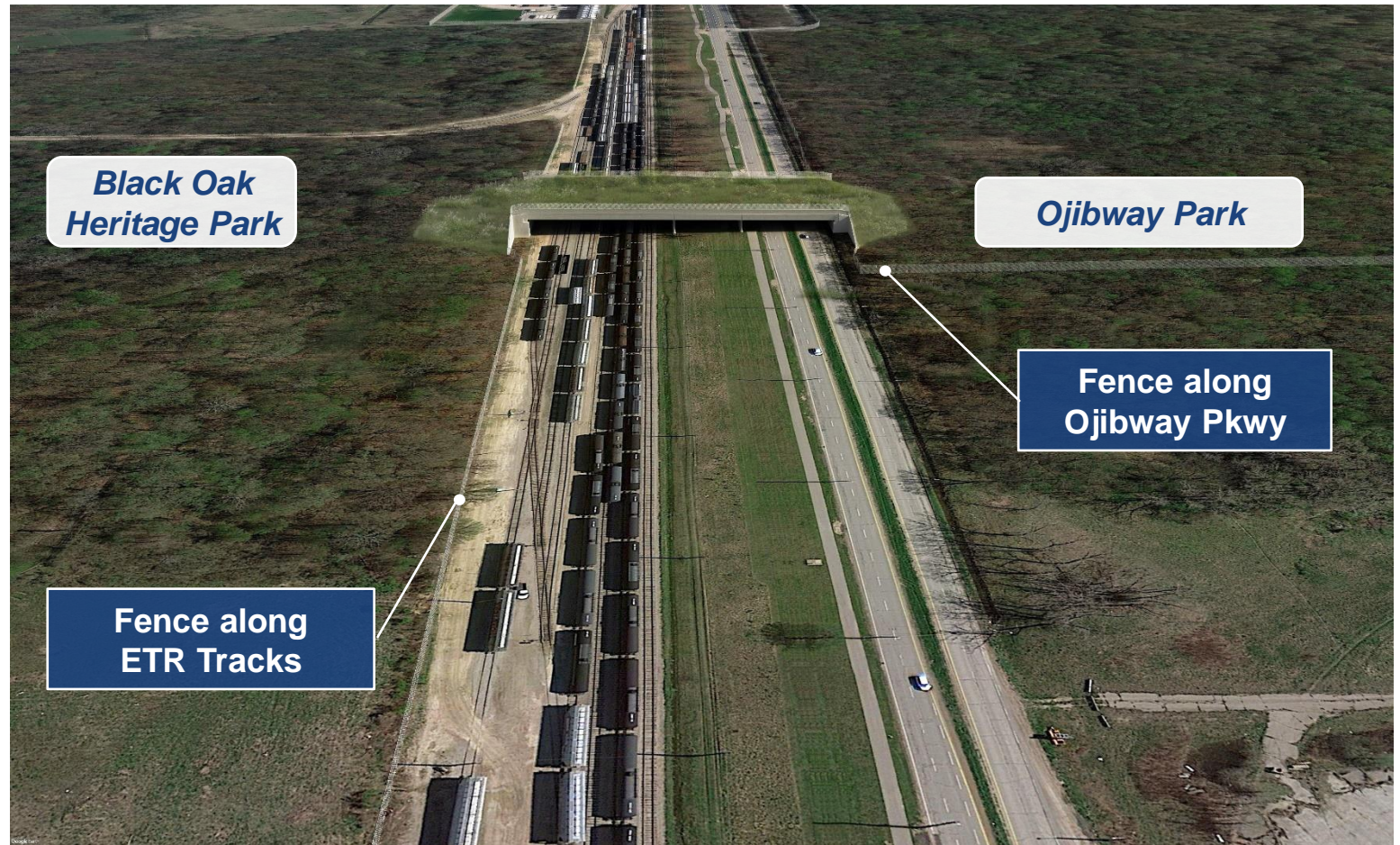
**Not Preferred**

*Share your thoughts about this design option*



# SUMMARY OF EVALUATION - DESIGN OPTION 3

- The slopes across the bridge will not create an impediment to the line of sight for medium sized mammals or deer.
- Direct impacts to species at risk plants are anticipated however, they may be mitigated through transplanting.
- Impacts to the Black Oak Wetland Complex are minimized.
- The boulevard beneath the bridge will remain open which will optimize ongoing visibility throughout the area to guard against the prospect of suspicious behaviour/use.
- Open configuration will allow for continued public use of the space and will accommodate any future road expansion (if required).
- Temporary traffic impacts are anticipated including long term (18 month) shoulder closures and lane shifts for construction of RSS abutments, retaining walls and piers.
- Initial estimated construction cost: \$28M.



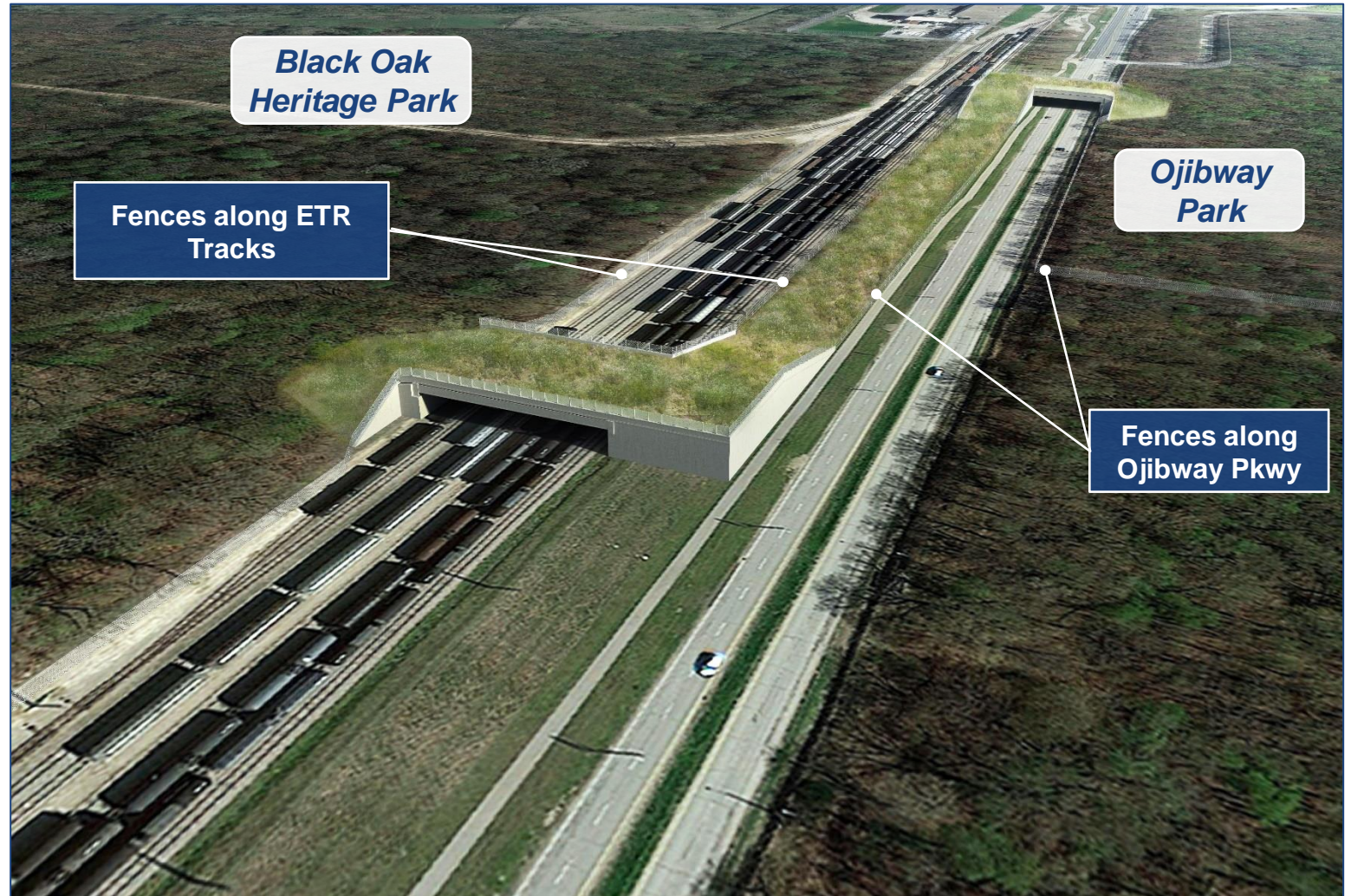
**Preferred**

*Share your thoughts about this design option*



# SUMMARY OF EVALUATION - DESIGN OPTION 4

- The crossing involves two 90°, right angle, turns to direct wildlife through crossing. The length and shape of the crossings will make it the least desirable of the options for wildlife movement.
- No impacts to species at risk or their habitat are anticipated.
- Impacts to the Black Oak Wetland Complex are minimized.
- The boulevard between Ojibway Parkway and the ETR tracks between the crossings will no longer be useable as public space or for any potential future road widening.
- Retaining walls will reduce visibility for drivers along Ojibway Parkway. Potential increase in susceptibility to the occurrence of unlawful behaviour without easy detection.
- Temporary traffic impacts are anticipated including long term (24 month) shoulder closures and lane shifts for construction of RSS abutments and retaining walls.
- Initial estimated construction cost: \$29M.



**Not Preferred**

*Share your thoughts about this design option*



| Evaluation of Alternative Design Concepts |  |               |                 |                 |                 |                 |
|---|--|---------------|-----------------|-----------------|-----------------|-----------------|
|   | Evaluation Criteria  | PIC #2 Design | Design Option 1 | Design Option 2 | Design Option 3 | Design Option 4 |
| Natural Environment                       | Wildlife movement deterrent – crossing of ETR tracks           | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Wildlife movement deterrent – approach grades                  | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Wildlife movement deterrent – sightlines                       | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Wildlife movement deterrent – width of crossing                | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Wildlife movement deterrent – length and shape of crossing     | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Direct impacts on terrestrial species and habitats             | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
| Social Environment                        | Potential impact to community facilities                       | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Safety considerations  | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
| Cultural Environment                      | Potential impacts on archaeological resources                  | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Potential impacts on cultural heritage landscapes              | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
| Technical Considerations                  | Potential drainage and stormwater concerns                     | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Complexity of construction                                     | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Potential impacts to Ojibway Parkway traffic from construction | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Roadside safety  | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Complexity of geotechnical design considerations               | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
| Economic Environment                      | Construction Cost  | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
|   | Maintenance and rehabilitation costs                           | <div></div>   | <div></div>     | <div></div>     | <div></div>     | <div></div>     |
| Recommendation                            |  | Not Preferred | Not Preferred   | Not Preferred   | Preferred       | Not Preferred   |

Legend:
 

Most Preferred

Moderately Preferred

Least Preferred

# NEXT STEPS

## Next Steps

**Jan 2024 – Feb 2024**

The Study Team will review and consider the feedback received

**Feb 2024**

Finalize preferred design

**Jan – Mar 2024**

Update Environmental Study Report

**Mar – Apr 2024**

Distribute Environmental Study Report to agencies and Indigenous Nations for review

**May 2024**

Presentation to the City Council

**Jun – Jul 2024**

Study Completion and Environmental Study for Public Review





# THANK YOU FOR ATTENDING!

## We Want To Hear From You!

Tell us about what you think about the revised preferred design for Ojibway Parkway Wildlife Crossing.

