WELCOME!

OJIBWAY PARKWAY WILDLIFE CROSSING
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE #3

Virtual Public Consultation

18 December 2023 – 26 January 2024

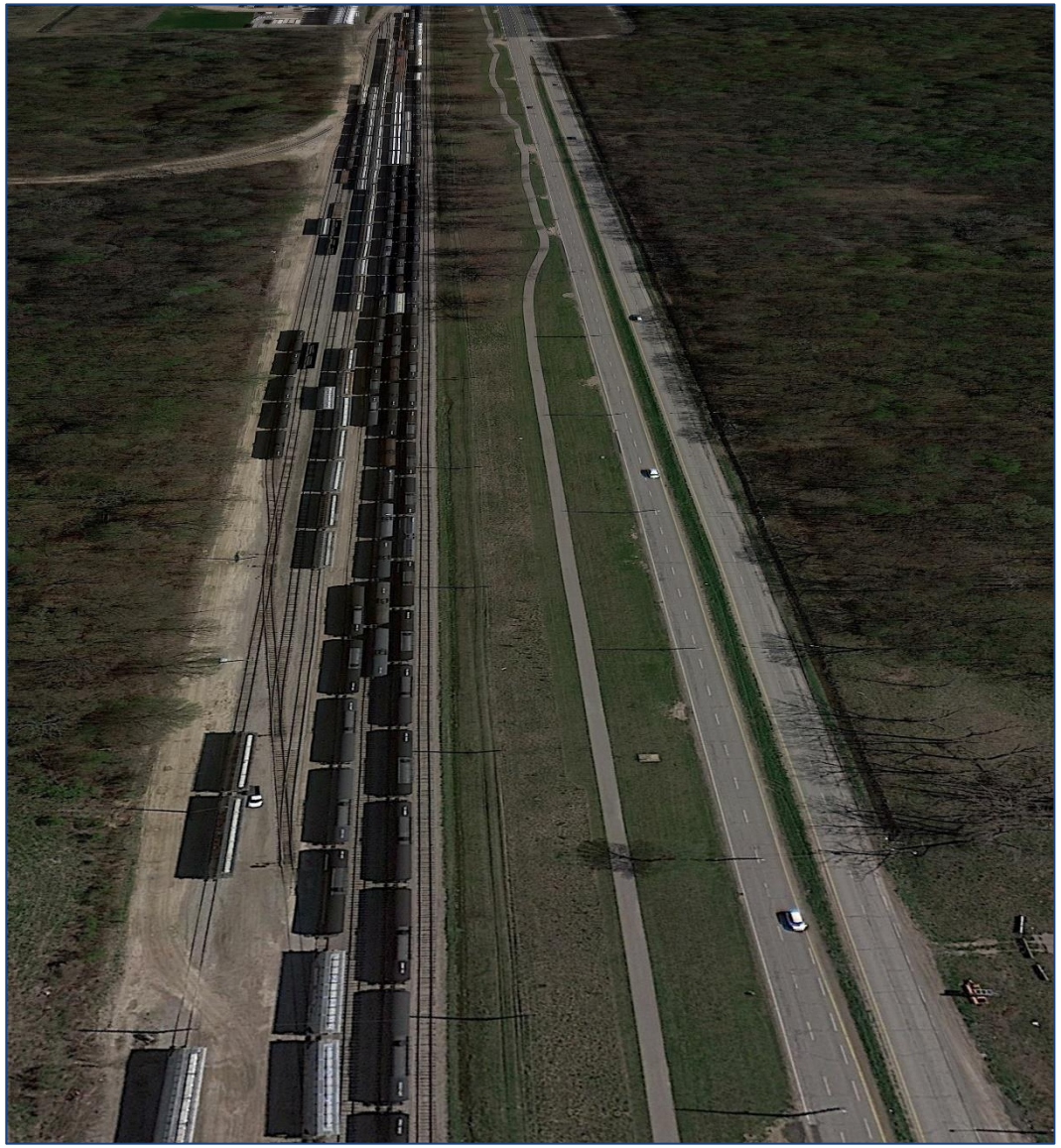
In-person Open House

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

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

THE CITY OF WINDSOR
ONTARIO, CANADA

WSP



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

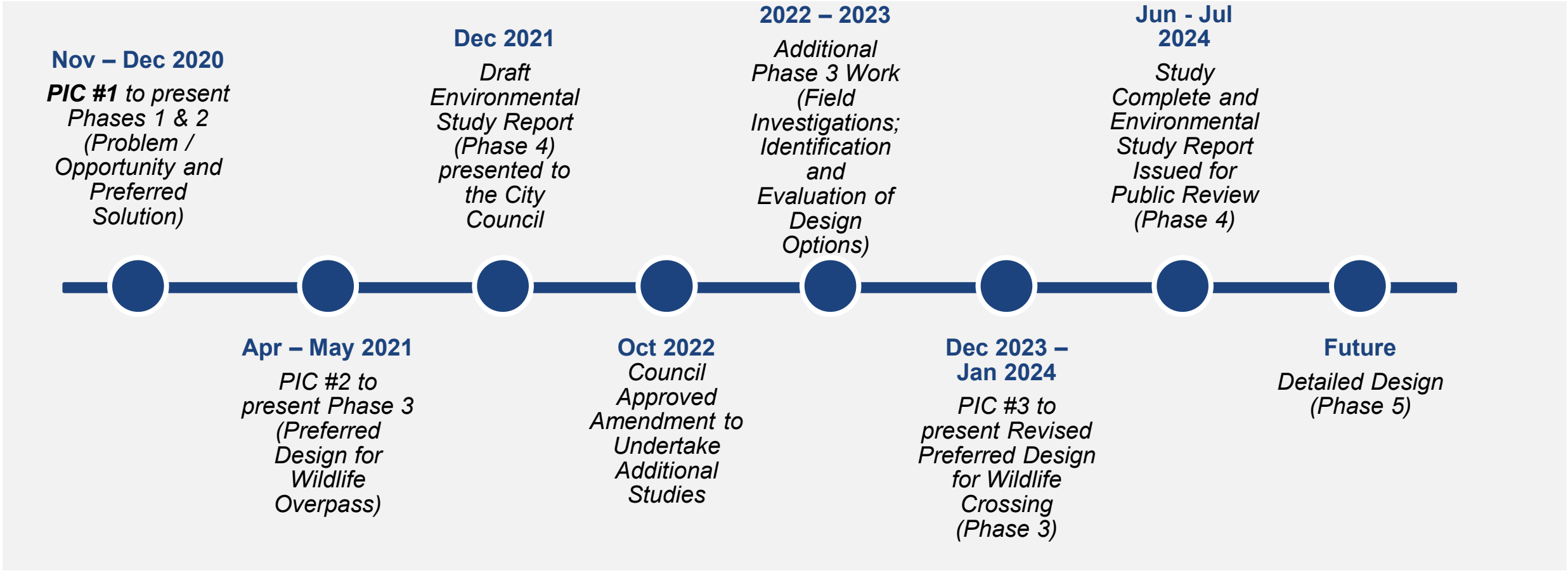
Phase 1 Identify and Describe the Problem(s)	Phase 2 Alternative Solutions	Phase 3 Alternative Design Concepts for the Preferred Solution	Phase 4 Environmental Study Report	Phase 5 Implementation
Identify reasonable alternative solutions Evaluate the alternative solutions, taking into consideration environmental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

Phases 1 and 2 have been completed.

Phase 3 was revisited.

