1 Port Street East Proposed Marina Project Environmental Assessment

Record of Consultation Supporting Materials - Updated

June 2025

1 Port Street East Proposed Marina Project Environmental Assessment

Record of Consultation

Annex A: Public Consultation Record

June 2025

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA – NOTICE OF COMMENCEMENT: ENVIRONMENTAL ASSESSMENT AND PUBLIC INFORMATION CENTRE #1

WHAT?

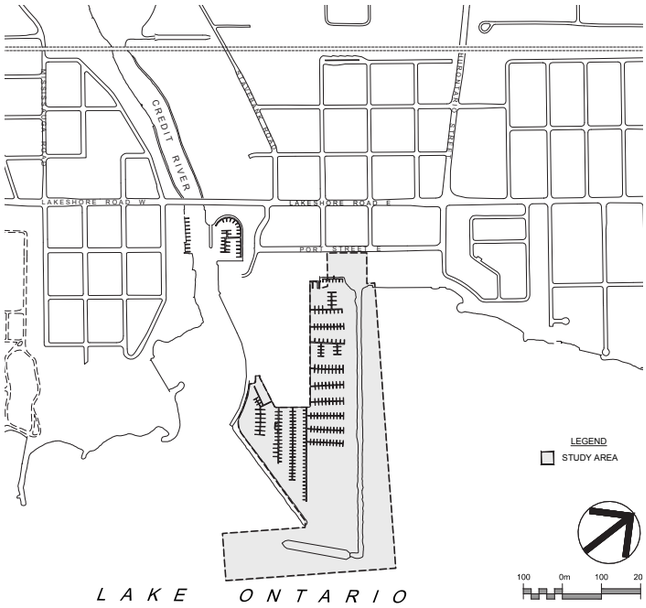
The City of Mississauga is commencing the environmental assessment under the *Environmental Assessment Act* for the 1 Port Street East Proposed Marina Project in accordance with the approved Terms of Reference. The environmental assessment will study proposed lakefill alternatives for additional waterfront parkland and marina services for this site.

WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.



HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. The approved Terms of Reference is available at: **mississauga.ca/1portstreeteast**. A hard copy of the Terms of Reference is available upon request by emailing **beata.palka@mississauga.ca**.

This study will be carried out according to the approved terms of reference and the requirements of the Environmental Assessment Act. Results from this study will be documented in an environmental assessment, which will be submitted to the ministry for review. At that time, the public, Indigenous communities and other interested persons will be informed when and where the environmental assessment can be reviewed. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively participate in the environmental assessment process by attending consultation events or contacting 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, in local papers, and by direct email to those on the mailing list.

GET INVOLVED!

YOU ARE INVITED TO A VIRTUAL PUBLIC INFORMATION CENTRE

WHEN: Thursday, February 17, 2022 – Thursday, March 17, 2022
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present the lakefill alternatives assessed and the preliminary preferred lakefill alternative. We are seeking your feedback on the alternatives considered, the evaluation criteria and the results of the evaluation through a survey.

To view the presentation and complete a survey sharing your feedback, please visit the project website anytime between February 17, 2022 and March 17, 2022. Responses to questions and comments raised will be posted to the project website throughout the duration of the consultation period.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, would like to be added to the mailing list, or to request a hard copy of the Public Information Centre materials, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

Notice of Collection of Personal Information:
All personal information on this survey is collected under the authority of the *Environmental Assessment Act*. Any personal information will be used for the purpose of creating a record that is available to the general public as well as assisting staff in understanding the public's preferences related to the noted project. Your personal information will not be published as part of the public record. Questions regarding this collection, retention, and use of Personal Information should be addressed to: Beata Palka, Planner, Park Planning at: beata.palka@mississauga.ca or 905-615-3200 ext. 4221.

This notice first issued on February 3, 2022.

Ville de mississauga
Projet de marina au 1 Port Street East
Avis de lancement : Évaluation environnementale et centre d'information du public nº 1

De quoi s'agit-il?

