
The logo for West Village Partners is a teal square with a white border. Inside the square, the words "WEST", "VILLAGE", and "PARTNERS" are stacked vertically in white, uppercase, sans-serif font.

WEST
VILLAGE
PARTNERS

West Village, 70 Mississauga Road
South, Mississauga

Construction Management Plan Phase II: Servicing

Revised January 11, 2022

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1.0 INTRODUCTION

The purpose of this report is to outline the construction management plan that will be in place to facilitate the servicing phase of the redevelopment of the former Texaco refinery located at 70 Mississauga Road South, Mississauga (the Site). This work includes the excavation and restoration of Port Street for the purposes of replacing/upgrading the existing sanitary sewer infrastructure and the excavation and restoration of Mississauga Road for the purposes of replacing/upgrading the existing storm sewer infrastructure. This servicing phase includes: the installation of sanitary sewer pipe, storm sewer pipe, watermain pipe and hydrants; the construction of roadways including base curb and base asphalt course paving. It also includes external works to improve/replace existing City infrastructure. This work will require import of quarry material and infrastructure from the servicing contractor's supplier for the execution of the awarded contract. The site has a history of industrial use dating back to the late 1800s as a brick quarry and operated as an oil refinery from the 1930s to the 1980s.

The Site is located on the west side of Mississauga Road, south of Lakeshore Road and east of Pine Avenue South. The Site is abutted by residential and commercial land use to the north, residential land use to both west and east and Lake Ontario and unassumed Crown Lands to the south. The northeast corner of the site at 181 Lakeshore Road is the location of a former Esso gasoline station that has been decommissioned. Construction at 181 Lakeshore is under a separate scope not covered herein.

Memme will register as the Constructor for the Site with the Ministry of Labour and be responsible for the sewer servicing and road construction. Urbantech Consulting is the Owner's Representative on the Site and will monitor the construction program in accordance with the Soil and Water Management Plan, which follows all provincial regulations (e.g. Ontario Regulation 153/04 as amended).

Memme, the Constructor, may maintain a meeting space for consultants, contractors, and partners, via a provided construction trailer. The construction trailer if utilized will be located on the former refinery property at the discretion of Memme and maintained as a space for staff and project affiliated parties to meet while following the latest COVID related government guidelines to ensure the health and safety to associated individuals.

Questions related to the content of this plan can be directed to the following personnel:

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Figure 1: Subject lands located at 70 Mississauga Road South, Mississauga

This report outlines measures that will be taken during the Constructor's servicing contract

- Excavating and restoring Port Street and Mississauga Road
- Replacing/upgrading the existing sanitary and storm sewer infrastructure
- Installation of sanitary sewer pipe, storm sewer pipe, watermain pipe and hydrants
- Construction of roadways including base curb and base asphalt course paving

- Improve/replace existing City infrastructure
- Importing quarry material and infrastructure to site

2.0 HOARDING & FENCING

The Site is surrounded by an existing chain-link fence 1.8 meters in height (6 feet), as illustrated on Schedule A of this report. The existing fence will be utilized and maintained throughout the duration of this phase of the project, until that is no longer feasible due to construction.

The former gasoline station at the northeast corner of the site at 181 Lakeshore road is surrounded by temporary fence panels which will remain during this project phase.



The Waterfront Trail will be closed to public access from January 2022 – April 2022. The trail between Mississauga Rd. S and Pine Ave S will be fenced off during this period in the interest of safety. This closure is critical in order to remain compliant with guidelines issued by the Department of Fisheries and Oceans Canada to ensure the permitted construction does not impact the natural fish spawning season and thereby the health of Lake Ontario.

3.0 UTILITY DISCONNECTIONS

Memme has verified historical utility disconnections to the Site prior to the commencement of the work. All utility connections to the site are disconnected.

4.0 HEALTH, SAFETY & SECURITY

A detailed Construction Health and Safety Plan has been prepared for the site works. The Constructor has also amended the standard form safety protocol in consideration to the COVID-19 pandemic and implemented ancillary COVID-19 safety practices and protocol for their staff and site visitors (consultants, contractors, and partners).

Memme Health, Safety, and Environmental Protection program has been prepared and a copy will be maintained onsite for the duration of the project. Daily safety tailgate meetings will be held, and Job Safety Analyses will be completed and reviewed by Memme's superintendent throughout the duration of this work.

To prevent unauthorized access onto the Site, the Site is fenced as described in Section 2.0. Signage will be posted and maintained indicating that only authorized personnel can access the site, and that trespassers will be prosecuted. Site fencing will be regularly inspected to ensure that it remains secure. Supplemental security measures, such as lights, cameras, or security guards, may also be necessary. Signage delineating temporary pedestrian detours will be erected during trail closure.

5.0 WORKING HOURS/NOISE & ODOUR

5.1 Noise

Working hours for the Site will be per the City of Mississauga noise by-law, as amended. The City of Mississauga Noise By-law permits construction to take place Monday to Saturday between the hours of 7:00 a.m. and 7:00 p.m. No construction noise is permitted on Sundays and statutory holidays.

As this work is to take place through the spring, summer and fall months, working hours may be to maximize daylight, Monday to Friday and at the constructor's discretion Saturdays from 7:00 a.m. to 7:00 p.m. Any changes to the working hours will be communicated to all affected parties prior to scheduling.

Per section 4.0 during construction at Lake Ontario should it be necessary in the interest of general safety lights may be erected to keep the work area lit at night. As a result generators may be required to maintain a safe and secure work zone, generator use will be restricted where possible in order to minimize any community impact.

