

Port Credit East Water and Wastewater Servicing Optimization Strategy

Schedule 'C' Class Environmental Assessment

Public Information Centre No. 3

Clarke Memorial Hall – Main Hall
161 Lakeshore Road West, Mississauga ON, L5H 1G3

Date: Wednesday, June 14, 2023
Time: 5:30 p.m. – 7:30 p.m.

Key Dates

June 14, 2023



PIC No. 3 materials posted to project website (access via link or scan the QR code with a smart-phone):

<https://www.peelregion.ca/public-works/environmental-assessments/mississauga/port-credit-east-wastewater.asp>

June 14 to June 28, 2023

If you have any questions or wish to provide your input, please speak with one of the project team members, and/or you may contact the Region of Peel Project Manager at italia.ponce@peelregion.ca

July 12, 2023

Responses to questions and comments posted to project website.

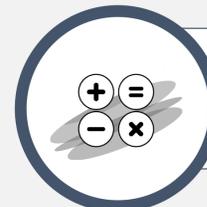
Public Information Centre (PIC) Objectives



Inform the public and stakeholders of the study's project steps, schedule, and progress to date.



Outline the evaluation of the design options and alternatives.



Present details of the proposed shaft location options and preliminary preferred design for all study components.



Provide an opportunity for public and stakeholders to ask questions and provide input.

This is the third and final PIC for this study.

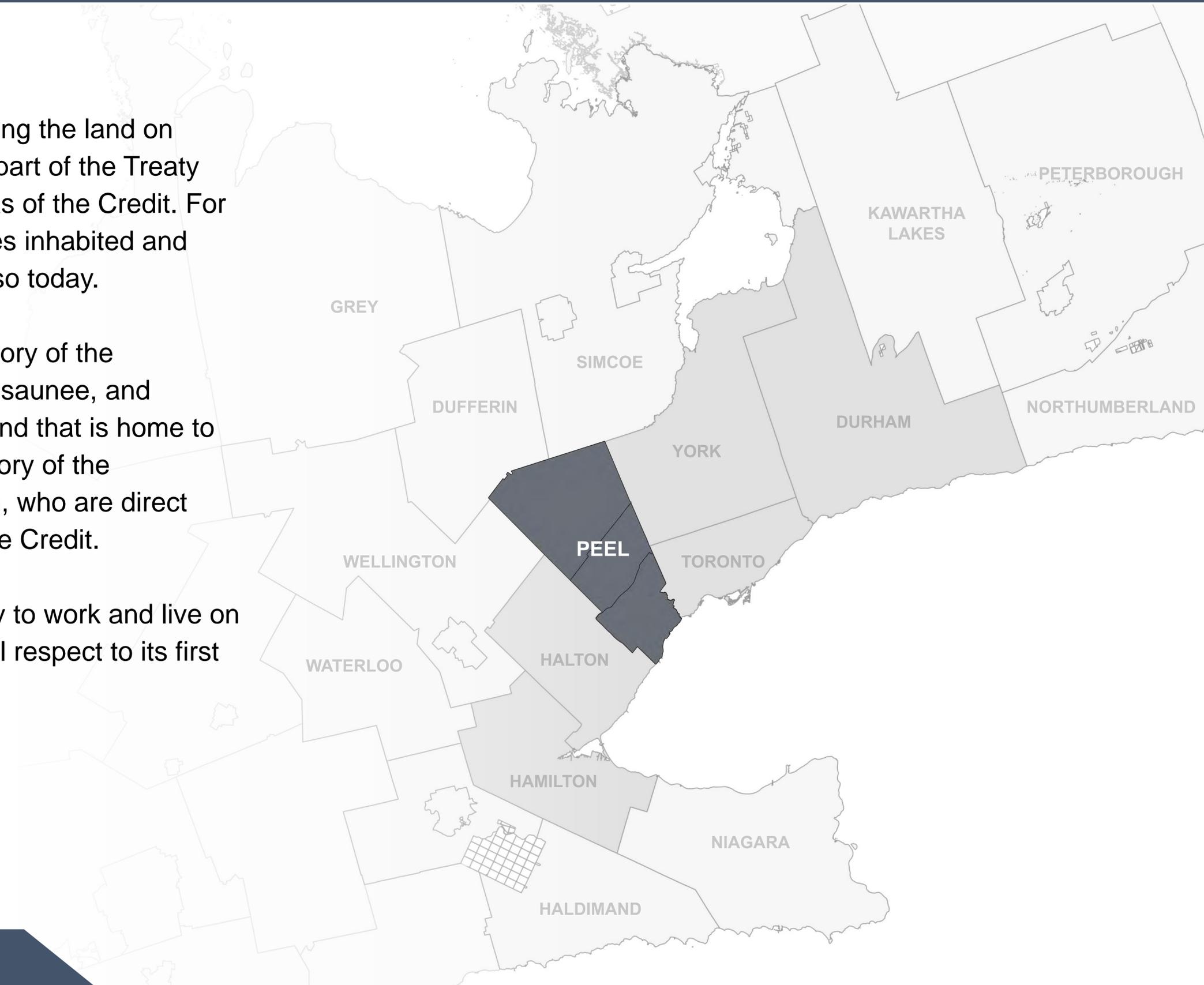
How Can You Help?

The Region welcomes your comments to provide input into the Class EA study. Input received will be taken into consideration as the study progresses. At the end of the study, the Environmental Study Report (ESR) will be available for a 30-day public review period after which the project will be filed, and the Class EA comment period will conclude.

We would like to begin by acknowledging the land on which Peel Region operates, which is part of the Treaty Lands and Territory of the Mississaugas of the Credit. For thousands of years, Indigenous peoples inhabited and cared for this land and continue to do so today.

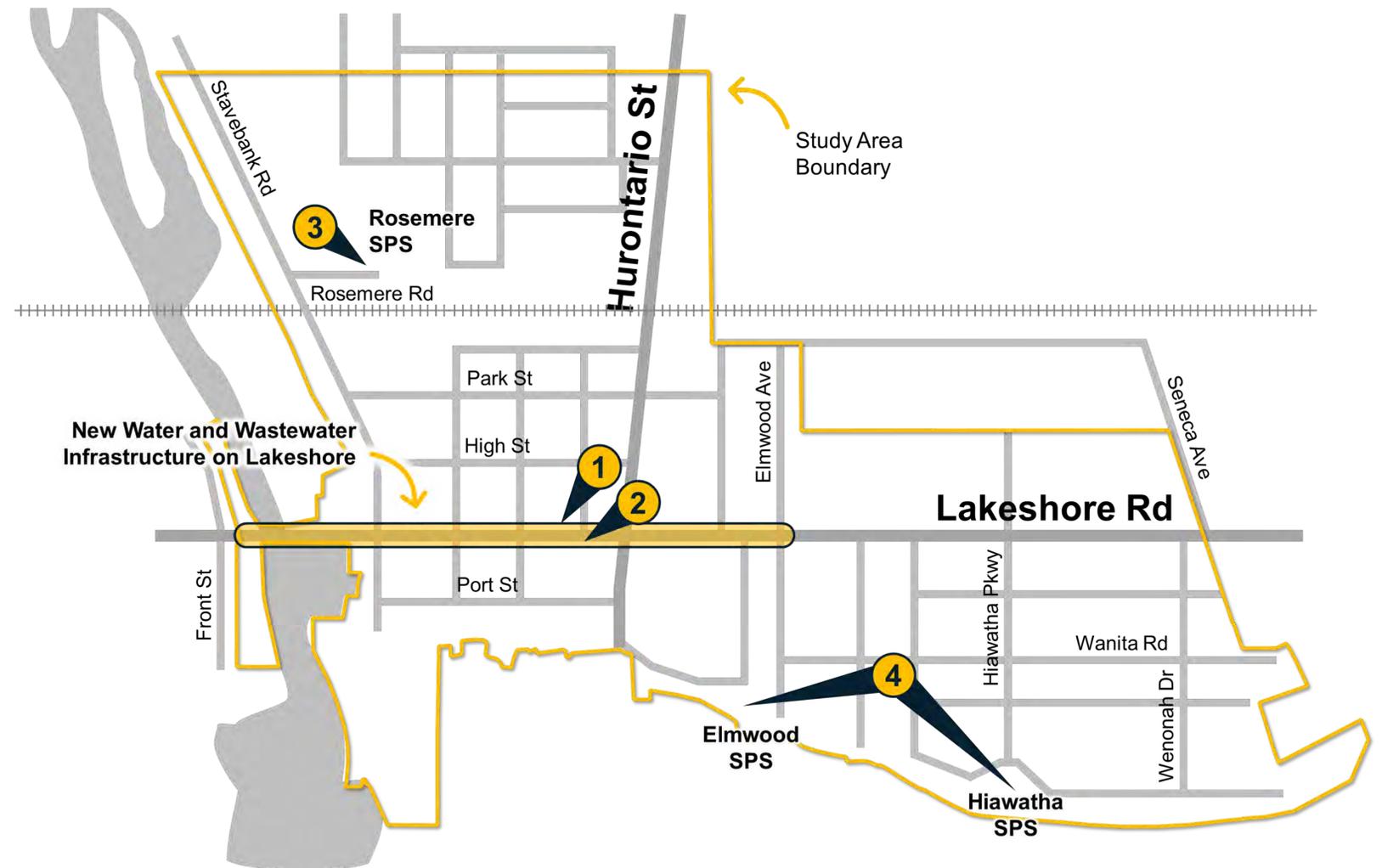
In particular, we acknowledge the territory of the Anishinabek, Huron-Wendat, Haudenosaunee, and Ojibway and Chippewa peoples; the land that is home to the Métis; and, most recently, the territory of the Mississaugas of the Credit First Nation, who are direct descendants of the Mississaugas of the Credit.

We are grateful to have the opportunity to work and live on this land, and, by doing so, give our full respect to its first inhabitants.



Key Study Objectives

- ✓ Satisfy the Schedule 'C' Municipal Class Environmental Assessment Process.
- ✓ Provide effective consultation with Indigenous Communities, Stakeholders, Agencies, and the Public.
- ✓ Ensure a balanced and informed decision-making process.
- ✓ Review previous study recommendations.
- ✓ Consider unique opportunities and challenges for water and wastewater servicing in the Port Credit East study area.
- ✓ Solutions are required to provide continued servicing to the existing community.
- ✓ Ensure that the solution supports a long-term servicing strategy.
- ✓ Protect the environment.



Study Purpose

This study investigates alternative water and wastewater optimization strategies for the Port Credit East area and has four (4) key components:

- | | |
|--|---|
| ① New Lakeshore Road Trunk Sewer. | ③ Replacement of Rosemere Sewage Pumping Station (SPS) and associated twinned forcemains. |
| ② New Lakeshore Road Sub-Transmission Watermain. | ④ Elmwood and Hiawatha SPS Decommission. |

Where Are We In The Study Process?

