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## COMMUNITY WORKSHOP # 2 MINUTES

**PROJECT:** QEW Improvements from Evans Avenue to Cawthra Road  
Preliminary Design and Class Environmental Assessment Study (W.O. 09-20003)

**MEETING NO:** Community Workshop # 2

**DATE:** November 16, 2013 **TIME:** 9:00 a.m. – 12:00 p.m.

**PLACE:** Oasis Catering & Convention Centre, 1036 Lakeshore Road East, Mississauga, Ontario, L5E 1E4

**PRESENT:** *Ontario Ministry of Transportation (MTO)*

Rebecca Li	MTO, Senior Project Engineer
Sarah Merriam	MTO, Environmental Planner

*Consultant Team*

Michael Chiu	MMM Group Limited (MMM), Consultant Project Manager
Heather Templeton	MMM, Consultant Assistant Project Manager
Dana Glofcheskie	MMM, Project Engineer
Sandy Nairn	MMM, Consultant Environmental Planner
Dawn McKinnon	MMM, Environmental Planner
Greg Moore	MMM, Environmental Planner
Katherine Kung	MMM, Environmental Planner

*Independent Facilitator*

G. Pothier	GLPi
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*The following individuals attended the Community Workshop:*

D. Briggs	J. Moroz
D. Casey	P. Petrouna
N. Casale	J. Pill
D. & V. Chin	B. Poletto
P. Chlon	G. Pollard
J. De Cloe	A. & T. Raposo
V. De Gasperis	S. Shanly
J. De Luca	S. & I. Sinopoli
D. Defilippis	G. Smith
B. & E. Francisco	G. Stidwell
S. Hugel	G. & G. Timms
L. Judge	J. Tovey
F. Kapparis	B. Twomey
R. Macdonald	J. Walmark
F. & M. Machanek	

**PURPOSE**

The purpose of Community Workshop #2 was to provide attendees a thorough understanding of the study progress and for the Project Team to receive input from the local community on the technically preferred alternative and potential refinements or enhancements.

**OVERVIEW**

The second Community Workshop for the QEW Improvements from Evans Avenue to Cawthra Road, Preliminary Design and Class Environmental Assessment Study, was held on Saturday, November 16, 2013 at the Oasis Catering & Convention Centre, 1036 Lakeshore Road East, Mississauga, Ontario. The meeting took place from 9:00 a.m. to 12:00 p.m. Individuals signed up to participate in the Community Workshop through correspondence with the Project Team at the PICs, via the project website, or project team email address.

Attendees were asked to sign in at the Welcome desk and they were given a Workshop Agenda, a Ranking Worksheet, and a Workbook. Attendees were asked to complete the Ranking Worksheet of key considerations by ranking the following in terms of their importance from 1 to 8, with 1 being of greatest importance and 8 of least importance. The results of the rankings were used to assist the Project Team in understanding the attendees key areas of interest in considering refinements to the Technically Preferred Alternative, including:

- Enhance cycling and/or walking connectivity/safety
- Minimize/avoid property impacts
- Modifications to existing accesses and/or local road configurations
- Minimize/avoid indirect impacts (i.e. noise, vegetation)
- Ease of access to/from the QEW
- Ease of access to/from destinations within the community (i.e. homes, schools, businesses)
- Improve traffic calming measures/minimize traffic infiltration
- Other

Attendees were seated at tables of approximately 8 people with a member of the project team at each table who acted as a facilitator. The workshop began with a brief study overview presentation, and then the results of the ranking exercise were presented for discussion purposes. Roundtable discussions followed and attendees worked through the workbooks. Facilitators also kept written records of key verbal comments throughout the workshop. At the end of the workshop, the project team members presented the main concerns and comments provided at their tables to the entire group. Further details of the proceedings are outlined below.