We encourage you to complete the comment form. You can submit the comment form before leaving today, or sending the comments via email by end of day **January 26, 2024**, to the following Study Team Members:

***Michael Todd (City of Windsor)***

[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

***Nathan Hellinga (WSP E&I Canada Limited)***

[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)

For more information, scan this QR code to access project website:



# APPENDIX

## Public Information Centre #3 Comments





Ojibway Parkway Wildlife Crossing - Public Information Centre #3 - Comments Received via Online Comment Form (February 14, 2024)

| ID | Do you have any comments on the evaluation of alternative design concepts process?  | What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?   | Do you have any comments that we should consider during the next steps of the Study?   |
|----|---|---|--|
| 1  | I think that expanding the wildlife crossing to go over the tracks is a great idea. Options 1-3 seem very similar and option 4 was a surprise. I believe that people will use the wildlife passage (even if you intend for them not to). A connected trail system could be wonderful if planned out. That section of Black Oak is used heavily by cyclists and contains a maze of unofficial trails. In the Urban Park plans it is designated as wildlife only. There needs to be a clear plan for pedestrian travel throughout the complex. Perhaps the creation of natural habitat barriers in some areas could deter traffic or the occasional presence of a conservation officer. | I like that option the most. It leaves room for highway expansion.  | I believe that working closely with Parks Canada and the University's Urban Park HUB would be extremely beneficial   |
| 2  | Can you add a pedestrian path as well. Both parks are used  | I am not sure animals will use it but would be great for pedestrians.   | no   |
| 3  | No.   | I like it. You made a good case for why it is preferred and I agree.  | If construction is slated to last 18 months, being able to maintain traffic flow during construction is very important (particularly with bridge construction nearby). I appreciate that design #3 will not require any lane closures.   |
| 4  |   | I think the balance that this option offers is a great place to start! If the studies and field work show this as an effective and successful place and configuration I love it. Minimize as much damage as possible to the existing environment and relocate whatever we can before starting and of course restoring after the project is completed. Connectivity in this unique area is paramount in many forms- this is one of them. | A common roadblock I experience when advocating for these- what and how do they use it. If we're providing this information to assess with everything else it may make it more digestible and relatable for support coming from having the understanding not just assumptions.   |
| 5  | Yes. Why? There is more infrastructure in the city that is in need of upgrades than the need to build a bridge for deer and snakes.   | Useless. The cost of construction and the fences that have to be built to direct animals to the crossing must be astronomical!  | Banwell Road and EC Rowe intersection .  |
| 6  | I think this is a wonderful idea and will save wildlife and people.   | No  | No   |
| 7  | Thorough evaluation and solid conclusion.   | This option makes the most sense and would provide the greatest benefit. Would be wonderful to provide ecological connectivity.   |  |
| 8  | I really like the idea, I understand it is intended for a nature crossing. However, is there anyway to incorporate a pedestrian path to connect the to areas?   | This design looks well thought out.   | Incorporate a pedestrian path to connect the two parks.  |
| 9  | The evaluation process seems quite thorough.  | The preferred design appears to avoid the problems of the other options.  | 1). How to best prepare and plant the crossing passageway to maximize its use; diversity of species forms (e.g., shrubs and small trees to provide cover to grass and forb open pathways) and species diversity. 2). What can be done to promote use by species that might more likely use an underpass/tunnel passageway, such as turtles, snakes, toads, mice... Are there studies on what species might be left out with only an overpass and how to better accommodate them? |

Ojibway Parkway Wildlife Crossing - Public Information Centre #3 - Comments Received via Online Comment Form (February 14, 2024)

| ID | Do you have any comments on the evaluation of alternative design concepts process?   | What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?  | Do you have any comments that we should consider during the next steps of the Study?   |
|----|--|--|--|
| 10 | I am pleased to see that Windsor will be prioritizing wildlife crossings around Ojibway. I would love to see this type of crossing constructed in the future over other streets near Ojibway like Matchett Rd. and Malden Rd. The city should continue to work with local scientists who study road kill rates and other wildlife crossing considerations. | I like that this design is more accommodating to potential future road expansion in the future. I think that special care should be taken when construction is being done inside Black Oak & Ojibway. Concerning species at risk, local wildlife experts and organizations should be consulted prior to construction to identify any species at risk that are in the direct vicinity (not just making a general sweeping assumption that certain species MAY be present). Local volunteer organizations such as Friends of Ojibway and/or Essex County Field Naturalists' Club can be reached out to in order to organize transplant initiatives, if the city would like to collaborate with a local NGO for this project. | I noticed that the Preferred Option 3 has a lane closure time frame of 18 months, while Option 1 has a time frame of 12 months. I feel that the city should do what they can to negotiate a shorter closure time frame with the construction companies. The traffic will likely have to relocate to other streets like Matchett, whose wildlife is also highly vulnerable to its car traffic. The city should try to negotiate a reasonably quick construction time frame in order to minimize this risk. And then also consider building a substantial wildlife crossing over Matchett Rd. as well. :)  |
| 11 | No   | Excellent idea <input type="checkbox"/>  | No   |
| 12 | No comment, I agree with the preferred Design Option 3   | I think it's a great partial solution to address one of the most significant threats to the biodiversity and ecological integrity of the Ojibway Complex. Other fragments will also need to be connected, but this one solves the Black Oak/Ojibway isolation problem.   | I would consider making the bridge top burnable (ie for prescribed burns), and keep the native vegetation planted on it drought hardy, as there will be no water table/ground water to support plants that aren't drought hardy. If there is to be a walking trail on top, keep it to the side rather than through the middle to make it more attractive to wildlife and to reduce mortality of small animals such as reptiles and amphibians, since bicycles can be quite lethal to them. I would also consider adding ponds to the landscape near the crossing in order to facilitate its use, as wildlife will travel to and from water sources. Some species at risk reptiles seek out low moist spots (butlers gartersnake for instance) to give birth, at which point the young will disperse. It would be great if this dispersal would include crossing the bridge to inhabit new areas, and encourage genetic flow between two populations that have been isolated for decades. I'd also suggest managing the "landings" of the crossing (the habitat around the entrances and exits of the crossing) as grasslands, as very few species at risk reptiles use woodlands as habitat, and would therefore be unlikely to use or even find the crossing unless it were suitable and preferred habitat. |
| 13 | Not a fan of concept 4. This concept increases the time wildlife spend on the crossing and may increase the potential for them to get spooked by traffic and turn around, which defeats the purpose of the crossing. To promote movement across the overpass a direct route is ideal.  | The ecological function of concept 1, 2 and 3 are very similar. I have no comment on the other aspects of design 3.  | Fencing must consider all wildlife groups present. Eastern Foxsnake are very adept climbers and fencing should be designed accordingly.  |
| 14 | I think the visuals and overview clearly outline that the Design Option 3 is the best choice. While the cost seems higher than the first choice, it provides area for future road expansion and a continuous expanse over the roadway and tracks.  | This is the only design that make sense and is the most effective in saving the wildlife. I would argue that there needs to be more than just one span or an even greater span similar to the ones in the Herb Gray Parkway.   | I hope that this can move quickly and truly advance towards the true completion of the National Urban Park – Ojibway Prairie Complex. This is something that Windsor should be proud of.   |
| 15 | no comment   | I fully endorse it as the best option.   | no   |

Ojibway Parkway Wildlife Crossing - Public Information Centre #3 - Comments Received via Online Comment Form (February 14, 2024)

| ID | Do you have any comments on the evaluation of alternative design concepts process?  | What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?   | Do you have any comments that we should consider during the next steps of the Study?  |
|----|---|---|---|
| 16 | I want to thank everyone involved for their work on this! I know it can't be easy to bridge the railroad tracks, too, but its the right/effective thing to do!<br>Fabulous project and I really hope it happens!  | Looks good!   | no  |
| 17 | The process considers many important factors and is very thorough. Great job!   | I agree that it is the best solution. The slightly lower price tag over options 1 and 4 make it even more appealing.  | Consider a smaller scale version of a wildlife crossing over Matchette and Malden roads.  |
| 18 | I just want to say I'm proud of you guys. Possibly my favourite subject in undergrad (was in the same year as Paul who used to be in charge of this project) was Island Biogeography; you guys were freaking me out with that first design. RELIEVED to see my tax dollars weren't about to be wasted on a literal, truly literal bridge to nowhere (biologically speaking).  | Yes, that one seems to be the best value for money. Sound reasoning.  | I mean all that's left to me is to make sure you research what the best environmental bridges in the world are like, steal the best nuances from them, aesthetically speaking and otherwise.  |
| 19 | I think the process was thorough however one component was not identified for consideration.<br>The existing utilities in the boulevard between Ojibway Parkway and the ETR were not mentioned in the evaluation of alternatives and considered for potential impacts based on the different designs.<br>The recommended design by default appears to potentially have the least impact on the existing utilities and allows for the potential future expansion of the utilities within the corridor.<br>The utilities include at least sanitary sewer, and sanitary forcemain, | I agree with the recommended design and believe it is a very good option  | I believe the utilities should be commented on and considered within the study  |
| 20 | I love the animals and thank you for doing something to protect them. We are lucky to live in their world.  | I love it. Doing one long bridge will make it easier for the animals to cross.  | I think you are doing an excellent job and I can't wait to see this being built.  |
| 21 | Outcomes appear agreeable.  | It looks great. Lets go!  | Traffic diversion during the 18 month period needs to be handled in the same manner as occurred with the HG Parkway construction. Provided there are appropriate environment protections in place along the alternative detour routes (eg snake fence, environmental monitoring) there is no issue. The public needs to be made aware this is only for "18 months". |
| 22 |   | Do it now. I think it's a great idea.   |   |
| 23 | no  | Great!  | fencing and appropriate jump out locations for the road way portion   |
| 24 | Too much detailed technical information for the regular person to be able to interpret. E.g., what is the different between options 1 and 2? What is the four span versus single span? Public engagement materials should be at a grade 6 to 8 reading level.   | Seems ok, lacks access from the boulevard which it looks like options 1&2 have. The identified risk around illegal activity could be mitigated by lighting the underpass? | Use simpler language so this is more inclusive and accessible.  |
| 25 |   | Good  | Continue to create more wildlife areas in Windsor Essex   |
| 26 | Seemed reasonable   | Best option   |   |
| 27 | More green spaces all throughout the city, of we have no buildings in a lot add a green space   | It's a great idea add more  | N/a   |

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| 28 |   | This is the best design. Guiding animals into train tracks like in previous designs is a waste of money and effort.   | Only that this is a crucial project for Windsor Essex. As a transplant to this region I see so much untapped potential relative to other cities I've lived in. Windsor has many natural resources that aren't cared for like they are in the rest of the country. This is a step in the right direction. I also think it will help Windsorites feel they are getting the recognition by Ottawa they deserve.   |
| 29 | Protect the wildlife at all costs.  |   |  |
| 30 | Pls keep up the good work. See attached pic on how to get small animals under the train tracks. May be usefull somewhere else. Thx  |   | <a href="https://assets.bwbx.io/images/users/iqjWHBFdfxIU/iFCeT2z9UUnM/v0/-1x-1.png">https://assets.bwbx.io/images/users/iqjWHBFdfxIU/iFCeT2z9UUnM/v0/-1x-1.png</a><br><a href="https://www.bloomberg.com/news/articles/2015-12-02/japan-built-these-adorable-railroad-tunnels-to-help-turtles-cross-train-tracks">https://www.bloomberg.com/news/articles/2015-12-02/japan-built-these-adorable-railroad-tunnels-to-help-turtles-cross-train-tracks</a> |
| 31 | The pictures provided are difficult to tell the difference.   | I'm glad it covers the train tracks and it looks like it provides more opportunities for future development   | N/A  |
| 32 | The process seems reasonable.   | The final design alternative may be best left to a design-build process where an optimized design could be developed. Something more akin to Option 2 might be more cost effective while achieving the same goal. | consider alternative delivery models i.e. design-build to hopefully get best results in implementation   |
| 33 | Looks great I wish we could incorporate at pedestrian crossing!   | Looks good but a pedestrian crossing incorporated would make it better  | Pedestrian and wild life interaction   |
| 34 | I am happy to see that previous comments have been recognized in the redesign.  | agree that this is the best option  | not sure why the city is moving ahead on this without the consultation / involvement of Parks Canada, as this is due to become the new national urban park. Should funding for this project not come from the federal government?  |
| 35 | Finally some designs that make sense (not crossing the train tracks)! Concepts 1, 2, and 3 are fine. The fourth one is ridiculous and probably much more expensive. How many meetings do you need to make a decision? | Great. Get it done.   | There needs to be an safe access between both parks for people too. Will we be allowed to use the crossing?  |
| 36 | No  | Prefer this option, #3  |  |