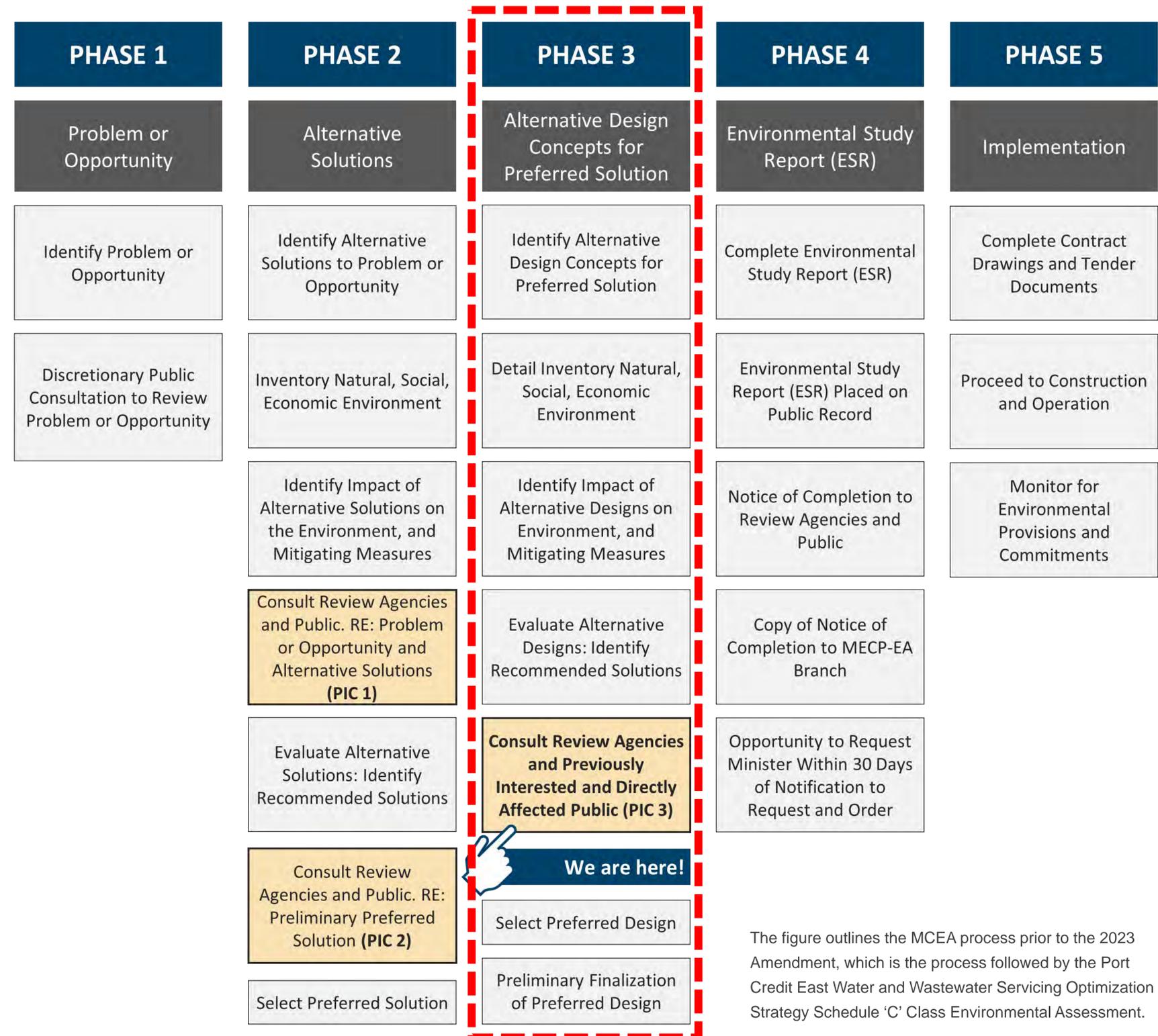
Environmental Assessment Process

The Port Credit East Water and Wastewater Servicing Optimization Strategy is being undertaken as a Schedule 'C' Class Environmental Assessment (EA), satisfying all five (5) phases in accordance with the Municipal Class Environmental Assessment (MCEA) process.

We are currently within Phase 3 of the study, which is to investigate alternative design concepts for the preferred solution.

Phase 3 includes the following:

- Identification of design concept alternatives
- Preparation of detailed inventory
- Evaluation of design concept alternatives using comprehensive evaluation criteria
- Selection of preliminary preferred conceptual design and technologies
- Identification of impacts and mitigation measures
- Public Information Centre (PIC) No. 3
- Confirmation of preferred conceptual design and technologies



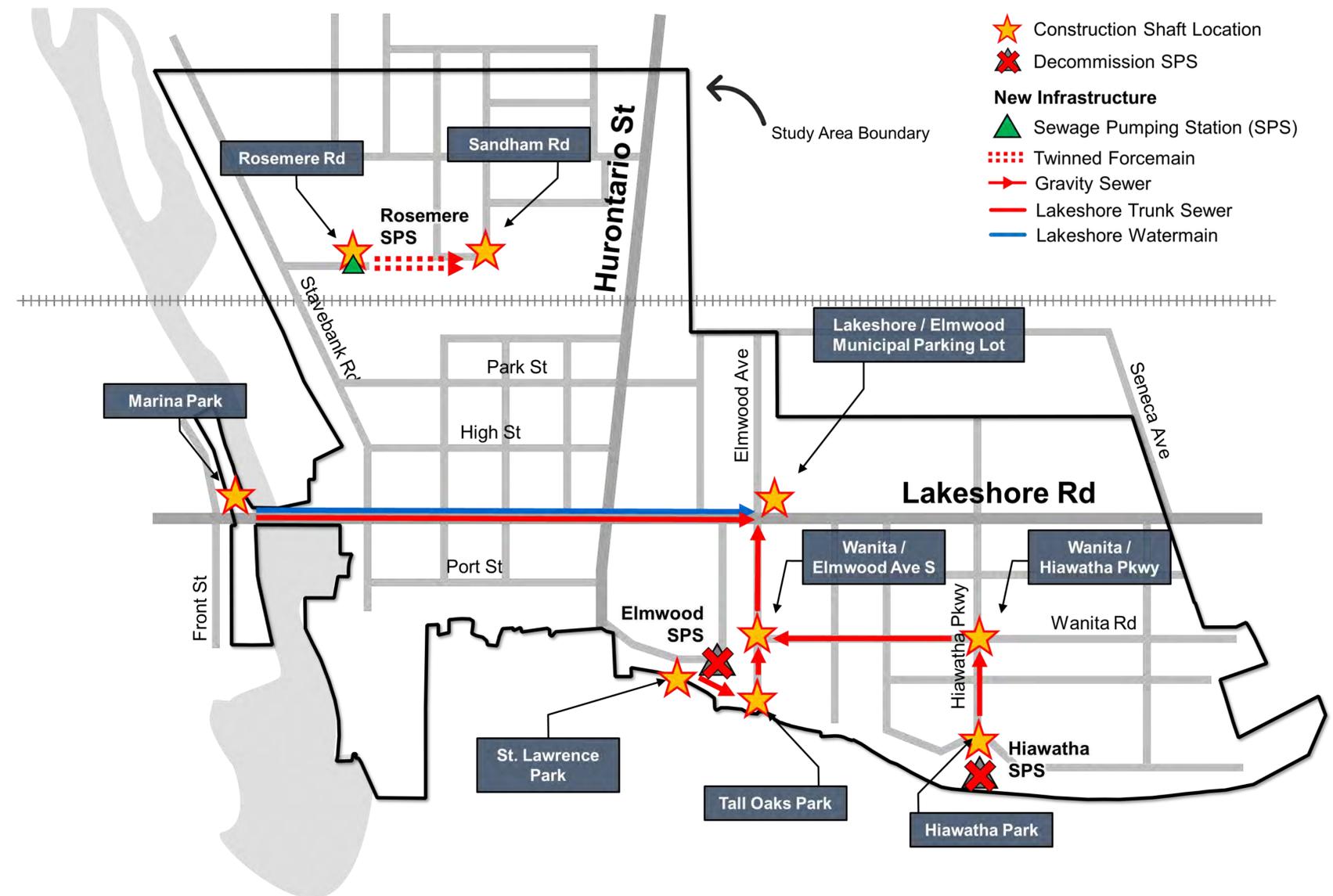
The figure outlines the MCEA process prior to the 2023 Amendment, which is the process followed by the Port Credit East Water and Wastewater Servicing Optimization Strategy Schedule 'C' Class Environmental Assessment.

What does the Strategy Include?

- New deep trunk sewer and Sub-Transmission watermain along Lakeshore Road.
- Replacement of Rosemere Sewage Pumping Station (SPS) at existing location with twinned forcemains extending to the east at Sandham Road.
- Elmwood and Hiawatha SPS to be decommissioned, new gravity sewers to connect to the proposed deep trunk sewer on Lakeshore Road.
- Commitment to using trenchless construction methodology for new sewers, forcemains and watermain.
- Minimized number of shaft compounds.
- Location of shaft compounds.

Servicing Strategy Rationale

- Lakeshore sewer and watermain alignments support broader regional servicing solutions.
- Proposed Lakeshore deep trunk sewer provides for Elmwood SPS and Hiawatha SPS decommissioning.
- Tunnelled infrastructure solutions avoid major socio-economic impacts along Lakeshore Road.
- Strategic shaft locations and minimized shaft construction compounds reduce surface disturbances and potential socio-economic, natural, cultural/heritage impacts.



How Will This Be Constructed? Preferred Construction Methodology

The EA Process:

PHASE 1

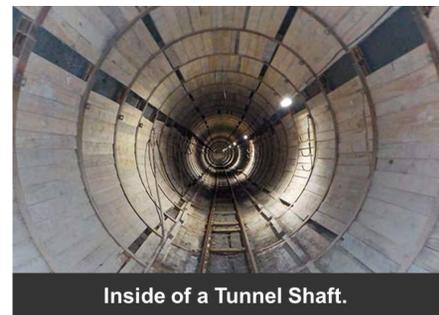
PHASE 2

PHASE 3

PHASE 4

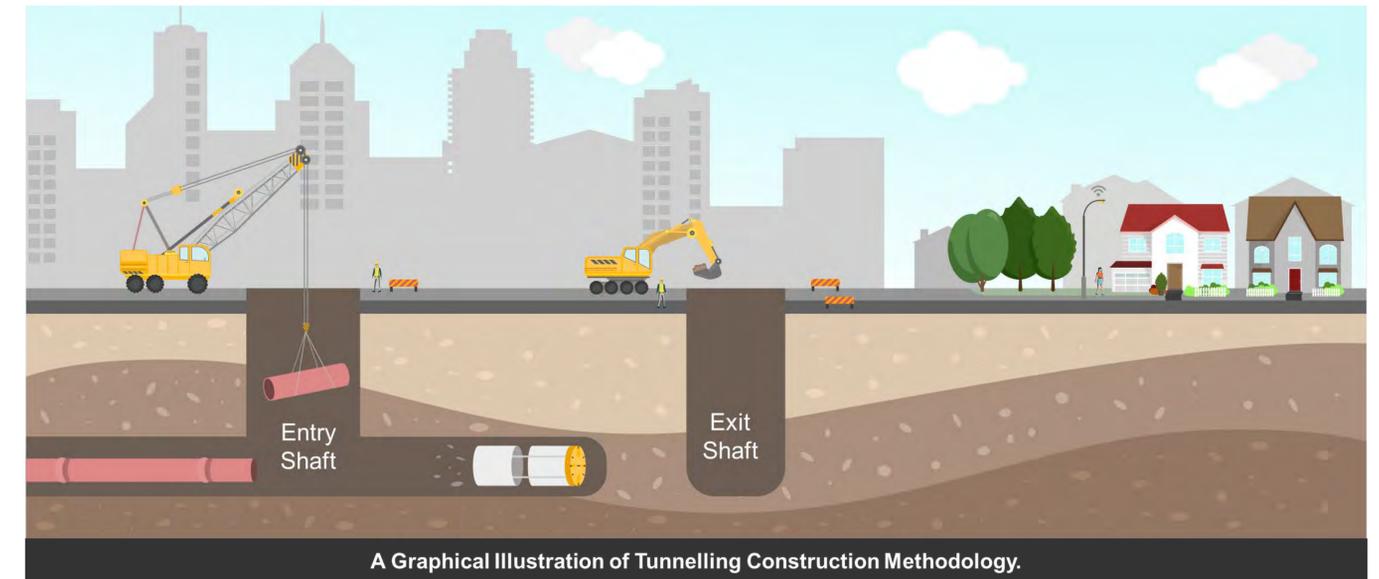
PHASE 5

What are the Benefits of Trenchless Tunnelling Construction?



