APPENDIX

I

Public Information Centre #1

Public Information Centre #1
Summary Report

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

Prepared for:

City of Windsor

March 2021

Public Information Centre #1 Summary Report

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

Prepared for:

City of Windsor

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1.0 Introduction

The City of Windsor (the City) is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to consider the construction of a Wildlife Crossing at Ojibway Parkway in order to provide an ecological connection between Black Oak Heritage Park and Ojibway Park. The purpose of this Class EA is to analyse various alternative solutions to determine the preferred solution and undertake an assessment to determine the preferred design for the preferred solution. This study is being conducted in accordance with the Ontario Environmental Assessment Act (EAA) requirements for a Schedule 'C' Project (Phases 1-4) as outlined in the Municipal Engineers Association's Class EA document (Municipal Engineers Association, 2000 as amended in 2011 and 2015).

This report documents the methods of distribution of Notice of Study Commencement and Public Information Centre #1, the purpose and content of PIC #1, and the comments received and responses provided by the Study Team.

2.0 Notice of Study Commencement and Public Information Centre #1

A Notice of Study Commencement and Public Information Centre #1 was developed to introduce the Study, the Municipal Class Environmental Assessment process, and invited the public to the Public Information Centre #1. The notice was issued via following means:

- **Email:** The notice was emailed to the contacts on the Study Mailing List on November 12, 2020;
- **Mail:** The notice was mailed to landowners within the study area on November 12, 2020;
- **Newspaper advertisement:** The notice was published in the Windsor Star on November 7, 2020 and on November 13, 2020 inviting the public to participate;
- **Social Media:** The notice was tweeted out from the City's Twitter account and posted on the City's Facebook account on November 19, 2020;
- **Ojibway Nature Centre's website:** The link to the project website was provided on Ojibway Nature Centre's webpage: (http://www.ojibway.ca/index.htm); and,

- **Project webpage:** The City of Windsor posted the notice and PIC information on the project webpage: (https://www.citywindsor.ca/residents/Construction/Environmental-Assessments-Master-Plans/Pages/Ojibway-Parkway-Wildlife-Crossing-Class-Environmental-Assessment.aspx)

The Notice of Commencement and PIC #1, along with newspaper ads and social media posts can be found in **Appendix A**.

2.1 Media Coverage

The Study generated significant attention from various local media outlets prior to and during the PIC #1. The following local media posted an article about the Study:

- Windsor Star: https://windsorstar.com/news/local-news/city-seeking-input-on-ojibway-wildlife-crossing
- CTV News: https://windsor.ctvnews.ca/city-of-windsor-seeking-public-input-on-wildlife-crossing-1.5201618
- Blackburn News: https://blackburnnews.com/windsor/windsor-news/2020/11/24/city-windsor-considering-eco-passage-design-ojibway-parkway/
- Windsorite: https://windsorite.ca/2020/11/city-looking-for-input-on-ojibway-parkway-wildlife-crossing/

CBC Windsor also aired a segment during its 6 p.m. edition on November 23, 2020. A zoom meeting was also arranged by the City of Windsor Mayor's Office to share project information with the local news agencies. The meeting participants included staff from both, Wood and City of Windsor, and Mayor Drew Dilkens. The meeting was also aired live on Facebook and was made available on YouTube.

- Facebook: https://m.facebook.com/CityofWindsor/videos/ojibway-parkway-wildlife-crossing-update/705790970064088/
- YouTube: https://www.youtube.com/watch?v=7pvnNjjC7PM

3.0 Virtual Public Information Centre #1

The Virtual Public Information Centre (PIC) was held for this study from November 19, 2020 to December 3, 2020. PIC #1 was held virtually using Wood's Virtual Consultation Platform hosted on the City of Windsor project website. The information materials for

PIC#1 were posted online on Wood's Virtual Consultation Platform, which was hosted on the City's website. The PIC materials were also shared on the City's website. Comments were invited during a two-week period (November 19 - December 3). The purpose of PIC #1 was to:

- Provide a summary of study background and the Municipal Class EA process;
- Provide an overview of technical studies completed and planned;
- Present the Problem and Opportunity Statement;
- Identify the alternative solutions;
- Present the evaluation criteria;
- Present the evaluation of alternative solutions and the preliminary preferred solution;
- Allow the public to provide input;
- Enable the use of public feedback in the next stage of developing and evaluating potential alternative designs; and,
- Identifying the next stage of the process.

Materials were presented using Wood's Virtual Consultation Platform which is intended to mimic an open house drop-in format. The following materials were made available on Wood's Virtual Consultation Platform and City of Windsor's website:

- Display boards providing high-level overview of study information;
- Presentation slides providing detailed information on the Study process;
- Evaluation of Alternative Solutions Memo;
- Maps showing locations of Alternative Solutions;
- Renderings of the Preferred Solution (Wildlife Overpass);
- Animation of Preferred Solution posted on YouTube; and,
- Comment Form.

Comment forms were available in both PDF and Microsoft Word format, which the residents were encouraged to email to the Study Team Members. The Virtual Consultation Platform also provided a link to comment forms in a Microsoft Forms based format. The display boards are provided in **Appendix B** for reference purposes.

3.1 Summary of PIC #1 Comments and Study Team's Responses

Members of public were encouraged to provide feedback on the Study by submitting comments on via email, mail or through Microsoft Forms. The deadline for comments was December 3, 2020. Eight members of public submitted comments via Microsoft Forms, 15 comment sheets received via email, one 311 call and 24 emails received during the comment period. The comments received can be found in **Appendix C**.

A summary of PIC #1 comments and Study Team's responses is provided in **Table 3-1**. The comments received through PIC #1 were grouped into the following themes based on their similarity, and the content of comments was summarized. Please note that the comments provided here in does not reflect the exact wording, but instead provide a summary of those comments.

Table 3-1: Summary of PIC #1 Comments and Study Team's Responses

Theme	Summary of Comments	Study Team Response
Agreement with Evaluation of Alternative Solutions Process	• The evaluation of alternative solutions process was sufficient. It took into account the most important factors in order to make an appropriate selection of the preferred solution. It clearly laid out the rational for making Alternative 3(A) the optimal choice. • The evaluation process covered all the essential points of consideration. The costs of each alternative were explicitly stated, and that Indigenous rights were considered when planning the location of these structures. It would be interesting to hear how long each structure would potentially take to be built as another factor to be considered.	No response required.
Support for the Preliminary Preferred Solution (Wildlife Overpass)	• The Wildlife Overpass will reconnect the fragmented natural heritage features disconnected by the Ojibway Parkway and will support genetic movement between ecosystems to improve biodiversity within this fragmented landscape. The location of the wildlife overpass was carefully selected to avoid impact on Species at Risk. • An underpass under Ojibway Parkway would have limited benefits to mammals as studies have shown it is too confined. The Preferred Solution will improve the viability of the numerous Species at Risk in the Ojibway Prairie Complex. • Although there will be a loss of trees on the east side of the overpass, there will be a net benefit with this option. • The underpass option would be more costly if multiple underpasses were considered to equal the same cumulative crossing width as the overpass. • There will be minimal impact to traffic flow due the construction of the overpass. The construction itself does not seem to be unusually complex. • The Wildlife Overpass is preferred as it will provide opportunities for Urban Design elements. • Would prefer Wildlife Overpass rather than nothing or a tunnel. Would like to see suicide railings so that the drivers can observe wildlife while driving. It is encouraging to actually see where the taxpayers' money is being spent and it would create a good feeling in most.	No response is required for the majority of these comments. In regard to the comment regarding railings on overpass, the design team has considered options for the overpass railings / parapet walls, and will not be proposing suicide rails, or similar, since an objective of the design is to minimize potential for animals to exit the sides of the overpass and end up on the road below.
Suggested Alternative Locations for Wildlife Crossing	• Mortality rate studies have shown that Matchette Road is a serious area for concern as it relates to wildlife mortality and the potential of dangerous accidents involving motorists. Matchette Road is also a heavily travelled road leading into and out of LaSalle, especially at peak times. It would be encouraging to see a plan put into action in the future that would incorporate some kind of safe passage in this area as well.	The intent of this Study is to provide safe passage for area wildlife and species at risk and landscape connectivity between Ojibway Park and Black Oak Heritage Park. Wildlife mortality and ecological connectivity in other locations may be addressed via other studies.

Theme	Summary of Comments	Study Team Response
	• Suggest a wildlife crossing over the Titcombe Road Drain as many forms of wildlife follow watercourses as travel routes (water source, food source, less obstructions). • Commence temporary road closures of Malden Road and Matchette Road. In 2016, the City of Windsor was made aware of the hundreds of endangered species lost during migration periods (spring and fall). Most of this loss occurred on these two roads. Since that time, eight migrations have occurred, and hundreds of endangered species have died. Temporary road closures of Malden and Matchette Road costs little but will have the largest impact on preventing extinction.	
Lack of supporting studies (i.e., road mortality study)	• No road mortality data or connectivity models were presented in the PIC materials. Published wildlife mortality data are available for various roads across the Ojibway Prairie Complex, with the exception of Ojibway Parkway. Published connectivity models are also available for the project area. Therefore, the locations of road mortality hotspots or potential connectivity corridors for Species at Risk reptiles were not included in the consideration of alternatives. Without these data it is impossible to determine which, if any, of the alternatives could achieve the project goals. This is problematic because very large financial investments of taxpayer funds to solve ecological problems must be based in ecological data, not conjecture. • If the City has access to wildlife-vehicle collision data from police reports (e.g., deer-vehicle collisions) or environmental services (e.g., mammal carcass removal), please present these data at the next PIC to inform selection of crossing and fencing locations. • No species comparisons were presented to show how each option would affect reptiles, or other species.	The intent of this Study is to identify the preferred wildlife crossing which will reduce wildlife mortality and be able to be implemented with the funding currently known to be available. Completing years of pre-construction surveys will hold up the project and eliminate current funding opportunities. The preferred location of the crossing considers wildlife related concerns including habitat fragmentation and connectivity for several groups of wildlife, including plants. The preferred location considers the loss of habitat and secondary and cumulative impacts. This will be further discussed within the Project's Natural Environment Assessment Report. Road mortality data can be used to determine hotspots and is regularly used for some animal groups, such as reptiles. However, this crossing structure is to accommodate all wildlife (including plants). Wildlife-vehicle collisions cannot always be relied on (e.g., the bias in reporting, low volume roads, generalize location reporting), and other methods have evolved to determine crossing locations. Road mortality data cannot replace incorporating information about the surrounding habitat and landscape structure into an analysis of crossing locations. The location of the crossing considers that wildlife-vehicle collisions tend to occur where animals find it easier to crossroads. The current Parkway doesn't have appropriate fences or large steep embankments to deter animals from crossing or funnel animals to better crossing points. The preferred design will also incorporate fencing to direct animal use to the crossing structure. This overpass crossing is intended for more than just herptile species. Habitat availability on either side of road is also considered as a factor in determining where most animals will choose to cross. Wildlife-vehicle collision data has been requested and mapping illustrating this data will be provided within the Natural Assessment Environment Report.

Theme	Summary of Comments	Study Team Response
Concerns with the Evaluation of Alternative Solutions Process	• The current evaluation of alternative solutions is premature. It should consider including additional alternative solutions, empirical data on road mortality and ecological connectivity in the alternative's selection process, and securing the land required to create a physical linkage between Ojibway Park and Black Oak Heritage Park. • A new alternative should be considered similar in length and width to the Herb Gray Parkway wildlife crossing (i.e., ~180 m long by ~120 m wide). A second alternative solution (i.e., just south of Dainty Foods) ought to be investigated based on the results of a published landscape connectivity modelling study for a SAR snake at Ojibway Prairie (Choquette et al. 2020). This location would likely require the decommissioning and adaptive re-use of a portion of Broadway Blvd. A third alternative solution that ought to be considered is the retrofitting or upgrading of an existing culvert associated with Titcombe Road Drain under Ojibway Parkway and the railway tracks to increase their function as a wildlife crossing structure. In addition, the drain should be investigated to determine its potential for ecological connectivity. A combined (underpass and overpass) alternative should also be considered. • A wider and longer Wildlife Overpass that spans over Ojibway Parkway, the multi-use recreational trail and the Essex Terminal tracks will result in an increase of floral genetics moving between habitat features and creation of safe passage for fauna. • The alternatives presented do not include a recreational trail on the structure. It may not be possible to eliminate human use due to location of the proposed crossing in proximity to the urban area, high visitation rate of Ojibway Nature Centre, and proximity to current trail system. A wider alternative (i.e.,120m) where a hiking trail crosses along one side ought to be considered to direct and concentrate human disturbance. This would also facilitate inspection requirements and ongoing maintenance. • Consideration should be given to a small underpass for reptiles and amphibians, similar to the crossing under Matchette Road. • There is a need to clearly identify a suite of target species, including Species at Risk, for which the wildlife crossing is aiming to reduce road mortality and/or increase landscape connectivity. The selection of these species would help guide the identification of alternative crossing designs and fencing requirements. It is also worth noting that the list of Species at Risk documented in PIC materials appears to exclude some species (for example, Eastern Foxsnake). • Consideration should be given to the importance of providing linkages between small, fragmented areas that support Species at Risk. It is well documented that linking	The intent of this Study is to provide safe passage for area wildlife and species at risk and landscape connectivity between Ojibway Park and Black Oak Heritage Park. The evaluation of alternatives was completed following the principles of Municipal Class Environmental Assessment process. As part of the evaluation of alternatives process, reasonable alternatives were identified and evaluated, to identify a Preferred Solution that that has least impact/provides highest benefit to the natural, socio-economic and cultural environment, and is feasible from perspective of technical and cost considerations. Since the goal of this crossing would be to provide ecological connectivity and safe passage for wildlife, a consideration for human use was excluded. Accordingly, a multi-use trail was not considered in the design of alternative solutions. In order to support the evaluation of alternative solutions, constraints related to aforementioned parameters were identified within the Study Area to assist in avoiding impacts to those features (for example, species at risk plant communities, utilities, etc.). This constraints review assisted in determining the locations of the alternatives and defining their limits. The western limit of the alternatives was limited to the Ojibway Trail because of the property limitations on the west side of the railway yard. The property along the west side of the railway yard is owned by the Essex Terminal Railway. As a result of feedback received from PIC #1, the City of Windsor has consulted with Essex Terminal Railway to understand their interest in the project and property considerations. At this time, the Study will proceed on the assumption that the western slope of the Wildlife Overpass will end at the Ojibway Trail, east of the railway yard. Design considerations will be incorporated to allow for future extension of the Wildlife Overpass to the west across the railway yard. Monitoring is planned to monitor the performance of the Wildlife Overpass and mortality on the railway tracks. If the need is identified to extend the Wildlife Overpass across the railway yard, the City of Windsor may consider extending the structure, subject to the availability of funding to support additional studies, design, property acquisition and construction, etc.

Theme	Summary of Comments	Study Team Response
	fragmented areas helps improve the chances for survival for those plant and animal species found within those areas. • Why does a "Civic Image" Gateway feature have any bearing on the evaluation criteria. • Why was one style of overpass/underpass considered?	
Issues with the Preliminary Preferred Solution	• The "preferred solution" may be the best solution, but it is a massive confusion to the public. The City would like to point to environmental investments and successes but could become a public relations nightmare as headlines like "Windsor dumping wildlife on to rail line" appear. • The Preferred Solution falls short of what would be considered an "optimal" solution from an ecological standpoint, and there is not enough data presented to determine whether or not the project goals would be achieved. The Preferred Solution would require significant encroachment into the Black Oak Deciduous Forest of Ojibway Park. Black Oak forest type is rare in Ontario and is the only example of a 200m interior forest in the Detroit River sub-watershed. Given the uncertainty of ecological benefits versus clear ecological costs, the Preferred Solution ought not to proceed in its current form. • Wildlife Underpass option is supported. A different option of underpass design is suggested, which would involve placing roadbed down, installing support structures onto roadbed, and placing road / concrete plates on support structures. This option is suggested due to a number of reasons, such as, less cost, easy maintenance, provision of wildlife connectivity, no impact to natural and socio-economic environment. Drainage can be incorporated in stormwater infrastructure. • Wildlife Overpass is not supported due to a number of reasons, such as, high cost, inspection requirements, impacts to natural environment, barrier to wildlife, unless wildlife is funnelled by fencing to the overpass. The Overpass will also change drainage patterns and require stormwater infrastructure mitigation. There will be no impact to social environment, however, it will have negative "Civic Image", when trees and vegetation need to be removed. • With the west ramp ending at the multiuse trail and the railway tracks, wildlife will not be able to enter Black Oak Heritage Park. This design surely does not provide a wildlife corridor in addition to an ecopassage. White-tailed deer mortality is an ongoing issue in that area, particularly mortality caused through road accidents. Would this design increase the mortality issue there and cause human health and safety concerns as the deer try to navigate their next moves to enter Black Oak Heritage Park? Further, having the off ramp fall short of connecting to Black Oak Heritage Park will create many barriers for turtles, snakes and other herpetofauna species from moving across to safety,	The Phase 2 of the Municipal Class Environmental Assessment process requires identification of alternative solutions to address a problem and opportunity statement. Accordingly, alternative solutions were identified and evaluated to provide ecological connectivity and safe passage for area wildlife across Ojibway Parkway. This process identified that the best solution to provide this passage is an Overpass Crossing. Now that first mandatory point of consultation has been completed, the Study will proceed to Phase 3 of the Municipal Class Environmental Assessment process. In this stage, various designs of the Wildlife Overpass will be developed and evaluated to identify a preferred design for the Wildlife Overpass. As previously noted, the City of Windsor has initiated consultation with Essex Terminal Railway to understand their interest in the project and property considerations. At this time, the Study will proceed as such the western slope of the Wildlife Overpass will end at the Ojibway Trail, east of the railway yard. Design considerations will be incorporated to allow for future extension of the Wildlife Overpass to the west across the railway yard. Monitoring is planned to monitor the performance of the Wildlife Overpass and mortality on the railway tracks. If the need is identified to extend the Wildlife Overpass across the railway yard, the City of Windsor may consider extending the structure, subject to the availability of funding to support additional studies, design, property acquisition and construction. Design elements, such as, preliminary fencing location and limits will be introduced to help avoid movement of wildlife away from Ojibway Parkway. Ultimate details about fencing (such as location and type) and measures to prohibit human use will be determined during detailed design phase. In addition, design elements or other measures to deter human use of the Wildlife Overpass will be evaluated and determined during detailed design phase of this project. These elements may include signage, surveillance equipment and monitoring.

