City of Mississauga

Project File Report: Lakeview Village Waterfront Trail and Pedestrian Bridge

Schedule B Municipal Class EA

November 2025

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1 Introduction

1.1 Project Background

Lakeview Community Partners Limited (LCPL) (the developers) are redeveloping the former Lakeview Generating Station site located at 800 Hydro Road in the City of Mississauga. The subject property was owned and operated by Ontario Power Generation (OPG) up until 2005 when the Lakeview Generation Station (LGS) plant was decommissioned, and above grade structures were demolished. Since acquiring the 72-hectare (ha) property in 2018, LCPL has been working on removing remaining below-grade infrastructure and to remediate/risk manage the site to prepare it for future redevelopment. The site is currently under construction for servicing, roads and buildings.

The redevelopment, referred to as Lakeview Village, consists of a mixed-use waterfront community comprised of residential, commercial, institutional and open space uses. Lakeview Village, the developer led initiative, has planning approvals and is under construction. Approximately 27 ha of land fronting Lake Ontario will be transferred to the City of Mississauga for use as public waterfront park. See Figure 1.1.

As part of the developer-led work for Lakeview Village, the inner and outer shoreline is being repaired and improved for the change of use from industrial to the development of shoreline parks, including trails and a bridge connection across the existing intake channel to the Waterfront Trail within the adjacent Jim Tovey Lakeview Conservation Area. The park spaces are designed as an interconnected network that will deliver a continuous Waterfront Trail system. The Waterfront Trail will connect users to many active and passive recreation features proposed along the shoreline, providing several opportunities to engage with and access the water in meaningful and fun ways.

This Project File documents the work undertaken by the City of Mississauga for the planning of the Waterfront Trail including the pedestrian bridge connection to Jim Tovey Lakeview Conservation Area and upgrades to the shoreline.

Figure 1.1 - Lakeview Village master plan with identified proposed parks network and surrounding open spaces.

1.2 Proponent

The City of Mississauga is the proponent for this project and is responsible for the design, construction and operation of the Waterfront Trail including the pedestrian bridge and the associated shoreline improvements. The City of Mississauga will ultimately own the waterfront trail and park.

1.3 Environmental Assessment and Approvals Framework

Shoreline protection, trails and bridges (or water crossings) undertaken by or on behalf of municipalities are generally subject to the Ontario Environmental Assessment (EA) Act as part of the Municipal Class EA (MCEA) approval process.

Ontario's EA Act dictates a planning and decision-making process that must be followed for infrastructure projects. The EA process is a proponent-led decision-making process in that it is up to the proponent to decide how they follow the process in accordance with the guidance provided by the province. The Environmental Assessment Branch of the Ministry of Environment Conservation and Parks (MECP) lead and coordinates the government review of EA documents.

The MCEA defines two types of projects, and the processes required for each (referred to as Schedule B and C). Planning processes are described within the MCEA and are different according to Schedule type, as outlined below:

Schedule B: These projects have the potential for some adverse environmental effects. The proponent is required to undertake a screening process (Phases 1 and 2). At the end of Phase 2, a Project File documenting the planning process followed through Phases 1 and 2 shall be finalized and made available for public and agency review. However, if a concern is raised which cannot be resolved, a Part II Order may be requested provided that the request deals with impacts on existing aboriginal and treaty rights. A decision must be made by the Minister of Environment, Conservation and Parks.

Schedule C: Such projects have the potential for significant adverse environmental effects and must proceed under the full planning and documentation (Phases 1 to 4) procedures specified in the MCEA document. Schedule C projects require that an ESR be prepared and filed for review by the public and review agencies. If concerns are raised that cannot be resolved, then a Part II Order may be requested, provided that the request deals with impacts on existing aboriginal and treaty rights. A decision must be made by the Minister of Environment, Conservation and Parks.

The bridge/trails and shoreline works are each subject to different Schedules of the MCEA as detailed in Table 1.1 below:

Table 1.1 - Applicable Schedules of the MCEA

Applicable Project Component	Description in Project Tables	Applicable Schedule
Multi-use Trails and Pedestrian Bridge	25b Construction or removal of sidewalks, multi-purpose paths or cycling facilities including water crossings outside existing right-of-way and/or in a utility or rail corridor	Given cost is between $4.1M and $12M this is a Schedule B project.
Shoreline Protection	49 Replace traditional materials in an existing watercourse or in slope stability works with material of equal or better properties, at substantially the same location and for the same purpose	exempt

1.4 Other Approvals

Federal and provincial permits under the following legislation are anticipated to be required for the Waterfront Trail and Pedestrian Bridge.

1.4.1 Federal Approvals

- *The Fisheries Act* is a federal legislation that aims to manage and protect Canada's fisheries resources. The Act prohibits the death of fish or the harmful alternation, disruption or destruction of fish habitat (HADD), unless the work, undertaking or activity is authorized by the Minister. In cases where a Project cannot avoid working in or near water or does not meet the conditions of a code of practice, a request for Project review should be submitted to the DFO. If the DFO reviews the Project and determines that the work is not likely to result in a HADD, they will issue a letter of advice and mitigation terms. If the DFO determine that the Project is likely to result in death to fish and/or a HADD, an application for an Authorization will need to be completed. An Authorization must include terms and conditions to avoid, mitigate, offset, and monitor impacts to fish and fish habitat because of the Project.
- *Canadian Navigable Waters Act (CNWA)* applies primarily to works constructed or placed in, on, over, under, through or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters.
- *Migratory Birds Convention Act (MBCA)* regulates potentially harmful human activities that may affect the conservation of migratory birds – both individuals and populations – and their nests. With some notable exceptions, a permit must be issued for any activities that may affect migratory birds identified under Article I of the MBCA, including waterfowl, cranes, rails, shorebirds, pigeons, migratory insectivorous birds, and other migratory nongame birds.
- *Species at Risk Act*. The Species at Risk Act (SARA) contains prohibitions against the killing, harming, harassing, capturing, taking, possessing, collecting, buying, selling, or trading of individuals of endangered, threatened, and extirpated species listed in Schedule 1. The SARA also contains a prohibition against the damage or destruction of their residences (e.g., nest or den). The SARA applies to all species on federal lands as well as aquatic species and migratory birds off federal lands. DFO administers the SARA for aquatic species, while Environment and Climate Change Canada administer the SARA for all other federally listed species at risk including migratory birds. Review under the SARA is typically undertaken in conjunction with requirements under the Fisheries Act. A permit is required for activities that may affect species listed on Schedule 1 and which contravene the SARA's general or critical habitat prohibitions.

1.4.2 Provincial Approvals

- *Lakes and Rivers Improvement Act*. The Lakes and Rivers Improvement Act is administered by the Ministry of Natural Resources (MNR) and provides for the use of the water of lakes and rivers and regulates improvements in them. The Act requires MNR approval for construction in lakes and rivers. The Minister of Natural Resources is given discretionary powers relating to the repair, reconstruction and removal of dams, maintenance of water levels, and regulation of use of waters or works. A permit under the Lakes and Rivers Improvement Act may be required.
- *Conservation Authorities Act* and its regulations*:*
    - Prohibit, regulate or require the permission of the authority for straightening, changing, diverting or interfering in any way with the existing channel of a river, creek, stream or watercourse, or for changing or interfering in any way with a wetland; and
    - Prohibit, regulate or require the permission of the authority for development, if in the opinion of the authority, the control of flooding, erosion, dynamic beaches, pollution or the conservation of land may be affected by the development.
    - The shoreline works, trail and pedestrian bridge are located on Lake Ontario within the jurisdiction of Credit Valley Conservation Authority (CVC) and therefore may be subject to the Regulations above. Permits may be required for these works.
- *Endangered Species Act. The Endangered Species Act (ESA),* administered by the MECP, protects species identified as being Endangered, Threatened or Extirpated in Ontario. Species status is determined by the Committee on the Status of Species at Risk in Ontario (CASSARO). Under the Act, species are protected (Section 9) as well as their habitats (Section 10). Permits may be required from the MECP for any works within areas identified as habitat of a Species at Risk in Ontario (SARO) and for sampling SARO species. A Section 17 permit for the protection and recovery of a provincial species at risk may be required if SARO species are found in the Project Study Area.

2 Purpose, Description and Rationale for the Project

As part of the redevelopment of the former OPG LGS site, the developer led Lakeview Village has conveyed approximately 27 ha of public parks and open space land to the City of Mississauga.

Community feedback received from several public engagement sessions during the planning process for Lakeview Village stressed the importance of the waterfront experience, including active and passive recreation, the enjoyment of inspiring views and establishing an intrinsic link with the water and connections with adjacent waterfront public spaces. The proposed Waterfront Park will complete the existing open space network, linking and transitioning seamlessly with the existing parkland to the west (Lakefront Promenade Park, Douglas Kennedy Park, and A.E. Crooks Park), and with the newly emerging Jim Tovey Lakeview Conservation Area immediately to the east.

Within Waterfront Park, these connections are delivered through a variety of elements, including pedestrian pathways, boardwalk extensions, and cycling trails. The most prominent is the opportunity to bring the Waterfront Trail, a major pedestrian and cycling facility, from its current on-road location to the water's edge. The Waterfront Trail is a regional facility and part of both the Great Lakes Waterfront Trail and the TransCanada Trail. A key component of completing this trail is the proposed pedestrian bridge, which is situated at the narrowest width of the intake channel to connect the trail on the breakwater with the trail that continues into Jim Tovey Lakeview Conservation Area and beyond. The pedestrian bridge enables connections to the various park features and facilities, including access to the existing pier, a unique destination that will bring visitors 600 metres out into the water.

The redevelopment of the former OPG LGS site has created an opportunity to relocate the Waterfront Trail to the water's edge and connect it to the adjacent public parks and spaces. The pedestrian bridge facilitates the connection between the new Waterfront Trail within Jim Tovey Lakeview Conservation Area, and the planned trail through the Lakeview Village waterfront and the existing pier.

The planning for the Lakeview Village project started with the approval of the Inspiration Lakeview Master Plan in 2014. The planning efforts and consultation have continued over the last 10 years. The following is a list of key studies that document the planning and consultation undertaken, which are available on the City of Mississauga website at Lakeview Village – City of Mississauga Developing parks in Lakeview Village – City of Mississauga.

- Inspiration Lakeview Master Plan
- Lakeview Village Development Master Plan
- Subdivision, Official Plan Amendment and Rezoning Applications
- Lakeview Village Summary Document (summary of parks related consultation)
- Lakeview Village Parks and Pier Final Development Plan (overall parks concept plan).

3 Existing Environmental Conditions

The Lakeview Village site was studied extensively as part of the developer-led planning process for the site redevelopment. Many of the studies are available at the City of Mississauga webpage Developing parks in Lakeview Village – City of Mississauga. The site is currently under construction and thus, existing conditions are being transformed from what is described in the reports to the approved site servicing and development. The following sections summarize information from these studies relevant to the waterfront area.

3.1 Shoreline

A Heritage Impact Statement was prepared by OPG in 2013 that details the construction timeline of the Lakeview Generating System. As previously discussed, when the Lakeview Generating Station was constructed in the 1960's, the Lake Ontario shoreline was extensively modified. Lakefilling was undertaken to extend the site further south by approximately 75 m to 175 m. The shoreline was reinforced with gravel and rock, and parts of the breakwater were re-vegetated with trees, grasses and shrubs (OPG 2013). To protect the generating station intake pumps, a 375 m long breakwall was constructed to form the 40 m wide intake channel. The shoreline along the western boundary was also extensively modified to create a 22m wide and 130 m long discharge channel. Two piers were also constructed to accommodate lake freighters delivering coal. These piers extend the intake channel an additional 500 m into the lake. The western pier is constructed with a combination of rock mounds and steel cells with rock and concrete. In subsequent years the eastern pier was extended by the addition of three steel barges that were filled with concrete. The eastern pier is part of CVC's Jim Tovey Lakeview Conservation Area.

A Shoreline Hazard Assessment for the site was conducted by Baird Coastal Engineers in 2019 as part of the site wide development. The report characterizes the Lakeview Village shoreline as a large artificial shoreline system that extends from Lakefront Promenade Park in the west to the Jim Tovey Lakeview Conservation Area currently under construction.

Historically, the shoreline was altered and lakefilled to accommodate the OPG Lakeview Generating Station. During operation of the generating station the shoreline was maintained for industrial use and fish were not encouraged to be in the area as they may become trapped in the intake for the cooling water. Thus, the shoreline did not encourage the establishment of aquatic habitat.

3.2 Natural Environment

The site was historically a coal-fired generating station which is undergoing site remediation for soil contamination and is currently under construction as a mixed-use community. The areas along the shoreline where the waterfront parks and trails will be developed has been largely cleared and has been affected by the adjacent remediation and construction activities. The information presented in this section is derived from the Environmental Impact Study July 2020 undertaken by the

developers in support of the planning applications for Lakeview Village by Beacon Environmental and encompasses the entire site including the waterfront parks.

3.2.1 Vegetation

There are few species that were found during the field studies in 2018 that are still on site. Those that are on-site are tolerant of construction activities.

Surveys of the ecological communities for the entire site were completed in the summer of 2018. Ecological communities were mapped and classified according to the ELC system for southern Ontario (Lee et al. 1998). The subject property is comprised almost entirely of anthropogenic areas (unvegetated areas and cultural communities [meadows, thickets and woodlands]). All communities within the area allocated for the waterfront trail and parks are considered anthropogenic and not natural. There is a high percentage of non-native species on the site and no SAR species were recorded.

A Mineral Cultural Meadow community exists along the south shore of the intake channel that includes Goosefoot (Chenopodium album), Ragweed (Ambrosia artemisiifolia), Prickly Lettuce (Lactuca serriola), Red-osier Dogwood (Cornus stolonifera), Goldenrod (Solidago sp.), Queen Anne's Lace, Tansy (Tanacetum vulgare) and Eastern Cottonwood (Populus deltoides) saplings.

Another area of Mineral Cultural Thicket is located on the western edge of the property, near a basin that is part of the former industrial facilities and along a drainage ditch. The community is dominated by Common Sea Buckthorn (Hippophae rhamnoides) with associates of Tartarian Honeysuckle, Manitoba Maple, Staghorn Sumac, Hawthorn Sp. (Crataegus sp.) and Ash (Fraxinus sp). The ground cover in these communities varied but generally consists of common terrestrial forbs such as Chicory, Viper's Bugloss (Echium vulgare), Heath Aster (Symphyotrichum ericoides) and Yarrow, among others.