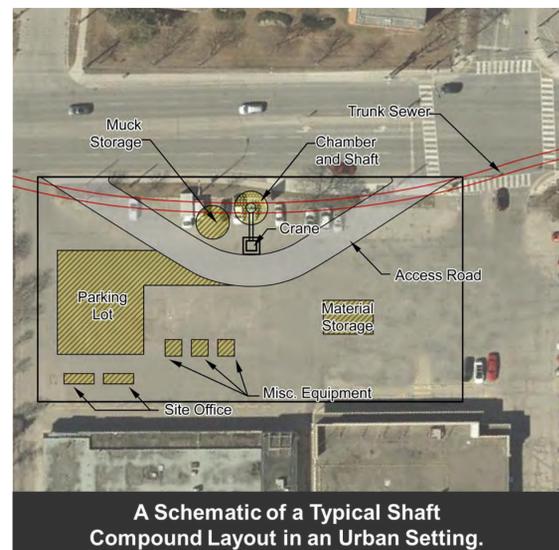
Inside of a Tunnel Shaft.

Due to the depth of the new sewers and watermain, and also to limit environmental and socio-economic impact, the majority of construction will be tunnelled underground. Tunnelling involves the process of digging shafts and using special equipment to tunnel underground between the shafts.



A Graphical Illustration of Tunnelling Construction Methodology.

What does a Shaft Compound Look Like?



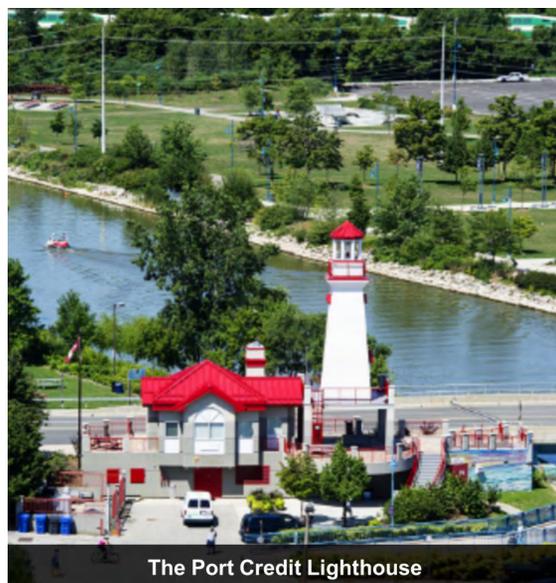
A Schematic of a Typical Shaft Compound Layout in an Urban Setting.

Each shaft compound site will require a staging area where construction equipment can be stored, and excavated material can be brought to the surface and hauled away. The layouts of each compound will be optimized for safeguarding natural environmental features, underground utilities, and other mitigation measures as per design needs. Once tunnelling is complete, the staging area will be restored to its previous condition, if not, better.



Conceptual Depiction of Fencing and Equipment at Lakeshore Municipal Parking Lot.

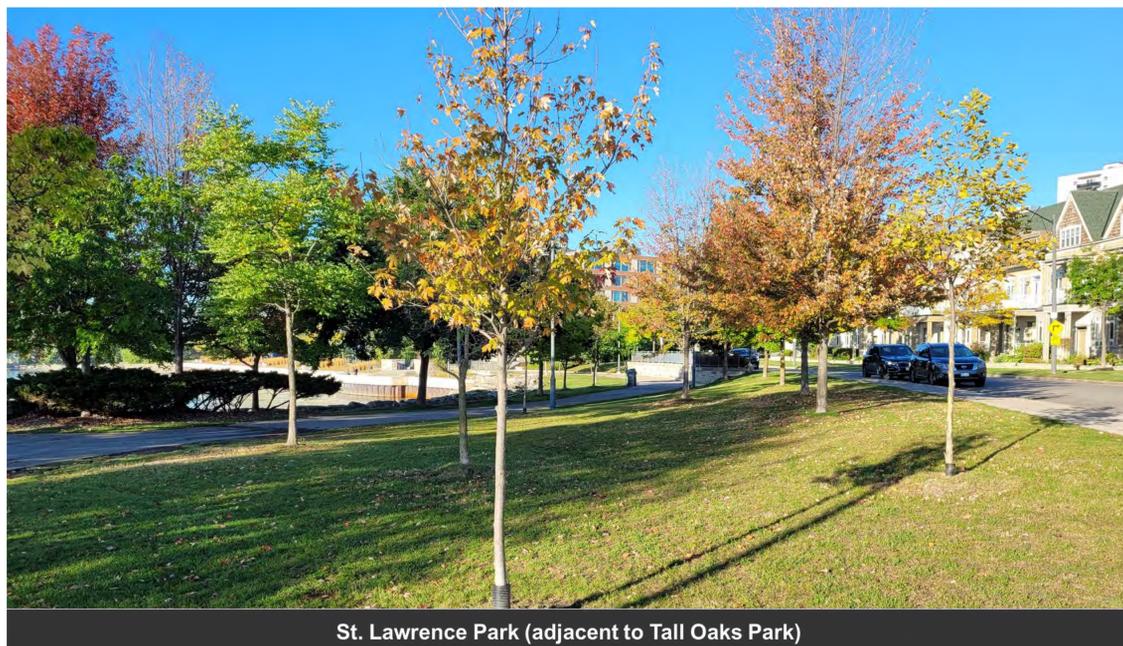
Following the selection of the preferred servicing strategy in Phase 2 of the Class EA process, further site-specific reviews and investigations were undertaken to inform the evaluation of the design alternatives and to identify mitigation measures, including:



The Port Credit Lighthouse



Archaeological Test Pitting



St. Lawrence Park (adjacent to Tall Oaks Park)

Archaeological

Purpose: to determine where there are sites of archaeological significance within the study area which may impact the construction of the servicing solution. Main objective is to avoid areas of significance.

- Stage 1 and Stage 2 Archaeological Assessment Completed
- **Result: Areas of potential archaeological importance are avoided. No further archaeological investigations required. Sites will be further monitored during construction.**

Cultural Heritage

Purpose: to assess any potential impacts to cultural heritage resources and identify mitigation measures for the preferred solution.

- Cultural Heritage Report (CHR) completed.
- **Result: Properties, landscapes and other cultural heritage resources have been identified within the study area. Further Cultural Heritage Assessments recommended to support detailed design. Studies will assess the potential for impact to Built Heritage Resources and Cultural Heritage Landscapes and recommend appropriate mitigation measures to minimize or avoid impact.**

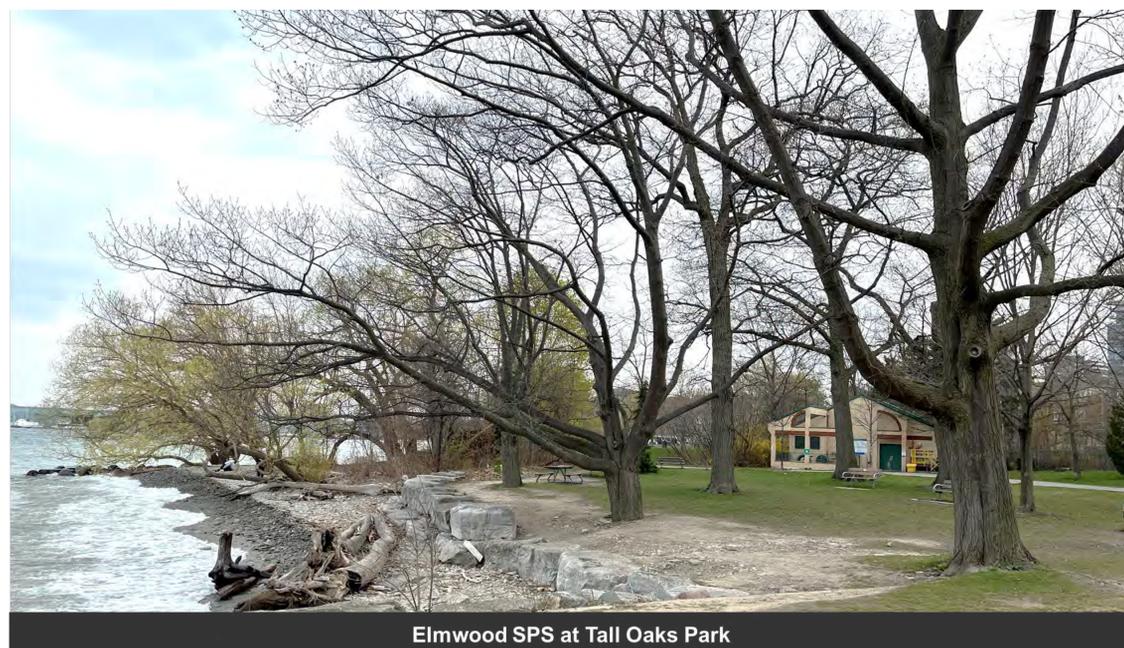
Natural Environment

Purpose: to document the existing natural environment features within the study area and identify any potential impacts and mitigation measures for the preferred solution.

- Baseline assessment and field investigation completed.
- **Result: No significant environmental constraints that cannot be mitigated. Additional bird breeding, bat, and amphibian movement surveys are recommended to be conducted during detailed design.**
- **Strategy requires potential tree removal at shaft locations which could require compensation and replanting program to be confirmed during detailed design. Trees protection as per City's Tree Preservation Standards to be reviewed during detailed design. Mitigation measures to be determined during detailed design to support permitting and approvals.**

During detailed design, further archaeological, cultural heritage, and natural environment may be identified with the respective mitigation measures.

