



Credit Meadows Park Expansion (Former Harris Lands) Schedule B Municipal Class Environmental Assessment

Welcome



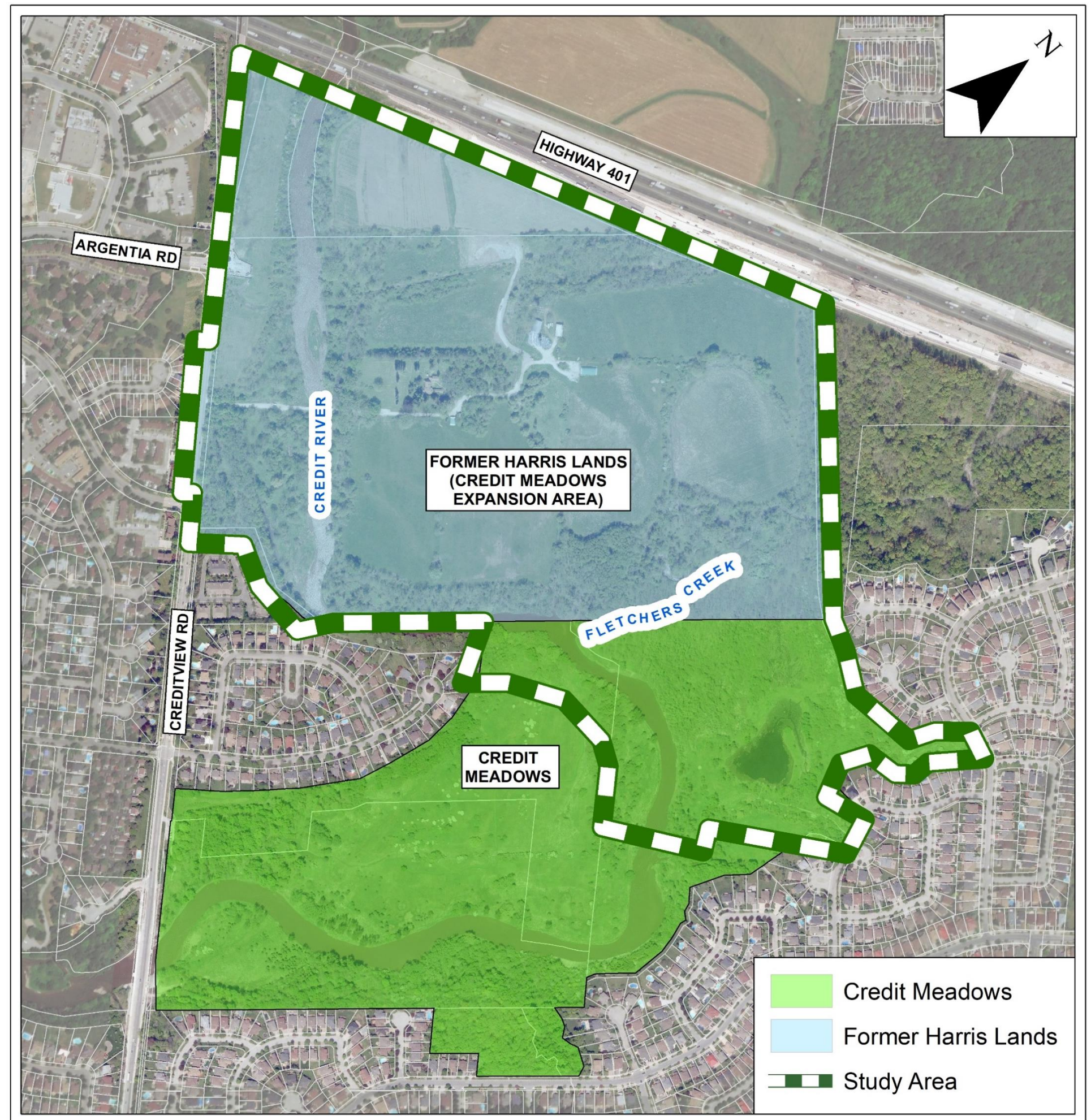
- We invite you to participate in the Credit Meadows Park Expansion Project.
- Please review the information in this presentation.
- Please fill out the online survey found at mississauga.ca/creditmeadows.
- Please ask questions and share your thoughts.

Introduction

What is the Credit Meadows Park Expansion?

The former Harris Lands are owned by the City of Mississauga and are intended to be developed as a public park for passive recreation.

The City intends to expand the existing Credit Meadows park located to the south to create a larger public park along the Credit River. The expanded park will offer a number of passive recreational uses, including walking, hiking, cycling and nature appreciation. Other uses are being considered and may be developed in the future.



Study Scope

The former Harris Lands are not currently open to the public. To move forward with opening the site, the City is undertaking several studies, pertaining to the natural heritage, archaeology, soils, river function and flooding, which will inform a phased park design and development.

Environmental Assessment

An Environmental Assessment (EA) is one of the background studies required to support the phased park design and development. Pedestrian bridges are being proposed to connect the former Harris Lands to the existing Credit Meadows park south of the Credit River and to residential neighborhoods to the east and west. Bridges are identified as Schedule B projects under the Municipal Class EA process. The EA examines the preferred pedestrian bridge and trail locations at the former Harris Lands.

This presentation focuses on the EA. In addition, recommendations for phased park design and development are presented. It is anticipated that construction for Phase One will commence in 2021, allowing the park to open in 2022. Subject to available funding, Phase One may include a parking lot along Creditview Road, entrance road improvements, pedestrian bridges and primary connecting trails.

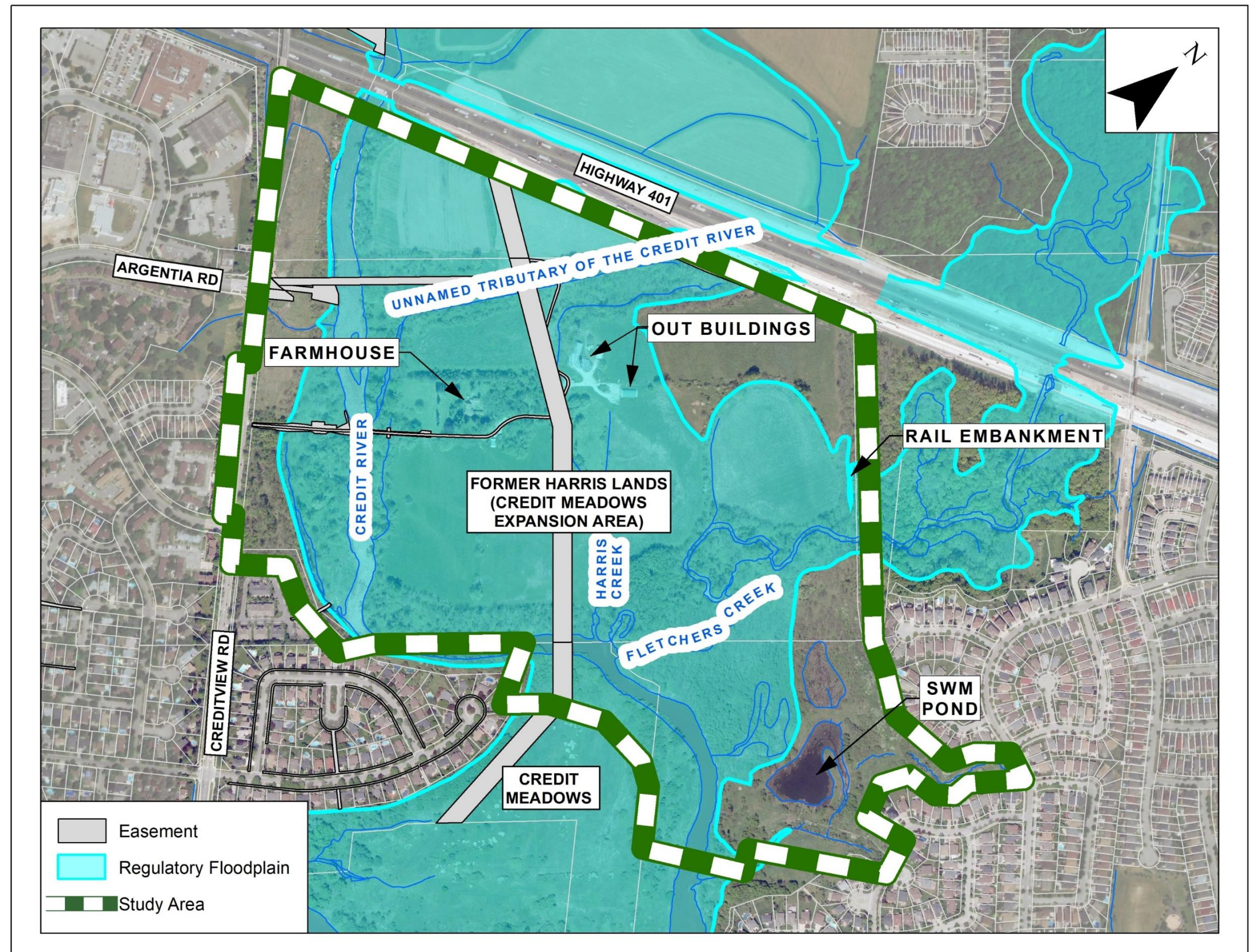
Study Area

The Study Area comprises the former Harris Lands, bounded by Creditview Road to the west; Highway 401 to the north; a natural area and residential neighbourhood to the east; and the existing Credit Meadows park to the south, which includes a variety of open space and natural areas.

The former Harris Lands are listed on the City's Register of Heritage Properties.

Existing key site features include:

- A former farmhouse and outbuildings
- Former rail line embankment
- Credit River
- Fletcher's Creek
- Flood plain
- Woodlands
- Wetlands
- Meadowlands
- A stormwater management pond



Previous Park and Trail Planning Studies

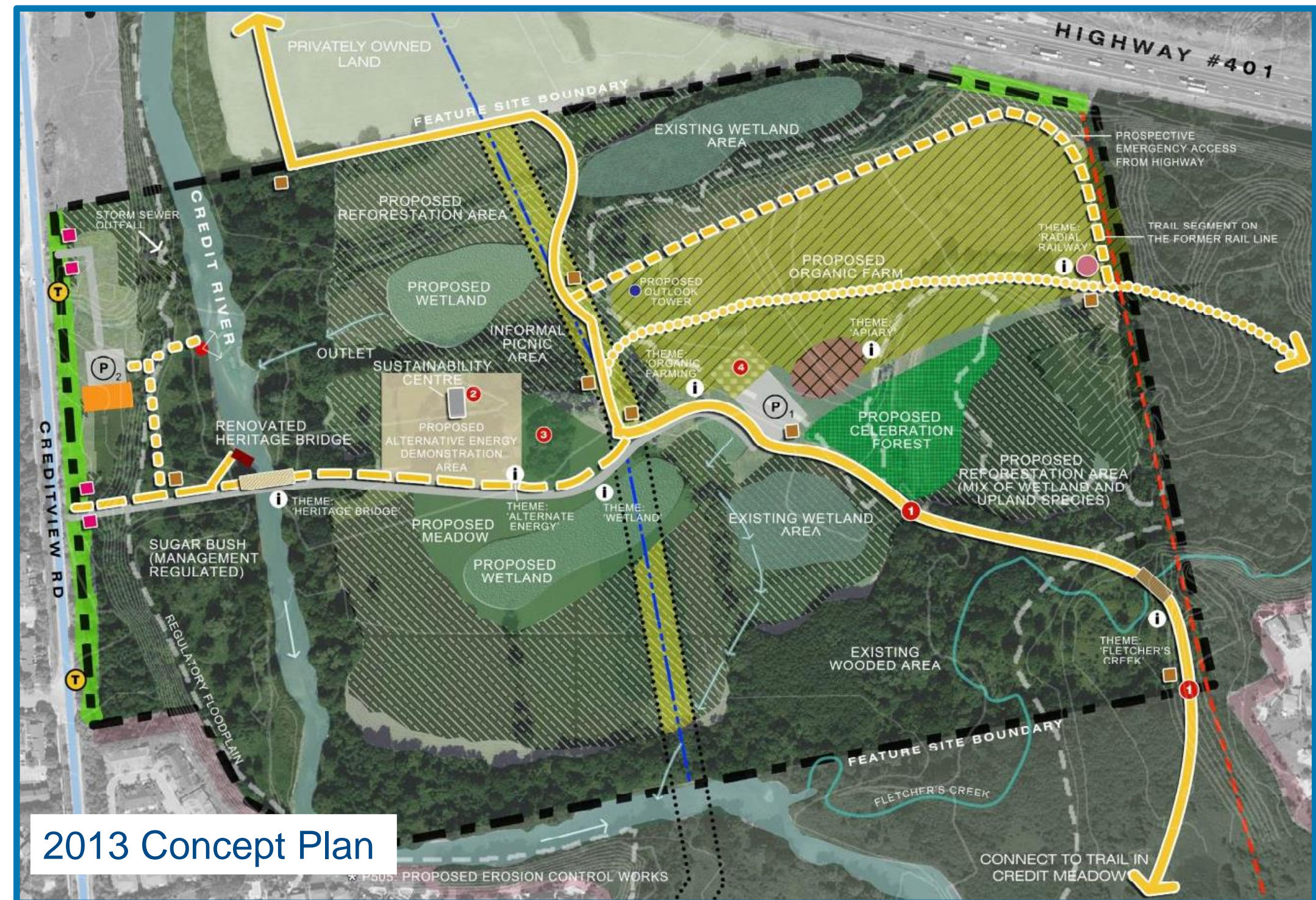
Credit River Parks Strategy

Several studies have identified the need for trails through the former Harris Lands, including the Credit River Parks Strategy (CRPS).