5.2 Odour

Subsequent to completion of source remediation of the site completed prior to this contract, some residual compounds may remain on the property that may produce odours. Some occasional low-level odour can be expected during the earthworks program. It should be noted that the presence of odours does not indicate the presence of a health risk. It should also be noted that odours unrelated to the impacts in soil may also be experienced from the organic material in the soils being disrupted, the excavation of existing sewers and paving of roads. The Contractor will implement supplemental odour controls on an as-needed basis.

6.0 TRAFFIC MANAGEMENT & CONSTRUCTION PARKING

6.1 Traffic Management

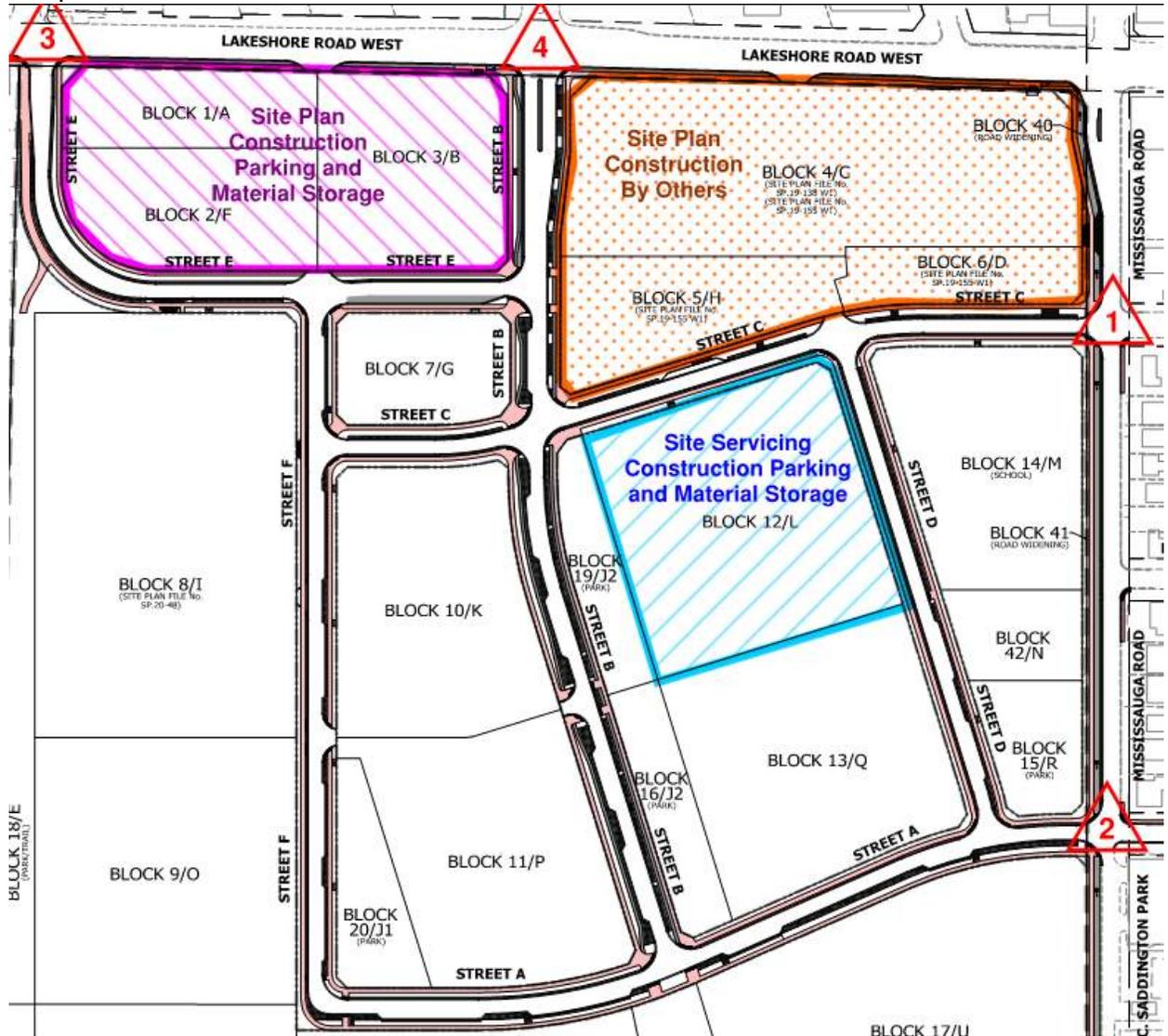
There will be four vehicular entrance gates to the property, Gate #1 and Gate #2 will be used for site entry and exit during the initial stages of servicing construction. Gate #1 is located at the existing curb cut on Mississauga Road directly across from Port Street West and Gate #2 will be located at the chain-link Gate access off of Mississauga Road S at Lake Street. Both will be used as the main access point for construction and support personnel parking as well as the entrance and exit of construction traffic from the site. Gate #3 and Gate #4 will be made available during regular site works activity. Once accessible Gate #3 and Gate #4 may be utilized for construction traffic via access at Lakeshore Road West directly across from Benson Ave and central to the north limit of the development respectively.

The site works involves the movement of soils within the site and placement of imported quarry material from sources the GTA. The quarry material from the source site(s) will be stockpiled on site prior to engineered fill placement. Trucks will mobilize to the site from Queen Elizabeth Way (QEW) via the Southdown Road exit, turning left onto Lakeshore Road West via Gate #1. Trucks will depart site through Gate #1 or Gate #2. Trucks leaving site will navigate freely to their next destination. Schedule A below illustrates the gate locations.