Following the selection of the preferred servicing strategy in Phase 2 of the Class EA process, further site-specific reviews and investigations were undertaken to inform the evaluation of the design alternatives and to identify mitigation measures, including:



Hydrogeological and Geotechnical

Purpose: to establish the existing groundwater, soil and rock conditions, assess any potential impacts and identify the necessary mitigation measures.

- Desktop and baseline hydrogeological analysis and topographical survey completed.
- **Result: Suitable hydrological conditions for pumping station, shaft sites and tunnel construction; dewater considerations required. Commitment to further hydrogeological and geotechnical investigation during detailed design.**

Traffic Investigation

Purpose: identify traffic impacts likely to arise during the construction period and assess measures to mitigate/address any issues or concerns.

- Traffic Impact Study (TIS) completed.
- **Result: Impacts include partial or full lane closures and sidewalks at local roads to facilitate construction.**
- **Appropriate detours and safety measures will be implemented during construction to accommodate vehicle, pedestrian and cycle traffic. Commitment to preparing a Construction and Traffic Management Plan during detailed design.**

Environmental Site Assessment

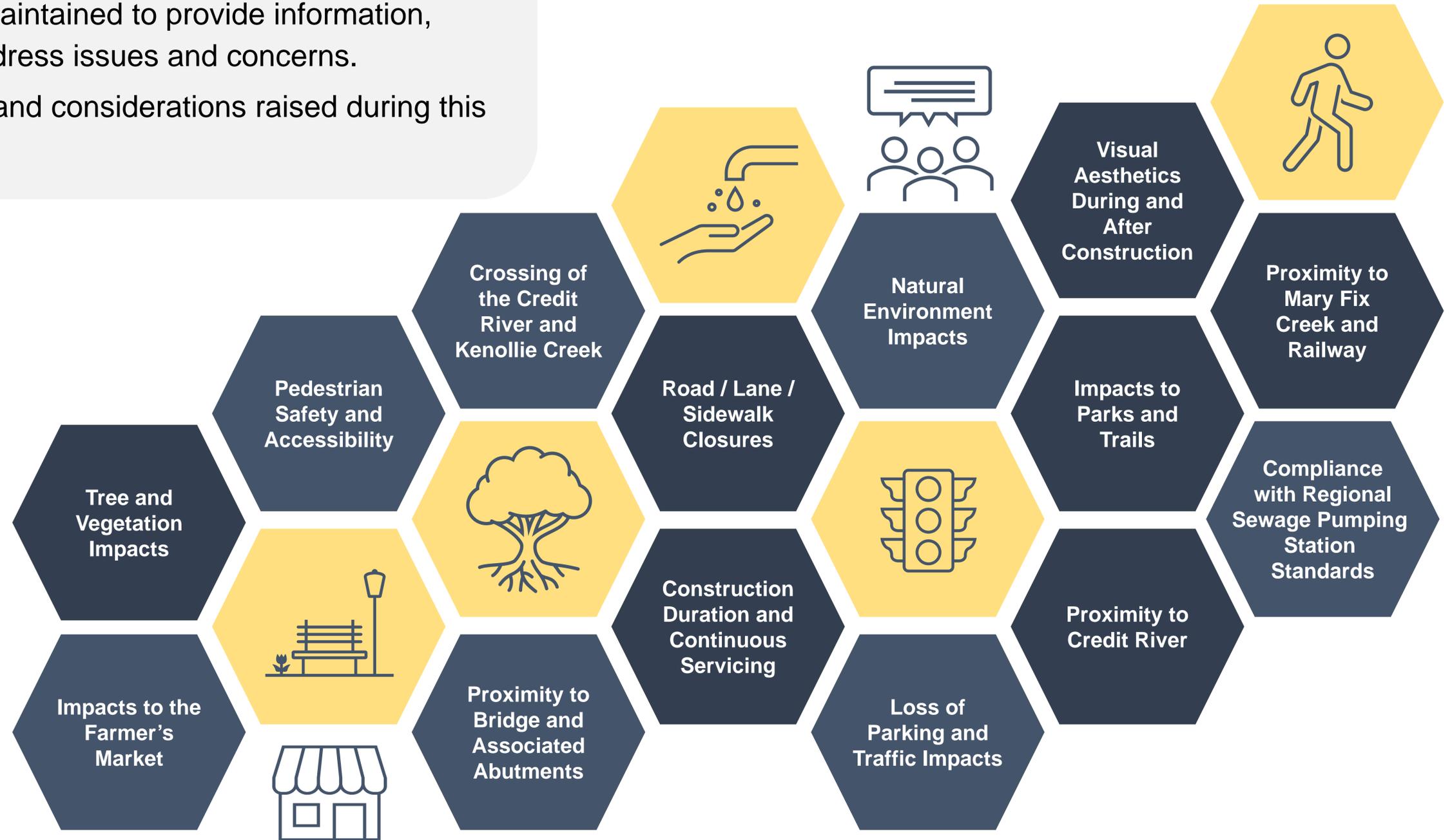
Purpose: to identify potential environmental risks associated with the sites and determine if further investigations or remediation is needed.

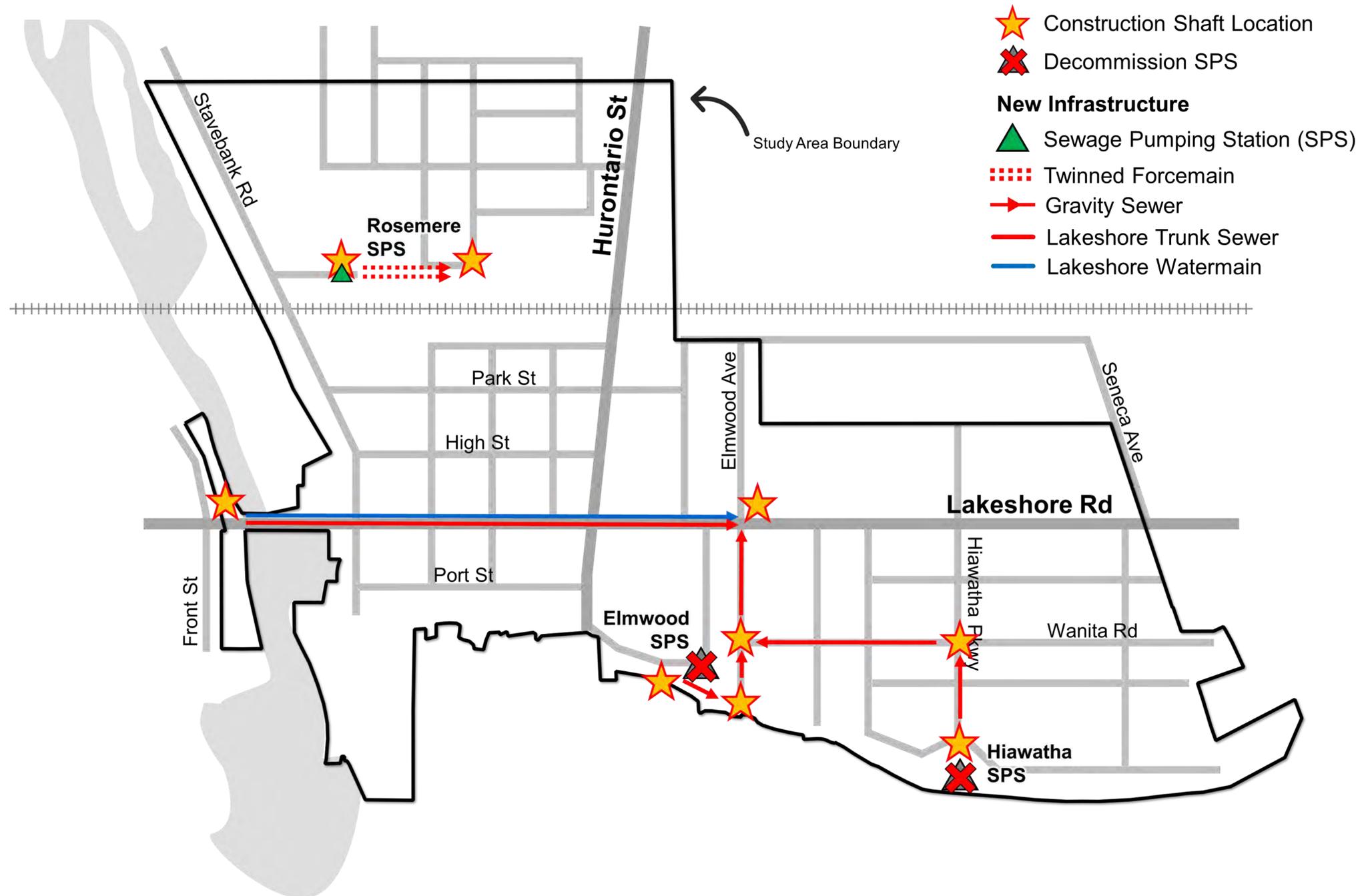
- Phase One Environmental Site Assessment completed for all shaft compound locations.
- **Result: Areas of potential contamination identified shaft sites will require further investigations and potential mitigation measures during detailed design.**

During detailed design, further hydrogeological, geotechnical, traffic impacts, and environmental site assessments may be identified with the respective mitigation measures.

Given the complexity and potentially sensitive nature of this study, meaningful consultation and two-way communication with stakeholders was maintained to provide information, listen to, and work to address issues and concerns.

Some of the key issues and considerations raised during this process included:





Phase 3 Objective:
To determine what infrastructure is required, where it will be constructed and how.

- Phase 3 includes the following:**
- Identification of design concept alternatives
 - Preparation of detailed inventory
 - Evaluation of design concept alternatives using comprehensive evaluation criteria
 - Selection of preliminary preferred conceptual design and technologies
 - Identification of impacts and mitigation measures
 - Public Information Centre (PIC) No. 3
 - Confirmation of preferred conceptual design and technologies

What Design Alternatives Were Evaluated In Phase 3? Lakeshore Alternative Design Concepts



The preferred strategy on Lakeshore Road includes two shaft compound locations to facilitate the tunnel construction of a sub-transmission watermain and trunk sewer main on Lakeshore Road from Marina Park (west of the Credit River) to the City of Mississauga owned Parking Lot (located at Elmwood Avenue and Lakeshore Road) to the east.

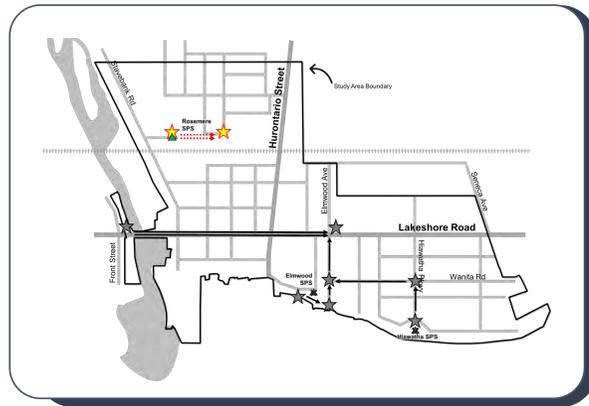
The preferred Phase 2 strategy identified the Lakeshore Road right-of-way (ROW) as the common alignment for the new watermain and sewer. The objective of Phase 3 of the Class EA process is to determine what infrastructure is required, where it will be constructed and how.