**ITEM PROCEEDINGS:**

**ACTION BY:**

1.0	Welcome and Ranking Exercise	
1.1	G. Pothier, the independent meeting facilitator, called the meeting to order, welcomed and thanked all participants for taking time out of their busy schedules to attend the session, and encouraged the group to take the opportunity to participate fully in the meeting. G. Pothier then introduced the key project team members.	
1.2	Participants completed the Ranking Worksheet.	
2.0	Study Overview Presentation	

**ITEM PROCEEDINGS:**

**ACTION  
BY:**

2.1	H. Templeton provided a brief overview of the project to workshop attendees, including: purpose of study, study area, study timelines, public consultation process, key comments and issues heard at Community Workshop #1, the alternatives, the technically preferred plan, preliminary design, and next steps in the study process.	
3.0	<b>Ranking Exercise Results and Plenary Discussions</b>	
3.1	Before presenting the results of the ranking exercise, G. Pothier emphasized that items ranked lower were not an indication that they are not as important. G. Pothier then recapped that the purpose of the ranking exercise was to provide the facilitators with a better understanding of how to direct discussions during the workshop.	
3.2	<p><b>Presentation of Ranking Exercise Results</b>  The results of the ranking exercise are as follows and include the percentage of attendees who ranked each consideration #1:</p> <ul style="list-style-type: none"> <li>• #1: Improve traffic calming and traffic infiltration – 16%</li> <li>• #2: Minimize property impacts – 27%</li> <li>• #3: Minimize and avoid indirect impacts (i.e. noise) – 8%</li> <li>• #4: Modification to existing access/local road configuration – 12%</li> <li>• #5: Ease of access to/from destinations within the community – 8%</li> <li>• #6: Ease of access to/from QEW – 14%</li> <li>• #7: Enhanced cycling and walkability – 6%</li> </ul> <p>Input provided by attendees for “Other” included the Dixie Outlet Mall complex, access to property and driveways, need for traffic improvements in various places, safety, and improvements to the existing highway.</p>	
3.3	<p><b>Discussion of Ranking Exercise Results</b>  After presenting the ranking exercise results in a PowerPoint presentation, G. Pothier sought input from attendees to identify the issues and concerns that came to mind while they ranked each consideration. The following summarizes the key verbal and written comments received for each ranking in the order that they followed in the workbook handout:</p>	
3.3.1	<p><b>Enhanced cycling and / or walking connectivity / safety</b></p> <ul style="list-style-type: none"> <li>• Minimize level of traffic on the road</li> <li>• Additional connectivity is needed between the City of Mississauga and City of Toronto’s trails and Lakeshore Road</li> <li>• Increase infrastructure supportive of active transportation</li> <li>• North Service Road bus stop pads are too small</li> </ul>	
3.3.2	<p><b>Minimize / avoid property impacts</b></p> <ul style="list-style-type: none"> <li>• Questions about south service road and interchange</li> <li>• Concern for increased traffic on Boxwood Way if the cul-de-sac is removed and the road connected to the intersection with Park Royale Drive.</li> <li>• Concern for greater property acquisition requirements with local road and highway widenings</li> <li>• Concern for property impacts, including impacts to property values</li> </ul>	
3.3.3	<p><b>Modifications to existing accesses and/or local road configurations</b></p> <ul style="list-style-type: none"> <li>• Suggestions to shift the existing Dixie Outlet Mall entrance on Dixie Road south of Burger King to address existing traffic congestion and safety concerns</li> </ul>	