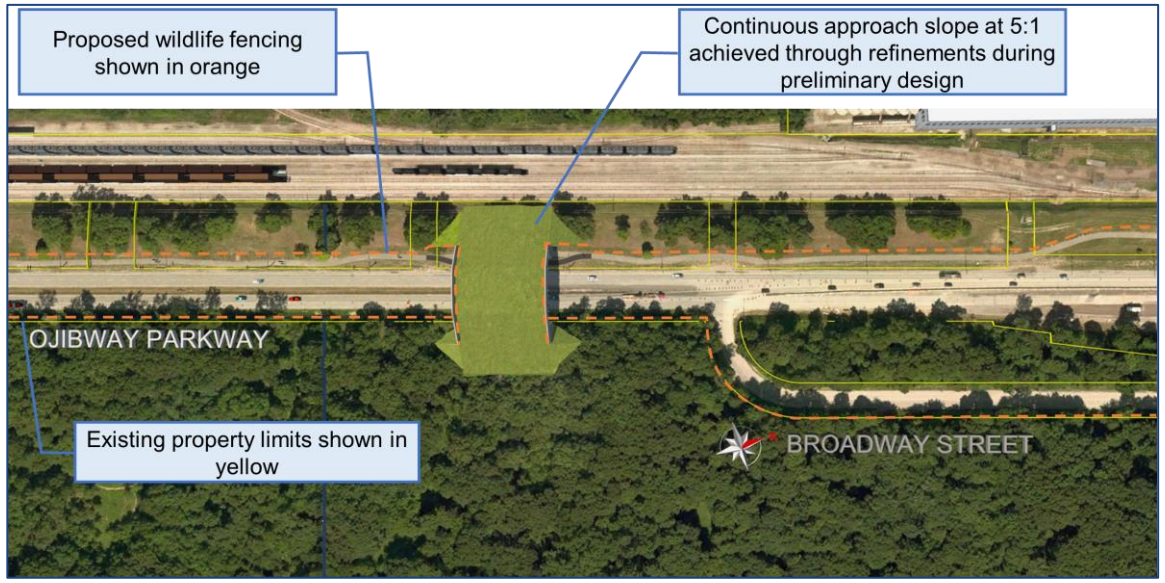
STUDY PROCESS AND TIMELINE

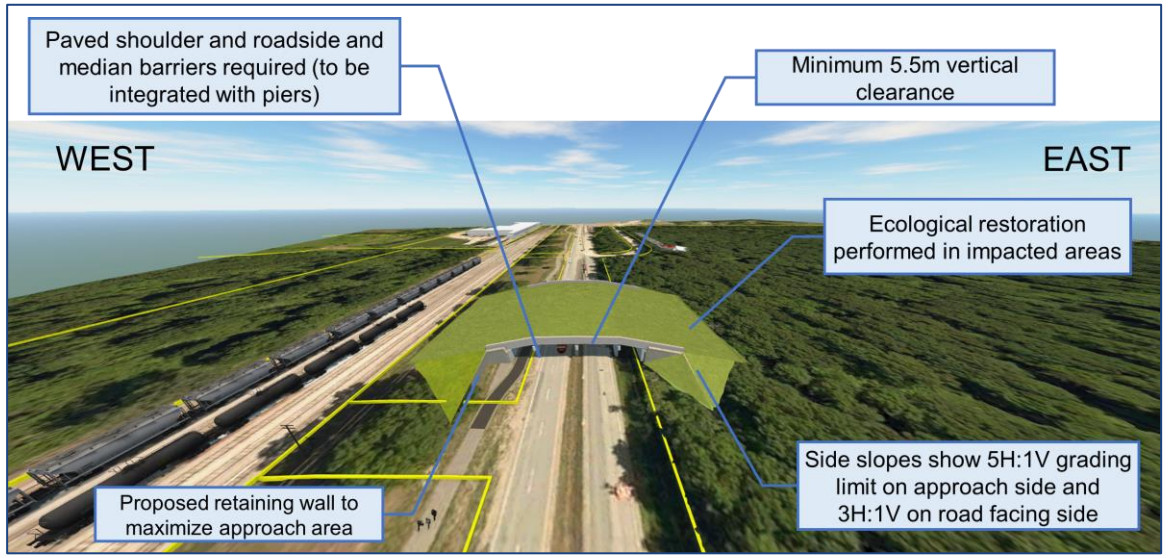
- This study is being carried out in accordance with the Municipal Class Environmental Assessment process under Ontario's Environmental Assessment Act.
- This study will address requirements of Phases 1 through 4 of the process.



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.

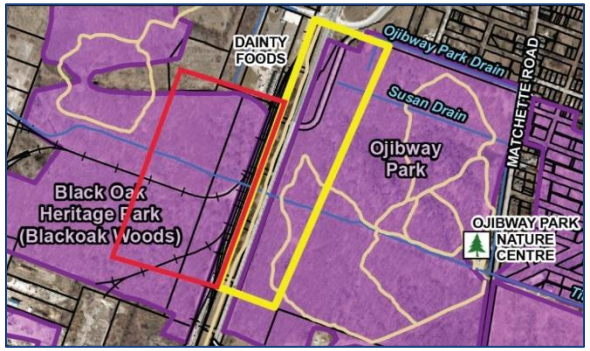
Relevant information from other studies performed by the City was reviewed and incorporated into the assessments and evaluation.

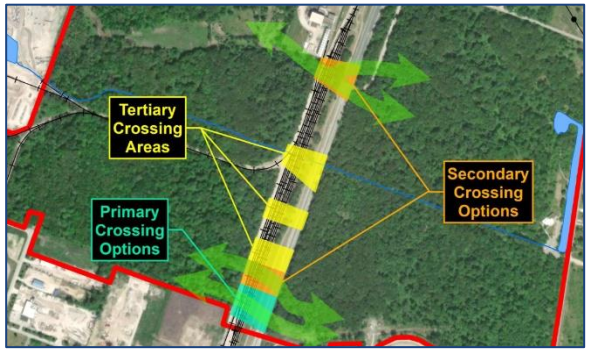
Connectivity Analysis:

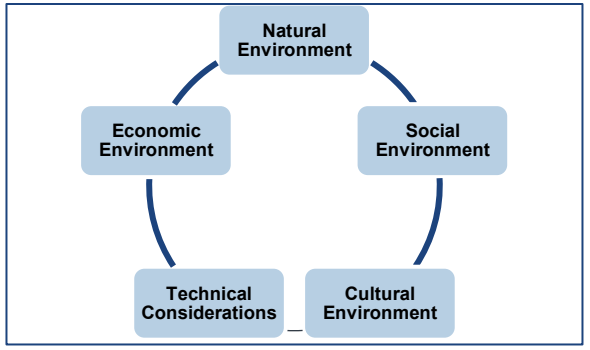
Connectivity modelling was completed to identify additional locations for a Wildlife Crossing along Ojibway Parkway. The intent was to identify an alternative location for the crossing that would avoid impacts to the Black Oak Wetland Complex.

New Design Options:

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



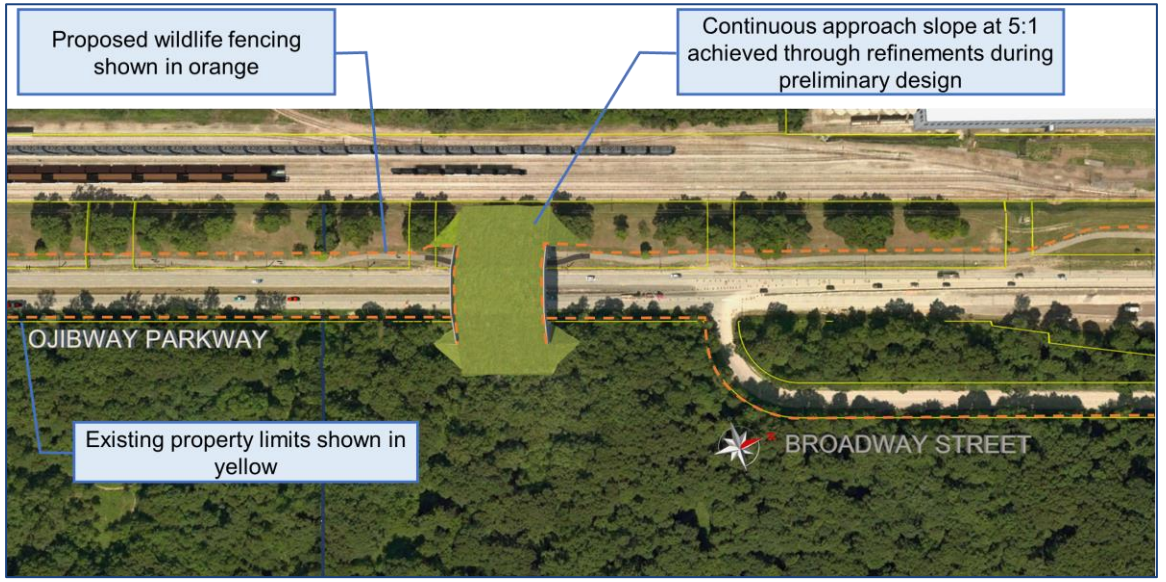


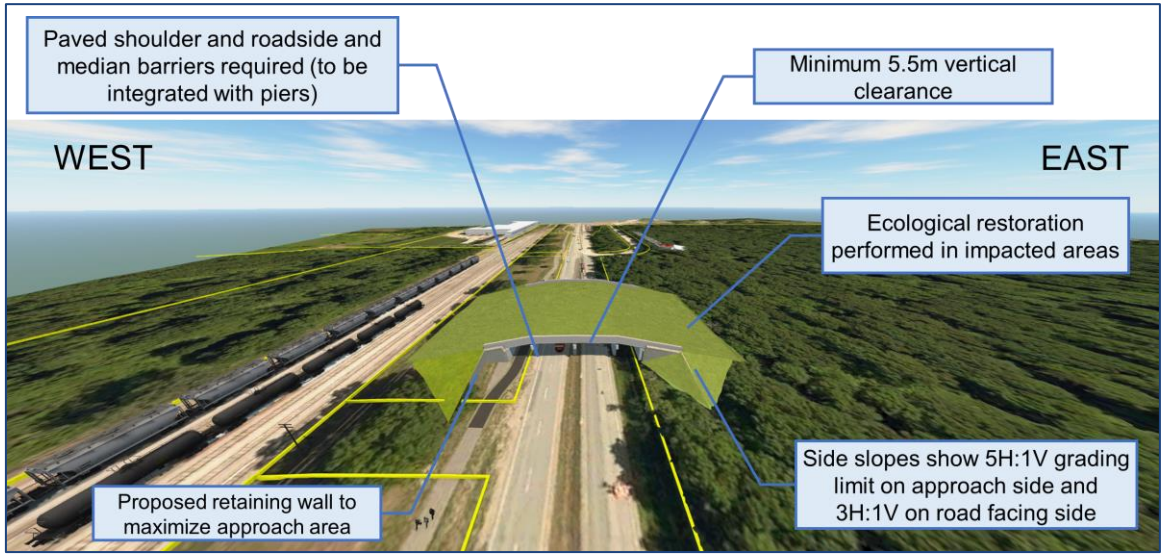


PREVIOUS PRELIMINARY PREFERRED DESIGN (PIC #2)

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**.

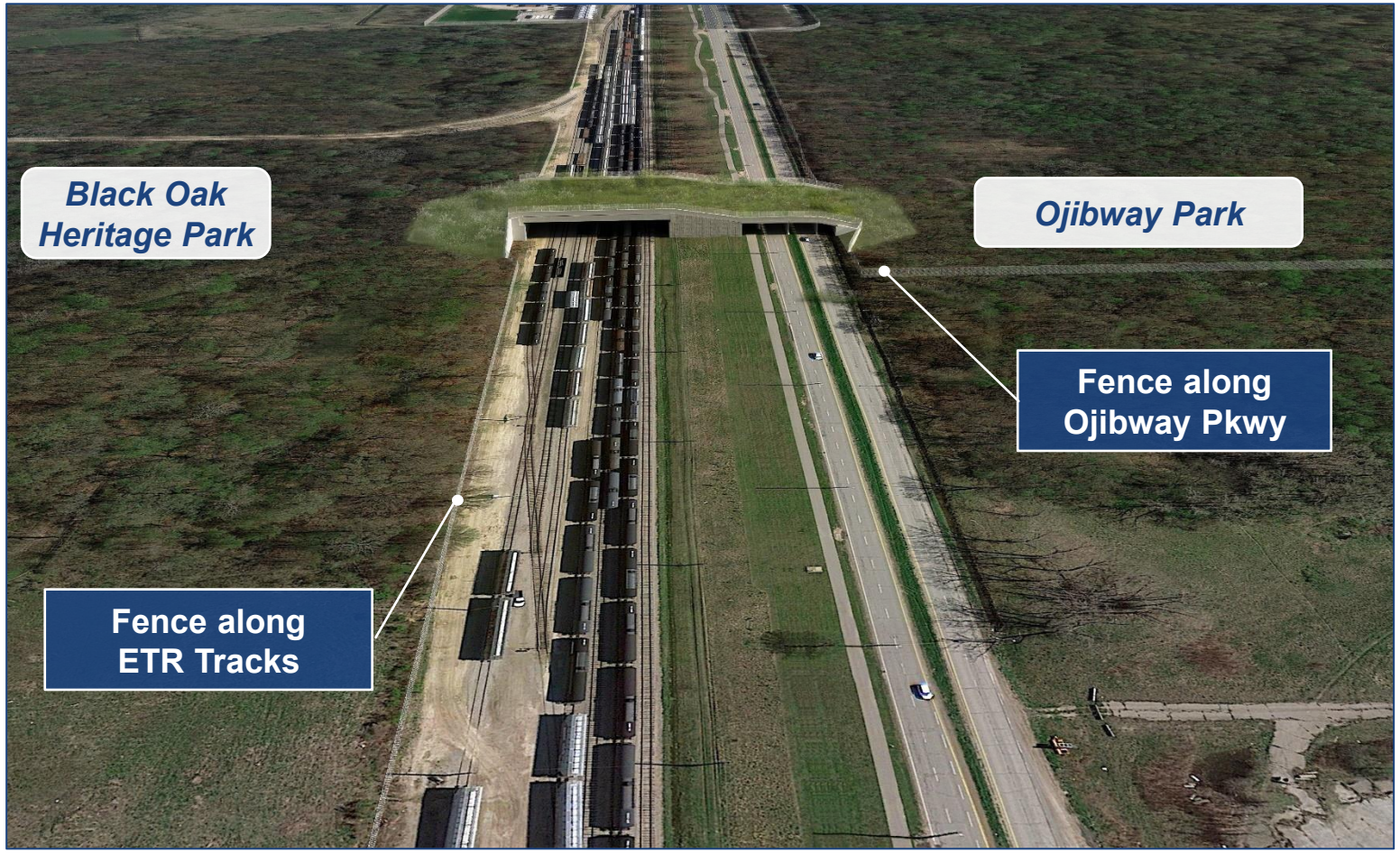




DESIGN OPTION 1 – CONCEPTUAL RENDERING

This design option would include:

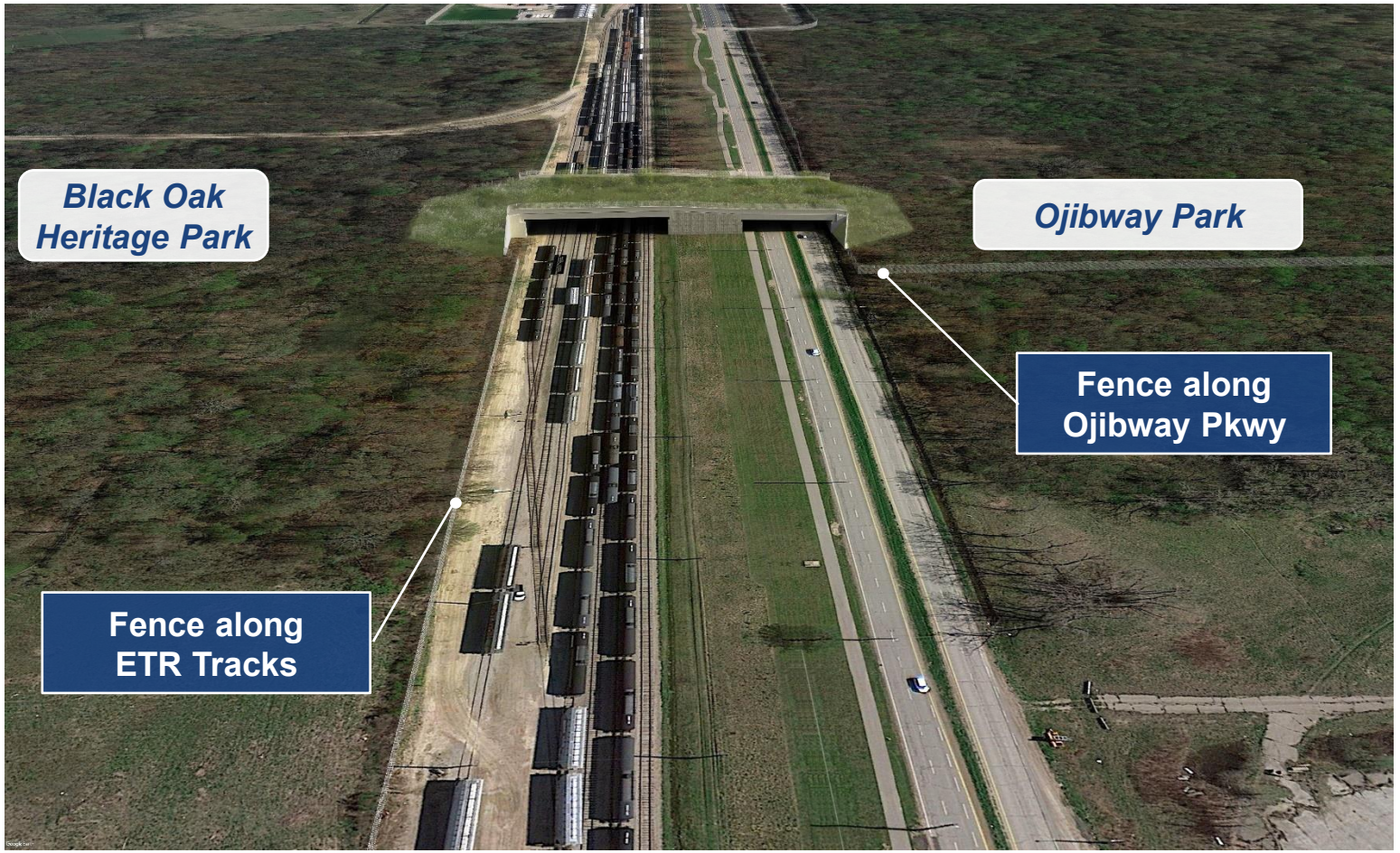
- **Four span structure over Ojibway Parkway** with a **single span structure over ETR tracks**. Structures will be **connected with an earth ramp** retained by reinforced soil slope (RSS) retaining walls.
- **50 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated 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:

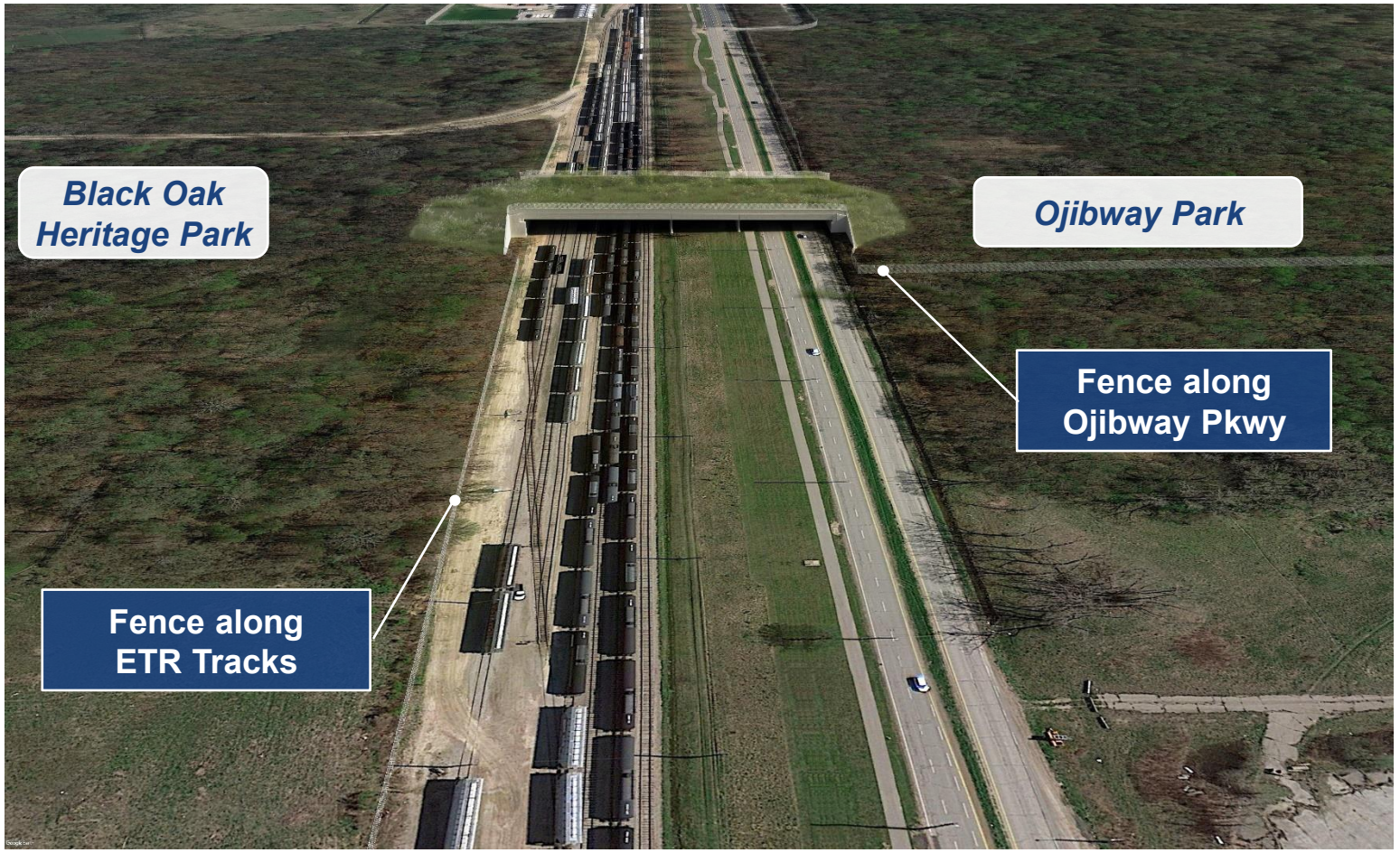
- **Single span structure over Ojibway Parkway** with a **single span structure over ETR tracks**, **connected with an earth ramp** retained by RSS retaining walls.
- **50 m wide** wildlife crossing connecting Ojibway Park on the and the natural areas associated with Black Oak Heritage Park on the west.
- 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:

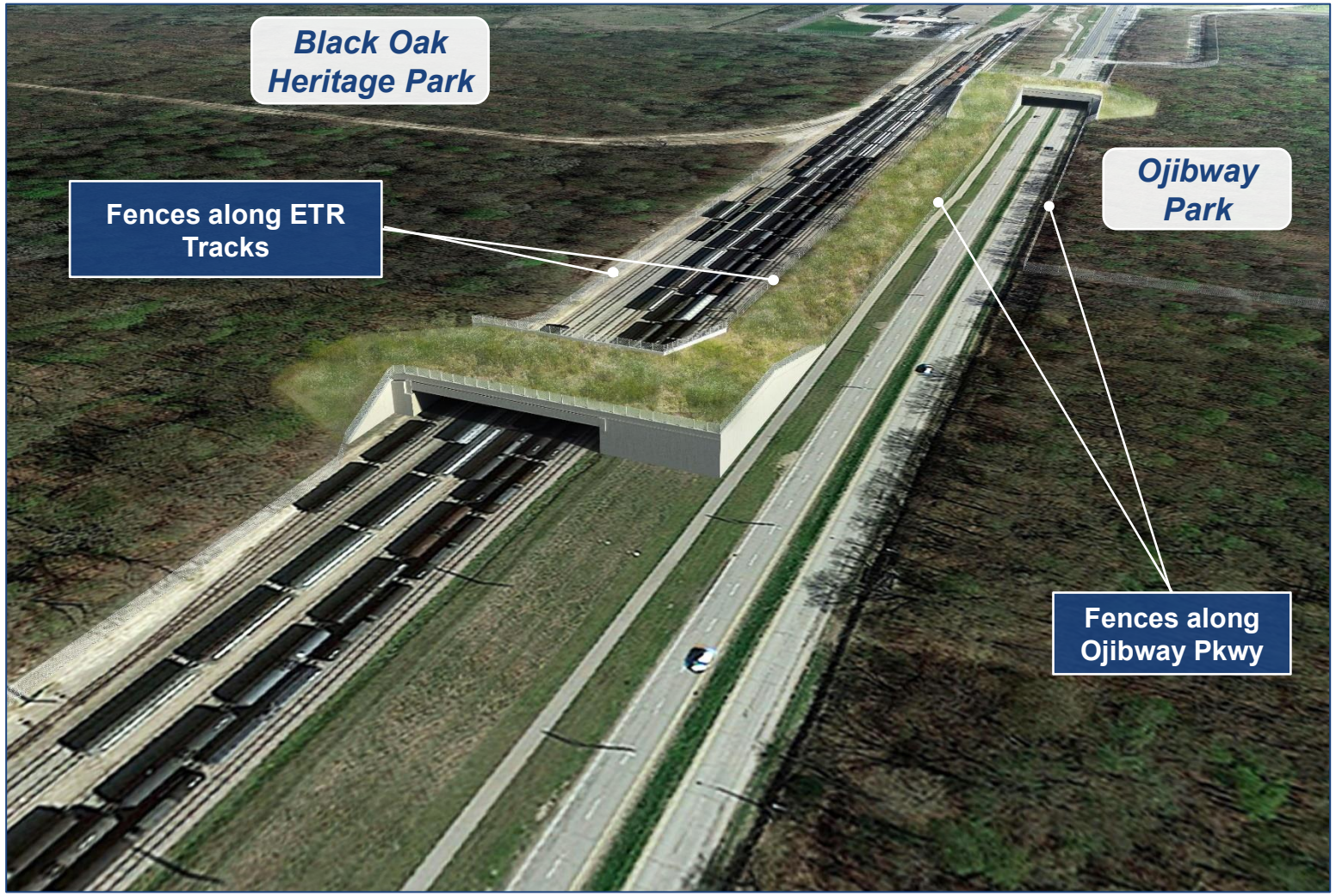
- **Three span structure** (bridge spans over ETR tracks, span over boulevard between ETR tracks and Ojibway Parkway, and span over Ojibway Parkway).
- **50 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 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.



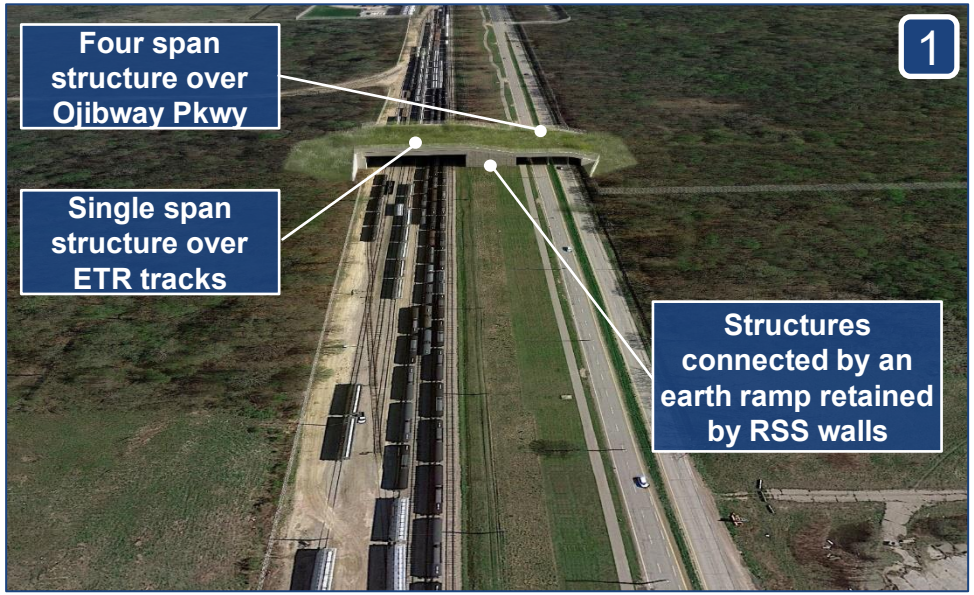
DESIGN OPTION 4 – CONCEPTUAL RENDERING

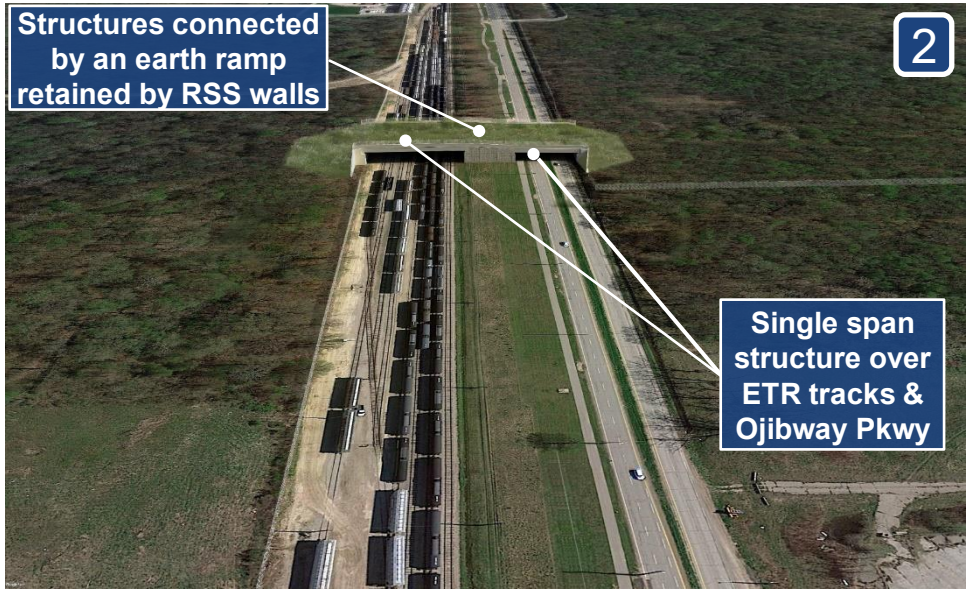
This design option would include:

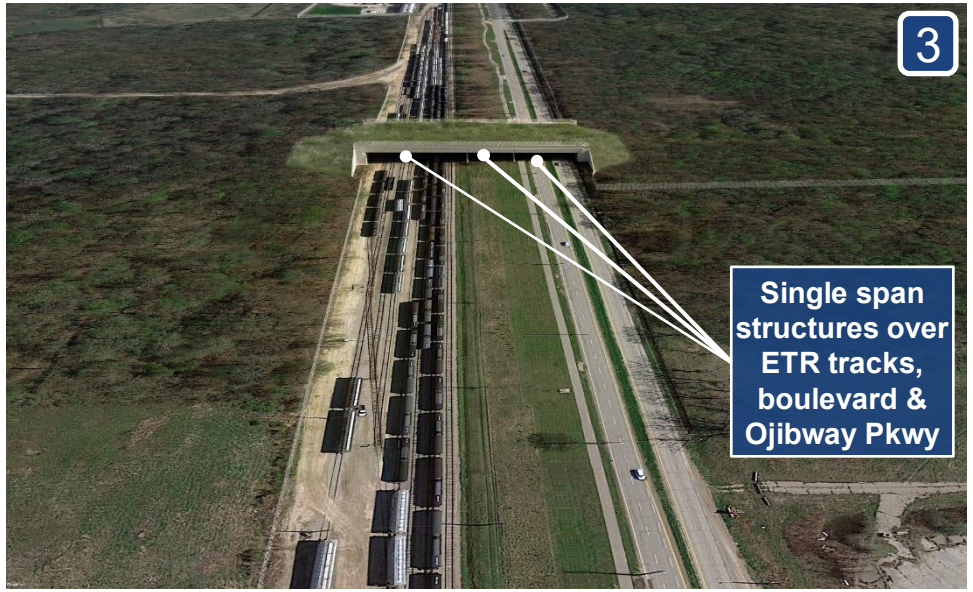
- **Two separate crossings** - single span over Ojibway Parkway and single span over ETR tracks.
- **40 m wide** wildlife crossing connecting Ojibway Park on the east and the natural areas associated with Black Oak Heritage Park on the west.
- 5.5 m vertical clearance over Ojibway Parkway and 7.49 m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