SCHEDULE A

Trucks will be staged on site and will start entering the Site at no sooner than 7:00 am. Memme will post the truck access route in the construction trailer (if utilized) and instruct all truck traffic to use designated routes and gate(s) only. When necessary, Memme will employ Traffic Control Persons at either gate on site to manage trucks safely turning into and out of traffic. Memme will provide regular updates regarding any changes/modifications made to the project traffic control plan. As existing curb cuts will be used for entry and exit to the sites, Access Modification Permits are not anticipated to be required during this phase of the work.



Schedule B

The project will involve the movement of equipment to, from and within the Site. Effective traffic control will be implemented to ensure that the movement of trucks and equipment does not create traffic safety hazards and/or nuisance and delay to adjacent neighbors. Traffic routes have been carefully planned to

minimize dust, mud tracking, noise and traffic congestion at the site and surrounding area.

On-site traffic management will be coordinated by Memme to ensure efficient movement of vehicles to minimize speed, idling, dust, mud, noise, and greenhouse gas emissions. Site workers and drivers associated with vehicle movement will be trained to follow the truck access routes and traffic management protocols. Traffic control persons will be fully trained and will wear the appropriate personal protective equipment for the task.

6.2 Traffic Management – External Servicing

The main internal development requires that some of the existing infrastructure surrounding the site be upgraded to accommodate the demands of the existing residential lots and the new Brightwater development. Memme has received an approved Road Occupancy Permit # 70659 with the City of Mississauga and will be constructing the required improvements in staged sections to minimize the impact to the area residents, businesses, and municipal services during servicing construction. Residents will be notified a minimum of 48 hours ahead of being directly impacted by the constructor's forces. All parties involved will strive to minimize the impact Memme's site activity will have on Residents during external servicing works.

Appendices following this report illustrate the intended staging of traffic control during various stages of construction. These plans will be used as the basis of traffic control and are subject to modification to best suit the site conditions at that stage of construction.

6.3 Construction Trades Parking

Construction parking will be provided on site, within BLK1, BLK2, and BLK 3 for Site Plan Trades and Personnel, and in BLK12 for Site Servicing construction staff (See Schedule B). Notwithstanding the provision of on-site parking, personnel have been informed that illegal parking by them or their employees (on or around the site) will be subject to ticketing or towing as outlined in City of Mississauga Bylaws.

7.0 DEMOLISHED ROAD MATERIALS AND ABANDONED INFRASTRUCTURE

Piled material has been separated on site to maximize recycling. Material export will occur on site per Schedule A below, a logical loading location has been drafted for illustration purposes. This location is subject to availability and site works logistics. Existing site materials and found infrastructure (building material left abandoned as part of the site's previous lifecycle) has been previously piled for removal, construction will be stock piled for sorting. For example, found concrete or steel pipe has been separated and temporarily

stockpiled for assessment. Concrete can be crushed and utilized at the direction of the environmental and geotechnical qualified person retained by the development group, where as steel will be remitted to a suitable facility for recycling. Any temporarily stored material deemed unsuitable for re-use on site or recycling will be loaded in trucks and hauled offsite, in accordance with applicable provincial legislation.

8.0 EXCESS SOIL MANAGEMENT

Memme will construct and maintain a staging and containment area for exporting excess soils. Excess soils will be stored temporarily in containment areas and tested to determine their destination. Excess soil will remain stockpiled until test results are received, and export coordination finalized. Analytical testing will determine appropriate disposal locations based on the grade of the excess soil for export, in accordance with the Soil and Water Management Plan, and all applicable regions.

9.0 WILDLIFE & NATURAL HERITAGE

Savanta Inc., a Natural Heritage Consultant, conducted an extensive survey of animal species as well as the natural heritage of the site as summarized in their Environmental Impact Study dated August 2017. Ultimately, no species at risk were observed that trigger any requirements for permitting or compensation and no Significant Wildlife Habitat were found. These findings were presented to and reviewed by the Credit Valley Conservation Authority (CVCA) as part of their permit process for proposed remedial site works.

9.1 Wildlife Protection Plan

Memme will follow Savanta's recommendations for removal of wildlife (i.e. turtles, frogs, and fish). All work will be in accordance with CVCA and Ministry of Natural Resources and Forestry requirements.

9.2 Tree Protection Plan

To facilitate servicing works, several trees have been removed. An arborist report was prepared by Bruce Tree dated August 2017 (revised May 2020) to minimize the number of trees requiring removal.

The arborist report includes a Tree Protection Plan that has been implemented in accordance with City of Mississauga By-law 0254-2012 and will be maintained. PCWVP has obtained a private tree removal permit from the City of Mississauga for trees that were removed. Trees that are not to be removed will be protected with tree protection fencing in accordance with the Tree Protection Plan.

10.0 DUST CONTROL/ MUD TRACKING

During site works, generated dust will be controlled on site using a variety of techniques based on varying site and weather conditions. Dust control measures will be implemented consistent with Ontario Provincial Standard Specification (OPSS) 506 “Construction Specification for Dust Suppressants” and may include (but are not limited to) the placement of mud mats at all truck exit points, the spraying of water or calcium chloride along access routes to maintain moisture and minimize dust generation on construction roads, and street sweeping and watering to clean paved surfaces. Effectiveness of dust control is dependent on the frequency of use/application which will increase during periods of dry weather. Memme’s superintendent will monitor, and initiate dust suppression controls and road cleaning based on the real-time site conditions. If site conditions are such that construction traffic is found to track mud out onto the neighbouring streets the constructor will deploy forces to scrape and clean the roads of the tracked material.