This strategy aims to create a natural corridor by linking, restoring, and enhancing natural features along the Credit River.

The former Harris Lands were identified as one of seven “Feature Sites” along the Credit River.

As a feature site, a Concept Plan was developed in 2013 as part of the CRPS for the former Harris Lands (see right). The CRPS can be viewed by clicking [here](#).

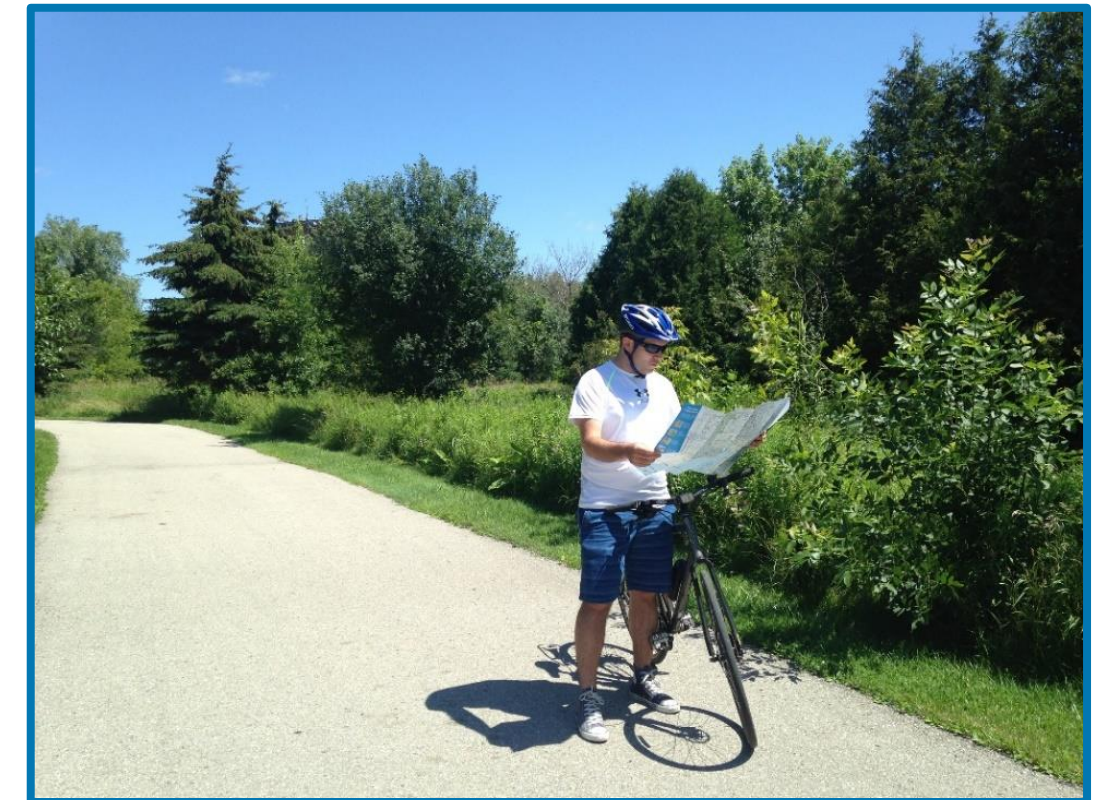
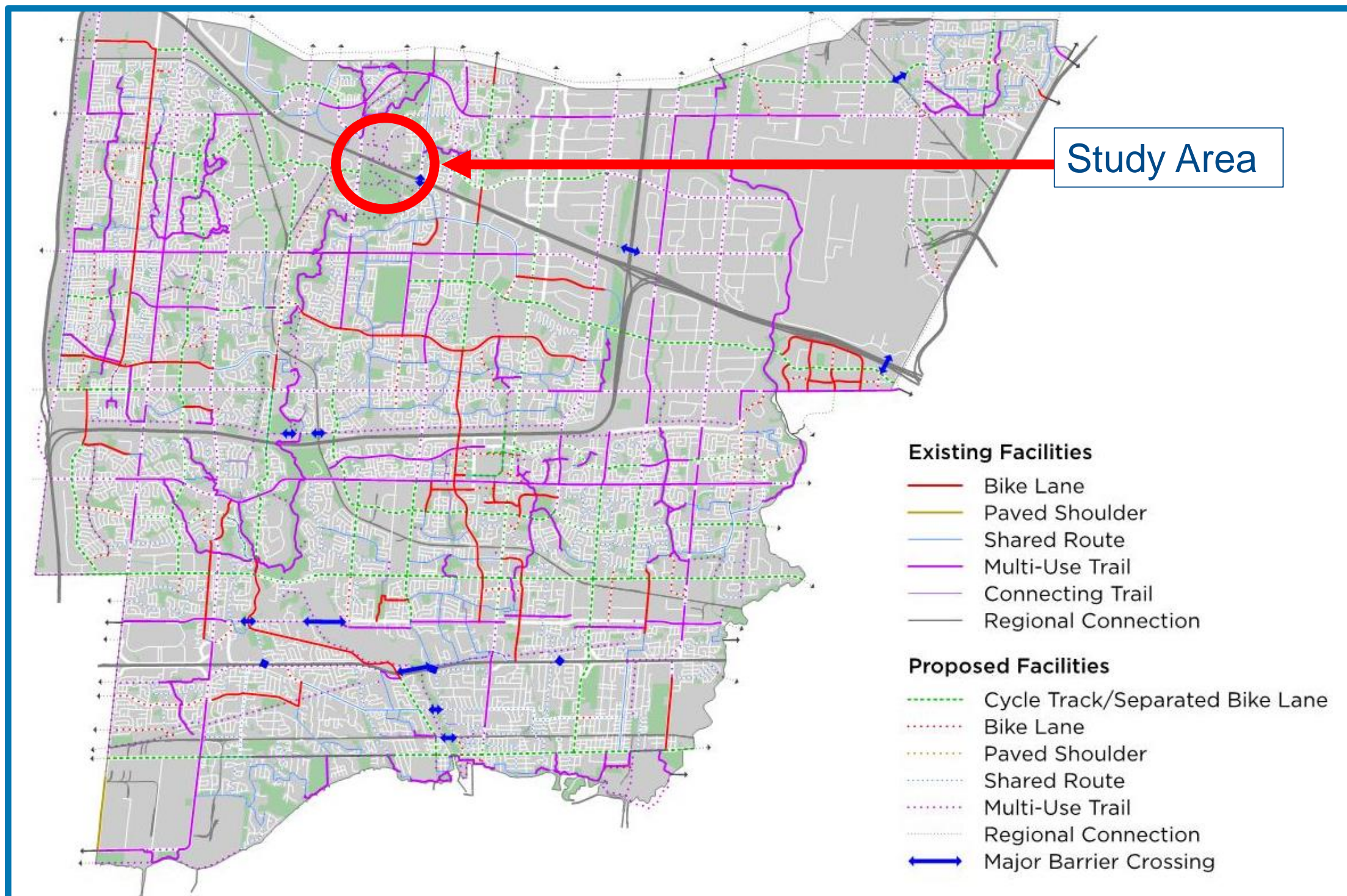


The above Concept Plan will be updated based on the results of the background studies and EA preferred trail and bridge locations.

Previous Park and Trail Planning Studies

Cycling Master Plan

The City's 2018 Cycling Master Plan recommends Multi-Use Trails through the former Harris Lands connecting to the larger city-wide trails system to the north, south, east and west. The Cycling Master Plan can be viewed by clicking [here](#).



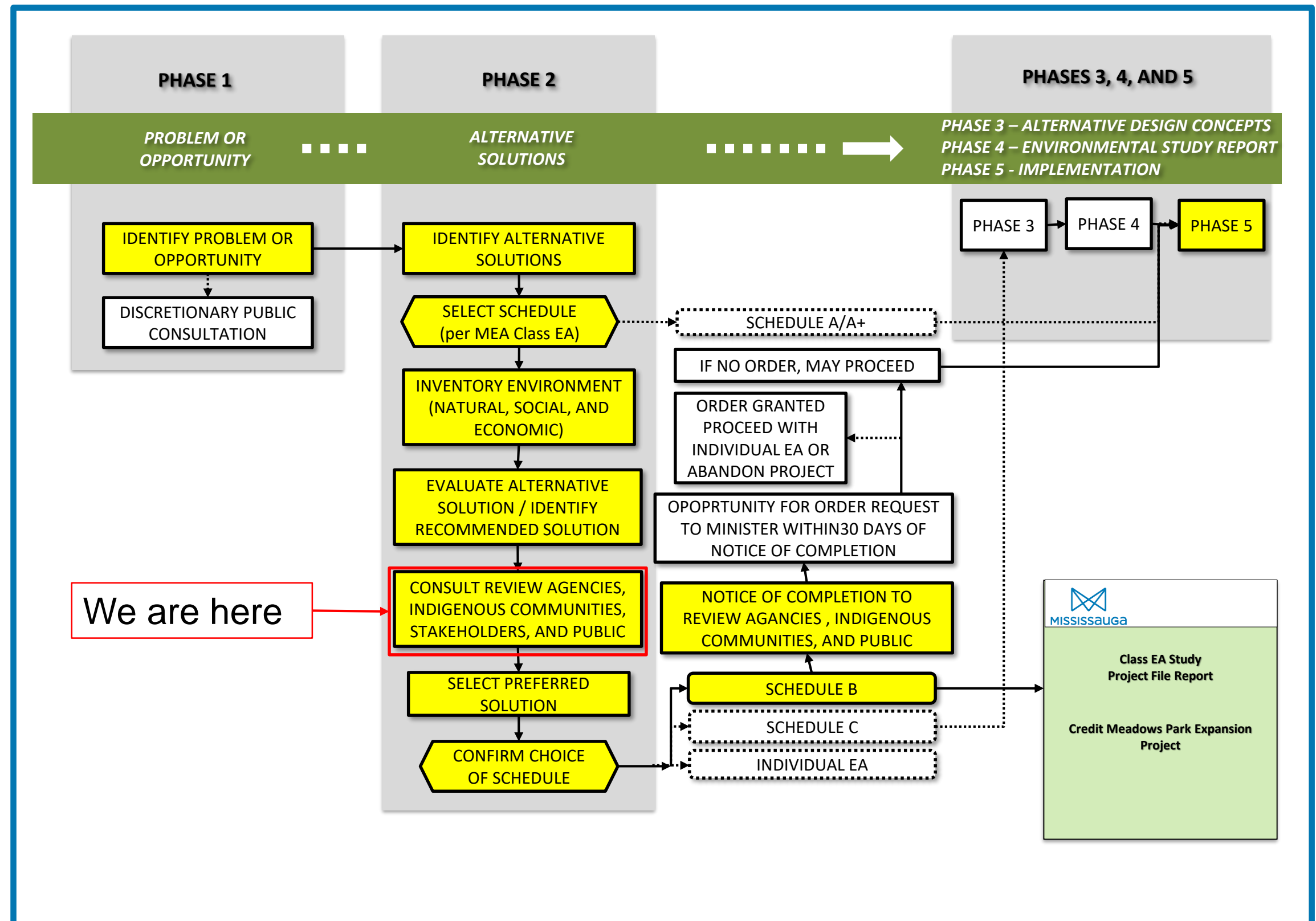
Municipal Class EA Process

The pedestrian bridge locations and primary connecting trails are being studied through the EA process.

This process will:

- study possible solutions to the Problem Statement
- predict potential impacts
- identify a preferred solution

We are currently consulting with Indigenous people, agencies and the public to receive feedback on the problem statement, alternatives and preliminary preferred alternative.