The following tables outline and evaluate the design alternatives.

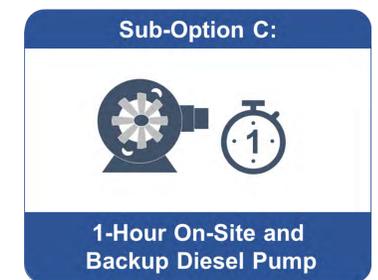
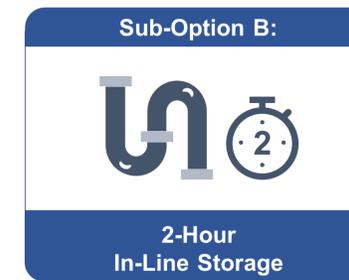
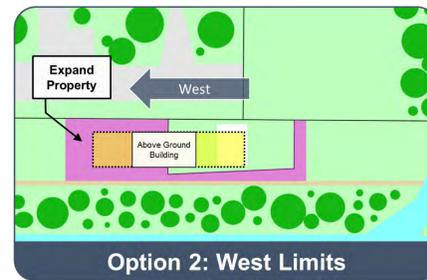
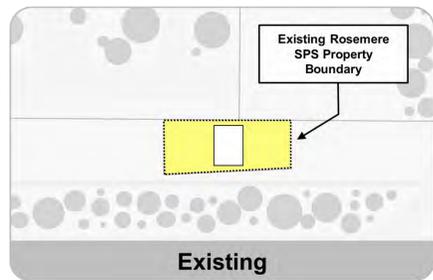
Evaluation Criteria	Option 1 Shared Compound Shared Shafts Shared Tunnel	Option 2 Shared Compound Shared Shafts Separate Tunnel	Option 3 Shared Compound Separate Shafts Separate Tunnel
Environmental	All three options are similar in depth. Impact to the environment (both above and below the surface) will be mitigated through detailed design.		
Social / Cultural	Option 1 is slightly preferred with regards to surrounding social / cultural impacts. Efforts to mitigate dust, noise, and vibration will be done through detailed design.	Option 2 and 3 have increased social / cultural impacts because it requires two tunnel drives which has the potential for prolonged construction period. The prolonged construction timing leads to additional dust, noise, and vibration to surrounding residents and businesses. Overall, Option 2 and 3 have the potential for increased social/cultural impact due to two separate tunnel drives.	
Technical	Option 1 has the highest technical complexity for construction and reduced flexibility for future operations and maintenance due to the shared tunnel. Option 1 is the most technically complex and has the highest probability of unpredictable risks and challenges.	Option 2 requires two tunnel drives from shared shafts, potentially prolonging construction with increased social/cultural impact. Reduced technical complexity compared to Option 1 but with unpredictable risks / challenges due to shared shafts.	
Legal / Jurisdictional	Option 1, 2 and 3 are similar with regards to legal / jurisdictional complexity.		
Financial	Option 1 has the highest potential for increased cost of construction due to the technical complexity of a large, shared tunnel, which also increases the operational and maintenance complexities in the future (additional costs).	Although Options 2 and 3 may not have the potential for increased cost of construction due to technical complexity of a shared tunnel (like Option 1), it has the potential for increased cost of construction due to the possibility of phased installation.	
Overall Ranking	Least Preferred	Less Preferred	Most Preferred

Option 3 was selected based on minimized construction complexity and risk, preferred operations, maintenance and lifecycle factors and flexibility in construction phasing.

What Design Alternatives Were Evaluated In Phase 3? Rosemere SPS Alternative Design Concepts



The preferred strategy for the Rosemere SPS was selected through completion of Phase 2 of the Class EA process. This option includes the construction of a new SPS to replace the existing aging facility. It also requires two shaft compound locations to facilitate the tunnel construction of twinned forcemains from the existing Rosemere SPS station on the west, to Sandham and Vesta Drive to the east. The objective of Phase 3 of the Class EA process is to determine what infrastructure is required, where it will be constructed and how. The following tables outline and evaluate the alternative design at Rosemere SPS.



Options (1 and 2) shown in the schematics above depicts the limits in which the new SPS could be constructed. Sub-options (A, B, and C) indicate the storage options.

Evaluation Criteria	Option 1a 2 Hour Storage – East Limit	Option 2a 2 Hour Storage – West Limit	Option 1b 2 Hour In-Line Storage – East Limit	Option 2b 2 Hour In-Line Storage – West Limit	Option 1c 1 Hour Backup Diesel Pump – East Limit	Option 2c 1 Hour Backup Diesel Pump – West Limit
Environmental	All options have similar environmental impacts, regardless if the property was designed to the east or west limits. Impact to the environment (both above and below the surface) will be mitigated through detailed design.					
Social / Cultural	Sub-option A and Sub-option C are similar in temporary construction impacts. However, options to the east will be less visible to existing residents than to the west.		Sub-Option B is less preferred as it will have additional air and noise impacts due to construction of in-line storage within the ROW.		Sub-option A and Sub-option C are similar in temporary construction and aesthetic impacts. However, options to the east will be less visible to existing residents than to the west.	
Technical	All options to the East are not technically feasible due to legal / jurisdictional limitations.	Options to the West is preferred as it is more technically feasible. Additionally, option 2a is most preferred in fulfilling 2-Hour emergency Storage on-site.	All options to the East are not technically feasible due to legal / jurisdictional limitations.	Options to the West is preferred as it is more technically feasible.	All options to the East are not technically feasible due to legal / jurisdictional limitations.	Options to the West is preferred as it is more technically feasible.
Legal / Jurisdictional	All East options face limitations as existing permanent easement on private land cannot be paved, which is required for construction access and future SPS maintenance.	Options to the west is preferred as it has reduced legal / jurisdictional complexity.	Sub-Option B (2-Hour in-line) requires additional road occupancy permitting and therefore is less preferred.		All East options face limitations as existing permanent easement on private land cannot be paved, which is required for construction access and future SPS maintenance.	Options to the west is preferred as it has reduced legal / jurisdictional complexity.
Financial	Sub-option A has the highest property acquisition cost.		Although Sub-option B has less property acquisition costs, it has potential for higher cost of construction for the in-line storage within the ROW.		Although Sub-option C has less property acquisition costs, it has potential for increased operations and maintenance costs to maintain the spare backup pump.	
Overall Ranking	Not Feasible	Most Preferred	Not Feasible	Least Preferred	Not Feasible	Less Preferred

Option 2a was selected based on minimized legal and jurisdictional complexity, that allows for the access of the wet well and valve chamber during construction, as well as for future operation and maintenance. Additionally, it also enables the ability for full 2-hour emergency storage on site in accordance with the Regional Sewage Pumping Station Design Standards.



New Rosemere SPS to Replace Existing SPS

Decommission Existing Elmwood SPS at Tall Oaks Park

Decommission Existing Hiawatha SPS at Hiawatha Park

Note: Tunnelling methodology and shaft compounds were confirmed through Phase 2 of the Class EA process as they were integral to the preferred design concept.

-  New Sewage Pumping Station (SPS)
-  Decommission SPS
-  Preferred Lakeshore Watermain (750mm)
-  Preferred Lakeshore Trunk Sewer (2400mm)
-  Preferred Shaft Locations

Where Will This Be Constructed? Lakeshore Road Shaft Compounds

The EA Process:

PHASE 1

PHASE 2

PHASE 3

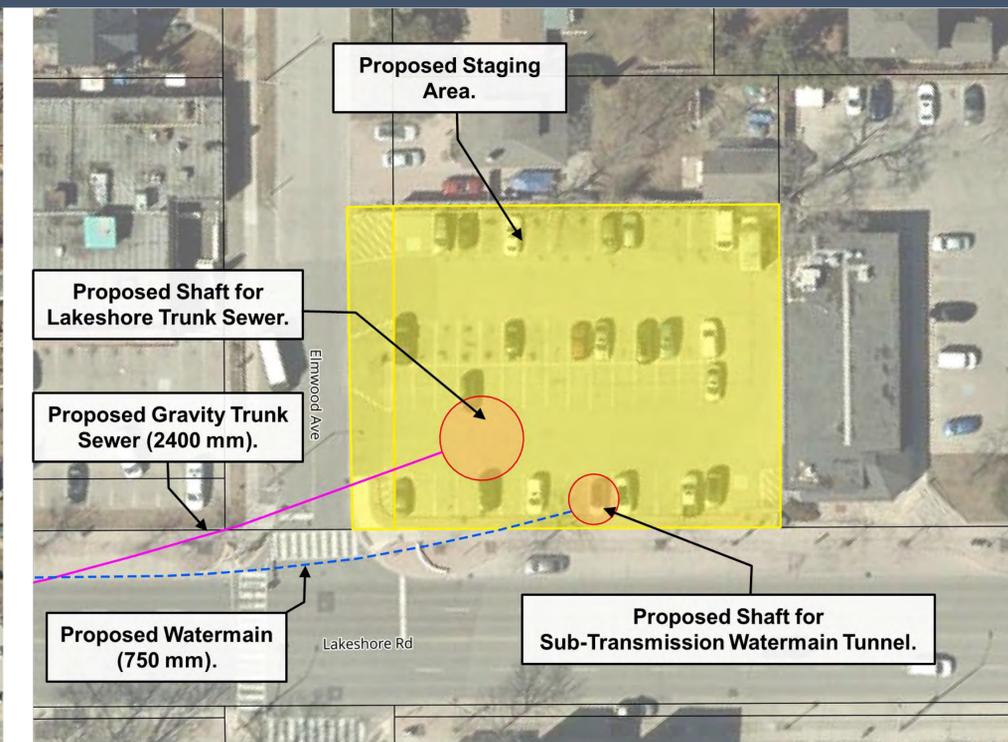
PHASE 4

PHASE 5

Marina Park



Elmwood Avenue / Lakeshore Road Municipal Parking Lot



Key Factors for Selection

- Supports tunnelled construction of proposed deep trunk sewer and sub-transmission watermain along Lakeshore Road.
- Locations support connection of gravity sewers to allow the decommissioning of sewage pumping stations (Front St, Elmwood and Hiawatha)
- Minimizes impact to traffic, residents and businesses.
- Property is City-owned.

