

February 3, 2021
EDCO
1004 Middlegate Rd. Suite 1000
Mississauga, Ontario
L4Y1M4
Email: info@qewcreditriver.ca
Phone: +1-866-624-9114

To Whom it may concern: info@qewcreditriver.ca

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

The Peel Condominium Corporation # 658 is comprised of 13 new build freehold homes situated in a court at the north end of Dickson Road and occupied since 2001. These homes are part of the Gordon Woods Homeowners' Association (GWHA). We selected this location to live because of the safe "green environment" close to the Credit River providing the ability for recreational walking, closeness to the amenities of the City of Mississauga and access to the GTA. We have significant interest in our neighbourhood, the new build of the Multi-Trail Pathway as part of the City of Mississauga and Peel Region Trail System and the north/south crossing of the QEW just east of Stavebank Road and therefore have elected to provide comments to the DCR2 notification that specifically related to the environmental detailed design aspects of the Premium Way Corridor.

Background: Given the importance of the QEW Credit River Bridge Project to our neighbourhood at least two of our residents have attended meetings regarding the project on behalf of PCC # 658 to provide meaningful input. We also took on the challenge of communicating with MTO along with others in the GWHA after the clear cutting of the hydro corridor. We requested a site meeting with MTO throughout early 2018 to try to understand the specifics and complexities of this project. We attended facilitated Community Workshop #2 on September 19, 2018 where documentation was presented by Morrison Hershfield and MTO regarding the QEW Credit River Bridge Project. We provided feedback pertaining to the area between Stavebank Road and Lynchmere Avenue. [See Comment Sheet](#)

We welcome the opportunity to interact with EDCO by responding to the Design and Construction Report #2 Detail Design for Queen Elizabeth Way (QEW) River Improvement Project

Our understanding from the EDCO Executive Summary is that: "*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.*" and that: "*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.

and that: “EDCO’s consultation plan fosters a **two-way dialogue** with interested stakeholders and provides a process that is **transparent, open, traceable, timely, accountable, respectful and defensible**. Consultation activities are customized for each of the two phases of the Project: Design Phase and Construction Phase.”

We also surmise from the **MTO Class Environmental Assessment for Provincial Transportation Facilities** document dated July 14th, 2000 that: There are three important components **1) Natural Environment, 2) Social Environment and 3) Cultural Environment** that we can address.

I am specifically addressing the above three components of detail design of the Premium Way Corridor and how they intersect with the Credit River System. Gordon Woods Homeowners’ Association is also responding to other components.

History of our Consultation to Date:

- 1) **Natural Environment: Background:** We first became disturbed about the lack of robustness of the Consultation Process in the pre DC1 Phase when 150 full grown trees were “clear cut” beyond areas of approved permits without notification and then further removal of all vegetation along the total corridor. [See Attachment](#). After our inability to communicate effectively with the Project Management over several months by email exchanges we engaged our new MPP Rudy Cuzzetto and requested a site visit of the area. Mr. Cuzzetto and several residents walked the Corridor from Lynchmere to Stavebank on April 23rd, 2018 with Morrison Hershfield Project Manager P.Eng. Srdjan Brasic and Senior Project Engineer MTO Miao Zhou P.Eng. We requested the development of an early environmentally detailed design plan on the go forward to assist in rebuilding the natural environment landscape to pre-destruction levels. At the September 19, 2018 Workshop we reviewed the one landscape drawing provided for the Dickson Road/ Premium Way intersection, but we did not “pick up” its relevance. [See Attachment Landscape Mitigation](#). The landscape approach was insulting to the residents as this intersection is the entrance to our community of 77 homes. We then met again with MPP Cuzzetto who had consultations through his staff with MTO “attempting” to develop a staged

landscaping plan for the corridor that would permit some growth prior to completion of the utility relocation. Again, there was no communication, interaction or action from MTO. Clearly, the residents did not understand why there was no appetite from MTO to provide a detailed design of the corridor or disclose the shift over to an I/O P3 Process. However, what we were **not** privy to at the time was that TNPI/ MTO had other plans for the Dickson Road/Premium Way intersection.

Unfortunately, at the present time we do not see any evidence from reviewing the EDCO DC2 document that there is yet a detailed environmental design plan to address the Natural Environmental issues related to the Premium Way Corridor.

Our request

We are now asking for a comprehensive detailed environmentally friendly design plan that integrates with the natural ecosystem of the Credit River to be provided that strategically addresses lost growth time and rectifies for mass devastation. See pre-existing environment along this corridor prior to extensive “clear cutting”. [Attachment Premium Way 2016](#)

2) Societal Environment: GWA/PPC#658 residents interpret Societal Environment to mean consideration for regarding the Transportation Facilities of the QEW **Community Livability** equally, as we live here 24/7. We have every intent of using the Multi-Trail Pathway and the overhead north/south crossing of the QEW for recreational activity with our multigenerational families. ***Community Livability** refers to the environment and social equality of an area as perceived by its **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. [See *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. An ITE Recommended Practice. Institute of Transportation Engineers ISBN-13:978-1-933452-52-4 Appendix 1 Page 205](#)

Background: On May 9th, 2019, for the first time, **some** of our residents received a notification from TNPI of the “installation of two (2) new valves (NPS 10 block valve and NPS20 check valve) in a fenced compound to be located in the **NW** Corner of the Premium Way-Dickson Road intersection.” After much inquiry during 2019, plus residents submitting multiple concerns during the DC1 30day review period and beyond Ward 7 City of Mississauga Councillor Dipika Damerla on our behalf, requested a “virtual” meeting with residents, TNPI and MTO on July 21st, 2020. MTO presented for the first time, design details for a **Above Ground 50 x 24 ft Valve Compound (AGVC)** immediately in juxtaposition to the **North East** intersection of Dickson Road and Premium Way as part of the TNPI pipeline relocation! Despite our multiple efforts to date to preclude constructing at this site, the AGVC is now operational at the intersection on the **NE** corner immediately beside Premium Way and the proposed Multi-Trail Pathway system leading to the north/south crossing of the QEW to be built in DCR2 phase.

