

## Attachments

**DETAIL DESIGN OF THE QEW FROM WEST OF MISSISSAUGA ROAD TO WEST OF HURONTARIO STREET**

**Community Workshop #2 – September 19, 2018**

Thank you for your participation - your comments are appreciated. Please comment on any aspect of the project you consider important. Either place your completed comment sheet in the comment box, submit your comment on our website at <http://www.qewcreditriver.ca/> or return this form by mail, email or fax by **October 5, 2018** to:

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Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

**PLEASE PRINT CLEARLY**

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☐ Please check the box if you do not require a response

**COMMENTS:**

- 1) Materials presentation were excellent for area west of Stavebank  
Stavebank to Lynchmere were just mock ups for landscape - they need attention!
- 2) Having a facilitator was a good idea helped to get input and feedback!
- 3) Stavebank to Lynchmere
  - i) Safety for pedestrians along Stavebank requires ~~the~~ attention - consider moving walkway into hydro ~~way~~ right of way!
  - ii) landscape design needs to be created to decrease noise from QEW & improve greenscape to replace trees that were unnecessarily cut down as per city bylaws!

**Please Turn Over For More Space**





iii) consider working with the City of Mississauga to develop a plan that assists with traffic control for this area.

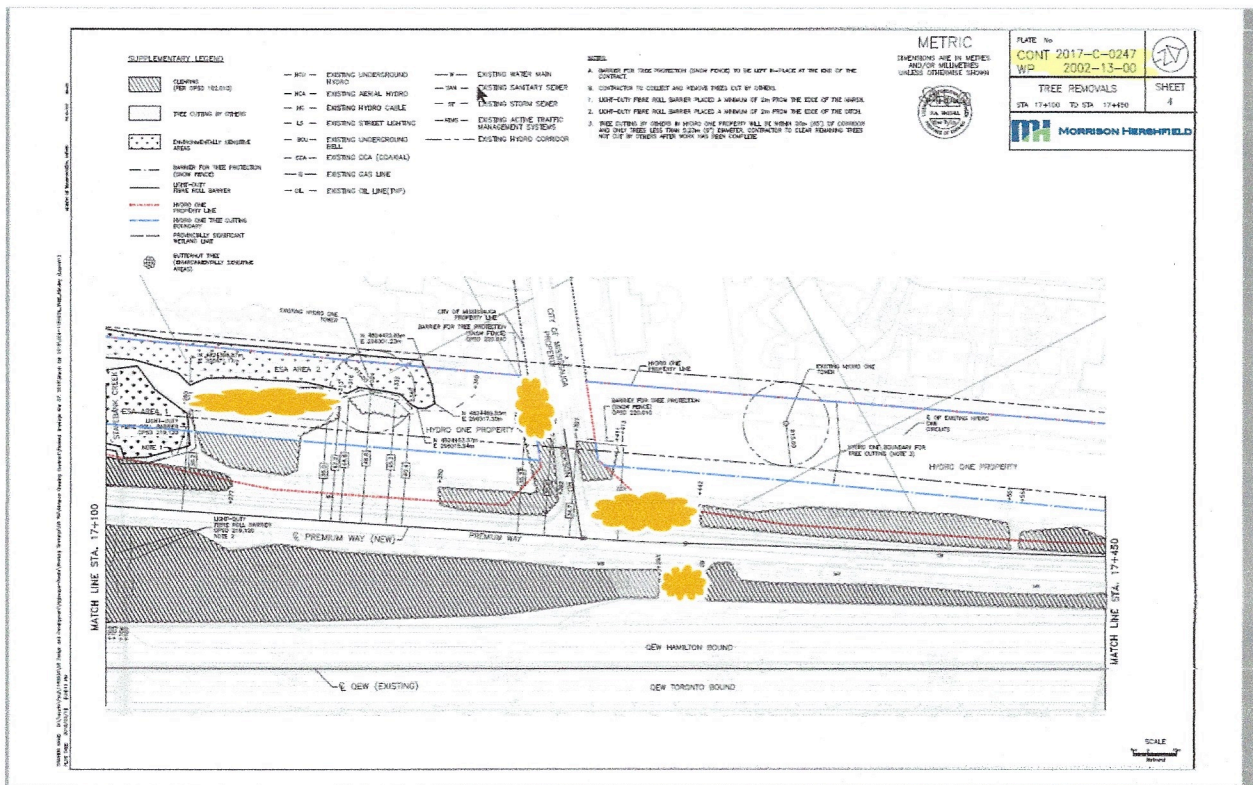
iv) Start landscaping where possible ~~at~~ immediately ~~at~~ to ensure that there is growth over the timeframe ~~that~~ <sup>to</sup> completion of project as completion date is x? years away... green scaping takes time!

