
West Village, 70 Mississauga Road South, Mississauga

Construction Management Plan Phase II: Earthworks

FINAL - *REVISED*
JUNE 15, 2020

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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 earthworks phase of the redevelopment of the former Texaco refinery located at 70 Mississauga Road South, Mississauga (the Site). This earthworks phase includes cut/fill site excavation to shape the future right of ways and grading works to direct/mitigate storm run off consolidation within the property, in preparation for future servicing and building construction throughout the site. This work will require some import of material in order to finalize the remediated site surface. 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.

Con-Drain Company (1983) Limited (Con-Drain) will be will register as the Constructor for the Site with the Ministry of Labour and be responsible for the moving and placing of material from stockpiles on site and all final surface preparation work related to this construction phase. 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).

Con-Drain, 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 parking lot located at the main gate to the site on Mississauga Road.

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 earthworks contract in order to finalize the remediated site surface, which is to include but is not limited to:

- Movement of stockpiled materials that have been stored on site
- Demolition of found infrastructure (any pipes, manholes or other material left abandoned prior to development; *see section 7.0*)
- Dewatering of consolidated stormwater surface runoff
- Cut/fill site excavation in order to better consolidate stormwater runoff volumes to minimize runoff that could potentially impact the surrounding lands and community infrastructure

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.

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.



We anticipate that the Waterfront Trail will remain open during these works. If there is work necessary that could impact the Trail, it may be temporarily modified/closed and fenced for safety purposes, in coordination with the City of Mississauga with prior public notification.

3.0 UTILITY DISCONNECTIONS

Con-Drain 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).

Con-Drain 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 Con-Drain'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 cameras or security guards, may also be necessary.

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 during the summer months with more daylight, working hours may be extended from 7:00 a.m. to 7:00 p.m., 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.

5.2 Odour

Subsequent to completion of source remediation of the site completed prior to this earthworks program, some residual compounds 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 Contractor will implement supplemental odour controls on an as-needed basis.

6.0 TRAFFIC MANAGEMENT & CONSTRUCTION PARKING

6.1 Traffic Management

There will be one main vehicular entrance gate to the property. Gate #1 will be used for site entry and exit, Gate #1 is located at the existing curb cut on Mississauga Road directly across from Port Street West. It will be used as the main access for construction and support personnel parking as well as the entrance and exit of construction traffic from the site. Gate #2 will be made available during regular site works activity. Should logistics require Gate #2 may be utilized on occasion for construction traffic via the existing curb cut on Lakeshore Road West directly across from Benson Ave.

The site works involves the movement of soils within the site and placement of imported soils from source site(s) in the GTA. The specified 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 #2 (*if accessible*) or turn right onto Mississauga Rd. and enter site via Gate #1. Trucks will depart site through Gate #1 or Gate #2. Trucks leaving site will navigate freely to their next destination.



Trucks will be staged on site and will start entering the Site at no sooner than 7:00 am. During excavation and cut/fill work, trucks will depart the site approximately two to three trucks every 15 minutes for the duration of the workday during import operations. Con-Drain 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, Con-Drain will employ Traffic Control Persons at either gate on site to manage trucks safely turning into and out of traffic. Con-Drain 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.



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 Con-Drain 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 Construction Trades Parking

Construction parking will be provided on site, on the east side of the Site (See Schedule A) Notwithstanding the provision of on-site parking, trades will be 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 will be separated on site to maximize recycling. Material separation will occur on site per Schedule A below, a logical 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) during this phase of construction will be stock piled for sorting. For example, found concrete or steel pipe will be 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

Con-Drain 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

Con-Drain 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 the remediation works, several trees will need to be removed. An arborist report has been prepared by Bruce Tree dated August 2017 (*revised May 2020*) to minimize the number of trees requiring removal, to apply a staged approach to removal of trees at the site perimeter, and to ensure the protection of remaining trees.

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

Key directives within the arborist report include the following:

- The timing of the tree removals on the site must be coordinated with the project biologists to ensure compliance with the Migratory Birds Convention Act. As identified by Savanta Inc., tree removals for Phase I, if performed between September 2017 and March 31 2018 should comply with the Act.
- If tree removals are not completed within that time frame, further consultation with Savanta will be required.

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. Con-Drain 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.

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. Con-Drain'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 scheduled from Q2 2020 – Q4 2020.

