

Burnhamthorpe, Credit river

Recessed road, longer bridge urged

Burnhamthorpe Rd. near the Credit Woodlands should be depressed to reduce noise impact, and a long bridge should be built across the Credit river to minimize environmental impact on the river valley.

Those are the major conclusions of consultants hired by the city to report on grade separations and bridges along Burnhamthorpe and Eglinton Ave.

Robert Nairn of McCormick, Rankin and Associates Ltd. has told council's general committee that his firm is recommending a longer bridge be built over the Credit. The longer bridge and the lower road would cost more, but result in less disruption of existing neighborhoods, Nairn said.

The one-and-a-half miles of four-lane road across the Credit will cost an estimated \$13 million to \$13.3 million. There will be an additional \$1 million to \$1.5 million cost for a crossing of nearby Mullett creek.

The consultants have also recommended that underpasses be built at both Burnhamthorpe and Eglinton for the Canadian Pacific tracks.

Nairn said that by depressing Burnhamthorpe the noise on adjacent Credit Woodlands would be cut by 10 decibels or about 50 percent. He said this was a tolerable, but not ideal situation. "But it's a very, very significant reduction" from noise levels that would result from an at-grade solution.

A bridge 550 feet longer than the minimum required structure has been recommended because less landfill would be required

and the impact on Credit valley would be minimal, according to Nairn.

He said cantilevered construction would mean the structure could be built without affecting the river-valley floor. The extra cost for the longer, higher bridge would be \$3 million.

In response to a question by councillor Bud Gregory, Nairn said he believed that with projected traffic volumes the city should consider making Burnhamthorpe a six-lane road immediately.

Gregory said he was "very nervous" about the proposed bridge since it would put heavy traffic pressure on Burnhamthorpe further to the east, where there are already significant problems. Development in that area has been delayed until proposals for solution of those problems can be formulated.

Faces charges

Hector Jose Lopez, 28, of Etobicoke has been charged with personation, possession of stolen property and possession of instruments of forgery following his arrest at the Bristol Place hotel in Mississauga.

Police said a stolen Master Charge card was used to purchase clothing and several pairs of shoes at Square One shopping centre in Mississauga on May 16. The card had been stolen at a party at the Bristol Place hotel.

A number of identification cards, birth certificates and credit cards were recovered after Lopez was arrested. He will appear in court June 3.

Gregory felt this bridge "will solve a lot of problems in the West Credit area. But you don't solve things by putting problems onto other areas of the city."

The councillor vowed that "a lot of water will go down the Credit before that bridge goes in."

He said the city should "get the total picture first" before it approves the bridge.

The committee received the report and referred it to staff for comment. It also asked staff to supply a strategy for approaching the provincial and federal governments for special funding aid. Several members indicated that Mississauga could not afford the work without substantial subsidies.

Proposals for Eglinton include a grade separation and an upgrading of the present bridge over the Credit at an estimated cost of \$4.8 million.

Nairn told the committee that by the year 1991 there will be 80,000 cars a day using the road. He said the present proposal for a four lane bridge and road in the area would probably suffice until the mid-1980s.



Whatamibid?

And you thought you had everything. That's auctioneer Ron Adams trying to unload those antlers. The auction was being held at Erindale United church, 1444 Dundas

Cres., to raise funds for church activities. Okay now, let's hear some more bids...

Waterfront plan cost tops \$36M

By JOHN STEWART

Completing the Mississauga waterfront plan as originally proposed would cost \$36.45 million, according to the project manager.

In a report to the water management advisory board of the Credit-Valley Conservation Authority, George Biro provided a cost-feasibility study. The new estimate for the plan is four times the original.

The provincial government has authorized \$2 million to date for the plan, although more money will be available. "Until such time as more funding can be expected, we will have to consider only such parts of the overall plan as can be developed under the original funding scheme," Biro states.

The report recommends the authority go ahead with the construction of Port Credit park where landfill is already placed and proceed with a modified development in Crooke's park.

Other areas could be developed more cheaply, but Biro suggests that the modified Crooke's park site is the most desirable for five reasons: public demand for recreational space in the area; minimal impact on residential areas; the short design time as a result of studies done to date; the possibility of using warm water from the Lakeview Generating Station for swimming; and the public ownership of the existing shoreline.

Biro assured members of the board that the proposed design would meet the standards of the ministry of the environment, which has expressed constant concern about the possible effect of landfill on the municipal water plant located nearby.

It is anticipated that the modified plan will cost almost \$5 million. Biro admitted there was no doubt the warm water from the Lakeview station could cause problems.

"There's no question about that, but hopefully we can deal with those problems and they will be reduced because we will have a positive flow-through situation with no back-eddy," he said.

"If there are problems we can't solve, then the alternative will be to fill in all of the water." That would leave a total landfill area of 140 acres.

One of the main reasons for the increase in cost estimates is because rubble dikes will be placed in the lake before the landfill. This is about five times more expensive than armoring landfill already dumped into the lake, such as was done at Port Credit park. It is a much better method to control potential problems, however.

Noting that the proposed headland adjacent to Hiawatha park would be the cheapest to construct, Biro reminded members that it would also be the worst problem from an environmental point of view. "It's already a polluted basin and it would be worse if we enclosed it more with landfill."

Mississauga councillor Mary Helen Spence said she had the impression that the Crooke's park site "had been more trouble than it's worth for the last year and a half and now we're determined to go ahead with it."

The project manager replied that the cost estimates were not cost-benefit estimates and potential environmental problems and costs of constructing recreational facilities were not included.

The analysis proved that "purely on a cost basis we can't go ahead" with the whole project, Biro said.

He told the committee that if it awarded a contract for design of a modified A. E. Crooke's park now, it could catch the next construction period. "If we don't do that, we've missed another year," he said.

Mrs. Spence said that if the CVCA was going to proceed with the waterfront plan, it should be for the proper reasons,

"not for political reasons because we started something two years ago and now we can't turn back."

Acting on Biro's recommendation, the board hired the consulting engineering firm of Cryslar and Latham Ltd. to provide the redesign of Crooke's park for \$10,000.

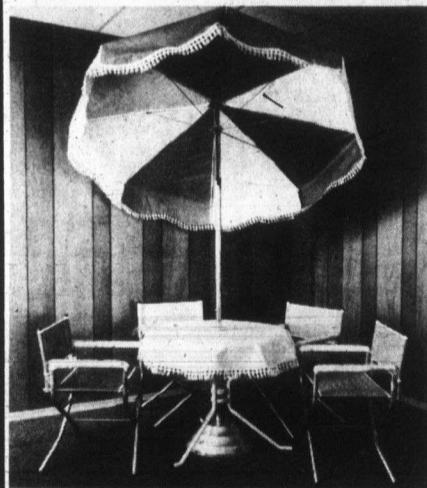
It decided that a cost-benefit analysis should be undertaken on the Lorne Park Bay project, the major scheme at the western end of the waterfront plan, at the same time the other work proceeds.

The Lorne Park Bay scheme, which includes a headland and an island offshore from Jack Darling park, is estimated to cost almost \$15 million in 1975 dollars.

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