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| 37 | <p>Hello: Thank you for the opportunity to comment on the corridor design. This is a much improved option to what was presented previously. Given the cost of the project, I think it is imperative to get the design right. I do have some questions that I hope you have or will consider. First, what species (animals/plants) is this corridor intended to benefit? This is a critical first step as all later design steps should be predicated on these species' particular needs. Traversing the rail tracks is almost certainly a much better option than before, but the species needs should determine what is done. The fencing along both sides - adjacent to the rail lines and to Ojibway Park is a hallmark design option to funnel animals toward the safe corridor. I assume the lower half meter or so of the fence would preclude passage by small mammals, snakes etc? The additional fence perpendicular to Ojibway Parkway (on the Ojibway Park side) should, if possible, be removed since it would impede movement of some animals within the park. Parks globally have endeavored to remove fences to open habitats up. Finally, the surface covering of the corridor itself looks very plain. Animal use of corridors can be influenced by the composition of plants growing on top. Plants covering the corridor should consider the animals expect to use the corridor and their habitat needs. Given concerns about monarch butterfly populations, some plantings of native milkweeds would also be desirable. Thank you for your work and consideration.</p> | <p>I don't see a lot of benefit to this 3rd option. I don't expect wildlife to use the vegetation between the rail lines and roadway, though the longer span may entail higher cost? Unless there is a possible infilling of this ground with a new road lane in future, I don't see the purpose of it.</p> | <p>Please focus on the needs to the species expected to use the corridor and let their needs direct future changes, if any.</p>                       |
| 38 | I find this idea the most ridiculous waste of taxpayers money.   | I find this idea the most ridiculous waste of taxpayers money.  | Stop spending money on this study and redirect to the poor condition of Windsor's roads.  |
| 39 | discontinue the process immediately  | negative.....wildlife crossing is negligible  | discontinue the next steps immediately  |
| 40 | I agree with the evaluations of the designs and agree that option #3 is the best.  | I agree that option #3 is the best.   | 1) Obstruction of sightlines must be minimized. 2) Give consideration to possible future expansion (ie: roadway) to minimize any needed modification. |
| 41 | <p>My biggest concern as a Windsor taxpayer is: Who is going to pay for it ??? If Windsor taxpayers are on the hook - then the cost needs to be shared by everyone in the county. The new hospital is for the entire county, so we are all paying for it. I suspect 95% of the dead animals in this stretch of road are a result of Lasalle and Amherstburg residents driving back and forth into the city. They should pay for 95% of it - obviously not going to happen, but they should certainly pay for 50%</p>   | <p>I like it the best</p>   |   |
| 42 |  | Option 3 is the best. It should be adopted  |   |
| 43 | No. The slide presentation effectively reviewed all the concepts and provided rationale for why each should or should not go ahead.  | Having reviewed the Power Point Presentation I now understand why Option #3 is preferred.   | Continue to keep us informed.   |

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| 44 | I'm all for it! Many parks throughout Canada (and the world) have designed and implemented bridges like this to protect wildlife and people from accidents. It would also be an opportunity for Windsor to create more green spaces, which will help mitigate against climate change. | I think it's practical, innovative, and necessary for people and our local wildlife.   | I would spread the word via social media to get younger generations impact. Young people (including myself), often miss these opportunities to give our input based on the medians that these surveys are distributed by. I'm confident this would get more support from our generations. |
| 45 | I like Design Option #3 or #2. Design Option #4 should be a non-starter.  | #3 is fine. I would also think # 2 is OK.  | City (us) need to determine whether any design or any construction will need to be approved by Parks Canada.  |
| 46 | We don't want any bridge for this<br>It's too much money<br>Put it into another project<br>Like housing<br>And homeless   | Stop this useless study- people before animals   | People before animals   |
| 47 | The process used seems to be appropriate and thorough.  | This option appears to be the best thought out. It is least disruptive to all animals and maximizes the benefits of the crossing for wildlife.   | Upper levels of government should be pressured to contribute their fair share of a project that is beneficial to the ecological diversity of all of Canada. Are The Wildlife Federation of Canada and other environmental groups possible sources of financial assistance?                |
| 48 | So building an overpass for animals is more important than building one for the new battery plant?  | A waste of money   | Not to bother   |
| 49 | Finally crossing the railroad. This should have been a given from day one.  | It would be my choice as of now.   | Consider the feasibility of an additional future crossing.  |
| 50 | I just happened across this in the Windsor Star online. I'm glad I did. However, for important projects like this, please consider direct mail so that residents will be better informed  | This design is awesome. I live beside Highway 3 and Cabana. The amount of wildlife crossing the bridges along the Parkway is staggering. The importance of a crossing like this proposal cannot be overstated. The bigger the better, I say. This is truly an important Legacy project! The cost is not a factor in the scheme of things. It's a great use of tax dollars. | Please keep going as fast as the process permits.   |
| 51 | n/a   | Much better than previous designs.   | n/a   |
| 52 | I wish the evaluation process includes a majority of naturalists, biologists, and no finance or political people. A politician will make decisions based on if they can get re-elected, and finance people do not take nature as a priority.  | A step in the right direction but I think the width is much too narrow. You MUST span the rail tracks to complete the attachment of the two parks for both wildlife and humans.  | Tunnel the roadway and rail tracks at this location. You could realize a much wider wildlife bridge. Also, closure of Matchette Rd. is vital to join all the park together.   |
| 53 | No. An underpass would be valuable, but not likely possible given the amount of traffic that would be affected.   | I think it's a great project, as wildlife will cross the road regardless to get between the habitats. Ensuring the wildlife crossing will reach over the trainyard is very important. Creating habitat connection between two wildlife areas will aid in habitat connectivity for SAR and mitigate the threat of road mortality.   |   |
| 54 | No comments on the evaluation.  | As long as all the direct impacts on the land (ie mitigating the loss of plants and trees through construction) as well as providing ongoing support while wildlife adapt.   | Continue to consult the indigenous peoples as well as the Windsor/Essex community.  |
| 55 | Not at this time.   | Need to study it more.   | Wouldn't it be nice if a motion activated camera was installed with a website to view the wildlife using the bridge. Other communities out west have these bridges with cameras.  |

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| 56 | My preference is Option 3# because it seems to be friendliest to wildlife.   | It's the best option.   | Have you considered what Alberta has done?<br><a href="https://parks.canada.ca/pn-np/ab/banff/nature/conservation/transport/tch-rtc/passages-crossings">https://parks.canada.ca/pn-np/ab/banff/nature/conservation/transport/tch-rtc/passages-crossings</a> |
| 57 |  | I like this design very much.   | Please reconsider allowing pedestrians to use this wildlife corridor  |
| 58 |  | Love it! Great idea.  |   |
| 59 | I think it is important to keep the crossing overtop the train and roadways to ensure the safety of the animals crossing in the park. Ignoring the feedback that would scale back the project due to cost. Cost is not a factor when protecting and preserving nature.                                 | I think it is important to include a crossing over the train as well as the roadway.  | The study should include public consultations with wildlife experts.  |
| 60 | I'm happy the city has revised its plans to include a crossing over the ETR tracks.  | I like it.  | Is there any plan to provide a pedestrian crossing between Ojibway Park and Black Oak? Currently there is no practical way to walk between the two parks.   |
| 61 | n/a  | great idea !  | evaluate what the animals are drawn towards and incorporate it into the cross way   |
| 62 | Excellent ♀ hopefully will keep our animals safe   | Access the funds available to Sandwich Towne from new bridge  | Get it done ASAP  |
| 63 | I am glad the original concept has been thrown out. It made no sense for the animals.  | I like it.  |   |
| 64 | No.  | Excellent! Going over the train tracks is necessary.  | Height of fence   |
| 65 | If the city is going to build anything, do it properly and extend the crossing all the way across the train tracks. There is no point of building a crossing that still forces wildlife to cross train tracks, that would make the crossing a useless waste of money. Do it right or not at all.       | It makes sense. Do it.  | Build the crossing across the road and tracks   |
| 66 | Please go for design #3. The animals need some way to cross not only the highway but also the train tracks. It would all be for nothing if our overhead passageway led the animals straight into a danger zone. The extra cost will be worth it!   | It looks like it will be what we need. I am still concerned about small reptiles and amphibians who would more easily have access underground. Is it possible to also include a tunnel? | Consider also closing Matchette road during migration season or at least including a tunnel for amphibians and reptiles.. It should be closed altogether and the former Raceway should be purchased to expand this important space.                         |
| 67 | Please make sure the crossing for the animals is suitable and attractive for the animal to cross, animals will not want to cross simple because you give them a grass path, adding rocks and natural elements so it not only blends in with the surroundings but also encourages the animals to use it | I love the idea of a crossing for the animals in that area  | See question one  |
| 68 |  | I support it  | Keep moving forward   |
| 69 | The design process has been thorough and fair. Options are well described with excellent illustrations and explanations of all four design concepts.   | As recommended by the study team, Option 3 seems to be optimal. Our Public Advisory Council supports its implementation.  | The City of Windsor should work closely with Parks Canada as the Ojibway National Urban Park is established.  |