v) develop a full landscape plan not just some quick mockup.



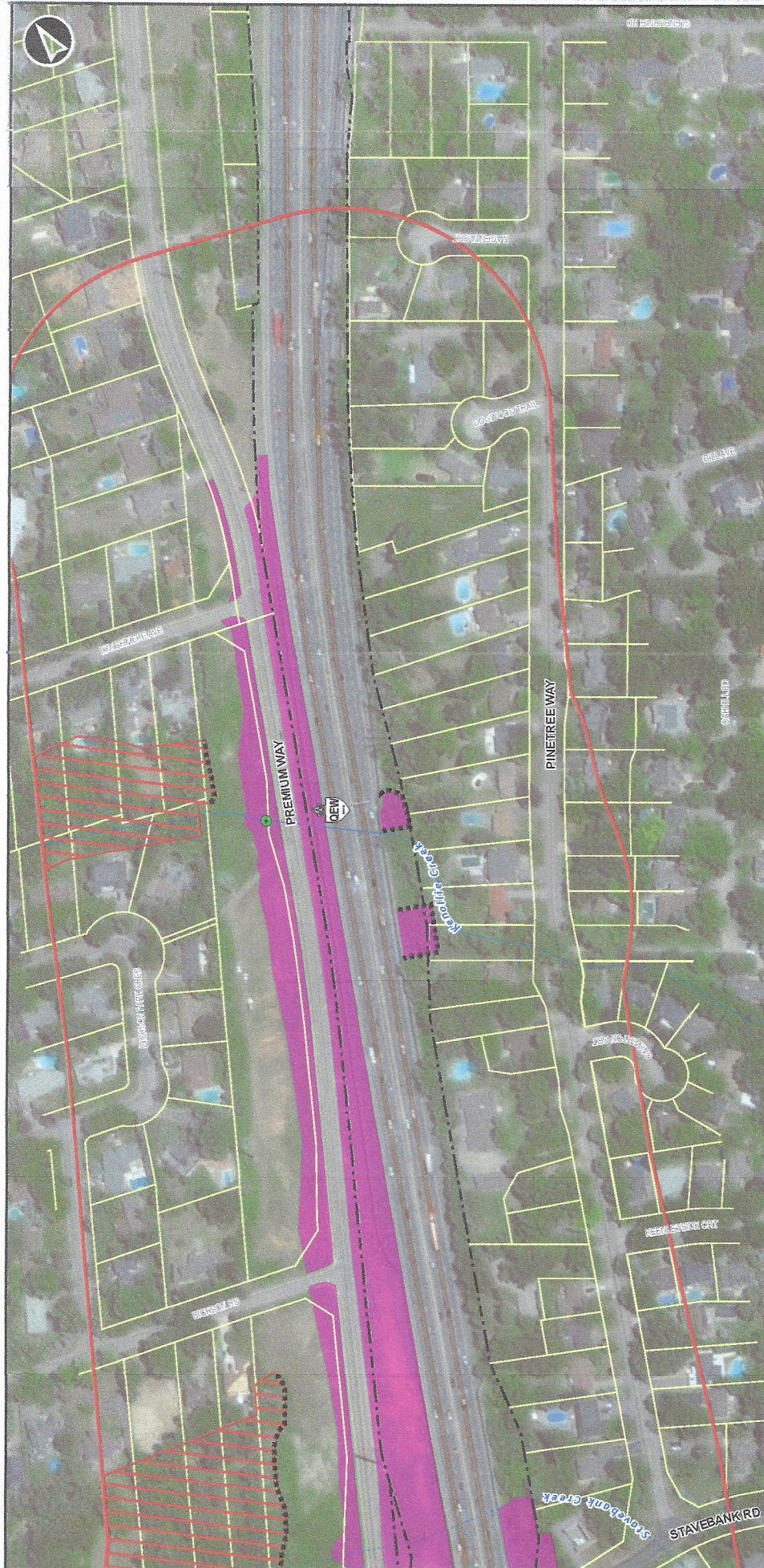






Areas cleared of trees that were not marked on 2107 Tree removal





### Legend

Phragmites location provided by MH, 2017

Cavity Tree Location

Butternut Tree Location

Tree Protection Fencing

QEW MTO ROW

Property Boundary

Potential Bat SAR Habitat

QEW Clearing and Grubbing

Laydown Area

No-Go Area (PSW or SAR Habitat)

Restricted Access - Clearing and grubbing of this wetland unit to be carried out September 1 to September 15 of any given year, following the installation of exclusion fence

Terrestrial Environment Study Area