Theme	Summary of Comments	Study Team Response
	and they have less ability to move away from a multi-use trail and railroad tracks. This can increase herpetofauna mortality and even persecution if humans using that area for recreation detect them. • From a design perspective, the maximum approach grade and side slopes seem very steep and abrupt. Are there other types of designs that can incorporate a winding pathway or texture created by vegetation to help wildlife of all sizes safely move from the top of the overpass down the gradient into the north and south end less aggressively? • The City of Windsor is the only place in the world that is designing overpasses with target Species such as snakes. Snakes do not require overpasses that are 50-70 m wide. The newest science is showing that even large animals and small animals alike are using a 10 metre (50 feet) wide overpass in Utah. The design specifications of overpass do not integrate recent science, the target species, or the context of the surrounding habitat, which is small. • If an overpass is built it should be 10 metres wide, and there should be half-cut pipe tunnels under the railway. This type of railway mitigation is documented in the literature. In context of the areas being connected, an overpass of this size is not a cost-effective approach. In addition, a 10.0 m wide underpass is also not necessary for snakes. If snakes are indeed the target species, then the railway requires permeability for these target animals.	
Support for Project	• Either option (underpass or overpass) is better than Do Nothing option.	Overpass and Underpass Wildlife Crossing options were identified and evaluated. Based on the evaluation of alternatives, Wildlife Overpass was identified as Preferred Solution.
Concern with the project	• Why exactly is it necessary to create an ecological connection between Black Oak Heritage Park and Ojibway Park? Flora and fauna will continue to survive in these separate areas as best they can, given the encroachments already created. Building a Wildlife Crossing will not change that. Consider interacting with the Ministry of Transportation for Ontario and northern communities for some insight into the wildlife road mortality solutions. Fencing is used extensively along highways (such as Highway 11 from Barrie to North Bay) and very effectively keeps wildlife and fast-moving motorists safe. I am not even aware of any so-called Wildlife Crossing of this nature anywhere in Ontario. Consider fencing installation as a first step on both sides of the Ojibway Parkway from approximately Broadway Boulevard to Sprucewood Avenue or even up to Front Road. Consider lowering the speed limit from Front Road to E.C. Row Expressway which would help decrease the accidents.	Ojibway Prairie Complex contains a wide variety of vegetation and animal life. This area is known for its diverse vegetation and animal life and an abundance of wetlands, forest, savanna. It provides habitat for several rare plants, insects, reptiles, birds and mammals. Approximately 20,000 vehicles per day travel along the Ojibway Parkway and E.C. Row Expressway, which contributes heavily to wildlife mortality. The Wildlife Crossing will provide landscape connectivity and safe passage for area wildlife and species at risk in the Ojibway Prairie Complex. Wildlife Crossing/Ecopassages have been becoming increasingly common to provide connectivity between fragmented ecological areas. Wildlife crossings have been implemented in Ontario. Several Wildlife Crossings exist on Herb Gray Parkway, as well as, on Highway 11 and Highway 69. Fencing is a common strategy to direct the wildlife to the wildlife crossing. Fencing will be

Theme	Summary of Comments	Study Team Response
		incorporated in the design of the Wildlife Overpass, as the Study progresses.
Considerations moving forward - Herb Gray Parkway	• It would be helpful to refer to the ecopassage that was recently built over the Herb Gray Parkway. There should be a lot of data from this project that would help support the adoption of Alternative 3(A). Is this type of crossing even effective? What is the performance of crossings on the Herb Grey Parkway?	Wood was involved in the development of Herb Gray Parkway, including its wildlife crossings. Key considerations from that project will be implemented into the design of the Wildlife Overpass, as may be required.
Considerations moving forward - Funding	• Funding options should be explored for the project, including Federal and Provincial funding, as well as an appeal for citizens to contribute funding.	Funding support for this project is being provided by the Windsor-Detroit Bridge Authority and additional funding options are being explored by the City.
Considerations moving forward - Consultation	• Consider the use of an online comment forms/surveys in future. The use of MS Word or pdf forms would create a lot of friction and reduce the number of responses. The respondents should also have the option to remain anonymous.	Thank you for this feedback. We understand that online forms are easier to fill and submit. Microsoft (MS) Forms was used to create an online form, and a link was shared within Wood's Public Consultation Platform. It appears that since the link was not provided on the website itself, a number of members of public did not find the link within the Public Consultation Platform and completed the MS Word and PDF forms. We will adapt online forms for future public engagement opportunities and ensure that they are made available in a space that's visible to the public.
Considerations moving forward – Allow Human Use	• Consider providing trails on overpass so the people can go from Black Oaks Woods to Ojibway Woods and vice versa.	The purpose of this crossing would be to primarily provide ecological connectivity and safe passage for area wildlife. The structure will not include a trail for human use.
Considerations moving forward – Prohibit Human Interaction	• A feature like this land bridge will be located on the west side of Ojibway parkway, very close to an existing human use asphalt trail. It would be good to include signage to prohibit human use of the land bridge. • Similarly, the east side of the new ecopassage will be located within Ojibway Park where a human use trail passes. The current trail system within Ojibway Park should be redesigned to avoid conflict between wildlife approaching the ecopassage and humans. • It is strongly recommended that the no public trail system be incorporated into the ecopassage design due to the disruption to wildlife. • Measures should be in place to prohibit any human-use, including walking, off-road vehicles, mountain bikes, etc. • Consider installing speed signs and speed bumps for cyclists to slow down in the area.	As part of Phase 3 of the Municipal Class Environmental Assessment process, various design alternatives will be developed and evaluated for the Wildlife Overpass. Design elements or other measures to deter human use of the Wildlife Overpass will be evaluated and determined during detailed design phase of this project. These elements may include signage, surveillance equipment and monitoring.
Considerations moving forward - Vegetation	• It would be good to see more detail about the planting, soils, other habitat elements. • Utmost care given to lessen the negative impacts of the wildlife crossing i.e., loss of trees, location of endangered plants, etc.	As the Study progresses, more details will be incorporated into the design. One of these details will be determining vegetation type and soil quantity for the structure. These details will be confirmed in consultation with staff from the City

Theme	Summary of Comments	Study Team Response
	• Invasive species control during planning and construction should receive a high priority. • Will there be habitat removed on the Joy Woods side of the parkway to construct the landing area of the north and south approaches/ramps? Within the design criteria dimensions table, it does not indicate the size of the landing area of the overpass for Alternative 3A. Will the north and south landing area also be kept clear of vegetation, or will succession be allowed to take place after the landing area/ramps become integrated into the Ojibway Prairie landscape?	of Windsor and Essex Region Conservation Authority.
Considerations moving forward - Fencing	• In order to function properly, wildlife crossing structures require fencing (or other diversion means) to direct animals to them and to keep those animals off roadways. The proposed fence design, length and specific installation locations must be presented. • Will there be openings for wildlife on either side of the rail yard?	Fencing is a common strategy to direct the wildlife towards the wildlife crossing. Fencing will be incorporated into the design of the Wildlife Overpass, as the Study progresses. Ultimate details about fencing (such as location and type) and measures to prohibit human use will be determined during detailed design phase.
Considerations moving forward - Construction	• Ojibway Parkway and Machette Road provide access to and from Lasalle. How will the traffic be rerouted during construction? • Driving behaviour and congestion should be taken into consideration for other roads within the Ojibway Prairie as this will increase potential for herpetofauna mortality. • Relatively high rates of SAR reptile mortality have been documented on both Matchette Road and Malden Road from May-June and Aug.-Oct., and these roads should be avoided as official construction detour routes during these time periods.	The construction of the Wildlife Overpass is not expected to significantly affect the traffic flow; however, short term full lane closure(s) may be needed during nights to erect girders. A further understanding of traffic impacts will be developed as the Study progresses and alternative design concepts are identified. Appropriate mitigation measures will be proposed to assist in reducing impacts of construction on traffic.
Considerations moving forward – Stormwater Management and Climate Change	• Stormwater management be considered as it will likely to affect initial cost and/or increase cost if unforeseen problems are encountered during construction. • Please factor climate change into the design for water retention and species selection.	As the Study progresses, high level estimates of runoff generated from the crossing will be determined and compared against the existing capacity of the current storm infrastructure to assess opportunities to accommodate additional runoff from the proposed crossing. In addition, stormwater management alternatives for the crossing will be reviewed, and a preferred alternative established with particular recognition for potential requirements and limitations associated with operation and maintenance requirements, as well as functional requirements to protect the environmental systems and features in the study area.
Considerations moving forward - Design	• The wildlife overpass shouldn't be five (5) meters above grade. This needs to be flushed out with additional measures such as supplemental roadway lighting, clearer sight lines along the roadway, natural barriers such as berms and or ditches on both sides of the road. Don't waste money when other modern solutions will do the trick. • When considering the design of the overpass, if selected, a prefab structure should be evaluated in order to attempt to minimize the impact on the surrounding ecosystem.	The height of the wildlife overpass will be 5.5 m. This will be slightly over than the 5.0 m vertical clearance required by the Ontario Ministry of Transportation for structures over roads. This dimension was determined based on the input received from the City and is consistent with the vertical clearance of the overpass over Ojibway Parkway that leads to the Gordie Howe Bridge. As part of Phase 3 of the Municipal Class Environmental Assessment process, various design alternatives will be developed and evaluated for the Wildlife

Theme	Summary of Comments	Study Team Response
	• What is available "construction area" on West side of crossing? Renderings do not give a very clear picture of the access points and East and West vary dramatically.	Overpass. A review of sightlines and turning radius, and impacts to natural, socio-economic, cultural and technical environments will be reviewed and avoided, where possible. In addition, construction complexity will be reviewed for each alternative.

4.0 Next Steps

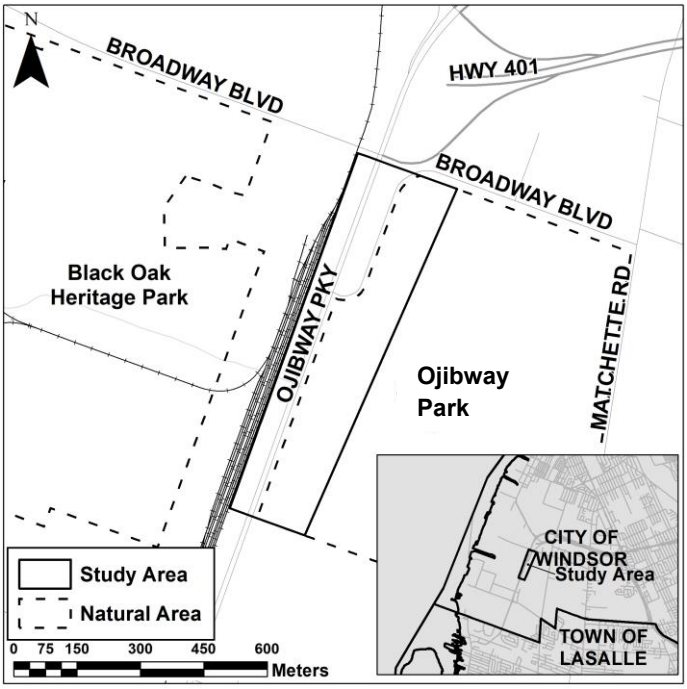
Comments will be further reviewed by the Study Team and will inform the next phase of the Study. The project team will develop a number of alternative design concepts for the preferred solution based on comments received and present to the public in PIC #2.

Appendix A

Ojibway Parkway Wildlife Crossing
Schedule 'C' Municipal Class Environmental Assessment (Phases 1 - 4)
Notice of Study Commencement and Online Public Information Centre #1

The Study

The City of Windsor has initiated a Municipal Class Environmental Assessment (Class EA) study to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in the City of Windsor in order to provide an ecological connection between Black Oak Heritage Park and Ojibway Park (see the key map). Approximately 20,000 vehicles per day travel along the Ojibway Parkway and E.C. Row Expressway, which contributes heavily to wildlife mortality. The Wildlife Crossing will provide safe passage for area wildlife and species at risk and landscape connectivity in the Ojibway Prairie Complex.



The Study Process

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Windsor, ON N9A 6S1
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This notice was first issued on November 7, 2020.

THE CITY OF WINDSOR ONTARIO, CANADA

Update on City of Windsor Operations in Light of the Coronavirus (COVID-19)

Ojibway Parkway Wildlife Crossing Class Environmental Assessment

The City of Windsor has 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. For this study, an evaluation of alternative solutions was conducted, which identified a Preferred Solution being a Wildlife Overpass (North Option).

Project Updates

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 1-4). 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 #1 Materials

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

- Presentation Slides
- Maps:
  - Figure 1
  - Figure 2
  - Figure 3
- Renderings:
  - Rendering 1
  - Rendering 2
  - Rendering 3
  - Rendering 4
- Evaluation of Alternatives Memo
- YouTube Video (coming soon)
- Comment Form:
  - PDF Comment Form
  - MS Word Comment Form

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

Paul Mourad, P. Eng.
Project Administrator
City of Windsor
350 City Hall Square West
Windsor, Ontario, N9A 6S1
Canada
Phone: (519) 255-6100 ext. 6119
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2 hrs ·

The City of Windsor is looking for your input regarding a wildlife crossing at Ojibway Parkway. Join Mayor Drew Dilkens live on the City of Windsor's Facebook page, Monday, November 23, at 3pm for complete details. The mayor will be joined by the project manager and consultant. Residents can also visit our Virtual Public Information Centre to learn more about this study and to view the Virtual Consultation Platform at http://ow.ly/gmJ950Cp69U #YQG

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350 City Hall Square West citywindsor.ca Joined February 2012

182 Following **18.6K** Followers

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City of Windsor @CityWindsorON · 2h
The City is seeking input on a wildlife crossing at Ojibway Parkway. Mayor Dilkens will be joined by the project manager and consultant live on our Facebook page Monday at 3pm. Learn more about the project and our Virtual Public Information Centre at ow.ly/gmJ950Cp69U #YQG

2 1 2

City of Windsor @CityWindsorON · 19h
Environmental Services is experiencing significant delays in yard waste collection this week due to high volumes in the zones 2B, 3B and 4B. If delayed, residents are asked to leave their yard waste out, and we appreciate your patience. Find your zone: ow.ly/x3Uh50Cosfq

1

City of Windsor @CityWindsorON · 23h
City of Windsor preparations for winter weather began in early fall to ensure we were ready for anything by November. Executive Director of Operations Dwayne Dawson gives an update. #YQG #YQGtraffic

Windsor Ready for Winter Weather
The City of Windsor's Public Works Department is ready for winter. Executive Director of Operations ...
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3

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THE CITY OF WINDSOR ONTARIO, CANADA

NOTICE

Ojibway Parkway Wildlife Crossing Schedule 'C' Municipal Class Environmental Assessment (Phases 1 - 4) Notice of Study Commencement and Online Public Information Centre #1

The Study

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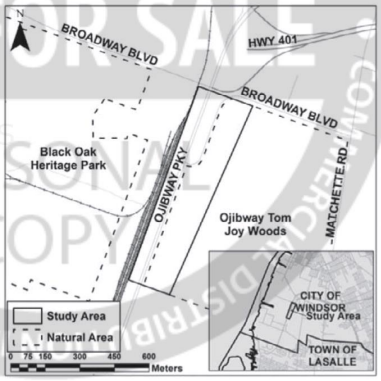

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find out what they wanted.

"I did try my best to fit that

the zone change, a duplex would have been allowed under existing

and happy tenants.

bcross@postmedia.c

THE CITY OF WINDSOR ONTARIO, CANADA

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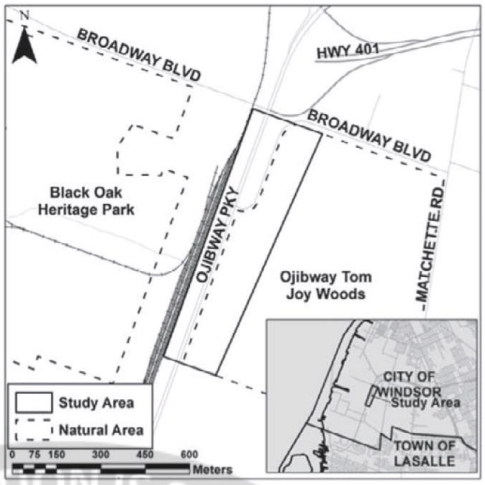

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Appendix B

Ojibway Parkway Wildlife Crossing Schedule “C” Municipal Class Environmental Assessment (Phases 1 – 4)

November 19, 2020

Online Public Information Centre #1

woodplc.com

Online Public Information (PIC) #1

- Register online and fill out a comment form
- Learn about the Environmental Assessment Process
- Learn about the Study and preliminary existing conditions findings
- Provide input on the Problem and Opportunity Statement
- Learn about the alternative solutions, evaluation of those alternatives and selection of a preferred solution
- Understand the next steps in the Study process
- Contact us! Your input is very important to us!