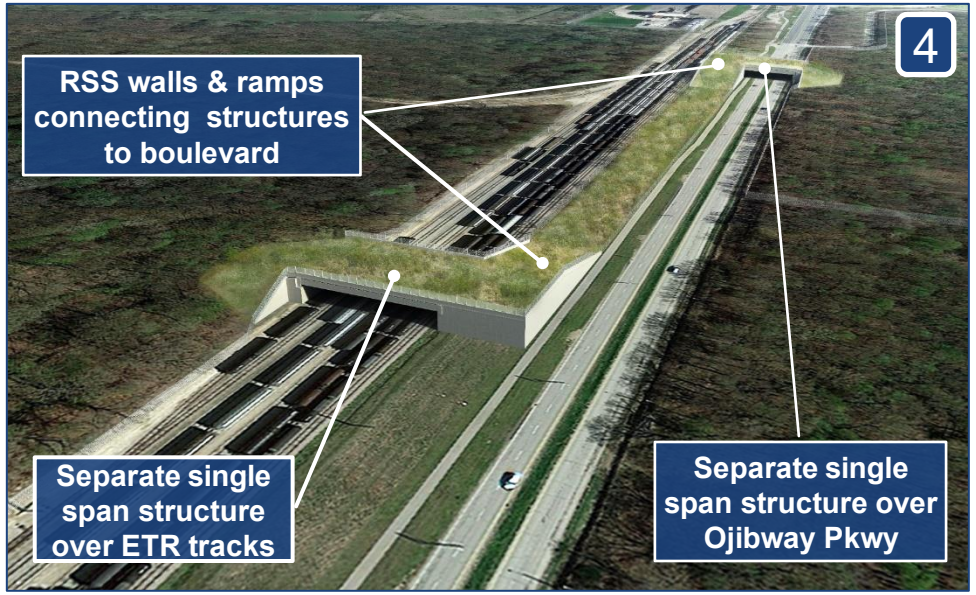


DESIGN OPTIONS - KEY DIFFERENCES – CONCEPTUAL RENDERINGS





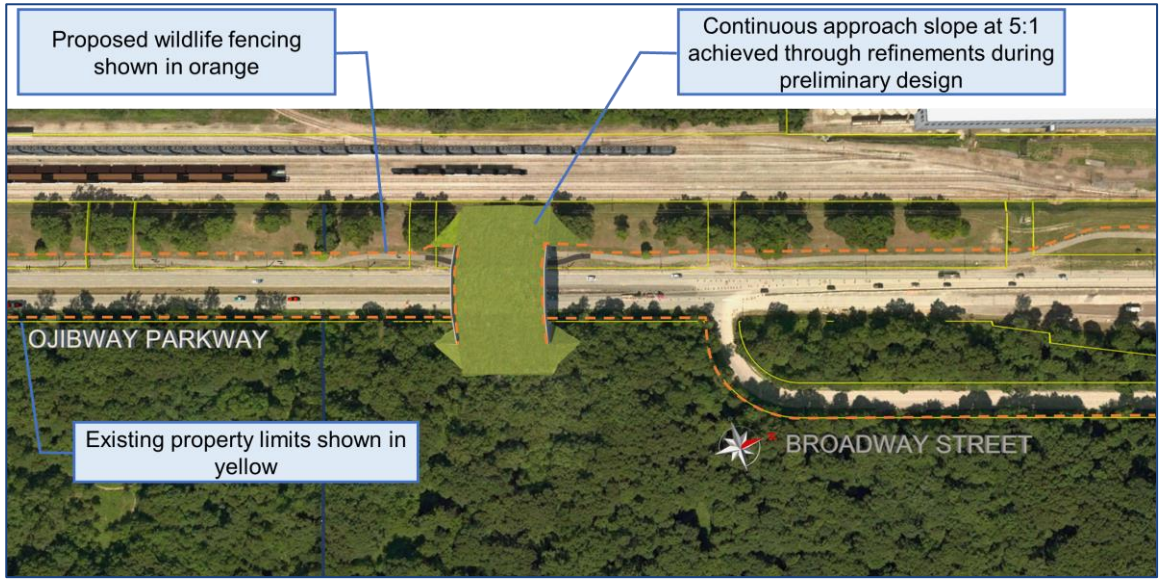


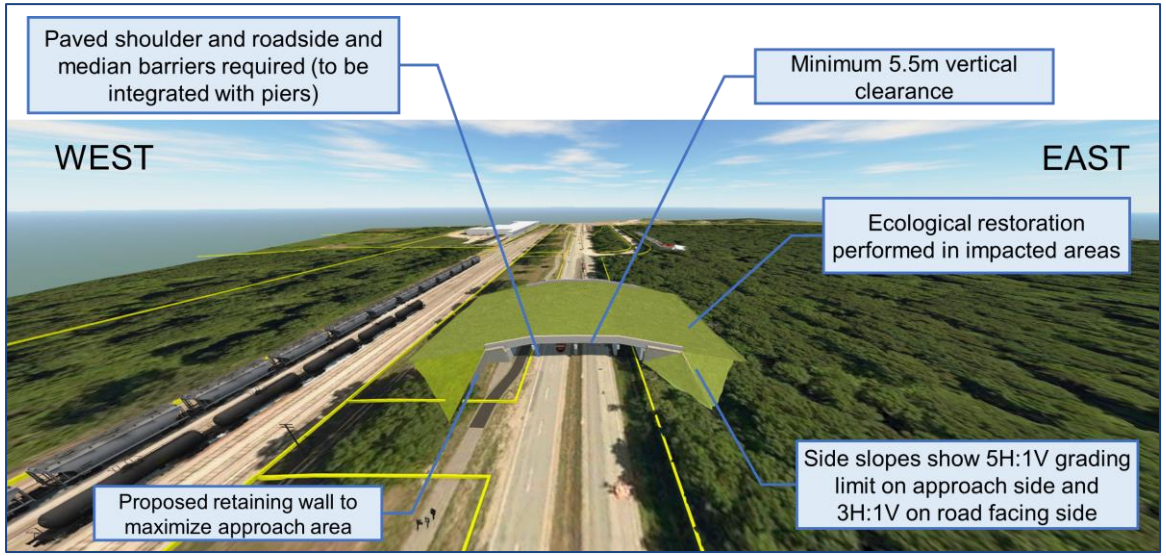


SUMMARY OF EVALUATION - PREVIOUS PRELIMINARY PREFERRED DESIGN (PIC #2)

- 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.