11.0 STORMWATER MANAGEMENT, EROSION AND SEDIMENT CONTROL

Management of stormwater and/or groundwater encountered or accumulated during site activities will be managed consistent with recommendations in the Soil and Water Management Plan. Accumulated rainwater will be retained on site and discharge following a retention period of a minimum of 24 hours via means approved by the City of Mississauga.

Erosion & Sediment Control will be implemented consistent with the City of Mississauga By-Law 512-91, and in accordance with an Erosion and Sediment Control Permit issued by the City of Mississauga.

The Erosion and Sediment Control Plan will include the following:

- Erosion and Sediment Control fencing consistent with the City of Mississauga’s construction standards to prevent sediments from leaving the site
- Mud mats at the site exit gate
- Catch basin protection installed in accordance with the City of Mississauga’s construction standards at catch basins along Lakeshore Road West and Mississauga Road South
- Turbidity curtains at the location of both stormwater outfalls being constructed

Incidental rainwater surface runoff from the site will pass through a filter cloth attached to perimeter fencing or tree protection hoarding, and an additional layer of filter cloth on existing catch basins. Natural rainfall and shallow groundwater that accumulates during the excavation phase of site works will

be consolidated to one main storage cell for settlement of suspended solids and pumped following a period of retention. Memme's superintendent will monitor silt and sediment controls at minimum weekly or after precipitation events to maintain effectiveness.

12.0 DEWATERING PLAN

No excavation below the water table is anticipated during these works, therefore it is anticipated that dewatering will be completed to mitigate storage of surface runoff accumulated from precipitation events.

Accumulated water will be pumped from the temporary retention cell and directed to an outlet structure per a discharge agreement approved by the City of Mississauga. Discharge will be maintained in accordance with an appropriate agreement with the City of Mississauga and adhere to the City's discharge by-law standards in accordance with said approval.

Discharge will be tested regularly to ensure it meets the City's requirements for discharge, until such time that they are satisfied and issue that no further testing is required. Any discharge will be managed to ensure no erosion or sediment control issues affect neighbouring properties and water levels in existing City infrastructure will be monitored regularly to mitigate any potential impact to the same and maintain compliance with the approved discharge agreement with the City of Mississauga.

13.0 ANTICIPATED EARTHWORKS SCHEDULE

Earthworks to final remediated surface is substantially complete, any further remedial efforts are limited in nature.

14.0 CONCLUSION

PCWVP, Memme, and Urbantech Consulting will work closely with the City of Mississauga to implement this construction management plan to mitigate possible negative impacts of the scheduled works on the surrounding Port Credit Community.

**APPENDICES 1-15
TRAFFIC MANAGEMENT PLANS
ASSOCIATED WITH
MEMME INFRASTRUCTURE CONTRACTORS
ROAD OCCUPANCY PERMIT # 70659**

**PORT CREDIT WEST - MISSISSAUGA RD - STORM - PHASE 4 - DETOUR PLAN
TRAFFIC CONTROL PLAN**



**PORT CREDIT WEST - MISSISSAUGA RD - STORM - PHASE 1
TRAFFIC CONTROL PLAN**



NOTICE
MULTI-USE TRAIL
TEMPORARILY CLOSED
FOR
CONSTRUCTION

NOTICE
MULTI-USE TRAIL
TEMPORARILY CLOSED
FOR
CONSTRUCTION

Info Signs:
• Parking
• Website link/QR
• Pedestrian Detour

An Additional
Multi-Use Trail
Closure Sign will be
placed at Maple
Avenue S

- NOTES:**
1. Drawing not to scale
 2. All traffic control in accordance with OTM Book 7
 3. A Paid Duty officer will be stationed at the intersection when working within 30m of a signalized intersection to aid in directing traffic
 4. Traffic Signals will be maintained
 5. Access and Egress to Driveways will be maintained
 6. Pedestrian walkways will be maintained where possible. Re-directing Pedestrian may be required
 7. Construction hours of operation are to be from 7:00AM to 5:30PM
 8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

