

Community Workshop #1

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| Project: | Detail Design for QEW from West of Mississauga Rd. to West of Hurontario St. | Project No.: | GWP 2002-13-00 Assignment #2015-E-0033 |
| Date / Time: | December 11, 2017 6:00 – 9:00pm | Place: | Anapilis Halls, 2185 Stavebank Rd, Mississauga, ON |
| Attendees: | <p><u>Ministry of Transportation</u></p> <p>Miao Zhou, Project Manager Sarah Merriam, Environmental Winston Wong, Heritage Jeff Seibert, Archaeology</p> <p><u>Independent Facilitator</u></p> <p>Glenn Pothier, GLPi</p> <p><u>City of Mississauga</u></p> <p>Dana Glofcheskie, Project Engineer Leslie Green, Transportation Manager</p> <p><u>Community Attendees</u></p> <p>17 members of the public attended</p> | <p><u>Consultant Team</u></p> <p>Srdjan Brasic, Project Manager</p> <p><u>Heritage</u></p> <p>Mike Bricks, Environmental Planner Nick Crockford, Environmental Planner</p> <p><u>Trails/Landscaping</u></p> <p>Jim Scale, Active Transportation Project Manager James McWilliam, Landscape Architect</p> <p><u>Bridge Aesthetics</u></p> <p>Kevin Hutchinson, Bridge Architect</p> | |

ITEM

MINUTES

1. Welcome, Introductions, and Open Remarks

Glenn Pothier, Independent Facilitator, welcomed the group, provided an overview of the session and invited a round of self-introductions.

The purpose of this workshop was to obtain additional information to assist in enhancing the design. Specific areas discussed included the heritage setting, trails and landscaping, and bridge aesthetics. Invitees included those that signed up at Public Information Centre 1 or responded to an email sent to the project stakeholder list.

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2. Project Overview Presentation

Srdjan Brasic, Morrison Hershfield (MH) Project Manager, provided a project overview presentation outlining the recommendations of the 2013 Preliminary Design study, the work to be completed under the current Detail Design study and consultation opportunities.

3. Opportunities for Influence

Presentations for three topic areas were given by the topic station leaders providing an overview of each topic. The three topic stations were as follows:

- Heritage Setting. Presented by Mike Bricks, Environmental Planner
- Trails and Landscaping. Presented by Jim Scale, Morrison Hershfield Active Transportation Project Manager and James McWilliam, Landscape Architect
- Bridge Aesthetics. Presented by Kevin Hutchinson, Bridge Architect

Attendees asked the following questions during the topic station presentations:

Landscape

Q: Was the landscape concept shown previously to the public?

A: Yes, the concept plan was presented in the 2013 Transportation Environmental Study Report (TESR). A copy of the report is available on the project website.

Q: How was notification undertaken during the 2013 Environmental Assessment (EA)?

A: Newspaper ads, brochures, and direct mail were all used to inform the public during the EA.

[After meeting note: Consultation methods used during the EA are outlined in the 2013 TESR]

Bridge Aesthetics

Q: Is the bridge (i.e. holding structure platform) from the past construction being used?

A: Yes, the construction access bridge used during recent rehabilitations will be used for the Active Transportation trail across the Credit River.

[After meeting note: Use of the construction access bridge is currently being further refined/discussed with MTCS]

Q: Will the multi-use trail be marked to separate pedestrians from cyclists?

A: Given the width of the current bridge there are opportunities for this separation, which will be further reviewed.

C: Separated is better.

Q: Why do the plans keep changing?

A: The designs evolve as new information becomes available and as the public provides comments.

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Q: Why not tunnel under the QEW instead of over for the north-south crossing?

A: Tunneling under the QEW is not feasible given the costs associated with tunneling.

4. Topic Activity Stations

Tables in the room were arranged into three groups, one for each topic. The topic station leaders rotated to each group so that all participants could discuss all topics. The topic station leaders took notes of the comments received. These notes have been transcribed and are included at the end of these minutes.