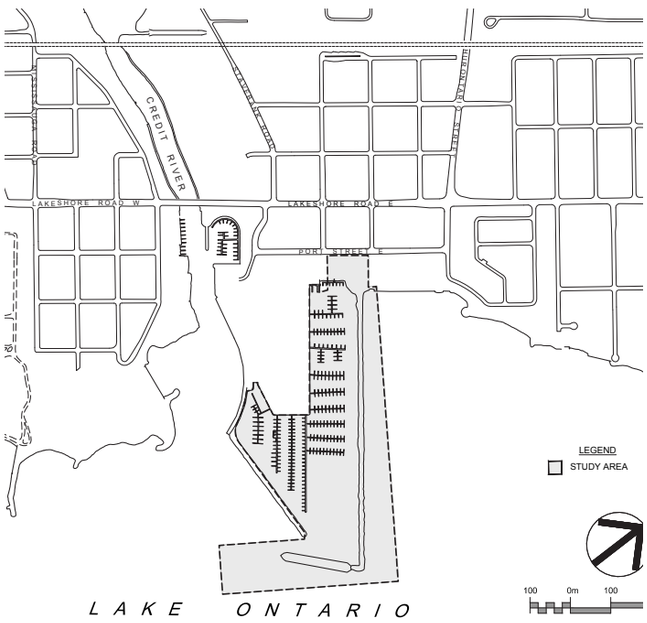
La Ville de Mississauga commence l'évaluation environnementale en vertu de la *Loi sur les évaluations environnementales* pour le projet de marina au 1 Port Street East, conformément au cadre de référence approuvé. L'évaluation environnementale étudiera les solutions proposées pour le remblayage du lac afin de créer un parc riverain supplémentaire et des services de marina pour ce site.

Pourquoi?

Ce projet est un élément clé du plan directeur Charting the Future Course d'Inspiration Port Credit. Le projet de marina au 1 Port Street East a pour but de contribuer à la réalisation de la vision du plan directeur, qui consiste à « veiller à ce qu'un quartier et une destination riverains à usage mixte, emblématiques et dynamiques, dotés d'une marina à service complet, soient aménagés sur le site du 1 Port Street East ».

Le projet donne l'occasion :

- de permettre le maintien de la fonction historique de marina du site, qui est essentielle à l'identité culturelle de la communauté de Port Credit;
- de soutenir la marina et les autres activités commerciales, au profit de la Ville et de ses résidents;
- de créer un nouveau parc riverain avec un accès sécuritaire pour le public;
- de permettre l'amélioration des habitats aquatiques et terrestres.



Comment?

Le 16 septembre 2021, le ministre de l'Environnement, de la Protection de la nature et des Parcs a approuvé le cadre de référence du projet de marina au 1 Port Street East. Le cadre de référence approuvé est disponible au : **mississauga.ca/1portstreeteast**. Un exemplaire imprimé du cadre de référence est disponible sur demande en envoyant un courriel à **beata.palka@mississauga.ca**.

Cette étude sera réalisée conformément au cadre de référence approuvé et aux exigences de la Loi sur les évaluations environnementales. Les résultats de cette étude seront documentés dans une évaluation environnementale, qui sera soumise au ministère pour examen. À ce moment-là, le public, les communautés autochtones et les autres personnes intéressées seront informés du moment et du lieu où l'évaluation environnementale pourra être examinée. Les membres du public, les agences, les communautés autochtones et les autres personnes intéressées sont encouragés à participer activement au processus d'évaluation environnementale en participant aux événements de consultation ou en prenant contact directement avec le personnel pour leur soumettre leurs commentaires ou leurs questions. Des possibilités de consultation sont prévues tout au long du processus d'évaluation environnementale et seront annoncées sur le site Web du projet de la Ville de Mississauga, dans les journaux locaux et par courriel direct aux personnes figurant sur la liste d'envoi.

Impliquez-vous!

