

What We Have Heard

The public has an important role to play during the design and construction of the Rt. Hon. Herb Gray Parkway (the Parkway). The Windsor Essex Mobility Group's (WEMG) Public Liaison Office (PLO) met with the community to seek feedback on various plans and aspects of the Parkway and to discuss questions, concerns and topics of interest. In addition to the PLO's daily interactions with the community, over 3,600 people have attended our last seven PIOHs, numerous neighbourhood meetings, and landscape workshop.

We listened to you and here's our feedback...

Landscape

| We heard... | We say... |
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| The Carolinian landscape theme is supported along with the use of local species. | This theme reflects ecological sensitivity with a contemporary approach. It supports protection and expansion of adjacent natural areas with a focus on Tallgrass Prairie, Oak Savannah and native species celebrating the natural and cultural heritage of the Windsor-Essex County region. |
| Plant species should include a combination of large trees and shrubs. Invasive species should be avoided. | Plant materials are made up of native Carolinian trees, shrubs, grasses, and wildflowers. One approach to controlling invasive species is by conducting prescribed burns in key areas. |
| Some of you prefer coniferous trees to deciduous trees to provide better screening. | Where possible, these requests have been accommodated. |
| Power Distribution Assembly Units (PDA) should be aesthetically pleasing and/or screened. | The PDAs have been relocated away from the community where possible and will be screened by landscape planting to further reduce their visual impact. |
| Regular landscape maintenance during construction and along the final Parkway is a priority. | Maintenance crews work throughout the corridor and maintain a regular schedule for upkeep. WEMG is committed to maintaining the Parkway, including the landscaping for 30 years. |
| Natural habitats and ecological lands affected should be protected and compensated. | Habitat restoration and enhancement will be implemented to create new and higher quality habitat for endangered species. A 3:1 compensation ratio has been established to compensate for Parkway impacts to the Provincially Significant Wetland. |

Trails

| We heard... | We say... |
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| Some of you prefer the pedestrian bridges over pedestrian tunnels to minimize security concerns. | There will be seven pedestrian bridges to maintain trail connectivity throughout the corridor. At Geraedts Drive and Howard Avenue, pedestrian tunnels will reduce visual impact and maintain trail connectivity. Both tunnels are designed to promote user safety with incorporation of emergency call stations and lighting. |

Trail connections to local municipal trails should be included.

The following additional trail connections have been confirmed:
Connection to Fourth Street
Labelle Street to Bellewood Park
Pulford Street to South Windsor Arena
Connection to Beals Street
Connection to Marguriet Park
Connection to Rodzik Park
Extension to Cousineau Circle
Connection to Surrey Drive
Connection to Broadway Street
Connection to Chelsea Drive
Connection to Windsor Crossing
Connection to long-term care facility adjacent to St. Clair College
Connection to Chrysler Greenway through carpool lot
Connection through Howard Avenue cul-de-sac
Connection to Havens Drive
Spring Garden Tunnel (T-1) and Huron Church Road adjacent to E.C. Row
Connection to St. Clair Avenue

Four sidewalks have also been extended or enhanced to further improve municipal connections.

You support the inclusion of rest areas along the trail system and have also suggested the addition of parking lots and shade structures.

Rest areas and shade structures have been included along the trail system. A carpool lot is included in the design of the Howard Avenue Diversion. The carpool lot will accommodate approximately 45 parked vehicles and its use will be free of charge. The shade structure formerly located at the Oldcastle entrance will be relocated to this lot.

Screening of homes is needed to maintain privacy from the trail system.

Some minor adjustments have been made to enhance privacy where possible.

Public art is supported along the trails and should use local artist contributions.

Small-scale public art will become a focal point along trails and on top of the Spring Garden Tunnel. Teresa Altman, an accomplished First Nations artist, has been consulted regarding small-scale art for pedestrian trail bridges. Platforms for future public art have been included at gateway tunnel tops. Nature is timeless and the Parkway green space will provide living art whose tableau changes from season to season.

Fencing and Noise Barriers

We heard...

We say...

Final locations, sizing, and timelines of installation of noise barriers should be presented.

Noise barriers are required in areas that have been identified by the noise assessment conducted during the Detroit River International Crossing study. Installation timelines vary depending on construction staging. Residents will be notified in advance of work in their area.

You would like noise barriers installed as soon as possible to help mitigate against current traffic and construction noise.

Advanced noise barriers and temporary berms have been installed where possible to mitigate against current construction and traffic noise.

An open concept should be maintained by using berms and screening.

Berms are used under certain circumstances for noise mitigation where space permits to build them to a height necessary to provide effective noise reduction.

Some of you have requested that the chain link fence be reconsidered and have raised privacy and maintenance concerns.

A 1.8 metre (6 ft.) chain link fence is required to be installed along the corridor adjacent to private property for safety and security purposes. Landscape planting will be provided on the Parkway side of the fence. Residents backing onto this fencing will have the option to remove their private fence and connect to the property boundary fence.

Stormwater Management

| We heard... | We say... |
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| Pump stations should be aesthetically pleasing and associated noise should be mitigated. | The pump stations are generally underground and adjacent to roads. The emergency generator associated with each pump station is in a fully sound-proofed, aesthetically appropriate brick-faced building. |
| Retention ponds should be safe for the community. | Although retention ponds are not fenced, they are shallow sloped close to the edges for safety. They will also have appropriate warning signs and safety buoys. |
| Some of you want access to retention ponds and want gates to be included in any fencing. | Only private property and Highway 401 will be fenced. Naturalized wetland areas will continue to be accessible where it is located in public lands. Gates will not be included. |
| You do not want the drainage system to increase mosquitoes in your area due to stagnant water. | Mosquito control has been taken into consideration during the design of the naturalized stormwater management facilities. Mitigation measures include deep pooling that promotes an ecosystem to support mosquito predators, limited trees in stormwater perimeter, and specific vegetation selection. |

Your input has influenced many facets of the Parkway, including:

- installation and maintenance of four additional signalized intersections
- addition of 17 trail connections and enhancement to four sidewalks, improving access to municipal trails and facilities
- inclusion of six shade structures along the multi-use trail system
- addition of two street lights on Homestead Lane
- inclusion of trailhead at Howard Avenue carpool lot
- upgrades to utility design and installation
- LED lighting incorporated into each tunnel and along the multi-use trail system
- enhancement to the pedestrian bridge design
- addition of screening and landscaped berms along the project
- review of PDA and pump station locations to reduce visibility
- review of landscape treatment adjacent to specific communities
- review of noise barrier locations
- incorporation of First Nations thematics
- advancement of landscaping and noise barrier installation where feasible
- enhancement to signage and increased emergency call station locations
- inclusion of an ecopassage, maximizing opportunities to re-establish the area's ecological connectivity
- protection and enhancement of habitat that supports numerous plant and animal species at risk
- improvements to construction mitigation measures and maintenance processes.

If you have any concerns regarding the Parkway, please contact or visit the Public Liaison Office at 1-877-937-5929, 2187 Huron Church Road Suite 340, or hgp-plo@wemg.ca.

Please visit www.hgparkway.ca to learn more about the Parkway. Updates are posted on Twitter (www.twitter.com/hgparkway) and Facebook (www.facebook.com/hgparkway) and photos and videos are posted on Flickr (www.flickr.com/hgparkway) and YouTube (www.youtube.com/hgparkway).