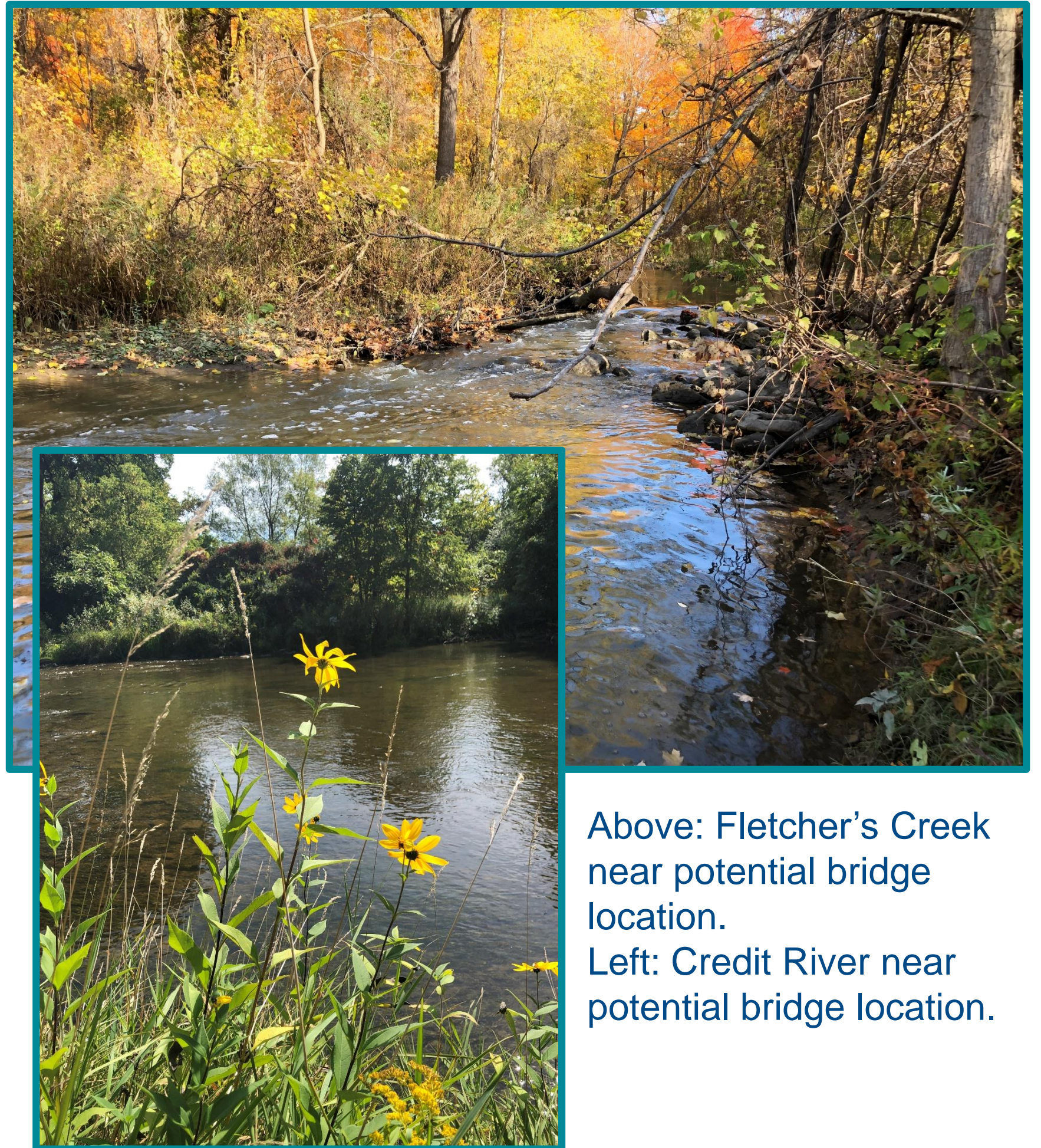
Problem / Opportunity Statement

The first step in an EA is to identify the problem to be solved by the study.

A trail network through the former Harris lands with connections to trail systems beyond the park is envisioned in several trail and park planning studies. The Credit River and Fletcher's Creek create barriers, preventing direct off-road trail connections to the south, and east of the former Harris lands.

Therefore, the Problem or Opportunity Statement for this project is:

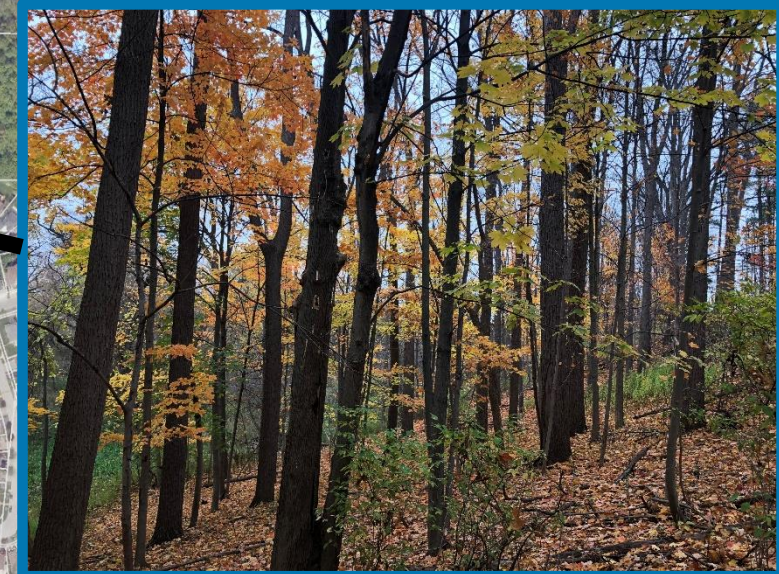
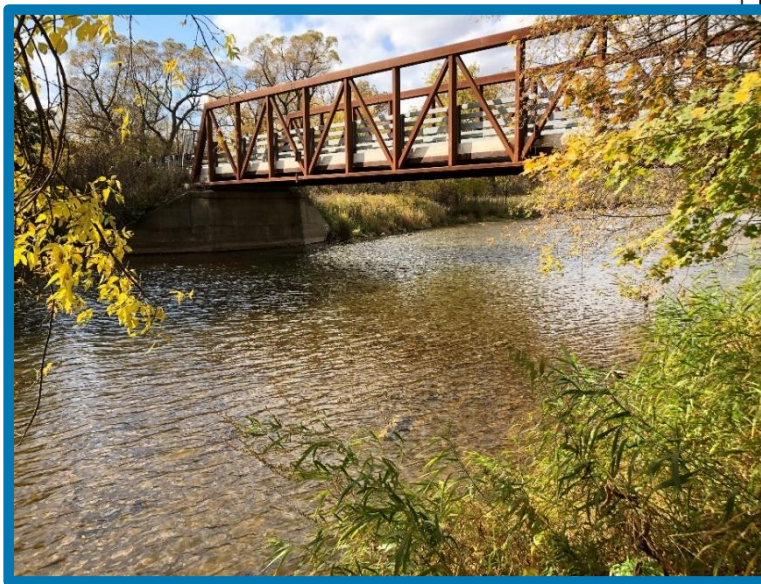
The City of Mississauga is considering where to construct pedestrian bridges to connect a new trail system through the former Harris Lands to the existing Credit Meadows park south of the Credit River and to residential neighbourhoods to the east and west.



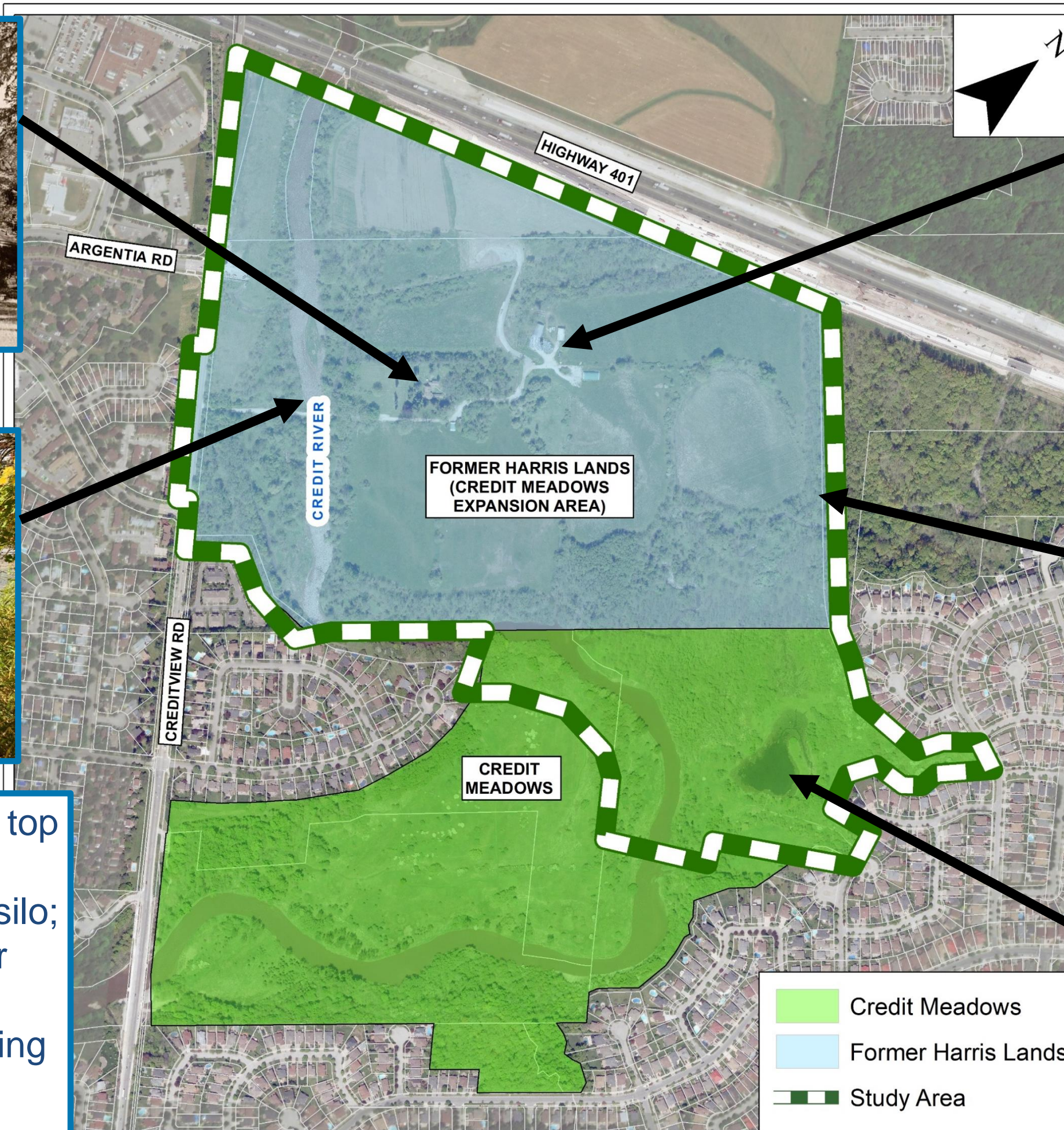
Above: Fletcher's Creek near potential bridge location.

Left: Credit River near potential bridge location.