Vous êtes invité à un centre virtuel d'information du public

DATES : Jeudi 17 février 2022 — Jeudi 17 mars 2022
LIEU : En ligne à : **mississauga.ca/1portstreeteast**

La Ville présentera les solutions de remblayage du lac évaluées et la solution de remblayage du lac préférée de façon préliminaire. Nous sollicitons votre avis sur les solutions envisagées, les critères d'évaluation et les résultats de l'évaluation par l'entremise d'un sondage.

Pour visionner la présentation et remplir un questionnaire afin de transmettre vos commentaires, veuillez consulter le site Web du projet à tout moment entre le 17 février 2022 et le 17 mars 2022. Les réponses aux questions et aux commentaires soulevés seront publiées sur le site Web du projet pendant toute la durée de la période de consultation.

Pour obtenir de plus amples renseignements, veuillez consulter le site Web du projet : **mississauga.ca/1portstreeteast**

Si vous avez des questions, si vous souhaitez être ajouté à la liste d'envoi ou si vous voulez obtenir un exemplaire imprimé des documents du Centre d'information du public, veuillez contacter la chef de projet :

Beata Palka, M.Pl, RPP
Planificatrice, Planification des parcs
Ville de Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
Tél. 905 615-3200, poste 4221
beata.palka@mississauga.ca

Avis de collecte de renseignements personnels :
Tous les renseignements personnels figurant sur ce sondage sont recueillis en vertu de la *Loi sur les évaluations environnementales*. Tout renseignement personnel sera utilisé dans le but de créer un dossier accessible au grand public et d'aider le personnel à comprendre les préférences du public concernant le projet en question. Vos renseignements personnels ne seront pas inclus dans les documents publics. Les questions relatives à la collecte, à la conservation et à l'utilisation des renseignements personnels doivent être adressées à Beata Palka, planificatrice, Planification des parcs, à : beata.palka@mississauga.ca ou 905 615-3200, poste 4221.

Cet avis a été publié pour la première fois le 3 février 2022.