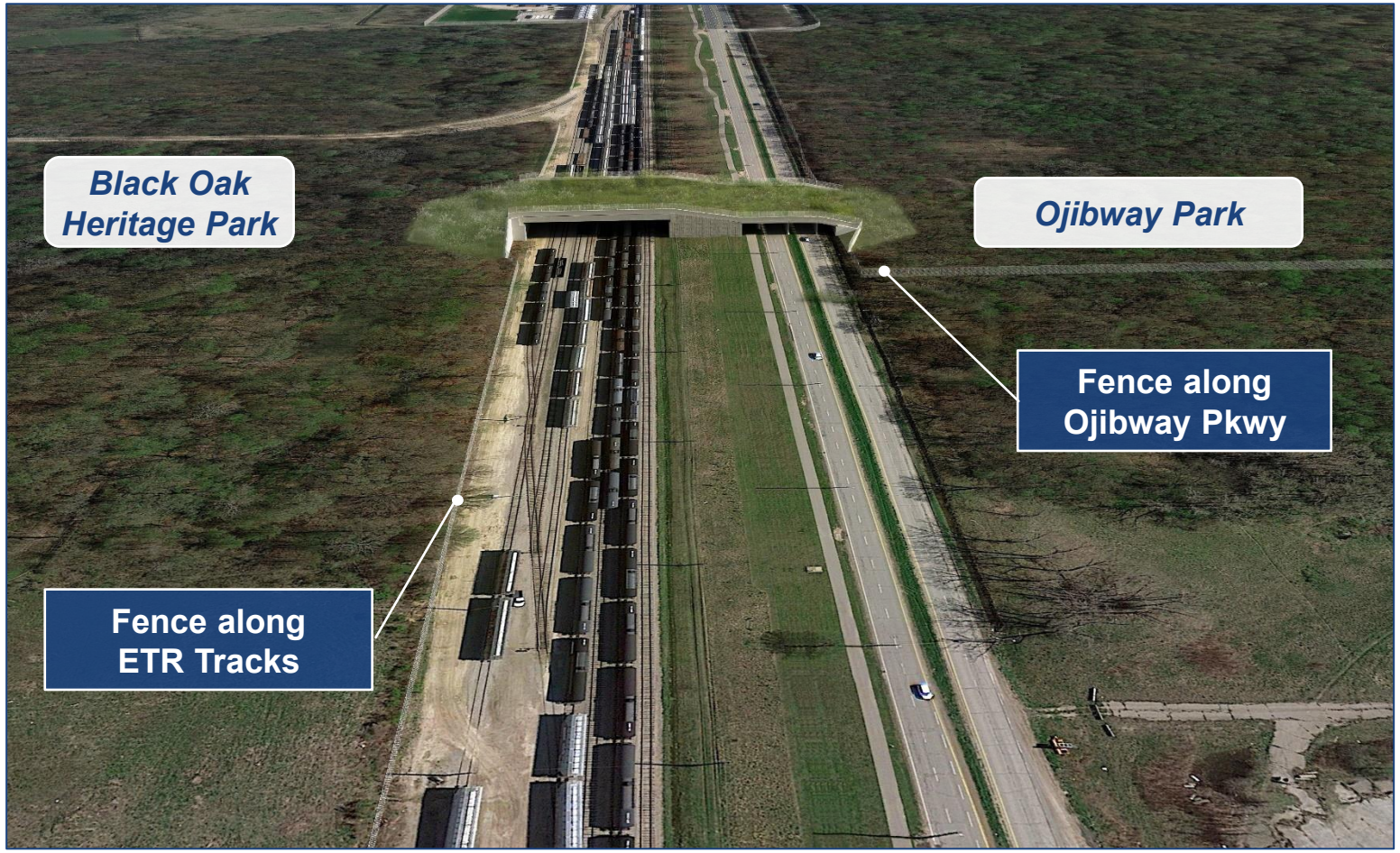
Not Preferred





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.

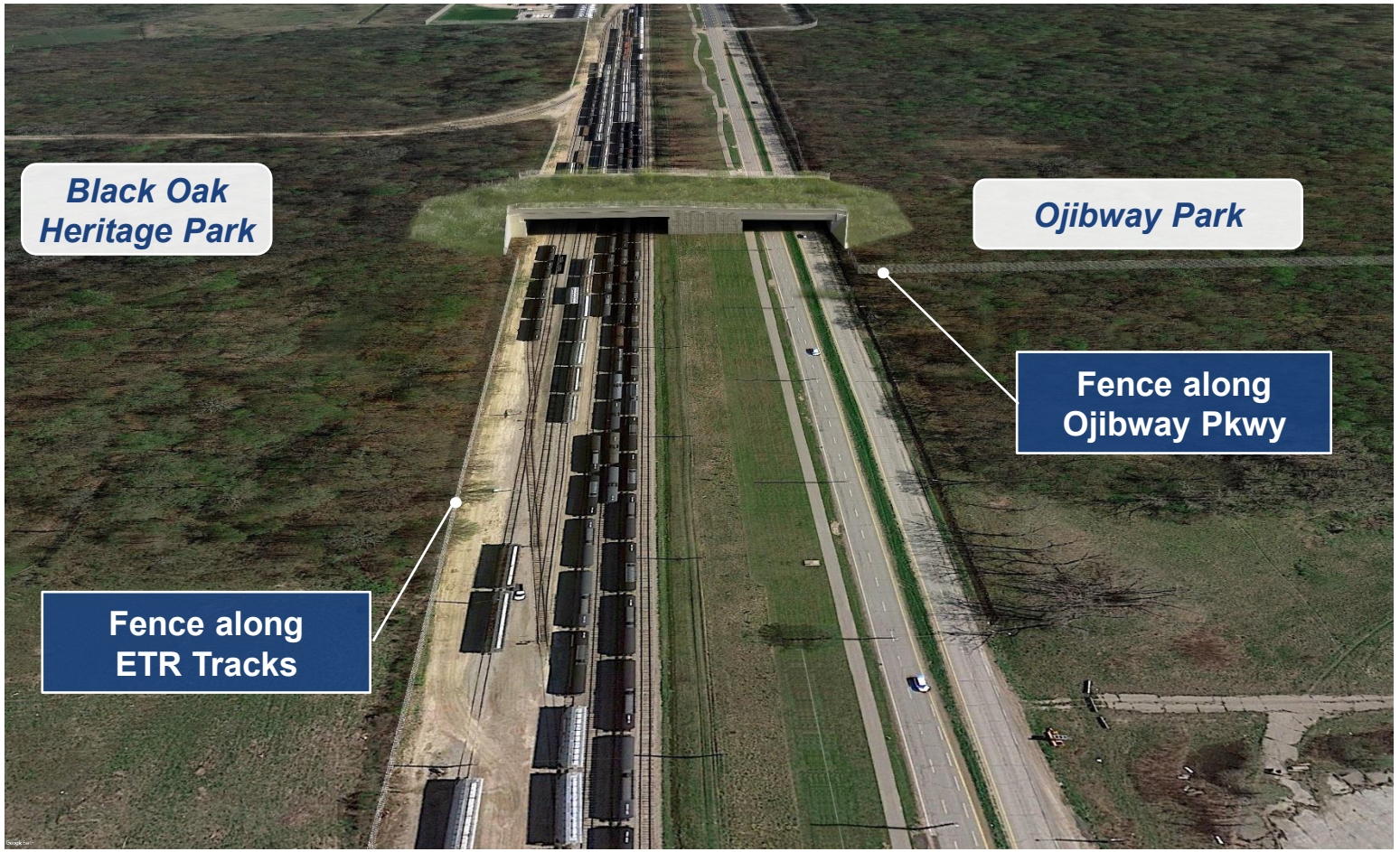


Not Preferred

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.