**ITEM PROCEEDINGS:**

**ACTION  
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	<p>at the Dixie Road/Rometown Drive intersection.</p> <ul style="list-style-type: none"> <li>• Concern that reconfigurations of local roads will cut-off existing walking routes local residents use to get to local destinations.</li> <li>• Concern that local road modifications will make neighbourhoods more desirable for new development, increasing the potential for future impacts from development</li> <li>• Suggestion for an eastbound on-ramp to be located west of the Dixie Interchange to avoid congestion at the Dixie Road and South Service Road Intersection</li> <li>• Comment that South Service Road and Rometown Drive should not line up</li> <li>• Comment that North Service Road and Sherway Drive should not line up</li> </ul>	
<b>3.3.4</b>	<p><b>Minimize / avoid indirect impacts (i.e. noise, vegetation)</b></p> <ul style="list-style-type: none"> <li>• Concern about excess pollution</li> <li>• Concern for the loss of the existing tree canopy</li> <li>• Concern for impacts to property values</li> <li>• Comments that new local road configurations may potentially introduce large transport and construction trucks into nearby neighbourhoods, creating more noise and air pollution</li> <li>• Comments that new configuration will increase travel time for local residents</li> </ul>	
<b>3.3.5</b>	<p><b>Ease of access to/from the QEW</b></p> <ul style="list-style-type: none"> <li>• Impacts on travel time, especially for homeowners in Orchard Heights</li> <li>• Desire for signage directing non-local traffic to the Dixie Outlet Mall, and increased signage to deter traffic from entering local neighbourhoods</li> <li>• Inquiries about how future change will impact the existing configuration</li> <li>• Inquiries regarding project financing and timing of construction</li> </ul>	
<b>3.3.6</b>	<p><b>Ease of access to/from destinations within the community (i.e. homes, schools, businesses)</b></p> <ul style="list-style-type: none"> <li>• Request for more sidewalks North/South and East/West, to increase pedestrian safety</li> <li>• Comment that no more sidewalk infrastructure needs to be built on OHHA local roads</li> <li>• Concern for safety of pedestrians walking between neighbourhoods, particularly children walking to school</li> <li>• Lack of safety along Etobicoke Bridge (no fencing and lighting)</li> <li>• Request for a Parclo A4 with a moderate skew of the Dixie alignment in order to accommodate a direct S-W ramp west of the Dixie Interchange</li> </ul>	
<b>3.3.7</b>	<p><b>Improve traffic calming measures/minimize traffic infiltration</b></p> <ul style="list-style-type: none"> <li>• Desire for a reduction of the speed limit along service roads</li> <li>• Request to deter non-local traffic from getting off QEW to cut through traffic (i.e. speed bumps, lower speed limit, etc.)</li> <li>• Requests to address traffic congestion created from cars entering Dixie Outlet Mall</li> <li>• Concerns for increased truck traffic due to a new interchange</li> </ul>	
<b>3.3.8</b>	<p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Concern that reducing lanes along the North Service Road will worsen the current traffic situation for homeowners along the North Service Road who already have difficulty entering/exiting their driveways during times of high</li> </ul>	

**ITEM PROCEEDINGS:**

**ACTION  
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	<p>traffic volumes</p> <ul style="list-style-type: none"> <li>• Inquiry regarding whether the proposed Figure-8 interchange approach has been used elsewhere near residential neighbourhoods, and it's "success" rate</li> <li>• Inquiry whether or not there will be speed reductions with the introduction of two lane traffic along the North Service Road since the posted speed limit is 60 km/hr but the actual traffic speeds are usually closer to 100 km/hr</li> <li>• Concerns that the proposed Dixie Road Interchange on/off ramps will be elevated ramps and result in increased noise for adjacent residents.</li> </ul>	
<b>4.0</b>	<b>Break</b>	
<b>5.0</b>	<p><b>Roundtable Discussions</b></p> <p>G. Pothier introduced the roundtable discussions by explaining the refinement of the technically preferred plan by means of identifying trade-offs, and finding compromises to the trade-offs.</p>	
<b>5.1</b>	<p><b>Safety incidents recounted at the QEW and Dixie Road interchange</b></p> <p>Members of the community recounted safety incidents and accidents to remind everyone of the importance of pedestrian safety and for the pressing need for pedestrian safety infrastructure.</p>	
<b>5.2</b>	<p><b>Discussions</b></p> <p>Attendees had discussions facilitated by the project team member at each table. Attendees and facilitators filled out their workbooks throughout the discussions. It was observed that all participants were highly engaged and that there was plenty of discussion, especially regarding the technically preferred plan, which was provided at each table. Participants collaborated with each other and discussed the different needs and wants, and asked questions regarding the plan. Councillor Tovey was in attendance and circulated amongst the tables and conversed with attendees.</p>	
<b>6.0</b>	<p><b>Rapid Response Summary</b></p> <p>Following the allotted time for roundtable discussions, each table project team member/facilitator presented the key comments and issues discussed at their table through rapid response format. The following provides a summary of the verbal comments heard during the rapid response presentation and the written notes that facilitators took.</p>	
<b>6.1</b>	<p><b>Ms. Heather Templeton</b></p> <ul style="list-style-type: none"> <li>• Pollution</li> <li>• Questions regarding width of crescent</li> <li>• Inquiries regarding the ramps (i.e. elevation)</li> <li>• Concern that ramp will be in backyard</li> <li>• Do not want cycling lanes or sidewalks along Brentano Blvd.</li> <li>• Inquiries regarding sidewalks on Dixie Road</li> <li>• Issues with heavy traffic congestion at interchange and from Dixie Mall</li> <li>• Comment that vehicles make u-turns on Sherway Drive due to congestion</li> <li>• Poor sight-lines of lights on Dixie Road Southbound, and is confusing <ul style="list-style-type: none"> <li>○ Entrances to mall need to be accessible and visible</li> </ul> </li> <li>• Make service roads less desirable for cut-through traffic</li> <li>• Avoiding direct and indirect impacts</li> <li>• Shift interchange ramp away from Bretano Blvd.</li> <li>• Noise concerns and mitigation strategies</li> <li>• Want vegetation, particularly evergreens to preserve cover in fall, and parks</li> </ul>	