1 Port Street East Proposed Marina Environmental Assessment:

Environmental Assessment
Public Information Centre #1

February 2022

MISSISSAUGA

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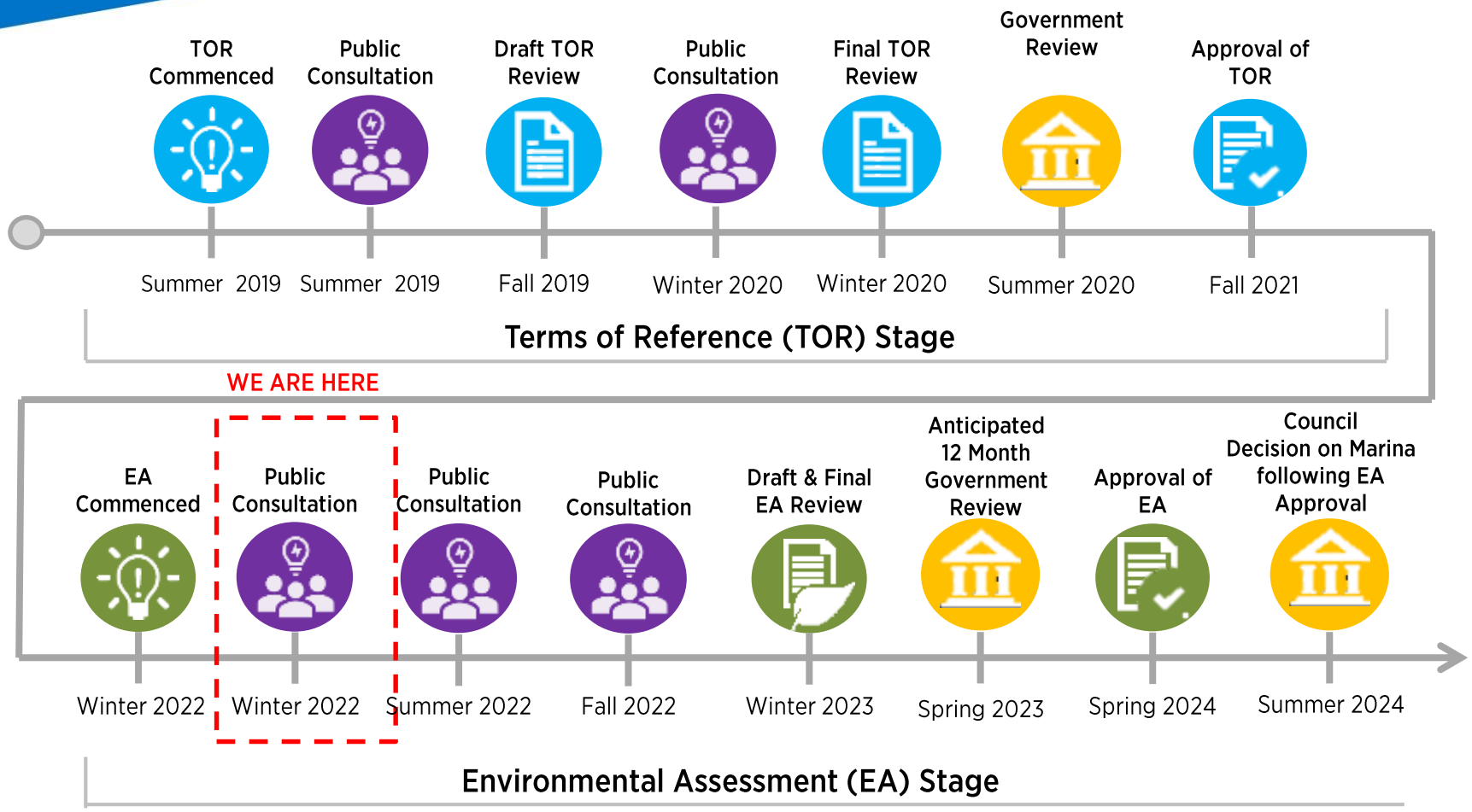
SHOREPLAN

Objectives of Public Information Centre (PIC)

- To introduce the EA and update the project schedule
- To present background project information to be included in the EA
- To present the preliminary lakefill alternatives and the comparative evaluation
- To seek comments and feedback on the alternatives and comparative evaluation
- To identify issues and concerns to be assessed
- To discuss next steps


TOR Commenced
Public Consultation
Draft TOR Review
Public Consultation
Final TOR Review
Government Review
Approval of TOR
Summer 2019
Summer 2019
Fall 2019
Winter 2020
Winter 2020
Summer 2020
Fall 2021
Terms of Reference (TOR) Stage
WE ARE HERE
EA Commenced
Public Consultation
Public Consultation
Public Consultation
Draft & Final EA Review
Anticipated 12 Month Government Review
Approval of EA
Council Decision on Marina following EA Approval
Winter 2022
Winter 2022
Summer 2022
Fall 2022
Winter 2023
Spring 2023
Spring 2024
Summer 2024
Environmental Assessment (EA) Stage

Environmental Assessment Process

- An EA is a planning and decision-making process supported by good science documented for review by stakeholders and approval agencies - you need to get the decision-making process right to get approval from MECP to proceed with a project

- Project requires approval as an Individual EA under the Ontario Environmental Assessment Act, the process has 2 phases:

- **Phase 1 Develop Terms of Reference:** documents how the EA will be done and how consultation during the EA will be carried out
    - Terms of Reference will make use of past studies to focus what will be looked at in the EA
    - ***The 1 Port Street East Proposed Marina Terms of Reference was approved September 2021.***

- **Phase 2 Prepare EA**: EA will document the evaluation of lakefill alternatives and assessment of effects in accordance with the Approved Terms of Reference

Project Study Area

1 Port Street East Proposed Marina Environmental Assessment

- Area where project activities will occur should the EA be approved
- 1 Port Street East is located in Port Credit, at the mouth of the Credit River. It is bound by Port Street East to the north, Stavebank Road to the west, Helene Street South to the east and Lake Ontario to the south
- This project is limited to the eastern portion of the site in the waterlot owned by the City (green area). The waterlot beyond this area is not owned by the City and is not available for this project.
- The wharf on the western portion of the site will be developed into a mixed-use community and is not part of this City-led project

Purpose of Proposed Undertaking

- The purpose of this project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan.