Key Community Impacts and Mitigation Measures

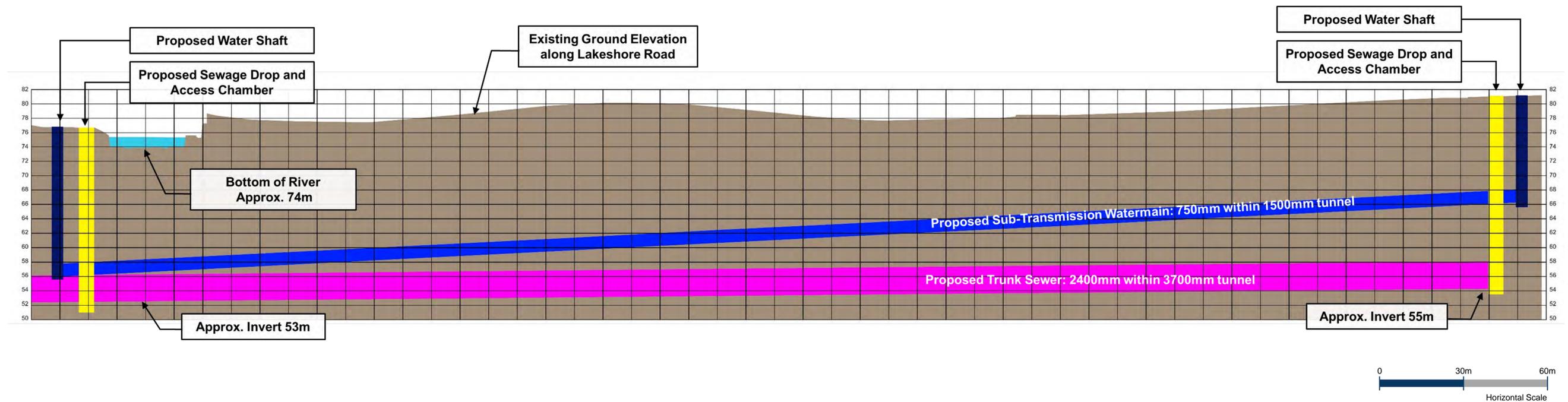
- Anticipated start 2024/2028. Estimated construction duration 14 – 18 months.
- Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Disturbed areas will be restored following construction.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Partial temporary closure of Marina Park with temporary removal of heritage plaque during construction.
- Construction impact including truck traffic, air and noise impact will require mitigation. Comprehensive Traffic Management Plan will be prepared.
- Temporary closure of Elmwood Avenue parking lot (~60 spots) and impact to farmer's market. An equitable sized alternative parking lot recommended at Harold E. Kennedy Park during construction period.

Key Map



How Deep is the Alignment? Lakeshore Road Profile

The EA Process: PHASE 1 PHASE 2 **PHASE 3** PHASE 4 PHASE 5



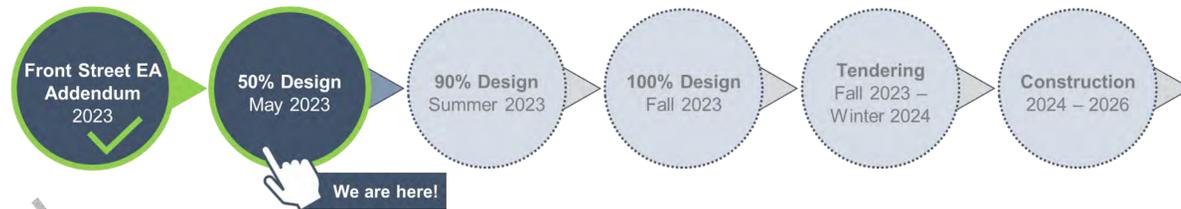
Co-ordinating with Front Street EA

In 2023, the Region completed the Schedule 'B' Environmental Assessment (EA) Addendum to the Front Street SPS Wastewater Diversion Municipal Class EA. The recommendations from this EA identified six (6) shaft compound locations along Lakeshore Road West from Jack Darling to Elmwood Avenue.

What is being Co-ordinated?

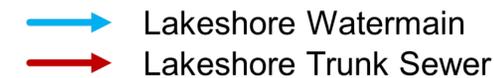
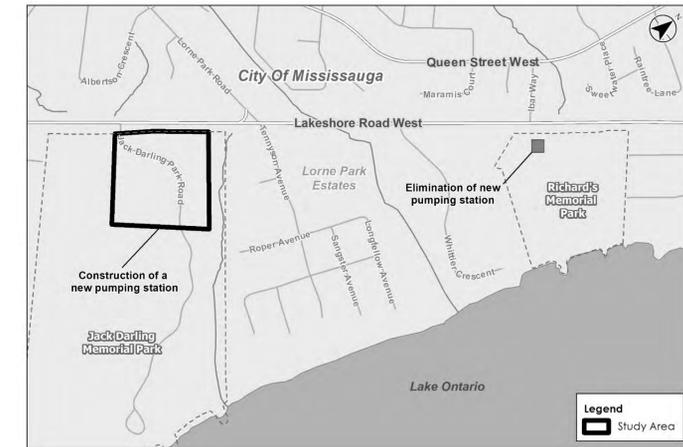
Throughout the study, the project teams coordinated to ensure technical feasibility as well as construction phasing and timing of the Trunk Sewer and Sub-Transmission Watermain along Lakeshore Road.

Project Timeline



Front Street EA Recommendations

- Elimination of the new pumping station at Richard's Memorial Park.
- Construction of a new pumping station at Jack Darling Memorial Park.
- Extension of the Lakeshore Road sanitary trunk sewer across the Credit River from Jack Darling Memorial Park to east of the Credit River.



Note: Map is Not-to-Scale.

Need more Information?



Do you have questions / comments on this? Be on the look out for a PIC in the future!

Scan with your Smartphone



Where Will This Be Constructed? Rosemere SPS Shaft Compounds

The EA Process:

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

Rosemere Road

Sandham Road



Key Factors for Selection

- Shaft locations support constructability of tunnelled twinned forcemains further removed from residential properties with limited space for construction activities.
- New SPS will replace existing aging infrastructure and be built in accordance with the Regional SPS Standards.
- Construction will be limited to City-owned property and road right of way.
- Twinned forcemains alignment provide the best connection point to existing infrastructure.
- Avoids disruptions on Stavebank Road and bridge crossing the Mary Fix creek and railway.

Key Community Impacts and Mitigation Measures

- Anticipated start 2027/2028. Estimated construction duration 12 – 18 months.
- Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Disturbed areas will be restored following construction.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Traffic impact due to temporary lane/road closures, construction crew access, air and noise impact. Comprehensive Traffic Management Plan will be prepared.
- Access to resident driveways and pedestrian pathways to be maintained during construction.

Key Map



How Deep is the Alignment? Rosemere Profile

The EA Process:

PHASE 1

PHASE 2

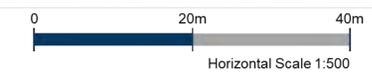
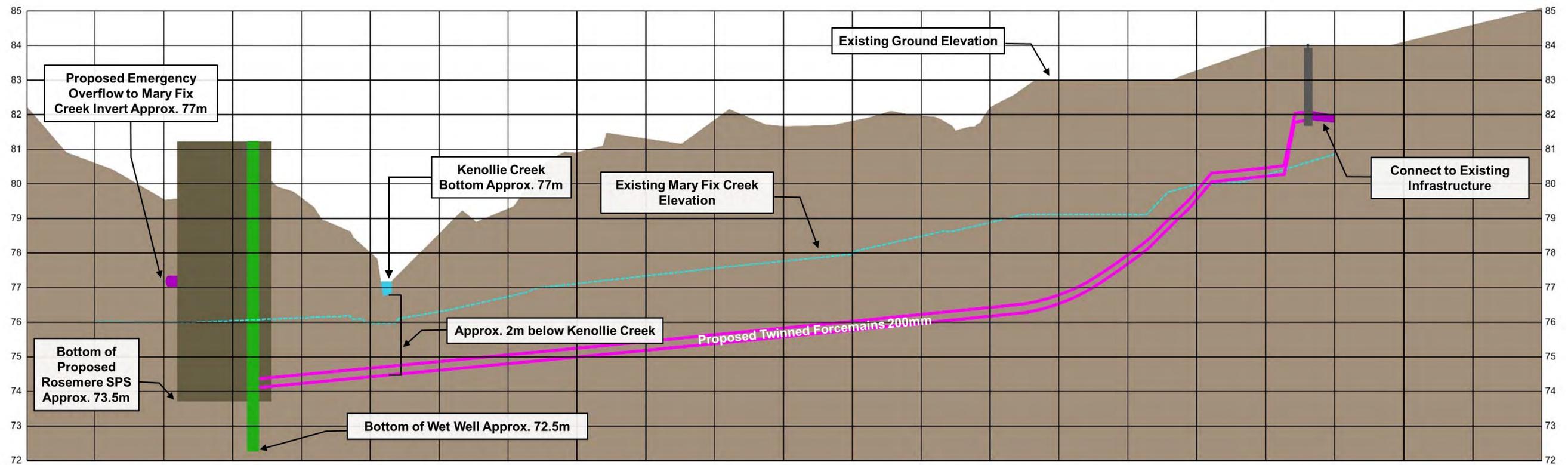
PHASE 3

PHASE 4

PHASE 5

Rosemere Road

Sandham Road



Where Will This Be Constructed? Tall Oaks Park Shaft Compounds – Elmwood SPS Decommissioning

The EA Process:

PHASE 1

PHASE 2

PHASE 3

PHASE 4

PHASE 5

St. Lawrence Park

Tall Oaks Park



Key Factors for Selection

- Shaft locations support constructability of the new tunnelled gravity sewer minimizing impacts and disruptions to the existing park, trees and walking trail.
- Solution required to support decommissioning of the existing Elmwood SPS located within the park.
- Property is City-owned.

Key Community Impacts and Mitigation Measures

- Anticipated start 2027/2028. Estimated construction duration 12 months.
- Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Disturbed areas will be restored following construction including site of existing Elmwood SPS that will be removed.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Partial temporary closure of sections of Tall Oaks Park during construction. Walking trail and playground to remain operational during construction.
- Access to Carlis Place and resident driveways to be maintained during construction.