Participants were also given comment sheets to fill out. The comments received have been included at the end of these minutes.

5. Activity Stations Highlight Sharing

The topic station leaders provided a brief overview of the major comments they received. Comments received from the topic stations are included at the end of these minutes.

6. Moving Forward and Open Forum

Community Workshop Attendees asked the following questions during the open forum component of the session:

Q: How do we keep current on project updates?

A: The Public Information Centres, Community Workshops and the Website are the best ways to stay up-to-date on the latest project updates.

Q: Can MTO take people under the bridge to see it and build awareness of the project?

A: MTO will review this request and see if this is feasible.

[After meeting note: MTO has determined a tour is not feasible due to possible liability concerns.]

Q: What is the construction schedule?

A: In 2018 relocation of utilities is expected to occur with the main construction anticipated to start in mid- to late-2019. Construction is expected to be completed in 2024.

Q: Can a copy of the construction schedule be placed on the website?

A: Yes, we will work on posting a construction schedule when details become available in 2018.

Q: When are the next meetings?

A: The next meetings will be held in mid-2018 with the workshop being held prior to the next Public Information Centre (PIC).

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Q: How will you keep traffic moving during construction?

A: Six lanes on the QEW will be maintained throughout construction to ensure impacts to traffic are limited.

Q: Can you do away with the QEW north-south crossing and go under by the holding strategy bridge?

A: No this was deemed not possible given property limitations.

C: Please keep construction traffic away from Premium Way during construction.

7. Closing Remarks

Miao Zhou closed the meeting by thanking attendees for their time and valuable input.

Attachments:

- Comments Received During the Topic Station Activity
- Comments Sheets
- Presentations: Overview/Heritage Setting, Landscaping, and Bridge Aesthetics

Comments Received During the Topic Station Activity

Heritage Setting

- Kayakers/boaters should have access to the lookouts/trails.
- A rest spot at river level with signage and plaques should be considered.
- The best views are from the holding strategy bridge so lookouts and plaques should be located along the path under the bridge.
- Create a story board from one end to the other.
 - Have it the same on both sides so you can start at both ends.
- Lookouts could be placed on the tops of the banks on either side.
- The Credit River is the nucleus of the area and is a defining feature – it should be recognized.
- The new structure should convey the importance of the existing structure – a sense of arrival.
- Be respectful of the heritage.
- Looking north from the holding strategy bridge there is an opportunity to place a plaque or murals on the facing piers/concrete of the new structure. This could stop graffiti - other local locations that have had murals haven't been vandalized as it's not a blank canvas.
 - Some of them are coated which doesn't allow them to be vandalised (Mississauga Road at Lakeshore near the railway).
- Create water access.
- Create parking in the area so people can come and enjoy the path (note – some residents of Mississauga Crescent were not supportive of this).
- Plaque on the piers so water users can read about the structure.
- Do not name the structure/path after a politician.
- Maintenance/added costs/vandalism are reasons not to do any plaques.
- Move the existing heritage plaque from Mississauga Road down to the path. It's in a place where no one can read it.
- Vandalism of signage is a concern.
- Topics for the plaques could include:
 - History of Port Credit.
 - Indigenous history and contributions.
 - History of the QEW/Development of the area.
 - Finding of the archaeological dig.
 - Environmental importance (salmon run) and traditional uses.
 - Angler usage.
 - Importance of the people now and of the past.
 - What you are looking at (i.e. natural environment features).
 - Explain the bridge(s) features.
 - The trail network/where the pathway goes (sign at each end).