- The 1 Port Street Proposed Marina Project is intended to help fulfill the following vision:

  "to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site"

- Past Studies informed the development of the Terms of Reference and the identification of lakefill alternatives.

Planning Context

1 Port Street East Proposed Marina Environmental Assessment

- Inspiration Port Credit 1 Port Street East Comprehensive Master Plan, approved by City Council in 2016, identified a desire for a marina at the site
- Past studies have looked at potential uses for the site, described existing conditions and investigated some alternatives
- Past studies have determined that eastern breakwater is best location for marina
- Official Plan Amendment, approved by City Council in 2017, establishes the appropriate development policies for the site to allow a future marina use, public parks and waterfront lands implementing the Master Plan.
- Past studies have included considerable public consultation and will be used to focus the issues and alternatives studied as part of the EA

Problem/Opportunity Assessment

1 Port Street East Proposed Marina Environmental Assessment

Stakeholders have communicated a desire for continued marina operations in Port Credit ***"keep the Port in Port Credit"***

Marina site is one of the few deep water harbours on the north shore of Lake Ontario. The City is exploring intent expressed during Inspiration Port Credit for continued marina operations in this location

Support marina and other business activity, for the benefit of the City and its residents

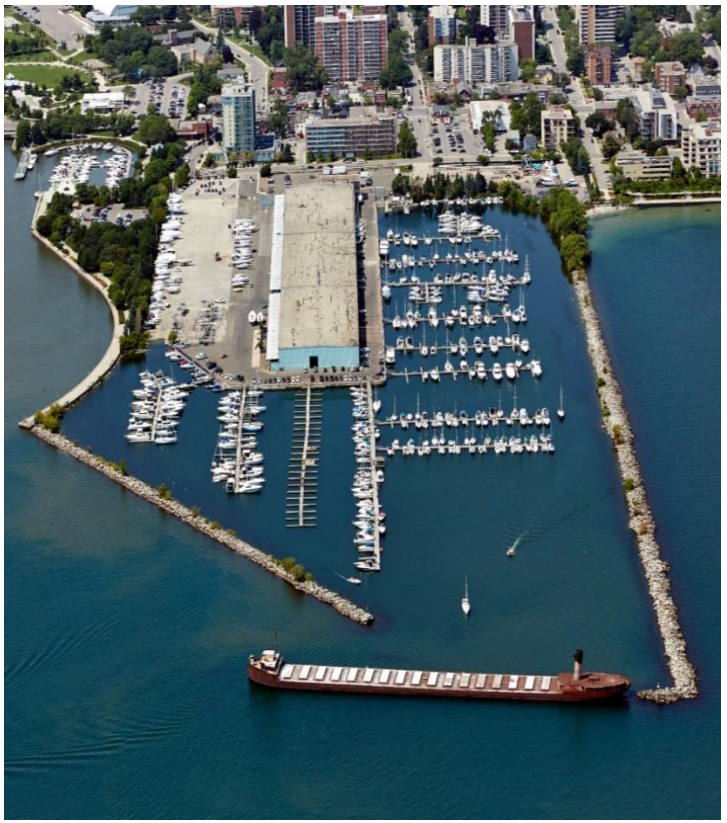
Provision of park space and enhanced public access along waterfront where none currently exists

Project provides an opportunity to enhance terrestrial and aquatic habitat in the vicinity of the eastern breakwater

