

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

Lakeview Waterfront Connection

Open House and Public Meeting

November 16, 2015, 6:30 – 9:30 p.m.

Clarke Memorial Hall, 161 Lakeshore Road West, Mississauga, ON

Meeting overview

Region of Peel (RoP), Credit Valley Conservation (CVC), Toronto and Region Conservation Authority (TRCA) and local residents met to review the updated conservation area detailed design and proposed new construction access route for the Lakeview Water Connection (LWC) project. Kenneth Dion, TRCA, gave a comprehensive overview and status update of the project. Participants contributed to the discussion commenting on the proposed new construction access route and sharing their ideas for various design elements of the project.

Presentation overview

Jon MacMull (CVC) – Introduction and discussion facilitator

Councillor Jim Tovey (Mississauga, Ward 1) – Welcome speech

MP Sven Spengemann (Mississauga South) – Welcome speech

Kenneth Dion (TRCA) – Presentation of detailed design

Project Team in Attendance:

Kenneth Dion, TRCA

Kate Hayes, CVC

Janice Hatton, RoP

Jeff Hennings, RoP

Mark Preston, TRCA

Jon MacMull, CVC

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

Kimberley Holt-Behrend, CVC

Beata Jones, City of Mississauga

Attendance

75 individuals (residents and members of local community organizations) attended the public meeting.

Group discussion summary

1. Do you agree with the evaluation outcomes for the proposed construction access route? (See included handout)

Comments:

- Yes, I agree. However, my primary concern is reusing the route following construction
- Yes, route 1C is well done
- Better than Arsenal Lands
- Excellent idea
- Group is very supportive
- This seems so much more expensive? Concern about costs
- Dixie Rd vs. Cawthra Rd. (adding 200 trucks per day)

Questions:

- Where is the majority of the fill coming from?
 - **Response:** The majority of the fill will be coming from the Region of Peel but other sources will be sought to maintain schedule and budget

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- What will the impacts of the trucks be on Dixie Rd after its construction?
 - **Response:** Trucks will be arriving and leaving via different routes, though Dixie Rd will be one of the primary routes. Given that the addition of 200-250 trucks per day represents a small percentage of the total traffic volume currently experienced on a daily basis, the cumulative impacts attributed to this specific project are low.
- Will fill be tested on site for quality or to ensure it meets standards?
 - **Response:** Potential fill source sites will be required to go through detailed geochemical analysis to confirm that the materials meet the applicable quality standards. Bills of Lading will be used to enable close tracking of source and material types. Each load will be visually inspected at the gate. Test samples will periodically be undertaken to confirm materials meet quality conditions once on site.

2. Do you have any questions or comments about the structural elements of the conservation area? (E.g. shorelines, islands, river channels, wetland function, etc.)

Comments:

- No, looks great!
- As a group we agreed it looks great
- I enjoy all of the elements
- Happy about Serson Creek stepped node (outlet) for fishing
- Would like the islands to look less like hotdogs (robust)

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

Questions:

- How will existing river channels be affected?
 - **Response:** Both creeks will be connected to new coastal wetlands, and Serson Creek will be designed to allow fish access in the watershed for the first time in decades
- Will there be any diversion for Etobicoke Creek? I.e. flooding from 2014
 - **Response:** Etobicoke will not be changed as a result of the LWC
- Will the sand beaches or any other elements involving sand be replaced each year?
 - **Response:** The new beaches created will consist of cobble materials (~20cm diameter) west of the easternmost island. The created beach from the first island to where it connects with Marie Curtis Park Beach will have rock sized cobble between 2 and 7.5 cm in diameter. It is expected in the summer, sand will accumulate naturally above the rock on this most eastern part of the new beach. During the winter storms, that sand top dressing will be pulled offshore, and will appear similar to the conditions found at the existing Marie Curtis Park beach. There is no plan for a formal sand nourishment plan for the existing Marie Curtis Park beach, nor the newly created beaches, though sand is periodically added when needed, such as after the July 2013 storm.
- Is there enough flow down Serson Creek for wetland?
 - **Response:** Wetland function is based on Lake Ontario water levels. As such, there will be sufficient water to maintain those habitat features.