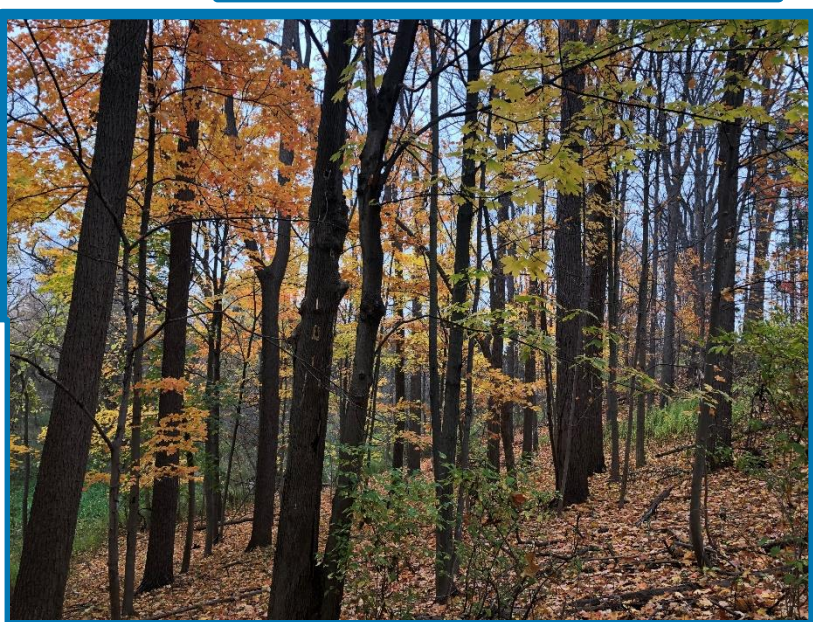
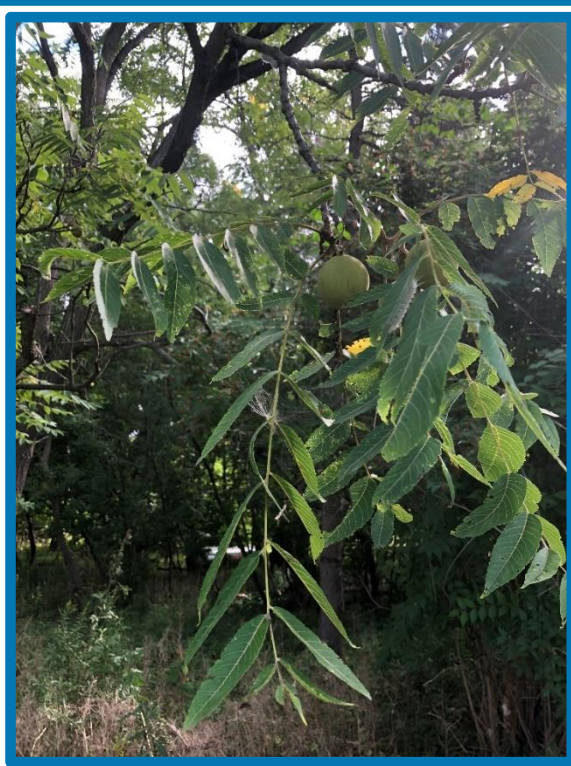
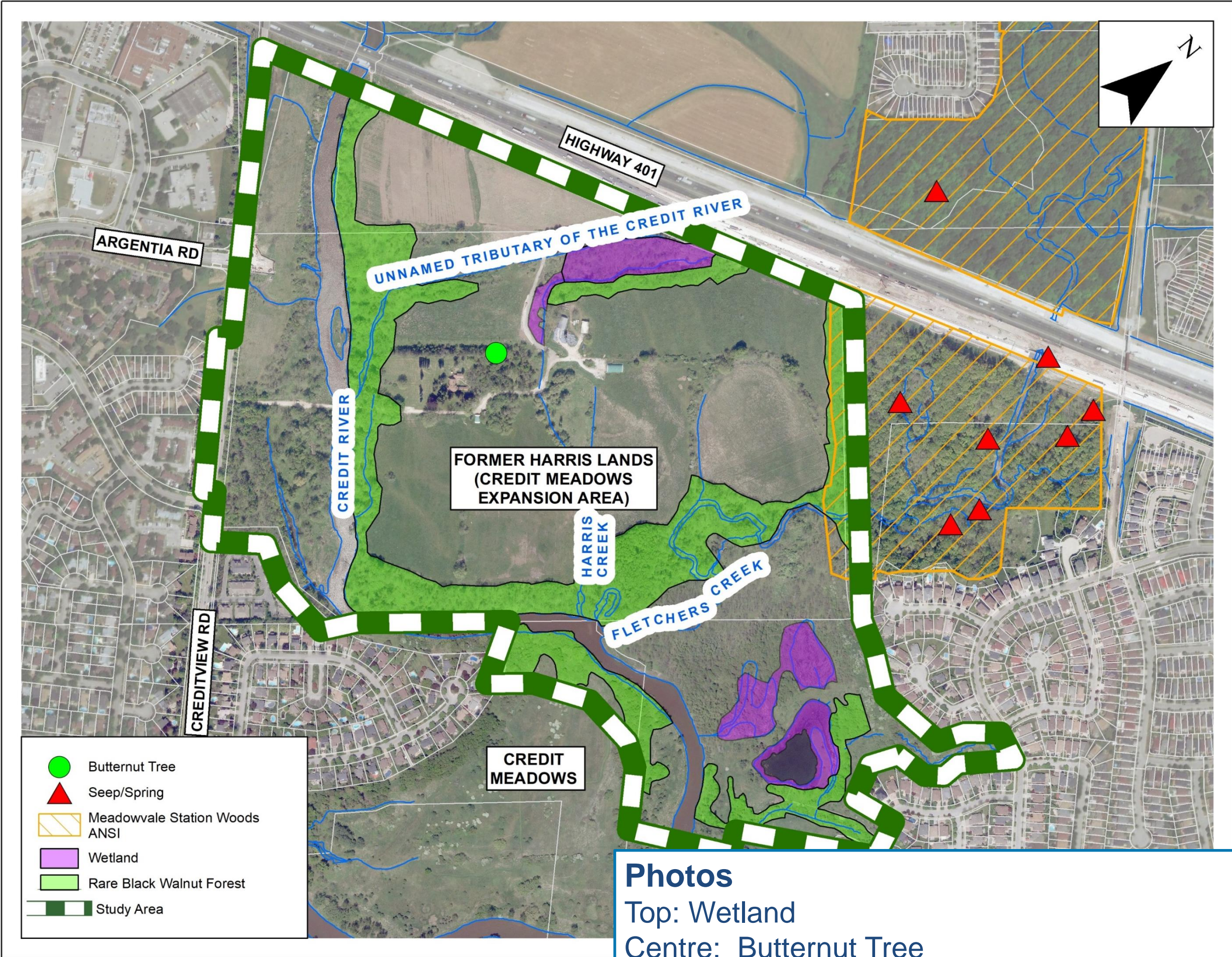
Human-made Features



Photos: (Clockwise from top left) Farmhouse; Outbuildings and former silo; Embankment from former rail line; Stormwater management pond; Existing vehicular bridge over the Credit River.



Woodlands and Wetlands

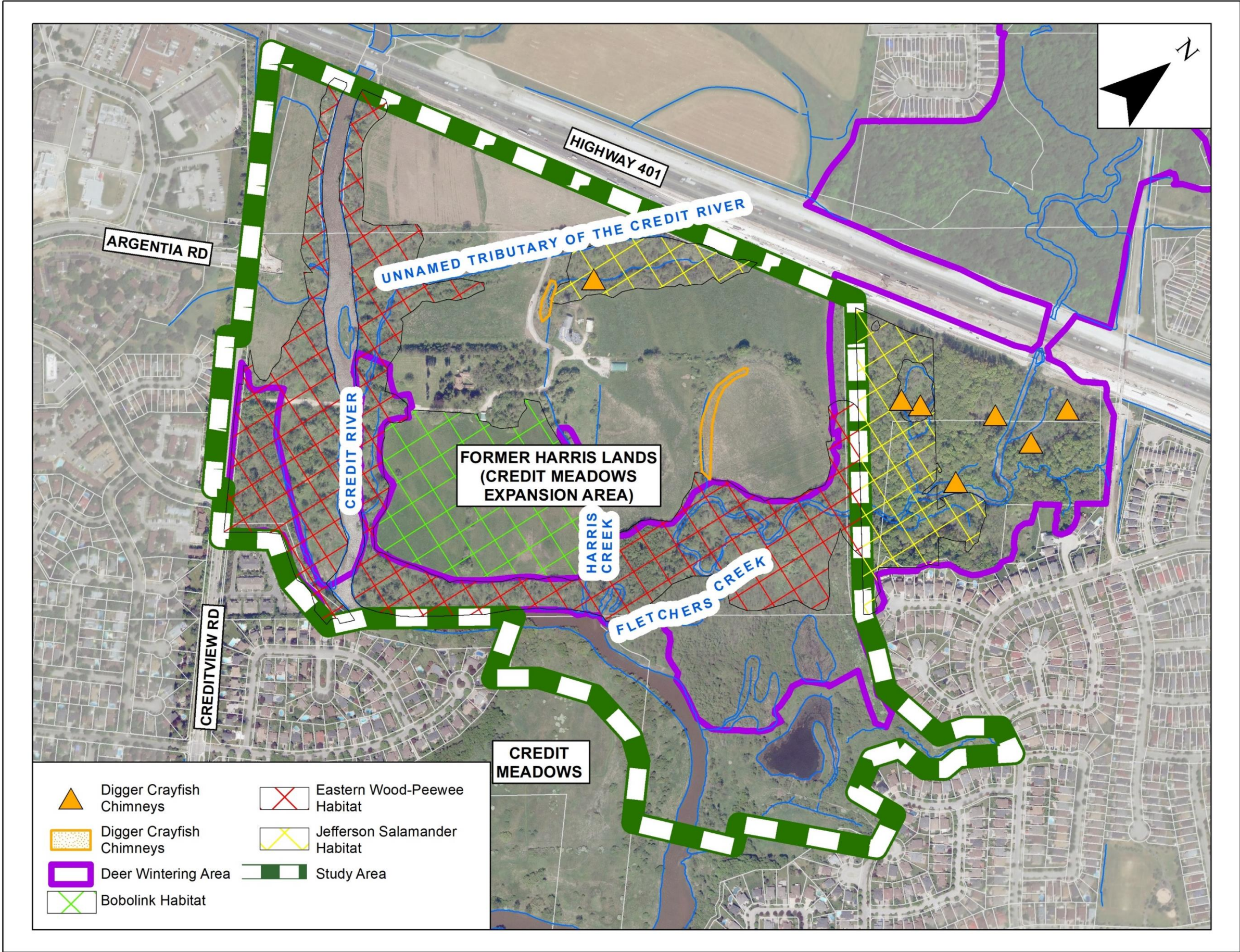


Photos
Top: Wetland
Centre: Butternut Tree
Bottom: Meadowvale Station Woods Area of Natural and Scientific Interest (ANSI)

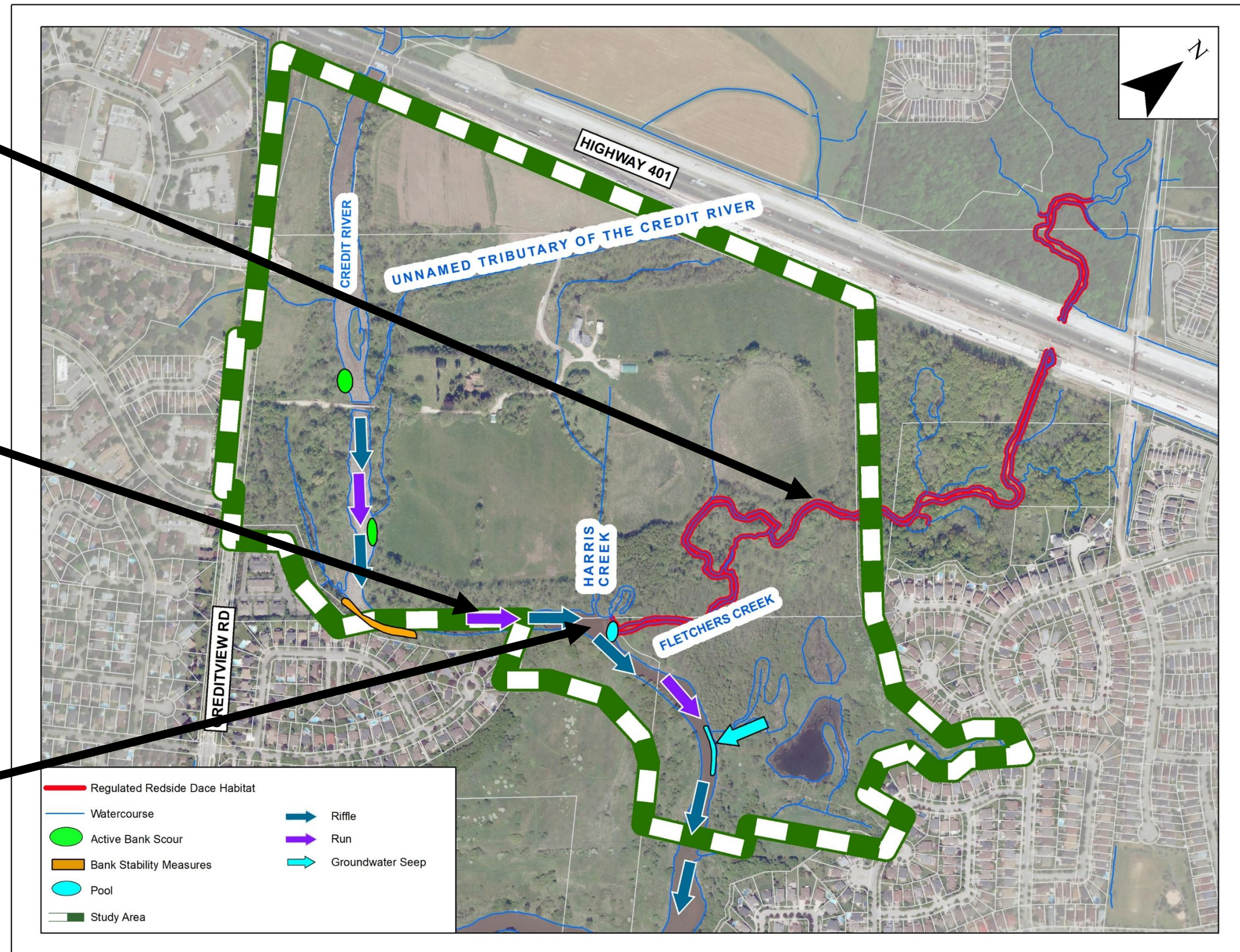
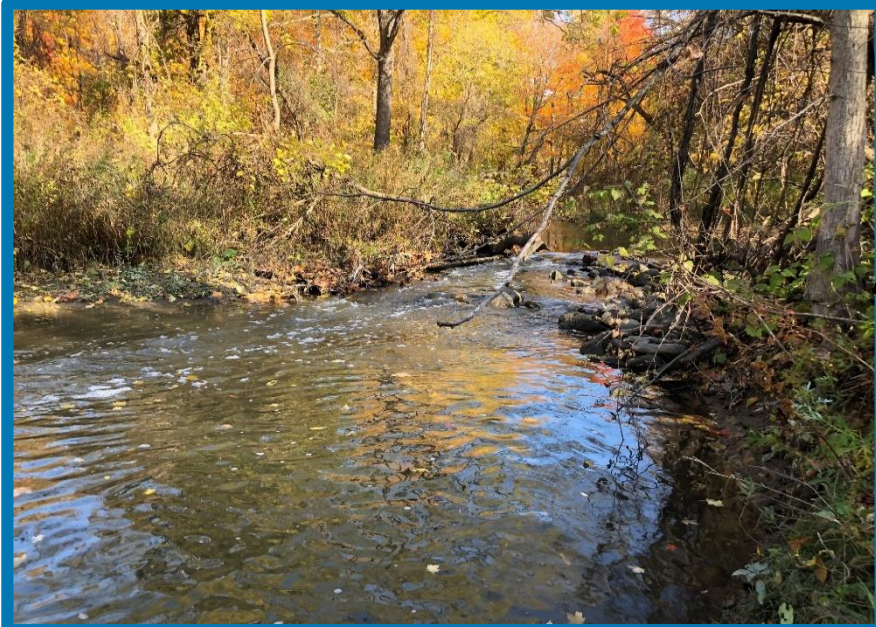
Wildlife Habitats