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|----|--|---|--|
| 70 | <p>The option analysis seems overly focussed on structural design and span lengths without much consideration from a wildlife perspective. This may be as a result of little information on project quantitative/measurable objectives. Is the project to reduce wildlife vehicle collisions (WVC) or to improve wildlife connectivity across roadway or both? What will constitute success. A X reduction in WVCs in x years, X target species crossing from one side to the other side? Once established then these objectives can be assessed against the likely success by each if the structural design objectives.</p> <p>Another consideration is to state the target species(s) that the project is attempting to address. Is it only deer or are there other animals of concern that the options should be assessed against and which might best meet their requirements based on their specific physical characteristics, behaviour etc.</p> <p>Another element that appears in some of the option analysis but not clearly identified as a criteria is the ability to accommodate future roadway expansion. If this is a stated requirement or merely a 'nice to have' then this should be addressed in the option analysis criteria.</p> <p>Are all criteria of equal weight and importance?</p> <p>There appears to be an inordinate amount of discussion and evaluation/concern of sight line. Sight line is certainly an important consideration but more so with respect to underpasses vs overpasses. Research has shown that deer are more likely to use underpasses if there is a clear line of sight while this seems to be less of an issue with respect to overpasses. In addition, sight line may be less of an issue</p> | <p>Certainly Design Option 3 has a number of merits but also comes at a high cost. It is unclear why an option with centre median piers connection shown in original options has been discarded versus the earth filled MSE ones proposed in Options 1 and 2.</p> | <p>Approach ramp steepness A review of the ramp approach steepness might be in order, balancing the loss of vegetative cover that has proven important for wildlife and amount of fill against importance of sight line distance Overpass Width The overpass width should be reviewed in light of the proposed 50 m width. The proposed width comes from a 2011 published FHWA Wildlife Crossing Structure Handbook Design and Evaluation in North America which is now over 12 years old and is based on best information at the time. Since its publishing, a number of overpasses have been constructed in North America and Europe and subsequently studied. In many cases, it has been discovered that when dealing with primarily a single target species, the need for such a width may not be required. This is especially true when dealing with an urban, habituated species that is far more comfortable with disturbances and development. In most cases, a 30 m width has been deemed acceptable and even narrower for rocky mountain sheep. In Utah 's Parley Pass overpass the structure is only 10 m wide but recording usage by almost all species in the area. In France, overpasses crossing four lane divided highways and primarily for deer are on average 30 m wide. To some extent the decision on width boils down to context sensitive design reflective of the situation, species(s) characteristics, behaviour, motivation for crossing the highway, judgement and the risk tolerance of the project proponent. The extra width comes at a cost and it would be a shame that a project does not proceed based on affordability. Fencing There is little information provided about fencing but it is an important component of any wildlife crossing. Research has indicated that fencing should extend 2.5 to 3 km minimum each direction from the crossing to avoid end of fence run arounds. In addition, fencing should include jump outs as a</p> |
| 71 | I think a presentation to accompany the post boards would be helpful to understand the options   | I support the option that is best for the animals!  | Emphasis on engagement with First Nations  |
| 72 | Looks good to me   | I like it. Seems decidedly better than the other 3 options..better sightlines, more spans, more flexibility for future  | I really would like the project to build in a requirement to monitor the success of the crossing with hard data being shared with the public on a regular basis.   |
| 73 | I concur with the decision to support "Option 3" going forward. I was buoyed by the aspect of the open viewing under the overpass at no further cost to the project.   | I love it. I'm impressed by the studies supporting the location with priority given to wildlife.  | Good luck during the political process and seeking sufficient funding to go forward.   |



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| 74 | Option #3 as indicated is acceptable. But it should be wider, at least 100m.   | #3 is acceptable.  | As it appears, the structure and analysis of the conditions are fine without knowing the details of the structure. My concern is the visual appearance. This is the opportunity to dress the structure and the area with some embellishments, consider sculpture along the median and the sides. This would be similar to the sculpture park along the river. Add colour to it. I would hope this would be here for a long time. And seeing it's adjacent to the new bridge would show our respect for our new National Park. Indigenous Art, Local artists, History display etc.. Do not lose this opportunity to make it a prominent piece to the City, County, Province and Country.   |
| 75 |  |  | I may be late in the game but has there been any thought of tunnelling under the road and the train tracks?   |
| 76 | No   | This is the best solution imo. Important to cross the rail lines.  | No  |
| 77 | I thought the process has worked. Proof is in the loud objections of the first designs and (I think) a successful second set of designs. I liked having the open house at Ojibway with staff on hand for questions. Great opportunity and a feeling of inclusiveness in the process. | Other than high cost, increase vertical clearance, and eliminate human access, I think the new preferred design option 3 satisfies the criteria. | Increase vertical clearance & control (eliminate) human use. I question the 5.5m highway and the rail 7.49m vertical clearance. I feel it should be higher so as not to limit any large sized loads into and out of the industrial park and surrounding area. I say this not knowing the clearance under the highway 401 / Ojibway Parkway overpass. I would consider this concept a failure if it turns out to be the bottleneck. One other item I think needs to be addressed is unwelcome pedestrian and cycling use. Especially in this day of cyclist riding where ever they want and the city approving or ignoring the issue (guess where I fall on this issue). The points of ingress and egress need to be kept human free.  |
| 78 |  | I think 3 is the best bet for the animals  | Please make sure the fence in is high enough, because the deer can jump over 6 feet   |
| 79 | The bigger the better  | Good, but wider would be better  |   |
| 80 | No.  | I think the current preferred plan is great and the overall project is necessary for the preservation of biodiversity.                           | This project will help provide habitat connectivity and thus reduce the extensive habitat fragmentation in the Ojibway area. Habitat connectivity is important, not just to prevent animals from being killed on the road, but to allow members of species to travel to new areas for breeding, which is vital when trying to protect species at risk. When a population of a species is restricted to one area, inbreeding depression can occur, which could result in the species becoming extinct more rapidly from the lack of new genetic material. The connectivity that this overpass would provide, would help numerous species reach new areas and maintain the genetic diversity that's needed for survival. Plants, amphibians, reptiles and mammals will benefit from this overpass. Not only do I think it's an excellent idea, it's also a necessary one if we want to protect the biodiversity in Windsor-Essex. |

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| 81 | I appreciate the thoughtful research and willingness to incorporate the feedback about extending the crossing over the tracks.  | I think this is a great option. It will increase connectivity of the Ojibway complex which will help so many species within. It will also make the Ojibway Parkway safer for humans with fewer animals attempting to cross the road.   | Having this overpass for wildlife will bring so many benefits to people as well. I hope those benefits for people are included in the report as well as the obvious benefits to plants and wildlife. Thank you for your work!   |
| 82 | I think that some considerations are not being weighed fully in the decision making process which lead officials to choose design option 3 as the preferred design. Particularly species at risk was only scored as having moderate impact, although a number of species will be affected. I think this is a high negative impact and should be avoided at all costs. Species at risk are at risk of becoming extinct, this should not be taken lightly. Transplanting these species does but guarantee their success and is a risk that should not be taken. | I like the design as it fully connects black oak heritage park and Ojibway park, however, I think the location is far from ideal.  | There are better locations for design option 3, such as the site further south at the browns fields abandon property. These mature areas cannot continue to be chipped away at by development, or soon the value of these natural areas will be lost. In addition, I think that the decision should factor in how many and what species of trees are being cut down in each design option.  |
| 83 |   | It is my preferred design. The important thing is SOMETHING gets built over road/tracks.   |   |
| 84 | ETR is concerned that any proposed wildlife bridge terminating at its easterly boundary with Ojibway Parkway is very likely to encourage wildlife, including potential rare species and species at risk to enter onto its rail yard. This is inappropriate and not acceptable to ETR. We are not in favour of any design concept which does not include the appropriate and necessary barriers.   | Any proposal which will tend to put wildlife at increased risk by encouraging travel near or adjacent to our rail yard without the appropriate barriers or controls is not acceptable to ETR. If such a proposal were implemented, ETR would consider taking proactive steps on its own lands to erect barriers at its boundaries to prevent, to the extent possible, such further migration from occurring. | ETR wishes to avoid any crossing over its rail yard whether by span over its rail yard, by grade separated crossing or otherwise. In particular, ETR is concerned that any proposed wildlife crossing by span over its rail yard could pose an obstruction and reduce its level of service for the movement of goods by rail for its customers. I am requesting that you please consider the height requirements of the proposed overpass, and also consider placing barriers along the entire length of the Ojibway National Urban Park in order to mitigate the movement of wildlife through the rail corridor. |
| 85 | I appreciate the excellent comparisons of all the possibilities.  | I like to see built a crossing of both the the roadway and tracks.   | You should consider fencing all of the woodlots with fence that prevents animals from crossing the roadway anywhere except at the designated crossing just like the fencing in Alberta.   |
| 86 |   | This is the option I feel is best.   |   |
| 87 | Good presentation of options for wildlife crossing.   | Strongly advocate for the preferred crossing option.   |   |
| 88 | Much better design in the crossing over the railway tracks, from green space to green space.  | I approve of #3 design option.   | Fencing along parklands should be adequate height to prevent animal crossings.  |
| 89 | What current crossing in North America can we compare with the Ojibway crossing.<br>le : a crossover with a flat elevation or one with no outcroppings or sunken roadways   | The proposed angle of ramps is unknown from the proposals. What TOTAL fencing will be included on both sides?  | Will pedestrians be allowed to cross ? Will a camera capture the traffic of wildlife to quantify the total expenditure?   |

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|----|---|---|---|
| 90 | The proposed placement of the overland structure is in (on top of) protected natural heritage!!! There are alternative vacant lands adjacent on the west side and on the east side of the Ojibway Parkway and Railway lines. These lands that are also Brownfields, could significantly aid in increasing much needed wildlife habitat with restoration. They should have been acquired first, then a proposed design created, and then put before the public for comment | The option 3 site location would destroy protected natural heritage!!!  | Purchase the adjacent vacant lands first, before more time is wasted!!!   |
| 91 | Please build the eco-bridge to the far south, with no impact on trees/wildlife, within the lands, Enbridge cleared for their gas line and/or vacant lot adjacent to the Tim Hortons. Building should occur in a timely fashion, in the fall season to minimize the impact on species migration.   | It's better but not fully vetted.   | Please ensure it is built soon and during the fall season to mitigate impacts to species migration. As a teacher, realtime cameras would be interesting for research and/or observation.  |
| 92 | Looks good based on explanations given!   | Sounds well done.   | Hoping to confirm engagement of First Nations especially given their role in national urban park project.   |
| 93 | Very well done. Seems like everyone did their homework.   | Makes the most sense. Great concept   | Keep up the good work.  |
| 94 | Like the detailed reports. While the construction cost is greater than the original plan, MUCH prefer these new options, as it allows the animals to safely cross the railway tracks, as well as the roadways. Thank you!   | Better than the original, preferred option. Like the appearance of the centre stability of New Design Option 2. However, do understand the need for keeping sight lines open, as per Design 3.  | Design Option 4 seems too complicated for the animals, and construction. Long term success of this project is important, as well as the creation of the overpass to protect the animals, reptiles, fauna, from vehicular and rail traffic.  |
| 95 | Does design 3 have a shorter lifespan expectancy due to less support structure in the middle?   | I would support this construction.  |   |
| 96 | "Please build the eco-bridge to the far south, with no impact on trees/wildlife, within the lands, Enbridge cleared for their gas line and/or vacant lot adjacent to the Tim Hortons. Building should occur in a timely fashion, in the fall season to minimize the impact on species migration   | "Please build the eco-bridge to the far south, with no impact on trees/wildlife, within the lands, Enbridge cleared for their gas line and/or vacant lot adjacent to the Tim Hortons. Building should occur in a timely fashion, in the fall season to minimize the impact on species migration | "Please build the eco-bridge to the far south, with no impact on trees/wildlife, within the lands, Enbridge cleared for their gas line and/or vacant lot adjacent to the Tim Hortons. Building should occur in a timely fashion, in the fall season to minimize the impact on species migration |
| 97 | Wildlife cannot speak for themselves and so keep this in mind in all stages of this process. Few people might respond on behalf of animals, and that is good but understand that there is a greater population counting on you to do the right thing by wildlife.   | What do you think? Are you building this while respecting wildlife it is to serve? Is it to be built at a location with as little disruption to the existing wildlife as possible?  | Just thanks for building the first of, hopefully, many bridges to honour the wildlife of Ojibway and be sure it's location is serving the wildlife and not the commerce interests.  |
| 98 |   | Yes, much better, not great to have wildlife directed onto tracks   | This is extremely overdue and extremely necessary to protect wildlife in Essex County   |
| 99 | No  | I think it will be successful   | Please follow through with the plan.  |

| ID  | Do you have any comments on the evaluation of alternative design concepts process?  | What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?  | Do you have any comments that we should consider during the next steps of the Study? |
|-----|---|--|--|
| 100 | I think this process appears to have been thorough with many stakeholders having the opportunity to provide constructive feedback. I haven't been able to attend meetings but I have reviewed the slides. The assessment of the alternatives looks thoughtful and inclusive for those without a voice (wildlife). | It appears to resolve my concern about the railway tracks so that is a good thing! Further, all options will impact traffic during construction so this may be an education opportunity to the general public about why and how this will facilitate sustainability and respect of not only wildlife, but Indigenous ways of knowing and the connection to the land. Changing billboards or signage might be useful during that phase. | It at this time.   |



**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

Do you have any comments on the evaluation of alternative design concepts process?