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- Will there be a swamp?
 - **Response:** There is an ephemeral wet forest located along the base of the WWTF lands between the Applewood Creek and Serson Creek wetlands.
- Are you concerned about destructive animals, such as cormorants?
 - **Response:** The project design and management has taken into account known issues such as cormorants (e.g. islands designed to overtop with water to dissuade establishment of trees and shrubs for roosting) and invasive species such as emerald ash borer (e.g. no use of ash in planting plan). However, it is impossible to foresee all possible effects that future animals may use. CVC will actively monitor and manage the site after construction and will devise response plans if and as required
- How many years for the fill to come in?
 - **Response:** About 7-10 years
- Will the islands have the same quality assurance?
 - **Response:** Yes, all material will go through an inspection process, ensuring it meets quality standards.

3. How do you like the layout and form of trails at the naturalized conservation area?

Comments:

- Looks great! Nice and close to the shoreline
- It looks good
- It looks similar to Humber Bay trail
- The trails need to be wide enough for capacity

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- The walking trails should be separate from the cycling trails
- A number of areas need to be wheelchair accessible
- No lighting during night time to discourage night use rather than closing the park
- There needs to be signage to encourage walking or dismounting from bikes
- You could use different surfaces to encourage specific activities (i.e. biking vs. walking)
- Example of Vancouver park
- There should be multiuse trails
- You could use marking on the pavement for trail usage (i.e. this side for cycling and that side for walking)

Questions:

- Any connections to island? Or just via swimming?
 - **Response:** There are no connections from the shoreline to the islands and given the potential rapid changes in weather, swimming to the islands will be discouraged.
- Will the trails be maintained in the winter?
 - **Response:** No, consistent with CVC policies we do not not anticipate maintaining the trails in the winter. Signs will be installed annually in December notifying individuals that the trails are not maintained in the winter.
- Is there a plan for a rail system?
 - **Response:** No, as the design is intended to be a naturalized conservation area, we do not anticipate the inclusion of rails along the trails at this time.

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- How will the trail be shared with bikes?
 - **Response:** The design intends for the existing Waterfront Trail north of the WWTF to remain in operation, providing a more direct route for higher speed bicycle commuting. A primary trail system in the LWC is considered at this time, as a 4.5m wide paved trail which will effectively double the existing trail capacity south of Lakeshore Road. Secondary trails will be placed in the LWC that will be 2.5m wide of crushed limestone that will be dedicated to pedestrians, and will provide alternative trail routes through the park away from the primary shared multi-use trail. We will continue to engage with agencies and the public on this item.

4. How do you like the layout and form of the various look-outs? Including the seating nodes, informal seating areas, the interpretative boardwalk into the hemi-marsh and the stepped armourstone at the Serson Creek outlet to encourage an informal fishing node at the creek mouth.

Comments:

- As a group we like the features
- The current amount of look-outs is not enough
- There should be an elevated platform at Applewood wetland
- There should be more benches put in sporadically throughout the project
- Then large trees should be planted beside the benches for appropriate shading
- Would be to see separated bike trails from pedestrians
- We are concerned about car access and parking

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- There should be informational/interactive signage for how to respect natural spaces
- QR codes/interactive tour
- The main look-out should be accessible

Questions:

- Will you be building a picnic site? A designated area?
 - **Response:** No, there will be informal seating and lots of green space for people to have informal picnics but not a dedicated area for picnic tables and shelters .
- What about garbage cans and dogs?
 - **Response:** It is intended to have garbage receptacles at both ends of the LWC where people can deposit garbage at the end of their visit. Dogs will be on-leash only as it is intended to attract wildlife. A dog-off leash area is already located in Marie Curtis Park West.
- Is there an armourstone edge for people to sit on?
 - **Response:** Informal armourstone seating can be found throughout the Conservation Area.
- How many people can the current look-out accommodate?
 - **Response:** The various look-outs vary in capacity from a few people to several dozen people. The park is intended for accommodating family unit or smaller groups that would visit for such activities as nature interpretation and education.

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

5. The tie-off groyne between LWC and Marie Curtis Park beach is intended to be as non-descript as possible (buried in the beach material further up and low-lying further out in the water). The groyne is intended to play a role in beach stability and for fish habitat rather than encouraging public access out into the water at this point. Do you concur?