Photos
Top: Deer at the site
Bottom: Bobolink habitat



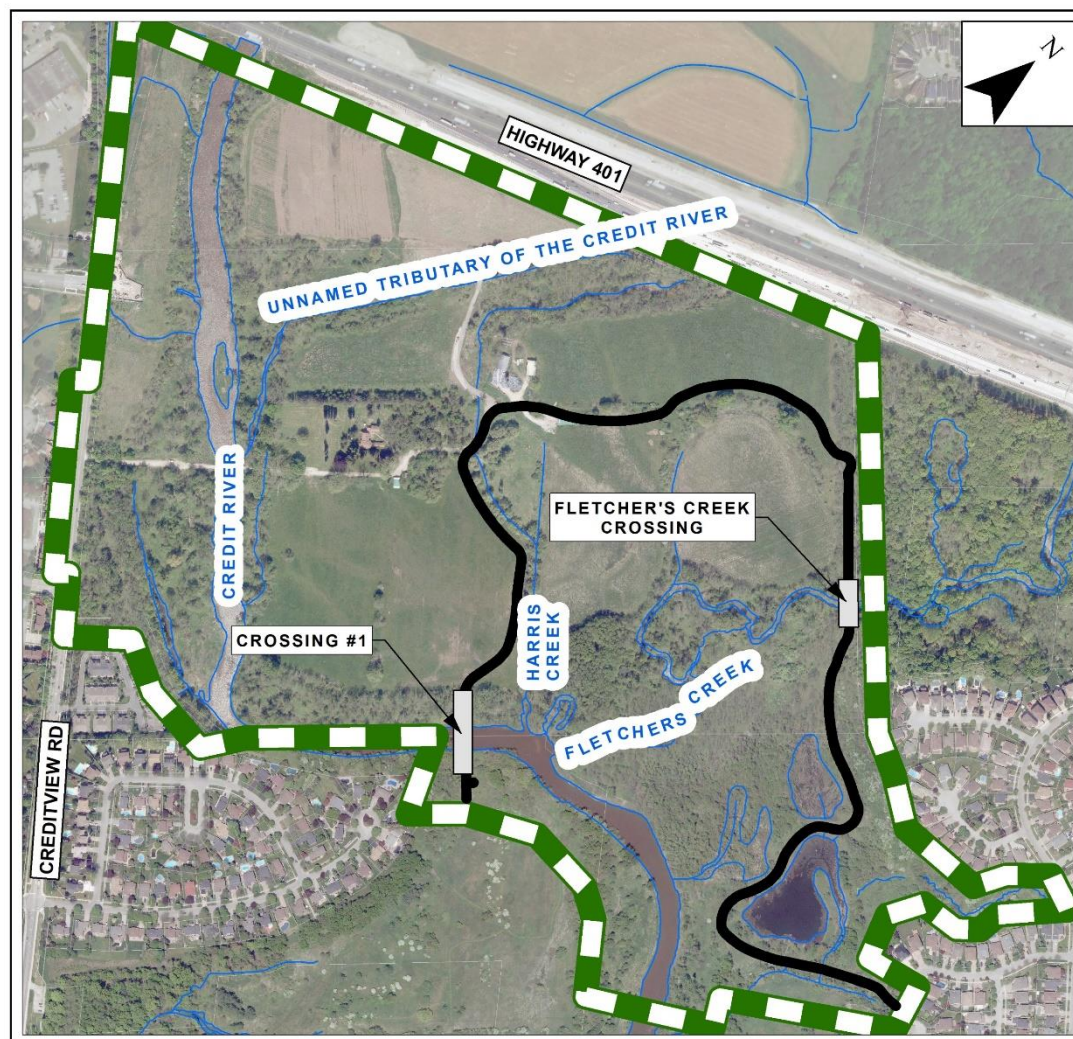
Fish Habitat



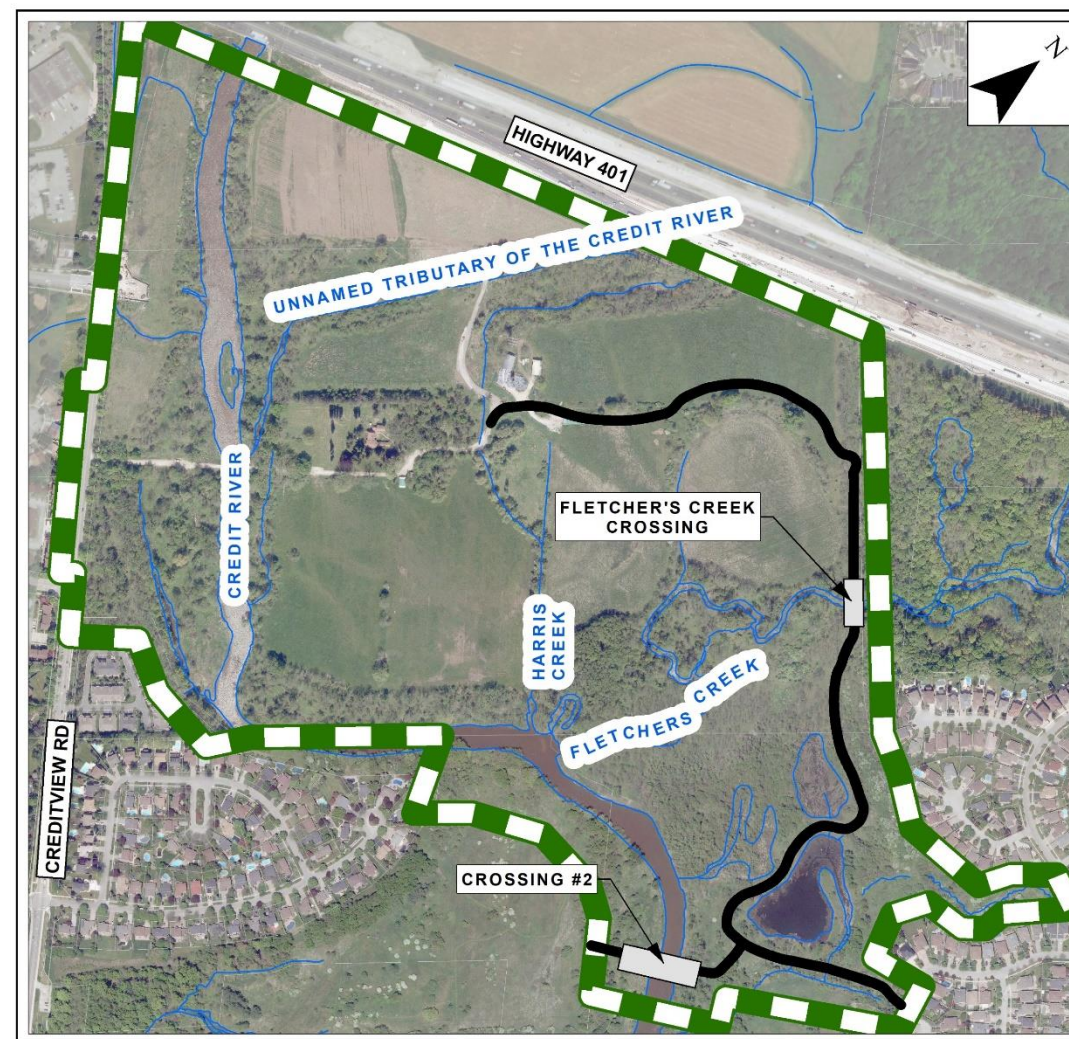
Alternative Solutions

An EA is a step-by-step process that evaluates a series of alternatives, each of which are able to meet the project objectives outlined in the Problem/Opportunity Statement. For this project, three alternative pedestrian bridge combinations and connecting trails were identified. Each alternative has the potential to create a primary connected trail network linking the former Harris Lands with the existing Credit Meadows park to the south. Linkages to neighbourhoods to the east and west are also provided by the proposed trails and the existing trails in Credit Meadows. As required by the EA process, an alternative to “do nothing” is also being considered. The “do nothing” option would not include any new bridges or trails.

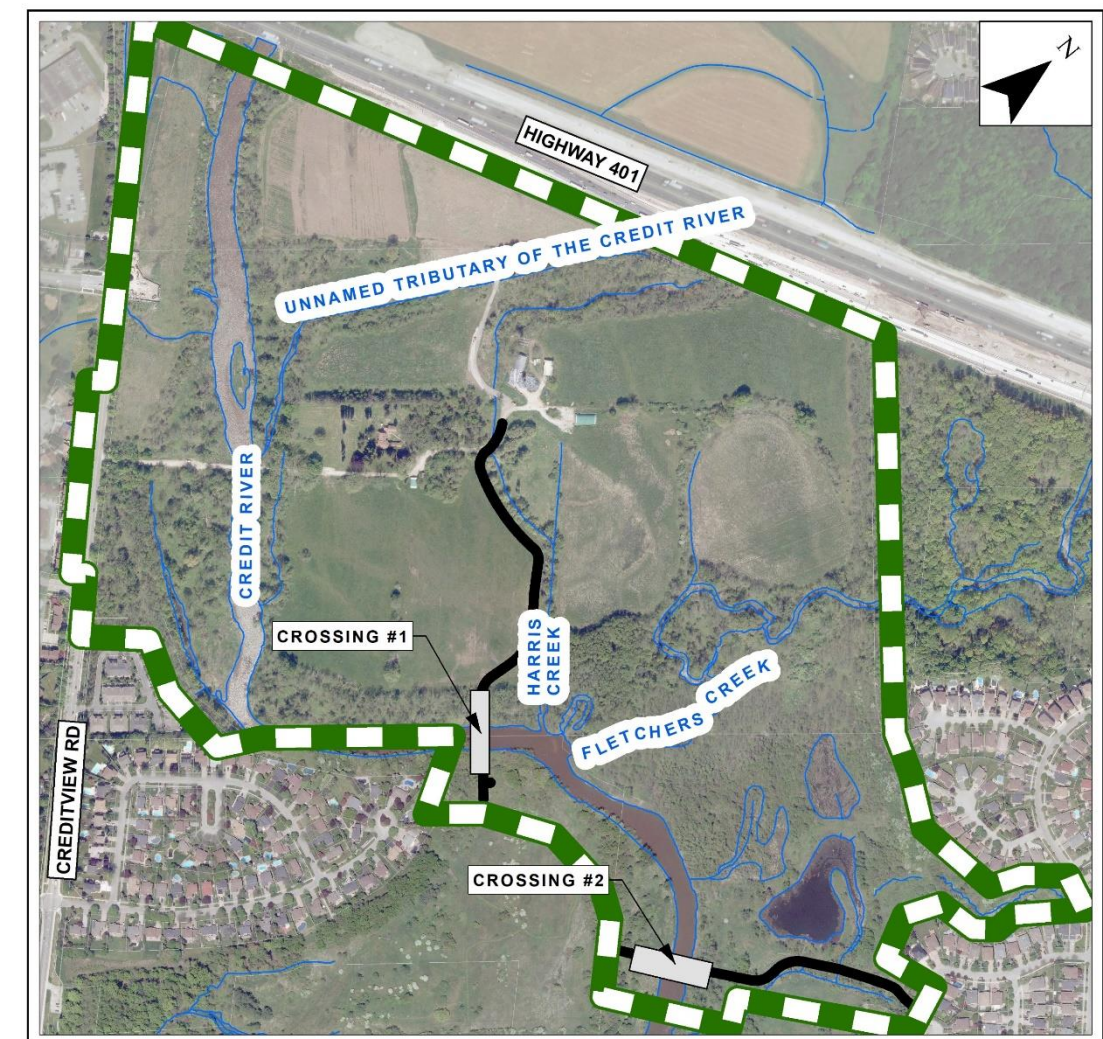
The pros and cons of each alternative are being examined through the evaluation process.



