



MISSISSAUGA

1 Port Street East Proposed Marina

Environmental Assessment
Public Information Centre #3 Summary

October 2024

**PARKS, FORESTRY
& ENVIRONMENT**

Project Overview

The City of Mississauga is completing an individual environmental assessment under the Environmental Assessment (EA) Act for the 1 Port Street East Proposed Marina Project. The EA is studying the proposed expanded land base for additional waterfront parkland and examining marina alternatives for this site. This EA pertains to the lakefill and the general distribution of uses on the lakefill. The ultimate configuration of the marina and programming of park space will be determined during detailed design, which will include public consultation.

Following [EA Public Information Centre \(PIC\) #1](#) and [EA PIC #2](#), the City held EA PIC #3 virtually from September 14 to October 31, 2023. Creating a 24/7 community meeting, the public had access to the PIC materials, including the Draft EA document and the Record of Consultation on the [project website](#). The City also provided a [recorded presentation](#) to provide an overview of the Draft EA and present the preferred large lakefill alternative.

Hard copies were available at Port Credit Library and for mailing upon request. This allowed residents to participate when it was convenient for them. The City notified the public of the PIC through a mailing to area residents and businesses, a notice in Mississauga News, eBlasts to the project email list, social media advertising and posts, roadway signage, and posters at Port Credit Harbour Marina.

In addition to the virtual engagement, the City also held a second “Pop-up Event” on Saturday, September 30, 2023 at Credit Village Marina, attended by over 150 people. City staff were onsite to answer questions and discuss the EA PIC #3 materials, including the Draft EA.

The public provided feedback through a survey. The City received 238 completed surveys and over 1,200 views to the online presentation. The feedback gathered will inform the final EA. This document includes responses to feedback submitted through the survey. Please note similar questions and comments have been grouped together, or shortened for clarity. Should the public have any additional questions, please email 1portstreeteast@mississauga.ca.

To be notified of future updates, including the final EA submission, please subscribe to [news alerts](#) to be kept up to date on the project by email.

Responses to EA PIC #3 Feedback

General

- **Comments in support of the project.**
Approximately half of the survey respondents did not have any additional questions for the City. Comments were also received in support of the project and the preferred large lakefill alternative, including the public noting this is a great opportunity to upgrade the marina and enhance the Port Credit shoreline, marina continuity, excitement about next steps and wanting the project to move forward.
- **What is the objective of the EA?**
Response: Chapter 2 of the Draft EA details the problem and opportunity assessment for the project. In summary, the purpose of the project is to establish lakefill on the east side of the existing marina basin to permit the relocation of the marina services currently available in the basin to the east side, and create new waterfront parkland.
- **How soon can the project start?**
Response: The City will be submitting the Final EA to the Province in 2024. A decision on the project will be made by City Council following EA approval. If City Council approves the project and the City secures funding, detailed design will be developed by the City in consultation with the public, agencies, Indigenous communities, and other interested parties, along with permitting prior to proceeding to construction.
- **This money should be spent building homes for homeless people rather than a marina.**
Response: We fully acknowledge and understand that projects like the 1 Port Street East Proposed Marina Project can raise some important questions. We appreciate you voicing your care and concern toward the critical need for funding to help and support people experiencing homelessness in our community. We assure you that we are committed to assisting those in our community who are unhoused, including providing emergency shelter and basic needs. The [Open Window Hub](#) is one example of the initiatives we have undertaken to support at-risk individuals and those who are unhoused in our community. We're also actively engaged in partnerships with community groups, local food banks, various levels of government, and local agencies to provide immediate [support services and resources](#) to those in need.

The Region of Peel manages [housing services](#) for the homeless, those who are at risk of losing their housing and for those who need affordable housing. As part of [Growing Mississauga - an Action Plan for New Housing](#), the City is working on a plan to encourage the construction of more affordable rental housing in Mississauga.

The City will continue to fund and support community initiatives to help as many residents and individuals as we can to regain stability in their lives.

Lakefill

- **Can the lakefill also have condos and shops?**

Response: No, there cannot be condos and shops on the lakefill. The lakefill uses include parkland and trails with public access and parking with winter boat storage.

- **Will the lakefill be clean and free of toxins?**

Response: Yes, the lakefill materials must be clean in accordance with Provincial regulations.