3.2.2 Fauna

There are few species that were found during the field studies in 2018 that are still on site. Those that are on-site are tolerant of construction activities.

Given the construction activities and the lack of vegetation on site, there is little chance that there are breeding birds on site. Some species may use the site for foraging and stopping particularly in areas where construction activities may be limited.

Assessments of potential amphibian habitats on the subject property in spring 2018 yielded no evidence of amphibian breeding (e.g. eggs or tadpoles). None of the amphibians seen or heard during the assessments were found in the waterfront areas. All amphibians note on the subject property and adjacent lands are considered common in Ontario (ranked provincially as S4 or S5 by NHIC).

During the field surveys of the property in 2018, a single Midland Painted Turtle (Chrysemys picta marginata) was recorded on September 19, 2018. On this date, areas where potential turtle nesting could occur were surveyed to look for evidence of turtle nesting. Apart from the Midland Paint Turtle basking on a pipe along the Lake Ontario shoreline just west of the border of the subject property,

no evidence of other turtles or turtle nesting was observed. One other species of reptile was observed in 2018 was Eastern Garter Snakes (Thamnophis sirtalis sirtalis). Four individuals were observed in the morning of August 8, 2018. Of these, one was an adult and the other three were juveniles.

3.2.3 Aquatic Resources

The following provides a description of each section of the former industrial artificial shoreline and how that shoreline relates to the presence or absence of aquatic habitat. This is followed by a discussion of the results of fish surveys undertaken by CVC.

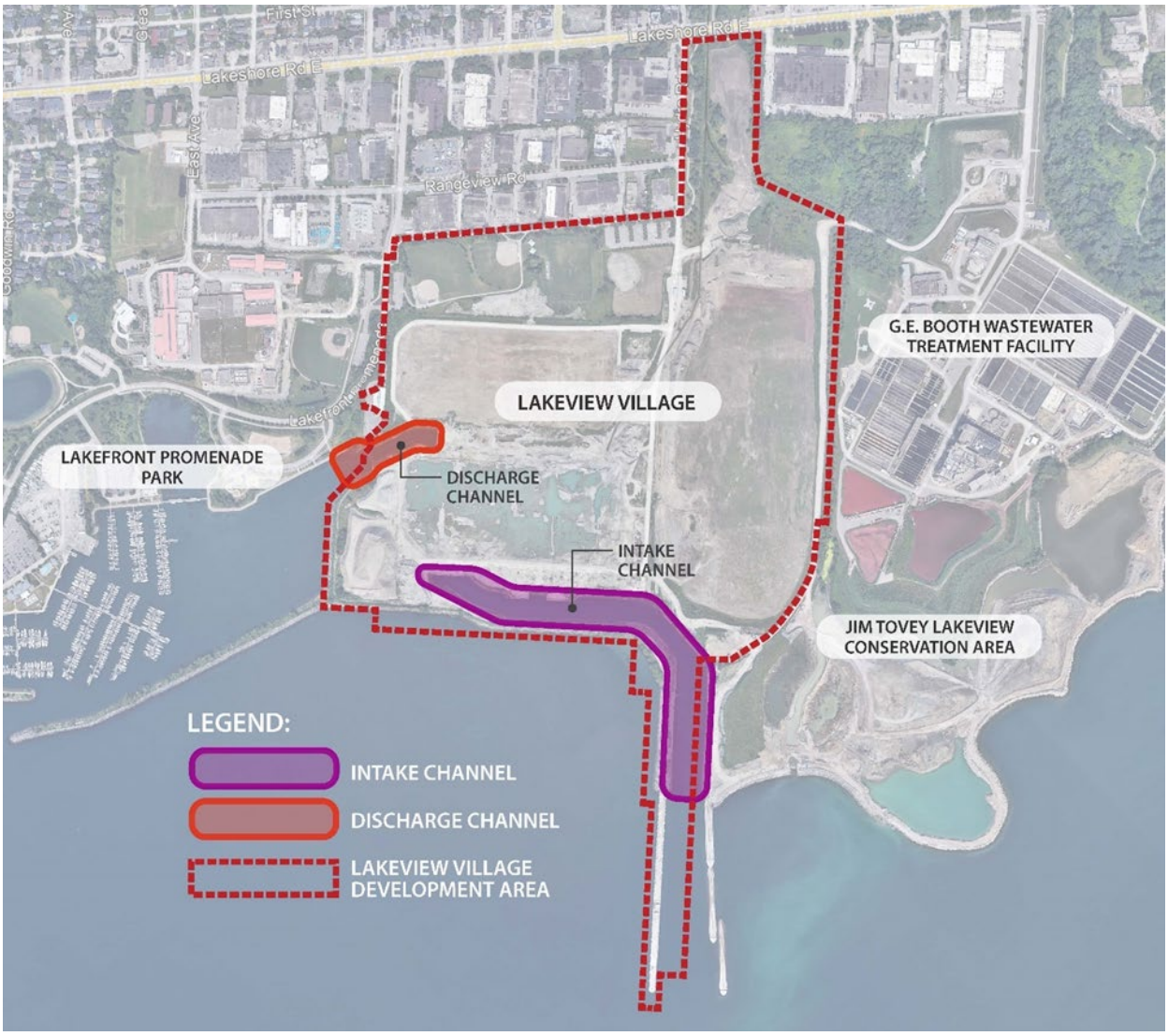


Figure 3.1 - Location of the intake and discharge channels within Lakeview Village.

Intake Channel

As documented in the *2022-2023 Water Quality Monitoring and Aquatic Habitat Characterization Report* (Beacon 2024), the total length of the constructed intake channel is about 1000 m as measured from the intake headwall to the tip of the piers. The average width of the channel is 35 m. The depth of the channel, measured at its centre, is approximately 6.0 m and is excavated into natural bedrock. This channel is connected to Lake Ontario and provides relatively sheltered lacustrine (lake like) fish habitat without flow or extreme wave action. The channel is straight, and its banks are lined with angular cobble and boulders (rip rap stone) at a 2:1 incline. The intake headwall structure is made of concrete and is vertical. The only vegetation present consists of shrubs and trees which are growing at the top of the constructed banks. These shrubs and trees do not provide cover for fish or shading to the channel. Within the channel, aquatic vegetation is very sparse and consists of non-native Eurasian water-milfoil (*Myriophyllum spicatum*), curly-leaved pondweed (*Potamogeton crispus*), as well as sago pondweed (*Potamogeton pectinatus*) and Canada water weed (*Elodea canadensis*). Overall, the intake channel provides minimal habitat structure and vegetation cover for fish. This is due to the flat structureless bedrock bottom and uniform rip rap banks. No aquatic macrophytes were observed in October 2018. Overall, this constructed channel provides minimal cover for fish due to its uniformly shaped banks and channel bottom.

Discharge Channel

As documented in the *2022-2023 Water Quality Monitoring and Aquatic Habitat Characterization Report* (Beacon 2024), the constructed discharge channel is approximately 140 m long and has a width of approximately 20 m. The channel is excavated into bedrock and is approximately 6.0 m deep at its centre. The discharge channel outlets to the marina basin at Lakefront Promenade Park. The basin in largely enclosed by a 630 m long groyne wall. Like the intake channel, the discharge channel also provides relatively sheltered lacustrine (lake like) fish habitat without flow or extreme wave action. Its structure is also similar to the intake channel. The channel is straight with banks constructed of rip rap stone at an approximate 2:1 incline. Sections of the channel are lined with gabion baskets filled with angular stone and other parts are lined with large concrete slabs. The discharge headwall structure is made of concrete and is vertical. There are several abandoned industrial structures along the shoreline some of which are partially submerged including metal steps, metal pipe, a floating walkway, etc. No aquatic macrophytes were observed, however algal growth is evident during the summer and fall.

Prior to site remediation and construction, vegetation consisted of shrubs and trees growing at the top of the constructed banks. These shrubs and trees did not provide cover for fish or shading to the channel, however the abandoned industrial structures along the banks provide some cover to fish. Overall, this constructed channel provides minimal cover for fish due to its uniformly shaped banks and channel bottom.

Fish Surveys

CVC fish collection records for Lake Ontario within the vicinity of the Study Area over a period beginning in 1992 through to 2019 indicate that since 1992, 28 species of fish have been collected.

Over half of these species (18) were still present in 2019. It should also be noted that sampling in 2017 resulted in the highest number of different fish species caught over the sampling years. Additionally, three new fish species were captured in 2017 which had not been recorded in previous sampling years, this included Brook Silverside (*Labidesthes sicculus*), Rainbow Smelt (*Osmerus mordax*) and Brown Trout (*Salmo trutta*). The differences in species captured through the years does not necessarily indicate that there has been a reduction or increase in species diversity but may be due to sampling timing and methods employed. The species composition indicates that the nearshore habitat along the subject property supports a diverse fish community. Several species have been recorded that are known to be sensitive to environmental degradation, such as siltation and pollution, including four Salmonid species and Rainbow Smelt. There are no CVC records of American Eel or other SAR within the vicinity of the Study Area.

Table 3.1 illustrates the fish community sampling results for 2019 for the intake and discharge channels.

Table 3.1 - Community Sampling Results 2019 for Intake and Discharge Channels

Common Name	Scientific Name	Thermal Regime	General Abundance	Origin	Intake Channel	Discharge Channel
Bluegill	Lepomis macrochirus	Warmwater	Common	Native	X	
Pumpkinseed	Lepomis gibbosus	Warmwater	Common	Native	X	
Rock Bass	Ambloplites rupestris	Coolwater	Common	Native		X
Smallmouth Bass	Micropterus dolomieu	Coolwater	Common	Native/ Introduced		X
Bluntnose Minnow	Pimephales notatus	Warmwater	Common	Native		X
Common Carp	Cyprinus carpio	Warmwater	Common	Introduced	X	X
Spottail Shiner	Notropis hudsonius	Coolwater	Common	Native	X	
Brown Bullhead	Ameiurus nebulosus	Warmwater	Common	Native	X	

Based on the fish community results, the intake and discharge channels support both coolwater and warmwater fish species. In 2019, there was a total of 15 fish caught in the intake channel and seven fish caught in the discharge channel. Brown Bullhead, Pumpkinseed, Bluegill, Common Carp and Spottail Shiner were recorded in the intake channel. Bluntnose Minnow, Rock Bass, and Smallmouth Bass were found in the discharge channel. All these species are common in Ontario, found in lacustrine habitat and tolerant to environmental perturbations or anthropogenic stresses. Based on the aquatic habitat conditions identified in the intake and discharge channels, as well as the background review within the vicinity of the study area, there is no suitable habitat for aquatic SAR associated with the site.

3.2.4 Water Quality

Two sampling methods were used to collect water quality data from the intake and discharge channels. Multi-parameter sondes were installed in the channels to continuously record data on various water quality parameters. In addition, manual measurements and water quality samples for laboratory analysis were also collected during site visits.

The multi-parameter sondes recorded water temperatures from June to the end of September capturing the transition from summer to fall temperatures in 2022 and 2023. Water temperatures in both the intake and discharge channels followed the same seasonal trend, with the warmest temperatures recorded during the summer months. However, the intake channel (station SWQ-IC1) had greater fluctuations in observed water temperature than the discharge channel. The maximum daily average temperature observed at the intake channel was 24.1°C (August 10, 2021) and the lowest temperature was approximately 7.6°C (June 22, 2021). The maximum daily average temperature of the discharge channel was 24.5°C (August 11, 2021), and the lowest was 11.4°C (June 30, 2020).

Figure 3.2 presents the daily average temperature of the intake and discharge channels over the five (5) years of monitoring (2019-2023). Over the monitoring period, the water temperature within the intake and discharge channels follows the same general trends as with individual monitoring years: 1) water temperature followed the same seasonal trend, with the warmest temperatures recorded during the summer months; and 2) greater fluctuations were observed in water temperature of the intake channel (station SWQ-IC1) relative to the discharge channel (SWQ-DC1).

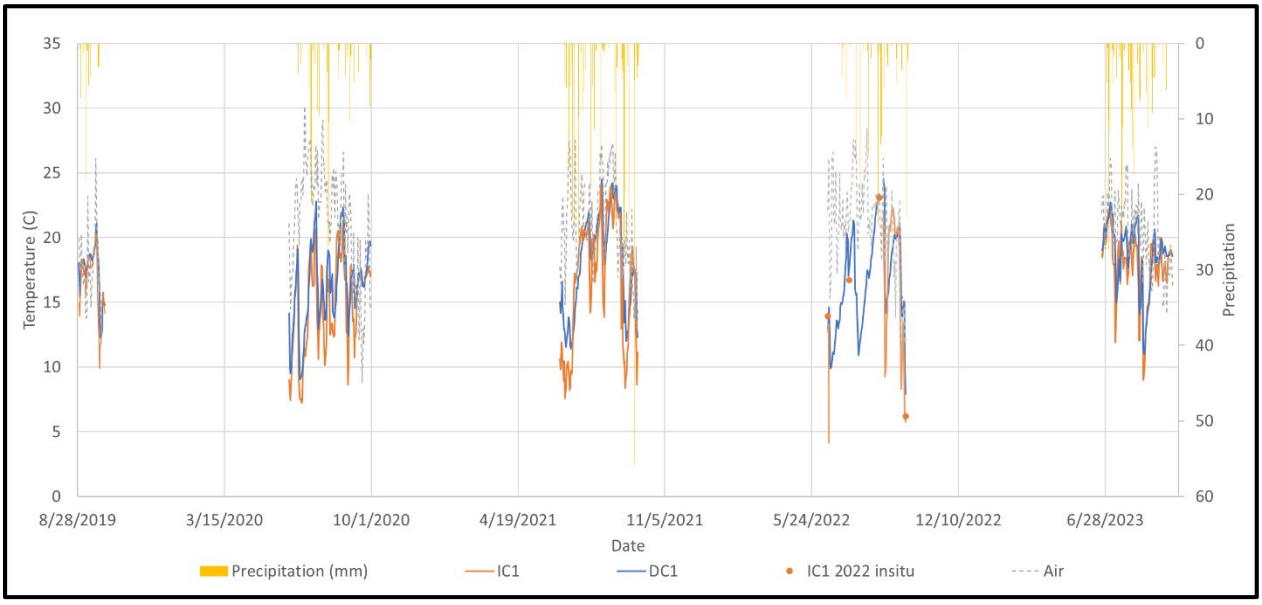


Figure 3.2 - Daily Average Water and Air Temperature (June – September 2022) at Intake and Discharge Channels

Overall, monitoring data collection over the 5-year monitoring program (2019-2023) found that water quality within the intake and discharge channels is indicative of adjacent lake embayment areas and has not substantially changed over the monitoring period. Results of the 2022 and 2023 data water quality monitoring program were generally consistent with previously collected data.