Alternative 1: Northern Route



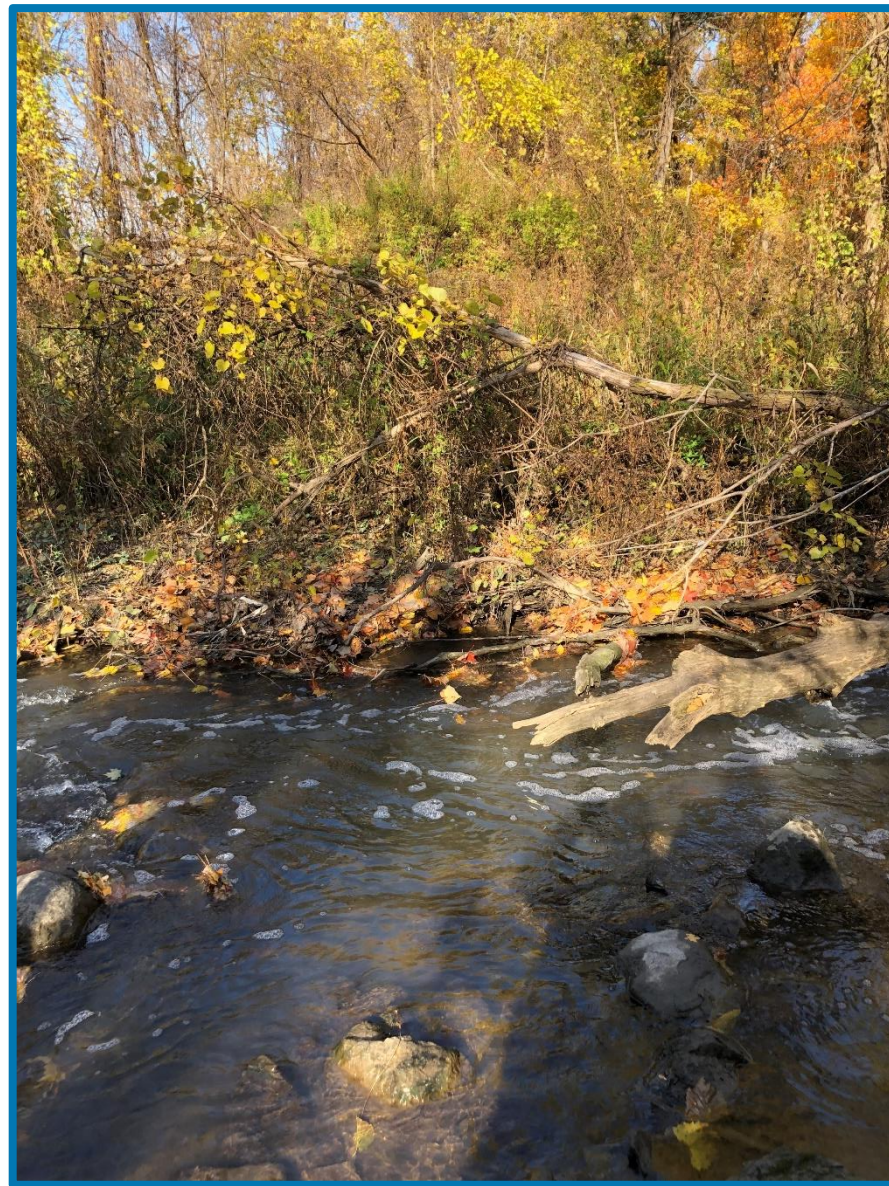
Alternative 2: Eastern Route



Alternative 3: Southern Route

Do Nothing (Maintain the Status Quo)

Doing nothing, or maintaining the status quo is a mandatory alternative in the Class EA process. Under this scenario, trails and other park programming may be developed within the former Harris Lands but pedestrian bridges will not be constructed.



Under this scenario, no bridges will be built. Locations along the Credit River and Fletcher's Creek, such as those shown above, will remain unchanged.

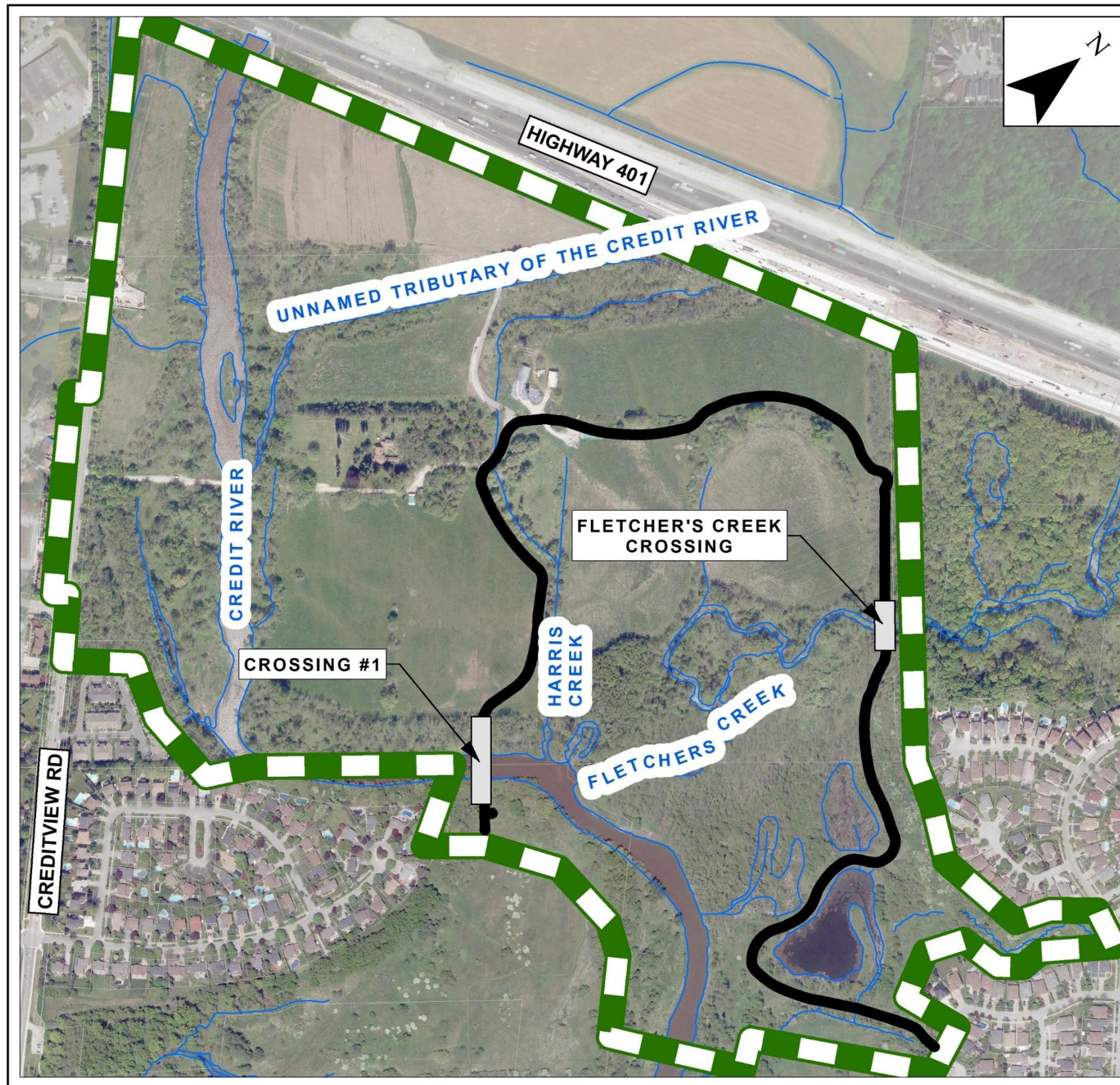
Advantages:

- No tree removal or impact to natural environment above existing conditions.
- No potential to impact archaeological and cultural heritage features.
- No costs to implement.

Disadvantages:

- Does not create a primary connected trail within linkages to the existing portion of Credit Meadows or to the neighbourhoods to the east and west.
- Does not address the Problem/Opportunity Statement.

Alternative #1: Northern Route



Construction of two new pedestrian bridges and primary connecting trails. Bridges will be at the Credit River Crossing #1 (upper Credit) and Fletcher's Creek Crossing.

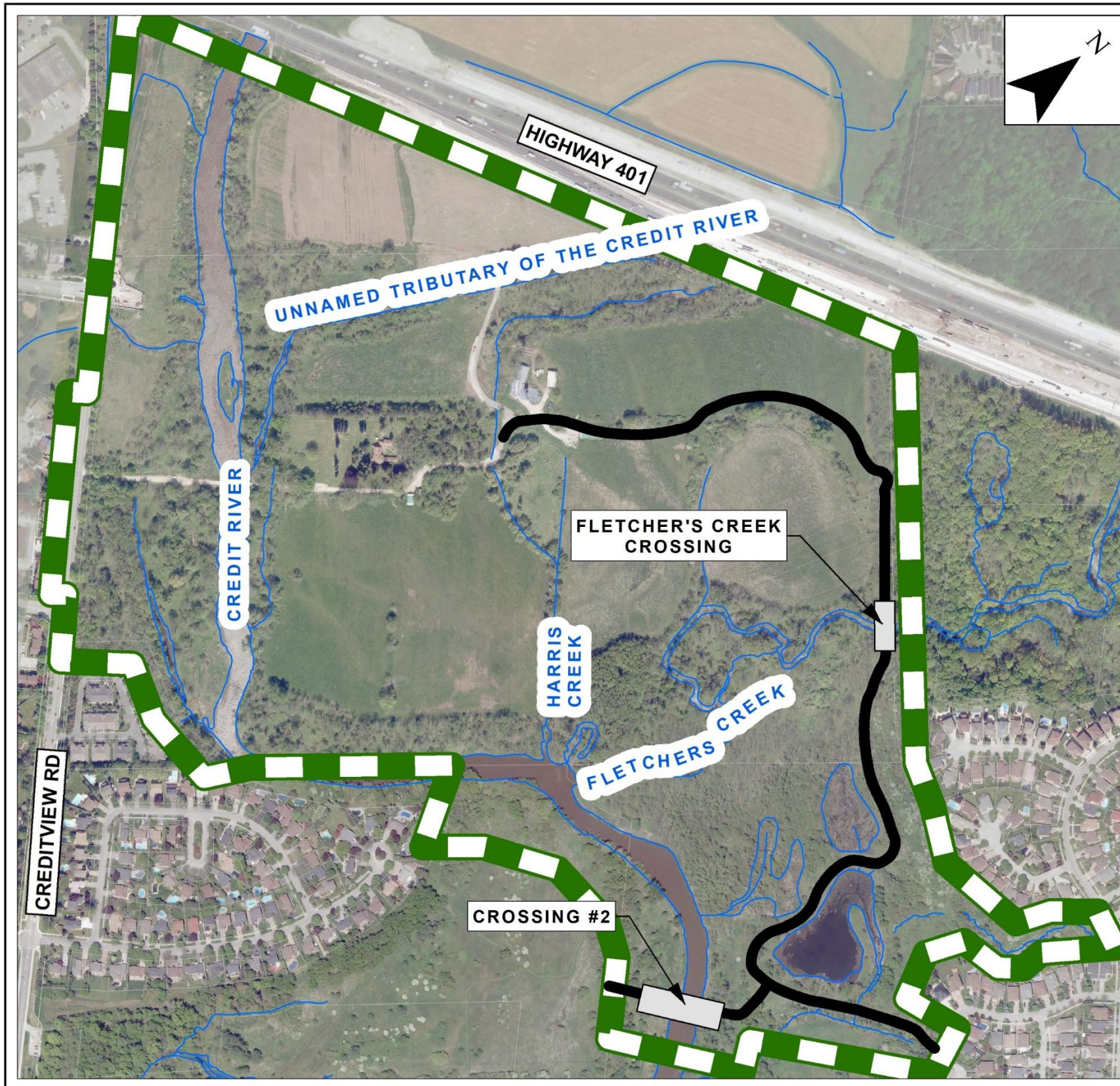
Advantages:

- Creates a short connection between the entrance to the former Harris Lands and Credit Meadows.
- Provides a visually pleasing route through the woodlands around Fletcher's Creek.
- Makes use of former rail line and abutments and provides opportunity for interpretive/educational information about former rail history.