I believe this is <sup>ridiculous</sup> ~~redundant~~ Highway 18<sup>th</sup> Ojibway PKW NEEDS TO BE Raised ABOVE GRADE so animals are free to roam naturally. I do believe this way would be much cheaper. Less trees will be cut down. The animals that call this area their home will be displaced or more likely killed!

What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?

There is no difference between #2 and #3, except the cement wall. What

I was told raising Ojibway PKW would not be good for the reason that it will be harder to clear the road (overpass). Why are the other overpasses cleared ~~without~~ with no problem!!



**Do you have any comments that we should consider during the next steps of the Study?**

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**Please provide your contact information below:**

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☒ No ☐

**Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:**

**Michael Todd, P.Eng.**  
Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

**Nathan Hellinga, B.Sc., CPESC, CAN-CISEC**  
Team Lead – Environmental Permitting & Compliance  
WSP E&I Canada Limited  
[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)

Information will be collected 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.

**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

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**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

I really like option 3. So pleased that this crossing is coming along. This is wonderful for wildlife & the city.

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**Do you have any comments that we should consider during the next steps of the Study?**

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**Please provide your contact information below:**

**Name:**

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**Email Address:**

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Yes ☐ No ☐

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Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

I like option # 3 -> meets the needs and has a reasonable cost.

- Don't like option 4 -> seems over thought.

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

Love it. Let's do it.

**Do you have any comments that we should consider during the next steps of the Study?**

*Funding -> who is paying for this? Does the city have any funds to allocate?*

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**Please provide your contact information below:**

**Name:**

**Email Address:**

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☐ No ☒

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[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)

**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

The Option 3 is definitely right option, if money wasn't an issue two crossings would do so much

I think the nets to be locally designed not across the highway parking tunnel. Urban Natural Parks signs

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

More thought into pedestrian crossing, how much would adding pedestrian accessibility to Black Creek Park



Do you have any comments that we should consider during the next steps of the Study?

Recreation Crossing ★

Also! Trail cons are a big bit!

You could add trail cons for some research and monitoring, as well as webcams for the public to watch.

Please provide your contact information below:

Name:

Email Address:

Do you wish to be added to our Study Mailing List to be kept informed about the study?

Yes ☐ No ☐

Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:

Michael Todd, P.Eng.  
Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)

**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

I appreciate the transparency in providing dollars, pros + cons of each design!

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

This was my preferred option as well! I appreciate the cheaper option being selected while also considering what is best for the wildlife of the area.

**Do you have any comments that we should consider during the next steps of the Study?**

Can a walking path for pedestrians be added to this new crossing?

**Please provide your contact information below:**

[Redacted contact information]

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☒ No ☐

**Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:**

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

I LIKE DESIGN CONCEPT 3  
IT WOULD DELAY FUTURE EXPANSION OF OJIBWAY PARKWAY  
IN THE FUTURE

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

THE BEST OPTION

Do you have any comments that we should consider during the next steps of the Study?

PLEASE CONSIDER THE USE OF MATTHEW RD  
& MILDEN RD BEING USED AS A THROUGH FOR  
COMMUTERS FROM LASALLE

IT DOESN'T MAKE SENSE TO ~~HAVE~~ HAVE ALL THIS TRAFFIC  
THRU THE MIDDLE OF AN ENDANGERED AREA (SPECIES)

CONSIDER MORE LINKS FOR QUBA PARKWAY &  
DISCOURAGING COMMUTER TRAFFIC DOWN MATTHEW  
& MILDEN RD.

Do you wish to be added to our Study Mailing List to be kept informed about the study?

Yes ☒ No ☐

Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:

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[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

*Excellent.*

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

*The Design Option #3 is an excellent design.*

*Thought & expertise has been demonstrated here.*





Do you have any comments that we should consider during the next steps of the Study?

I feel you have covered the  
majority of concerns.

Please provide your contact information below:

[Redacted contact information]

Do you wish to be added to our Study Mailing List to be kept informed about the study?

Yes ☐ No ☐

Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

I do not have comments, option 3 looks great & I appreciate the concern for wildlife! Well done!

**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

I think it looks great. Please add a trail system!

**Do you have any comments that we should consider during the next steps of the Study?**

I prefer the safest and cheapest option. In order to I think a trail system for person use is also a significant factor - trails are a must!  
please work w/ Town of Lasalle to connect trails to Lasalle and riverside drive

**Please provide your contact information below:**

**Name:**

**Email Address:**

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☐ No ☐

**Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:**

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Project Administrator  
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[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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Team Lead – Environmental Permitting & Compliance  
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[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)



**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

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**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

*I prefer option 3*

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**Do you have any comments that we should consider during the next steps of the Study?**

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**Please provide your contact information below:**

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☐ No ☒

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Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment  
(Phases 1 - 4)  
Public Information Centre #3  
Comment Form**

**Do you have any comments on the evaluation of alternative design concepts process?**

*found #3. the best*

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**What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?**

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**Do you have any comments that we should consider during the next steps of the Study?**

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**Please provide your contact information below:**

**Name:**

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**Email Address:**

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**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

**Yes** ☐ **No** ☐

**Thank you for your participation – we appreciate your input! Please send this completed form by January 26, 2024 to the following Study Team Members:**

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Project Administrator  
City of Windsor  
[mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca)

**Nathan Hellinga, B.Sc., CPESC, CAN-CISEC**  
Team Lead – Environmental Permitting & Compliance  
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[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)

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**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment (Phases 1 - 4)  
Online Public Information Centre #1  
Comment Form**

**Do you have any comments on the evaluation of alternative solutions process?**

No

**What do you think about the Preferred Solution (Wildlife Overpass)?**

This is long overdue, and ideal there would be more than just one.

**Do you have any comments that we should consider during the next steps of the Study?**

Adding more than just one of these.

Information will be collected 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.

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☐ Please provide your contact information below:

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Do you wish to be added to our Study Mailing List to be kept informed about the study?

Yes



No

☐

Thank you for your participation – we appreciate your input! Please send this completed form by December 3, 2020 to the following Project Team Members:

**Paul Mourad, P.Eng.**

City Project Administrator  
City of Windsor

350 City Hall Square West, Suite 310  
Windsor, ON N9A 6S1

Tel: 519-255-6100 (Ext. 6119)

Email: [pmourad@citywindsor.ca](mailto:pmourad@citywindsor.ca)

**Felix Wong, P.Eng.**

Consultant Project Manager  
Wood Environment & Infrastructure Solutions

3450 Harvester Road  
Burlington, ON L7N 3W5

Tel: 905-335-2353

Email: [felix.wong@woodplc.com](mailto:felix.wong@woodplc.com)



**Ojibway Parkway Wildlife Crossing  
Schedule 'C' Municipal Class Environmental Assessment (Phases 1 - 4)  
Online Public Information Centre #1  
Comment Form**

**Do you have any comments on the evaluation of alternative solutions process?**

The wildlife overpass is critical to  
acknowledging the importance and safety  
of nature.

**What do you think about the Preferred Solution (Wildlife Overpass)?**

The Wildlife Overpass on the  
401 between Capri Arena and  
the West side of 401 was a  
tremendous success. I expect Black O  
and Ojibway to be the same - we  
already have evidence!

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



**Do you have any comments that we should consider during the next steps of the Study?**

A wildlife crossing is not the invention of the wheel. It is newish to Windsor, but Alberta has had them for decades.

**Please provide your contact information below:**

[Redacted contact information]

**Do you wish to be added to our Study Mailing List to be kept informed about the study?**

Yes ☒ No ☐

**Thank you for your participation – we appreciate your input! Please send this completed form by December 3, 2020 to the following Project Team Members:**

**Paul Mourad, P.Eng.**  
City Project Administrator  
City of Windsor  
350 City Hall Square West, Suite 310  
Windsor, ON N9A 6S1  
Tel: 519-255-6100 (Ext. 6119)  
Email: [pmourad@citywindsor.ca](mailto:pmourad@citywindsor.ca)

**Felix Wong, P.Eng.**  
Consultant Project Manager  
Wood Environment & Infrastructure Solutions  
3450 Harvester Road  
Burlington, ON L7N 3W5  
Tel: 905-335-2353  
Email: [felix.wong@woodplc.com](mailto:felix.wong@woodplc.com)

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Talpur, Mir Ahsan Ali

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From: Todd, Michael <MTodd@citywindsor.ca>  
Sent: Thursday, January 4, 2024 11:54 AM  
To: Hellinga, Nathan; Talpur, Mir Ahsan Ali  
Subject: FW: ojibway overpass

Hello Mir,

See below comment received and my response for project records.

Mike

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

From: Todd, Michael  
Sent: January 4, 2024 11:52 AM  
To: [REDACTED]  
Subject: RE: ojibway overpass

Hello [REDACTED],

Thank you for your interest in this project, all comments are appreciated. I will send your comment to the Consultant for our records. Just for clarification the current preferred design being presented in the PIC #3 to the public and stakeholders does cross the Ojibway Parkway AND the ETR railway tracks to connect Ojibway Park to Black Oak Heritage Park.

Kind regards,

Michael Todd, P.Eng.  
Project Administrator - Corporate Projects City of Windsor

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

From: Mourad, Paul <pmourad@citywindsor.ca>  
Sent: January 4, 2024 9:04 AM  
To: [REDACTED]  
Cc: Todd, Michael <MTodd@citywindsor.ca>  
Subject: FW: ojibway overpass

Hi [REDACTED],

Thank you for your comments. Please note that Michael Todd, copied above, is the new Project Administrator overseeing this project and can assist you with information pertaining to the various design alternatives.

Thanks,  
Paul

PAUL MOURAD, P.Eng.  
Engineer III – Design Standards Lead  
Engineering Department - Design  
350 City Hall Square West, Suite 310, Windsor, ON N9A 6S1  
E: pmourad@citywindsor.ca | O: 519.255.6100 ext. 6119 | M: 519.562.2448

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

From: [REDACTED]  
Sent: Wednesday, January 03, 2024 9:20 PM  
To: Mourad, Paul <pmourad@citywindsor.ca>  
Subject: ojibway overpass




CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My preferred solution is the one shown on TV, not the ones shown in your online literature, the one crossing the parkway AND the railway tracks.

In the TV reporting, the reported cost is \$28 million.

This the best option for the wildlife.

  
Windsor

Sent from Yahoo Mail. Get the app

Talpur, Mir Ahsan Ali

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Subject: RE: Ojibway Parkway Wildlife Crossing comments

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From: [REDACTED]  
Sent: January 18, 2024 8:23 PM  
To: Todd, Michael <[MTodd@citywindsor.ca](mailto:MTodd@citywindsor.ca)>  
Cc: [REDACTED]  
Subject: Ojibway Parkway Wildlife Crossing comments

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ojibway Parkway Wildlife Crossing Class Environmental Assessment Comments:

- 1) The website doesn't allow for comments input. Kindly get that fixed. That's why I am sending my comments via email.
- 2) as to the fencing around the nature centre and the crossway: My experience with deer around my property is that they can easily jump a 4 ft fence - so, I am suggesting that the fencing around the crossway and the sides facing the parkway and the railroads should be taller.
- 3) The lower 'mesh' fencing for the small animals, should be much taller than the wild grasses/brushes so that they will not be used as a ramp by snakes & small animals to get over the mesh fence.
- 4) All corners of the fenced perimeters should not be 90 degrees, and should have a big enough curvature so as to help guide & redirect the path for the animals - as a sharp corner will be perceived as a wall, and may cause the animals to try to jump over it, or even crash on to it, as I have seen happened to the fence around my property.