Permanent Stream

### QEW Credit River Project Clearing and Grubbing Plan

Vegetation Clearing Limits

0 10 20 40 60 80 100 120 140

Metres

DATUM NAD 83 UTM 10

1:2,200

Dec 09, 2020

PW: 00645186

Source: MBIE 2008  
Imagery: Source: Esri, Maxar GeoEye, AeroGRID, IGN, and the GIS User Community

**AECOM**

**Figure 11**

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Map Location





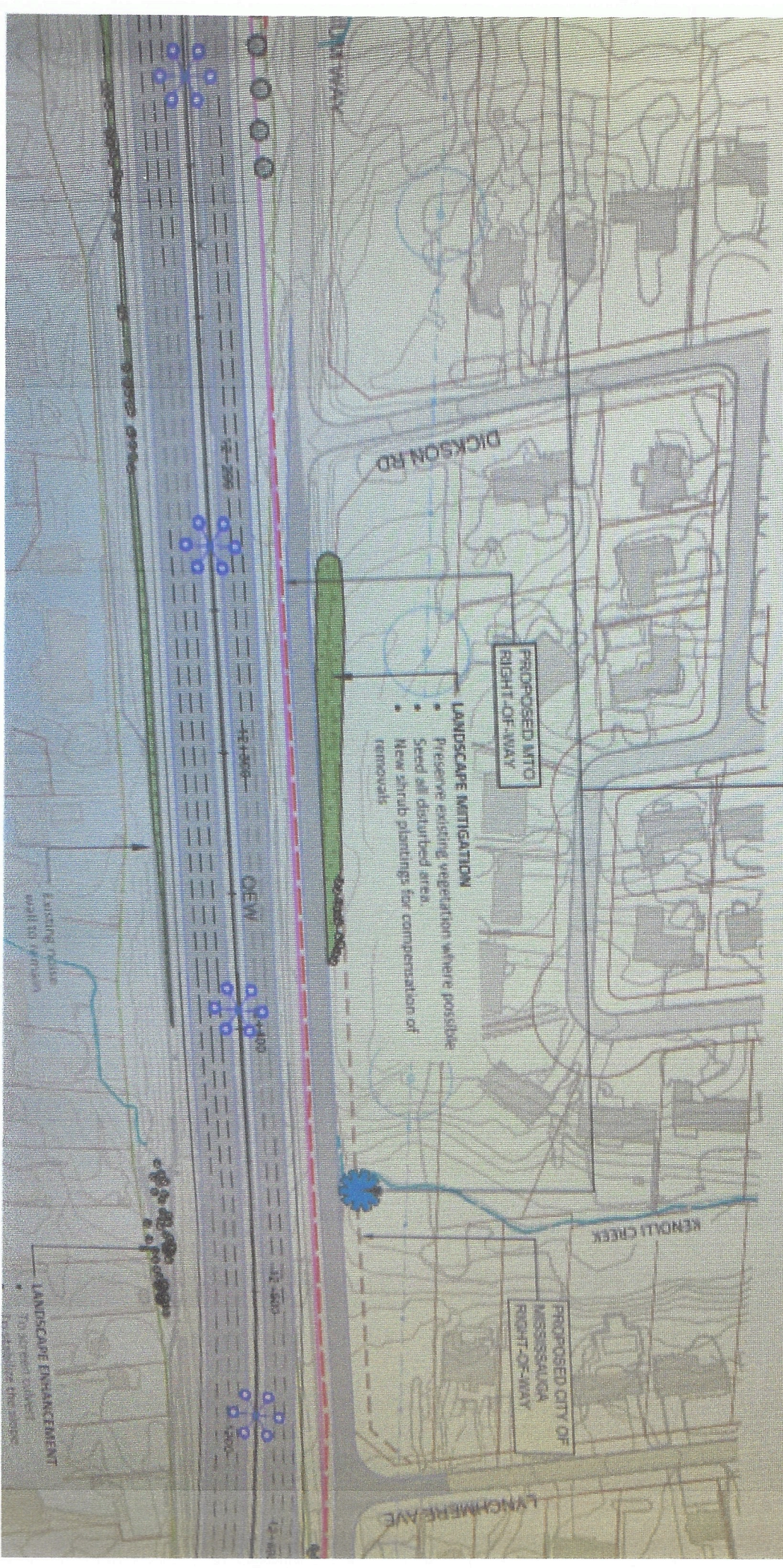
the detail design phase of the study.  
Areas selected because of opportunity to increase woody vegetation cover relative to existing conditions by planting trees and shrubs along riparian zone.