Disadvantages:

- Would require a primary connecting trail within regulated Bobolink (Threatened species) habitat.
- Removal of vegetation within Significant Woodland, ANSI, habitat of Endangered Species (Jefferson Salamander & Redside Dace), habitat for Eastern Wood-Pewee (Special Concern species) in natural areas around Fletcher's Creek.
- Crossing #1 is very close to the sanitary sewer easement and construction may be challenging.

Alternative #2: Eastern Route



Construction of two new pedestrian bridges and primary connecting trails. Bridges will be at the Credit River Crossing #2 (lower Credit) and Fletcher's Creek Crossing.

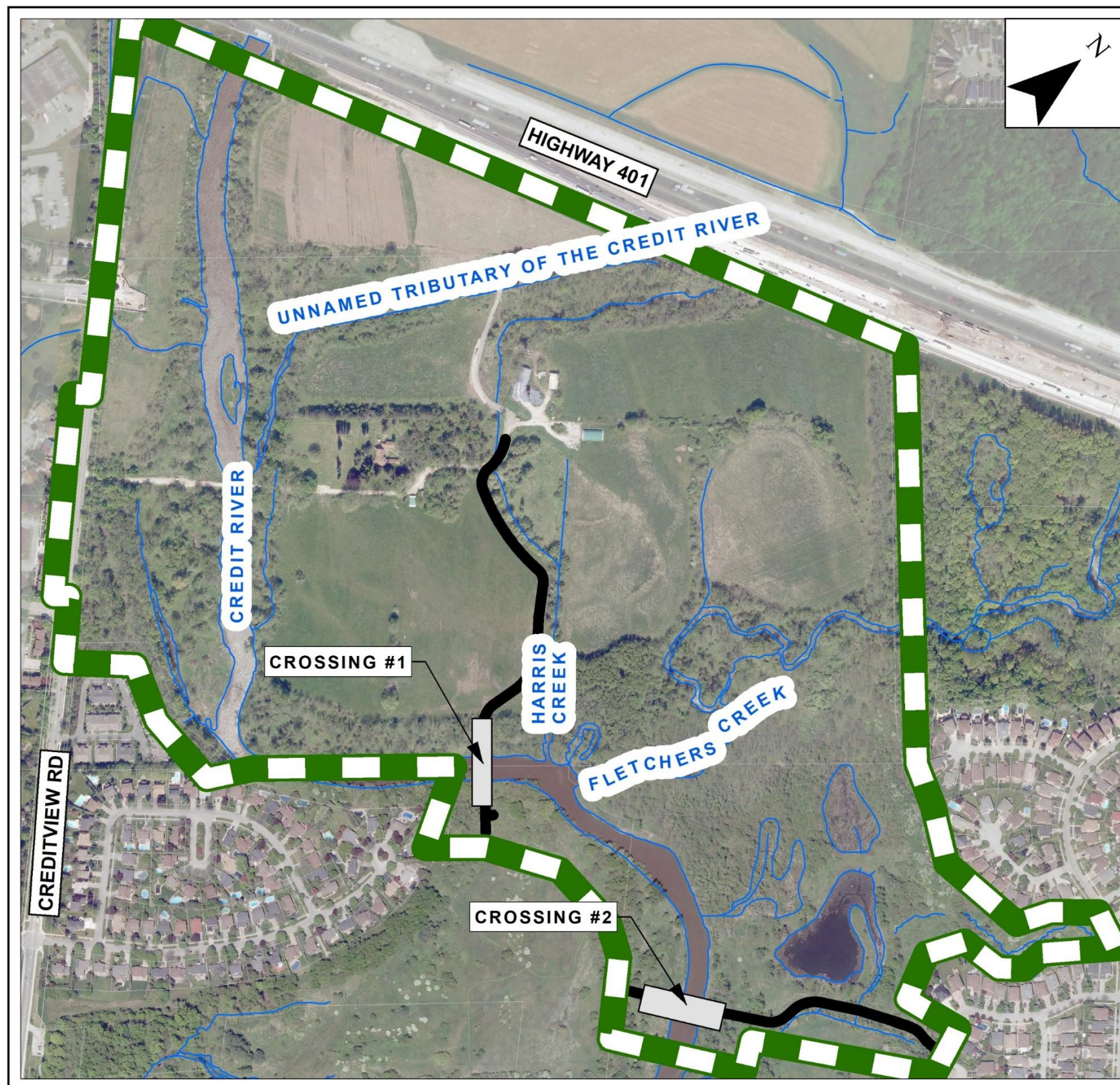
Advantages:

- Avoids the need for a trail through regulated Bobolink habitat.
- Makes use of former rail line and abutments and provides opportunity for interpretive/educational information about former rail history.
- Closely aligns with trail and bridge locations in previous park planning documents.
- Provides a visually pleasing route through the woods around Fletcher's Creek.

Disadvantages:

- Removal of vegetation within Significant Woodland, ANSI, habitat of Endangered Species (Jefferson Salamander & Redside Dace), habitat for Eastern Wood-Pewee (Special Concern species) in natural areas around Fletcher's Creek.
- At Crossing #2, the west bank of the Credit River is significantly higher than the east bank, requiring a ramp from the bridge down to Credit Meadows.
- Provides the longest route between the entrance of the former Harris Lands and Credit Meadows.

Alternative #3: Southern Route



Construction of two new pedestrian bridges and primary connecting trails. Bridges will be at the Credit River Crossing #1 (upper Credit) and Crossing #2 (lower Credit).

Advantages:

- Avoids the need for a trail and bridge within the significant natural areas around Fletcher's Creek.
- Requires less tree removal than other alternatives.

Disadvantages:

- Would require a primary connecting trail within regulated Bobolink (Threatened species) habitat.
- The Credit River bridge is very close to the sanitary sewer easement and construction may be challenging.
- Requires longer bridges to cross the Credit River.
- Most costly option.

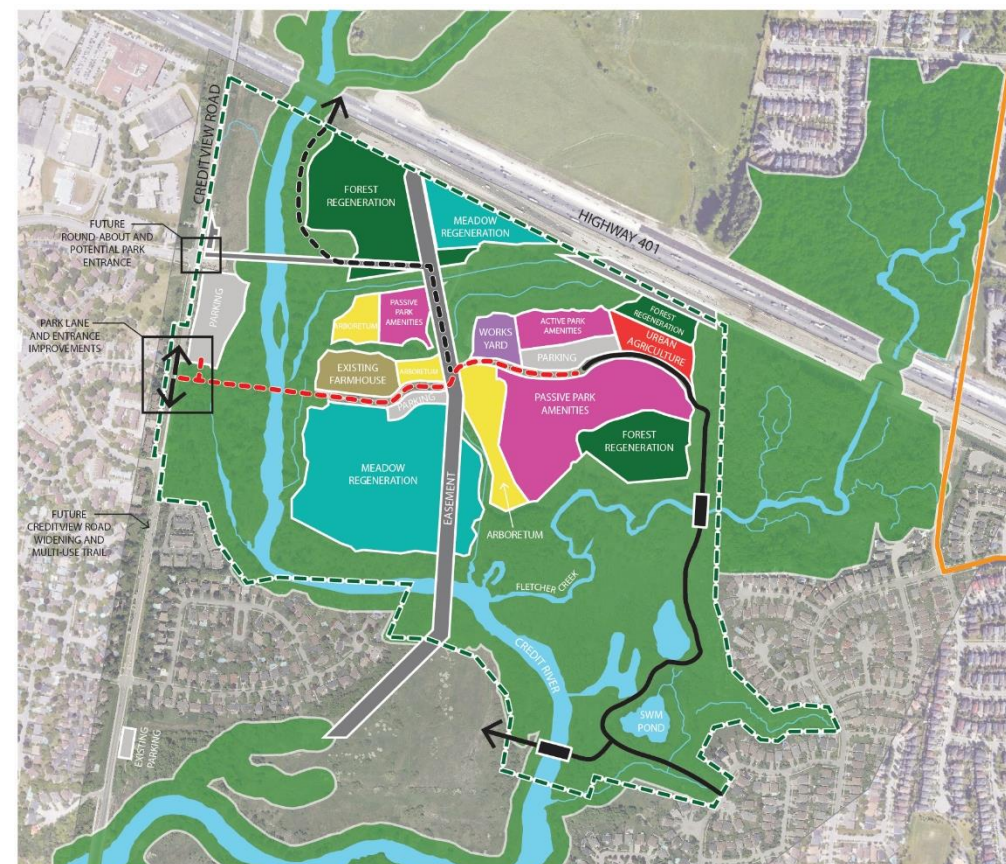
Proposed Park Concept Plan

The Concept Plans shown below and in the following slides are being presented to demonstrate how each alternative integrates with the phased park design and development.

It is anticipated that construction for Phase One will commence in 2021, allowing the park to open in 2022. Subject to available funding, Phase One may include a parking lot along Creditview Road, entrance road improvements, pedestrian bridges and connecting trails. The following conceptual plans are subject to change based on the results of the background studies and EA.