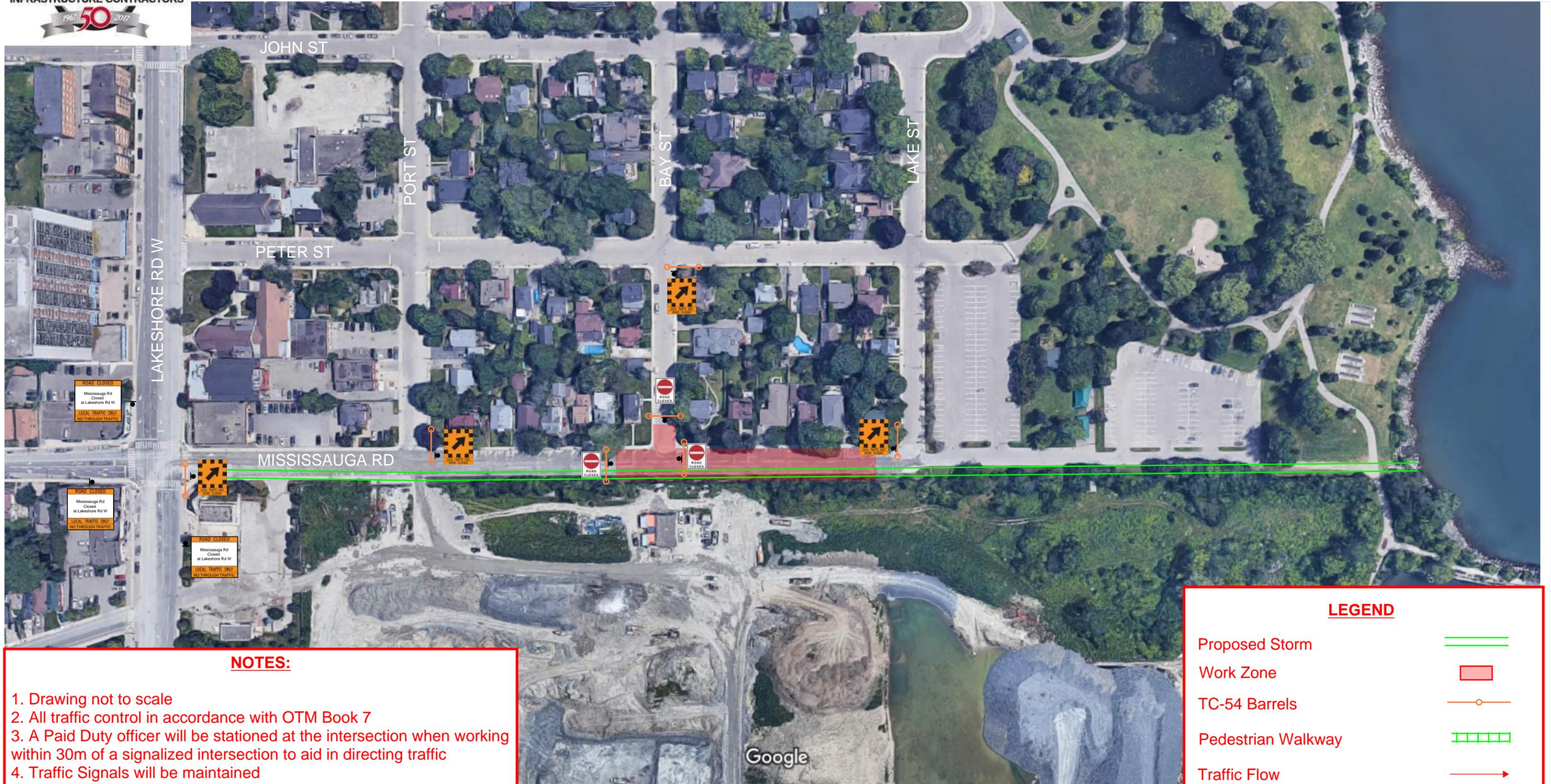
Diamond:
DANGER AHEAD
Construction zone
Open excavation
Open Water
Do Not Enter
**No Public Access beyond
this point**

Graphics

LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Fast Fence	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - MISSISSAUGA RD - STORM - PHASE 2
TRAFFIC CONTROL PLAN**



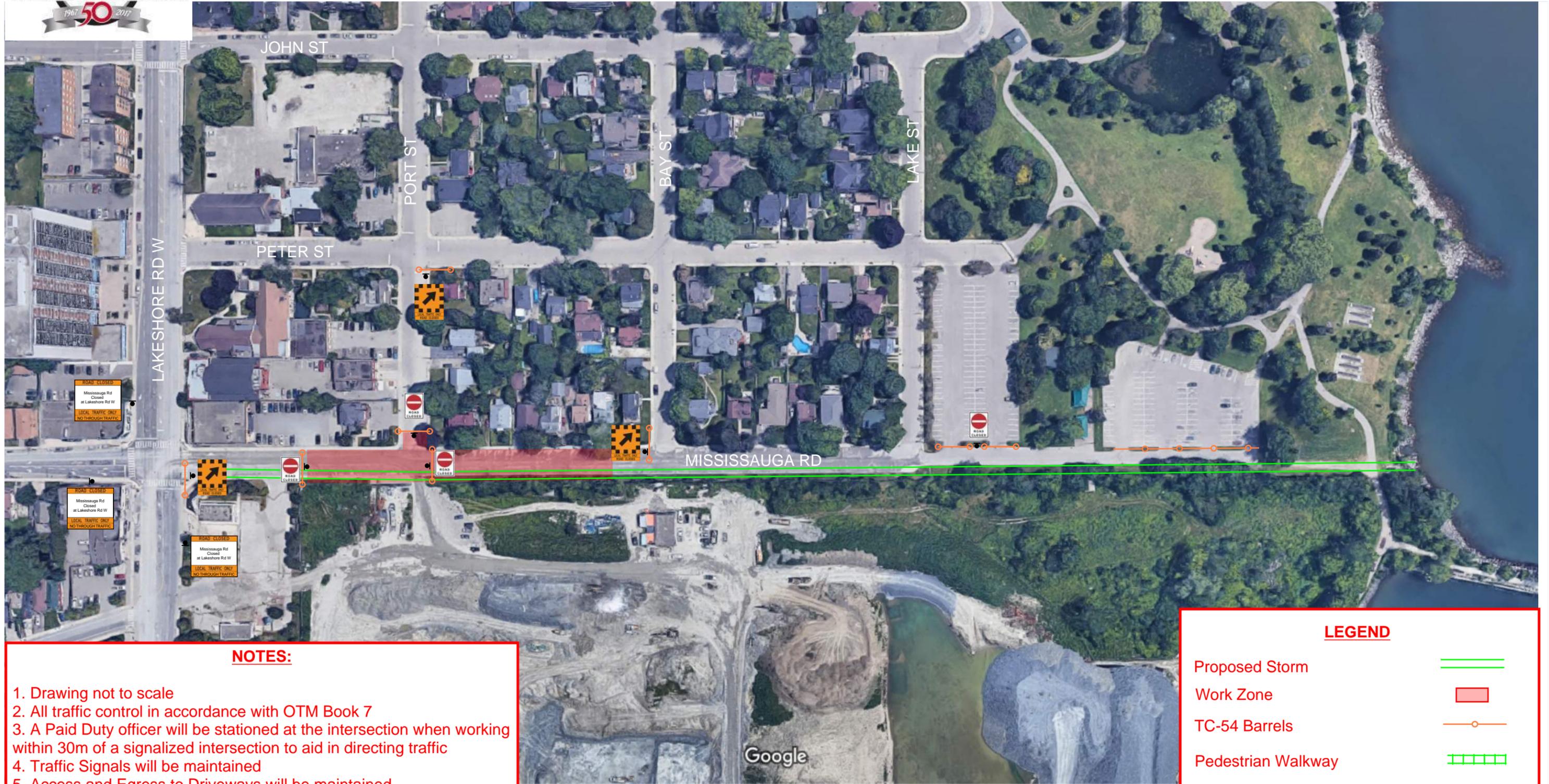
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LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - MISSISSAUGA RD - STORM - PHASE 3
 TRAFFIC CONTROL PLAN**