**ITEM PROCEEDINGS:**

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	<ul style="list-style-type: none"> <li>• Concern for an increased in truck traffic</li> <li>• North Service Road needs to be well designed to accommodate high traffic volumes which is currently causing severe congestion</li> </ul>	
<b>6.2</b>	<p><b>Ms. Dawn McKinnon / Ms. Dana Glofcheskie</b></p> <ul style="list-style-type: none"> <li>• Increase cycling lanes or multi-use trails along Dixie Road</li> <li>• Future planning for active transportation</li> <li>• Concern Dixie Mall traffic will pose safety issue for cyclists</li> <li>• Cycling paths more suitable on North side</li> <li>• No need for sidewalks in Orchard Heights</li> <li>• Support for connecting Boxwood Way and extending east – no dissent</li> <li>• Inquiries regarding noise and elevation of ramp on Brentano Blvd.</li> <li>• Clarification that project not widening but putting auxillary lane from Highway 427 to Cawthra for lane changes to reduce bottleneck with proposed right-of-way</li> <li>• It was noted that Southdown and Erin Mills Parkway most similar configuration</li> <li>• Noted that project team are taken existing and approved development plans into consideration</li> <li>• Concern for pedestrian safety at Rometown and Dixie Road</li> <li>• Concern interchange will introduce additional development in Orchard Heights</li> <li>• Inquiry regarding excess land on North and South side</li> </ul>	
<b>6.3</b>	<p><b>Mr. Michael Chiu</b></p> <ul style="list-style-type: none"> <li>• Cycling lanes connecting North and South QEW</li> <li>• Greater pedestrian connectivity to increase property values</li> <li>• Footbridge to cross Etobicoke Creek</li> <li>• Want continuous, higher, curved noise walls on the south side                         <ul style="list-style-type: none"> <li>○ Greg Moore, Noise Specialist at MMM, responded that MTO has standard noise wall designs and that curved walls have not been proven to be more effective</li> </ul> </li> <li>• Want higher Queensway noise wall on the south side</li> <li>• Alternative designs to interchange (i.e. move south service road to different location)</li> <li>• Discussed access to 1569 and 1559 and 1551                         <ul style="list-style-type: none"> <li>○ Explained that it will be onto Dixie Road</li> </ul> </li> <li>• Inquiry of the possibility to eliminate the north turn into QEW by squeezing in a direct ramp in north-west quadrant</li> <li>• Recommendation to separate next workshop into North and South Service Road and / or quadrants</li> </ul>	
<b>6.4</b>	<p><b>Ms. Rebecca Li</b></p> <ul style="list-style-type: none"> <li>• Greater accessibility for pedestrians travelling to and from north and south</li> <li>• Access to Dixie Mall for residents</li> <li>• Increase safety for pedestrians and cyclists</li> <li>• Cycling and pedestrian trails through Dixie interchange</li> <li>• Mitigate noise and pollution</li> <li>• Want noise wall to address noise impacts through Orchard Heights and HA</li> <li>• Vegetation planted, and the replacement of any mature trees removed with mature trees (rather than saplings)</li> <li>• “No Exit” signs to deter non-local traffic from going through Rometown and Sherway Drive</li> </ul>	