Study Overview

Overview of Ojibway Prairie Complex

Ojibway Prairie Complex is a collection of the following natural areas:

- Ojibway Park
- Black Oak Heritage Park
- Tallgrass Prairie Heritage Park
- Spring Garden Natural Area
- Ojibway Prairie Provincial Nature Reserve

Collectively these areas are designated as the Ojibway Prairie Remnants Area of Natural and Scientific Interest (ANSI).

Ojibway Prairie Complex contains a wide variety of vegetation and animal life. This area is known for its diverse vegetation and animal life and an abundance of wetlands, forest, savanna. It provides habitat for several rare plants, insects, reptiles, birds and mammals.

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

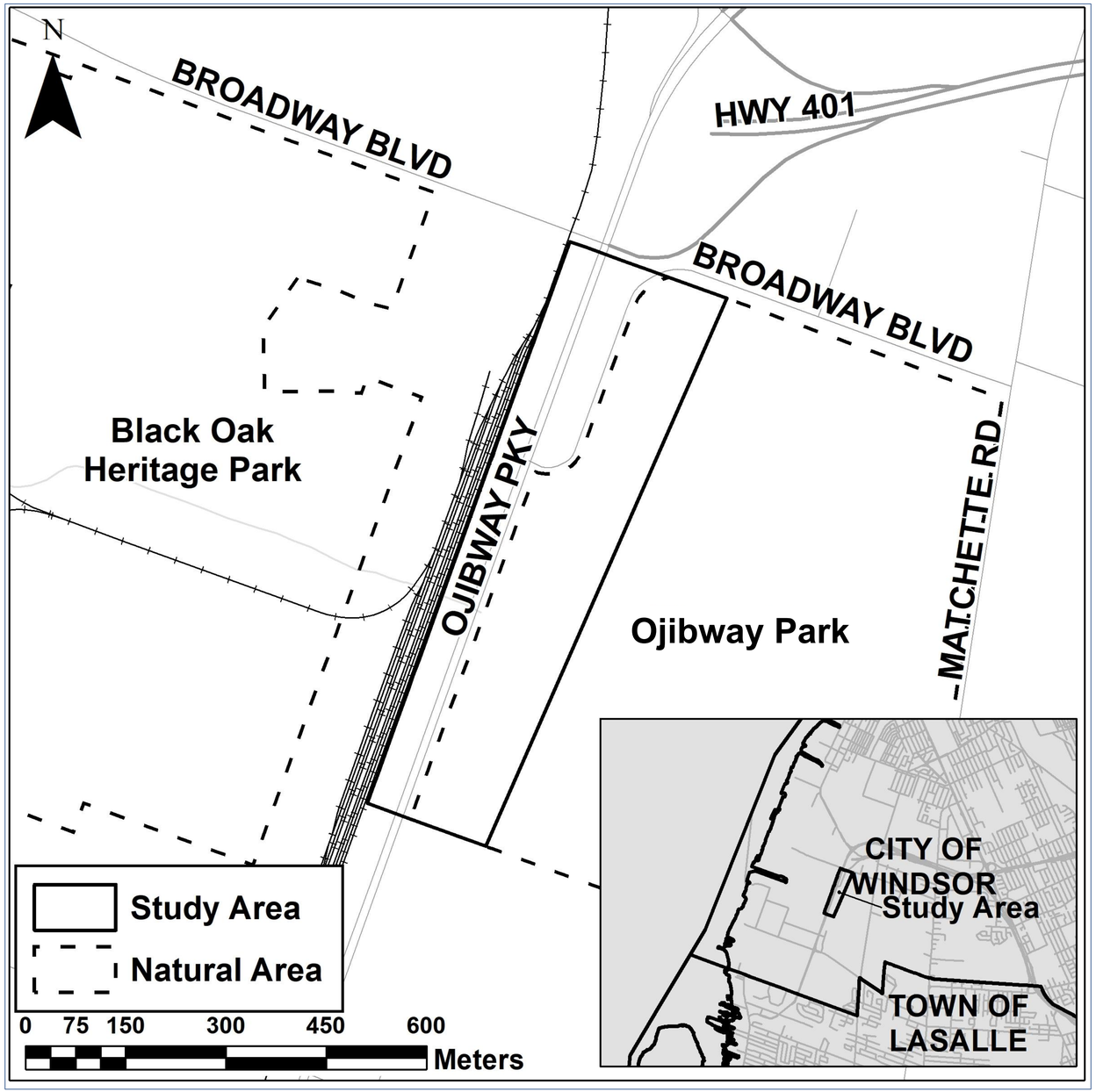
Study Overview

The City of Windsor is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) to consider the construction of a Wildlife Crossing at Ojibway Parkway, south of Broadway Boulevard, in order to provide an ecological connection between Black Oak Heritage Park and Ojibway Park. Approximately 20,000 vehicles per day travel along the Ojibway Parkway and E.C. Row Expressway, which contributes heavily to wildlife mortality. The Wildlife Crossing will provide landscape connectivity and safe passage for area wildlife and species at risk in the Ojibway Prairie Complex.

A Class EA is required to consider the potential environmental and social impacts that could result from the Project. The purpose of this Class EA is to analyze various alternative solutions to determine the preferred solution and undertake an assessment to determine the preferred design for the preferred solution.

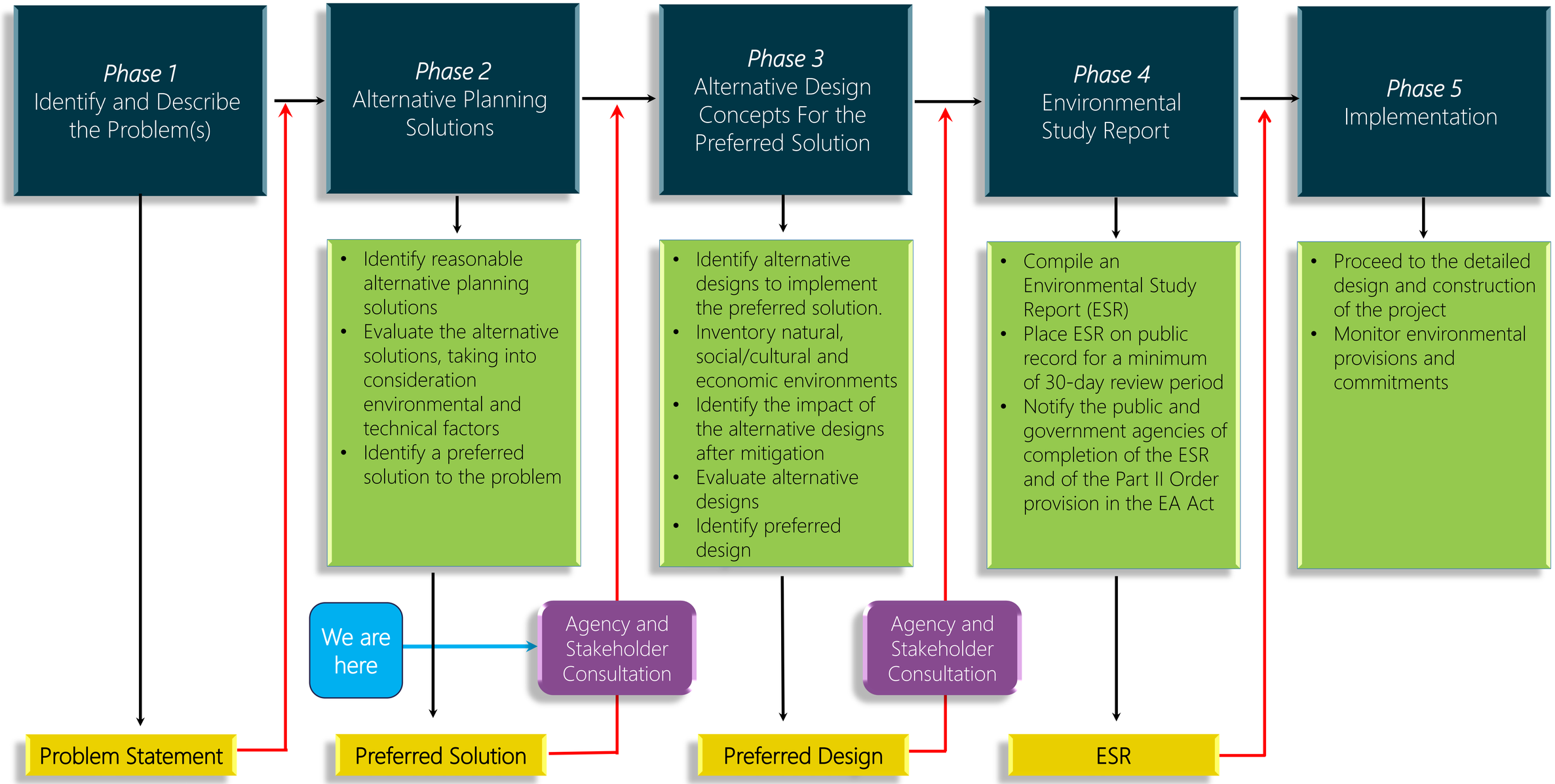
Source: Ojibway Nature Centre (http://www.ojibway.ca/blackoak.htm)

Study Area



The Wildlife Crossing is being considered along Ojibway Parkway, between Broadway Boulevard and Sprucewood Avenue in the City of Windsor. This Study Area is shown in the Key Map above.

Municipal Class Environmental Assessment Process



Existing Conditions

(Natural Environment, Archaeology and Cultural Heritage, Infrastructure and Subsurface Conditions)

Natural Environment

Woodlands and Wetlands

- The Study Area contains both, woodlands and wetlands.
- Provincially Significant Wetlands have been mapped in Black Oak Heritage Park.
- Both, Ojibway Park and Black Oak Heritage Park, are designated as Environmentally Significant Areas, and comprise two of the five sites designated as the Ojibway Prairie Remnant Life Science Area of Natural and Scientific Interest (ANSI).

Wildlife

- Wildlife species which have been confirmed through field investigations within the Study Area include:
  - Mammals: Eastern Coyote, White-tailed Deer, Raccoon, Eastern Gray Squirrel, and Groundhog.
  - Bat Species: the Little Brown Bat (*Myotis lucifugus*; Endangered), Eastern Red Bat (*Lasiurus borealis*), Silver-haired Bat (*Lasionycteris noctivagans*), Big Brown Bat (*Eptesicus fuscus*), and Hoary Bat (*Lasiurus cinereus*).
  - Amphibians: Western Chorus Frog and American Toad.
  - Reptiles: Midland Painted Turtle.
  - Bird species: Eastern Wood-Pewee (Special Concern) (likely breeding on site).
  - Plant Species at Risk: Dense Blazing Star, Purple Twayblade, Slender Bush-clover, Spotted Wintergreen, Willowleaf Aster.

Significant Wildlife Habitat

- There is likely to be several Significant Wildlife Habitat (SWH) features in the Study Area.

Vegetation Communities

- Four vegetation communities exist within the Study Area: Dry Black Oak Woodland Type (WODM3-2), Pin Oak Mineral Deciduous Swamp Type (SWD1-3; S3= Vulnerable provincially), Dry – Fresh Black Oak Deciduous Forest Type (FODM1-3; SWH rare vegetation community), Dry Black Oak Tallgrass Savanna Type (TPS1-1; S1 Critically Imperiled provincially and SWH rare vegetation community).

Natural Environment (Continued)

Photo of Groundhog captured on Wildlife Monitoring Camera installed as part of Natural Environmental Field Investigations

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

Photo of Midland Painted Turtle nesting in the Study Area captured during Natural Environmental Field Investigations

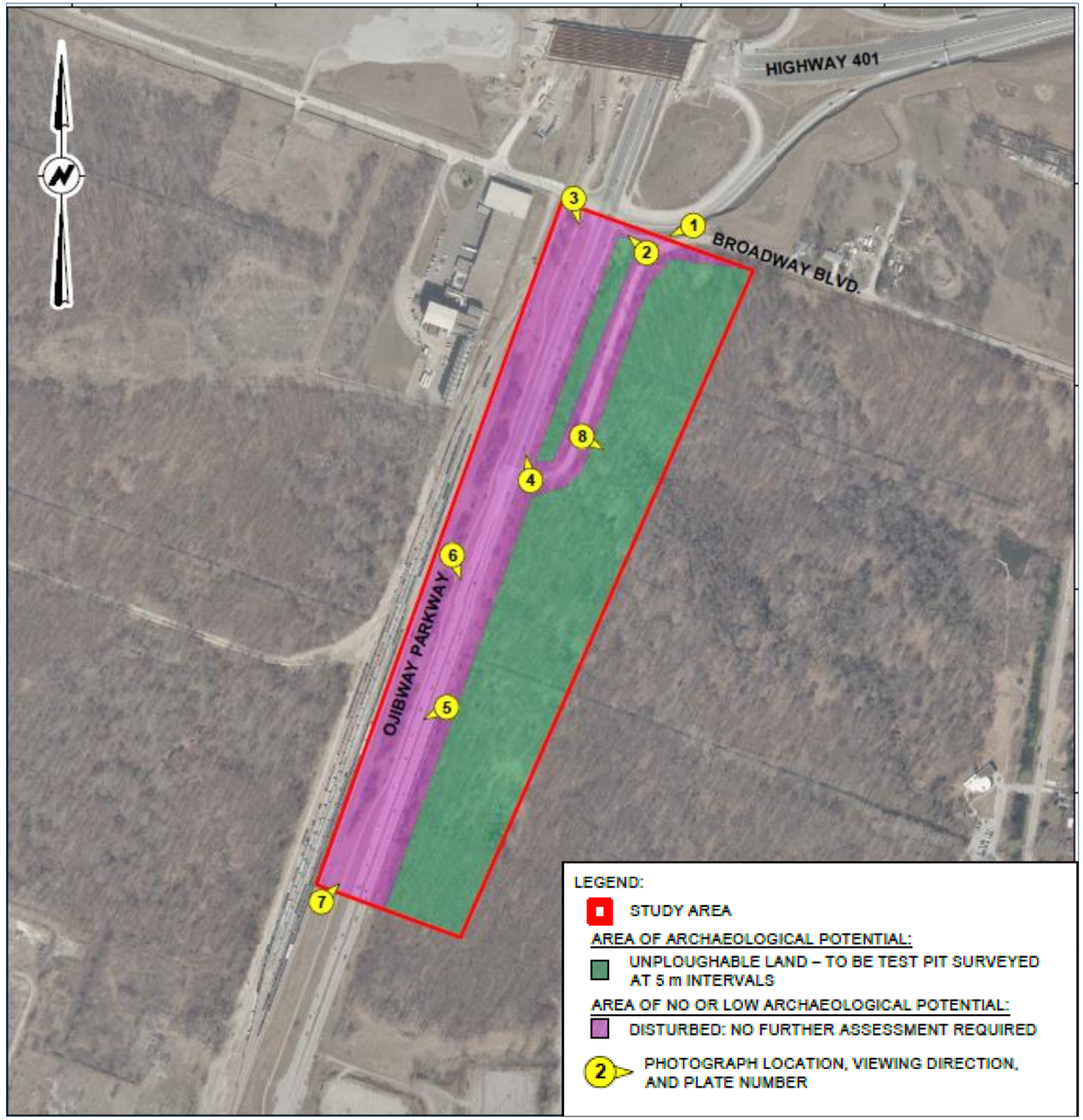
Archaeology and Cultural Heritage

Archaeology

- A Stage 1 Archaeological Assessment was completed for this Study.
- The results of Stage 1 Archaeological Assessment indicated that the Study Area contains areas of archaeological potential (i.e., areas that may contain remains of historic human activities). Areas of Archaeological Potential are shown in green on the map provided herein.
- A Stage 2 Archaeological Assessment will be completed on areas of archaeological potential that will be impacted by project activities.

Cultural Heritage

- The checklist to identify the potential for built heritage resources and cultural heritage landscape, as required by The Ministry of Heritage, Sport, Tourism and Culture Industries was completed.
- No cultural heritage or built heritage resources were identified within the Study Area.



Infrastructure

Transportation

- The Study Area includes two main roadways: Ojibway Parkway and Broadway Boulevard.
- Ojibway Parkway is a four-lane roadway that separates Ojibway Park on the east and Black Oak Heritage Park on the west. Broadway Boulevard forms the northern limit of the Study Area.

Active Transportation

- Ojibway Parkway Multi-use Trail is located on the west.

Drainage and Stormwater

- Existing storm servicing along Ojibway Parkway, within the Study Area, consists of roadside ditches and cross-culverts, with no storm sewers. There are no existing stormwater management facilities in the Study Area. Drainage features in the Study Area are of relatively low relief/depth.

Utilities

- Utilities are located along the west side of Ojibway Parkway. These utilities are: Enbridge Gas Pipeline, Sanitary Forcemain, Watermain, Gravity Sanitary Sewer, and Bell.

Multi-use Trails

Source: City of Windsor "MyParks" Application

Geotechnical

- The stratigraphy below the surficial topsoil, pavement structure and fills along the study area generally consists of 2.0 m to 4.4 m of very loose to compact sands and silts over an extensive soft to very stiff silty clay/clayey silt layer.
- Bedrock is at approximately 23 metres below ground surface.
- The sands and silts are partially saturated with the ground water level within 1.2 to 2.1 m of the ground surface.
- The ground conditions are relatively uniform within the study area.
- Geotechnical constraints that will affect the proposed works are:
  - The presence of very loose to compact surficial sands and silts that are partially saturated.
  - Relatively high groundwater level.
  - An extensive deposit of silty clay/clayey silt.
  - Groundwater pressures at and below the overburden/bedrock.
  - Presence of hydrogen sulphide and methane gases near the bedrock.