We now know that these TNPI pipelines transfer jet fuel to the airport, which raises significant **safety** concerns for our residents. This intersection is our **only access** to and from the 77 homes for services, fire and emergency evacuation should there be an unexpected incident or accident either in our neighbourhood or at the AGVC. With the AGVC requiring the signage that there is no smoking within 6 meters of the fenced compound, obviously **safety** is a paramount concern of our residents and will be future trail walkers, cyclists and wheelers. Through the GWA (www.gordonwoods.ca) with the significant support of the Mayor Bonnie Crombie and all Councillors of the City of Mississauga we are working on some resolution to the placement of this AGVC site above or below ground. We are pursuing these matters with the Canada Energy Regulator 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.

MPP Rudy Cuzzetto with the support of the City of Mississauga has suggested to MTO that realignment of Dickson Road some 30-50 feet to the west as it descends onto Premium Way has possibilities for ensuring appropriate distance from the AGVC to improve **human safety**

The residents surmise that this intersection requires a ****Context Sensitive Solution (CSS) which is** defined as “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. *See ****Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. An ITE Recommended Practice. Institute of Transportation Engineers ISBN-13:978-1-933452-52-4 Appendix 1 Page 206***

Our Requests

After reviewing the DCR2 diagrams including the one of the intersection we do not believe that there is sufficient detail provided in Figure 5 to ensure **safety** and mitigate liability in case of incident or accident. We are requesting EDCO to:

- Produce the **exact, as built, survey and engineering 2 & 3D drawings** of the AGVC and its position to the northern realignment along Premium Way in a detailed design plan of the intersection.
- Conduct a Safety Risk Assessment taking into account all contributing factors (vehicular and pedestrian traffic, AGVC, sightlines, Multi-Trail Pathway, signage, bus stops, etc.) for the detailed design plan of the intersection. *See **Challenges at the intersection.***

- Provide detailed drawings that identify safe school bus stops for our children who now enter the bus at the north east corner of the intersection in the a.m. and depart on the south west side in the p.m., keeping in mind that adjustments will need to be considered during the construction phase of Premium Way.
- Consider an additional egress for Dickson Road and Dickson Crescent residents to Premium Way. With the complexity of increased traffic and other movement along the corridor some design for an alternative egress needs to be considered for residents to exit Dickson Road going west to Stavebank Road.
- Ensure that there is adequate space for walkers, cyclists and wheelers traversing the Premium Way Corridor and to use the crossing over the QEW who would also benefit from a safe corridor and intersection and that these meet the necessary accessibility requirements of the Province of Ontario.

3) Cultural Environment: The residents are well aware of the cultural sensitivities of their neighbourhood and that the environment of Premium Way Corridor needs to be respectful to our native forefathers. The corridor is Indigenous land that was gifted to the City of Mississauga in 1936. The environment that runs to the north along both sides of Stavebank Creek is considered conservation area populated with native trees. There needs to be appropriate attention to ensuring that the environment along the north side of the Corridor between Stavebank and Linchmere is replanted and maintained to ensure the that the fowl and wildlife displaced can reclaim their habitat. Currently DC1 has left the corridor totally barren. Also, Dickson Road North is home to the St Mary’s Catholic Cemetery. This location is an “active cemetery” with traffic usually flowing east to west along Premium Way and north up Dickson Road. Traffic is increases for both burials and holy holidays including the annual “Good Friday” walk to the cemetery along Premium Way.

Our Request

The residents would like to see a detailed design plans for Environmental Landscaping for the Premium Way Corridor as well as for the Multi-Trail Pathway as we have seen much devastation since 2016. [See Attachments Premium Way Corridor 2018 to 2021.](#)

In summary, we are requesting a face-to-face consultation meeting with a group of GWhA Residents that: *fosters a two-way dialogue with interested stakeholders and provides a process that is transparent, open, traceable, timely, accountable, respectful and defensible* that addresses our concerns of the Natural, Social and Cultural Environment of the Premium Way Corridor. We are requesting that EDCO’s Landscape Architect Consultant for the project would also be present at the meeting as well as the Engineering Consultants so we could have a fulsome and productive dialogue.

We are aware that such a meeting will need to meet COVID-19 restrictions but believe it is imperative at this juncture of the QEW Credit River Bridge Process.

We would appreciate confirmation of our response and would welcome the opportunity to discuss our requests with you.

Respectfully Submitted



Molly Verrier Resident PCC #658

On behalf of Residents Peel Condominium Corporation # 658

molly.verrier@gmail.com

905.5665476

c.c. Hon. Bonnie Crombie Mayor City of Mississauga
Dipika Damerla Ward 7 Councillor City of Mississauga
Rudy Cuzzetto MPP Mississauga-Lakeshore
Hon. Caroline Mulroney Minister of Transportation
Hon. Jeff Yurek Minister of the Environment, Conservation and Parks
Sven Spengemann MP Mississauga-Lakeshore
Hon. Seamus O' Regan Minister of Natural Resources
Gordon Woods Homeowners' Association