- **Will the lakefill be protected from rising lake levels and erosion?**

Response: Yes, the lakefill has been conceptually designed to be resilient to rising lake levels and will be constructed of materials that are resistant to erosion. The detailed design of the lakefill will take into consideration the ability of the preferred alternative to withstand changing lake levels (flooding hazards) and coastal processes (wave action, shoreline erosion) including future changes associated with climate change. The design of shore protection will consider wave spray and propose design to reduce risks associated with severe waterfront conditions.

- **This project will cut the lake views in half. Design the lakefill to minimize the height so we are not looking at a wall of rock.**

Response: New views from the lakefill, in particular the parkland area, to Lake Ontario and back towards Port Credit will be created as a result of this project. The EA acknowledges that some residents may experience a change in views from their residences. The height of the lakefill is determined by the coastal conditions and wave heights to ensure those using the new landform can do so safely and to ensure that the lakefill is resilient to changing coastal conditions. There will be trees and landscaping along the east side of the lakefill to provide some visual screening. The type of vegetation to be planted will be determined during detailed design. Visual screening will be an important parameter in selection of pant material.

- **Why was the preferred large lakefill alternative selected?**

Response: The large lakefill alternative was selected as the preferred alternative following the EA assessment, which included public consultation, and the evaluation of the cost, physical, biological, socio-economic, and cultural environmental components. The preferred alternative provides the opportunity to create the largest parkland area relative to the marina space required for parking, boat storage and marina facilities. The selection and evaluation of the preferred alternative

is described in detail in the EA.

Environmental Components

- **Concerns were raised about the effect on birds and waterfowl currently using the area.**
Response: Construction activities will likely disturb the birds and waterfowl currently using the area. However, the species using the area are very tolerant of urban activities and will relocate to another part of the waterfront while construction is occurring. Studies will be done prior to the start of construction to ensure nesting is not occurring.
- **Respondents provided comments about impacts of the project on aquatic life and if the habitat compensation can be achieved nearby along the shoreline**
Response: Whenever projects are proposed that alter or potentially harm aquatic habitat there must be compensation to replace any habitat lost in accordance with the requirements of the Federal Fisheries Act. The proposed lakefill will remove and alter fish habitat, which will be compensated on site with the fish habitat feature at the end of the lakefill, and additional compensation will likely be required off site. Opportunities to enhance habitat near the 1 Port Street East site along the shoreline will be explored.

Parkland

- **Questions and comments were received about the design and programming of the parkland on the lakefill. Suggestions included a beach area, spray pad, patio and restaurant, wider trails, fishing, and a desire for the City to “think big” about the park elements.**
Response: The City appreciates and notes all feedback received regarding the proposed lakefill parkland. The design of the parkland in the EA is conceptual. The programming and design details for the parkland will be determined during detailed design following the EA. The public will have an opportunity to provide feedback throughout that process.
- **What will the parkland be planted with? Please consider naturalized planting.**
Response: Naturalized landscaping with native, non-invasive plants species will be incorporated on the lakefill. During detailed design, the City will develop landscaping and vegetation plans to support creating a naturalized habitat less used by the public to provide quality habitat for species such as migratory birds and habitat preferences of local at-risk wildlife.
- **Concerns raised with respect to configuration of parkland and**

parking. Comment received to reconsider the width of the trails, in particular along the parking area that leads to the parkland, and to consider the connections of the vehicular, cyclist, and pedestrian access.

Response: The trail on the eastern side of the lakefill will have vegetation screening from the parking area providing a park-like quality to the walk to the park. This is challenging to show on the drawings due to scale. Details of the park, parking design, trails and access will be refined in the future design phases and will include public consultation.

- **The Ridgetown is close to the parkland area. I hope there will be methods in place to keep people away from the Ridgetown.**

Response: Lakefilling around the Ridgetown is not proposed as part of the 1 Port Street East Proposed Marina EA. Public access to the Ridgetown is not permitted or planned for safety reasons.

- **Suggestion to provide a beach area for swimming access.**

Response: Coastal conditions in this area are not conducive to the creation of a beach with safe access to the water as part of this project.

- **Will the trails be wide enough to accommodate cyclists and pedestrians?**

Response: The trails will be designed to accommodate cyclist and pedestrian access.