Technical Studies

Several technical studies are currently underway or planned for completion in coming months, as outlined below.

Stormwater Management Assessment	• A Stormwater Management Assessment will be completed to determine the capacity of existing drainage infrastructure within the study area, as well as any residual capacity which may be available to accommodate runoff from the proposed crossing.
Traffic Review	• A Traffic Review will be completed to identify any impacts that could occur to traffic on Ojibway Parkway and adjacent signalized intersections. If there are temporary lane closures, an overview of potential traffic related issues will be provided.
Natural Environment Assessment	• Natural Environment Assessment is currently underway and will be finalized in coming months to determine project impacts and propose mitigation measures.
Restoration Ecology	• Recommendations will be provided for the establishment of native vegetation on the wildlife crossing that is compatible with the design criteria developed and the anticipated environmental conditions on the structure. Consideration of vegetation (e.g. grasses, shrubs, etc.) that is preferred by the targeted wildlife species in order to promote safe and effective passage across the structure.
Contamination Overview	• A contamination overview study will be completed which will assess the potential for soil and/or ground water contamination at each of the potential construction sites and will assess how the regulation impacts the proposed construction project.
Bridge Engineering / Structural Assessment	• The structural assessment will be completed to include the planning, preliminary design and recommendations for the proposed new wildlife crossing over the Ojibway Parkway. The structure will be reviewed in terms of its functional needs, construction area available, environmental impacts, constructability and most economical option.

Municipal Class EA – Phase 1

Problem and Opportunity Statement

Problem and Opportunity Statement

Problem and Opportunity Statement:

Approximately 20,000 vehicles per day travel along the Ojibway Parkway and E.C. Row Expressway, which contributes heavily to wildlife mortality. The City of Windsor is taking this opportunity to construct the Ojibway Parkway Wildlife Crossing in order to accomplish the following:

- Create an ecological connection between Black Oak Heritage Park and Ojibway Park;
- Protect sensitive species from roadway mortality by providing a safe passage for area wildlife and species at risk within the Ojibway Prairie Complex; and,
- Protect the travelling public on Ojibway Parkway from wildlife vehicle interactions.

Municipal Class EA – Phase 2

Identification and Evaluation of Alternative Solutions

Identification of Alternative Solutions

Phase 2 of the Class EA process requires that various reasonable solutions shall be identified to address the problem and opportunity identified in Phase 1. The potential solutions are then evaluated against environmental, social and technical factors. Based on the evaluation, the preferred solution is presented to the public during the first Public Information Centre for input and review. Following alternative solutions are identified for this Project:

Alternative 1: Do Nothing:

The "Do Nothing" alternative maintains existing conditions and does not involve a wildlife crossing. It is used as a base-line against which other alternative solutions are compared.

Alternative 2: Underpass Wildlife Crossing:

This alternative would involve construction of a wildlife crossing under the Ojibway Parkway. The underpass would be in the form of a large mammal underpass tunnel with at least 4.0 m in height and 7.0 m wide to allow for the passage of a variety of wildlife. Two sub-alternatives were developed, based on the location of the structure: Alternative 2A (North Option) and Alternative 2B (South Option).

Alternative 3: Overpass Wildlife Crossing:

This alternative would involve construction of a wildlife crossing over the Ojibway Parkway. The overpass would be in the form of a large wildlife overpass with at least 50 m width to allow for the passage of a variety of wildlife (small and large) and provide ecological connectivity at a landscape scale. The height of the wildlife overpass would be 5 m. Two sub-alternatives were developed, based on the location of the structure: Alternative 3A (North Option) and Alternative 3B (South Option).

Design Criteria for Alternative Solutions

The dimensions of the underpass and overpass alternatives were determined using the design criteria developed in accordance with the Wildlife Crossing Structure Handbook Design and Evaluation in North America (U.S. Department of Transportation, 2011) and MTO Design Supplement for TAC Geometric Design Guide (GDG) for Canadian Roads (Ontario Ministry of Transportation, 2020), and input from the City staff.

Design Criteria	Recommended Dimension and Source		Proposed
Overpass - Width	Minimum width: 40-50 m Recommended width: 50-70 m	U.S. Department of Transportation, 2011[1]	50 m
Overpass - Minimum Vertical Clearance	5.0 m vertical clearance for structures over roads	Ontario Ministry of Transportation, 2020[2]	5.5 m
Underpass - Width	Minimum width: 7.0 m Recommended width: >10 m	U.S. Department of Transportation, 2011	7.0 m
Underpass - Minimum Vertical Clearance	Minimum Height: 4.0 m Recommended Height: >4.0 m	U.S. Department of Transportation, 2011	4.0 m
Maximum Approach Grade	5:1 (17%) or flatter	U.S. Department of Transportation, 2011	5:1 (17%)
Preferred Slide Slopes	3:1	U.S. Department of Transportation, 2011	3:1

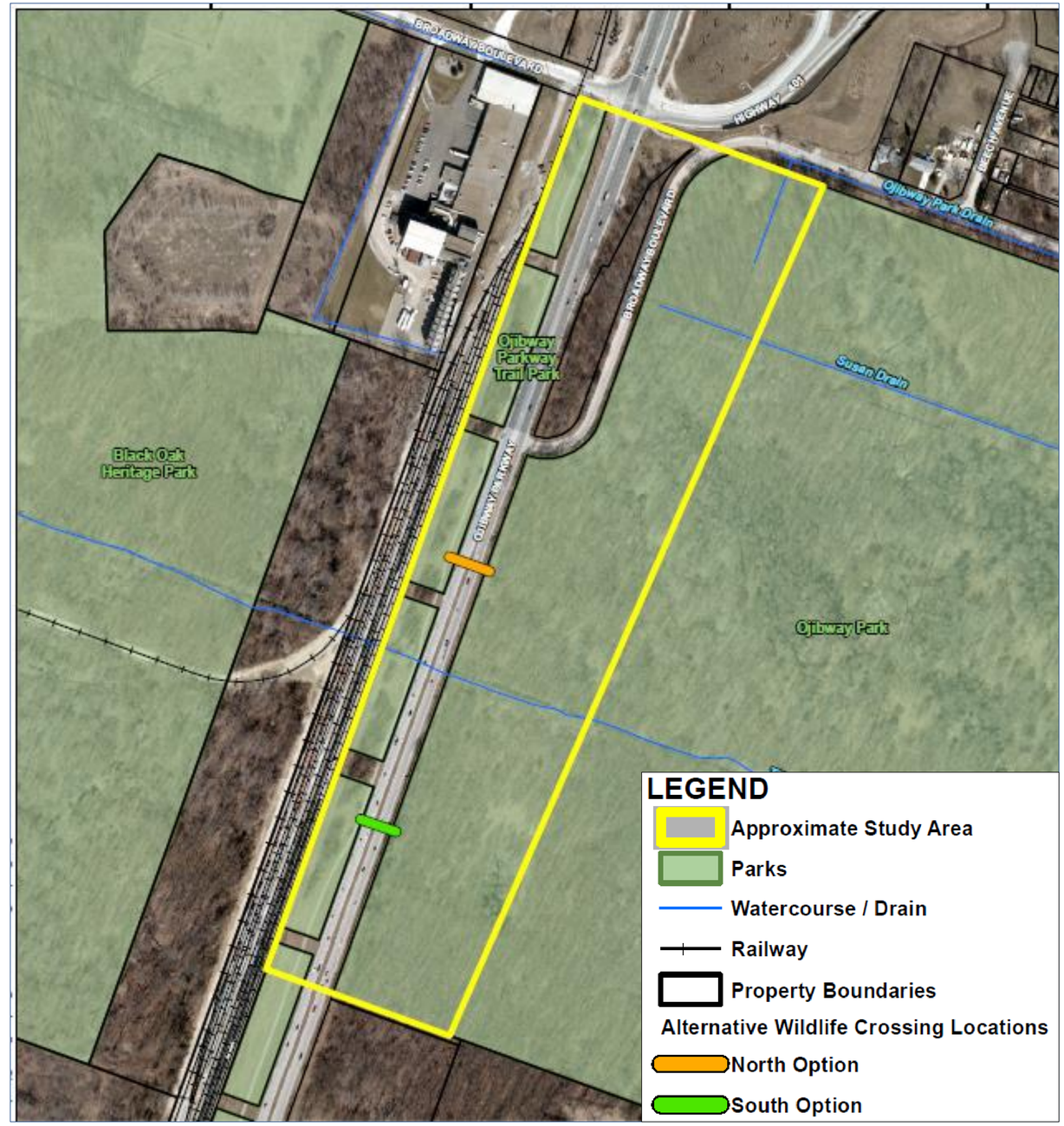
[1] Wildlife Crossing Structure Handbook Design and Evaluation in North America, March 2011

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

Alternative Solutions and Location Options

Wildlife Underpass (Example)

Wildlife Overpass (Example)



Evaluation Criteria

The following evaluation criteria was used to evaluate the positive or negative impacts of Alternative Solutions.

Natural Environment

- Landscape connectivity
- Wildlife behaviour / response to the crossing
- Potential impact to terrestrial species or habitats
- Potential drainage and stormwater concerns

Social Environment

- Potential impact to community facilities
- Potential impacts on archaeological resources
- Potential impacts on built heritage resources and cultural heritage landscapes
- Potential to provide as a gateway feature to add to the "Civic Image" of the City
- Opportunities to incorporate Urban Design guidelines

Technical

- Continued bridge inspection requirements and ongoing maintenance
- Potential impacts associated with implementation, construction access and staging

Costs

- Capital Cost (Including Construction and Rehabilitation costs)

Evaluation of Alternative Solutions

Category	Criteria	Alternative 1: Do Nothing	Alternative 2: Underpass Wildlife Crossing		Alternative 3: Overpass Wildlife Crossing	
			Alternative Solution 2A (North Option)	Alternative Solution 2B (South Option)	Alternative Solution 3A (North Option)	Alternative Solution 3B (South Option)
Natural Environment	Landscape connectivity					
	Wildlife behaviour / response to the crossing					
	Potential impacts on terrestrial species and habitats					
	Potential drainage and stormwater concerns					
Social Environment	Potential impact to community facilities					
	Potential impacts on archaeological resources					
	Potential impacts on built heritage resources					
	Potential to provide as a gateway feature to add to the "Civic Image" of the City					
	Opportunities to incorporate Urban Design guidelines					
Technical	Continued bridge inspection requirements and ongoing maintenance					
	Potential impacts associated with implementation (complexity of construction)					
	Potential impacts associated with construction access					
	Potential impacts associated with construction staging					
Costs	Construction Cost					
	Rehabilitation Cost					
Recommendation		Not Preferred	Not Preferred	Not Preferred	Preferred	Not Preferred

Most Preferred → Least Preferred

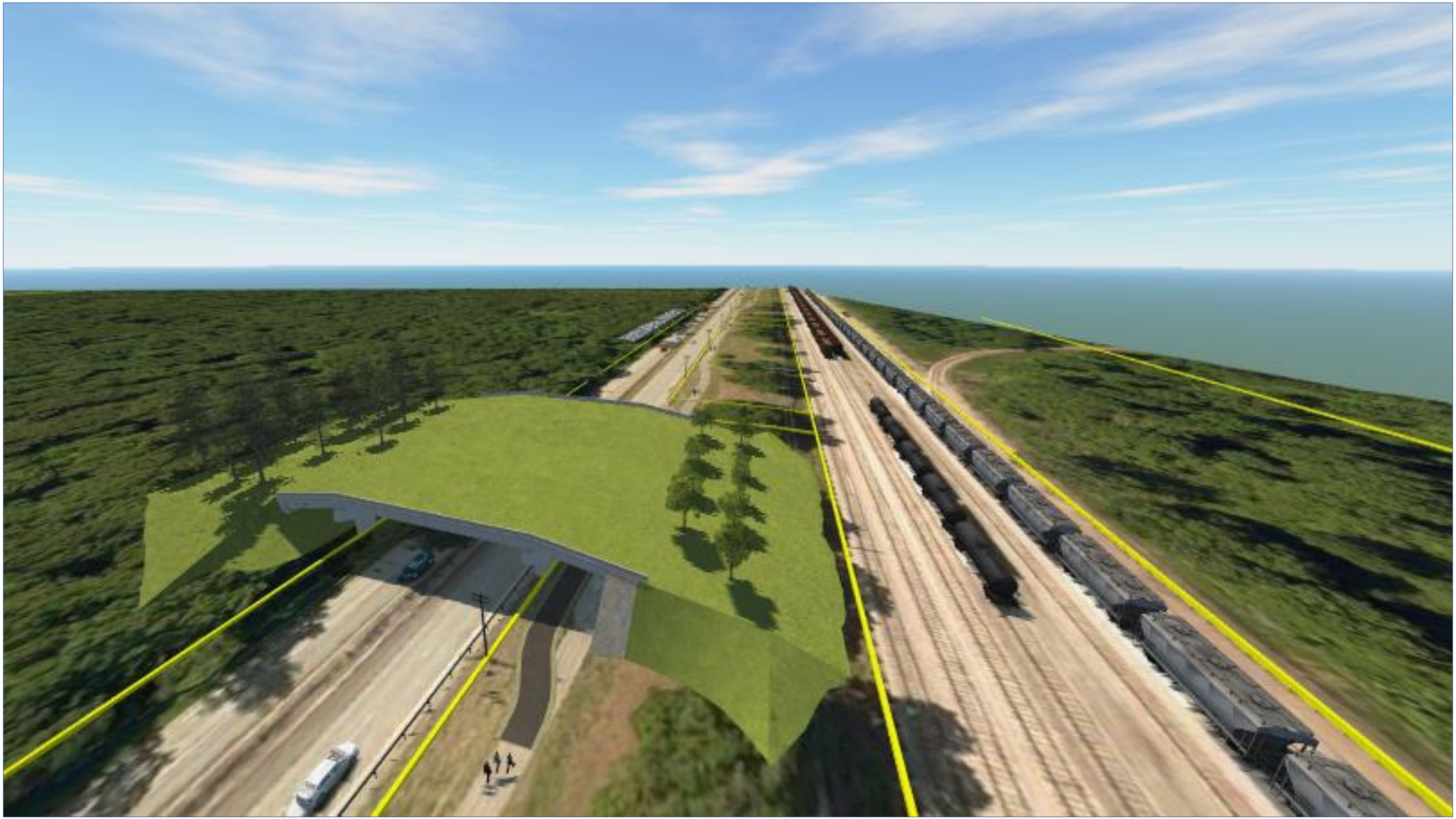
Detailed evaluation is provided in the evaluation of alternatives memo under a separate cover on the Project website.

Preliminary Preferred Solution

The Alternative Solutions was analyzed based on natural and social environments and technical and financial considerations. Alternative 3A - Overpass Wildlife Crossing (North Option) was selected as the preliminary preferred solution due to a number of advantages compared to the other alternatives. A summary of the key impacts and benefits of Alternative 3A is provided below:

- The location of Alternative 3A has been carefully selected in order to avoid impacts to Species at Risk Plants and Protected Habitat.
- Overpass structures been successful as a multi-species strategy (large mammals, birds, amphibians, and reptiles) and allow growth of brush, shrub and grass plantings along entire length of structure.
- This alternative allows 100% openness. Greater openness may facilitate use by wildlife species that are not tolerant (or less tolerant) of confined areas for movement (the tunnel effect).
- Being an above grade structure, this alternative can provide as a gateway feature, with opportunities to incorporate urban design elements.
- There are opportunities available to integrate stormwater associated with this structure within the adjacent lands and there will be no requirement for active stormwater management during operation.
- The construction of the Overpass structure will not significantly affect the traffic flow compared to the construction of an Underpass structure.
- Although an Overpass structure will be more costly than an Underpass structure, it will provide sufficient space for landscape connectivity while allowing for safe passage of a wide variety of wildlife.

Ojibway Parkway Wildlife Overpass (Conceptual Rendering)



Next Steps

Next Steps

- Review comments received from the public, key stakeholder groups, Indigenous Communities and regulatory agencies as a result of this PIC and incorporate those comments into project design, as applicable.
- Confirm/Finalize Preferred Solution.
- Proceed to Phase 3 of the Municipal Class EA process and develop and evaluate Alternative Design Concepts for the Preferred Solution (Wildlife Overpass) to identify the Preferred Design Concept.
- Present the Preliminary Preferred Design Concept at PIC # 2.
- Review comments received from the public, key stakeholder groups, Indigenous Communities and regulatory agencies as a result of PIC #2 and incorporate those comments into project design, as applicable.
- Prepare the Environmental Study Report.
- Publish Notice of Completion and release the Environmental Study Report for a minimum 30-Day Public Review Period.
- Proceed to Detailed Design and Construction, if no Part II Order Requests are received.

We thank you for your participation!

If you would like to submit any questions or comments, please submit your comments on the project webpage. If you would like to be added to the Study Mailing List or would like to send your comments via email, please contact the Project Team Members identified below.