Actual decisions from which identify the structure of the riparian zone.

Native grasses provided in all disturbed areas beyond rail right-of-way.



EXISTING CONDITION





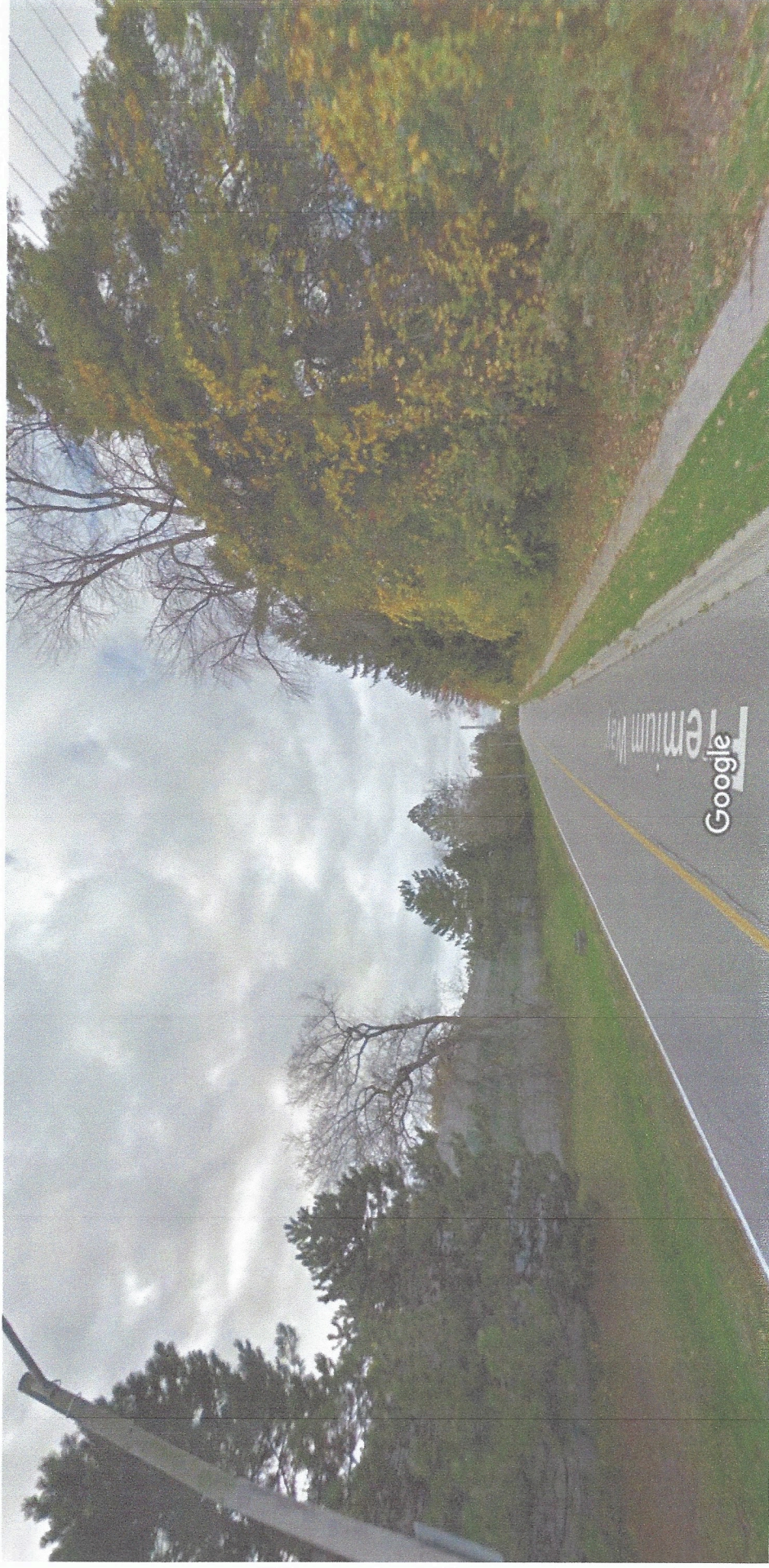


Image capture: Oct 2016 © 2018 Google

Mississauga, Ontario

Google, Inc.

Street View - Oct 2016





An ITE Recommended Practice

## Designing Walkable Urban Thoroughfares: A Context Sensitive Approach



Institute of Transportation Engineers

CONGRESS  
FOR THE  
NEW  
URBANISM





## Key Terms and New Concepts

**Accessibility**—A term describing the degree to which something is accessible by as many people as possible. In transportation design, accessibility is often used to focus on people with disabilities and their right of access to thoroughfares, buildings and public transportation. Accessibility also refers to transportation facilities that comply with *Public Rights-of-Way Accessibility Guidelines* (PROWAG).

**Access Management**—Access management is defined as the management of the interference with through traffic caused by traffic entering, leaving and crossing thoroughfares. It is also the control and regulation of the spacing and design of driveways, medians, median openings, traffic signals and intersections on arterial streets to improve safe and efficient traffic flow on the road system.

**Arterial**—A street that typically emphasizes a high level of traffic mobility and a low level of property access. Arterials accommodate relatively high levels of traffic at higher speeds than other functional classes and serve longer distance trips. Arterial streets serve major centers of activity of a metropolitan area and carry a high proportion of the total urban area travel. Arterials also serve significant intra-area travel, such as between central business districts and outlying residential areas, between major inner city communities or major suburban centers. Arterial streets carry important intra-urban as well as intercity bus routes.

**Articulation**—An architectural term that refers to dividing building facades into distinct parts that reduce the appearance of the building's mass adjacent to the sidewalk, identify building entrances and minimize uninviting blank walls.

**Bicycle Boulevard**—A roadway that motorists may use that prioritizes bicycle traffic through the use of various treatments. Through motor vehicle traffic is discouraged by periodically diverting it off the street. Remaining traffic is slowed to approximately the same speed as bicyclists. STOP signs and signals on

the bicycle boulevard are limited to the greatest extent possible, except when aiding bicyclists in crossing busy streets.

**Collector**—A street that typically balances traffic mobility and property access. Collector streets provide land access and traffic circulation within residential neighborhoods, commercial and industrial areas. Collector streets pass through residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Collector streets also collect traffic from local streets in residential neighborhoods and channel it into the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid that forms a logical entity for traffic circulation.

**Community**—A group of people living within a defined geographic area or political boundary such as a neighborhood, district, town, city, or region. It is both a physical place of streets, buildings, schools and parks and a socioeconomic structure, often defined by qualities including social traits, values, beliefs, culture, history, government structure, issues of concern and type of leadership.