Landscaping and Active Transportation Path (ATP)

- Provide enhanced pavement marking and signage to provide positive guidance along Mississauga Rd, North Sheridan Way and associated intersections (similar to what is currently in place at the E-N/S and N/S-W ramp terminal intersection).
- Provide off-road parking for non-local ATP users to avoid parking on Mississauga Rd, Mississauga Cr and Stavebank Rd (note – residents of Mississauga Crescent were not supportive of this).
- Provide access from the ATP down to the Credit River – some saw this as a positive and some a negative (the latter including some residents on Mississauga Cr).
- Provide a direct link between the ATP and Stavebank Rd.
- Use native plant species.
- Remove invasive non-native plant species within limits of impact.
- Ensure plantings at maturity will not impact sightlines.
- Provide physical separation (fencing) and/or provide plantings between the ATP and the residential properties on Mississauga Cr to discourage parking on and direct access from Mississauga Cr to the ATP.
- Provide landscape plantings on the south side of the N-S ATP bridge over the QEW to screen the ramp structure and integrate with the surroundings.
- Given proximity of segments of the ATP to Mississauga Rd and Stavebank Rd, consider increased ATP width to accommodate emergency vehicles.
- Consider widening the ATP path from 3.0 m to 4.0 m.
- Move sidewalk within the relocated portion of Premium Way further from the travelled edge of pavement.
- Provide landscape plantings between the noise wall and Premium Way.
- Provide connectivity of the ATP with the existing ATP east of Mississauga Rd.
- Provide connection from Kedleston Way to the ATP at the west abutment.
- Review realignment of the ATP to avoid placement on the south side of the Stormwater Management Pond (SWMP) in the NE quadrant due to proximity to adjacent residential properties (design change subsequent to the last PIC).
- Provide proper separation between cyclist, pedestrians and viewing opportunities along the E/W ATP structure.
- Consider a lookout on the west side of the SWMP into the Credit River Valley.

Non Landscaping and ATP Input:

- Provide a median island on South Sheridan Way between Mississauga Rd and the north ramp terminal intersection to discourage eastbound U-turns to access the N/S-E ramp.
- Extend the noise wall north of South Sheridan Way, in the area of Indian Grove, easterly to provide better attenuation to adjacent residential properties.

Bridge Aesthetics

- Concern over potential suicides from the bridge.
- Concern about noise walls becoming dirty/cloudy and obstructing views and being unattractive.
- Noise from bridge joints can be heard from surrounding houses and natural areas.
- How will the bridge impact the existing access road recently built on south side of the Credit River?
- Accent lighting is not necessary, no one sees it and it could have negative impacts on adjacent properties and surrounding wildlife.
- Where will viewing from the E/W AT Structure be, and will it impede cyclists?
- How wide is the E/W AT Structure? Separation is required between cyclists and pedestrians. The wider the better.
- Who decides the final plan given that there have been such dramatic changes (for example location of the E/W AT Structure)?
- How will you manage ramps and their length?
- Ramps look fine as they are.
- Consider rounding ramp corners instead of squared.
- Inconsistency between drawings for the trail at Mississauga Road (for example why does the trail wind on the west side)?
- Why not extend the trail on south side of bridge in addition to pedestrian bridge over the QEW?
- Concern about safety on the pedestrian trail under the bridge.
- The QEW bridge is noisy. Will this get better?
- What bird strike treatment on noise barriers will occur? Are they effective and necessary? They tend to be ugly or in poor taste.
- Will new QEW bridge piers precipitate erosion in the surrounding areas, especially near residential properties on the Credit?
- Concerns over the changed alignment of the AT path near Stavebank Road which moves the path northerly towards residential properties (the path alignment has changed since the Public Information Centre). Established vegetation and natural habitat, proximity to existing residences. Particular concern about new views from path into backyards and lighting.
- Concern over new high mast lighting on QEW impacting existing residences on north and south side of QEW.
- Concern over the large ramp for N-S Active Transportation bridge over the QEW.
- Is the bike trail north/south along Stavebank necessary since there are already bike lanes at Mississauga Road? Bike trails will disrupt the residential area.

Comments Sheets

Note: Comments were transcribed verbatim. In the case of multiple comments of the same subject, all comments were recorded to indicate the importance of the issue.