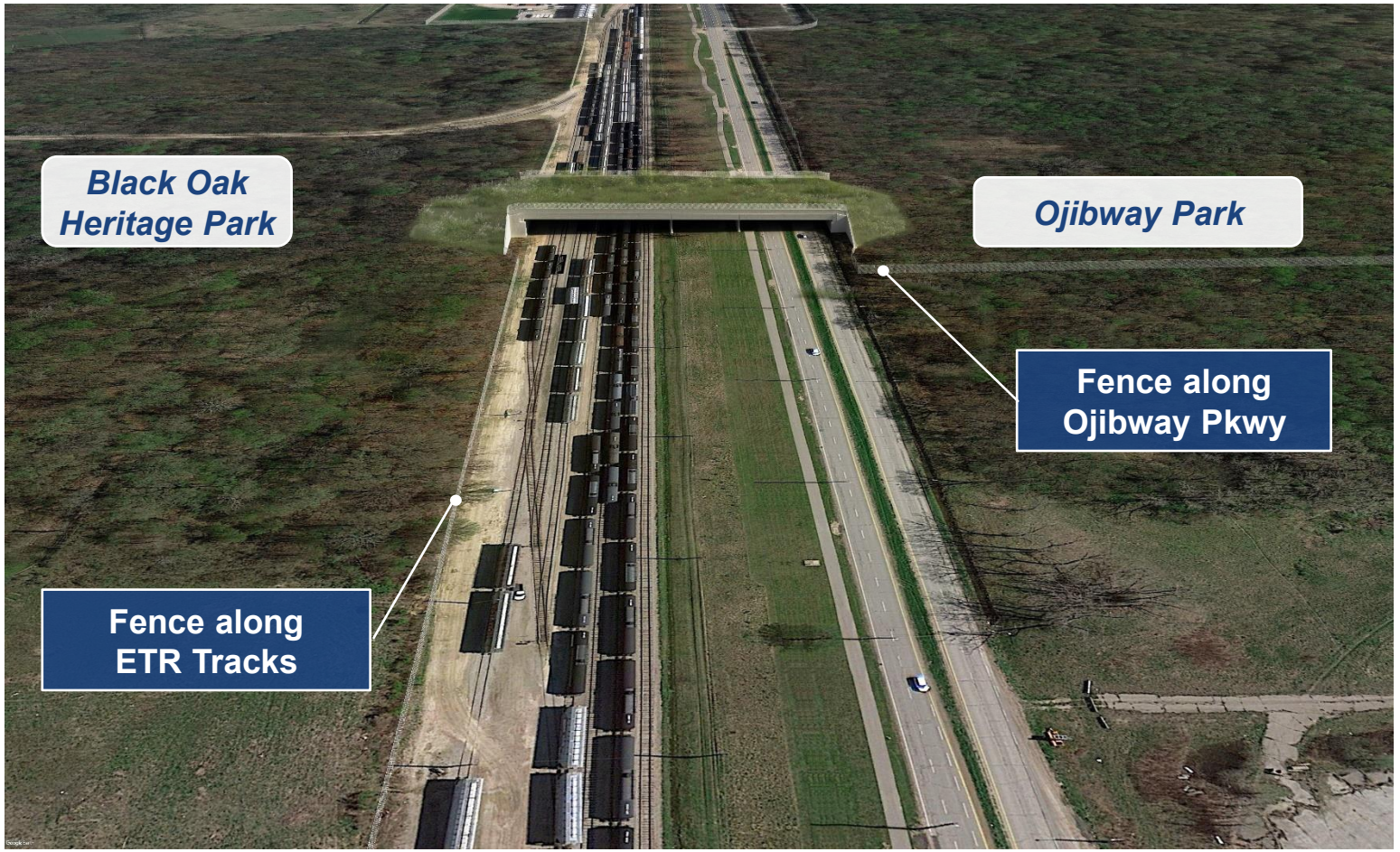


Not Preferred

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.

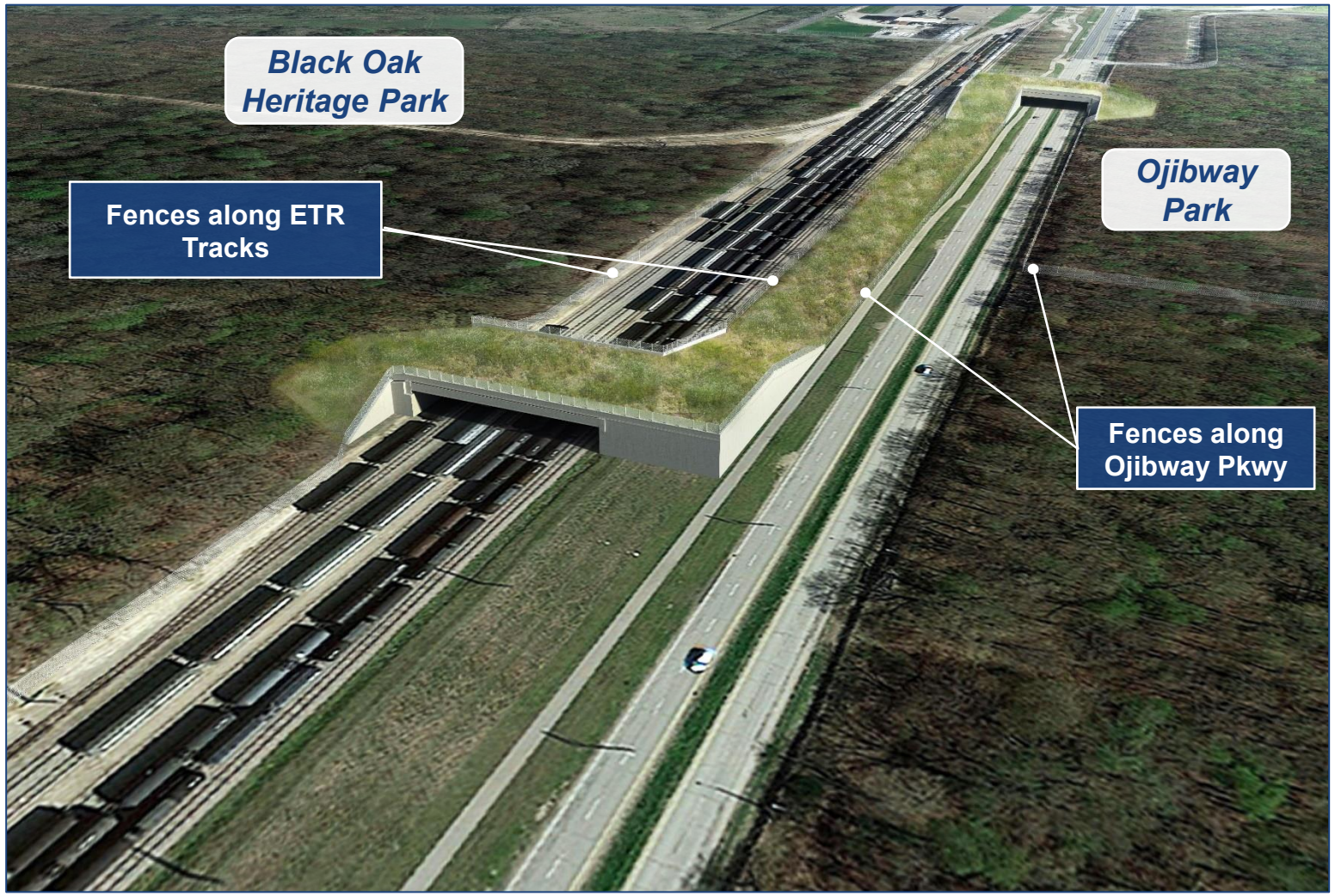


Preferred

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	○	●	●	●	●
	Wildlife movement deterrent – approach grades	●	●	●	●	●
	Wildlife movement deterrent – sightlines	●	◑	◑	●	◑
	Wildlife movement deterrent – width of crossing	●	●	●	●	●
	Wildlife movement deterrent – length and shape of crossing	●	●	●	●	◑
	Direct impacts on terrestrial species and habitats	●	◑	◑	◑	●
Social Environment	Potential impact to community facilities	◑	◑	◑	●	○
	Safety considerations	◑	◑	◑	●	○
Cultural Environment	Potential impacts on archaeological resources	◑	◑	◑	◑	◑
	Potential impacts on cultural heritage landscapes	◑	◑	◑	◑	◑
Technical Considerations	Potential drainage and stormwater concerns	●	●	●	●	●
	Complexity of construction	●	◑	●	●	◑
	Potential impacts to Ojibway Parkway traffic from construction	○	○	○	○	○
	Roadside safety	◑	◑	●	●	◑
	Complexity of geotechnical design considerations	◑	◑	◑	◑	◑
Economic Environment	Construction Cost	●	○	◑	◑	◑
	Maintenance and rehabilitation costs	●	◑	◑	●	○
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

Nathan Hellinga (WSP E&I Canada Limited)
nathan.hellinga@wsp.com

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