Comments:

- Yes, this is good
- It's too bad we won't be able to walk on it
- It would be nice to be able to see the CN Tower from the groyne
- If it is too prominent, it will look too divided
- People are fine with this but if it's there, people will use it
- Keep budget to a minimum on this feature but address its use
- No matter what you do, people will walk on it anyways
- You could fence it off but it will be an eyesore
- Instead of fencing it off, you could just make it for user friendly
- You could make it a look-out

Questions:

- Will there be easy access?
 - **Response:** The groyne is generally a linear pile of rocks that extends for about 30-40m from top of beach to offshore. Depending on lake levels, the in water portion of the groyne could be at, below or above the water's surface. People that wanted to walk on the rocks, would be able to do so.

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- Are we able to use it for something?
 - **Response;** The primary function is to stabilize, the new beach being created to the west of it. Given the low-lying nature of the groyne and its close proximity to the existing beach, it was deemed not to have much value in providing unique views as would be created elsewhere in the LWC Project. Better fish habitat will also be established further to the west, than would be provided by the groyne itself.
- Could it be used for fishermen to stand on?
 - **Response:** If fishermen think it is a good spot to fish, they will definitely stand on the structure. But we suspect better fishing opportunities would be generated to the west in the LWC, than in close proximity to the public beach at Marie Curtis Park.
- Will people jump off of it for swimming?
 - **Response:** The groyne is intended to be sufficiently low that there would not be much of a jump.

6. It is not park of the Lakeview Waterfront Connection; however, what would you like to see done with the eastern pier (fenced off until a more permanent use is defined)?

Comments:

- People want to walk out onto the pier
- It could be used as a ferry stop
- Boat racing in channel / tournaments
- Common Tern or other wildlife habitat

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- Put wood decking on it
- Put rocks around it and naturalize it
- It should be accessible for people with wheelchairs
- Perhaps it could be made to look like the Burlington Pier
- Turn it into a tourist attraction
- Use it as a dock/boating station
- Put benches along it
- Put telescopes and platforms on them
- We don't think it should be used for anything because of safety reasons
- Attach another island to it and make a somewhat seamless connection
- Promote connection from Marie Curtis Park
- Cover it up/bury it with rubble
- Use the ships as an educational tool/promoting local history

Questions:

- Could it be removed?
 - **Response:** It would be very costly and this isn't something we would like to do given its history and aesthetic potential.
- How high above the water level are the ships?
 - **Response:** When you get to the third ship, it's only a few feet higher than the water level. It's very dangerous in windy weather and the winter
- What's there now?
 - **Response:** Nothing

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- Are they home to any animal/bird species?
 - **Response:** Cormorants and gulls are often seen in significant numbers on the pier in the summer.

7. Additional comments, questions or concerns?

Comments:

- Keep it on budget and keep it on time!
- Would like “pebble-sized” beach rocks leading from Marie Curtis beach as far past Applewood Creek as possible
- People like to walk on the beach and should be allowed to continue to do this. “River rock sized and larger” is almost impossible to enjoy – uncomfortable under foot!
- Not everyone rides speed bikes, or wants to walk on pavement trails. I have made this request at every meeting.
- Keep trails separate
- I suggest people visit Col. Sam Smith Park which was an initiative by MTRCA. It’s very similar to this project, which was received very suspiciously by me and many others when we first heard about dumping fill in the lake. In fact, one of the very first assessments under the EA Act was undertaken as a result of our objections. It is now an amazingly “natural” and beautiful place visited by bird watchers from all over, especially when the whimbrels land there in the spring, and our group runs nature popular programmes for elementary schools.