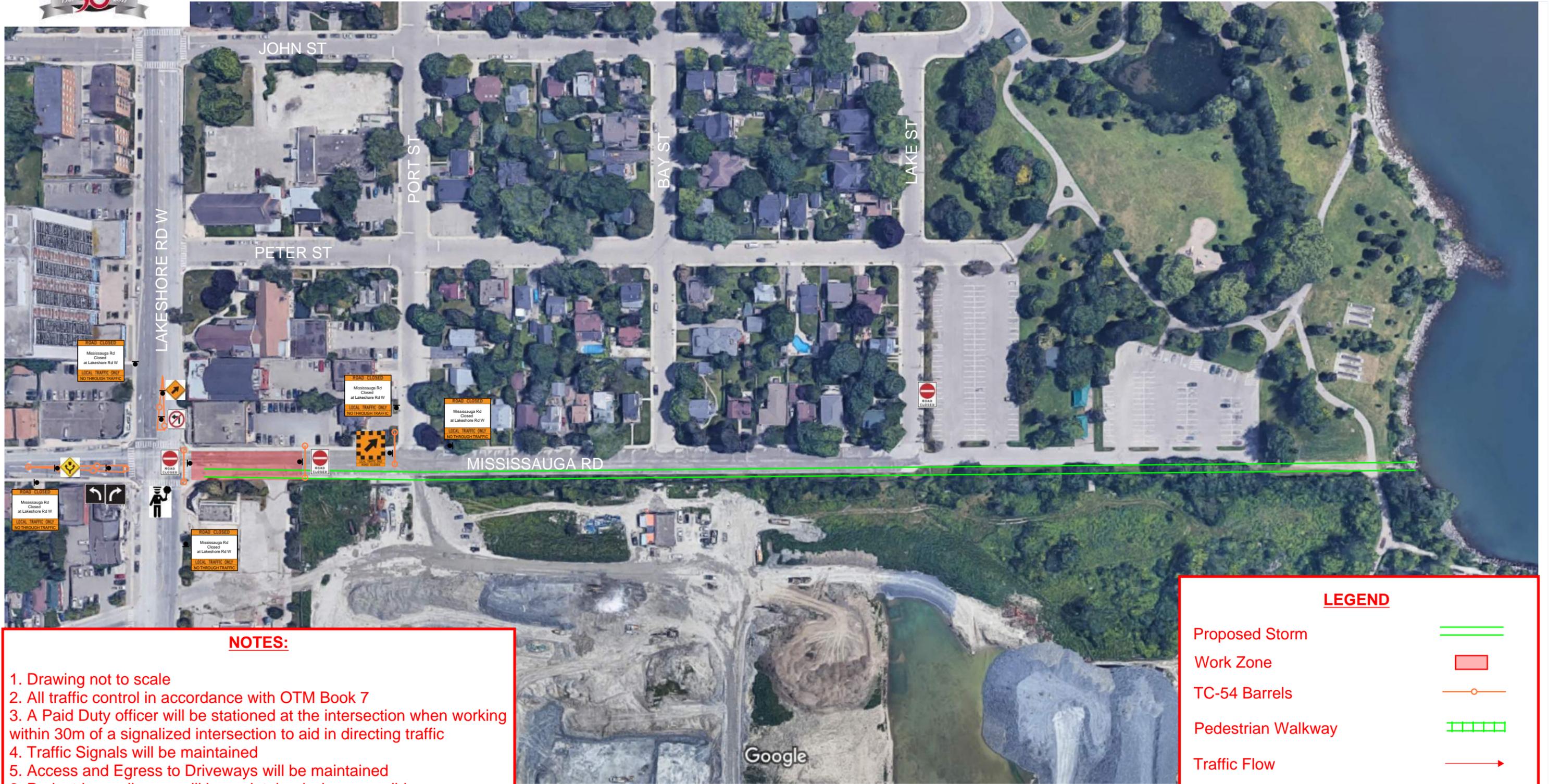
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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

- Proposed Storm 
- Work Zone 
- TC-54 Barrels 
- Pedestrian Walkway 
- Traffic Flow 
- Paid Duty Officer 
- Traffic Control Person 

**PORT CREDIT WEST - MISSISSAUGA RD - STORM - PHASE 4
TRAFFIC CONTROL PLAN**



NOTES:

1. Drawing not to scale
2. All traffic control in accordance with OTM Book 7
3. A Paid Duty officer will be stationed at the intersection when working within 30m of a signalized intersection to aid in directing traffic
4. Traffic Signals will be maintained
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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - MISSISSAUGA RD - POST-STORM CONSTRUCTION
TRAFFIC CONTROL PLAN**



Section of Roadway should be temporarily paved

One Southbound lane to remain closed on Mississauga Rd after the proposed storm sewer is installed