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Comment deadline is December 3, 2020

Appendix C

Date	Method	Comment
Public		
2020-Nov-9	Email	Hi Paul: Would you please add my name to the mailing list. Re: all matters relating to the proposed Wildlife Crossing at Ojibway Parkway (South of Broadway Blvd.)
2020-Nov-10	Email	Thank you for your interest in this project. We will add you to the mailing list.
2020-Nov-30	Email	To date I have received no word on the "Wildlife Crossing" at Ojibway Parkway.
2020-Nov-30	Email	Please note that we are still within the 2-week comment period (November 19 - December 3) for receiving comments from the public and stakeholders. Information is on the website as well as a virtual consultation platform. We also had a media event for this project on Monday November 23. Once we receive all comments, these will be reviewed and discussed internally before further information is released.
2020-Nov-30	Email	Further to my earlier email, please find attached the PIC #1 notification that contains the link to the City website that has the information related to the EA.
2020-Dec-1	Email	I believe your eco-passage map stops at the congested Essex Terminal Railway lines! I strongly feel that the Wildlife Crossing should be a continuous link from the Tom Joy Woods to the Black Oak Heritage Park! Many times these ETR tracks are plugged with Standing railway cars! This is a no-brainer Paul. The safe passage "Wildlife Crossing" should extend from the Tom Joy Woods to the Black Oak Heritage Park Non-stop!
2020-Nov-19	Email	Please add me to the study mailing list. I have two questions: 1. Will pedestrians use overpass to move between areas? This could be a major positive impact on The City's tourism draw and quality of life ranking. 2. The current overpass dumps wildlife right onto the railway tracks. This is bad for transportation and species mortality. What is planned to address this?

2020-Nov-19	Email	Thank you for your interest in this project. You will be added to the mailing list. In response to your questions, please see the following: 1. The wildlife overpass would be meant for area wildlife only and pedestrians would be discouraged from using the overpass. Having pedestrians use the overpass would likely prevent area wildlife from using it. 2. Please note that this is a very important issue that will be given much consideration. Also note that the conceptual plan may appear to dump wildlife onto the railway tracks but there would certainly be a buffer/green space between the end of the overpass and the railway tracks. The City has a fairly wide right-of-way to work with. The ultimate design would incorporate measures to ensure that wildlife would be able to safely disperse and cross the tracks with minimal risk. Thanks again for your questions and interest in this project.
2020-Dec-2	Email	I saw the Windsor Star article this morning on the issue of the railway tracks. I'm wondering if ETR would be willing to allow the crossing to terminate after their tracks but within their 90m of natural area? Or are there discussions with them to purchase that land? Wondering if there is a federal grant program that would find the purchase of ETR agreed.
2020-Dec-2	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> I understand the issues and difficulties that the rail yard (and rail company land ownership) presents in developing a viable solution to provide access to wildlife. However, I feel that the process is deeply flawed because the documentation provided has not provided enough information for the public to fully understand and make an informed comment/decision. An individual reviewing the proposed solution will be immediately struck by the fact that the overpass empties on to a rail yard and yet that fact is not addressed, or even mentioned, in the memo. To allow concerned citizens to provide informed comment on this project, at a minimum, the following questions should be answered: 1. What is the average volume and speed of trains that use the rail yard? 2. Does the volume and speed of trains change, depending on the time of year? 3. Are the trains always moving or are they stationary for long periods of time? 4. There is no fencing identified on any of the images. Where does the fencing start and stop? Will there be openings for wildlife on either side of the rail yard? 5. What safeguards will be put in place to insure wildlife does not travel north or south along the rail tracks rather than through the rail yard? 6. Is the rail company working with the City on this project and what are their concerns? 7. What local naturalists/environmental experts have you consulted and what is their opinion of the solution? <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> Per my comments above, I don't have enough information to provide an informed answer. <u>Do you have any comments that we should consider during the next steps of the Study?</u> The "preferred solution" may be the best solution but it is a massive confusion to the public and it needs to be addressed in detail and explained fully with maps and diagrams and comments from local naturalists/wildlife experts. The City would like to point to environmental investments and successes but could become a public relations nightmare as headlines like "Windsor dumping wildlife on to rail line" appear. AND the following questions should be answered: 1. What is the average volume and speed of trains that use the rail yard? 2. Does the volume and speed of trains change, depending on the time of year?

		3. Are the trains always moving or are they stationary for long periods of time? 4. There is no fencing identified on any of the images. Where does the fencing start and stop? Will there be openings for wildlife on either side of the rail yard? 5. What safeguards will be put in place to insure wildlife does not travel north or south along the rail tracks rather than through the rail yard? 6. Is the rail company working with the City on this project and what are their concerns? 7. What local naturalists/environmental experts have you consulted and what is their opinion of the solution?
2020-Dec-3	Email	I am pleased that the City of Windsor is demonstrating its intention to protect the wildlife in our Black Oak Heritage Park and Ojibway Park through this project. I support a wildlife crossing. However, I am puzzled that the crossing proposed begins/ends at functional railway tracks. I have not heard or read anything that would explain the rationale for this concept. It seems to indicate a lack of understanding of wildlife, migration and protection. I would support the crossing being extended over the tracks and into the Black Oak Heritage park to ensure safe passage of the wildlife. The Ojibway Prairie and Black Oak Heritage complex is a natural jewel and must be protected along with all the wildlife.
2020-Dec-3	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> We think the evaluation of alternative solutions process was sufficient. It took into account the most important factors in order to make an appropriate selection of the preferred solution. It clearly lays out the rational for making Alternative 3(A) the optimal choice. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> We feel that the preferred solution is the appropriate choice. Although there will be a loss of trees on the east side of the overpass we feel that there will be a net benefit with this option. As indicated in the report this option (3A) although significantly more expensive provides the most benefits to the plant and animal communities of the Ojibway Prairie Complex. A tunnel under Ojibway Parkway would have limited benefits to mammals as studies have shown it is too confined. Ideally we would like to see the overpass extended past the railway tracks, however we understand that the additional cost may make that option less attraction to city Council and they may then chose the tunnel as an alternative. The Preferred solution provides the best option as it will minimize the impact on Species at Risk and provide the best option to improve the viability of the numerous Species at Risk in the Complex. <u>Do you have any comments that we should consider during the next steps of the Study?</u> We feel that it would be helpful to refer to the ecopassage that was recently built over the Herb Gray Parkway. There should be a lot of data from this project that would help support the adoption of Alternative 3(A). We also feel it would be beneficial to explore funding options for alternative 3(A). This project should be able to secure significant Federal and Provincial funding due to its positive impact on Species at Risk in the Complex. In light of the fact that the Ojibway Prairie Complex is the most concentrated site for rare species in Ontario, Federal and Provincial funding should be readily available. A case should also be made for the importance of providing linkages between small fragmented areas that support Species at Risk. It is well documented that linking fragmented areas helps improve the chances for survival for those plant and animal species found within those areas.

2020-Dec-3	Email	Like many others, I am concerned about the passage ending at the railway tracks. I saw the presentation on facebook but not sure if there is more info for me to look up. The presentation did not make clear if this ecopassage is for all species or targeted for just some. Myself, I would think it would be for deer, coyote and some of the smaller mammals. I cannot see it being effective for the snakes and turtles that are very much endangered. If I am right on that, is there other things being done to help these endangered species migrate? I am in agreement with the general idea of the ecopassage. I just hope some of these concerns can be addressed. Perhaps there should be an appeal for citizens to contribute funding also. I am sure many of us would throw in a few dollars to help, especially if doing so allowed for an improved design. Thank you.
2020-Dec-3		Please accept my comments relating to the Ojibway Parkway Wildlife Crossing options. We should start by asking why we are investigating the need for a wildlife crossing? - This process was initiated by the discovery of the great number of reptiles (snake & turtle) road kills in the area surrounding the Ojibway Prairie Complex and the Black Oak Heritage lands. My concerns vary, here are some: - I fear we are losing focus from "Protection to Pretend-tion". Why does a "Civic Image" Gateway feature have any bearing on the evaluation criteria. - I did not see a species comparison (to show how each option would affect reptiles, or other species) - I did not see a list of species' specific road kill numbers (to identify which species are most affected?). - I did not see a road kill location analysis (to Identify, the best location for a Wildlife Crossing). - Why wouldn't a crossing be suggested over the Titcombe Road Drain, many forms of wildlife follow watercourses as travel routes (water source, food source, less obstructions) - Why are we only looking at one style of overpass? - Why are we only looking at one style of underpass? We need to remember that Wildlife Crossings are site specific. What may work well in one location is not necessarily the preferred solution in another location. The Herb Gray Parkway's overpass works well, since the surrounding landscape is at the same elevation as the overpass. The roadway was below the surrounding area. The Ojibway Parkway provides different challenges, as the surrounding landscapes are at the same elevations as the roadway. Therefore, the Wildlife Crossing(s) need to either be below the roadway (Underpass) or above the roadway (overpass). MY REVIEWS of the 3 OPTIONS: Option 1 – Do Nothing (ISN'T WORKING – I DO NOT SUPPORT) - This has been detrimental for local wildlife. - Killing many species in great numbers.

	Letter	Option 2 – Install Underpasses (My PREFERRED OPTION – I FULLY SUPPORT) - I would like to suggest a different option of underpass design (see below) - My photos are of a weigh scale (A) - The road design would be different. It could easily be installed as the roadway is being constructed. Just like linking a roadway to a bridge. It would be the width of the road, 2 or 3 plates wide. 1) Place roadbed down 2) Install support structures (C) onto roadbed 3) Place Road / concrete plates (B) on support structures A) Weigh scale as an exampleB) Road surface concrete platesC) Support structures EVALUATION: FINANCIAL: - Underpass Option would cost less (could allow for the installation of more than 1 Underpass) Ojibway Parkway, Titcombe Road Drain, Malden Road or Matchette Road EVALUATION: TECHNICAL: - Underpass can be easily maintained as the plates can be removed, checked and replaced - Continued Underpass inspection for structural integrity
		EVALUATION: NATURAL ENVIRONMENT: - Provides connectivity for rare, vulnerable, threatened and endangered wildlife - Positive wildlife response: level terrain, sheltered from predators and diversion from vehicles (easier access for reptiles and smaller mammals) - No impact to natural environment (only road right-of-way will be affected) - This Underpass would not damage any surrounding plant and tree species - New underpass can be incorporated into drainage & stormwater infrastructure to improve conditions EVALUATION: SOCIAL ENVIRONEMNT: - No impact to social environment (only road right-of-way will be affected) - Urban Design Guidelines can be incorporated - Can be a “Civic Image” Gateway Feature, by placing up signage and promoting in City publications Option 3 – Install Overpass (Better than nothing - I MINIMALLY SUPPORT) EVALUATION: FINANCIAL: - Overpass is too costly - The money saved can be used to install more underpasses, creating safe passage at more locations EVALUATION: TECHNICAL: - Continued bridge inspection for structural integrity
2020-Dec-3	Comment Form	Please make sure our animals are protected by building the wildlife crossing .

2020-Dec-3	Letter	Study Overview: You indicate approximately 20,000 vehicles per day travel along Ojibway Parkway and E.C. Rowe Expressway which contributes heavily to wildlife mortality. Also that a Wildlife Crossing would provide safe passage for area wildlife and species at risk in the Ojibway Prairie Complex. - What statistics did you rely on for this heavy mortality (what wildlife, species at risk, and frequency) for the past several years? (eg Police Services should have incident reports of vehicles vs deer). More specifics on exactly what is being killed, and whether on the West or East side of the Parkway, would be helpful. Natural Environment: Wildlife: Only Bat Species: Little Brown Bat is "endangered". Bird Species: Eastern Wood-Pewee is "Special Concern". There is only Plant Species at Risk (5 are listed). It seems that what is actually at risk in the Ojibway Complex is Habitat and Vegetation. I believe it would also be helpful to determine exactly what species, especially mammals, are prevalent in Black Oak Heritage Park and Ojibway Park. Infrastructure: Besides the Parkway, we have the Trail (which sees little use), Railway, Road (access to industrial) and Utilities. What is available "construction area" on West side of crossing? Renderings do not give a very clear picture of the access points and East and West vary dramatically. Geotechnical: The "constraints" are very significant (storm water/drainage is a big problem these days) and likely to affect initial cost and/or increase cost if unforeseen problems are encountered during construction. Problem and Opportunity Statement: This statement is quite infuriating. Why exactly is it necessary to create an ecological connection between Black Oak Heritage Park and Ojibway Park? Flora and fauna will continue to survive in these separate areas as best they can given the encroachments we have already created. Building a Wildlife Crossing will not change that. There have been only two creatures identified by this study as being "sensitive" - a bat and a bird – neither of which will require a Wildlife Crossing. I find it difficult to believe that there is that significant a concentration of wildlife in the Prairie Complex to warrant this over-the-top and costly build which the City of Windsor considers an "opportunity"!!!
		As far as vehicle interactions go, the only mammal that could be problematic to the travelling public would be a deer. There are many animals throughout Essex County which are killed by vehicles every year. Wildlife are at risk wherever we live. You cannot possibly ensure "safe passage". Some interaction with the Ministry of Transportation for Ontario and Northern communities would perhaps give the City some insight into the solutions others have found. In particular, fencing is used extensively along highways (such as Highway 11 from Barrie to North Bay) and very effectively keeps wildlife and fast-moving motorists safe. I am not even aware of any so called Wildlife Crossing of this nature anywhere in Ontario Please consider as a first step the erection of fencing on both sides of the Parkway from approximately Broadway to Sprucewood or even up to Front Road. Since Front Road has a speed limit of 50 km, consideration could be given to lower the limit from that area North on the Parkway to E.C. Rowe Expressway which would help decrease the incidence of accidents of all kinds which are very problematic now and will only increase further in the near future.
2020-Dec-3	Comment Form	Do you have any comments on the evaluation of alternative solutions process? The evaluation was detailed and thorough, but still easy to understand. What do you think about the Preferred Solution (Wildlife Overpass)? This solution stands out far and above as the best solution. It has the best impact for at risk wildlife. It shows there will be minimal impact to traffic flow. The construction itself does not seem to be unusually complex. I am excited about the prospect of this overpass seeing development! I think it will be a win both for wildlife and for our community. Do you have any comments that we should consider during the next steps of the Study? None

2020-Nov-23	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? I think the wildlife overpass is the best option. I see a lot of roadkill on that road and I love walking at Ojibway. I appreciate the efforts to save the animals and wildlife. What do you think about the Preferred Solution (Wildlife Overpass)? I think it is the best option Do you have any comments that we should consider during the next steps of the Study? n/a
2020-Nov-24	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? I wonder why the scope of the project didn't extend over (or under) the railway tracks also. Bambi might now avoid vehicles but might get killed by trains. What do you think about the Preferred Solution (Wildlife Overpass)? It's Expense, but Awesome. Do you have any comments that we should consider during the next steps of the Study? County residents benefit more from this project than Windsorites. They should help pay for this project. Also, close Matchette Rd west of the Nature Centre.
2020-Nov-24	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? Very well done. I am very happy to see hese initatives finally that are going to be in place to help protect and allow wildlife thrive in this area. What do you think about the Preferred Solution (Wildlife Overpass)? I really like this idea as it will give all animals a large pathway to move safely. Above group to be seams like a good solution as many animals would use it more than a dark underground cavern type path. Do you have any comments that we should consider during the next steps of the Study? No.
2020-Nov-25	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? No. What do you think about the Preferred Solution (Wildlife Overpass)? I feel this is long overdue. Wildlife over and underpasses have been shown to successfully reduce wildlife mortality around the world. Consultation with appropriate wildlife specialists and studying similar situations elsewhere with their resultant success would quickly highlight the need for an overpass. Whether an overpass or underpass is needed would depend on the species that would be using it and their preference for either structure. This of course would relate back to the study done prior to the decision. Do you have any comments that we should consider during the next steps of the Study? No, it appears from the information presented that animal and human considerations have been taken into account. Hopefully this process will progress quickly and I am looking forward to the building of it.

2020-Nov-26	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? No. What do you think about the Preferred Solution (Wildlife Overpass)? I think it is a good idea. It provides more width vs underpass. I also think it should also cross the train tracks to avoid crossing issues there. Do you have any comments that we should consider during the next steps of the Study? Consider multiple overpasses and also an overpass over the train tracks.
2020-Nov-26	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? When considering the design of the overpass, if selected, a prefab structure should be evaluated in order to attempt to minimize the impact on the surrounding ecosystem. Some of the SAR listed were not noted as such under the wildlife section. What do you think about the Preferred Solution (Wildlife Overpass)? I am in agreement with this. Although I think there would have been a smaller margin in the cost comparison if the structures (underpass vs overpass) were similar in size (underpass = 4mx7m, overpass = 50m x 5.5m) if you were to follow the design guideline for the underpass and add multiple under passes throughout the corridor to equal the same cumulative crossing with, and add in additional pumping costs for stormwater, the underpasses would be more costly, which would negate the idea that the overpass is more costly. Do you have any comments that we should consider during the next steps of the Study? Please factor climate change into the design for water retention and species selection
2020-Dec-2	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? It seems reasonable - i think an overpass is a better option than an underpass and that it should also extend over the railway as well. What do you think about the Preferred Solution (Wildlife Overpass)? I think it should have been done years ago and that there should be multiple produced not just one. Do you have any comments that we should consider during the next steps of the Study? I think you should consider extending the overpass across the railway line as well.
2020-Dec-9	Comment Form (Microsoft Forms)	Do you have any comments on the evaluation of alternative solutions process? The Wildlife Over pass need to extend over and past the railway yard to the forest. (Work for Town of LaSalle. Grew up in LaSalle, and lived in Windsor most of my life. Drove this stretch of highway multiple times a day. Even was in accident where a deer a ran into the driver's side of my car. Its a horrible experience to have an animal like that.) What do you think about the Preferred Solution (Wildlife Overpass)? I think its a great idea, a step in the right direction to the environmental shift we need so badly. Do you have any comments that we should consider during the next steps of the Study? The Wildlife Overpass needs extend over and past the railyard. To get them to that skinny strip of land seems pointless. I think it would still create just as much or even more of a hazard if you to extend it the full distance.