Sincerely, [REDACTED]

Talpur, Mir Ahsan Ali

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Subject:

RE: RE Ojibway Parkway Wildlife Crossing EA Design Options from [REDACTED]  
[REDACTED]

---

From: [REDACTED]

Sent: January 19, 2024 6:42 AM

To: Todd, Michael <[MTodd@citywindsor.ca](mailto:MTodd@citywindsor.ca)>

Subject: RE Ojibway Parkway Wildlife Crossing EA Design Options from Anna Lynn Meloche

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

M. Todd City of Windsor

Nathan Hellinga WSP

Re:

Ojibway Parkway Wildlife Crossing Municipal Class Environmental Assessment

Comments on Preferred Design Option

Dear Sirs

I prefer Design Option 3 as my first choice. It checks all the ``most preferred choice`` options by the design team and I agree. First of all, I like that it provides clean lines, a more open, less heavy looking structure along Ojibway Parkway approaching the Gordie Howe Bridge. It is less intrusive both physically and visually than the other options, and is an important part of a Scenic Vista of the Ojibway National Urban Park situated adjacent Ojibway Park and Black Oak Heritage Woods. The openness of this design option allows pedestrians and bikers to continue to use the existing trail without blocking their view and or bisecting their appreciation of the natural environment. I have often walked this trail which has prairie grasses and very lovely visions of the Broadway Oaks and Prairie Strip, next to the Essex Terminal Railway, especially late in the late afternoon and early evening sun. Will supply some shots I took.

„This is a fairly classic wildlife overpass which has its merit for the use of wildlife, as it bypasses Ojibway Parkway and the ETR rail lines in an efficient manner and keeps the travel distance short for the wildlife.

I do wonder what ecosystems would best survive under this structure,,, with all shadier conditions....At any rate a good connectivity is left along the Broadway Oaks Strip.



All the other options provide a large structure that obstructs and bisects the Broadway Oaks Prairie. This is problematic for me because the strip of natural prairie here may be habitat for Butler's Gartersnake and Eastern Foxsnake. At one time Butler's gartersnakes were found in this stretch of land c. 1976, next to the Railway, as Butlers are known to like rail corridors.. Design Options 1 and 2 bisect the contiguous nature of this habitat.

Design Option 4 also obstructs the Broadway Oaks strip, which incorporates, I would imagine much of this prairie strip as part of the design....Such that walkers, bikers, would be travelling along fencing that destroys the sense of enjoyment of this area. A compensation might be to see wildlife close at hand, using the crossing.

There may be a benefit to Design Option 4, in that it may supply a crossing linkage for these very species between Black Oak and Ojibway Park although it may not be a grassland link, it appears to be forest to forest...

Also Design Option 4 may be a long crossing and might result in aborted attempts by wildlife.... I don't really know, it may offer more escape options in the case of predators... needs more information for me to decide on this....

Design Option 3 is my first choice.

[REDACTED]

[REDACTED]

Talpur, Mir Ahsan Ali

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Subject: RE: Feedback to Ojibway Wildlife crossing PIC

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From: [REDACTED]  
Sent: January 23, 2024 1:16 PM  
To: Todd, Michael <[MTodd@citywindsor.ca](mailto:MTodd@citywindsor.ca)>  
Subject: Feedback to Ojibway Wildlife crossing PIC

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I support design option #3 single span. Simple and likely most effective solution. You will need to enforce strict rules that no heavy equipment ever is allowed on the structure. Ensure no such access is presented to potential offenders. Pedestrian crossing ok. I grew up in that area and endorse such a crossing.

[REDACTED]

Talpur, Mir Ahsan Ali

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Subject: RE: Comment on Ojibway Parkway Wildlife Bridge

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From: [REDACTED]  
Sent: January 24, 2024 7:18 PM  
To: Todd, Michael <[MTodd@citywindsor.ca](mailto:MTodd@citywindsor.ca)>  
Subject: Comment on Ojibway Parkway Wildlife Bridge

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

I am in support of the preferred design #3. I read in other designs about nefarious behaviors near bridge crossing, could security cameras not be used to deter crime with corresponding signage indicating the use of security cameras.

Regards

[REDACTED]  
Director  
Canada South Land Trust



Talpur, Mir Ahsan Ali

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From: [REDACTED]  
Sent: Wednesday, January 24, 2024 7:22 PM  
To: Hellinga, Nathan  
Subject: Comment of proposed wildlife crossing over Ojibway Parkway

Hi

I am in favor of design #3, the preferred choice. Use security cameras as a potential enforcement or deterrent to nefarious activities that can potentially occur where there is no policing.

Regards

[REDACTED]  
Director  
Canada South Land Trust

- Jan. 19, 2024

Mr. Todd

We do not use computer and circumstances did not allow  
use to cast our opinion on the 18<sup>th</sup>.

- So thank you in advance for your considerations.

It is of our 60<sup>+</sup> years of generated inspiration, and of that, 30<sup>+</sup> years  
of personal stewardships' opinion that option #3 is  
the lesser of evils.

After all, 'we' all owe this to the greater good, the planet, the future  
of all species in Earth's natural environment.

We share it, we nurture, we protect at all costs.

We have just one chance to get this righted, so let us do it with  
no political issues / excuses.

If our population fails this now... Shame on us...

municipal provincial and federal historical autocratic behavior,  
"At the end of the day" .... "Street car garage, twinkle lights  
closing statements,

Word One.

Talpur, Mir Ahsan Ali

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From: [REDACTED]  
Sent: Friday, January 26, 2024 10:05 AM  
To: Hellinga, Nathan  
Subject: Ojibway Parkway Wildlife Crossing - comments

Ojibway parkway Wildlife Crossing  
Attn: Nathan Hellinga

January 26<sup>th</sup>, 2024

Dear Nathan,

Recently my wife and I attended the open house at the Ojibway Park Nature Centre to look over the Ojibway Parkway Wildlife Crossing proposals. We wish to thank you and your team for taking time to speak with us that day. After reviewing the material presented at the centre, we have a few comments and suggestions. We will keep them short in this note, but have much more detail to support our ideas related to the project.

First of all, we found the crossing design for Option 3 to be good, but the plan is missing a key feature. Drainage of the water from both rainfall and snowmelt needs to be considered as it would appear that the water will drain onto the roadway and cause some issues with erosion and driving conditions at times

Second and more important to the overall design is the lack of pedestrian access. The crossing is designed for wildlife to have a safe place to traverse to and from Black Oak and Ojibway. This now will be possible and in a safe manner. The addition of a portion of the crossing dedicated to foot and or bike traffic makes sense from more than one perspective.

As Windsor is moving to make the area a national urban park, linking the segments together to allow users to enjoy the entire area is in our opinion a significant step for the success of such an endeavor. Currently the plans would have visitors having to park in the Ojibway parking lot to explore the Ojibway portion then having to drive to the Black Oak area, park their vehicle and walk that portion. This would also hold true for persons who are biking in the parks areas.

Furthermore, if you are looking to make this park a tourist stop, the crossing would make visiting much more efficient for guests from out of town. The real benefit of the addition of the foot-bike path worked into the crossing really shows when you consider the selling point of such a feature. Imagine a pathway that has benches and lookout perches to allow visitors to observe wildlife that use the crossing. You could park your bike, take a break and look for critters crossing the pathway. Children could get a very different view of the park instead of just staring at bushes and tall grass and now could see what is walking inside that stuff.

This idea would also help guide the development of pathways in the Black Oak portion of the park and more lookouts could be added.



By linking the two sections by adding a lane for people into the plans now being proposed would allow visitors to explore the two areas without the need to drive to each portion. The adding of features to make this addition more visitor friendly would encourage more people to use the park and potentially draw in more guests to our area.

If we are to spend money on such a project, then we think it is imperative to get it right the first time. Far too often money is spent and at some point down the road people say “If we only had done this back then.” Well, we have a chance to do a great thing with the development of this entire area as part of the transition to a national urban park. Let’s do this right and give it the features that will draw in visitors to see the gem we have right here in our own backyard.

Thanks, for allowing us the time to present our ideas. We hope they are adopted as part of the plan and make this park a truly special area to visit for years to come. We welcome your feedback and please do keep us informed about the developments that are taking place regarding this study and related plans.

[REDACTED]



## WILDLIFE PRESERVATION CANADA

5420 Highway 6 North, Guelph, ON N1H 6J2  
admin@wildlifepreservation.ca  
wildlifepreservation.ca  
1-800-956-6608

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### Ojibway Parkway Wildlife Crossing - Public Information Centre #3 26 January 2024

Dear project team members,

Thank you for inviting the public to comment on the proposed Ojibway Parkway Wildlife Crossing Environmental Assessment (EA), PIC #3. I am providing comments on behalf of Wildlife Preservation Canada, and based on 15 years of experience working with species at risk (SAR) reptiles in Ontario and at the Ojibway Prairie Complex and Greater Park Ecosystem (OPCGPE).

I am pleased to see that the study area boundary was expanded to include a portion of Black Oak Heritage Park, and that the wildlife crossing was expanded to span the Essex Terminal Railway (ETR) rail yard. I also agree in general with the design option 3 (the preferred alternative) as it would maintain connectivity for pollinators and small vertebrates north-south along the naturalized boulevard between Ojibway Parkway and the ETR rail yard. I have listed my major comments below:

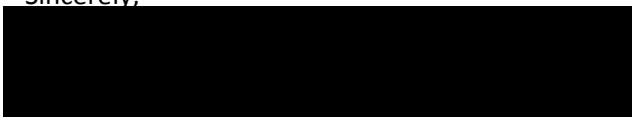
- 1) The PIC #3 slides indicated that additional ecological field studies and connectivity modelling were completed since PIC#2, which was encouraging, however neither the objectives, methods, or results of the additional studies were presented or explained in any detail. This lack of information prevented me, a trained Conservation Biologist, from providing more meaningful feedback.
- 2) Similar to my comments submitted during PIC #1 and PIC #2, a clear and transparent list of target vertebrate species is still lacking and has severely limited a meaningful assessment of the potential effectiveness of the proposed project and alternative designs. Further, failing to properly identify target species during the design phase will preclude the ability to ensure that species-appropriate design elements are being considered, and will prevent any species-specific evaluation of the effectiveness of the crossing structure post-construction (MTO 2015). In other words, we would not be able to determine whether or not the structure has improved functional connectivity for the target species, nor conduct any adaptive management if needed. This is incredibly important given the extremely large investment of public funds being proposed (\$28,000,000.00 CAD), and the need to be accountable for the prudent use of conservation funds.
- 3) The closest wording I found approximating a list of target vertebrate species were the terms “wildlife, including species at risk”, and “medium sized mammals and deer”. Medium sized mammals that are present in the Windsor-Essex region include: raccoon, long-tailed weasel, coyote, opossum, eastern cottontail, European hare, woodchuck, muskrat, beaver, red fox, gray fox, mink, and striped skunk (Dobbyn 1994; City of Windsor 2023). The only species among the group that is a SAR in Ontario, and thus in greatest need of conservation investment, is the gray fox (MECP 2023).