Sufficient water movement may occur within the intake channel to maintain dissolved oxygen levels high enough to sustain fish through the fall season. Dissolved oxygen profiles within the discharge channel indicate that deeper portions of the channel may experience anoxic conditions that would not provide suitable habitat for aquatic life during warm summer months.

3.2.5 Significant Natural Features

The Environmental Impact Study July 2020, undertaken by the developers in support of the planning applications for Lakeview Village by Beacon Environmental, describes what constitutes a significant natural feature and whether they are present on the site. None of the following features are present within the area to be developed into waterfront parks:

- Significant wetlands
- Significant habitat for threatened or endangered species
- Significant woodlands
- Significant valleylands
- Significant wildlife habitat

3.2.6 Soil Contamination

The site is considered a brownfield site as it was the former location of a coal-fired generating station. The waterfront areas associated with the works outlined in Section 5 are generally associated with the former intakes and discharge infrastructure for the generating station and the storage and transport of coal between the piers, the storage piles and the station. Soil contamination includes contaminants of concern consistent with coal handling and storage and electricity generation. The groundwater is not potable. Existing contaminated soils within the Waterfront Park area are being mitigated with risk management measures including a combination of clean soil caps and hard caps to block contact with the contaminated soil by the developer in association with park construction. Record of Site Condition B-404-6266039271 covers most of the site. The remainder of the Waterfront Park site is not contaminated.

3.3 Social and Cultural Environment

3.3.1 Land Use

The Lakeview Village site is designed and approved to be a 72 ha mixed use community on Mississauga's eastern waterfront. The Lakeview Village master plan was endorsed by Council on November 6, 2019. The Master Plan was approved to provide:

- A total of 16,000 residential units, including 1,200 affordable or attainable units;
- Over 18 ha of parkland and six parks with natural heritage features that help maintain the ecosystem and provide clean air and water to residents;
- An extension of the Waterfront Trail through the Lakeview Village Waterfront Park system, providing key trail connections to parks within Lakeview Village;
- An iconic pier that will be the longest on Canada's great lakes and a year-round destination for locals and visitors; and

- More than 1.5 million square feet of employment space in the area's Innovation Corridor for 9,000 jobs in research and development of innovative solutions.

The areas surrounding Lakeview Village are largely Low and Medium Density Residential, with large areas of Public Open Space/Greenbelt and Utility (G.E. Booth Wastewater Treatment Plant), Lakefront Promenade Park and Jim Tovey Lakeview Conservation Area. Land along Lakeshore Road East is mostly designated Commercial and Business Employment.

None of the residences being constructed at Lakeview Village will be occupied during construction of the Waterfront Trail and bridge. There are no residences adjacent to the area where construction will occur, rather the trail connects to existing or under construction recreational spaces.

3.3.2 Parks and Recreation

Waterfront parks in the vicinity of Lakeview Village include Lakefront Promenade, AE Crookes, Douglas Kennedy, the Adamson Estate, Marie Curtis Park, and Jim Tovey Lakeview Conservation Area currently under construction. These parks provide several amenities including baseball diamonds, picnic areas, soccer fields, washrooms, concession stands, splash pads and boat launch and yacht club facilities. Many of these parks are connected by the Waterfront Trail, which weaves along the Lake Ontario waterfront from Niagara to the Quebec border, as part of the TransCanada Trail network. The Waterfront Trail currently runs along Lakeshore Road at the north end of the Lakeview Village Site. This project provides the opportunity to move the Waterfront Trail to the water's edge and connect it to trail segments in Lakeview Promenade Park and Jim Tovey Lakeview Conservation Area. This meets a long-standing objective of moving the trail to the water's edge wherever possible.

The Lakeview Village site is adjacent to one of the largest and busiest of Mississauga's waterfront park complexes, which is comprised of five parks, including Lakeview Park, Lakefront Promenade Park, Douglas Kennedy Park, A.E. Crookes Park and R.K. McMillan Park. Due to its diverse shoreline and direct access to the lake, this area is a prime location for boating. Currently there are two marinas located at Lakefront Promenade. Marine uses within the Lakefront Promenade Marina area include motor boating, boat launching, shoreline and boat-based fishing, canoeing and kayaking. During the summer, the Lakefront Promenade Marina is often densely populated with residents and tourists. It is anticipated that marine uses will also occur in the new Jim Tovey Lakeview Conservation Area to the east but will be limited by the lack of a marina or boat launch.

3.3.3 Archaeology and Built Heritage

As part of development planning for Lakeview Village, Stage 1 and 2 Archaeological Assessments (2017) were completed for the site. The Stage 1 assessment determined that the study area comprised a mixture of areas of archaeological potential and areas of no archaeological potential. The Stage 2 assessment did not result in the identification of any archaeological materials. It should be noted that the Waterfront Trail and bridge along with the shoreline repairs will occur in an area that was created by lakefill at the time the generating station was constructed.

3.3.4 Indigenous Interests

There are no recognized Aboriginal reserves or communities currently located within the Lakeview Village site. Indigenous communities with known or suspected historical occupation of the area are:

- Haudenosaunee Confederacy Council;
- Huron-Wendat First Nation;
- Mississaugas of the Credit First Nation; and
- Six Nations of the Grand River.

There has been no communication regarding usage of the site for traditional practices, and such practices were not available to the communities due to restricted site access and on-going operations of the former OPG Lakeview Generating Station. The area is included as part of the Head of the Lakes Treaty, also known as Treaty 14, which was signed in 1806. The area is also covered under the NANFAN Treaty, an agreement signed between the British Colonial Government and Haudenosaunee Confederacy Chiefs Council in 1701.

4 Alternative Solutions

Alternative solutions are different ways of addressing the opportunity identified in Section 2.0. There are only 2 alternative solutions:

- Option 1- Move the Waterfront Trail to the water's edge and connect it to the park spaces to the east and west; and
- Option 2 – Leave the Waterfront Trail on Lakeshore Road (the 'do nothing' alternative).

Option 1

As noted in Section 3 the Lakeview Village redevelopment site is a former industrial site that is being remediated/risk managed and is currently under construction. Prior to remediation or mitigation with risk management measures, there were few if any terrestrial habitats on site particularly along the waterfront. Given the current state of the site constructing the trail does not result in any effects to the natural environment. In some areas trail construction will require repairs to the former industrial and artificial shoreline. These repairs will generally occur out of the water and as such are not anticipated to affect aquatic habitat. There are no residents living on the site or any anticipated throughout the construction of the trail and pedestrian bridge nor is public access permitted to the site. Therefore, no construction nuisance effects to residents or recreational users are anticipated.

Once opened, the trail and pedestrian bridge will provide an important recreational amenity for the residents of Lakeview Village and the surrounding areas. It will also provide an active transportation corridor connecting the waterfront park at Lakeview Village to parks to the east and west and connecting the Waterfront Trail along the water's edge. The trail and pedestrian bridge are consistent with the planning and policy documents for the site and the City waterfront area. There are no anticipated negative effects to the natural or social environment resulting from operation of the trail.

Option 2

There is no construction associated with leaving the Waterfront Trail where it is on Lakeshore Road. There would be no changes to the trail operation, however, the existing potential for conflicts with vehicles would continue. As Lakeview Village populates and once Jim Tovey Lakeview Conservation Area opens, users will seek to connect the water's edge experience available at JTLCA and Lakefront Promenade and will forge the option 1 trail.

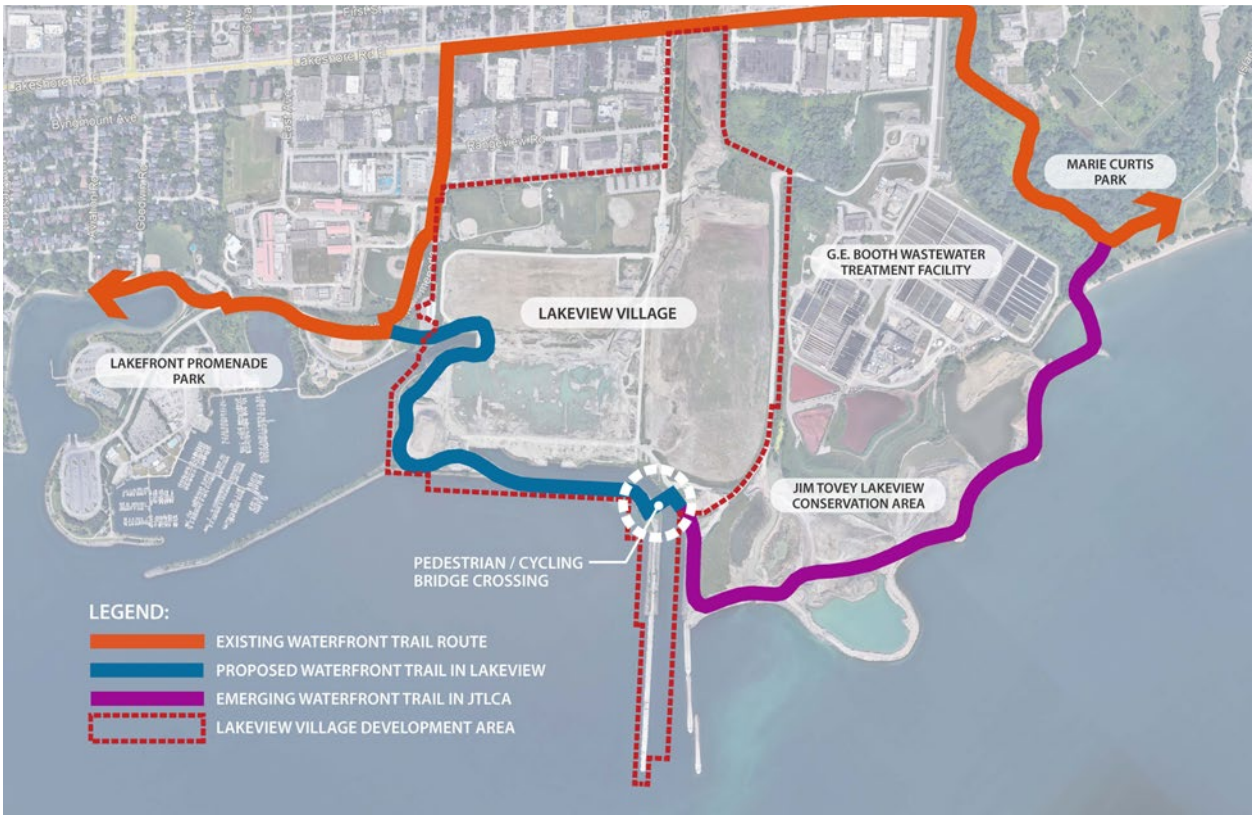


Figure 4.1 - Alternative Solutions and Waterfront Trail Connections

Option 1 is considered preferred for the following reasons:

- Users seek the water's edge experience and will gravitate to that area irrespective of the trail;
- Site is being redeveloped so there are no negative impacts associated with trail construction;
- Trail and park development provide opportunities for some enhancements to local ecology;
- Dedicated multi-use trail reduces potential for conflict with vehicles associated with an on-road facility; and
- Trail and pedestrian bridge connections will be an important active transportation facility and recreational amenity for the emerging new community.

5 Project Description

Lakeview Village will have over 27 ha of green space with access to approximately 182 ha of nearby parkland, including the 26 ha conservation area immediately to the east (Jim Tovey Lakeview Conservation Area). The Waterfront Trail within the Waterfront Park, which is 11 ha in size, will provide opportunities to engage and access the water. These features and the changes to the shoreline required to implement them are described below.

Figure 5.1 - Lakeview Village Parks Master Plan with identified Waterfront Park area.

5.1 Waterfront Trail

The waterfront trail location has been determined to provide a water's edge experience and to optimize connectivity to the east and west. Since the inception of the project, the intent for locating the Waterfront Trail (WT) has been to ensure it has a close relationship with the waters edge, while maintaining the key connecting points with the existing trail to the west within Lakefront Promenade Park and the emerging trail to the east within Jim Tovey Lakeview Conservation Area. It was jointly decided by the City and development team early in the master planning process that the WT, as distinct from other paths and boardwalks that will be provided within the Waterfront Park, should be extended along the breakwater where it will benefit from the expansive views of the lake, flow logically from the west, and link directly with the pier, a major public feature, before connecting with the bridge and through to Jim Tovey Lakeview Conservation Area.

The trail will have the following features:

- Multi -use;
- 3.5 m wide asphalt for cycling path, 2 m wide concrete for pedestrian path and 0.5 m wide transition banding (in between) for a total width of 6 m from paving edge to paving edge;
- Where feasible, there will be a 1.2 m mow strip on either side of the trail;
- Generally, the trail will be within 15 m of the water's edge; and
- The trail will be lit year-round and maintained through the winter months.

Figure 5.2 - The Waterfront Trail will allow for walking and cycling connections along the lakeside.

Figure 5.3 - Lakeview Village Waterfront Park shoreline enhancement components.

5.2 West Boardwalk and Shoreline Repair

To the west of the shoreline area, the existing timber boardwalk from Lakefront Promenade Park will be continued. The boardwalk will be designed and constructed in the same manner as the existing boardwalk, which was constructed in 2022. The width of the proposed boardwalk extension is 4.5m and the trail will transition from a timber boardwalk to a paved trail at the end of the inlet where it will join the paved Waterfront Trail and widen to 6 m.

The boardwalk will sit on the stable shoreline top of bank. To achieve a stable shoreline slope in the long term and provide the required structural capacity for the boardwalk feature, portions of the existing shoreline will need to be repaired and improved. Currently, the shoreline consists of a combination of miscellaneous materials, including rip-rap stone, concrete rubble, failing gabion basket retaining wall and indents to the shoreline leftover from decommissioned storm outlet structures and minor scalloped areas. The intent of construction is to provide a consistent and stable rip-rap stone shoreline slope that fills in the decommissioned outlets and minor scalloped areas, while providing a structurally sound base appropriate for the extension of the boardwalk feature. The proposed works will also improve the aesthetics of the shoreline (with the removal of the miscellaneous concrete rubble and gabion baskets), providing a more consistent and attractive waters edge that can naturalize over time. Where possible the repaired shoreline will include some aquatic habitat features such as littoral shelves and the placement of woody debris clusters/log

tangles that provide habitat structure and shading, emulating naturally occurring shoreline conditions.