NOTES:

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LEGEND

- Proposed Storm 
- Work Zone 
- TC-54 Barrels 
- Pedestrian Walkway 
- Traffic Flow 
- Paid Duty Officer 
- Traffic Control Person 

**PORT CREDIT WEST - LAKESHORE RD W - CB LEAD CROSSING - PHASE 1
TRAFFIC CONTROL PLAN**



NOTES:

1. Drawing not to scale
2. All traffic control in accordance with OTM Book 7
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LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - LAKESHORE RD W - CB LEAD CROSSING - PHASE 2
TRAFFIC CONTROL PLAN**



NOTES:

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LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - LAKESHORE RD W - DOUBLE CATCHBASIN LEAD CROSSING - PHASE 2
 TRAFFIC CONTROL PLAN**



NOTES:

1. Drawing not to scale
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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

Proposed Storm	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - LAKESHORE RD W - DOUBLE CATCHBASIN LEAD CROSSING - PHASE 1
TRAFFIC CONTROL PLAN**



NOTES:

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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

- Proposed Storm 
- Work Zone 
- TC-54 Barrels 
- Pedestrian Walkway 
- Traffic Flow 
- Paid Duty Officer 
- Traffic Control Person 

**PORT CREDIT WEST - LAKESHORE ROAD WEST - TYPICAL LANE CLOSURE
TRAFFIC CONTROL PLAN**



NOTES:

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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

- Work Zone
- TC-54 Barrels
- Pedestrian Walkway
- Traffic Flow
- Paid Duty Officer
- Traffic Control Person

**PORT CREDIT WEST - LAKESHORE RD W - BRIGHTWATER BOULEVARD WATERMAIN CONNECTION
TRAFFIC CONTROL PLAN**



NOTES:

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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

Proposed/Existing Watermain	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

**PORT CREDIT WEST - LAKESHORE RD W - MASONRY WAY WATERMAIN CROSSING - PHASE 1
TRAFFIC CONTROL PLAN**



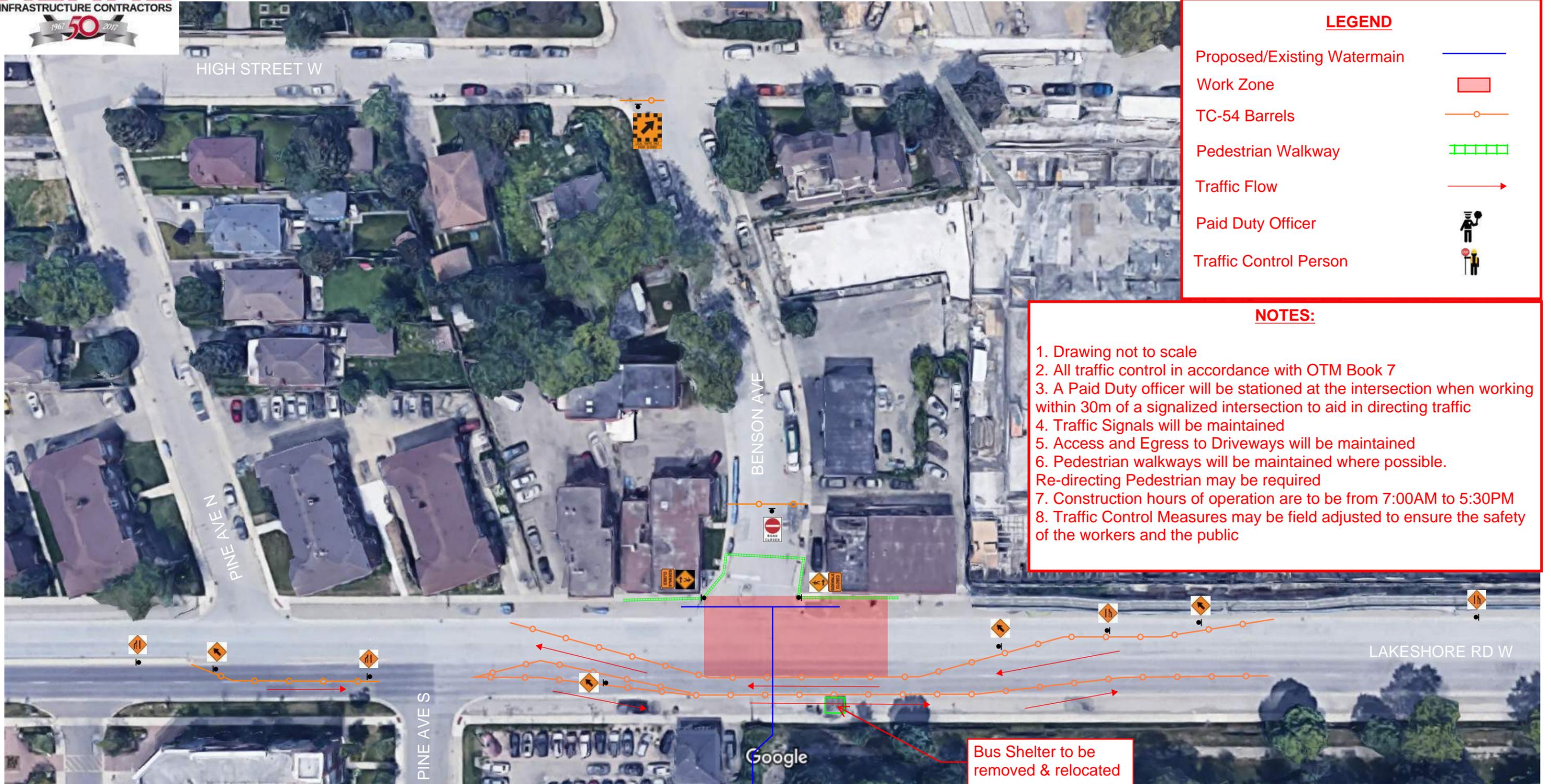
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7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