Key Map



Where Will This Be Constructed? Elmwood Avenue Shaft Compounds

The EA Process:

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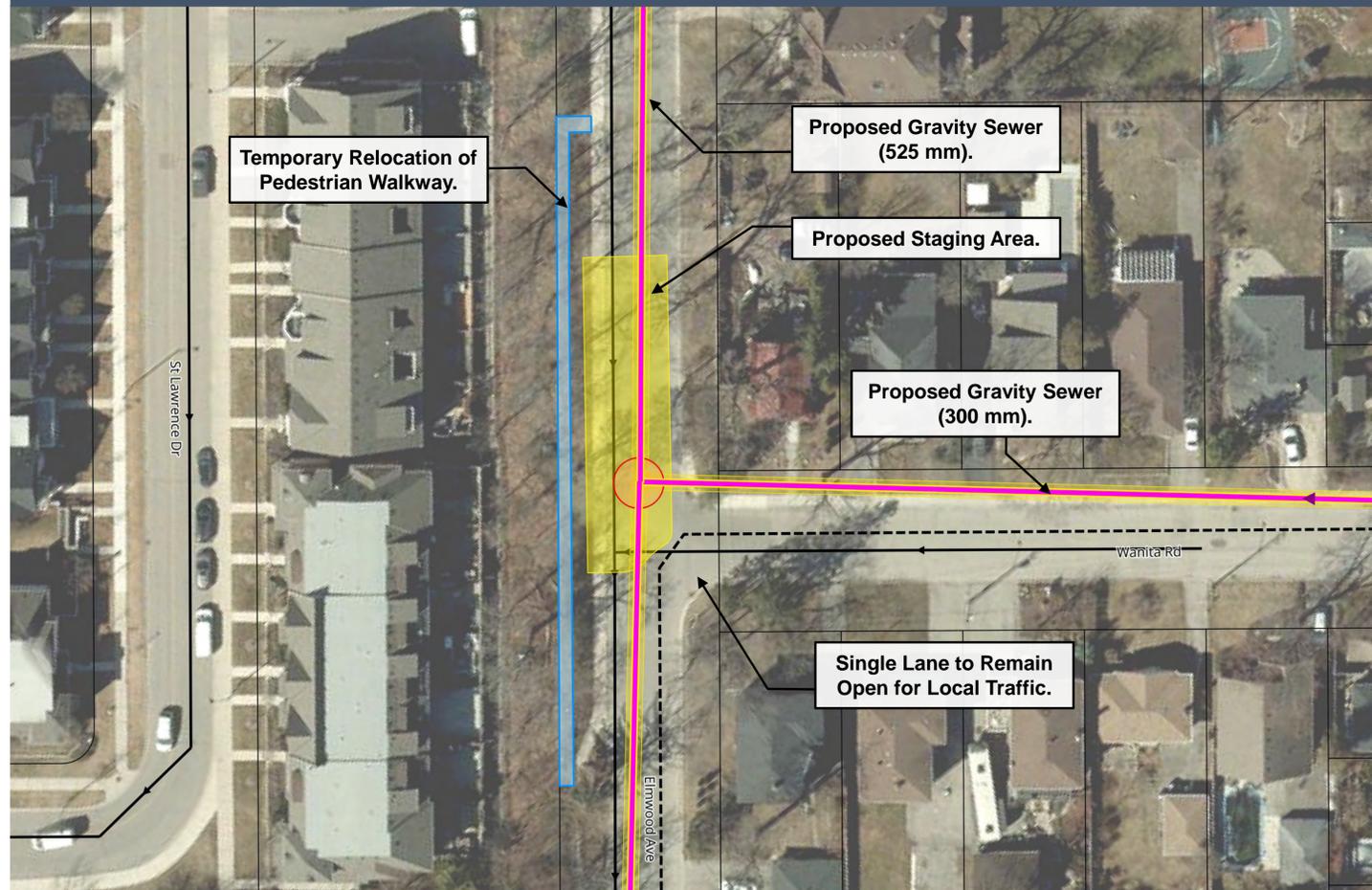
PHASE 2

PHASE 3

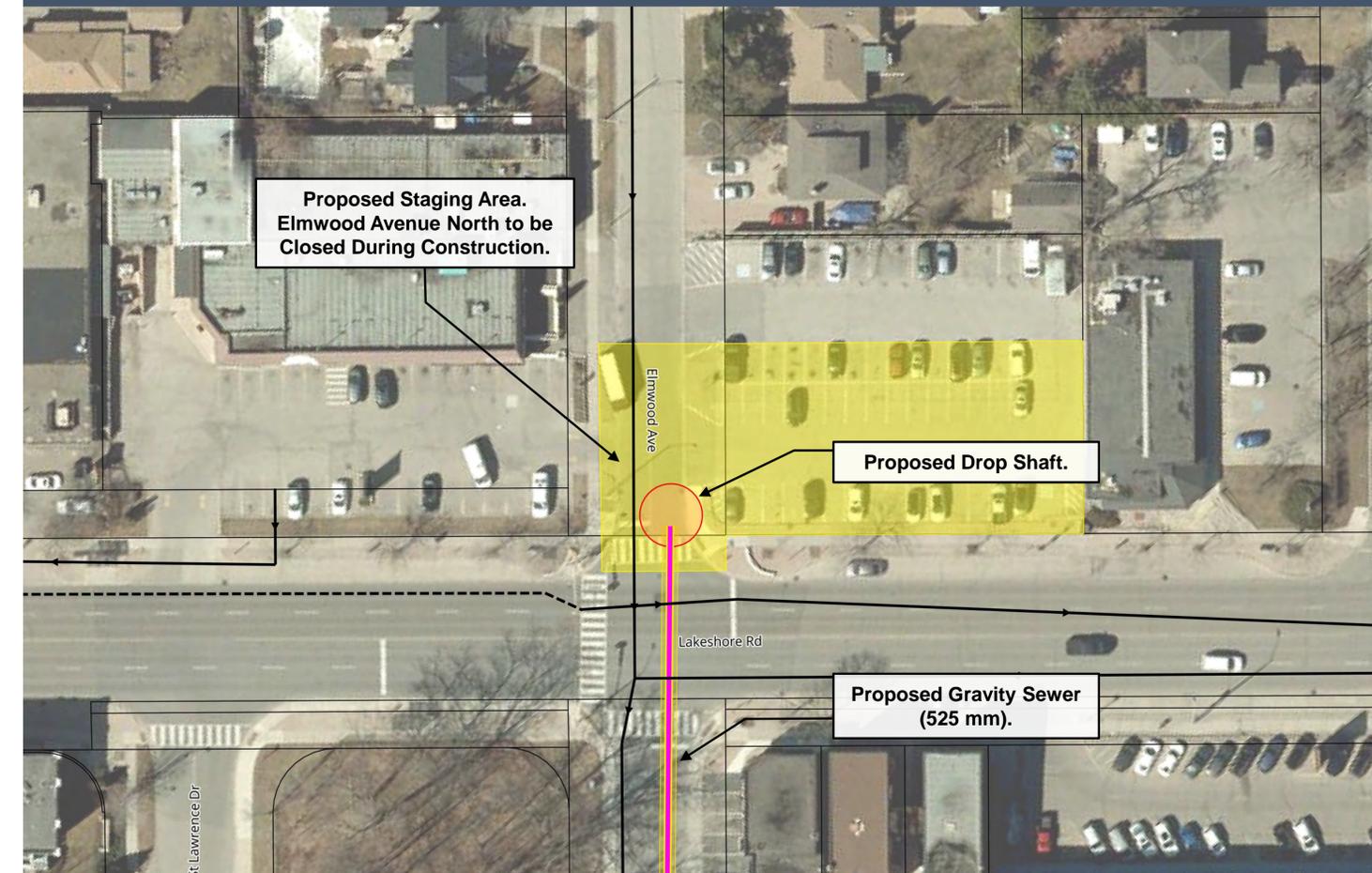
PHASE 4

PHASE 5

Elmwood Avenue South / Wanita Road



Elmwood Avenue North / Lakeshore Road



Key Factors for Selection

- Shaft locations support constructability of the new tunnelled gravity sewers towards Lakeshore Road avoiding more disruptive open cut construction.
- Solution required to support decommissioning of the existing Elmwood SPS and Hiawatha SPS.
- Construction will be limited to road right of way.

Key Community Impacts and Mitigation Measures

- Anticipated start 2027/2028. Estimated construction duration 12 months.
- Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Traffic impact due to temporary lane/road closures, construction crew access, air and noise impact. Comprehensive Traffic Management Plan will be prepared.
- Access to resident driveways, businesses and pedestrian pathways to be maintained during construction.

Key Map



Where Will This Be Constructed? Hiawatha Parkway Shaft Compounds

The EA Process:

PHASE 1

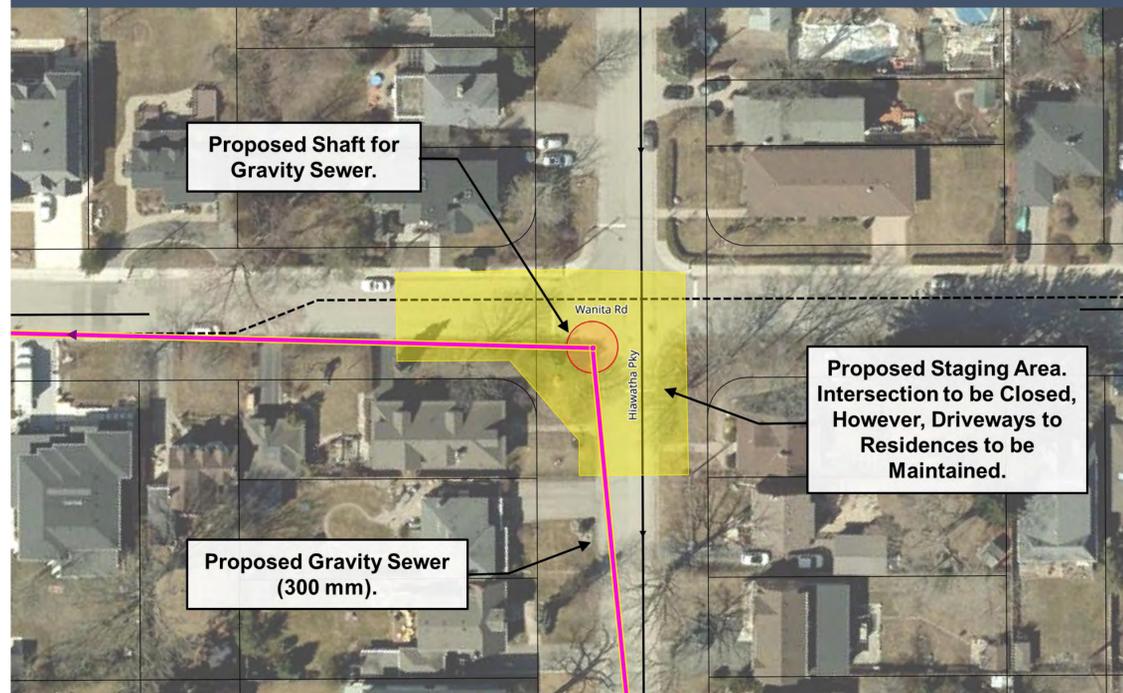
PHASE 2

PHASE 3

PHASE 4

PHASE 5

Hiawatha Parkway / Wanita Road



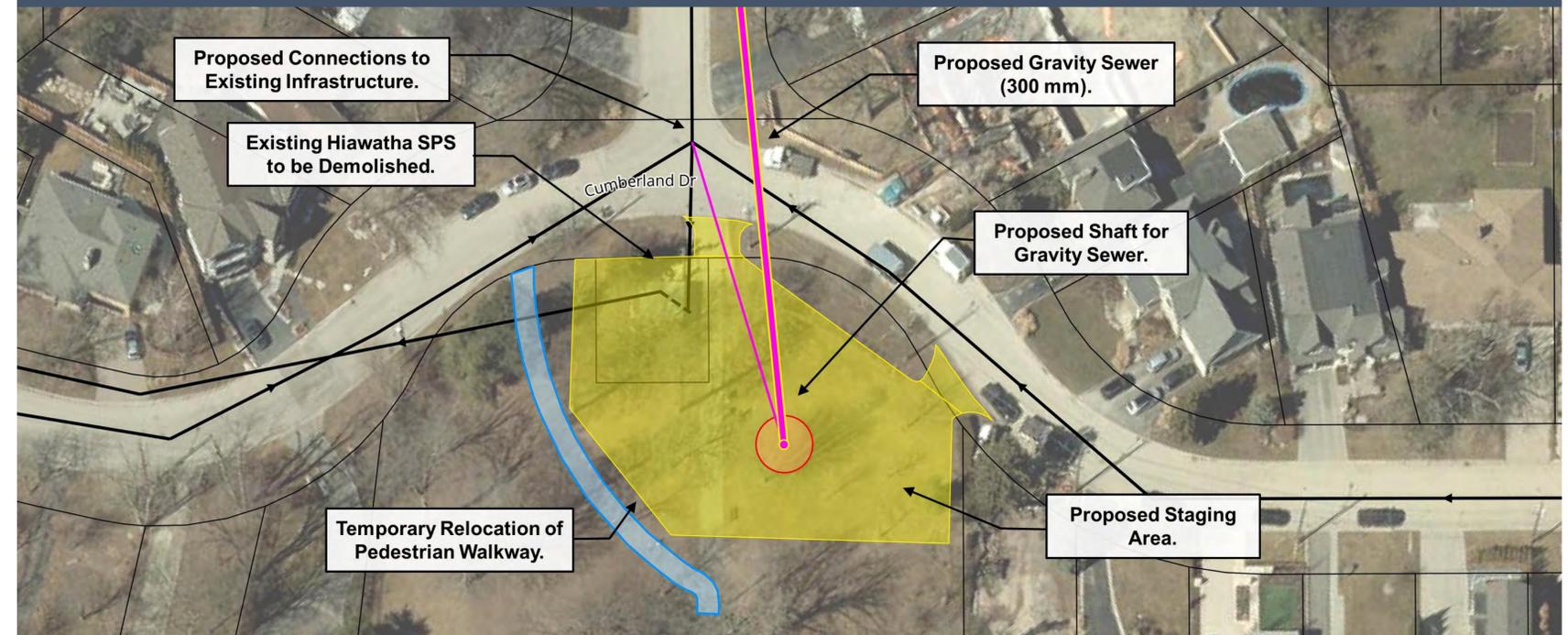
Key Factors for Selection

- Shaft location supports constructability of the new tunnelled gravity sewers towards Elmwood Avenue avoiding more disruptive open cut construction.
- Solution required to support decommissioning of the existing Hiawatha SPS.
- Construction will be limited to road right of way.

Key Community Impacts and Mitigation Measures

- Anticipated 2027/2028. Estimated construction duration 12 months.
- Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Traffic impact due to temporary lane/road closures, construction crew access, air and noise impact. Comprehensive Traffic Management Plan will be prepared.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Access to resident driveways and pedestrian pathways to be maintained during construction.

Hiawatha Park



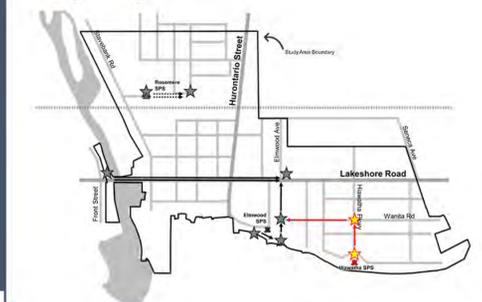
Key Factors for Selection

- Shaft location supports constructability of the new tunnelled gravity sewer minimizing impacts and disruptions to the existing park, trees and walking trail.
- Solution required to support decommissioning of the existing Hiawatha SPS located within the park.
- Property is City-owned.

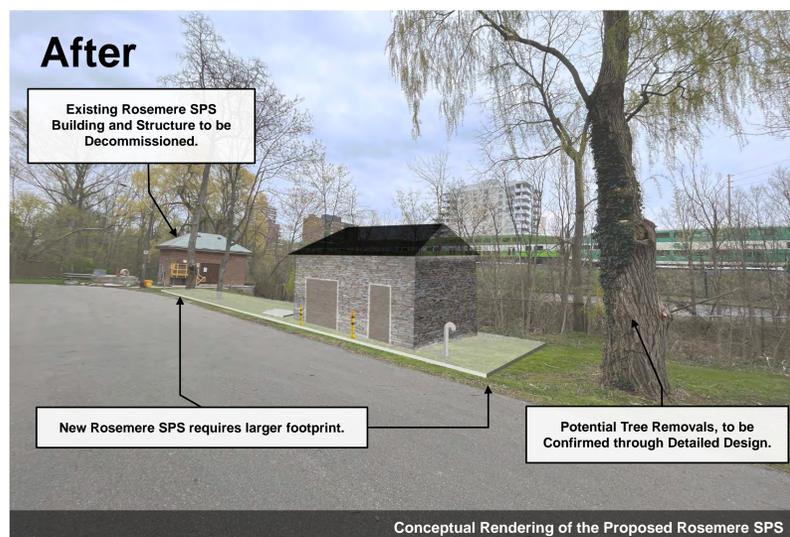
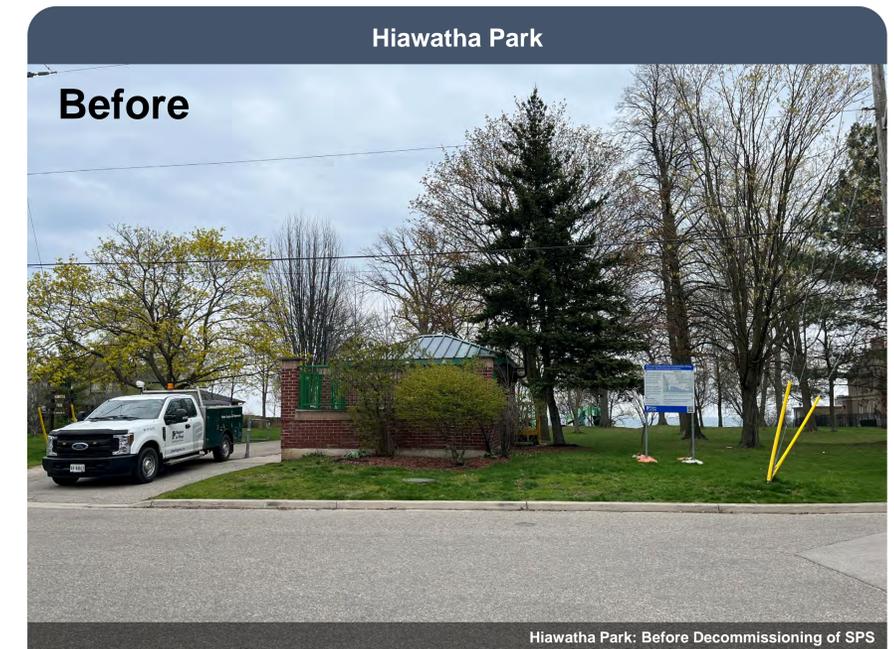
Key Community Impacts and Mitigation Measures

- Anticipated 2027/2028. Estimated construction duration 12 months. Construction areas will be fenced off and shaft areas enclosed with hoarding, with opportunities of displaying local art and murals.
- Disturbed areas will be restored following construction including site of existing Hiawatha SPS that will be removed.
- Potential tree and vegetation removal minimized where possible. Standard tree protection and remediation measures will be implemented where required.
- Partial temporary closure of sections of Hiawatha Park during construction. Walking trail and playground to remain operational during construction.

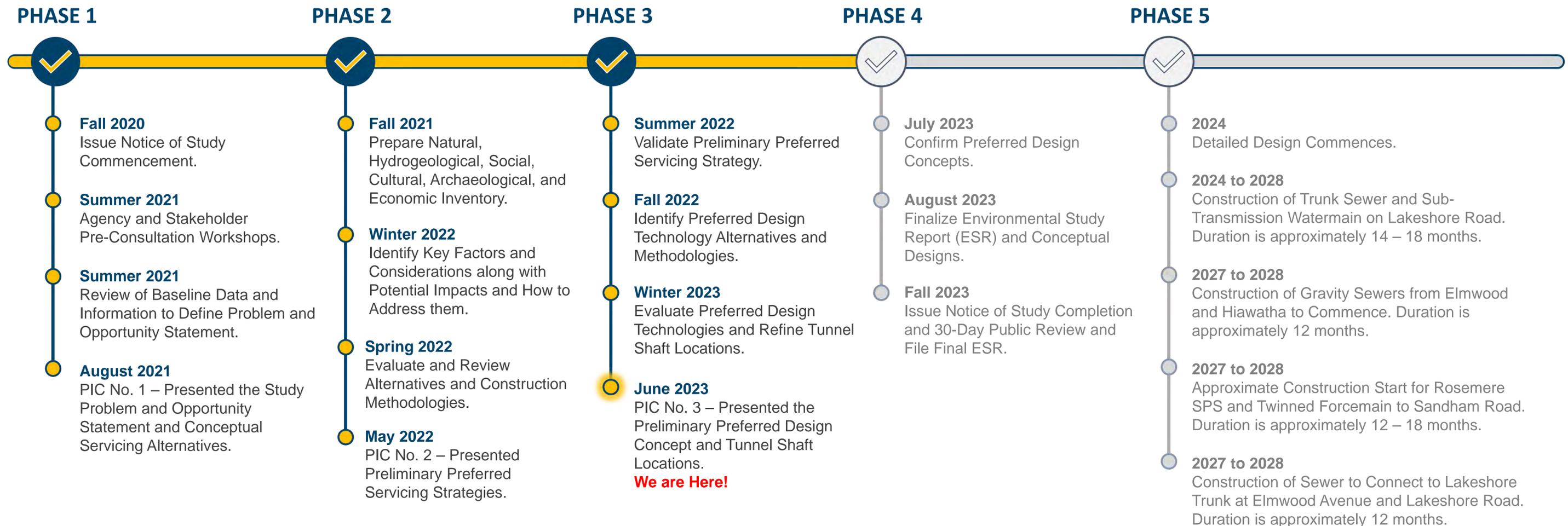
Key Map



- ✓ Short-term construction impact with long-term community benefits.
- ✓ Minimized construction impact through use of tunnelling construction technology.
- ✓ Minimized number of shaft compounds.
- ✓ Servicing solution for the existing community and future growth.
- ✓ Optimized system that protects the environment and meets new design standards.
- ✓ Optimizes working with Municipal partners (City of Mississauga) to facilitate construction while minimizing impact to private land and to the community.
- ✓ Elmwood and Hiawatha Sewage Pumping Station to be decommissioned, and land returned to park.
- ✓ Detailed Design will develop a Remediation Plan to compensate for potential loss of trees and vegetation due to construction.



Public and stakeholder consultation was maintained through all phases of the Class Environmental Assessment process. A broad range of methods was used to advise the public and stakeholders of the study and solicit input. Methods include notices, newsletters, a project website, signage at each SPS, comment forms, and public information centres (either in-person or virtual).





Additional project information can be found on the project website, which can be accessed by scanning the QR Code with your smartphone.

How to Stay Involved



- ✓ Fill out the questionnaire and comment sheet.
- ✓ Sign up for project information updates.
- ✓ Provide your feedback regarding materials presented in this PIC No. 3.

Do you have any questions, comments, or want to stay up to date? Please contact us anytime.

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Please note that information related to this study will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments received will become part of the public record and may be included in the study documentation prepared for public review.

If you need any accommodations to provide comments and/or feedback for this study, please contact the Project Manager.