LAKEVIEW WATERFRONT CONNECTION

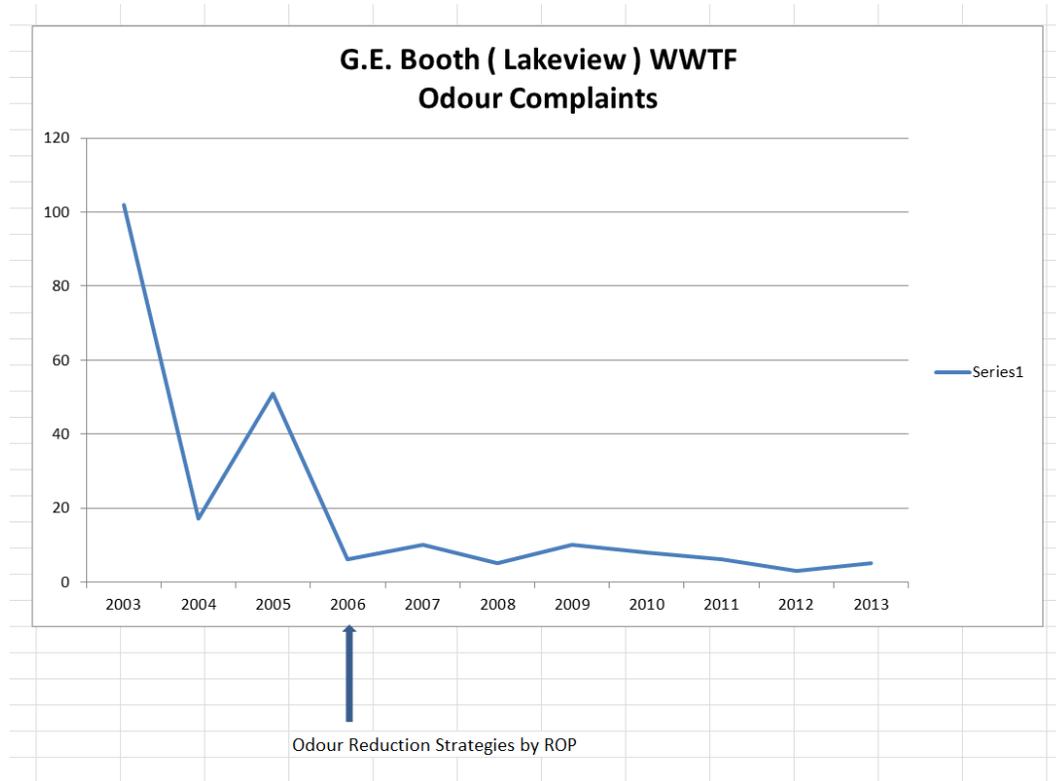
Transforming our waterfront

Questions:

- Will provisions for parking and lifeguard safety be implemented?
 - **Response:** Being land locked from Lakeshore, parking on the lands for LWC Conservation Area, is not possible. The LWC Team has been working closely with the City of Mississauga through the Inspiration Lakeview planning process and it is intended that parking is provided near the western trail link as part of that Planning initiative. Similarly, with the Arsenal Lands planning activities, it is anticipated that parking will be a component of the plans implemented there. Lifeguard stations are not anticipated in the created beach areas: while as CVC park staff will be monitoring the park there won't be full-time staff. CVC will also not be advocating swimming on those portions of the waterfront.
- Will the additional trees reduce the smell from sewage plant?
 - **Response:** While there may be some “filtering” benefit of having grasses and forest habitats located between the trail users and the WWTF, vegetation is not intended or anticipated to mitigate any odours generated from the plant. The Plant has however, incorporated millions of dollars in odour control upgrades in the plant over the last 10 years; as such, complaints received have dropped tremendously.

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront



- How will other Port Credit developments be affected? I.e. cost delays, road signs, etc.
 - **Response:** We will do our best to disturb the community as little as possible. We will be in close communication with the community whenever there may be a delay.
- Are you able to start construction sooner?
 - **Response:** We are doing our best to stay on track with our timeline
- Are wind turbines being considered?
 - **Response:** No
- Are you putting drinking fountains in?
 - **Response:** No

LAKEVIEW WATERFRONT CONNECTION

Transforming our waterfront

- What about tobogganing?
 - **Response:** We will put up signs to discourage this activity
- Are you going to put in lighting for safety?
 - **Response:** Likely not
- Could there be phased use during construction?
 - **Response:** This is something we are looking into

Concerns:

- Issues with bathroom accessibility
- Concerned with the smell from Applewood Creek
- There should be emergency response buttons, similar to parking lots and college/university campuses