LEGEND

- Proposed/Existing Watermain 
- Work Zone 
- TC-54 Barrels 
- Pedestrian Walkway 
- Traffic Flow 
- Paid Duty Officer 
- Traffic Control Person 

**PORT CREDIT WEST - LAKESHORE RD W - MASONRY WAY WATERMAIN CROSSING - PHASE 2
TRAFFIC CONTROL PLAN**



LEGEND

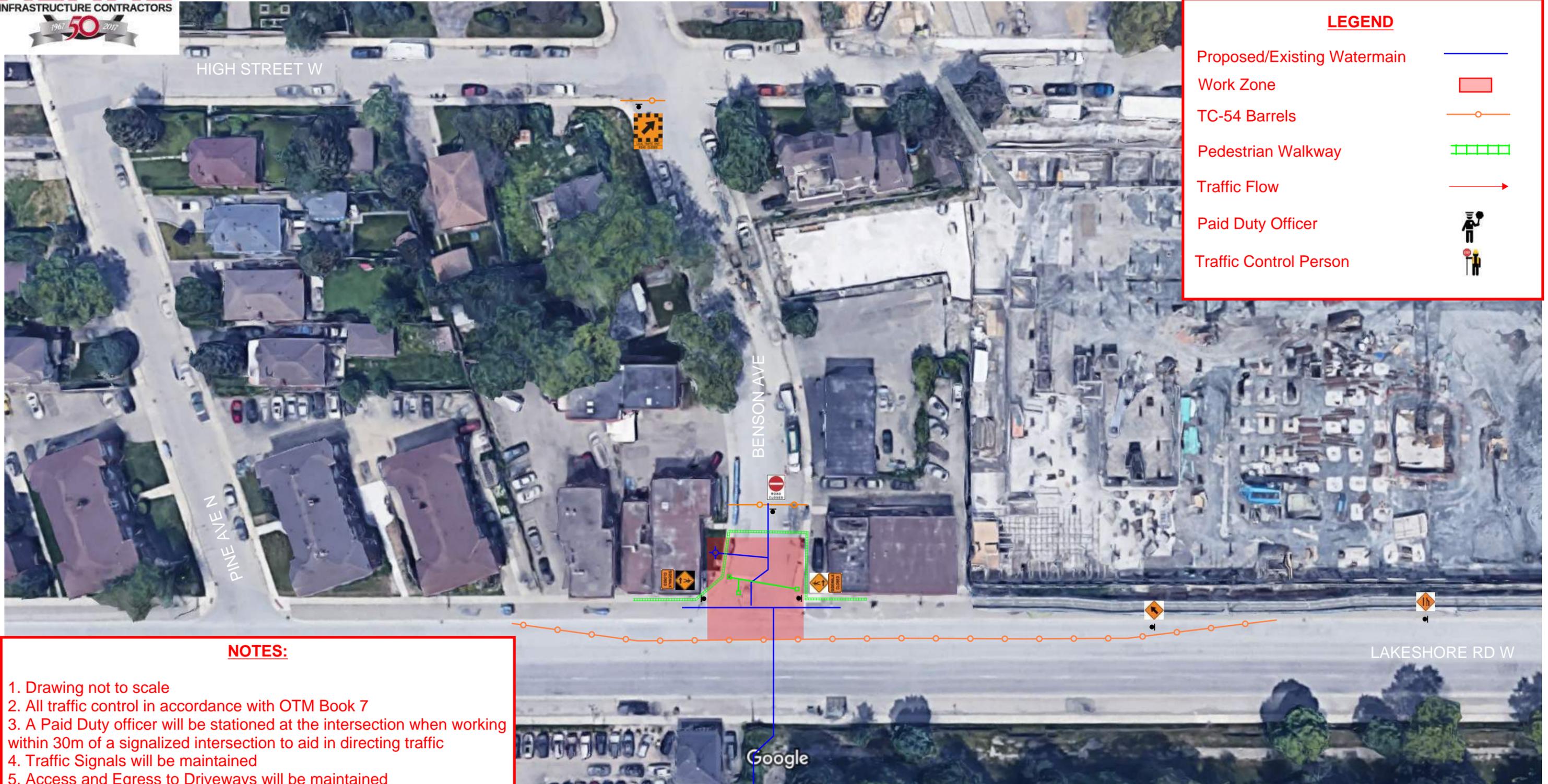
Proposed/Existing Watermain	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

NOTES:

1. Drawing not to scale
2. All traffic control in accordance with OTM Book 7
3. A Paid Duty officer will be stationed at the intersection when working within 30m of a signalized intersection to aid in directing traffic
4. Traffic Signals will be maintained
5. Access and Egress to Driveways will be maintained
6. Pedestrian walkways will be maintained where possible. Re-directing Pedestrian may be required
7. Construction hours of operation are to be from 7:00AM to 5:30PM
8. Traffic Control Measures may be field adjusted to ensure the safety of the workers and the public

Bus Shelter to be removed & relocated

**PORT CREDIT WEST - LAKESHORE RD W - MASONRY WAY WATERMAIN CROSSING - PHASE 3
TRAFFIC CONTROL PLAN**



LEGEND	
Proposed/Existing Watermain	
Work Zone	
TC-54 Barrels	
Pedestrian Walkway	
Traffic Flow	
Paid Duty Officer	
Traffic Control Person	

NOTES:

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