Heritage Setting

- Place a plaque on the Active Transportation path over the QEW to outline the Indigenous groups and periods involved in the archaeological periods and what artifacts were found.
- Locate plaques along the AT pathways and under the QEW bridge.
- More information on the Credit River.
- Include history of the Credit River.
- Why is it called the “Credit River?” It was Riviere du Credit when the Mississauga First Nations traded on credit with the French. Put that on a sign or plaque on the river ATP crossing.
- Identify Aboriginal and European history of the area.
- A story board of the Indigenous history and local plants and animals.
- Use historical progression to place signs in a sequence.
- Plaques: a series depicting the Credit River history and natural elements.
- Historical and natural series of plaques pertaining to the Credit River.
- Natural heritage should be celebrated as well as history and built heritage of the bridge.
- Use signs that can be looked through to show historical and present conditions.
- Make heritage roots inherent in design and integrated public art - the medium is the message.
- Are plaques really necessary?
- Do not put up plaques as they create an opportunity for vandalism and require costs for cleanup/replacement.

Landscaping and Active Transportation Path (ATP)

- Give the bridge/trail a beautiful and relevant Indigenous name. Do not give the trail a political name!
- Don't name the trails after politicians – Be respectful to the legacy and heritage.
- Separate pedestrians and cyclists.
- Separate pedestrians and cyclists.
- Separated bicycle and pedestrian areas.
- Separated lanes for pedestrian/cyclists.
- Physically separate pedestrians and cyclists. Pedestrians are a hazard to cyclists.
 - e.g. a curb down the middle, different colour surfaces.
- Make sure any seating/benches do not impede pedestrian/cyclist flow.
- Benches on both north and south edges of trail and benches on both east and west banks.
- Where is the Lynchmere construction mitigation?
- What is the cost of maintenance of the Active Transportation? Who is going to assume this cost? Has it been included in future municipal/provincial budgets?
- Where is the construction sequence to minimize impact on residential areas and construction impact on the entire area? Queensway to South Service Road and Mississauga Road to Hurontario?
- Boat docking.

- No access to the water.
- Trails down to the river valley. People will make their own trails, might as well build a safe trail to use.
- Hiking down the river similar to existing trails in the gorge/whirlpool area of the Niagara River.
- Bike trail on the northeast side of the QEW bridge has changed since the last public information session. Now the trail comes very close to residential properties and cuts through environmentally sensitive areas including deer trails. This needs to be reverted back to the plan presented to the public previously.
- Provide lookouts/seating on both sides of the river at the top of the river banks.
- Make steep banks safe.
- Fishing/lookout points.
- Areas for seating and lookouts – every 50m.
- Lookout areas to look north and south.
- The view from the bridge looking north and south is one of the most beautiful views in Mississauga, thank you for giving residents access to this view.
- Seating and Lookouts:
 - At the river's edge on both banks.
 - Along the bridge north and south.
- Public Parking at both Mississauga Rd and Stavebank Rd to:
 - Eliminate/reduce parking on residential streets.
 - Allow access for elderly/persons with disabilities to the bridge trail for viewing the river and reading the heritage plaques and murals.
- Parking at Mississauga Rd and Stavebank Rd to prevent/eliminate tourists from parking on residential streets.
- Parking.
- No parking added to access trails – defeats the point of active transportation.
- Connect the trail with the City's hydro right-of-way trails on both sides of the river.
- Trail more east to Hurontario St is also important.
- Provide safe "green-lane painted" guidance on Mississauga Road and the South Service Road at the QEW access points.
- Keep Mississauga Road cycling and make it safer.
- Given the narrow depth of planting area between the sound wall and Premium Way, plant greenery to fill height to max area considering available types of vegetation to do so.
- Do whatever can be done to get planting on the hydro right-of-way and plant to the maximum within Hydro guidelines.
- Utilize hydro lands if possible.
- Where is the landscaping for Credit River to Hurontario St?
- Between Lynchmere Dr and Stavebank Rd on the north side of the QEW.
- Native plantings.
- Use native plantings - remove invasive.
- Remove invasive species.
- Plant native species.
- Naturalize as much as possible.
- Easy maintenance - don't over groom.