The boardwalk is intended to extend to where it will be constructed on top of the existing discharge channel wall and function as a viewing deck to the lake and a link to the Waterfront Trail. A stone buttressing/berm placed at the bottom of the channel against the existing wall structure will be required to provide structural support for the wall. This berm will be submerged and will occupy approximately 145 sq.m of lakebed. This buttressing/berm will only be constructed once appropriate isolation measures have been installed. Furthermore, habitat enhancements will be installed where possible to encourage fish use.

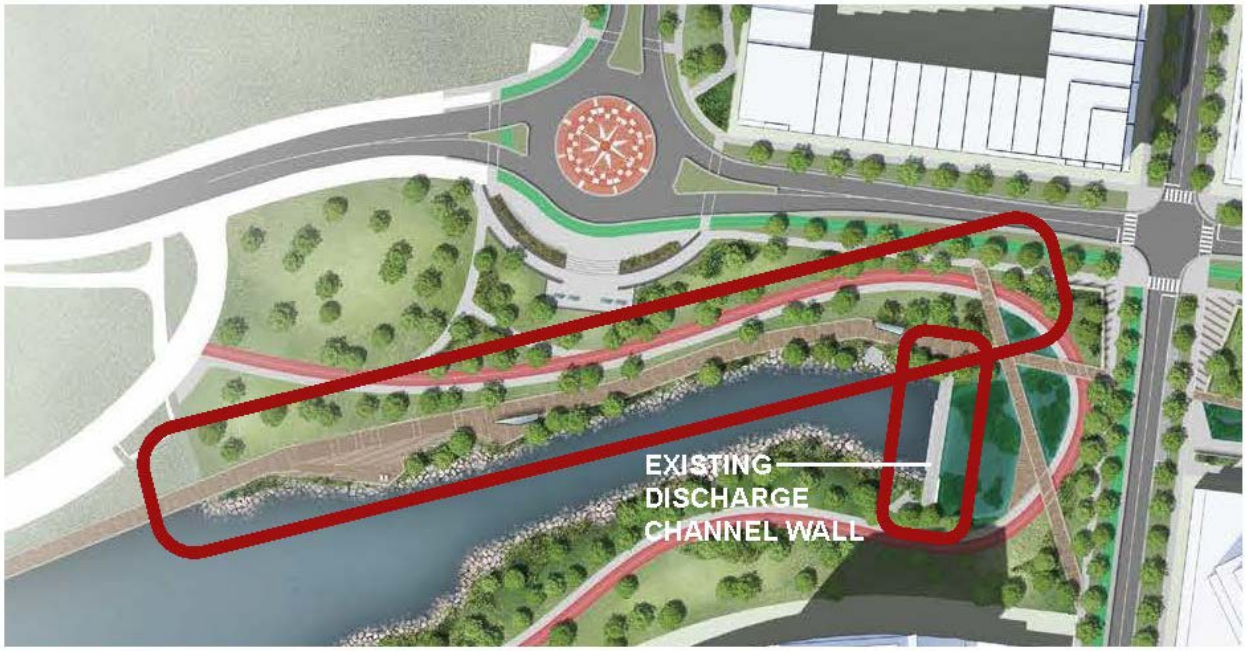


Figure 5.4 - Conceptual plan illustrating the proposed west boardwalk extension and shoreline repair to fill-in decommissioned outlets and provide stable base for the boardwalk construction.

5.3 Small Craft Boat Marina

A small craft boat marina for use by transient boaters will be created along the west shore of the site just south of the west boardwalk. Minor repairs to the shoreline edge will be completed to support accessible pedestrian links to the floating docks and the construction of an abutment to anchor the floating docks will be required. Construction work will primarily occur above the high-water mark and will be completed from the land, apart from the abutment and dock placement. This marina will allow transient boaters to access restaurants, shops and the pier within Lakeview Village during the day.

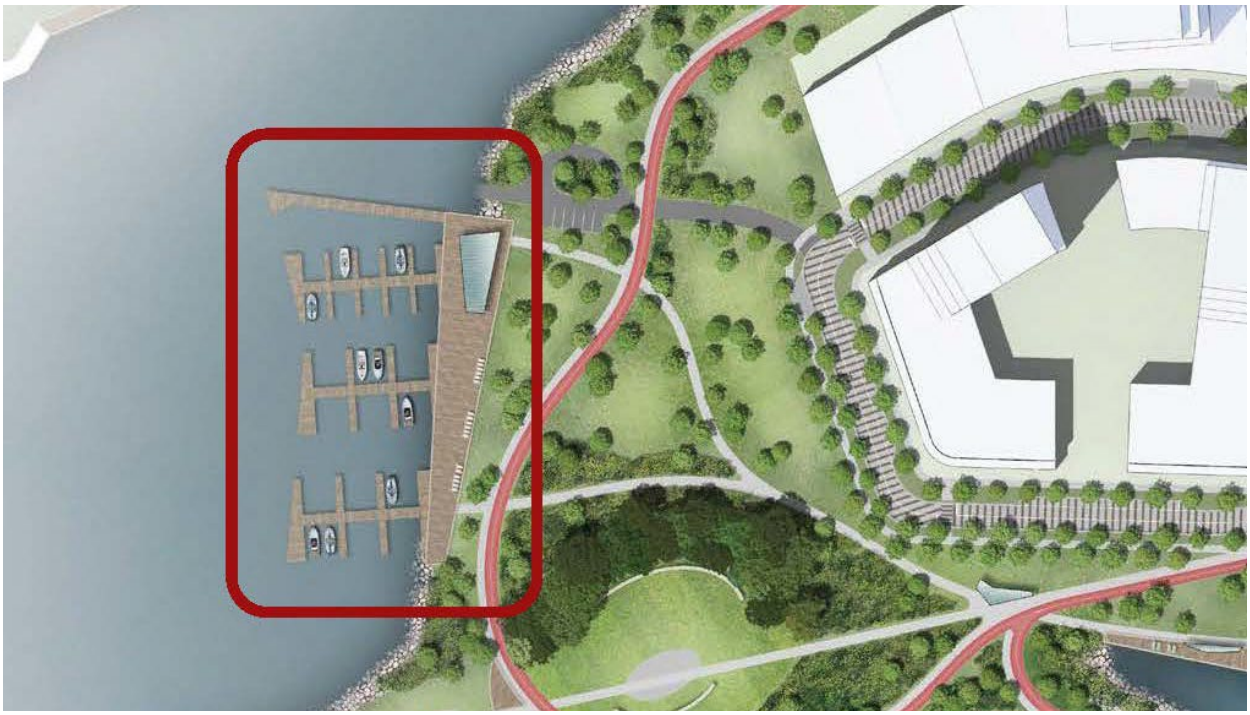


Figure 5.5 - Conceptual plan of the proposed small craft boat transient marina where minor repairs to the shore edge will be required to support accessible pedestrian links to the floating docks.

5.4 Paddle Sport Launch

The paddle sport launch venue provides the opportunity to actively engage the water with a kayak/canoe/sup storage and rental facility conveniently located along the shore of the inlet where waters are calmer and more conducive for paddlers with a range of experience. The venue is strategically sited between two existing concrete headwall features, within an approximate 30 m width space that currently slopes down to the inlet and is ideal for accessing the water, minimizing the extent to which the shoreline will need to be impacted. The existing concrete headwall features, decommissioned as water intake facilities, will be retained to frame the paddle entry facility and allow for decking overtop as a lookout and gathering amenity facing the lake. Floating docks will be used to access the water. It is anticipated that up to 65 piles will be bored into the lakebed to support the docks, although the number of piles may be reduced through detailed design analysis. Minor shoreline repairs/alterations may also be required to deliver this public recreation amenity.

Figure 5.6 - Conceptual plan of the proposed paddle sport facility where minor repairs to the inlet structures will be required to support the launching of kayaks, canoes and standup paddleboards.

5.5 Terraced Seating and Steps

The terraced seating and steps (social steps) are intended to bring people to the water's edge where they can engage with water-based events with views of the water and the emerging Lakeview Village skyline. Configuration of the terraced seating and steps and the inclusion of a pebble beach apron where the land meets the water provides an opportunity to soften the shape of the shoreline from its existing rigid form and to introduce additional aquatic habitat (for example through littoral shelves and the placement of woody debris clusters/log tangles). The seating and steps may be constructed of stone, precast concrete units and/or poured-in-place concrete and will be configured with riser heights and depths conducive to stepping, seating and lounging.

There are 3 sets of terraced seating and steps, all proposed in one area of the plan in the vicinity of the bridge. Combined, they serve to attract people to the inlet waters edge where they can view and participate in water-based activities, easily accessed from the trail network and closely linked with key gathering spaces. The terraced seating and steps are intended to be constructed above the high-water level along the existing rip-rap stone shoreline. The proposed pebble beach will draw back the shoreline slightly and provide an opportunity for a softer, more naturally configured waters edge.

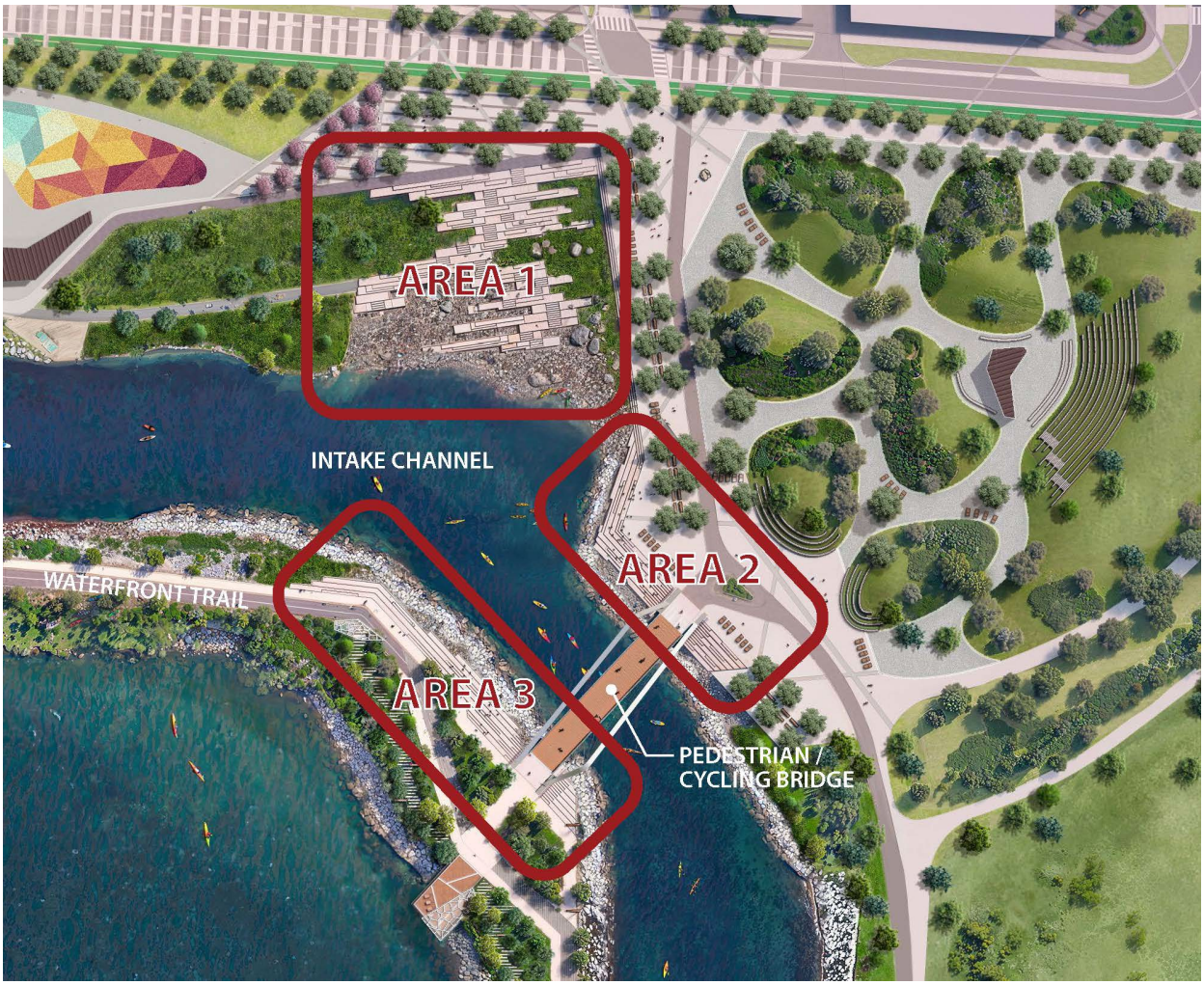


Figure 5.7 - Conceptual plan of the proposed terraced seating and steps (Social Steps), with a pebble beach apron at Area 1, in the vicinity of the bridge and pier to soften the shoreline and provide access into the water.

5.6 Outer Shore Protection and Repair

The developer will be undertaking outer shoreline protection work to repair approximately 500 m of the lake facing shoreline edge, to restore the functionality of the existing shoreline protection structure and to meet modern engineering and regulatory flood and erosion protection standards. This work is being planned and approved separate from this EA but is being included as it supports the implementation of the Waterfront Trail.

The existing shoreline protection structure at the outer shore includes collapsed sections, displaced armour, and unnatural construction rubble (concrete, rebars and asphalt). The scope of work, to be undertaken by the developer, will involve replacement of unsuitable construction materials with quarried armourstone as needed to form a stable mound with an appropriate crest elevation. The proposed Waterfront Trail extension will be sited on the shoreline and breakwater feature adjacent to the shoreline repair. In addition to stabilizing the slope, these works will provide

suitable protection for Waterfront Trail users against wave overtopping. To do so, smaller quarried rip-rap material is proposed between the crest of the armourstone mound and the planned trail. To limit potential impacts to the lakebed, repair works will not extend beyond the toe of the existing structure.

