



February 3, 2021

Hand Deliver and by email

EDCO
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Email: info@gewcreditriver.ca

QEW Credit River Improvement Project- Design and Construction Report #2

The Gordon Wood Homeowners Association hereby requests to be identified as a **Key Public Stakeholder**, as our questions, concerns, and comments are on behalf of our residents that will be impacted by these scheduled works. Our primary geographical area is defined by the existing Noise Barrier Wall to the **South**, Queensway West to the **North**, Hurontario to the **East**, and Stavebank Road to the **West**. The issues and comments should be interpreted to reflect any works that will impact the residents who live and/or use the road within these boundaries. We have encouraged all the residents to make their voices heard and to send specific concerns directly. We will continue to post all relevant information provided to us on our website.

The scheduled works area of our concern is described in DC2 dated January 4th 2021 at **Aecom Figure's 4, 5, 10, and 11**, and then **Appendix B and Appendix C**.

Primary Works Area of Concern - Premium Way-Stavebank Road

We would like to know if the company has any staff that live in Gordon Woods, and/or consulted with any resident that lives in Gordon Woods that will be impacted by the reconstruction of Premium Way. If not, we would suggest that you allow 2-3 designated members from our community to participate in the final stages of approval. These members would specifically address the **SOCIAL-ENVIROMENTAL FACTORS** associated with the final design and communication for the reconstruction and realignment of Premium Way, and the Noise Barrier wall along Premium Way and the New Bridge with our community. Our local council members have taken significant interest in the processing of the works program as to the lack of transparency and/or details of the final works and social impact on our community associated with the Trans Northern Pipeline Above Ground Valve Compound (TNPI AGVC).

Re: Section 4 Monitoring: Do any of the road works and multi-pathway require City of Mississauga Approval? If so, what approvals have been acquired, and can the approvals be shared with the Gordon Woods Homeowners Association?



Re: Notice delivered to our community: EDCO did identify the reconstruction and realignment of Premium Way, but the review of the plans, notes, and exhibits are lacking specific details that impact our residents. Our comments and questions are specific to: **1) Scheduling, 2) Safety, and 3) Aesthetics.**

Your document states:

Consultation for the Project is following the process for a Group 'B' project and involves extensive consultation throughout. Building upon the previous consultation efforts by MTO, EDCO will continue to consult with local stakeholders and Government Authorities throughout the Project and in accordance with MTO's Class EA

Sec 3 Consultation Process- Identify public concerns and values- Provide relevant information regarding decisions and potential effects.

Can you provide a brief description of your duty of care to provide our community with the answers to our questions and implementation of any agreed solutions to our concerns and comments?

Your document states:

A summary of the construction sequencing and staging for work included in this DCR is provided in Appendix B. The detail design of the work to be completed is provided in Appendix C.

3.1.2.3 Premium Way and South Sheridan Way Premium Way: will be realigned slightly to the north to accommodate the QEW mainline improvements, which adds additional westbound lanes over the new Credit River Bridge. Once realigned, Premium Way will include 1 lane in each direction and an outer boulevard that includes a 3.5m multi-use path on the north side of the road between Lynchmere Avenue and Stavebank Road. The west connection of the multiuse trail at the corner bend at Stavebank Road and Premium Way is shown in Appendix C, NC-8. The subsequent drawings from NC-9 to NC-10 show the details for the realignment work and trail path along Premium Way. This includes the intersection detail for Dickson Road on NC-9, and the Lynchmere Avenue intersection with the east end of the multi-use trail connection on NC-10.

We have reviewed the above material and find that it does not translate clearly and transparently as it describes. We have attempted to provide you with some questions and comments of our review, but we would suggest you organize an online meeting (i.e. WebEx) with our community and your management team to allow for more effective communication practices as an alternative to PIC meetings. COVID-19 limits the face-to-face meetings our members would typically be involved in.



Scheduling

Premium Way is the only access and egress for the residents of Lynchmere Road and the Dickson Road community. Construction scheduling will be of critical importance for both daily usage, community, and emergency services.