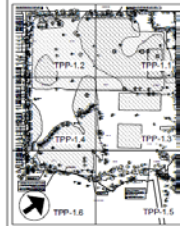
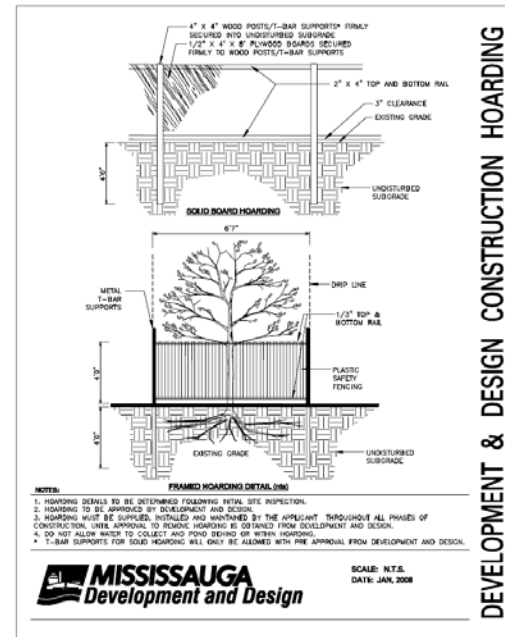
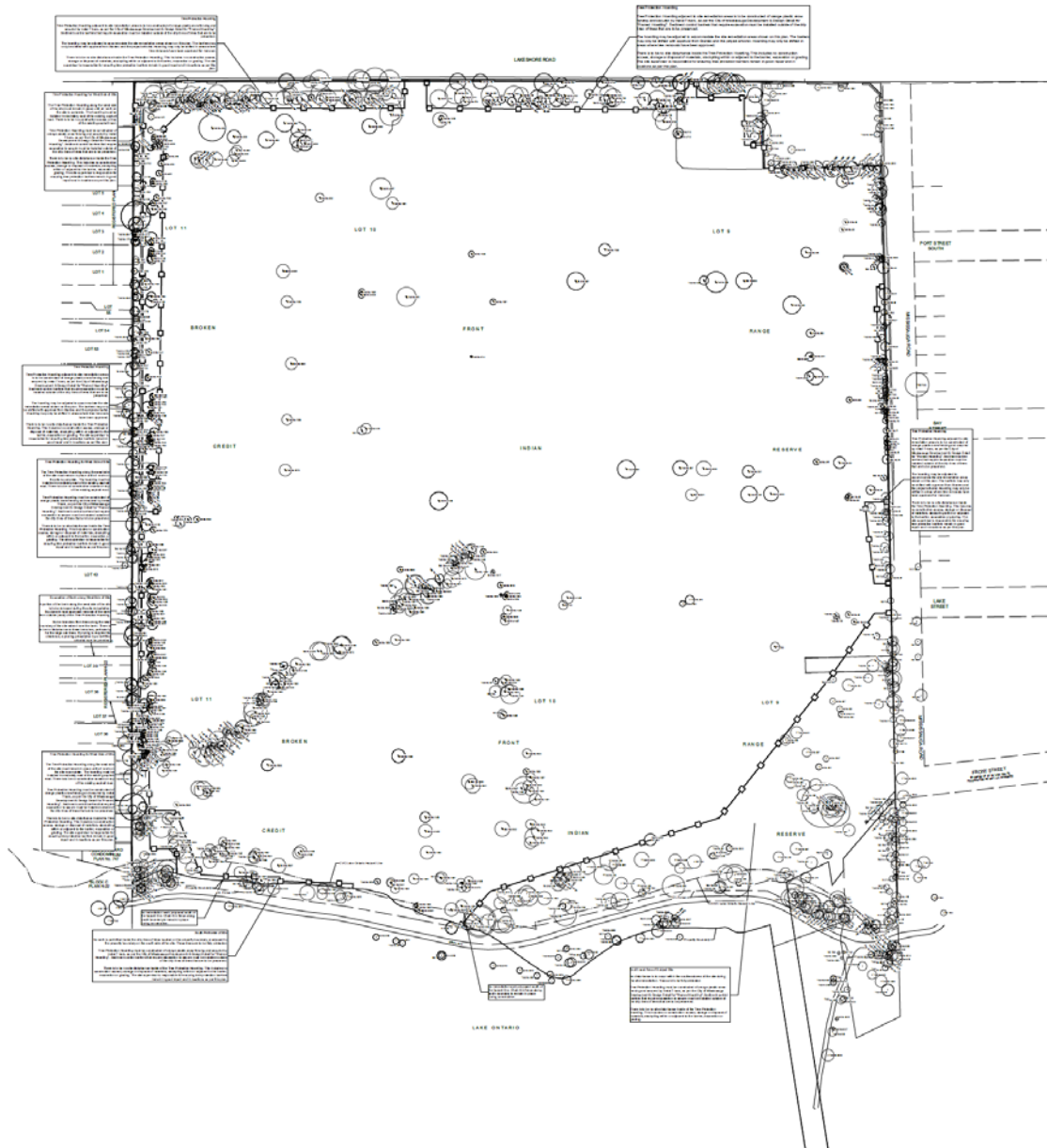
14.0 CONCLUSION

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

Schedule A: Site Plan



Schedule B: Tree Survey



GENERAL NOTES

1. This plan must be read in conjunction with the report prepared by Bruce Tree Expert Company Ltd. dated Aug. 8 2017.
2. Bruce Tree Expert Company Ltd. provided the tree removal icons, tree protection barriers icons for trees 191 1920 2035 2036 2070 (location approximate) and tree protection comments. Survey information was provided by JD Barnes Ltd. dated July 1 2017.

3	
2	Aug 17 2017 - Forestry permit application
1	Aug 9 2017 - Review
Rev.	Date

LEGEND

TAG No. 101	Tree corresponding to tree inventory
NO TAG	Tree not included in inventory (not byline process)
TAG No. 102	Tree protection barrier
TAG No. 103	Tree to be preserved
TAG No. 104	Tree to be removed

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TREE PROTECTION PLAN Site Remediation

70 Mississauga Rd South
Mississauga, Ontario
Rev. 1/18 11021-278 Scale 1:500

TPP-I.0