Construction

- **Effects of construction on local residents from all projects in the area have not been adequately assessed.**

Response: It is not currently known if and when City Council will approve the funding for this project such that it can move to detailed design and construction. Only when the construction timing is known could impacts of construction of this project along with other projects in the area be understood. The EA acknowledges that throughout the construction period, residential properties, community facilities and institutions and businesses in the vicinity of the Project and along the haul routes may experience nuisance effects from noise, dust, traffic and site visibility and that mitigation measures are warranted to minimize disruption, including limiting construction work on weekends and statutory holidays, adherence to selected haul route for delivery of lakefill materials, and implementing a broad-based approach to notifying the public regarding construction schedule.

- **Who decides what the 'selected haul route is'? Will trucks be allowed to drive down Port Street East?**

Response: The City will determine the 'selected haul route' during detailed design. The site is located at 1 Port Street East so trucks will need

to travel along Port Street East to reach the property. The traffic volumes associated with this project are not anticipated to represent a significant change to the traffic already experienced by area residents.

- **Why is construction access split 50/50 between land and water, and not 100% by water?**

Response: The viability of construction from the water is related to water depth. It is not possible to complete all the construction by transporting the materials on water. To the extent possible, opportunities to further minimize traffic by bringing more materials to site by barge are proposed.

- **Reference is made in the EA to ‘best management practices’ but what is the mechanism to ensure contractors adhere to these practices?**

Response: The City has processes in place through contracts and agreements that are part of the tendering process to ensure adherence by contractors. The EA has a full list of the best management practices, including include air quality mitigation measures for dust, vehicle emissions management, spill protocol, and noise management.

- **What is the estimated timeframe for construction and for how long will we be unable to access the site?**

Response: It is anticipated that the construction of the lakefill will take approximately 14 months and it is not intended to spread over several years however there may be pauses in construction due to lakefill availability, weather conditions, or times when construction may not be permitted because of fisheries issues. The areas that will be under construction are currently not accessible or have limited public access therefore, there will be only minor changes to access during construction.

Marina

- **Questions with respect to how sewage from boats will be managed, provision of fuel (including the Lakefront Promenade fuel dock), marina operations, marina building uses and height, safety and security, including access along the docks.**

Response: The City appreciates and notes all feedback received regarding the features and the operation of the marina. These issues will be addressed during detailed design and the development of a detailed operation plan. The public will have future consultation opportunities during the detail design phase of the project.

- **Will this marina be net zero carbon?**

Response: We are pleased to say that at the same time as the City approved the Climate Change Action Plan, Council also approved the Corporate Green Building Standard (December 2019) and the proposed

marina building would be subject to the City's [Corporate Green Building Standard](#) in place at the time of design and construction. This standard that applies to all new builds and major renovations of City-owned and operated buildings. We are still in the early stages of the project and currently completing the environmental assessment, which will be followed by provincial approvals, Council decision on the project, permitting, and detailed design prior to proceeding with construction. There are many steps that need to occur before the design and construction are anticipated to begin.

- **Will public washrooms be provided?**

Response: The City intends on providing a public washroom on site as part of the marina service building.

- **Will there be enough room to store all the boats during the winter on the lakefill?**

Response: The City is limited to boat storage on the lakefill and off site storage locations for boats may need to be explored. The considerations around the location and amount of boat storage will be addressed during detailed design.

- **Will the slips be available year-round, including livaboards? What will happen to the existing boaters at Port Credit Harbour Marina?**

Response: The slips will be seasonal, as consistent with marina best practices, safety considerations, and existing City marina operations at Lakefront Promenade Marina and Credit Village Marina. Prior to the start of construction, a plan will be developed to address the transition of activities from the existing marina to the new facility, with consideration to current boaters and livaboards using the Port Credit Harbour Marina. The City is yet to determine if liveaboards will be permitted.

- **Where will boats and non-motorized crafts such as kayaks be launched from?**

Response: There will not be a public boat launch at this location. Boat launching facilities are provided by the City at other waterfront locations, including Lakefront Promenade Marina and the future launch planned for Marina Park, which will also include a non-motorized craft launch.

- **What kind of environmental controls and spill response will be in place for the proposed marina?**

Response: The City's two marinas are currently part of, and in good standing, with the Clean Marine Eco-Rating Program. This environmental program allows marina operators and businesses to follow best environmental practices to reduce and prevent water, air and land pollution associated with recreational boating activities in Ontario. The City also has protocols in place in the event of an environmental incident such as a spill. The City's existing protocols and the participation in the

Clean Marine Eco-Rating Program would be extended to the proposed marina at 1 Port Street East.