Figure 5.8 - Conceptual plan of the proposed outer shoreline protection repair area, comprising approximately 500 metres of lake facing shoreline edge to meet modern engineering, regulatory flood and erosion protection standards.

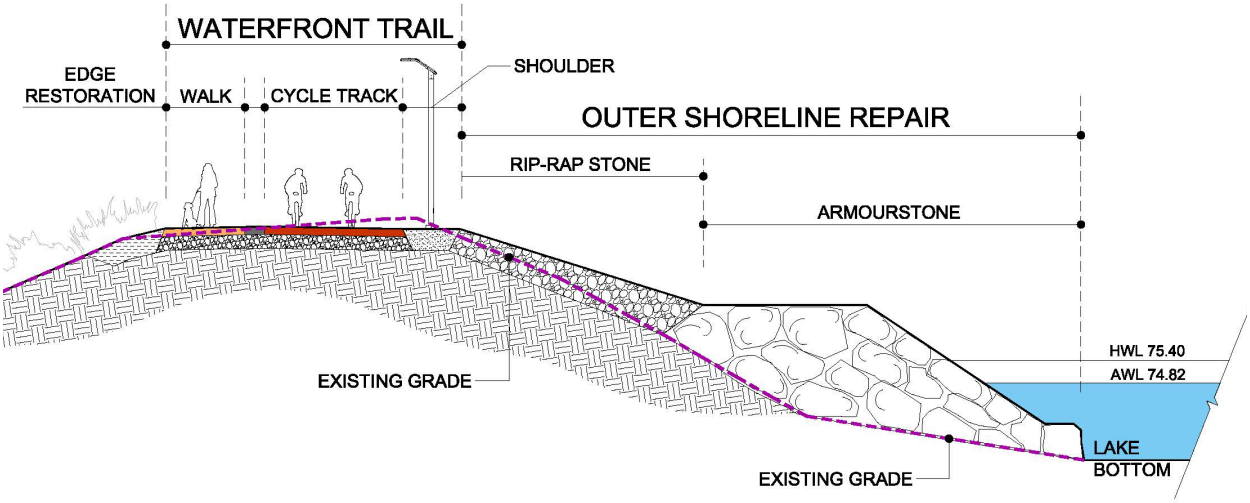


Figure 5.9 - Conceptual cross-section depicting the proposed shoreline protection repair along the lake facing shoreline with adjacent proposed Waterfront Trail along the breakwater.

5.7 Pedestrian/Cycling Bridge

An important opportunity addressed by this project is to bring the Waterfront Trail from its current on-road location to the water's edge. A key component of completing this trail is the pedestrian and cycling bridge that will cross the former intake channel to connect the trail on the breakwater with the trail that continues towards, into and through Jim Tovey Lakeview Conservation Area. The pedestrian bridge will provide key connections along the Waterfront Trail route to serve Lakeview Village and communities beyond.

The pedestrian bridge has been sited at the narrowest inlet crossing in an efficient alignment with the proposed pedestrian trail configuration. Given that the site has been cleared of vegetation, there are no impacts to differentiate between bridge locations other than to consider potential effects to the aquatic environment. The narrow crossing allows the pedestrian bridge to be designed as a clear span, eliminating the need to impact the water and aquatic habitat. Concrete abutments for the bridge are intended to be contained within the shoreline slope, above the high-water level, to minimize potential aquatic impacts. It is anticipated that the pedestrian bridge will combine steel (girders, arches, caps, decorative elements) and concrete (decking, abutment), as well as other potential elements related to railings, lighting, cabling, etc. In addition to pedestrians and cyclists, the bridge will be designed to accommodate maintenance and emergency services vehicles, as well as utility conduits, thus, it is anticipated that the activated width of the bridge will be 6-7 metres. The width of the water surface required to span is approximately 30 metres. The span length of the bridge is estimated between 50-60 metres.

Figure 5.10 - Conceptual depiction of the pedestrian / cycling bridge and surroundings.

5.8 Construction

It is assumed that all construction will occur from the land side. Barges may be used to position barge-based cranes in proximity to the shore to facilitate construction along the shoreline and minimize effects to the water. Modifications to the shore will generally occur above the average lake level and when possible, above the high-water level. The exception will be the need to bore up to 65 piles for the docks at the paddle sport venue and the placement of abutments for anchoring floating docks at the small boat craft marina. Specifically, bridge abutments will be constructed out of the water, and the bridge will span the channel negating the need for mid-span support piers. All construction will be concurrent with site redevelopment and represents a small percentage of the construction traffic currently accessing the site daily. New residences will not be occupied during the construction period and there is no public access to the site therefore, construction nuisance effects will be negligible. Best practices for construction mitigation including Erosion and Sediment Control, storage of materials at least 30 metres away form water and safe operation of construction equipment will be adhered to in order to lessen any negative effects of construction.

Prior to any shoreline modifications, site isolation measures will be implemented. These measures will include the installation of turbidity curtains to contain any sediment that may become suspended. Any works being completed are required to be isolated from fish. A fish rescue will be conducted to ensure no fish remain entrapped within the isolation area. All captured fish will be safely released outside of the isolation zone. Under the *Fish and Wildlife Conservation Act,* 1997 a License to Collect Fish for Scientific Purposes (LCFSP) must be obtained from the Ministry of Natural Resources (MNR) prior to the rescue to ensure compliance. For in-water works all fish timing windows will be adhered to. Appropriate measures will be in place to adhere to the *Fisheries Act*, in relation to measures to prevent entry of deleterious substrates in water (i.e., drainage shall be designed in a manner to minimize or avoid drainage to the waterbody). All measures to protect fish and fish habitat, per DFO guidelines, shall be employed.

6 Effects Assessment

The proposed trail, shoreline works, and bridge described in Section 5 have been assessed against a set of criteria (Table 6.1) representing the full definition of the environment. This assessment includes the construction and operation phases of the project. For construction, best practices with respect to erosion and sediment control, storage of materials in proximity to water, and safe operation of construction equipment will be followed. There are no negative effects associated with operation of the trail, shoreline works and pedestrian bridge, however there are positive effects associated with connectivity of active transportation networks and providing higher quality recreational experiences.

Table 6.1 - Effects Assessment of Project Design

Environmental Component	Criteria	Effect	Mitigation	Net Effect
Natural Environment	Removal of vegetation	There is negligible vegetation on site given site remediation and construction activities. There are no species at risk. No significant vegetation removals are anticipated with construction.	If applicable, any tree removals will be conducted per City of Mississauga Tree Bylaw requirements.	No effect
	Effects to terrestrial habitat	Given the absence of vegetation and natural areas on the site there are no effects to terrestrial habitat. While there may be some wildlife species moving through the site, these species are generally urban tolerant and are unlikely to be living on the site. Birds may be either travelling through or nesting on site.	None required. Prior to vegetation removals the site will be surveyed to ensure there are no birds nesting. If birds are found vegetation removals will be delayed.	No effect
	Effects to aquatic habitat	Shoreline repair activities and slight modifications to shoreline structures discussed in Section 5 may affect aquatic habitat potentially causing removal of limited riparian vegetation, placement of materials in water, and introduction of short-term aquatic noise. This may result in changes to nearshore habitat conditions and may result in localized impacts during	Appropriate measures to protect fish habitat will be employed throughout the project including, maintain riparian vegetation, carry out works, undertakings and activities on land (where possible), ensure proper sediment	Negligible short-term effect to aquatic habitat in proximity to construction activities.

Environmental Component	Criteria	Effect	Mitigation	Net Effect
		construction, including sedimentation and changes to habitat structure and cover. Isolation of the in-water work area will require fish relocation to avoid any harm to stranded fish. Existing aquatic habitat is of limited value.	control, prevent entry of deleterious substances in water. All work to be completed during specified timing windows. During construction, appropriate erosion and sediment control measures will be used to limit turbidity. Only materials which meet Provincial lakefilling guidelines will be used on the shoreline. In some locations, such as the pebble beach at the social steps, the shoreline will be softened and create some limited potential aquatic habitat. Ensure compliance with *Fisheries Act*, and the *Fish and Wildlife Conservation Act* for any fish handling.	
	Potential to release contaminated soil as part of construction.	Existing contaminated soils within the Waterfront Park area are being mitigated by the developer with risk management measures, including the provision of soil caps with a combination of clean soil and hard caps to block contact with the	None required	No Effect

Environmental Component	Criteria	Effect	Mitigation	Net Effect
		contaminated soil. These measures will be implemented at the time of construction of the park and trail. The City will maintain the mitigation as part of park construction.		
Social and Cultural Environment	Construction nuisance effects to recreational users and residents.	Construction activities will be undertaken using standard construction equipment such as bulldozers, cranes and dump trucks which will create some noise and dust. There are no residences in proximity to the construction activities and there are no recreation users permitted on site. Therefore, there are no construction nuisance effects predicted as there are no receptors.	None required	No effect
	Removal or disruption of built heritage, archaeological and/or cultural landscape features.	The area affected by the project components is artificial land previously occupied by a coal-fired generating station. There is no built heritage, archaeological or cultural landscape features on the site that may be affected. Therefore, there are no effects.	None required	No effect
	Changes to public access to the waterfront for recreation	This part of the waterfront was not previously accessible to the public for recreation due to industrial use. The project components described in Section 5 will provide public accessibility to a previously inaccessible part of the waterfront	None	Positive effect of providing access to the waterfront with the site and provision of waterfront trail connections across the site to adjacent parks.

Environmental Component	Criteria	Effect	Mitigation	Net Effect
	Changes to recreational use along the water's edge.	This part of the waterfront was previously inaccessible and characterized by remnants of industrial activities. Changes to the shoreline and proximity of the trail to the water's edge will permit a variety of recreational uses in and adjacent to the water that were not possible prior to project construction.	None	Positive effect due to the provision of a variety of recreational uses and access.
	Connectivity of the Waterfront Trail	The project will move the Waterfront Trail from its existing location along Lakeshore Road East to the water's edge and connect it with the WT to the west within Lakeshore Promenade Park and to the east within Jim Tovey Lakeview Conservation Area.	None	Positive effect
	Changes to navigation in the vicinity of the shoreline	The shoreline repairs and addition of the pedestrian bridge will not change navigation in the vicinity of the shoreline. The pedestrian bridge will be of sufficient height to allow navigation of small craft.	None	No effect
Cost	Capital cost	The Waterfront Trail has a current budgeted cost of $2.2M. The pedestrian bridge has a current budgeted cost of $7.0M.		

7 Consultation

7.1 Notice of Commencement and Virtual Information Centre

Several different mechanisms were used to advertise the virtual Public Information Centre and spark interest in the project. The extent and duration of each form of notification is detailed below.

Table 7.1 - Summary of Public Information Centre Notification

Mechanism	Coverage	Duration
Social media	Meta (Facebook and Instagram) posts on City of Mississauga and Parks and Recreation channels	June 2-12
Mail Drop	All addresses in the L5E and L5G postal areas totaling 16,710 recipients including 8,708 houses, 6,975 apartments and 1,027 businesses	Mail drop conducted once between the period of May 12 to 16, 2025
Signage – copy of Notice of Commencement and Invitation to Virtual PIC	Signs were installed in 4 locations: • 800 Lakefront Promenade at the boardwalk to the west of the site • Bus stop in front of 1230 Lakeshore Rd • Small Arms building entrance 1352 Lakeshore Rd • Jim Tovey Trail near intersection of Hydro Rd and Lakeshore Rd.	Installed May 26, 2025 and removed July 24, 2025
Letters	Agencies Indigenous communities	Sent by email May 22 – 23, 2025

A copy of the Notice of Commencement and the Virtual Public Information Centre is available on the project website Developing parks in Lakeview Village.

Subsequent to the notice, no comments and questions were received by phone and email. Some residents reached out to be added to the mailing list for future project updates.

Virtual Public Information Session

A virtual Public Information Session was held June 12, 2025. Participants were invited to join the Webex platform to hear a presentation followed by an opportunity for comments and questions. Staff from the City of Mississauga and the consultant team were available to address comments and questions. At the start of the presentation and at the end Councillor Dasko participated and spoke about the importance of the project. There were 6 participants present for the session, and a few comments and questions were raised as detailed in the next section.

A copy of the presentation and a recording of the presentation and Q&A session are available on the project website Developing parks in Lakeview Village. Copies of Notice of Commencement and consultation materials are included in Appendix A.

Summary of Feedback Received and Responses

As a result of the notification and the virtual public information centre several comments and questions were received. The following table details the questions and responses from the City. It should be noted that some of the responses may be more detailed than those provided during the meeting.

Table 7.2 - Summary of Feedback Received and Responses

Comment	Response
Will the presentation be shared with the public?	Yes, the presentation and a recording of this meeting have been posted to the City's website.
Has the City considered having a drop off area for paddlers where vehicles have access?	There is street parking in proximity to the paddle sport launch. A direct vehicular connection between the street and the paddle launch was not proposed as it would inadvisably bisect the park. Further, the proposed paddle sport launch facility is intended as a rental facility with opportunities for storage, which will reduce the impulse to drive to the facility. For all park amenities there is a trade-off between bringing parking close and the impact vehicular movements will have on park programming and facilities. There are existing paddle craft launch facilities with convenient parking located immediately to the west in Lakefront Promenade Park, and further west in Port Credit Marina Park.
It would be nice to have vehicular access to the paddle launch.	See previous response
Why were only two alternatives considered for the EA?	For this project there were only two alternatives considered reasonable: leave the Waterfront Trail link on Lakeshore Road East or move it to the water's edge. As we know from other waterfront initiatives and consultation undertaken for the parks master plan, people want to be at the water's edge.
Is it possible to provide an additional paddle launch location on the west side of the site off of the boardwalk and in the vicinity of the roundabout?	There are several constraints in this area, including a significant slope down to the water's edge, as well as the anticipated volume of traffic through the roundabout that will make a pullover inadvisable.
Do not support Do Nothing alternative.	Comment noted
What is the building near the transient marina?	That is a small building to provide washrooms and support the marina operation.

7.2 Agency Consultation

Letters including the Notice of Commencement and an invitation to meet to discus the project were sent to:

- Ministry of Environment Conservation and Parks, Attention eanotification.cregion@ontario.ca
- Credit Valley Conservation Authority, Attention: Jakub.kilis@cvc.ca
- Ministry of Tourism and Culture, Attention: Kathryn.bryant@ontario.ca
- Ministry of Natural Resources, Attention: steven.strong@ontario.ca
- Transport Canada, Attention: nppont-ppnont@tc.gc.ca
- Department of Fisheries and Oceans (DFO), Attention: FisheriesProtection@dfo-mpo.gc.ca

No comments or concerns were raised by the agencies nor were there any requests to meet.