**ITEM PROCEEDINGS:**

**ACTION  
 BY:**

	<ul style="list-style-type: none"> <li>• Speed reductions through service road</li> <li>• Project will assist in greatly improving to ease access to / from the QEW</li> <li>• Questions regarding road closures</li> </ul>	
<p><b>6.5</b></p>	<p><b>Mr. Sandy Nairn</b></p> <ul style="list-style-type: none"> <li>• Discussed need for sidewalks and cycling lanes along north service road</li> <li>• Traffic calming</li> <li>• Maintain 3 lanes on North Service Road</li> <li>• Property impacts and values</li> <li>• Discussions on noise impacts from bridge, barriers, materials and available technology, and how assessment would proceed</li> <li>• Discussion on whether Boxwood Way should remain as a dead-end or become continuous with new local road                         <ul style="list-style-type: none"> <li>○ Community living in area should decide which alternative is appropriate</li> </ul> </li> <li>• Inquiry regarding whether changes will result in substantial improvements</li> <li>• Signage indicating local access road to deter non-local traffic from entering neighbourhoods</li> <li>• Shifting Dixie Plaza entrance access to south of Burger King so that it is not aligned with Rometown</li> <li>• Access to Star Academy</li> <li>• Some felt project greatly improves to ease of access to / from the QEW while others felt current highway set-up was fine as is</li> <li>• Concern this project may have limited improvement given all the work that was done                         <ul style="list-style-type: none"> <li>○ Comparison was made to Queensway improvements</li> </ul> </li> <li>• Build as many houses &amp; townhouses around Marionville Drive and low income housing</li> </ul>	
<p><b>6.6</b></p>	<p><b>Ms. Sarah Merriam</b></p> <ul style="list-style-type: none"> <li>• Discussion of PIC # 1 materials in terms of need and justification of project</li> <li>• High speeds along North Service Road limit backing out of driveways</li> <li>• Issues with pedestrian safety due to cars backing out of driveways during high traffic</li> <li>• Service road must maintained at two lanes, if not increase to 3, to address traffic congestion</li> <li>• Increase width of sidewalk along Dixie Road</li> <li>• Walkability and connectivity to schools for kids can be improved                         <ul style="list-style-type: none"> <li>○ North side has elementary schools</li> <li>○ South side has high school</li> <li>○ Star Academy – traffic issues</li> </ul> </li> <li>• Pedestrian issues at Dixie Road and Rometown</li> <li>• Increased traffic on service road and Rometown</li> <li>• Currently little cycling use on Dixie Road and Service Road, so no need to accommodate for cycling lanes</li> <li>• Concern for property values and want compensation                         <ul style="list-style-type: none"> <li>○ Potential decrease even if home isn't impacted because property is closer to highway and increase in noise</li> </ul> </li> <li>• Close mall entrance at Service Road and Haig Boulevard interchange because it is confusing to drivers</li> <li>• Mall entrance at South Service Road and Rometown interchange should shifted</li> </ul>	

ITEM	PROCEEDINGS:	ACTION BY:
	<p>so that they do not line up</p> <ul style="list-style-type: none"> <li>• Speed-bumps along Rometown to decrease traffic going into Rometown, and to increase pedestrian safety</li> <li>• Desire to see sidewalk to be maintain in service road and Dixie Road, but not into residential communities</li> <li>• Want aesthetically pleasing landscaping along noise wall, and no removal of existing vegetation/mature trees</li> <li>• Concern that noise levels will increase with proposed changes</li> <li>• Discuss noise decreasing technologies</li> <li>• Introduce a gateway feature into Mississauga</li> <li>• Residents living in Orchard Heights would like access closed to decrease traffic infiltration. Idea to put 'No Exit' sign</li> </ul>	
<b>7.0</b>	<b>Closing Remarks</b>	
<b>7.1</b>	<p>H. Templeton thanked the attendees for their time and valued input. It was noted that the meeting minutes for the Community Workshop would be circulated to all attendees and posted to the project website (<a href="http://www.qewdixieea.ca">www.qewdixieea.ca</a>) following the workshop. Attendees were asked to provide any additional comments they had on their worksheets and to send to the project team within 3 weeks, and if requested responses to their comments would be provided. Attendees were also told that the comments collected today will be shared with the City of Mississauga, City of Toronto and Peel Region. Attendees will be notified of PIC # 3 which is anticipated to take place later in 2014.</p>	
<b>7.2</b>	<p>G. Pothier thanked attendees again for their time and input and noted that project team members would be around after the workshop to answer any additional questions.</p>	

Community Workshop # 2 Adjourned at 11:10 a.m.

*The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required. If the above does not accurately represent the understanding of all parties attending, please notify the undersigned immediately upon receiving these minutes (905-823-8500).*

Minutes Prepared by: Katherine Kung  
**MMM Group Limited**

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Katherine Kung

cc: Attendees, and by request