**Community Livability**—Refers to the environmental and social quality of an area as perceived by residents, employees, customers and visitors, including safety and health, local environmental conditions, quality of social interactions, opportunities for recreation and entertainment, aesthetics and existence of unique cultural and environmental resources.

**Context**—The nature of the natural or built environment created by the land, topography, natural features, buildings and associated features, land use types and activities on property adjacent to streets and on sidewalks and a broader area created by the surrounding neighborhood, district, or community. Context also refers to the diversity of users of the environment.



✳️ **Context Sensitive Solutions (CSS)**—Collaborative, interdisciplinary process that involves all stakeholders to design a transportation facility that fits its applicable setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility. CSS respects design objectives for safety, efficiency, capacity and maintenance while integrating community objectives and values relating to compatibility, livability, sense of place, urban design, cost and environmental impacts.

**Context Zone**—One of a set of categories used to describe the overall character of the built and natural environment, building from the concept of the “transect”—a geographical cross section through a sequence ranging from the natural to the highly urbanized built environment. There are six context zones plus special districts describing the range of environments including four urban context zones for the purpose of CSS—suburban, general urban, urban center and urban core.

**Control Vehicle**—A vehicle that infrequently uses a facility and must be accommodated, but encroachment into the opposing traffic lanes, multiple-point turns, or minor encroachment into the roadside is acceptable. A condition that uses the control vehicle concept arises where occasional large vehicles turn at an intersection with low opposing traffic volumes (e.g., a moving van in a residential neighborhood or once per week delivery at a business) or where large vehicles rarely turn at an intersection with moderate to high opposing traffic volumes (e.g., emergency vehicles).

**Corridor**—A transportation pathway that provides for the movement of people and goods between and within activity centers. A corridor encompasses single or multiple transportation routes or facilities (such as thoroughfares, public transit, railroads, highways, bikeways, etc.), the adjacent land uses and the connecting network of streets.

**Corridor Plan**—Document that defines a comprehensive package of recommendations for managing and improving the transportation system within and along a specific corridor, based upon a 20-year planning horizon. Recommendations may include any effective mix of strategies and improvements for many modes.

**Corridor Planning**—Process that is collaborative with local governments and includes extensive public participation opportunities. A corridor may be divided into logical, manageable smaller areas for the purpose of corridor planning.

**Design Control**—Factors, physical and operational characteristics, and properties that control or significantly influence the selection of certain geometric design criteria and dimensions. Design speed, traffic and pedestrian volumes, location and sight distance are examples of design controls.

**Design Vehicle**—Vehicle that must be regularly accommodated without encroachment into the opposing traffic lanes. A condition that uses the design vehicle arises where large vehicles regularly turn at an intersection with high volumes of opposing traffic (e.g., a bus route).

**Edge Zone**—The area between the face of curb and furnishing zone, an area of required clearance between parked vehicles or traveled way and appurtenances or landscaping.

**Environment**—The natural and built places within or surrounding a community. The natural environment includes the topography, natural landscape, flora and fauna, streams, lakes and watersheds, and other natural resources, while the human/built environment includes the physical infrastructure of the community, as well as its institutions, neighborhoods, districts, and historical and cultural resources.

**Frontage Zone**—The distance between the throughway and the building front or private property line that is used to buffer pedestrians from window shoppers, appurtenances and doorways. It contains private street furniture, private signage, merchandise displays, etc. The frontage zone can also be used for street cafes. This zone is sometimes referred to as the “shy” zone.

**Functional Classification**—A system in which streets and highways are grouped into classes according to the character of service they intended to provide.