7.3 Indigenous Consultation

Letters including the Notice of Commencement and an invitation to meet to discus the project were sent to:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Haudenosaunee Development Institute

No comments or concerns were raised by the Indigenous communities nor were there any requests to meet. Six Nations asked that correspondence be sent also to Peter Graham and requested funding confirmation for document review and meetings, which the City confirmed by email.

References

The following background studies have informed the Project File Report and are available for review upon request or otherwise provided with a link:

- ARA, Stage 1 and 2 Archaeological Assessment Ontario Power Generation Lakeview Generating Station, 800 Hydro Road, City of Mississauga, March 13, 2017
- ARA, Stage 2 Archaeological Assessment, Lakeview Village, 800 Hydro Road, City of Mississauga, January 21, 2019
- Beacon Environmental Limited, Environmental Impact Study Lakeview, City of Mississauga, July 2020 (revised)
- Beacon Environmental Limited, Aquatic Habitat Characterization & 2022 – 2023 Water Quality Monitoring Report, Lakeview Village, Mississauga, April 2024
- EXP, Phase One Environmental Site Assessment, 985 Hydro Road, Mississauga, Ontario, November 26, 2020
- EXP, Phase Two Environmental Site Assessment Update, Area 3, 985 Hydro Road, Mississauga, Ontario, October 25, 2023
- EXP, Phase Two Environmental Site Assessment Update, Area 4, 985 Hydro Road, Mississauga, Ontario, July 14, 2020
- EXP, Phase Two Environmental Site Assessment Update, Area 5A, 985 Hydro Road, Mississauga, Ontario, December 21, 2023
- NAK design strategies, Lakeview Village Parks and Pier Conceptual Maste Plan, May 2023
- W.F. Baird Coastal Engineers, Lakeview Village Shoreline Hazard Assessment, February 14, 2020
- Lakeview Village Parks Fall 2020 Public Engagement: Key Findings and Next Steps (April 2021) (Lakeview-Village-Fall-2020-Key-Findings.pdf)
- Lakeview Village Parks Phase 2 City-wide Survey: Key Findings and Recommendations (June 2022) (Lakeview Village Parks: Phase 2 City-wide Survey: Key Findings and Recommendations)

Appendix A – Consultation Materials

The following documents, appended to the Project File Report, outline the consultation process undertaken for this Schedule B Municipal Class EA:

- City of Mississauga – Notice of Study Commencement
- Notice of Commencement Letter to Indigenous Communities (Unaddressed Copy) and Email Correspondence
- Municipal Class EA Correspondence with Six Nations (email)
- Lakeview Village Waterfront Trail and Pedestrian Bridge Class EA Virtual Open House (June 2025)
- Lakeview Waterfront Trail Virtual Public Information Centre Summary
- City of Mississauga Lakeview Village Developing Parks Webpage (Developing parks in Lakeview Village – City of Mississauga)

City of Mississauga – Notice of Study Commencement

CITY OF MISSISSAUGA – NOTICE OF STUDY COMMENCEMENT

Municipal Class Environmental Assessment Study: Lakeview Village Waterfront Trail and Pedestrian Bridge

WHAT?

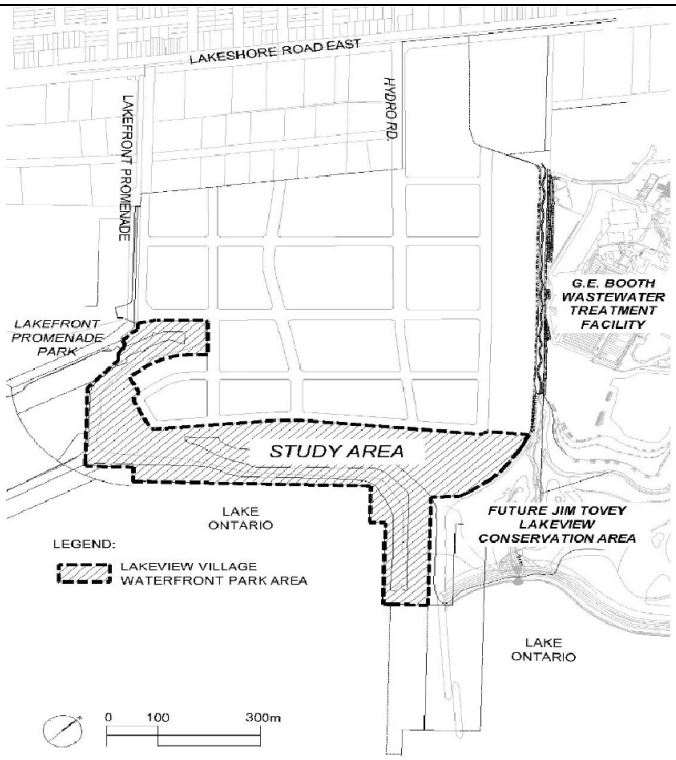
- The City of Mississauga is undertaking a Municipal Class Environmental Assessment (Class EA) Study for the Lakeview Village Waterfront Trail and Pedestrian Bridge (across the former OPG intake channel).

WHY?

- As part of the planning for the Waterfront Park, the general location of the trail and bridge were discussed. This Class EA will refine options for the location of the trail and bridge and assess the environmental effects.

HOW?

- The study will refine the location of the trail and bridge to create connections across the Mississauga waterfront.
- Through the Class EA process, the Study Team will refine alternative solutions with input from public and agency consultation (see below). The Study Team will then select a Preferred Alternative.
- At the end of the study, a Project File, documenting the study process, will be available for public review.
- Following completion of the Class EA Study, designs will be developed and implemented in accordance with study recommendations.



GET INVOLVED!

- Consultation is an important part of the Class EA process. Public input and comments are invited for incorporation into the planning and design of this project.
- A Virtual Public Information Centre (PIC) will be held **Thursday, June 12, 2025 at 6:00pm,** to present the study findings and to answer any questions you may have.
- Project information, including details about the PIC, is available on the City's project website: https://www.mississauga.ca/projects-and-strategies/city-projects/developing-parks-in-lakeview-village/
- If you have any questions or comments regarding the study, or wish to be added or removed from the study mailing list, please contact:

Kathi Ross
Senior Project Manager
Park Development
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C9
(905) 615-3200, ext. 4942
Kathi.ross@mississauga.ca

John Richard
Director
NAK Design Strategies Inc.
213 Sterling Road, Suite 211
Toronto, ON M6R 2B2
(416) 889-4641
John@nak-design.com

This notice signals the commencement of the Class EA, a study which will define the problem, identify/evaluate alternative solutions, and determine a preferred design in consultation with regulatory agencies and the public. The study is being undertaken in accordance with the planning and design process for Schedule 'B' projects, as outlined in the "*Municipal Class Environmental Assessment*" document (October 2000, amended in 2015), which is approved under the Ontario *Environmental Assessment Act*.

Personal information is collected under the authority of the Environmental Assessment Act and will be used in the assessment process. With exception of personal information, all comments shall become part of the public records. Questions about this collection should be directed to the Project Manager listed above.

This notice was first issued May 2025

Notice of Commencement Letter to Indigenous Communities (Unaddressed Copy) and Email Correspondence

City of Mississauga
Community Services
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
mississauga.ca

XXXXXX

May 22, 2025

Re: **Municipal Class EA – Lakeview Village Waterfront Trail and Pedestrian Bridge**

Dear XXXX:

The City of Mississauga is initiating a Schedule B Municipal Class Environmental Assessment Ontario's *Environmental Assessment Act* for the Lakeview Village Waterfront Trail and Pedestrian Bridge. The environmental assessment will examine options for bringing the waterfront trail to the water's edge and connecting it across the existing (former intake) channel to the east, consistent with planning and consultation undertaken to date for the Lakeview Village Parks development. The City recognizes that this project may be of interest to your agency and is reaching out at this time to begin engagement.

We attach the Notice of Commencement for the project and a link to the project website which contains detailed information about the Lakeview Village Parks development and planning and consultation undertaken to date.

We encourage your community's active participation in the environmental assessment process by attending consultation events or contacting City of Mississauga's staff directly with comments or questions. Consultation opportunities are planned throughout the environmental assessment process and will be advertised on the City of Mississauga's project website, through social media, and by direct email to those on the mailing list.

Please share with us the contact information for the person(s) that you wish to be designated as the recipient of all future correspondences. It would also be appreciated if you could share any specific protocols or requirements you may have regarding future consultations on this project.

We will continue to reach out to your community to share information and seek feedback about this project. However, throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information, please contact the City's project manager:

Kathi Ross
Senior Project Manager, Park Development
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C9
Tel: 905-615-3200 ext. 4942
Email: kathi.ross@mississauga.ca

We look forward to working with you throughout this study.

Sincerely,

Kathi Ross
City of Mississauga

Lakeview Village Waterfront Trail and Pedestrian Bridge Class EA Virtual Open House (June 2025)

Lakeview Village Waterfront Trail and Pedestrian Bridge Class EA

Virtual Open House

June 2025

MISSISSAUGA

Welcome

Recorded Session

This virtual meeting will be recorded as part of the Environmental Assessment process.

Submitting Questions (Q&A)

- Please use the Webex Chat 

to submit questions to the panelists
- Type your question, and click “send” to the panelists

Land Acknowledgement

We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy, and The Huron-Wendat and Wyandot Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous peoples.

Councillor Remarks

Meeting Purpose

To seek feedback on:

- Existing environmental conditions
- Nature and extent of the opportunity being addressed
- Alternative solutions considered
- Preliminary trail and bridge design along with integration with other park elements

Consultation is an important part of the EA process.

Background

- The Waterfront Trail is a component of Waterfront Park being developed by the City of Mississauga as part of Lakeview Village.
- Lakeview Village is a mixed-use development situated on the former Ontario Power Generation (OPG) Lakeview Generating Station site.
- Lakeview Village has been the subject of many studies including the development of a comprehensive parks master plan strategy. These studies can be found on the City's website.
- Public consultation in support of the City's parks planning for Lakeview Village reinforced the importance of the waterfront for recreation and trail connectivity with adjacent public spaces.

Environmental Assessment Requirements

- The Municipal Class EA guides planning for municipal projects.
- The trail and bridge are the only project components subject to EA requirements.
- Given the nature and size of the trail and bridge this project is being planned as a Schedule B Class EA which will culminate with a Project File report.

Photo of the generating station

Demolition of the generating station

The Lakeview Village community will replace the OPG Lakeview Generating Station shut down in 2005.

Plan illustrating the proposed Lakeview Village parks network, as well as existing neighbouring parks.

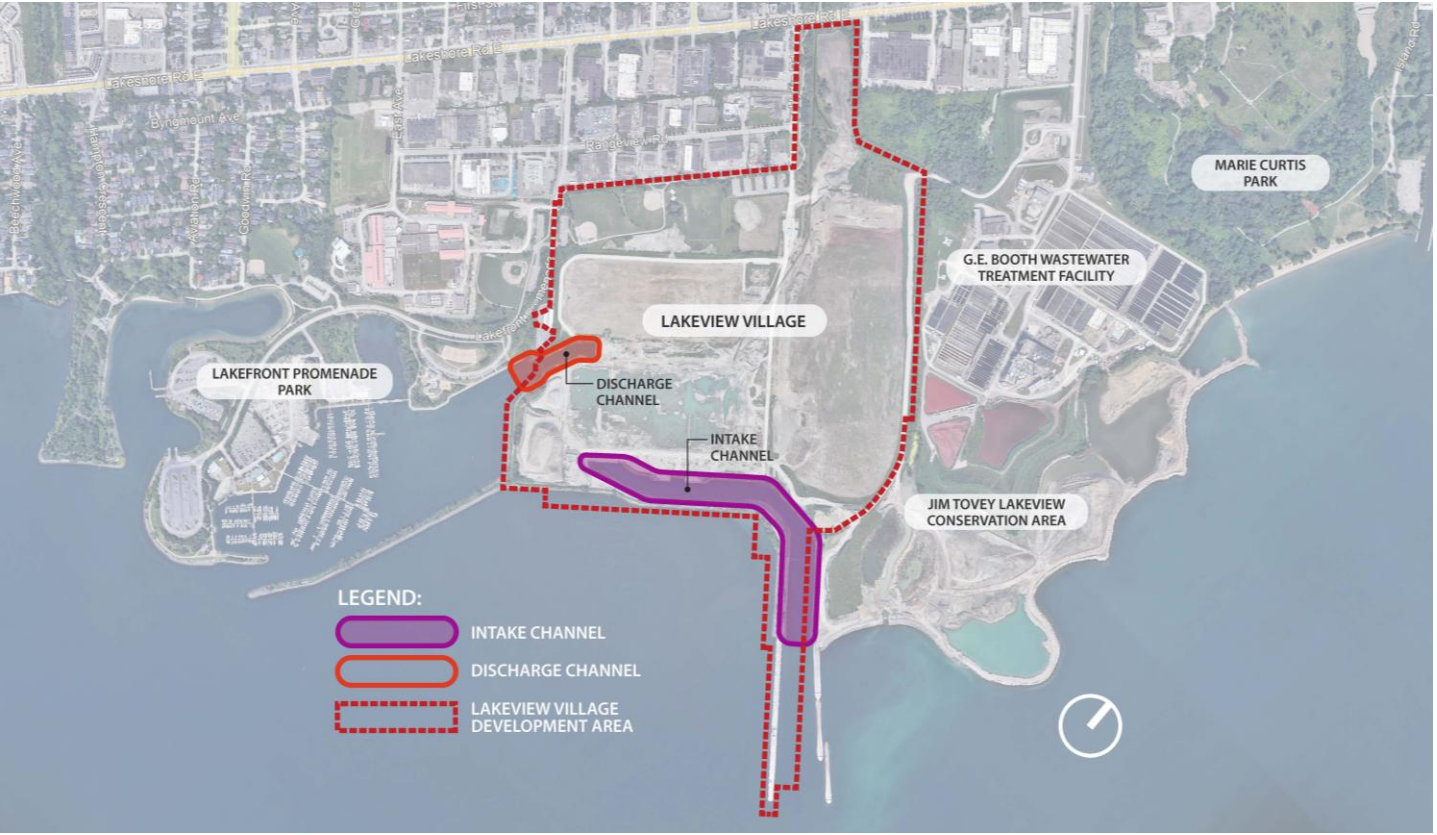
What is the Opportunity?