Appendix B Sheet CS2 - Stage 1A Construction - 5-6 and Traffic 3

5) REALIGN NOISE BARRIER RETAINING WALL EAST OF CREDIT RIVER

- We would like a copy of the noise/vibration study associated with the design of the new Noise Barrier (N/B) Wall.
- Will there be a reduction of the existing **Ambient** sound level?
- Were options considered in the designed of the N/B Wall to deflect the highway noise back on to the roadway, such as an angled top section?
- The existing bridge expansion joints causes excessive noise; has this been identified?
- Are there Architectural Elevation plans for the N/B Wall available for review and comments?
- Will the new N/B Wall be constructed before the exiting wall is realigned?
- Will the residents be using Premium Way with the construction workers and equipment, while they realign the wall?

6) REALIGN PREMIUM WAY – RECONSTRUCTION OF PREMIUM WAY - REALIGNMENT AND RECONSTRUCTION

- Is there a detailed construction schedule available for distribution?
- When will the construction schedule be available for our review?
- Will we be able to make suggestions on specific items to this schedule?
- Will Premium Way have to closed partially or completely?
- What safety measures are being proposed during the construction process?
- What signage or notice provisions are being proposed before, during, and upon completion?
- Will the residents be required to share the roadway during construction?
- Can the works be organized in specific, closed sections to minimize shared roadways?
- How much notice time is required for disruption of access and community services provided by Premium Way and the exiting sidewalks?
- Will temporary pedestrian walkways be available for the residents' needs, including wheelchair (and other mobility aids) access?
- Where are the worker parking locations?
- How many parking spaces are anticipated?
- We have serious safety concerns as they relate to the future multi-pathway aesthetics, design, and function.



- We would like to provide our comments on the locations of the pathway and reconfigurations of the Dickson Road intersection to improve its visibility and functionality. We are concerned that this intersection will be a choke point and hazard to oncoming traffic, cyclists, and pedestrians.
- The Dickson Road intersection and TNIP AGVC are not accurately defined.
- Can a detailed survey grading plan with cross-sections including the exiting AGVC with elevations describing the existing conditions be provided?

Documentation- We are frustrated with the information provided in the consultation process, and the values associated with those statements do not reflect the intent of what the Act requires you to provide, in our opinion. For those who are not engineers, the documentation is neither inclusive, nor clear. As it stands, the documentation is a barrier for our community to be able to provide thoughts and comments on the proposed actions. Eliminating and/or minimizing industry-related jargon and providing information that is more easily discernable for the community members is key for us to be able to be a part of the consultation process. In short, we would like to be able to access the information in more accessible language.

Your document states:

Consultation is an integral component of the MTO Class EA process as it provides a protocol to share information, generate ideas, identify stakeholder issues and is essential to the successful completion of the study. Consultation is considered to be effective when it strives to be inclusive, timely and clear, and aims to achieve the following goals as outlined in the MTO Class EA: • Identify public concerns and values. • Identify agency concerns. • Collect information about the existing environment. • Involve stakeholders, government and the public in the generation and evaluation of alternatives. • Provide relevant information regarding decisions and potential effects. • Provide regulatory compliance regarding the EA process.

TNPI AGVC located at Dickson Road and Premium Way Intersection

We have strongly objected to the TNPI valve compound located immediately at the Dickson Road/Premium Way intersection and continue to dispute its current above ground location. The ugliness of this structure and the safety of its location are our main concerns. Our issues are shared by the City of Mississauga as evidenced by their Resolution dated August 5th 2020 and by their further Resolution dated December 9th 2020. We want this structure either buried or moved for the safety and security of all those who will use this intersection over the next 100 years, including the residents of Dickson Park, whose only access and egress from their homes is Dickson Road. A possible alternative solution to this problem may be the realignment of Dickson Road to the west or the possibility of a round-about intersection at this location immediately to the west of the TNPI AGVC.



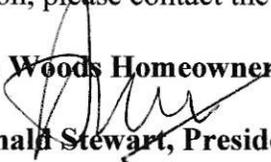
Gordon Woods Homeowners' Association

MISSISSAUGA ONTARIO

We are pursuing these matters with the Canada Energy Regulator (CER) through their Review process as well as with the City of Mississauga and with MTO in their capacity as General Contractor and Owner of this land where the DC2 project is occurring.

We appreciate your attention to the above noted matters and requests and ask that you reply to this email at the following address dacstewart@bell.net and if there are matters that require discussion, please contact the writer at 416-523-8000.

Gordon Woods Homeowners' Association

per:  **Donald Stewart, President**

**cc: Mayor Crombie
Councillor Damerla
City Manager Mitcham
MPP Cuzzetto
MTO Minister Mulroney
MP Spengemann
Minister O'Regan**