



MISSISSAUGA

# 1 Port Street East Proposed Marina

Environmental Assessment  
Public Information Centre #2 Summary

December 2022

**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.

Following [EA Public Information Centre \(PIC\) #1](#), the City held EA PIC #2 virtually from August 25 to September 22, 2022. Creating a 24/7 community meeting, the public had access to the PIC materials online and hard copies were mailed 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.

The City provided a [recorded presentation](#) to present the preferred large lakefill alternative, the preliminary design of the park space and marina along with the effects assessment. The preliminary construction timing for the lakefill is 14 months, depending on many factors including weather conditions, lakefill availability, and not including landscaping and the construction of the marina. The lakefill parkland created is estimated at approximately 11,000 m<sup>2</sup>, with an additional estimated 3,000 m<sup>2</sup> of aquatic habitat. This alternative could accommodate approximately 450 marina slips, and approximately 90 winter storage spaces on the lakefill, with additional potential storage spaces in the marina building.

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.

The public provided feedback through a survey. The City received 127 completed surveys and over 330 views to the online presentation. The feedback gathered will inform the refinement of the preferred large lakefill alternative. This document includes responses to feedback submitted through the survey. Should the public have any additional questions, please email [1portstreeteast@mississauga.ca](mailto:1portstreeteast@mississauga.ca).

In addition to the virtual engagement, the City also held a pop-up event on Saturday, August 27, 2022 at Credit Village Marina, attended by 170 people. Staff were onsite to answer questions and discuss the EA PIC #2 materials.

To be notified of future engagement opportunities, including the next PIC taking place in the spring of 2023, please subscribe to [news alerts](#) to be kept up to date on the project by email.

## Responses to EA PIC #2 Feedback

### Marina Continuity

- **Is there an update on the Port Credit Harbour Marina lease?**

**Response:** City is pleased to advise that Canada Lands and Centre City Capital Ltd. have reached an agreement to extend the marina lease for the management of the Port Credit Harbour Marina. This lease extension allows for the continued operations of the existing marina and boating seasons while the City works on its marina plans.

### Parkland

- **Concerns raised with respect to configuration of parkland and parking. Comment received that it is undesirable to have to walk through or past a parking lot to access the park area.**

**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 and parking design will be refined in the future design phases.

- **How will the park be maintained?**

**Response:** The park area will be maintained in accordance with the City's current park maintenance standards and best practices.

### Parking

- **A number of comments were received about the amount of parking proposed for the lakefill area. Some respondents thought there was too much parking 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. Many people 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.

- **Will there be adequate parking for vehicles with trailers designated?**

**Response:** No, there will not be designated parking for vehicles with trailers.

- **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.

## Environmental Components

- **Respondents provided comments about impacts of the project on aquatic life and algae issues.**

**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. There are on-going algae issues all along the north shore of Lake Ontario. Considerable scientific research is underway to understand the algae issue and recommend ways it may be managed. It is not anticipated that the proposed lakefill project will alter the algae issues at this site.

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

**Response:** Coastal conditions in this area are not conducive to the creation of a beach as part of the 1 Port Street East Proposed Marina project.

- **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.

- **Is there a way to expand the small beach area east of the breakwater?**

**Response:** This small beach largely falls within the project footprint. A portion of this beach will remain after the marina has been established. The beach will continue to expand, over future decades, through the deposition of sand sediment in the lake.

- **What kind of environmental controls and spill response is there for the 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 this project 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 these standards. Please see the link [here](#) to the Standard.

- **What consideration is being given to strong east wind, wave action and hazardous winter weather conditions?**

**Response:** The 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. Access may be limited during severe weather conditions.

- **How confident is the project team that the large lakefill alternative will not have long-term negative effects on the marine life and ecology?**

**Response:** A goal of the project is to enhance lake and fish habitat, and improve it over existing conditions. Lakefill projects along the north shore of Lake Ontario are being designed to create fish habitat and monitoring data has demonstrated the success of these efforts. Fisheries and Oceans Canada and Credit Valley Conservation are being consulted and permits will need to be obtained.

## Marina

- **Comments with respect to provision of a location to launch kayaks, canoes and paddle boards at the 1 Port Street East site.**

**Response:** There are no formal launching facilities for non-motorized boats planned for this site. Non-motorized launching facilities will be provided nearby at Marina Park.