Existing Waterfront Trail is a major pedestrian and cycling facility, yet it currently runs along Lakeshore Road East for the portion adjacent to the Lakeview Village site. Redevelopment of the former Lakeview OPG site with park spaces along the waterfront creates opportunities for:

- Moving the Waterfront Trail to the water's edge;
- Providing public access to the water and across the site;
- Providing connections to the existing Lakefront Promenade Park to the west and Jim Tovey Lakeview Conservation Area (JTLCA), currently under construction, to the east through trail linkages along the water.

Existing Environmental Conditions

- Site was formerly the OPG Lakeview coal-fired generating station.
- Site has been cleared and is being remediated and risk managed as part of the development of Lakeview Village, which is currently under construction.
- Significant alteration by human activity: minimal natural areas exist.
- Shoreline is artificial and was constructed and maintained to serve the industrial functions of the generating station.
- Some limited aquatic habitat exists along the lakeside and channel shores.



Aerial plan with identified intake and discharge channel locations.

Intake channel headwall structures

Intake channel and north shore

Intake headwalls along north shore

North shore and breakwater towards pier

Existing intake channel condition with headwall structures and breakwater.

Alternative Solutions

Alternative solutions are different ways of addressing the opportunity:

- Option 1- Move the Waterfront Trail to the water's edge and connect it to the park spaces and trail links to the east and west.
- Option 2 – Keep the Waterfront Trail on Lakeshore Road East. (the 'Do Nothing' alternative)

Aerial plan illustrating the completion of the Waterfront Trail along the water's edge.

Preferred Option

Option 1 is most preferred for the following reasons:

- Park users seek the water's edge experience and will gravitate to that area regardless of where the trail exists.
- The entire site is being redeveloped so there is no negative impacts associated with trail construction.
- A dedicated multi-use trail along the water's edge reduces potential conflicts with vehicles (resulting from driveway and street crossings) associated with Lakeshore Road East.
- Trail and bridge connections will be an important active transportation facility and recreation amenity for the emerging new community and broader region.

Preliminary Trail Design

The Waterfront Trail has been designed to meet the City's multi-use trail design requirements, including:

- 6m total width from paving edge to paving edge, comprising a 3.5m wide asphalt cycle track and a 2.0m wide concrete pedestrian walkway, separated by a 0.5m transition.
- Generally, there will be a minimum 1.2m sod strip on either side of the trail.
- The trail is generally within minimum 15m of the water's edge, providing connections to the east and west and extending along the breakwater to link directly with the pier and across the proposed bridge to surrounding amenities, as well as JTLCA.

Preliminary Trail Design

- The Waterfront Trail will be lit in the evening and maintained through the winter months.
- The Waterfront Trail will be linked with other park trails and street bikeways to provide a comprehensive walking and cycling network throughout Lakeview Village.

Proposed bridge and surrounding amenity features.

Conceptual depiction of the Waterfront Trail design and approach to the bridge.

Shoreline Enhancements

Shoreline enhancements required to repair former industrial shoreline and introduce public amenities and features, including:

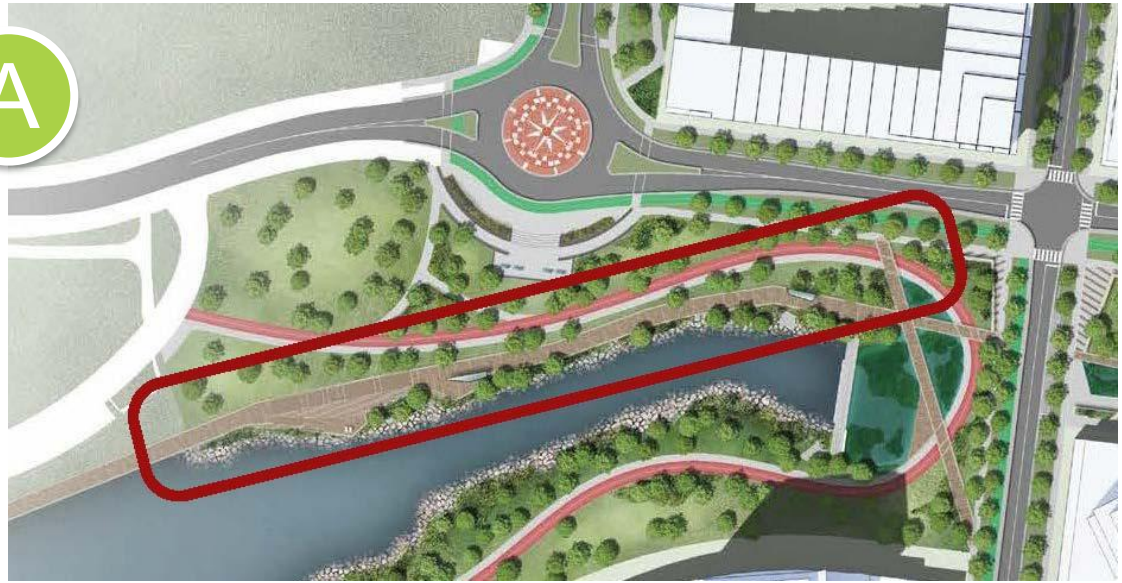
- Shoreline repair to fill in decommissioned outlets to provide stable base for boardwalk extension from the west.
- Minor repairs to inlet structures to support paddle sport (kayak, canoe, sup boards) launch facility.
- Terraced seating and steps (‘social steps’) leading to the water with pebble beach apron near the bridge and pier to soften the shoreline and provide access into the water.

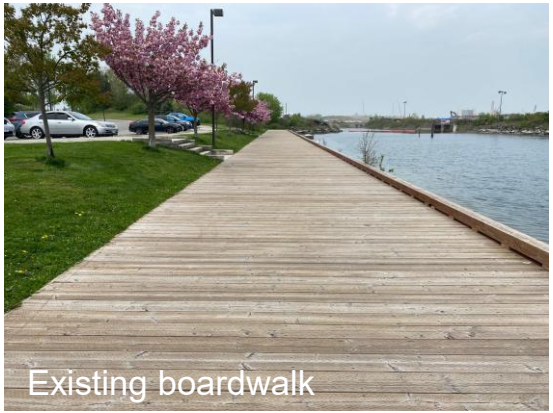
Shoreline Enhancements

- Repair of approximately 500m of lake facing shoreline edge to meet modern engineering, regulatory flood and erosion protection standards.
- Public transient small craft marina with accessible connections onto the floating docks from the shoreline.
- Naturalized planting treatments.

Lakeview Village Waterfront Park shoreline enhancement areas.

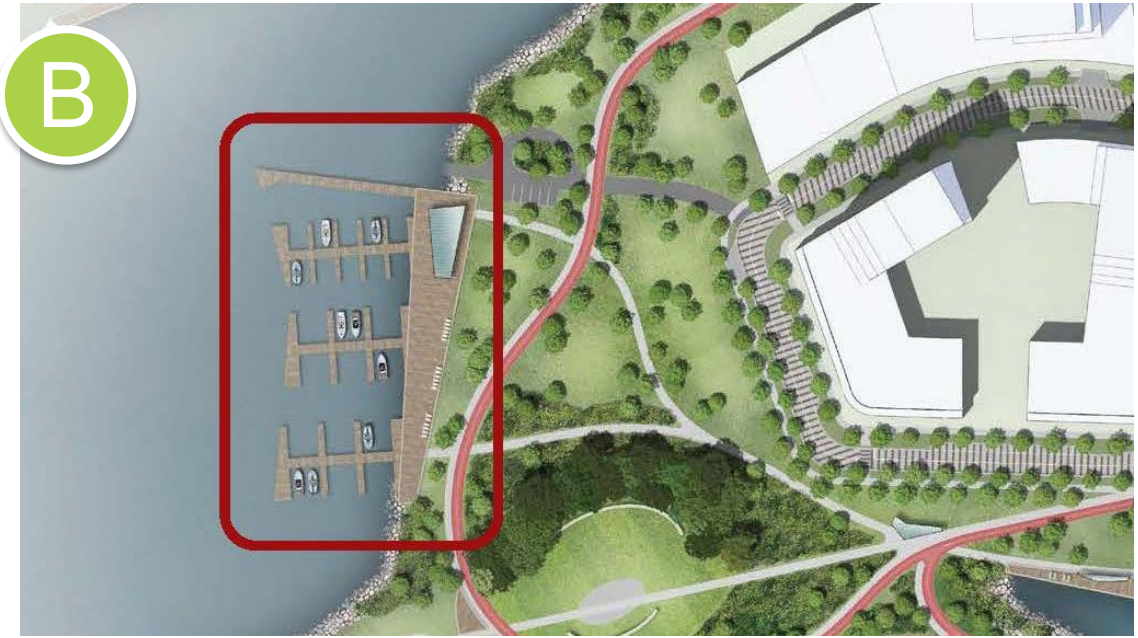
A



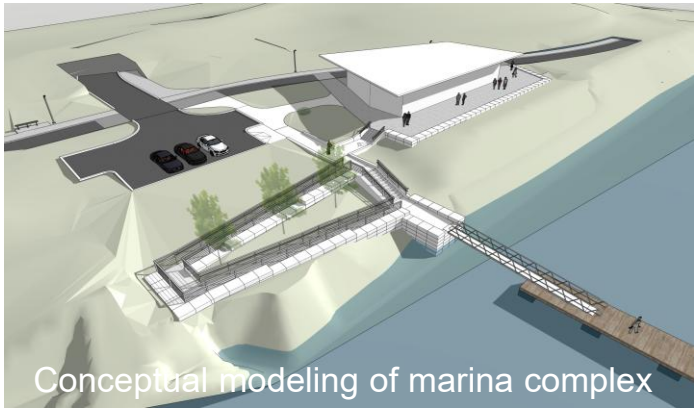


WEST BOARDWALK AND SHORELINE REPAIR

- Shoreline repair to fill-in decommissioned outlets and minor scalloped areas to provide stable base for boardwalk extension from the west.




Example of a marina with floating docks

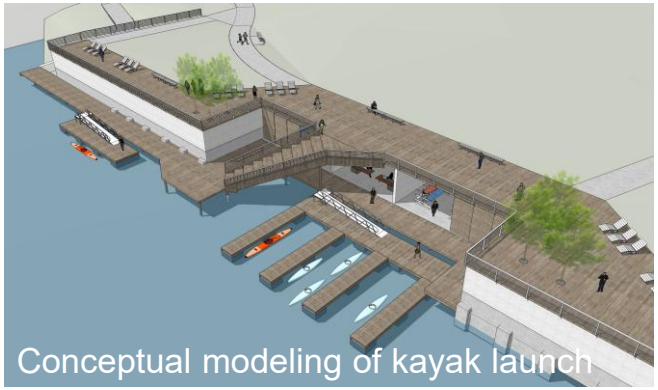

Conceptual modeling of marina complex

SMALL CRAFT BOAT TRANSIENT MARINA

- Minor repairs to shore edge to support accessible pedestrian links to the floating docks

C

Existing shore of the launch location between headwall structures

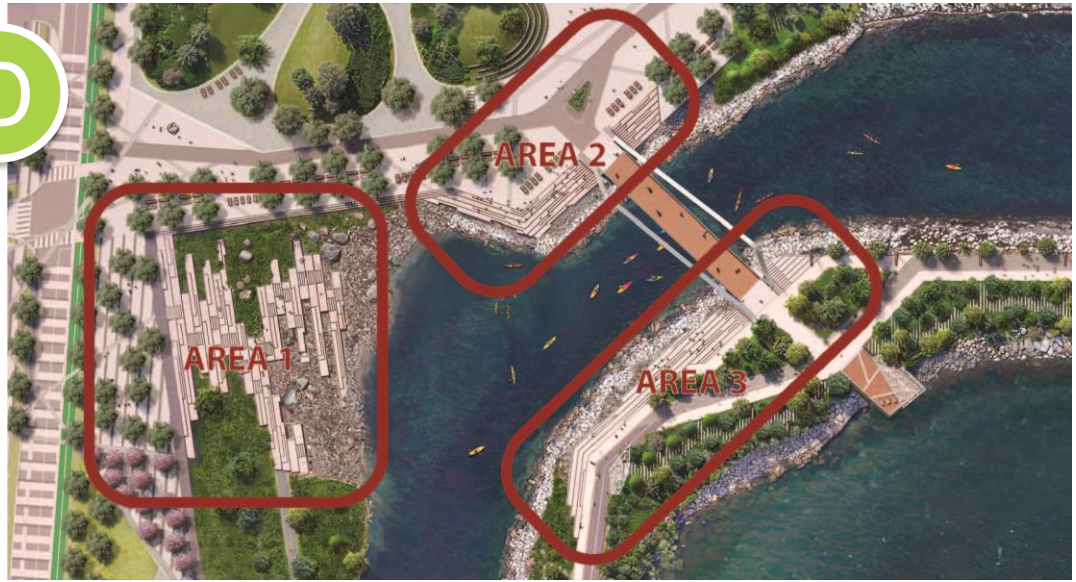


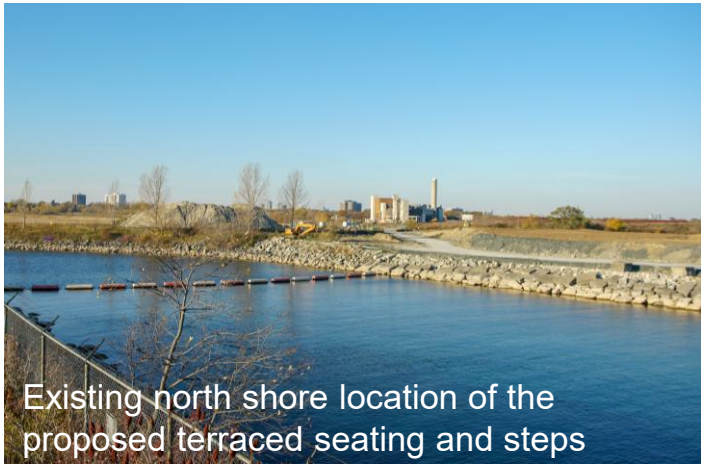
Conceptual modeling of kayak launch

PADDLE SPORT LAUNCH

- Minor repairs to inlet structures to support paddle sport (kayak, canoe, sup boards) launch facility.