- **Will the proposed marina be public or a private club? Will there be any fees for using the marina?**

Response: The proposed marina will be public. It is anticipated that the marina will be owned and operated by the City. There will be user fees for seasonal slips and transient boat users.

- **What percentage of Mississauga's population will use the marina?**

Response: It is anticipated that the proposed marina will have users from across Mississauga. The park area will be available for public use year-round, and the parking provided serve both the marina users and the park users. The City's waterfront parks are highly used and are currently at capacity. This project presents a unique opportunity to provide new waterfront parkland and trail access along the water's edge where none currently exists.

Parking

- **Comments were received about the amount of parking proposed for the lakefill area. Some respondents thought there was too much parking or parking should be located off-site (i.e. at the Port Credit GO Station) while others thought there should be more parking.**

Response: The amount of parking provided is consistent with the requirements set out in previous planning documents. The conceptual design of the preferred large lakefill alternative shows approximately 275 parking spaces can be accommodated. Many respondents commented that there should be no parking or winter storage at the site however, one of the purposes of the project is to create land to permit the relocation of the marina from the west side of the basin to the east side of the basin. There is limited land available for the proposed marina at the 1 Port Street East site, therefore parking and winter storage will be located on the lakefill to make the marina economically viable. The parking provided will be available to both marina users and park users. A more precise estimate of area for parking and boat storage versus parkland will be an outcome of the detailed design process after the EA.

- **Will the parking be paid and overnight?**

Response: There have been no decisions around paid parking or parking hours. Parking operation details will be addressed in detailed design.

- **Has the possibility of putting the parking underground been investigated?**

Response: As the existing breakwater is a rock formation and there is no existing land base, underground parking is not possible or feasible with

lakefilling.

Traffic

- **How will traffic be impacted as a result of this project?**

Response: During construction there is anticipated to be approximately 50 truck loads or 100 truck movements per day or approximately 12 per hour. Adding 12 vehicle movements per hour to the existing traffic volumes creates an imperceptible change. Opportunities to further minimize traffic by bringing more materials to site by barge are proposed. This project creates land to move the existing marina from the wharf to the new land created around the eastern breakwater. As such, no significant change to current traffic patterns associated with the marina operation is anticipated. There will be parking for the marina created as part of the site development.

- **Is there a possibility to explore updating Lakeshore Road to have no parking to improve traffic flow from Mississauga Road to Hurontario Street? How is traffic being addressed in Port Credit and as part of this project?**

Response: Traffic impacts of construction and future operation of the proposed marina are addressed in the EA and specific recommendations are made to mitigate adverse impacts along haul routes and within the Village of Port Credit. The use of barges to bring some of the fill material to the site during construction is proposed to reduce traffic impacts. No significant change to current or past traffic patterns associated with the marina operation is anticipated. In addition:

- Exploring the removal of parking along Lakeshore Road is not part of this project.
- With respect to development applications and future developments that are not part of this project, individual traffic impact studies are required to be completed and City staff will review them as they are submitted.
- The City has commenced Lakeshore Transportation Studies, which includes three infrastructure projects in the Lakeview, Port Credit and Clarkson communities that build from the 2019 Lakeshore Connecting Communities Transportation Master Plan. Additional information is available on the [project website](#).

Wharf Development

- **The Centre City Project should have been permitted years ago so that taxpayer money did not need to be spent.**

Response: The concept prepared by Centre City Capital was considered as input into the Inspiration Port Credit Project. Please see the [1 Port Street East Comprehensive Master Plan](#) available on the [project website](#)

for additional details.

- **What is the future of the wharf development owned by Canada Lands?**

Response: A future mixed-use neighbourhood is permitted, as per an approved Master Plan and Official Plan Amendment, and is proposed to be developed on the wharf portion of lands where the existing Port Credit Harbour Marina and service building are currently located. The development of the wharf is not a City project and the timing of development is dependent on the landowner and related required approvals, and will involve comprehensive community consultation. A future mixed-use development on the Canada Lands Company property is not subject to the EA Act and thus, not within the scope of the 1 Port Street East Proposed Marina EA.

- **There are Barn Swallow nests within the current marina building and they migrate each summer to these nests. What is the plan to protect the Barn Swallows that use the current marina building?**

Response: The current marina building is not part of the project so there will be no disturbances to the Barn Swallow nests as a result of the proposed marina project by the City. The EA did assess the impacts to Species at Risk resulting from the project and includes mitigation measures, such as monitoring and removing birds and aquatic species before construction begins.