2020-Nov-12	Email	I would like to participate in the study for building a wildlife Crossing at objiway. I live close to there and see firsthand the amount of animal deaths that result from car traffic. I feel this would be a great if done properly.
2020-Nov-13	Email	Thank you for your interest in this project. We will add you to the mailing list.
2020-Nov-13	Email	Please add me to your mailing list with the info regarding this study.
2020-Nov-13	Email	Thank you for your interest in this project. We will add you to the mailing list.
2020-Nov-13	Email	YES I would like to be on the Mailing List for the Ojibway Parkway Wild Life Crossing Study Please
2020-Nov-13	Email	Thank you for your interest in this project. We will add you to the mailing list.
2020-Nov-15	Email	Yes, I would be very interested in participating in the "Ojibway Parkway Wildlife Crossing Schedule 'C' Municipal Class Environmental Assessment (Phases 1-4) PIC #1" taking place on November 19, 2020. Could you send me information about the time and access for the November 19 PIC # 1. Could you also add me to your mailing list?
2020-Nov-15	Email	I received a bounce back message from felix.wong@woodpic.com. Is this not his correct E- mail contact?

2020-Nov-16	Email	Thank you for your interest in this project. We will add you to the mailing list. For Felix's email, I believe you had an "i" in place of "l". felix.wong@woodplc.com
2020-Nov-24	Facebook	It appears that approximately, a 120m. long bridge (with additional earth ramp lead-ups) would cross both the Ojibway Parkway and the Rail yard. The existing, successful Herb Gray parkway Tunnel No. 5 Eco-passage is 110 m. wide by approximately 132 m. long (14,500 m. 2). A better designed Wildlife Crossing Bridge over the Ojibway Parkway at 60 m. wide by 120 m. long (7,200 m.2) could do the job of crossing both the Ojibway parkway and the Rail yard. Presently, the City's proposed 50 m. wide Wildlife Crossing is U.S. standard's minimum width (U.S. Standards recommend 70M. width) and does not cross the Rail Line yard. This could potentially lead to increasing Wildlife mortality if Wildlife is enticed / funnelled into the 'Alternate 3A' proposal by the City. Wildlife would exit at a median between the Ojibway Parkway and the existing Rail yard and potentially be startled / confused back on to the Ojibway Parkway or risk meeting a similar demise trying to cross between shunting rolling stock in the Rail Yard. The existing new automobile / truck bridge connecting the Herb Gray Parkway to the Gordie Howe International Bridge Canadian Customs Plaza crosses over BOTH the Ojibway Parkway and an existing Rail Line. That Herb Gray Parkway Bridge was paid for entirely by the Province as was the 110 m wide Eco-Passage on the Herb Gray Parkway.
2020-Nov-19	Email	Please add me to the study mailing list. I have two questions 1. Will pedestrians use overpass to move between areas? This could be a major positive impact on The City's tourism draw and quality of life ranking. 2. The current overpass dumps wildlife right onto the railway tracks. This is bad for transportation and species mortality. What is planned to address this? Thanks in advance.
2020-Nov-19	Email	Thank you for your interest in this project. You will be added to the mailing list. In response to your questions, please see the following: 1. The wildlife overpass would be meant for area wildlife only and pedestrians would be discouraged from using the overpass. Having pedestrians use the overpass would likely prevent area wildlife from using it. 2. Please note that this is a very important issue that will be given much consideration. Also note that the conceptual plan may appear to dump wildlife onto the railway tracks but there would certainly be a buffer/green space between the end of the overpass and the railway tracks. The City has a fairly wide right-of-way to work with. The ultimate design would incorporate measures to ensure that wildlife would be able to safely disperse and cross the tracks with minimal risk. Thanks again for your questions and interest in this project.
2020-Nov-21	Email	Please lets get this wildlife crossing for Ojibway parkway done. Enough time has passed for the survival of all animals whether threatened, endangered or not. However, threatened and endangered should say enough. This will be amazing and I fully support it.

2020-Nov-23	Email	Thank you for your positive comments. If you have any further comments or questions, please don't hesitate to contact us.
2020-Nov-23	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> Let's get this wildlife crossing done. To much time and life wasted already. Threatened and endangered should say enough yet it seems to be dragging at even the slowest turtles pace. Does the city want to help protect all these threatened and endangered species. If so then stop talking and show it. Enough is enough. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> Wildlife crossing is a great idea now let's stop talking about it and get it done please and thanks. <u>Do you have any comments that we should consider during the next steps of the Study?</u> No more studies. Lets do it. All this talk is costing lives, time and money but most importantly lives of threatened and endangered species. I'm sure the city is smart enough to have a plan to have as little or no fatalities during construction.
2020-Nov-21	Email	Sorry, no form. My comment: I am happy that the City is considering this wildlife overpass! It would be a fabulous addition to mitigate the disruptions from the Gordie Howe bridge project and could be a real feather in Windsor's cap! BUT! If the overpass does not also cross the train tracks, how effective will it be? I know it's difficult to do anything over train tracks, but here's a place it would really make a difference! Thank you for this process.
2020-Nov-23	Email	Thank you for your interest in this project. You will be added to the mailing list. In response to your concerns, please note that this is a very important issue that will be given much consideration. Cost is a significant factor that we need to consider in order to obtain funding to complete this project. Please note that there would certainly be a buffer/green space between the end of the overpass and the railway tracks. The ultimate design would incorporate measures to ensure that wildlife would be able to safely disperse and cross the tracks with minimal risk. If we were successful in building a wildlife overpass, there would also be a monitoring program in place to ensure wildlife is safely crossing the tracks. Thanks again for your questions and interest in this project.

2020-Nov-23	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> I think the evaluation process covered all the essential points of consideration. I appreciate that the costs of each project were explicitly stated, and that Indigenous rights were considered when planning the location of these structures. I think it would be interesting to hear how long each structure would potentially take to be built as another factor to be considered. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> Considering that the cost relative to the underpass options is more than double, I don't know that the public would take that well. If the additional cost of draining required is still significantly lower than that of the overpass, then I think that's something to consider. Different factors can be weighed more heavily than others. That being said, I love the idea of the overpass since it will have little interference with the community and I know that wildlife prefer traveling over rather than under landscapes. If the positive impacts are worth the cost in terms of effectiveness of the passage, then maybe it's worth it. I know this is covered at the end of the memo but I thought it was important to address. <u>Do you have any comments that we should consider during the next steps of the Study?</u> n/a
2020-Nov-20	Email	I am very concerned about the north side of the proposed overpass ending before the railway lines. This is an extremely strange design. Were ecologists or other wildlife experts consulted before determining this was the preferred option? Presumably crossing trains were not considered to be a significant risk, or perhaps the cost of extending the overpass was prohibitive? I would like the EA address the risk of frightened animals exiting the overpass, seeing moving trains and running back onto Ojibway Parkway – this would be exactly what the overpass is supposed to prevent. Please also see the attached form.
2020-Nov-23	Email	Thank you for your interest in this project. You will be added to the mailing list. In response to your concerns, please note that this is a very important issue that will be given much consideration. Cost is a significant factor that we need to consider in order to obtain funding to complete this project. Please note that we are working with a highly dedicated and qualified working team of biologists, environmental scientists, engineers, naturalist, etc., from our consulting firm and within the City. Wildlife is currently crossing the tracks in order to get to the Black Oak Forest, the major concern where we are observing wildlife fatality is crossing Ojibway Parkway. We will certainly incorporate a buffer/green space between the end of the overpass and the railway tracks and incorporate measures to ensure that wildlife would be able to safely disperse and cross the tracks with minimal risk. If we were successful in building a wildlife overpass, there would also be a monitoring program in place to ensure wildlife is safely crossing the tracks. Thank you again for providing feedback and for your interest in this project.

2020-Nov-23	Comment Form	Do you have any comments on the evaluation of alternative solutions process? No. But let it be noted that this public input form is cumbersome to use digitally. Please refrain from using Microsoft Word tables in the future. What do you think about the Preferred Solution (Wildlife Overpass)? Either option (underpass or overpass) is better than the current situation. Do you have any comments that we should consider during the next steps of the Study? The stated objective is "... to provide an ecological connection between Black Oak Heritage Park and Ojibway Park. It appears that all proposed options do not cross the railroad tracks, and therefore do not connect Ojibway Park to Black Oak Heritage Park.
2020-Nov-24	Email	This email to to write my support for either the over pass or underpass options for the wildlife crossing. We need to ensure that these environmentally significant areas are protected as best we can. The DO NOTHING option is not a viable option in my min, it would signify complete inaction and would show that council doesn't care about the natural environment. Cost is of course a concern but I would rather have a tax increase than completely ignore the dangers to the wildlife and commuters in this area. I neglected to use the forms online because I have to fill it in myself. The form should be an online fillable form.
2020-Nov-24	Comment Form	Do you have any comments on the evaluation of alternative solutions process? Extend the bridge over the tracks to connect directly to Black Oak Woods to Ojibway Woods. This way the animals will not be afraid of moving trains and the like. Also, have walking trails so the people can go from Black Oaks Woods to Ojibway Woods and vice versa. This way, the overpass will benefit all people and animals alike. Have all parties involved! Even the local Indian tribes! This way , no one will be left out! What do you think about the Preferred Solution (Wildlife Overpass)? Overpass is the best solution. No lights Do you have any comments that we should consider during the next steps of the Study? See Above.

2020-Nov-24	Comment Form	Please see attached for my feedback on the proposed Ojibway wildlife overpass. Can you confirm receipt? Also, would the City consider the use of an online survey (e.g. surveymonkey) instead of having people download the forms, fill them out, and email them back? The current system seems like it would create a lot of friction and reduce the number of responses. In my experience with public engagement it seems that respondents should also have the option to remain anonymous. Comment Form: <u>Do you have any comments on the evaluation of alternative solutions process?</u> I'm surprised that the alignment options didn't seem to consider or report on the current movement patterns of wildlife on the roadway and wildlife mortality. Which species are more likely to be struck? Are there particular locations where more wildlife are crossing the parkway because of certain conditions in the adjacent parkland? It seems that the location and design of the overpass should be explicitly informed by an understanding of current wildlife behaviour and the priority wildlife species. I would also like to be consideration be given to a small underpass for reptiles and amphibians, similar to the crossing under Matchette Road. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> I am in favour of the idea of an overpass but the design concept seems quite unresolved, or at least the rendering seems incomplete and the accompanying text is very thin to explain the design rationale. For example, why doesn't the overpass connect all the way to Black Oak Park? If one of the goals is ecological connectivity, connecting it all the way to Black Oak would seem to be a priority. I would also like to see a consideration given to a multi-use overpass (see "Hot Sheet 3" of Wildlife Crossing Structure Handbook). There is a desperate need for a safe pedestrian connection across the parkway, to Black Oak Park, and to the eventual Ojibway Shores site. From my understanding of the issues, design solutions could be found to provide space for both pedestrians and wildlife. It would be good to see more detail about the planting, soils, other habitat elements, and fencing. Will there be continuous fencing along each side of the parkway that directs wildlife to the overpass? <u>Do you have any comments that we should consider during the next steps of the Study?</u> To build on my above points, please consider: - Extending the overpass over the rail corridor and into Black Oak Park - Evaluate a multi-use overpass option - i.e. combining a pedestrian path with the overpass (see "Hot Sheet 3" of Wildlife Crossing Structure Handbook). Ideas include aligning the pedestrian route to one side, integrating a visual vegetation screen/barrier between the pedestrian portion and the wildlife portion. Most wildlife would probably cross at night when pedestrians are not using the site, and most of the wildlife that would be using the crossing are relatively tolerant of human activity.
2020-Nov-26	Email	We are in receipt of your Comment sheet. Thank you for providing your feedback! Please note that full biological surveys were completed to determine preferred crossing location and will be presented and reported on in the final Class EA report. For the purpose of the PIC #1 meeting and keeping the slides to an adequate number, we did not report on this information at this time. Please also note that at this stage of the EA we have only looked at the location and type of structure to come up with a “Preferred Solution”. Once we have reviewed all the public and stakeholder comments we will confirm the preferred solution, then proceed to a “Preferred Design Concept” which will provide more of the details you discuss in your comments and will be present at a PIC #2. Thanks again for your comments and interest in this project

2020-Nov-24	Email	We just read in AM800 News about the "CITY CALLING FOR COMMUNITY INPUT ON OJIBWAY WILDLIFE CROSSING." We're writing you to say we're all for it. And thank you for giving our wildlife this consideration. My wife (Sue) and I live part-time in Kingsville and part-time in Canmore AB - near Banff. We've travelled through the Bow Valley's wildlife crossings many, many times. Often with visitors, who see by these wildlife structures, stellar Canadian values. That we appreciate and consider them when building highways and other structures which impact on their ability to exist. There we say we live "with" wildlife. So, we are very happy that you are seriously considering building a wildlife crossing in Windsor too. Last Spring, while cycling along the Parkway Trail in Windsor (which is as good a cycling & pedestrian facility as anything Calgary or Vancouver's got), we were sad to see a fawn and doe separated by a fence. Windsor has wildlife too. Thanks for thinking of this area's wildlife. It's very Canadian of you.
2020-Nov-25	Comment Form	Do you have any comments on the evaluation of alternative solutions process? You should focus your efforts on Matchette first. I do however love that you`re doing, but the fact that the wildlife crossing ends on a set train tracks has me really questioning the though process here. I get these are slow trains but they`re always sitting in rows. Large animals would need to wander along them to pass. Again, this is better than nothing, but I still think you should focus your attention more on Matchette Rd. What do you think about the Preferred Solution (Wildlife Overpass)? Like I mentioned before I love the idea minus the train tracks. I really don`t get that, I think you need go over the tracks. I know there`s no easy solution here, so if ending on the tracks is the only solution then so be it....it`s better than nothing.  Do you have any comments that we should consider during the next steps of the Study? Matchette Rd is more important, especially with the future development of the old Windsor Raceway. There`s a shoulder on Front so you can see animals coming and slow down, much more visibility. Matchette has no shoulders, no visibility beyond the narrow road, and no extra lane to move into. You don`t see any animals until it`s too late.
2020-Nov-25	Comment Form	Do you have any comments on the evaluation of alternative solutions process? It would appear that this study has included the various parameters. If the Wildlife Crossing is to be effective, the preferred solution appears to be the correct choice. What do you think about the Preferred Solution (Wildlife Overpass)? I am in agreement with the preferred solution, particularly that it includes opportunities for Urban Design elements. Do you have any comments that we should consider during the next steps of the Study? I'm assuming this study does not include the ETR rail lands.

2020-Nov-28	Email	My thoughts are that I would like to see a Wildlife Overpass Alternative #3 rather than nothing or a tunnel and with suicide railings so as we drive by we may get a glimpse of the Critters. We can actually see where our money is being spent & it would create a good feeling in most. 'It's working!': Utah officials thrilled to see animals using highway wildlife overpass https://www.cnn.com/2020/11/26/us/utah-wildlife-bridge-trnd/index.html
2020-Nov-30	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> I think the overpass solution to be the best option <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> This solution is my preferred option. I just have a question about the north side of it. It looks like it goes to the railroad tracks and stops there abruptly. I can see larger animals easily cross the tracks and continue. What about the smaller ones, like Snakes and Turtles? Will they be able to climb the tracks, or will they get diverted right and left until there is nowhere to go? Is the railway interested to work with the City on that and would they be open to any suggestions to continue the pathway across their property? (small ramps to the right and left of each track and maybe low vegetation so that the animals are not to exposed to predators) <u>Do you have any comments that we should consider during the next steps of the Study?</u> As listed above. Addressing the continuation across the railway tracks.
2020-Dec-4	Letter+ various attachments	I am submitting some general comments as well as a few photos and documents, maps. I do approve the preferred design option a landbridge as illustrated in the video supplied. This seems the choice offering the most advantages, doesn't involve tunnelling in a difficult substrate with technical difficulties, etc. This is an impressive and ambitious project, which will provide a needed -relinkage in a landscape that has seen wildlife corridors become further fragmented since the Gordie Howe Bridge and Herb Gray Parkway came into this region. However, a fully extended bridge that passes over the railyard would be the TRUE preferred ecopassage!! Comments 1. A feature like this landbridge will be located on the west side of Ojibway parkway very close to an existing human use asphalt trail. It would be good to include signage to prohibit human use of the landbridge, whether on foot, ski or snowshoe, or by means of any bicycle, mountainbike, motorbike, off road vehicle, snowmobile, etc 2. The use of off road vehicles and mountain bikes etc, along the Broadway Oaks prairie lands, behind the tree line, or near the rail line may not appear to be much, but could be curtailed by signage to slow down, 3. For cyclists speed posting to calm the area and possibly speed bumps installed on the pedestrian trail. 4. This region is naturally very flat. It is an area where people enjoy tobogganing sledding over the few hilly areas (ie Malden Park) in Windsor Essex. It should not attract people for this purpose. 5. Similarly, the east side of the new ecopassage will be located within Ojibway Park where a human use trail passes. The current trail system within Ojibway Park should be redesigned to avoid conflict between wildlife approaching the ecopassage and humans. Again signage may be required. As above, a prohibition of skiing, snowshoeing, hiking, sledding or any kind of recreational vehicle use. 6. Ojibway is a very popular place to walk dogs, but if wildlife is to be funnelled into a specific crossing, dogs must be kept further away to keep this area as naturalized as possible. Boundary signage (ie. do not approach within X meters from this feature) or trail redesigns and notices may be necessary to prevent people from dogwalking or dogsledding, mushing etc. too close to this feature. 7. Does the project team have an understanding the way wildlife moves across a train yard from cameras and other projects….. 8. Has the project team done ground truthing of wildlife movement north of the Essex Terminal Railyard…. 9. It is somewhat hard to project how wildlife will egress from Black Oak, to approach the proposed crossing for a west-east crossing …. will they cross back into Ojibway by using corridors at the ends of the rail lines at Tim Hortons, or Dainty Rice rather than approach the crossing in an indirect or more exposed manner while crossing more track! Some additional resources (some of which the consultants may

have used, of course).
A. The Ojibway Complex Road Mortality Study 2010-2020 by Jonathan Choquette MLA, of Wildlife Preservation Canada has also gathered some material on local mammal roadkill, although primarily focussing on reptiles and amphibians in the Ojibway area, a recognized Important Amphibian and Reptile Area.