- **Where will boats 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.

- **Comments about not enough boat storage being provided on the lakefill.**

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

- **Question: What is the existing slip count in relation to the preferred large lakefill alternative?**

**Response:** The estimated number of slips at existing marina is 470, and the number of boats using the existing marina facility is approximately 250. The large lakefill alternative includes approximately 450 slips. The approximate mix of the slip sizes will be updated in the next phase of the study during detailed design. At this conceptual stage, the slips are represented by a typical 11-metre size dock. The final mix of sizes will accommodate full range of sizes of the Lake Ontario recreational fleet.

## Construction Impacts

- **Concerns about noise from construction and noise from operation of the marina (noisy boaters blasting music for example).**

**Response:** Construction and operation activities will abide by the City's Noise Control By-law, which limits the noise impacts and hours of construction. The operation of the marina and the behaviour of individual boaters is an existing condition and is not anticipated to change because of the lakefill.

## Lakefill

- **Concerns about resilience of lakefill, overtopping of lakefill by waves, erosion of lakefill into the lake, etc.**

**Response:** The lakefill will be designed to withstand coastal processes associated with Lake Ontario including changes to these processes anticipated because of climate change. This means that the lakefill will be high enough that it will not flood, constructed of large enough rock material that it will not erode or wash away and thus able to withstand the conditions for a very long time.

- **Will the trees and landscaping on the east side of the lakefill ensure that the parking lot is not visible from St Lawrence Park and Tall Oaks Park?**

**Response:** 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 plant material.

- **What will be the increase in height of the lakefill compared to the existing breakwater?**

**Response:** The height of the lakefill will be higher than the existing rubble breakwater. The south tip of the landfill will be the highest and will gradually reduce in height as it approaches the existing shore. The south tip of the landform is anticipated to be in the order of 4 metres above average summer water level and the lakefill will match existing land elevation at the shore.

## Construction

- **Will construction be done over 14 consecutive months or is it intended to be spread over several years?**

**Response:** It is anticipated that the construction of the lakefill will take approximately 14 months and it is not intended to spread construction 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.

- **Assuming the existing marina will be retained in some form during construction of the new landfill, what would be the effect on boaters continuing to use that marina, e.g. dust, noise, interference with access?**

**Response:** 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 boaters currently using the marina.

## Traffic

- **How will traffic be impacted on Lakeshore?**

**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 will also be considered. There will be no change to traffic once the site is operational as there is no change to the capacity of the marina.

- **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 will be addressed in the EA and, if necessary, specific recommendations will be made to mitigate adverse impacts along haul routes and within the Village of Port Credit. Consideration will be given to using barges to bring some of the fill material to the site during construction. No significant change to current or past traffic patterns associated with the marina operation is anticipated. In addition:

- 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. The three projects include:

- Lakeshore Bus Rapid Transit (BRT) Study - The City of Mississauga is developing the preliminary design and completing the Transit Project Assessment Process (TPAP) for the Lakeshore Bus Rapid Transit Project (BRT). The Lakeshore BRT is planned to run for two kilometres along Lakeshore Road from the Etobicoke Creek to East Avenue.
- Lakeshore Complete Street Study - The City is developing the preliminary design and completing the Schedule C Class Environmental Assessment (EA) for Lakeshore Road and Royal Windsor Drive. This study will consider a 'Complete Street' approach to improve the experience for people travelling along the Lakeshore corridor from East Avenue to the Oakville border.
- New Credit River Active Transportation Bridge Study - The City is developing the preliminary design and completing the Schedule B Class EA for a new Active Transportation bridge over the Credit River north of Lakeshore Road. This bridge will enhance mobility across the river for people walking, rolling and cycling.
- **How will the increased traffic due to boaters and park visitors be addressed?**

**Response:** 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.

## Ridgetown

- **Can anything be done to remove or beautify the boat (the Ridgetown) at the south end of the breakwater?**

**Response:** The Ridgetown is part of the breakwater creating the harbour basin. It cannot be removed without creating significant impacts. Beyond serving its function as part of the breakwater, the Ridgetown is outside the scope of this project.

## Marina Operations

- **Questions with respect to how sewage from boats will be managed, provision of fuel, marina operations, safety and security, and management of litter in the park.**

**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.



## Wharf Development

- 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.