The gray fox is represented by only 5 observation records in the OPCGPE and West Windsor areas from 1980 to 2002, has been confirmed breeding in Southern Ontario only on Pelee Island, and recovery efforts for this species do not explicitly target the OPCGPE (City of Windsor 2023; COSEWIC 2015; MECP 2019). Thus, one could reasonably conclude that predominantly non-SAR species of medium-sized mammals and deer are being targeted for a 28 million dollar conservation project. Yet many other SAR vertebrates are present and in decline at the OPCGPE and in need of conservation interventions (Choquette and Jolin 2018).

- 4) I am very concerned that the movement and dispersal requirements of SAR vertebrates at the OPCGPE, and the study area specifically, were not considered in the evaluation of alternative or design considerations. The recovery of SAR vertebrates such as the Blanding's Turtle, Snapping Turtle, Eastern Massasauga, Eastern Foxsnake, and Butler's Gartersnake (MECP 2023) do not appear to have been explicitly considered in the design or location of the proposed wildlife crossing or the consideration of alternatives. For example, in the evaluation of design concepts five of the six Natural Environment evaluation criteria were based on "wildlife movement deterrent", yet only "medium sized mammals as well as white-tailed deer" is mentioned. Ecopassage placement for the SAR vertebrates listed above ought to consider distances between suitable habitat patches (e.g., wetlands, ponds and open canopy vegetation) on either side of the road/rail barrier to be crossed. To prevent future local extirpations, conservation efforts should preferentially target SAR (Choquette and Jolin 2018), with any concomitant advantages for locally-common mammal species deemed beneficial side-effects to that goal.
- 5) The proposed location of the wildlife crossing (option 3) is along a low-ranking potential connectivity pathway for a SAR reptile, as identified in a recent connectivity modelling study (Choquette et al. 2020). The functionality of that connectivity pathway, however, is dependent on SAR access to the open canopy forest edge habitat present to the south of Ojibway Park (Choquette et al. 2020). The future protection of those lands, however, remains in question as they are zoned Commercial District and Residential District (City of Windsor 2022). Further, the current diagram of design option 3 depicted the installation of barrier fencing in an east-west alignment, running east from Ojibway Parkway, effectively cutting off those edge habitats to the south from the ecopassage-fencing system. Additional land acquisition adjacent to and south of Ojibway Park would therefore be needed to ensure the functionality of the proposed wildlife crossing for SAR vertebrates.

Thank you for considering my comments and I welcome any follow-up questions or requests for clarification.

Sincerely,



Lead Biologist - Ojibway Prairie Reptile Recovery  
Wildlife Preservation Canada  
PO Box 221 Stn. A, Windsor, ON, N9A 6K1



## Literature Cited

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We speak for those who cannot speak for themselves.

1375 Provincial Road  
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Phone: 519 - 966 - 5751  
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January 25, 2024

Michael Todd, P. Eng.  
Project Administrator  
City of Windsor  
350 City Hall Square West  
Windsor, Ontario, N9A 6S1

Nathan Hellinga, B. Sc., CPESC, CAN-CISEC  
Consultant Team Lead  
WSP E&I Canada Limited  
900 Maple Grove Road, Unit 10  
Cambridge, Ontario, N3H 4R7

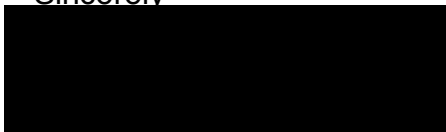
Dear Messrs. Todd and Hellinga:

The Windsor/ Essex County Humane Society is pleased that the City of Windsor continues to move forward with plans for a wildlife crossing at Ojibway Parkway. Given that the area is extremely sensitive for wildlife and species at risk, we welcome these efforts to provide safer passage options for wildlife.

We appreciate the effort that has been put into evaluating the alternatives, and have no objections to the preferred alternative. We strongly encourage the City to continue with efforts to extend the crossing over the Essex Terminal Railway as well, given that the railway will remain a barrier to safe passage (albeit a less significant barrier than the parkway).

We look forward to continued progress on this project, and would appreciate being included in future consultation opportunities to allow our organization to continue to advocate for our community's animals.

Sincerely



Executive Director

Talpur, Mir Ahsan Ali

---

From: Hellinga, Nathan  
Sent: Wednesday, February 14, 2024 1:34 PM  
To: [REDACTED]  
Cc: mtodd@citywindsor.ca; Friends Of Ojibway Prairie Ojibway Prairie Complex; Talpur, Mir Ahsan Ali; kcedar@citywindsor.ca  
Subject: RE: Ojibway Parkway Wildlife Crossing Questions

Hello [REDACTED],

As a component of the Municipal Class Environmental Assessment process, the Ministry of the Environment, Conservation and Parks provided a list of Indigenous Nations that should be consulted for this study. The list includes the following Indigenous Nations:

- Aamjiwnaang First Nation (AFN),
- Caldwell First Nation (CFN),
- Chippewas of the Thames First Nation (COTTFN),
- Chippewas of Kettle and Stony Point First Nation (CKSPFN),
- Métis Nation of Ontario (MNO),
- Oneida Nation of the Thames (ONT) and
- Walpole Island First Nation (Bkejwanong Territory; WIFN).

All of these Nations have received copies of the project documents and we've offered to meet with them and discuss the project. Some Nations have taken us up on that offer while others have just reviewed material and provided back comments.

Related to the Wyandot of Anderdon, if you could provide them with the link to the online resource and comment form (both provided below) then we would be happy to hear from them. Even though the public comment period is over, they are welcome to fill in a comment form or provide us with an email with their thoughts and we can include it in the comment log.

Links Related to the Ojibway Parkway Wildlife Crossing Class Environmental Assessment Project:

[Project Website](#)  
[PIC #3 Presentation Materials](#)  
[Online Comment Form](#)

Sincerely,  
Nathan



**Nathan Hellinga**

Team Lead – Environmental Permitting & Compliance, Ontario  
*He/Him*

M+ 1 647-294-8986

---

From: [REDACTED]  
Sent: Tuesday, January 23, 2024 11:12 PM  
To: Hellinga, Nathan <nathan.hellinga@wsp.com>  
Cc: mtodd@citywindsor.ca; Friends Of Ojibway Prairie Ojibway Prairie Complex <friendsofojibway@gmail.com>; Talpur, Mir Ahsan Ali <mir.talpur@wsp.com>; kcedar@citywindsor.ca  
Subject: Re: Ojibway Parkway Wildlife Crossing Questions

Hello All,

Thanks again for all your work on this project. I greatly enjoyed chatting at the open house, you answered all my questions relating to the crossing itself. Very well done! Just a couple of follow-up questions.

1) Are you able to provide a sense of consultation with Indigenous people and First Nations on this project?

2) I happen to know the Grand Chief of the Wyandot of Anderdon located in Michigan through other initiatives. They have a great interest in the Ojibway Prairie Complex as their people have a history in this area (Wyandotte St, Huron Church Rd etc. named after their people). I reached out to the Grand Chief to let him know about the open house but unfortunately I didn't provide enough notice and they weren't able to attend. I was just thinking it couldn't hurt to ask you if it might be possible to setup a time for them to be provided information about the project? They are always eager to visit in person but even a virtual meeting might work. Just thought it might be a nice gesture if possible to include them in sharing information about the project.

Thanks very much for your time,

[REDACTED]  
Board Member, The Friends of Ojibway Prairie

On Wed, Jan 17, 2024 at 12:06 PM [REDACTED] wrote:

Thank you, Nathan! Greatly appreciate your detailed response. Very much looking forward to the information session, I will look to ask any further questions at that time.

Best,

[REDACTED]  
On Tue, Jan 16, 2024 at 4:19 PM Hellinga, Nathan <[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)> wrote:

Hi [REDACTED],

We have discussed your questions and have the following answers that we can share with you. I've numbered the responses to match the questions that you've asked.

1. We typically try to avoid disclosing too much specific information regarding Species at Risk as it can potentially lead to problems related to the public's interaction with species. With that said, we can provide some additional information related to this topic. The permanent footprint of the structure is only anticipated to directly impact Willowleaf Aster. Additionally there were two identified individual plants of Purple Twayblade which are close to the eastern approach which may need to be relocated for temporary construction. Additionally, there is Dense Blazing Star as well as additional individuals of Willowleaf Aster and Purple Twayblade near the area which will be impacted by the works; these plants would not be directly disturbed, but their habitat would be encroached upon.

For individual plants within the project footprint (or directly impacted by temporary or permanent works), the intent is to transplant them onto the ecopassage itself so that they are maintained in a similar position in the landscape as to where they are currently found.

2. We did not compare the areas of habitat impacted for each option as it relates directly to SAR. We have compared, and quantified, the areas of natural, or naturalized, habitat that will be permanently altered by each option. These areas are associated with the approach ramps at the east and west, as well as the earthen fill within the boulevard for Options 1, 2 and 4 which have this fill. The areas impacted are summarized as follows:

PIC #2 Alternative – 2,428 m<sup>2</sup>

Alternative 1 – 11,511 m<sup>2</sup>

Alternative 2 – 14,287 m<sup>2</sup>

Alternative 3 – 14,471 m<sup>2</sup> (although this alternative does not have fill in the boulevard, it has a higher elevation on its western approach due to the single consistent grade of the structure, this results in a larger area of impact on the western approach than other options)

Alternative 4 – 19,061 m<sup>2</sup>

3. We believe that Option #3 will be significantly better for wildlife. The direct crossing will minimize crossing length which is one of the key items contributing to success in wildlife crossing. The shorter crossing will also minimize the amount of time that wildlife spend at/on the crossing, a significant concern related to Option #4 is that wildlife may spend longer in the boulevard area connecting the two crossings and that the longer wildlife are in that area the more likely they are to find (or create) a gap in the exclusion fence which would allow them to enter either the railway tracks or Ojibway Parkway.

An additional consideration is that, although SAR habitat is important, so is habitat for non-SAR species and Option #3 represents a significantly lower overall area of impact when compared to Option #4.

We hope that these responses help answer your questions. If you are attending the Public Information Centre scheduled for Thursday January 18<sup>th</sup> then we will see you there and be pleased to further discuss any of these items.

Sincerely,  
Nathan

**Nathan Hellinga**





Team Lead – Environmental Permitting & Compliance, Ontario

He/Him

M+ 1 647-294-8986

---

From: [REDACTED]  
Sent: Tuesday, January 9, 2024 10:37 AM  
To: [mtodd@citywindsor.ca](mailto:mtodd@citywindsor.ca); Hellinga, Nathan <[nathan.hellinga@wsp.com](mailto:nathan.hellinga@wsp.com)>  
Cc: Friends Of Ojibway Prairie Ojibway Prairie Complex <[friendsofojibway@gmail.com](mailto:friendsofojibway@gmail.com)>  
Subject: Ojibway Parkway Wildlife Crossing Questions

Hi Michael and Nathan,

Hope you both are having a good start to your 2024!

Thanks for all your work on the Ojibway Parkway Wildlife Crossing project. It's been exciting to see alternatives evolve through consultation toward the set of options currently being presented.

I'm a member of the board of directors for The Friends of Ojibway Prairie and we've been following with great interest. Based on some previous feedback and presentations at council for the last iteration of work, I recall there was some concern about destruction of species at risk habitat. This makes the choice between option #3 and option #4 something to consider. Just a few questions in that regard if you don't mind.