Alternative 1: Northern Route

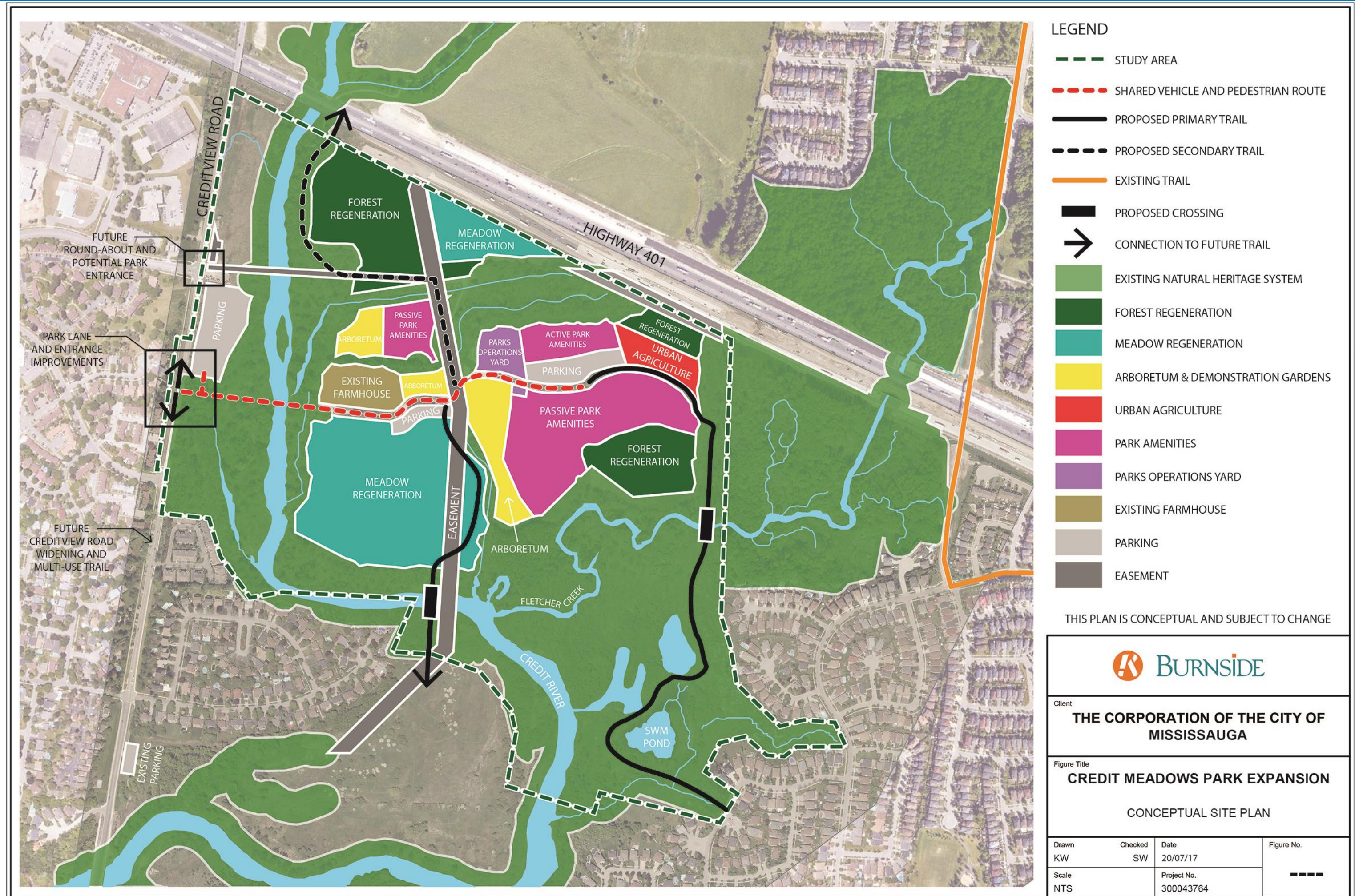


Alternative 2: Eastern Route



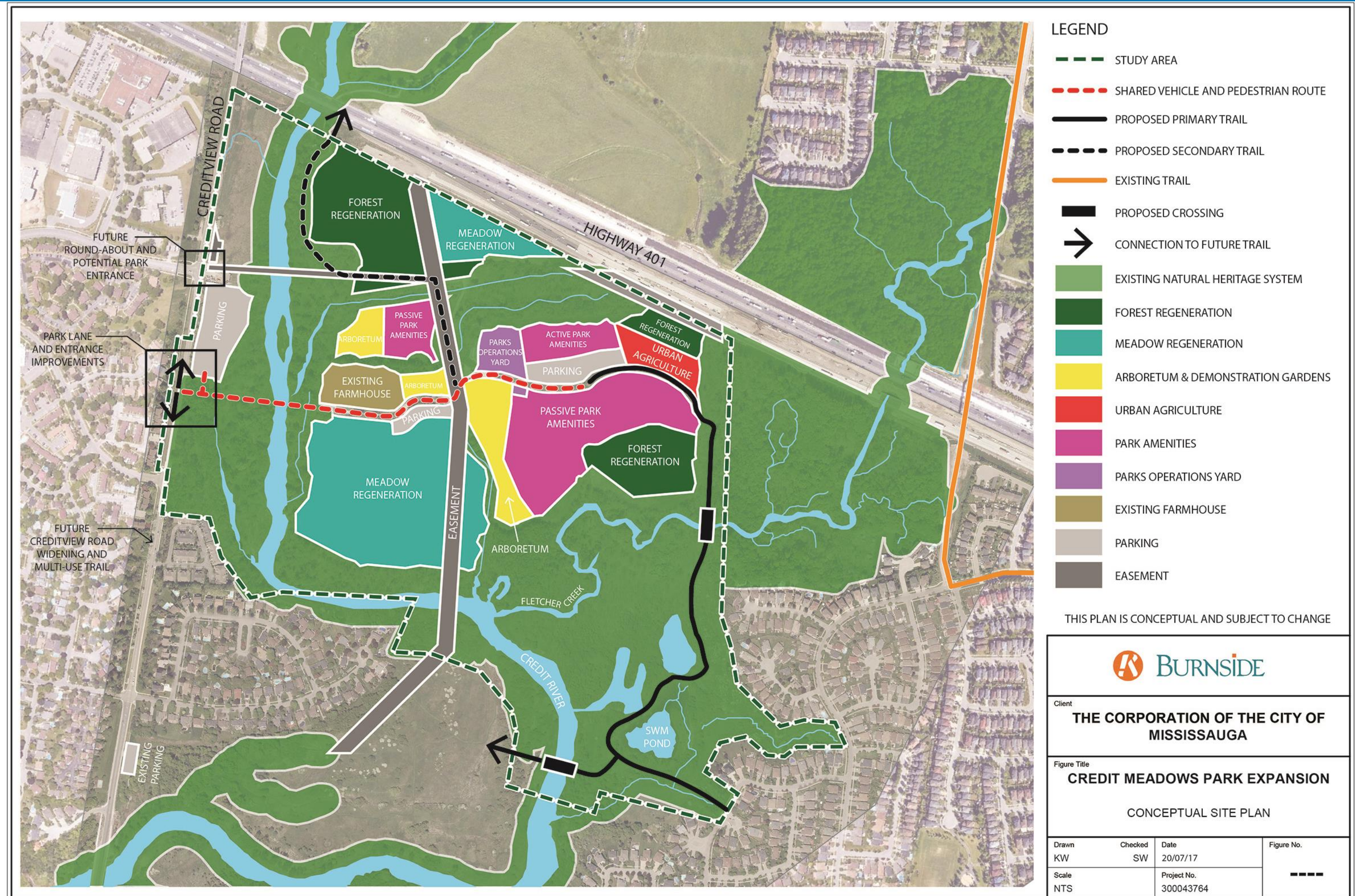
Alternative 3: Southern Route

Proposed Park Concept Plan - Alternative #1



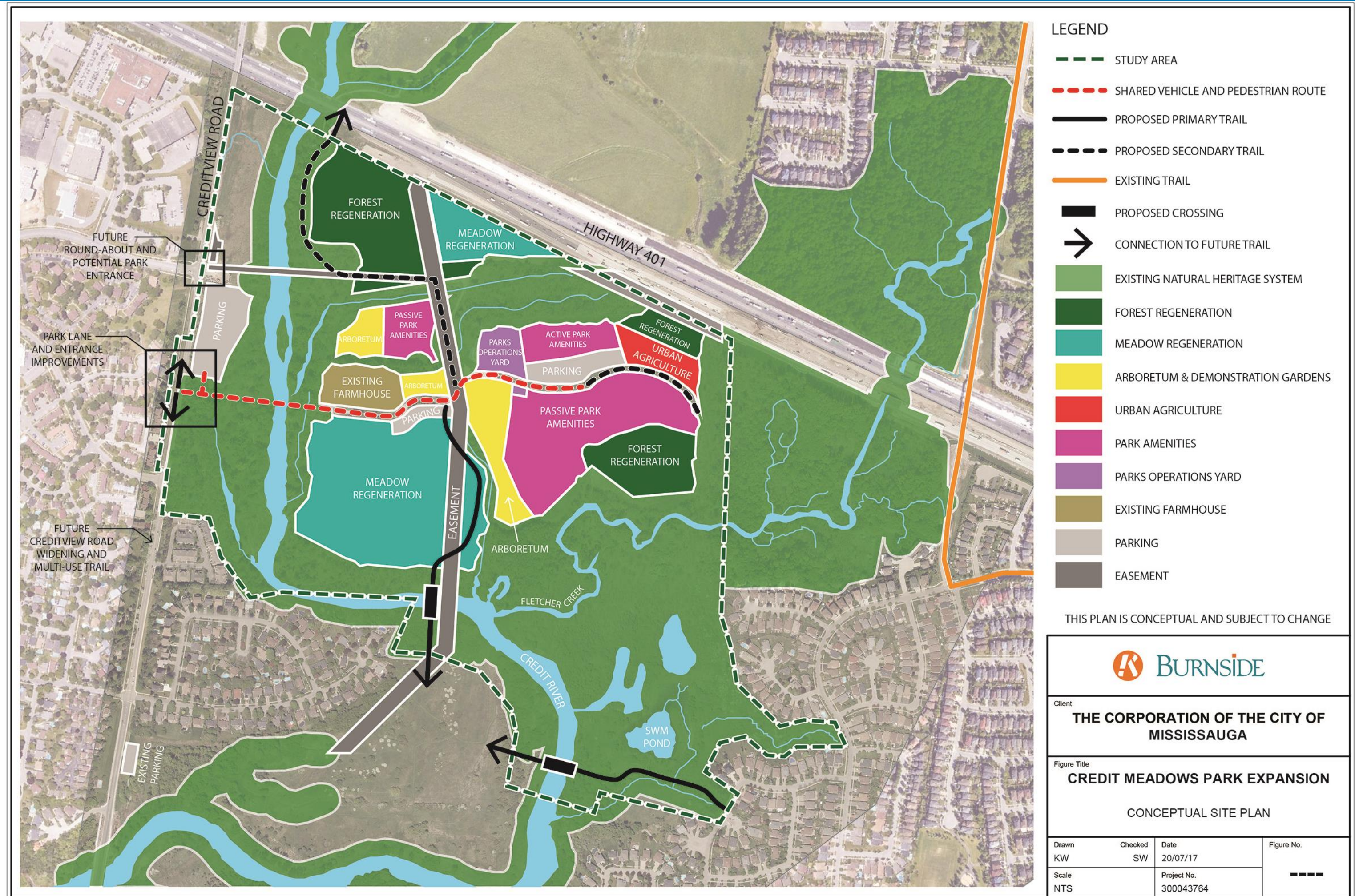
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Proposed Park Concept Plan - Alternative #2



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Proposed Park Concept Plan - Alternative #3



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Evaluation Process

To formally evaluate the advantages and disadvantages of each Alternative, a series of evaluation criteria were developed. Each Alternative and the “Do Nothing” option were compared.

NATURAL ENVIRONMENT

- Impacts to wetlands
- Impacts to Significant Woodlands
- Impacts to Significant Wildlife Habitats
- Impacts to the Meadowvale Station woods Area of Natural and Scientific Interest (ANSI)
- Impacts to Species at Risk (SAR)
- Impacts to aquatic habitat

SOCIAL ENVIRONMENT

- Route layout and external connectivity
- Compatibility with existing parks and trails plans
- Aesthetics/ trail experience and appeal
- Impacts to private property

CULTURAL ENVIRONMENT

- Impacts to archaeological resources
- Impacts to cultural heritage resources

TECHNICAL ENVIRONMENT

- Flood potential
- Bank/stream stability
- Ease/complexity of construction
- Ease/complexity of permitting






ECONOMIC ENVIRONMENT

















































- Comparative capital cost of bridges
- Comparative capital cost of trails

PROBLEM STATEMENT






- How well does it address the overall Problem/Opportunity Statement?













































Evaluation of Alternative Solutions

Order of Preference	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	

Criteria for Evaluating Alternatives	Do Nothing	Alternative #1 – Northern Route	Alternative #2 – Eastern Route	Alternative #3 – Southern Route
Natural Environment				
Impacts to wetlands				
Impacts to significant woodlands				
Impacts to significant wildlife habitats				
Impacts to the Meadowvale Station Woods ANSI				
Impacts to Species at Risk				
Impacts to aquatic habitat				
Summary Natural Environment				
Social Environment				
Route layout and external connectivity				
Compatibility with existing parks and trails plans				
Aesthetics/trail experience and appeal				
Effect on private property				
Summary Social Environment				

Evaluation of Alternatives

Order of Preference	
Most Preferred	
More Preferred	
Somewhat Preferred	
Less Preferred	
Least Preferred	

Criteria for Evaluating Alternatives	Do Nothing	Alternative 1 – Northern Route	Alternative 2 – Eastern Route	Alternative 3 – Southern Route
Cultural Environments				
Impacts to cultural heritage resources				
Impacts to archaeological resources				
Summary Cultural Environments				
Technical Environment				
Flood potential				
Bank/stream stability				
Ease/complexity of construction				
Ease/complexity of permitting				
Summary Technical Environment				
Economic Environment				
Comparative capital costs of bridges				
Comparative capital cost of connecting trails				
Summary Economic Environment				
Problem Statement				
Addresses Problem Statement?	No	Yes	Yes	Yes
Overall Summary	Not Preferred	Least Preferred	Most Preferred	Less Preferred

Preliminary Preferred Alternative

Based on the initial evaluation, Alternative #2 appears to be preferred. This Alternative will include:

- Crossing #2 and the Fletcher's Creek Crossing
- Primary connecting trails to link the two bridges

Subject to public and agency comments and funding availability, construction of the bridges and primary connecting trails may begin in 2021. Construction of the parking lot fronting Creditview Road, as well as entrance lane improvements, are also being considered.

These initial site works would enable the park to be open to the public in 2022. The remainder of the park will be developed in phases over time.

Reducing Impacts

The final design will include measures to reduce impacts to the natural environment, archaeological and cultural resources and private properties.

These measures are being developed and may include:

- Tree planting and ecological restoration to compensate for trees removed
- Avoiding any in-water work to reduce impacts to watercourses and fish habitat
- Ongoing studies to identify the presence of archaeological resources
- Installation of fencing or living fences (i.e., shrub lines) and signage to minimize trespassing into the ANSI and private properties
- Additional measures to reduce impacts are currently in development and will be identified in the Project File Report

EA Project Timeline

Municipal Class EA, Credit Meadows Park Expansion



Next Steps....

- Review comments generated from the online survey and from other public, agency and Indigenous people (**please submit comments by August 31**)
- Comments received by August 31 will be incorporated into the Project File Report which will include a summary of your written comments along with project-related responses
- Select Preferred Alternative
- Issue Notice of Study Completion and provide Project File Report for final public review and comment for a period of 30 days.

Thank you for reading. Help shape decisions made in this Study.

Please complete the online survey found at mississauga.ca/creditmeadows or contact one of the project team members as per below:

Erin Senior
Planner, Park Planning
City of Mississauga
201 City Centre Dr., 9th Floor, Suite 900
Mississauga, ON L5B 2T4
905-615-3200 ext. 5825
Park.planning@Mississauga.ca

Tricia Radburn, M.Sc.(PL), MCIP, RPP
Environmental Assessment Coordinator
R.J. Burnside & Associates Limited
292 Speedvale Ave. W, Unit 20
Guelph, ON N1H 1C4
226-486-1778
CreditMeadowsParkEA@rjburnside.com

Information will be collected and maintained to meet the requirements of the Environmental Assessment Act and for the purpose of creating a record that will be available to the general public as described in Section 37 of the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record that is available to the general public. For more information, please contact the Ministry's Freedom of Information and Privacy Coordinator at 416-327-1434.