**Furnishings Zone**—The area of the roadside that provides a buffer between pedestrians and vehicles. It



Multi-Trail Pathway requires a Significant Detailed Design Planning for Safety



Challenges for Residents Face Exiting from Premium Way

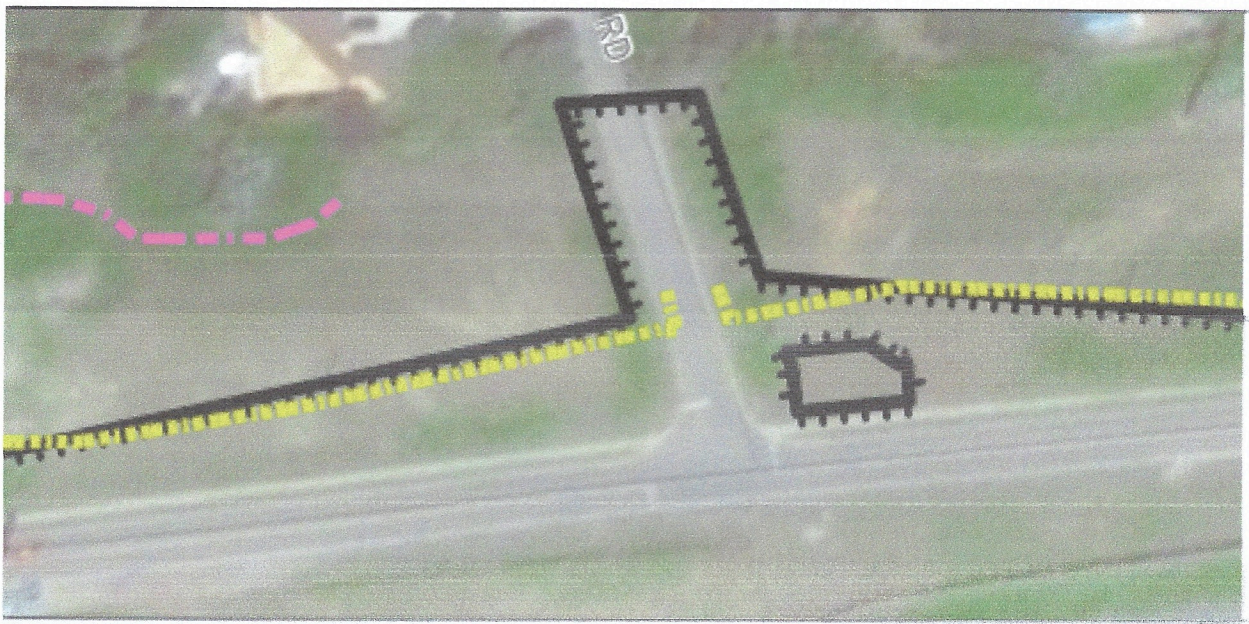




Clear Cutting of the trees along the Premium Way Corridor 2018



Exit from our Community that Residents are left with in 2021





## Notice of Submission of Design and Construction Report # 2

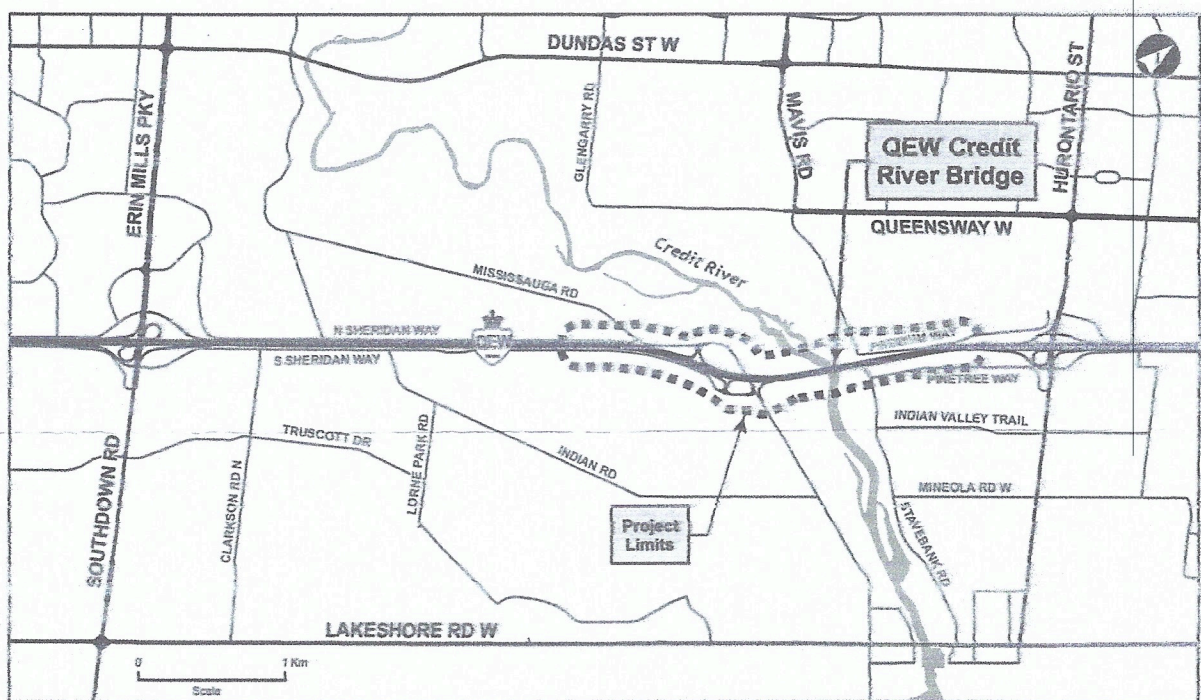
### Detail Design for Queen Elizabeth Way (QEW) Credit River Improvement Project