- 1) Evaluation for option #3 mentions impacts to Willowleaf Aster and "at least one other species at risk". Are you able to identify what other species at risk beyond Willowleaf Aster you anticipate may be impacted through disturbance of habitat?
- 2) Is it possible to quantify species at risk habitat that is disturbed under option #3? I note that more terrestrial habitat is impacted under option #4 than option #3 so just curious as to if specific SAR habitat disturbance is quantified for option #3 given the preferential scoring on this item for option #4.
- 3) In weighing the benefits to wildlife of option #3 vs option #4, is it felt that option #3 is the better option for wildlife? I note that option #4 has the benefit of preserving all identified SAR habitat but has the added risk that navigating the boulevard area proves a challenge for some species and lingering in that area for extended periods can pose some additional risk.

Thanks very much for all your work and taking my questions! Hope to meet you in person on January 18 to say hi :)

Best,



Board Member, The Friends of Ojibway Prairie

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-LAEmHhHzdJzBITWfa4Hgs7pbKI

From: Hellinga, Nathan  
Sent: Wednesday, February 14, 2024 3:11 PM  
To: [REDACTED]; mtodd@citywindsor.ca  
Cc: Talpur, Mir Ahsan Ali; kcedar@citywindsor.ca  
Subject: RE: Design for Ojibway Parkway Wildlife Crossing.

Hi [REDACTED]

Thank you for reaching out to us and providing your questions and insights. Based on your questions, understanding of the material, and title in your signature block, wildlife crossings appear to be something with which you're very familiar. The information presented in the Public Information Centres (PIC) represents a fraction of the information that is available related to the project. As we move towards concluding the project the Environmental Study Report will be made available to the public and it goes into much greater detail about all aspects of the project.

We will attempt to respond to your questions and comments in the same order asked. I've copied the section headings into the following response to try and keep things clear / related to one another.

1. Do you have any comments on the evaluation of alternative design concepts process?

There are a lot of inter-related questions within this section. As a really brief background, the "project" that we're undertaking at this point is performing a Municipal Class Environmental Assessment (MCEA) for the Ojibway Parkway Wildlife Crossing. There is an established process for performing MCEA, which is what we are following. The process requires a problem or opportunity statement to be established and subsequently potential solutions are presented and evaluated.

For this project the problem or opportunity statement is:

The City of Windsor is undertaking a Municipal Class Environmental Assessment 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. The 20 m wide Ojibway Parkway that carries approximately 20,000 vehicles per day contributes to the functional separation of these natural heritage features. Additionally, the 8 railway tracks operated by Essex Terminal Railway (ETR) to the west of the parkway further inhibit wildlife movement and ecological connectivity. 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 will reduce landscape fragmentation through improvement of habitat connectivity in the Ojibway Prairie Complex. In addition, the Wildlife Crossing will improve safety of the travelling public on Ojibway Parkway by reducing wildlife-vehicle interactions.

The goal of the project is not just to reduce wildlife vehicle collisions (WVC), but also to re-establish the ecological connection between Black Oak Heritage Park and Ojibway Park. Windsor is very unique from the rest of Ontario, and in fact the rest of the country, in that it is home to some of the only remaining native tallgrass prairie in Ontario as well as a number of Species at Risk plants, reptiles and insects. Although there is a desire to reduce WVC, there is also a desire to help reconnect populations of all types of Species at Risk. A significant reason behind the recommendations for a rather wide overpass is to allow species of plants and insects as well as reptiles (in particular two Species at Risk snakes) to also use the crossing as a connection. Additional details on this will be provided in the Environmental Study Report.

Future roadway expansion is a 'nice to have' feature, not a 'need to have' feature. The criteria assessed there is really intended to be related to overall potential for public use and the impact of one option over another on how the lands within (or under) the overpass could be utilized in the future.

All criteria considered were given an equal weight, but with that said, the matrix is not a representation of a numerical scoring system, but is instead intended to provide a comparison between options.

## 2. What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?

The original options (presented in PIC #1 & #2) never fully considered a crossing which would span the ETR railway. There was a rendering showing that it was possible to extend the crossing, but it was not costed nor included in that original assessment. We received substantial feedback from the public and stakeholders which lead us to redesigning and assessing options which would also span the ETR tracks.

## 3. Do you have any comments that we should consider during the next steps of the Study?

The scope of the current project is limited to a preliminary design and class Environmental Assessment. The comments and information you've provided here is very useful, but much of it will be more closely related to the detailed design phase.

### Approach ramp steepness

Comment noted, this can be examined during the detailed design phase.

### Overpass Width

This is somewhat addressed in earlier background information and answers, but in essence the 50m width was recommended primarily based on the objective of making the crossing wide enough to be used by all species. What we were aiming here is really landscape scale connectivity, not just passage for a single target species. As mentioned before, additional information will be available within the Environmental Study Report.

### Fencing

Your comments are noted. The intent is to extend the fencing to the north and south as far as the existing natural areas, and then possibly wrap to the east and west up the sides of adjacent properties or roadways.

The need for jump outs is captured and discussed in the Natural Environment Report which is a component of the Environmental Study Report. Similarly the fence type is also discussed in that section.

Both the City and WSP have experience with wildlife fencing in this area as we've been involved with the construction and operation of the Herb Gray Parkway. For the Ojibway Parkway Wildlife crossing we are proposing similar fencing material, which is comprised of a two layer system of chain link (for entire height) and a shorter section of metallic wildlife mesh on the inside face of the bottom section of the fence. We are aware of additional considerations related to the mesh portion since one of the Species at Risk snakes present in this area is very adept at climbing and this bottom portion of the fence needs to be sufficient to prevent it from circumventing the fencing.

### Noise and Sound

Sound and light attenuation will be considered during the detailed design phase.

### Overpass Landscaping

Landscaping will in general be dealt with during the design phase. A recommendation will be put into the Environmental Study Report that the ultimate landscaping plan of the overpass should consider inclusion of root wads, logs, boulders, and possibly depressions to promote minor pooling of water. This is an item that we have discussed internally a couple of times and plan to include.

There are currently several overpasses on the Herb Gray Parkway which have soil cover atop them. Similar methodology for inspection is proposed to be implemented on this project.



## Summary

Thank you for providing your questions and comments. We appreciate the amount of effort you've put in to compiling these. There are certainly a number of items that you've identified that we will consider moving the project forward, and also a number of items for the City to consider if/when the project moves into the detailed design phase.

Sincerely,  
Nathan



### **Nathan Hellinga**

Team Lead – Environmental Permitting & Compliance, Ontario  
*He/Him*

M+ 1 647-294-8986

---

From: [REDACTED]  
Sent: Wednesday, January 10, 2024 3:57 PM  
To: mtodd@citywindsor.ca; Hellinga, Nathan <nathan.hellinga@wsp.com>  
Subject: Design for Ojibway Parkway Wildlife Crossing.

Find below my comments concerning Ojibway Parkway Wildlife Crossing - Public Information Centre #3. I have also provided the information on the public consultation form.

1. Do you have any comments on the evaluation of alternative design concepts process?

The option analysis seems overly focussed on structural design and span lengths without much consideration from a wildlife perspective. This may be as a result of little information on project quantitative/measurable objectives. Is the project to reduce wildlife vehicle collisions (WVC) or to improve wildlife connectivity across roadway or both? What will constitute success. A X reduction in WVCs in x years, X target species crossing from one side to the other side? Once established then these objectives can be assessed against the likely success by each if the structural design objectives.

Another consideration is to state the target species(s) that the project is attempting to address. Is it only deer or are there other animals of concern that the options should be assessed against and which might best meet their requirements based on their specific physical characteristics, behaviour etc.

Another element that appears in some of the option analysis but not clearly identified as a criteria is the ability to accommodate future roadway expansion. If this is a stated requirement or merely a 'nice to have' then this should be addressed in the option analysis criteria.

Are all criteria of equal weight and importance?

There appears to be an inordinate amount of discussion and evaluation/concern of sight line. Sight line is certainly an important consideration but more so with respect to underpasses vs overpasses. Research has shown that deer are more likely to use underpasses if there is a clear line of sight while this seems to be less of an issue with respect to overpasses. In addition, sight line may be less of an issue when assessed against a habituated species such as the deer in question in an urban setting that have no real predators to worry about. The fact that the approach ramps will reduce

sight lines should also be factored into how important this criteria is for various options. It should be noted that depending on direction of travel sight lines might be better in one direction vs the other.

## 2. What do you think about the revised Preferred Design (Design Option 3) for Wildlife Crossing?

Certainly Design Option 3 has a number of merits but also comes at a high cost. It is unclear why an option with centre median piers connection shown in original options has been discarded versus the earth filled MSE ones proposed in Options 1 and 2.

## 3. Do you have any comments that we should consider during the next steps of the Study?

### Approach ramp steepness

A review of the ramp approach steepness might be in order, balancing the loss of vegetative cover that has proven important for wildlife and amount of fill against importance of sight line distance

### Overpass Width

The overpass width should be reviewed in light of the proposed 50 m width. The proposed width comes from a 2011 published *FHWA Wildlife Crossing Structure Handbook Design and Evaluation in North America* which is now over 12 years old and is based on best information at the time. Since its publishing, a number of overpasses have been constructed in North America and Europe and subsequently studied. In many cases, it has been discovered that when dealing with primarily a single target species, the need for such a width may not be required. This is especially true when dealing with an urban, habituated species that is far more comfortable with disturbances and development. In most cases, a 30 m width has been deemed acceptable and even narrower for rocky mountain sheep. In Utah 's Parley Pass overpass the structure is only 10 m wide but recording usage by almost all species in the area. In France, overpasses crossing four lane divided highways and primarily for deer are on average 30 m wide. To some extent the decision on width boils down to context sensitive design reflective of the situation, species(s) characteristics, behaviour, motivation for crossing the highway, judgement and the risk tolerance of the project proponent. The extra width comes at a cost and it would be a shame that a project does not proceed based on affordability.

### Fencing

There is little information provided about fencing but it is an important component of any wildlife crossing. Research has indicated that fencing should extend 2.5 to 3 km minimum each direction from the crossing to avoid end of fence run arounds. In addition, fencing should include jump outs as a means of permitting wildlife to self extract themselves from the fenced right of way should they find themselves inside it. The type of fence and its material - metal posts vs steel, chainlink vs wildlife mesh fencing should be reviewed from a wildlife/target species(s) perspective based on their characteristics as well as cost/service life comparisons. The need for special fencing to address smaller mammals and reptiles should be reviewed in light of project objectives. If connectivity a driving influence then many of these species have small home ranges and need to carry any special fencing the full fenced length not required vs its need if objective is to reduce wildlife vehicle collisions recognizing that this will reduce connectivity.

### Noise and Sound

There is no mention on how noise and light from roadway traffic and railroad is to be addressed on the overpass. In many cases, overpasses have employed 1.5 to 2m earthen berms to reduce light and sound transmission. But these berms use up valuable, expensive real estate and create asymmetric loading along the outer edge of the bridge structure that must be considered. In Europe, the use of sound attenuation walls or even simple solid wood fencing has been used

which in turn not only shields from noise and light but also provides safety barrier from a bridge code perspective vs the earthen berm which subsequently requires fence to run along each side of the overpass structure.

#### Overpass Landscaping

The extent of landscaping over the overpass should be examined and based on objectives decisions made whether it needs to be heavily planted or simply grassed. This will affect soil depth that need to be accommodated. For smaller animal, the provision of root wads, logs and boulders strategically placed will provide cover or even habitat. As noted previously, the importance of maintaining as much existing vegetation and cover at the ramp approaches should be an important consideration. Structurally, if expansion joints are to be used, consideration needs to be given on how these joints are to be inspected and maintained in light of any soil covering them

[REDACTED]