B. Windsor Police and City of Windsor records of deer strikes and deer signage… There is a deer strike record made a few years back, by the Public Works Department of the City of Windsor, which may still be available. Or perhaps a more current one.
C. SAR mammals I will supply photo and other document evidence. Two are controversial for Ojibway but are nonetheless Ojibway species and been reported every since I or older locals can remember in this area. They include Cougar-Jaguar (Endangered) Included is a letter I received from Rick Rosatte, MNR cougar DNA specialist regarding an observation forwarded to him from a letter and evidence I forwarded to Stuart Kenn formerly of Ontario Puma Also will include my record 2 sightings. Grey Fox (TH)
The last verified record in this area is c. 2002, an observation by Paul Pratt (former Ojibway head naturalist) and by Nancy Phillips of Wings Rehabilitation Middleside Rd, Amherstburg Ontario, which I received from Nancys records a few years ago, which will be supplied. However this species I have personally seen twice and found track and have heard reports of `a tree climbing fox` from a local ecological consultant as recent as 3 years ago. Eastern Wolf –Coywolf- Algonquin Wolf! (Special Concern) Local sightings. And county sightings. Personal sighting in Marshfield Woods, 100 hours of surveying Whether this is a coywolf or other wolf hybrid, it is a form of local wolf. Specimen I saw was approx.. 120 lbs. There are dozens of reported sightings of all of these mammals that I have made records of as they were told to me over the years. In some cases, ie cougar, 2 are from biologists, surveyors. If asked, they would be reticent as there are no photos.
D. Fox and coyote live sighting photos and roadkill records by myself.
E. Wildlife Movement Corridors
From 2007 to 2015, I documented wildlife movement patterns (mammals) due to disruptions from the Herb Gray Parkway and a proposed Big Box development, both adjacent to the Ojibway Complex. Although dated, this record would still be a general snapshot of movement. The wildlife corridors will be mostly deer ie most abundant, easier to observe trails, etc. Supplying 1 map I made of corridors at the time.
Wildlife Corridors re Ojibway Parkway Crossing Former Crossing (north of Broadway Ave). Due to the Herb Gray Parkway, an older residential area off Broadway (east of E.C. Row) would become parkway ramps and a large stormwater pond. The area of Beach St. (including the former Erie Wildlife Rescue,) had large lots served as staging area for deer, waiting to cross Ojibway Parkway. Once traffic calmed they would slip through an opening in the fence to cross very close to the Ojibway Parkway- E.C. Row boundary intersection.

		Brighton Beach (abandoned neighbourhood) 100 acres north and west of Ojibway along with railway lands north of E.C. Row expressway was a main crossing connection to Black Oak Woods. The combined areas as mentioned above would see a lot of the crossing activity. I photographed numerous deer collecting in these areas. North Crossing. Once these areas were removed, the Broadway Loop was the main east-west crossing area for deer coming Ojibway Park (through a fence opening near a ditch in N.E. corner) or along the hydro corridor to cross Ojibway Parkway. There was (at least 5 years ago) an area south and behind Dainty Rice that deer would enter the woods, and then pass between the Dainty fencing and the railyard fencing-Black Oak fencing , which is within the wooded areas to slip into Black Oak. The tracks were narrow, less sidings in this passage area. Wildlife, raccoons, skunks, deer had used the small wooded strip at Broadway and Ojibway Parkway to help cross . I believe the Bridge project or the City of Windsor put up fencing on the west side of Ojibway Parkway so that the deer would only cross near the new intersection on Ojibway or at the Broadway entrance or south or of it, but not from the wooded Broadway loop… The area near dainty rice saw reports by one local of a cougar. I saw a large cat in Brighton Beach just off Broadway and got track in snow, very detailed…. So I believe this crossing area may also have been used by a big cat from time to time. Center Crossing A drainage ditch runs along Titcomb and continues past Matchette in Ojibway Park at the entrance, towards Ojibway Parkway where it ends and connects to the Ojibway Drain. At this junction, there was evidence of deer following the drain and passing down into the ditch and under fencing to cross the Ojibway Parkway… don't know if they used this crossing to pass back from west to east… complex… South Crossing (appears on the Mapping below as the JOY WOODS wildlife corridor). Openings in the fencing from Ojibway Park to Tom Joy Woods give wildlife the opportunity to cross Ojibway Parkway near the gasline corridor area north of Tim Hortons. The rail tracks narrow here down to single rail line from the 8 tracks in the Essex Terminal siding. There is no fencing here. I have seen a large carnivore just behind the trains, off Weaver in the area with 3 streetlights. Standing for a period of time. Also seen some large carnivore with a very long tail crossing at this southern crossing point. Others have reported this, animal, seems to be a black cat, bigger than Labrador retriever, etc.. Observation on all this Carnivores seen at the ends of the rail lines… Deer seen at either end of the rail yard, and also travelling along the rail lines, several at a time…. Perhaps eating something spilled, or moving to get around trains…. So a question I have, from observations, photographs and talking to others,,,, are deer more likely than predators to use this centrally located overpass…..
2020-Dec-18	Comment Form	<u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> I design wildlife overpasses and underpasses all over the world for all species. On page 19 the recommended overpass width is 50-70 m. The reference is Wildlife Crossing Structure Handbook Design and Evaluation in North America, March 2011. This is outdated. In addition, wildlife Overpasses have previously been designed for large animals, like for example Grizzly bears in Banff National Park where they are surrounded by pristine habitat in a national park. The City of Windsor is the only place in the world that is designing overpasses with target Species such as snakes, although Europe has integrated small animal passage into their design but they do this with habitat creation not by location or width. Snakes do not require overpasses that are 50-70 m wide. The newest science is showing that even large animals and small animals alike are using a 10 (50 feet) metre wide overpass in Utah. https://www.smithsonianmag.com/smart-news/animals-are-using-utahs-largest-wildlife-overpass-earlier-expected-180976420/. I do not agree with the design specifications of this overpass, mainly because it doesn't integrate recent science, the target species, or the context of the surrounding habitat, which is small. <u>Do you have any comments that we should consider during the next steps of the Study?</u> It does not make sense to build an expensive 'wide' overpass when the target species .e.g snakes cannot access it. Snakes will not be able to cross the railway. In addition the natural area being connected is small and under tremendous urban pressure. If an overpass is built it should be 10 metres wide, and there should be half-cut pipe tunnels under the railway. This type of railway mitigation is documented in the literature. In context of the areas being connected, an overpass of this size is not a cost-effective approach. In addition, a 10.0 m wide underpass is also not necessary for snakes. If snakes are indeed the target species then the railway requires permeability for these target animals.

2020-Nov-24	311 Support	Ojibway Overpass - email: As a resident of Lasalle I am sure I speak for all residents of Lasalle, Amherstburg and parts sout. We have 2 ways to get to Lasalle. Ojibway and Machette. How do you plan to reroute the 20,000 cars a day while construction is on. It's nice to help the animals but people that never take that route daily should have no say in the construction. The people of the area need to be considered too because it will be a long drawn out process and traffic will be tied up for months.
Save Ojibway		
2020-Nov-26	Email	After reviewing the Environmental Assessment presentation through the City's website, I wanted to send you an email regarding consideration of constructing a wildlife overpass at Ojibway Parkway. I never thought the day would come that I would have the opportunity to comment on this type of project for the Ojibway, Tall Grass Prairie and Black Oak Heritage Park area. It is truly like a dream come true. I have no engineering or design background. I am not a scientist or environmentalist nor do I have an extensive background in ecological studies or pretend to know what it would take to manage a project of this size. I am a Windsorite, born and raised and have always loved and appreciated the variety of greenspace available to us on any given day in the Windsor-Essex County area. I am a frequent user of our many trail systems in the area on a regular basis and enjoy them throughout the seasons in a variety of ways. I just wanted to impart a fraction of my excitement onto you about the potential of this project. It makes me really proud that the City I live in is deciding to take action to come up with plans to protect and preserve a small portion of a place that is so important to us all.. Not just for the obvious ecological reasons but also for everything that makes me love where I live. I am so proud that our decision-makers have listened to our concerns and are paying attention. Our natural greenspaces in this area are part of so many of our fond memories and the source of so much education and understanding of where we come from. My only thoughts for further consideration lie in this – the ending placement of the overpass structure opening up onto the rail tracks adjacent the Ojibway Parkway trail. I would love to see something incorporated into the plan that allows the safe passage past the tracks and on to Black Oak. I also have concerns regarding the opposite side of Ojibway park that crosses Matchette Rd. over to the Tall Grass Prairie and Ojibway Prairie Provincial Nature Reserve. Mortality rate studies have shown that this is also a serious area for concern as it relates to wildlife mortality and the potential of dangerous accidents involving motorists. Matchette Rd. is also a heavily travelled artery leading into and out of LaSalle, especially at peak times. It would be the icing on the cake to see a plan put into action in the future that would incorporate some kind of safe passage in this area as well. Thank you for your time in accepting my email and for assisting in making this dream a reality for many of us in the area. I can't wait for progress and the eventual final product.
2020-Nov-26	Email	Thank you for your feedback and excitement about this project. We are gathering comments and this concern of spanning over the tracks has been brought up frequently and will be part of our consideration on confirming the preferred option. Unfortunately the crossing of Matchette Road is not in the scope of this particular project but is being reviewed by others at the City as a separate project.

2020-Nov-25	Email	1) Do you have any comments on the evaluation of alternative solution process? Three solutions do not adequately cover the options available. Especially if the current list has multiple shortcomings. Shortcomings include; - Ojibway parkway expansion for increasing traffic use - barriers to minimize wildlife from crossing the road - pedestrian / bicycle pathway leading to and utilizing the overpass - wildlife access on railroad side - realistic evaluation of the use of this overpass. I don't see bats or painted turtles needing it. Additional alternatives such as a combined underpass/overpass spanning the rail road tracks, or strictly decorative fencing should also be considered 2) What do you think about the preferred solution (Wildlife Overpass)? - it shouldn't be 5 meters above grade. - it shouldn't empty out before the railroad tracks - is this type of crossing even effective? How did we do with the crossings on the Herb Grey Parkway? 3) Do you have any comments that we should consider during the next steps of the study? It's my feeling that this crossing is a short sighted solution that needs to be flushed out with additional measures such as supplemental roadway lighting, clearer sight lines along the roadway, natural barriers such as berms and or ditches on both sides of the road. Don't waste money when other modern solutions will do the trick.

2020-Dec-3	Letter	Save Ojibway is delighted and fully supports the City's preferred overpass wildlife crossing, with modification. A wildlife crossing that begins at an operating multi line railway track, appears to lack common sense and will not "provide safe passage for area wildlife and species at risk and create a landscape of connectivity in the Ojibway Prairie Complex". Numerous plants, snakes, turtles, and birds that are very rare in Canada live here too. In 2009, there was nine endangered species, now that number has doubled. Black Oak Heritage Park hosts a variety of savanna and woodland species and supports on of the largest stands of black oak stands in Ontario. It is rated G1 by Nature Serve- Extremely Rare; five or fewer occurrences on Earth, making it especially vulnerable to extinction. Ojibway Park is a 64-ha site dominated by a Swamp White Oak Mineral Deciduous Swamp (SWD1-1), which is very rare to uncommon in Ontario. Prairie, savannah and woodland communities are also present. The Friends of Save Ojibway suggest; 1. Include Black Oak Heritage Park in the study area. 2. Make the wildlife passage longer (over multilane railway tracks), for safe passage of wildlife and provide a connection of Black Oak Heritage Park and Ojibway Park. 3. Utmost care given to lessen the negative impacts of the wildlife crossing i.e. loss of trees, location of endangered plants etc. 4. Commence temporary road closures of Malden and Matchette. In 2016, the City of Windsor was made aware of the hundreds of endangered species lost during migration periods (spring and fall). Most of this loss occurred on these two roads. Since that time, eight migrations have occurred and hundreds of endangered have died. Temporary road closures of Malden and Matchette costs little, but will have the largest impact on preventing extinction. Ojibway Prairie is a globally endangered ecosystem and could possibly be Canada's second national urban park. Let's give Ojibway Prairie and its 4000 species the utmost protection.
2020-Dec-3	Email	Save Ojibway is delighted and fully supports the City's preferred overpass wildlife crossing, with modification. A wildlife crossing that begins at functional railway tracks lacks common sense. It is perplexing that this is suggested in the current design, in the first place. Black Oak Heritage Park hosts a variety of savanna and woodland species and supports on of the largest stands of black oak stands in Ontario. It is rated G1 by Nature Serve- Extremely Rare; five or fewer occurrences on Earth, making it especially vulnerable to extinction. Ojibway Park is a 64-ha site dominated by a Swamp White Oak Mineral Deciduous Swamp (SWD1-1), which is very rare to uncommon in Ontario. Prairie, savannah and woodland communities are also present. Numerous plants, snakes, turtles, and birds that are very rare in Canada live here too. In 2009, there was nine endangered species, now that number has doubled. The Friends of Save Ojibway suggest; 1. Include Black Oak Heritage Park in the study area. 2. Make the wildlife passage longer for safe passage of wildlife and provide a connection of Black Oak Heritage Park and Ojibway Park. 3. Utmost care given to lessen the negative impacts of the wildlife crossing i.e. loss of trees, location of endangered plants etc. 4. Commence temporary road closures of Malden and Matchette. In 2016, the City of Windsor was made aware of the hundreds of endangered species lost during migration periods (spring and fall). Most of this loss occurred on these two roads. Since that time, eight migrations have occurred and hundreds of endangered have died. Temporary road closures of Malden and Matchette costs little, but will have the largest impact on preventing extinction. Also under road tunnels and tubes for crossing on malden. Ojibway Prairie is a globally endangered ecosystem and could possibly Canada's second national urban park. Let's give Ojibway Prairie and its 4000 species the utmost protection. https://www.nationalgeographic.org/article/wildlife-crossings/ https://www.youtube.com/watch?v=rgOMcpUN5RY

Detroit River Canadian Cleanup		
2020-Nov-3	Email	I am interested in joining the mailing list for the Ojibway Parkway Wildlife Crossing project. Should you have any questions or require any further information, please do not hesitate to let me know.
		<u>Do you have any comments on the evaluation of alternative solutions process?</u> In response to the Public Information Centre # 1 Virtual Consultation Platform for the Ojibway Parkway Wildlife Crossing Class Environmental Assessment, the Detroit River Canadian Cleanup Public Advisory Council (DRCC PAC) would like to respectfully provide the following comments. The purpose of this exercise is to determine the appropriate project design that will provide safe passage for area wildlife and species at risk as well as create landscape connectivity in the Ojibway Prairie Complex. The DRCC PAC supports the creation of an ecopassage that connects natural features currently disjunct and fragmented within the Ojibway Prairie Complex, but does not support the current design provided as Alternative 3A (North Option), identified as the preferred solution in the Evaluation of Alternative Solutions presentation. From our understanding, an ecopassage reconnects fragmented natural heritage features disconnected by infrastructure, in this case, the Ojibway Parkway, a multiuse trail and the Essex Terminal Railway. Linking natural features supports genetic movement between ecosystems to improve biodiversity within the fragmented landscape. Currently, the ecopassage Alternative 3A design does not connect Joy Woods to Black Oak Heritage Park. In fact, the north ramp ends right at the beginning of a multi-use recreation trail with minimal vegetation and seven railroad tracks operated by the Essex Terminal Railway Company. The point of an EA is to determine all possible options for an ecopassage, and the EA, as currently designed, does not do so as it neglects to consider an option that goes over the railway tracks. Cost of the proposed alternatives should be considered after all potential options have been identified, not before. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> Ecopassages can support wildlife movement, by providing safe passage between fragmented ecosystems, furthering biodiversity and sustainability within local populations. With the north ramp ending at the multiuse trail and the railway tracks, wildlife will not be able to enter Black Oak Heritage Park. This design surely does not provide a wildlife corridor in addition to an ecopassage. Further, the design concepts begs the question of, “Where will wildlife (herpetofauna, large mammals and small mammals) go when they exit the north ramp?” White-tailed deer mortality is an ongoing issue in that area, particularly mortality caused through road accidents. Would this design increase the mortality issue there and cause human health and safety concerns as the deer try to navigate their next moves to enter Black Oak Heritage Park? Further, having the off ramp fall short of connecting to Black Oak Heritage Park will create many barriers for turtles, snakes and other herpetofauna species from moving across to safety, and they have less ability to move away from a multi-use trail and railroad tracks. This can increase herpetofauna mortality and even persecution if humans using that area for recreation detect them. One of the issues we identified with the study design is the omission of Black Oak Heritage Park from the study design. As the point of an ecopassage is to connect fragmented landscape while providing safe passage for wildlife, why was this particular location not included in the Natural Environment Assessment? It is addressed in the presentation by its significance for woodlands, wetlands, wildlife, Significant Wildlife Habitat as well as its Vegetation Communities. From a design perspective, the north and south maximum approach grade (5:1) and side slopes (3:1) seem very steep and abrupt. Are there other types of designs that can incorporate a winding pathway or texture created by vegetation to help wildlife of all sizes safely move from the top of the overpass down the gradient into the north and south end less aggressively?