#### THE PROJECT

In 2013, the Ministry of Transportation (MTO) completed a study that followed the process for a Group 'B' project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) (MTO Class EA), and identified a strategy to accommodate future transportation requirements for the Queen Elizabeth Way (QEW) from west of Mississauga Road to west of Hurontario Street, including the Credit River Bridge.

The project limits are shown on the key plan below. The project generally includes the following components:

- *New QEW Credit River Bridge* directly to the north of the existing bridge;
- *Rehabilitation of the existing QEW Credit River Bridge;*
- *Reconfiguration of the Mississauga Road interchange* including replacement of the Mississauga Road overpass;
- Active transportation crossings across the Credit River and QEW;
- Reconstruction and reconfiguration of the existing QEW mainline highway; and
- Support facilities and features including landscaping, utilities, drainage, culvert, and storm water management improvements, illumination, noise walls, Advanced Traffic Management System (ATMS).



Building on the work completed in 2013, MTO completed Design and Construction Report #1 (DCR #1) for the project in June 2020 to document advance works for the Project.



EDCO is a consortium comprised of EllisDon Corporation and Coco Paving Inc. and has been selected by MTO and Infrastructure Ontario (IO) to design, build and finance the Project. This alternative delivery approach will allow design and construction to occur simultaneously as components of the Project advance and environmental clearances are issued.

### THE PROCESS

The Project is being completed in accordance with the approved planning process for a Group 'B' project under the MTO Class EA with the opportunity for stakeholder comment throughout.

The purpose of this notice is to inform you that Design and Construction Report # 2 (DCR #2) for the Project has been completed. DCR #2 documents the design for works being initiated in Spring 2021 including:

- Site preparations such as construction of site access, vegetation removal, and installation of environmental protection measures;
- Road and utility works on QEW, Mississauga Road and Premium Way; and
- Construction of the new QEW Credit River bridge.

DCR #2 is available on the project website <http://gewcreditriver.ca> for a 30-day stakeholder review and comment period beginning January 4, 2021 and ending on February 3, 2021. Upon completion of the DCR review period, the Project will be considered to have met the requirements of the Class EA and may proceed with construction of the work elements described in DCR #2.

Night/weekend work is also anticipated to occur over the duration of the project. For a summary of off-peak traffic impacts, please visit <http://gewcreditriver.ca>.

### COMMENTS

Stakeholders are encouraged to review DCR #2 and provide any questions or comments using the "Contact Us" function of the website or by sending a letter or email to the EDCO addresses noted below.

Email:	<a href="mailto:info@gewcreditriver.ca">info@gewcreditriver.ca</a>
Phone:	+1-866-624-9114
Address:	1004 Middlegate Rd. Suite 1000 Mississauga, Ontario L4Y1M4

If you have any accessibility requirements in order to participate in this Project, please "Contact Us" via the information above.

Comments are being collected to assist EDCO in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.