Description of the Environment Potentially Affected by the Proposed Undertaking

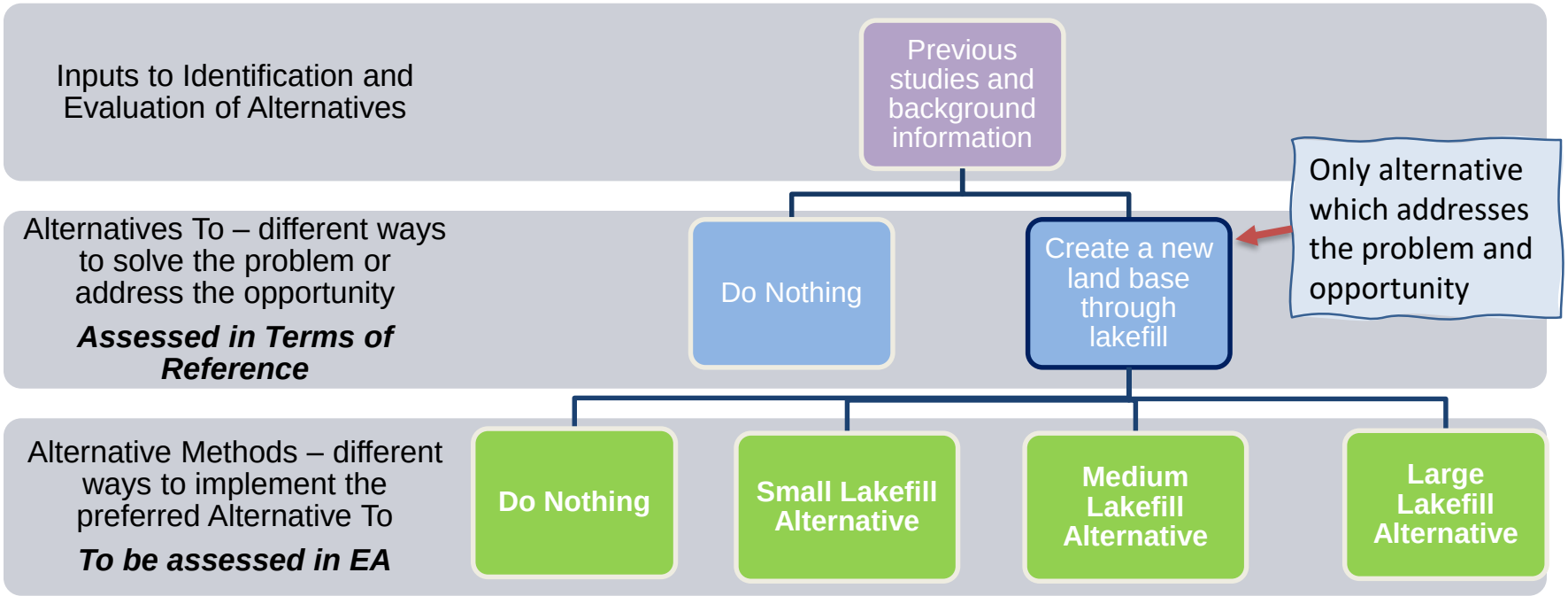
1 Port Street East Proposed Marina Environmental Assessment

- The 1 Port Street East site has natural attributes such as the deep basin and existing breakwater which make it ideal for a marina.
- Alternatives have been developed to withstand coastal conditions including wave height and water levels
- The aquatic habitat in the area is of very poor quality
- Minimal terrestrial habitat available
- No marine archaeological or heritage resources present in the areas of proposed lakefill