2020-Nov-30	Comment Form	While the Alternative 3A design indicates, "…has been carefully selected in order to avoid impacts to SAR plants and protected habitat," will there be habitat removed on the Joy Woods side of the parkway to construct the landing area of the north and south approaches/ramps? As indicated by the environmental assessment, both, Ojibway Park and Black Oak Heritage Park, are designated as Environmentally Significant Areas, and comprise two of the five sites designated as the Ojibway Prairie Remnant Life Science Area of Natural and Scientific Interest (ANSI). In addition, there are Species at Risk, Significant Wildlife Habitat and several rare and provincially critically impaired vegetation communities within the study area. Within the design criteria dimensions table, it does not indicate the size of the landing area of the overpass for Alternative 3A. Will the north and south landing area also be kept clear of vegetation, or will succession be allowed to take place after the landing area/ramps become integrated into the Ojibway Prairie landscape? Further, the Alternative 3 design specs provided in the presentation file does not indicate whether people will be prohibited from crossing the ecopassage as a recreation trail. Without proper monitoring and enforcement, this ecopassage could be discovered by people on foot, which will bring them into portions of Joy Woods that are not maintained as recreational trails and introduce foot traffic on sensitive species. We do not regard this design as compatible use that protects wildlife and plant communities. Do you have any comments that we should consider during the next steps of the Study? Another consideration we would like to bring forward, is the road mortality issue on Matchette Road, which crosses through Ojibway Prairie connecting the City of Windsor, to the Town of LaSalle. What is the traffic diversion plan for construction periods? Driving behaviour and congestion should be taken into consideration for other roads within the Ojibway Prairie as this will increase potential for herpetofauna mortality. We would like the following items addressed and considered moving forward in the Municipal Class Environmental Assessment: 1. Black Oak Heritage Park should be included in the study area. 2. Ensure that an option is considered that meets the purpose of the ecopassage connecting fragmented natural heritage systems in the Ojibway Prairie Complex. 3. A wider and longer structural feature that spans not only the Ojibway Parkway but also the multi-use recreational trail and the Essex Terminal tracks. Joining Tom Joy Woods and the Black Oak Heritage Park will result in an increase of floral genetics moving between habitat features and creation of safe passage for fauna. 4. Comments and questions from the Essex Terminal Railway Company should be encouraged as regards their role in the Municipal Class Environmental Assessment. 5. Halting the ecopassage at the multi-use trail and ETR tracks may result in lower cost but the animals will pay the price with increased mortality. While we acknowledge and understand a more extensive structural design will be more expensive to implement, the issue of road mortality, biodiversity loss and fragmented habitats will not be solved by the design provided through Alternative 3A (north). There will continue to be increased road mortality of all wildlife from an ecopassage ramp that ends at the railroad tracks and multipurpose trail. There are opportunities for funding resources and partnerships to support the full fledged ecopassage this area requires in order to meet the objectives originally laid out to undertake this EA process. The purpose of an EA is to identify all design alternatives, not just the affordable ones that do not properly connect Black Oak Heritage Park and the Ojibway Prairie Complex. Thank you for your consideration, and we look forward to the inclusion of an option that spans the railway tracks. .
Essex County Field Naturalists' Club		

2020-Dec-3	Comment Form	<u>Do you have any comments on the evaluation of alternative solutions process?</u> The Essex County Field Naturalists' Club (ECFNC) would like to provide the following comments on the Public Information Centre # 1 Virtual Consultation Platform for the Ojibway Parkway Wildlife Crossing Class Environmental Assessment. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> The ECFNC strongly supports the creation of a wildlife overpass that connects natural features currently disjunct and fragmented within the nationally recognized Ojibway Prairie Complex, and supports the current design provided as Alternative 3A (North Option), identified as the preferred solution in the Evaluation of Alternative Solutions presentation. Currently the north side of Ojibway Park borders on the multi-lane Ojibway Parkway with its heavy vehicular traffic. It is a barrier to any meaningful wildlife movement between the park and Black Oak Heritage Park, Ojibway Shores and the Detroit River to the north. This preferred overpass design reconnects fragmented natural heritage features disconnected by the Ojibway Parkway, an extremely busy multilane roadway and supports genetic movement between ecosystems to improve biodiversity within this fragmented landscape. Although the Wildlife Overpass Alternative 3A design does not directly connect Ojibway Park to Black Oaks Heritage Park it will provide wildlife with a safe passage over Ojibway Parkway, the key feature of the ecopassage. The railway tracks on the north side of the overpass with their limited slow-moving traffic are a much lower threat to the movement of animals than constant heavy vehicular traffic of Ojibway Parkway. The location of the wildlife overpass on the south side of the highway was carefully selected to avoid impact on SAR and we support the location. It is strongly recommended that the no public trail system be incorporated into the ecopassage design due to the disruption to wildlife in the confined space of the overpass. <u>Do you have any comments that we should consider during the next steps of the Study?</u> Some rare and endangered species found in Ojibway Park may actually benefit from disturbance as long as non-native invasive species are actively controlled during construction of the wildlife overpass. Invasive species control should receive a high priority.
Wildlife Preservation Canada		

Please accept my completed comment form in response to PIC #1 for the Ojibway Parkway Wildlife Crossing project. I am also attaching the following supporting documents referred to in my letter:
1) Choquette and Valliant. 2016: Published wildlife road mortality study at Ojibway Prairie Complex
2) Choquette et al. 2020: Published connectivity study for a SAR snake at the Ojibway Prairie Complex
3) Map depicting an additional alternative solution to be considered.
4) Map of illegal dumping sites on Broadway Blvd.

Do you have any comments on the evaluation of alternative solutions process?
Thank you for inviting the public to comment on the proposed Ojibway Parkway Wildlife Crossing Class Environmental Assessment (EA). I am providing comments on behalf of Wildlife Preservation Canada, and based on my 12 years of experience working with species at risk (SAR) reptiles at the Ojibway Prairie Complex (OPC). The Evaluation of Alternatives Memo states that the crossing is being constructed to "create an ecological connection between Black Oak Heritage Park [BOHP] and Ojibway Park [OP]" and to "Protect sensitive species from roadway mortality by providing a safe passage for… species at risk…". Of the 16 SAR listed on the map provided (Fig. 2), only 5 are terrestrial species – all reptiles (snakes and turtles) – that would be most susceptible to road mortality (the rest are plants and birds). Therefore, I presume the above-stated goals are based on the premise that the two parks are currently ecologically disconnected for SAR snakes and turtles. Given the existence of a ~110m wide transportation corridor running N-S between the parks, this is a reasonable assumption. The transportation corridor includes the 4-lane Ojibway Parkway, a paved multi-use trail, and an 8-track wide railway yard. At ~20,000 vehicles per day, Ojibway Parkway likely acts as a complete barrier to reptile movement. Further, at 8 railway lines wide, the rail yard would also be impenetrable to reptiles, particularly turtles. The EA process did not, however, incorporate an alternative that included crossing the rail yard, and therefore, any alternative would fail to achieve either of the two stated goals mentioned above. Either the goals must be re-assessed, or additional alternatives must be considered so that the goals could actually be achieved. The Evaluation of Alternatives Memo states that "Approximately 20,000 vehicles per day travel along the Ojibway Parkway and E.C. Row Expressway, which contributes heavily to wildlife mortality". Also, as stated above, two of the project goals are to protect sensitive species from road mortality and to create an ecological connection between two parks. However, no road mortality data or connectivity models are presented in the PIC materials. Published wildlife mortality data are available for a suite of roads across the Ojibway Prairie Complex, but these do not include Ojibway Parkway (Choquette and Valliant 2016; attached). Published connectivity models are also available for the project area (Choquette et al. 2020; attached), but these were not presented. Therefore, the locations of road mortality hotspots or potential connectivity corridors for SAR reptiles were not included in the consideration of alternatives. Without these data it is impossible to determine which, if any, of the alternatives could achieve the stated project goals. This is problematic because very large financial investments of taxpayer funds to solve ecological problems must be based in ecological data, not conjecture. As presented, the project distracts from solving a well-documented SAR road mortality problem along Matchette and Malden roads, in favour of solving a perceived (and apparently undocumented) problem at an alternate location. Perhaps a much greater barrier to the success of this project, however, is the fact that a 90m band of property between BOHP and the rail corridor is in private ownership. The City is proposing to connect two parks with a wildlife crossing yet it has not secured the land needed to physically accomplish this. If the current or future owner develops the intervening land in a way to creates a strong barrier to SAR movement, then we will have effectively invested in an ecological dead-end. Also, the consideration of alternatives did not include the feasibility of securing adjacent land for either solution investigated. Prior to investigating any alternatives, the City of Windsor needs to determine the potential to secure ownership or easement of the land necessary to achieve the goal of creating an ecological connection between BOHP and OP.

2020-Dec-3	Comment Form	Given the discussion above, the current evaluation of alternative solutions is premature and I do not support moving forward with the EA process at this time without: 1) including additional alternative solutions, 2) including empirical data on road mortality and ecological connectivity in the alternatives selection process, and 3) securing the land required to create a physical linkage between OP and BOHP. An exorbitant amount of much-needed conservation resources - resources that could be better spent addressing documented connectivity barriers and road mortality hotspots elsewhere in the OPC - would be squandered should the project proceed as planned. <u>What do you think about the Preferred Solution (Wildlife Overpass)?</u> In principle I support the installation of a wildlife overpass, however, I do not support the Preferred Solution (PS) for reasons stated in the section above. The PS falls short of what would be considered an "optimal" solution from an ecological standpoint, and there is not enough data presented to determine whether or not the project goals would be achieved. Furthermore, the PS would require significant encroachment into the intact Black Oak Deciduous Forest (FODM1-3; Fig. 3) of Ojibway Park, due to it extending ~ 40-50 m into the park (approximated from Rendering 3). This Black Oak forest type is rare in Ontario and is the only example of a 200m interior forest in the Detroit River sub-watershed (ERCA 2002. Essex Region Biodiversity Conservation Strategy). Given the uncertainty of ecological benefits versus clear ecological costs, the PS ought not to proceed in its current form. <u>Do you have any comments that we should consider during the next steps of the Study?</u> The EA process should proceed with a second round of evaluation of alternatives, wherein BOHP is explicitly included in the study area, and additional alternative solutions are evaluated along with the current set of alternatives. An alternative solution considering the construction of a complete physical linkage between OP and BOHP should be included in the second round (i.e., a crossing spanning both the highway and rail yard). Specifically, this alternative should be similar in length and width to the Herb Gray Parkway wildlife crossing (i.e., ~180m long by ~120m wide, compared to the proposed ~110m long by 50m wide), due to confirmed use of that structure by two species of SAR snakes. A second alternative solution ought to be investigated based on the results of a published landscape connectivity modelling study for a SAR snake at Ojibway Prairie (Choquette et al. 2020). In the study, GIS modelling was used to inform the most appropriate locations for connectivity interventions, such as ecopassages, and those locations were evaluated using road mortality data. Based on model results (pg. 15), and to maximize connectivity of tallgrass prairie habitat for SAR reptiles, the most suitable location for a crossing structure in the study area would be north of the PS presented in PIC#1 (i.e., just south of Dainty Foods). This location would likely require the decommissioning and adaptive re-use of a portion of Broadway Blvd (see attached map). There are a number of further reasons to support investigation of this alternative solution:

1) It would allow for continuity of open tallgrass prairie habitat along the HGP south to the wildlife crossing.
2) It may allow for a reduction of the maximum approach grade and side slope (currently 5:1 and 3:1, respectively) of the eastern wildlife crossing approach.
3) Through placement on a currently disturbed site, it would substantially reduce impacts to the intact interior Black Oak forest of Ojibway Park.
4) Combined with the closing of the N-S section of Broadway Blvd to vehicular access, it would alleviate the illegal dumping problem. For example, in Nov. 2020, a brief survey by our team identified 11 dump sites along a ~300m section (see attached map).
5) It would have minimal impact of traffic flows, as Broadway Blvd is currently a class 2 collector road with an average traffic rate of only 570 AADT (M. Spagnola pers. comm. 2020), would not impede access to the 3 dwellings on Broadway Blvd., as that could be maintained from Matchette Road, and would not impact access by emergency services, as there is a newly constructed a traffic turnaround on Beech St.

A third alternative solution that ought to be considered is the retrofitting or upgrading of an existing below-grade crossing structure. For example, the Titcombe Road Drain currently flows under Ojibway Parkway and the railroad tracks (Fig. 3) and the culverts associated with this drain could potentially be upgraded to increase their function as a wildlife crossing structure. Also, the drain should be investigated to determine what level of ecological connectivity is being achieved currently and for which species. Furthermore, the final list of target species (see below) may suggest the need for an over AND under pass, in which case an alternative where these two options are combined should be considered. Both structures could then become part of an integrated wildlife crossing system by connecting them both to the required barrier fence system. In order to function properly, wildlife crossing structures require fencing (or other diversion means) to direct animals to them and to keep those animals off roadways. The current PIC did not identify the intent to install a barrier fence system, nor did it include barrier fence specifications or proposed installation locations. The proposed fence design, length and specific installation locations must be presented alongside the PS in order to determine whether or the not the crossing structure could achieve its stated goals.

The Evaluation of Alternatives Memo states that "The Wildlife Crossing will provide landscape connectivity and safe passage for area wildlife and species at risk in the Ojibway Prairie Complex", however, no list of target species is presented. There is a need to clearly identify a suite of target species, including SAR, for which the wildlife crossing is aiming to reduce road mortality and/or increase landscape connectivity. The selection of these species would help guide the identification of alternative crossing designs and fencing requirements. A comparison of SAR listed in both NHIC squares on either side of Ojibway Parkway (i.e., the square including OP and the square including BOHP), may facilitate this process. It is also worth noting that the list of SAR currently displayed on Fig. 2 (NHIC square 17LG2881) appears to exclude some species. For example, Eastern Foxsnake is excluded from the list, yet it has been confirmed recently alive and dead on road within that square (Choquette and Valliant 2016). Further, this NHIC square includes federally recognized Critical Habitat for the Massasauga. The alternatives presented do not include a recreational trail on the structure. Given the highly noticeable location of the proposed crossing, the urban nature of the OPC, the high visitation rate of nearby Ojibway Nature Centre (~100,000 visitors annually), and proximity to current trail system (~50-100 m based on Fig. 1 & 2), I doubt whether human access can be eliminated while also encouraging wildlife access. A wider alternative (i.e., 120m) where a hiking trail crosses along one side ought to be considered to direct and concentrate human disturbance. Also, this would facilitate inspection requirements and ongoing maintenance. A design precedent (with a paved trail) has been set by the HGP wildlife crossing, which has been used by two species of SAR snakes. The Evaluation of Alternatives Memo states that "Approximately 20,000 vehicles per day [contribute] heavily to wildlife mortality", however, no road mortality data are presented to support this claim. If the City has access to wildlife-vehicle collision data from police reports (e.g., deer-vehicle collisions) or environmental services (e.g., mammal carcass removal), please present these data at the next PIC to inform selection of crossing and fencing locations.

Relatively high rates of SAR reptile mortality have been documented on both Matchette and Malden Roads from May-June and Aug.-Oct. (Choquette and Valliant 2016), and these roads should be avoided as official construction detour routes during these time periods.

Limitations

Limitations

1. The work performed in the preparation of this report and the conclusions presented are subject to the following:
    a. The Standard Terms and Conditions which form a part of our Professional Services Contract;
    b. The Scope of Services;
    c. Time and Budgetary limitations as described in our Contract; and
    d. The Limitations stated herein.
2. No other warranties or representations, either expressed or implied, are made as to the professional services provided under the terms of our Contract, or the conclusions presented.
3. The conclusions presented in this report were based, in part, on visual observations of the Site and attendant structures. Our conclusions cannot and are not extended to include those portions of the Site or structures, which are not reasonably available, in Wood's opinion, for direct observation.
4. The environmental conditions at the Site were assessed, within the limitations set out above, having due regard for applicable environmental regulations as of the date of the inspection. A review of compliance by past owners or occupants of the Site with any applicable local, provincial or federal bylaws, orders-in-council, legislative enactments and regulations was not performed.
5. The Site history research included obtaining information from third parties and employees or agents of the owner. No attempt has been made to verify the accuracy of any information provided, unless specifically noted in our report.
6. Where testing was performed, it was carried out in accordance with the terms of our contract providing for testing. Other substances, or different quantities of substances testing for, may be present on-site and may be revealed by different or other testing not provided for in our contract.
7. Because of the limitations referred to above, different environmental conditions from those stated in our report may exist. Should such different conditions be encountered, Wood must be notified in order that it may determine if modifications to the conclusions in the report are necessary.
8. The utilization of Wood's services during the implementation of any remedial measures will allow Wood to observe compliance with the conclusions and recommendations contained in the report. Wood's involvement will also allow for changes to be made as necessary to suit field conditions as they are encountered.
9. This report is for the sole use of the party to whom it is addressed unless expressly stated otherwise in the report or contract. Any use which any third party makes of the report, in whole or the part, or any reliance thereon or decisions made based on any information or conclusions in the report is the sole responsibility of such third party. Wood accepts no responsibility whatsoever for damages or loss of any nature or kind suffered by any such third party as a result of actions taken or not taken or decisions made in reliance on the report or anything set out therein.
10. This report is not to be given over to any third party for any purpose whatsoever without the written permission of Wood.
11. Provided that the report is still reliable, and less than 12 months old, Wood will issue a third-party reliance letter to parties that the client identifies in writing, upon payment of the then current fee for such letters. All third parties relying on Wood's report, by such reliance agree to be bound by our proposal and Wood's standard reliance letter. Wood's standard reliance letter indicates that in no event shall Wood be liable for any damages, howsoever arising, relating to third-party reliance on Wood's report. No reliance by any party is permitted without such agreement.