Bridge Aesthetics – AT Structures

- Width – non-obtrusive, subtle.
- Width – as wide as possible.
- Wider turns.
- Love the under bridge option – wide as possible.
- Bridge and pathway should be wide enough to accommodate a full sized ambulance.
- Access for medical emergencies.
- How do you prevent motorized vehicles from using the trail under the bridge?
- Lighting and barriers for safe access.
- Lighting – light trail under the bridge for safety.
- Lighting strategy - sensitive, interesting, inherent.
- Lighting to be bright enough to provide safety.
- Minimise lighting shining down into the valley – might affect wildlife.
- Provide a tour of the service road under the bridge for those interested.
- Barrier design – minimal, functional.
- Barrier design – allow river viewing and prevent suicides.
- Murals on the piers.
- Use the existing bridge under the QEW for the AT, not the over-hang on the north side in previous designs (EA). The existing bridge allows more views to the north and south.
- Viewing areas added outside (overhanging) the AT bridge to maintain full width pathway for cycling and pedestrians away from people stopping to view the river.
- Pavement should be double layered – 2 inch each layer – 90% compacted.
- What security is to be included? Monitoring vandalism, enforcement, etc.
- Like the design of the AT path and the two bridge paths.
- Light pollution is a problem – keep lighting to the minimum needed for safety.
- Make the AT path as wide as possible.
- On the north/south crossing put curved or round corners, not 90 degree. It's hard to turn a bike on a right angle.
- Avoid light pollution and keep high lighting to QEW only and low lighting on the pedestrian overpass.
- Snow plowing on the QEW crossing bridge.
- Make the north-south crossing less intrusive given its proximity to the residential community.
- Keep views not solid barriers.
- Use decorative surfaces on concrete walls/piers.
- Use anti-graffiti coatings on all surfaces.
- Access to both sides.
- Landing for wheel care and rest area.
- Notify gas and oil to upgrade pipe for pavement (cement layer above).
- South west side access to QEW east lighting signs for vehicles to stop for walkers to cross.
- Use a barrier that does not block views but that is high enough that a large cyclist on a big bike will not fall over the bridge. This has happened at Burnhamthorpe and a man was killed.

- Make sure the barrier will not easily catch handle bars and cause a cyclist to fall.
- Who is responsible for upkeep, vandalism repair, etc.?
- Sound suppression under the bridge.
- What materials are to be used?

Bridge Aesthetics – QEW Bridges

- Need another session on pier shaping.
- Pier shaping is important and should be subject to further discussions.
- Nobody can see lighting of the bridge so do not do this.
- No lighting on the bridge except that required for vehicle traffic. There is no need for additional light pollution.
- Keep residential lighting, not massive lighting.
- Absolute minimum: vandalism and eventual lack of maintenance and budget to support it.
- Will fall into disrepair and become unsafe.
- Many users go under the bridge on the river.
 - Storm water drains from the QEW goes right into the middle of the channel onto users in the channel.
 - River flow during various water levels and current. After storms there are eddies and current that are not there at lower currents. Be sure the new bridge won't create dangerous eddies.
 - Would be nice if river users could get up from river level to the bridge.
 - Place signs for “no fishing” under the bridge – fishing lines impede navigation and create conflict between boaters and fisherman.
- Bridge sound barriers – if you care about bird strikes you may want to talk to the birders.
- Try not to blend the new bridge into the existing bridge.
- The proposed segmental girders are not pleasing to the eye compared to beautiful existing historic bridge.
- Flood state cement abutment on the upstream side and under current cement and have in front and sides of concrete piers for ice and water current at 2 times flood current flow (fix it once).
- Note: flood will be twice as much due to growth. No more marshes in Mississauga except one.
- Do not use high mast lighting; they cause too much light pollution.
- Make sure motorists in cars can see over the bridge onto the Credit River, i.e. the views should not just be visible to people in trucks and busses.
- Extend the median, forcing traffic straight onto east bound QEW.