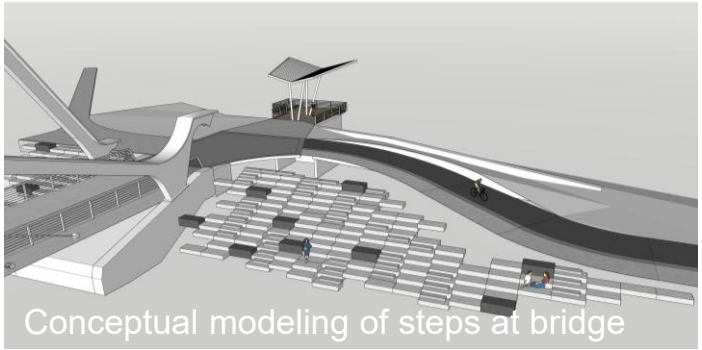
D




Existing north shore location of the proposed terraced seating and steps

TERRACED SEATING AND STEPS (SOCIAL STEPS)

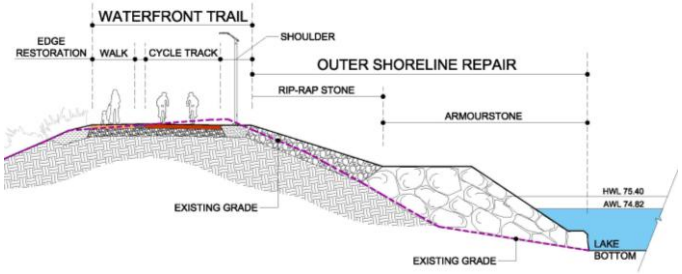
- Social steps with pebble beach apron in the vicinity of the bridge and pier to soften the shoreline and provide access into the water.


Conceptual modeling of steps at bridge


Existing outer shoreline protection

OUTER SHORELINE PROTECTION REPAIR

- Repair of approximately 500m of lake facing shoreline edge to meet modern engineering, regulatory flood and erosion protection standards.



Section of proposed shoreline repair

Pedestrian / Cycling Bridge

- The bridge will connect the Waterfront Trail along the breakwater with the pier and JTLCA to the east.
- The bridge will span the former intake channel at the narrowest crossing.
- The bridge is approximately 62m in length and provide a 6m wide travel surface.
- As a clear span bridge, it will not require mid-support piers and abutments can be constructed out of the water to minimize potential impacts to aquatic habitat.
- The bridge will be lit for evening use and maintained through the winter.

Conceptual depiction of the pedestrian / cycling bridge and surroundings.

Construction

- All construction will predominantly occur from the land side. However, a barge may be used for some of the shoreline work.
- Modifications to the shore will generally occur above the average lake level and do not include changes to the lakebed or within the water.
- The bridge abutments will be constructed out of the water and the bridge will span the channel with no need for mid-support piers.
- Bridge construction is anticipated to be concurrent with site redevelopment and will represent a small percentage of construction traffic.
- New residences will not be occupied during the construction period and there is no public access, therefore, construction nuisance effects are negligible.

Consultation

- The City is consulting with the public, regulatory agencies and Indigenous communities.
- We'd like to hear from you. Please submit any comments or questions to:

Kathi Ross
Senior Project Manager
Park Development
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C9
(905) 615-3200, ext. 4942
kathi.ross@mississauga.ca

John Richard
Director
NAK Design Strategies
213 Sterling Road, Suite 211
Toronto, ON M6R 2B2
(416) 889-4641
john@nak-design.com

Next steps

- A meeting summary will be posted on the project webpage in a few weeks. It will summarize and respond to comments and questions.
- The project will be refined based on relevant comments and questions received.
- A Project File will be made available for a 30-day review period during the summer.
- Once comments arising from the 30-day review period are appropriately addressed, the City can proceed to detailed design and construction.
- Please ensure you are on the mailing list to receive notifications.

Thank you!

MISSISSAUGA

Lakeview Waterfront Trail Virtual Public Information Centre Summary

Lakeview Waterfront Trail Virtual Public Information Centre Summary

The City of Mississauga, as part of the Waterfront Park development at Lakeview Village community is bringing the Waterfront Trail to the water's edge and connecting it to the east with a pedestrian bridge across an existing channel (formerly the OPG intake channel).

As part of the planning for the Waterfront Park, the general location of the trail and bridge were discussed. This Class EA will assess options for the location of the trail and bridge and assess the environmental effects.

The project is being planned following the Schedule B process in the Municipal Class Environmental Assessment.

Public, Indigenous Community and stakeholder input and comment are invited, for incorporation into the planning and design of this project. Subject to the identification of a preferred trail and bridge location and the receipt of necessary approvals, the City of Mississauga intends to proceed with this project.

The following is a summary of the virtual Public Information Centre held in support of the Schedule B Class EA being undertaken for the Lakeview Waterfront Trail and Bridge.

Notification

Several different mechanisms were used to advertise the virtual Public Information Centre and spark interest in the project. The extent and duration of each form of notification is detailed below.

Mechanism	Coverage	Duration
Social media	Meta (Facebook and Instagram) posts on City of Mississauga and Parks and Recreation channels	June 2-12
Mail Drop	All addresses in the L5E and L5G postal areas totaling 16,710 recipients including 8,708 houses, 6,975 apartments and 1,027 businesses	Mail drop conducted once between the period of May 12 to 16, 2025
Signage – copy of Notice of Commencement and Invitation to Virtual PIC	Signs were installed in 4 locations: • 800 Lakefront Promenade at the boardwalk to the west of the site • Bus stop in front of 1230 Lakeshore Rd • Small Arms building entrance 1352 Lakeshore Rd	Installed May 26 2025 and removed July 24 2025.

	• Jim Tovey Trail near intersection of Hydro Rd and Lakeshore Rd.	
Letters	Agencies	Letters with the Notice of Commencement and an invitation to meet were sent May 22-23 2025 to: • Ministry of Environment Conservation and Parks • Ministry of Natural Resources • Credit Valley Conservation Authority • Ministry of Tourism and Culture • Transport Canada • Department of Fisheries and Oceans
	Indigenous communities	Letters with the Notice of Commencement and an invitation to meet were sent May 22-23 2025 to: • Mississauga's of the Credit First Nation • Six Nations of the Grand River First Nation • Haudenosaunee Development Institute

A copy of the Notice of Commencement and the Virtual Public Information Centre is available on the project website Developing parks in Lakeview Village.

Subsequent to the notice, no comments and questions were received by phone and email. Some residents reached out to be added to the mailing list for future project updates.

Virtual Public Information Session

A virtual Public Information Session was held June 12 2025. Participants were invited to join the Webex platform to hear a presentation followed by an opportunity for comments and questions. Staff from the City of Mississauga and the consultant team were available to address comments and questions. At the start of the presentation and at the end Councillor Dasko participated and spoke about the importance of the project. There were 6 participants present for the session and a number of comments and questions were raised as detailed in the next section.

A copy of the presentation and a recording of the presentation and Q&A session are available on the project website Developing parks in Lakeview Village.

Summary of Feedback Received and Responses

During the virtual public information centre, a number of comments and questions were received. The following table details the questions and responses from the City. It should be noted that some of the responses may be more detailed than those provided during the meeting.

Comment	Response
Will the presentation be shared with the public?	Yes, the presentation and a recording of this meeting has been posted to the City's website.
Has the City considered having a drop off area for paddlers where vehicles have access?	There is street parking in proximity to the paddle sport launch. A direct vehicular connection between the street and the paddle launch was not proposed as it would dissect the park. Further the proposed paddle sport launch facility is intended as a rental facility with opportunities for storage which will reduce the impulse to drive to the facility. For all park amenities there is a trade-off between bringing parking close and the impact that has on park programming and facilities. There are paddle craft launch facilities with parking provided immediately to the west in Lakefront Promenade Park and further west in Port Credit Marina Park.
It would be nice to have vehicular access to the paddle launch.	See previous response.
Why were only two alternatives considered for the EA?	For this project there were only two reasonable alternatives: leaving the waterfront trail on Lakeshore Road East and moving it to the water's edge as we know from other projects and consultation done for the parks master plan that people want to be along the water's edge.
Is it possible to provide an additional paddle launch location on the west side of the site off of the boardwalk and in the vicinity of the roundabout?	There are a number of constraints in this area including grading to the water's edge and the anticipated volume of traffic through the roundabout that may make a pull over unmanageable.
Do not support Do Nothing alternative.	Comment noted
What is the building near the transient marina?	That is a small building to provide washrooms and support the marina.

City of Mississauga Lakeview Village Developing Parks Webpage

In progress City project

Developing parks in Lakeview Village

The City is developing six new parks in Lakeview Village

What's on this page

Overview

Milestones

1. Phase 1
   Municipal Class Environmental Assessment (MCEA) and Public Information Centre (PIC)
2. Phase 2
   Waterfront Park
3. Phase 3
   Aviator Park
4. Phase 4
   Waterway Common
5. Phase 5
   Ogden Park
6. Phase 6
   Lakeview Square
7. Phase 7
   Cultural Pier

The City is developing new parks as part of Lakeview Village, a 177-acre mixed-use development on the eastern edge of Mississauga's waterfront. This project will provide 18.5 hectares (45.73 acres) of new parkland, including:

- Ogden Park, a central open space connection
- Aviator Park and Waterway Common, parkland linkages across Lakeview Village
- Lakeview Square, an urban plaza
- Waterfront Park, connected to the landmark Cultural Pier, extending 350 meters into Lake Ontario

The City is using the Lakeview Village Parks and Pier Final Development Plan May 2023 to design the parks. The drawings in the plan are ideas and the final parks may be different from the drawings.

The new parks will be developed in phases over the next seven years, starting with Waterfront Park.

Expanding the Trans Canada Trail system

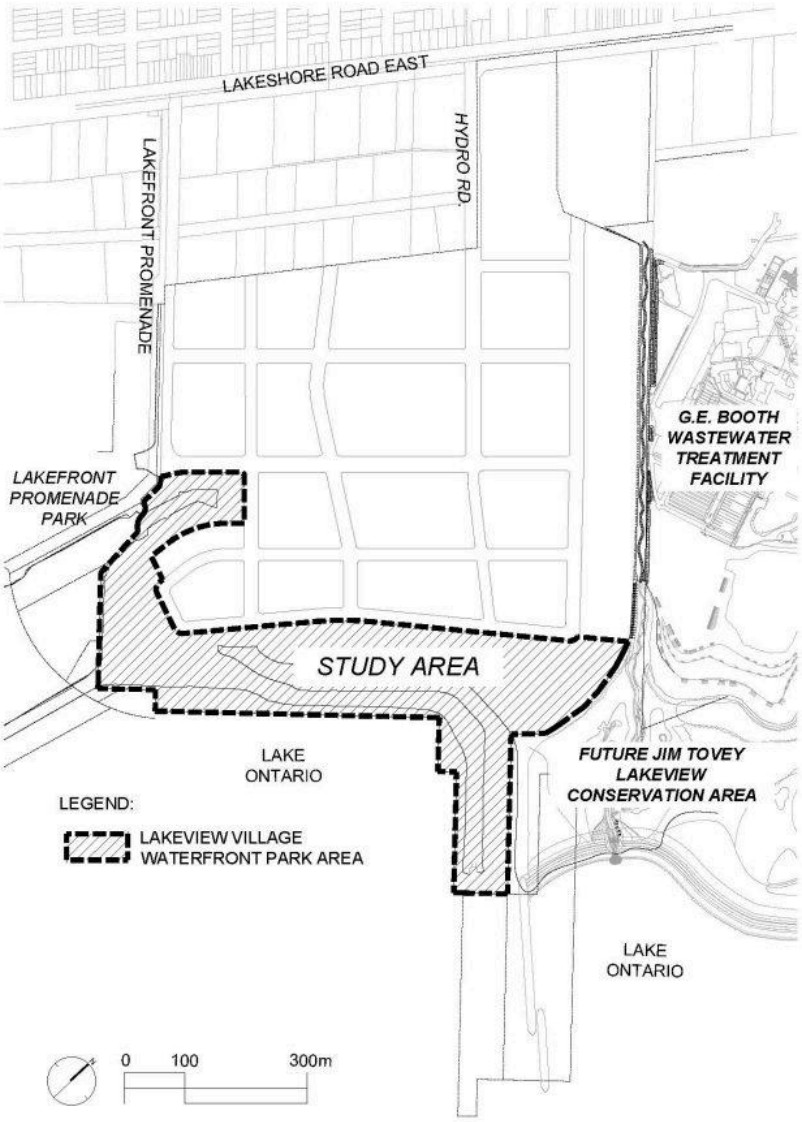
The City received a $17 million grant from the Government of Canada's Active Transportation Fund toward expanding active transportation along the Trans Canada Trail system.

This emerging park completes the waterfront connection for the Trans Canada Trail between Mississauga and Toronto. It links Lakefront Promenade Park to the west and Jim Tovey Lakeview Conservation Area to the east, while providing access to the recreational amenities within the new Waterfront Park.

Waterfront trail and pedestrian bridge environmental assessment

The planned pedestrian bridge from Waterfront Park across the existing channel in Lake Ontario is part of the waterfront trail connection. The City is doing a Municipal Class Environmental Assessment (MCEA) to refine the location of the trail and bridge and assess environmental impacts.

As an important part of the MCEA process, public input is incorporated into the planning and design of this project. You can review the official Lakeview Waterfront Trail notice of study commencement May 2025.



Virtual public information centre

A virtual public information centre (PIC) was held on June 12, 2025 to present the study findings.

- View a copy of the presentation
- Listen to a recording of the presentation
- PIC summary

Public engagement

The City undertook two stages of public engagement for the Lakeview Village Parks in 2020 and 2021 to understand what features and amenities residents want prioritized and to confirm the Preliminary Park Programming Plan. While the public engagements are now closed, you can review the summaries here:

- 2020 Public Engagement Summary
- 2022 Public Engagement Summary

Project contact details

Kathi Ross
Project Lead
Parks, Forestry & Environment
kathi.ross@mississauga.ca

Related projects

In progress

Lakeview waterfront area redevelopment
Mississauga is planning and redeveloping the eastern waterfront area to transform it into vibrant, liveable communities.

View all projects >

Services A - Z