Shoreplan Engineering Limited 2014

Identification of Alternatives

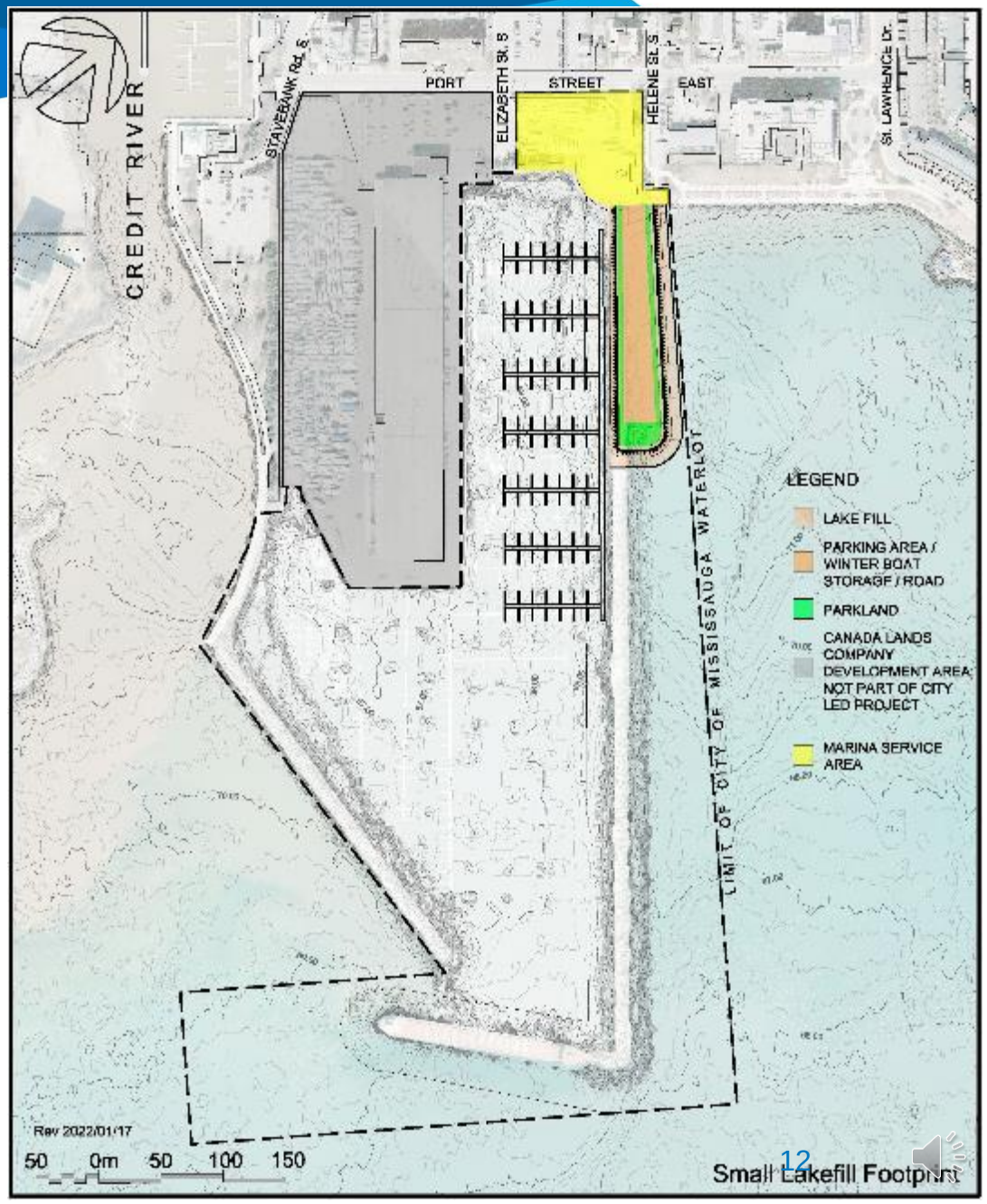


ToR Section 5.0 – ‘Alternative Methods’

- ‘Alternative methods’ are different ways of implementing the preferred ‘Alternative to’
- For this project ‘alternative methods’ are different configurations of lakefill around the eastern breakwater to enable marina alternatives
- Four Step Process for Identifying and Evaluating ‘Alternative Methods’
  - Step 1 - Determination of Footprint for Alternatives
  - Step 2 – Identification of Desired Design Elements; parkland, trail, marina elements
    - *All alternatives include parkland, trail, marina service building, parking/boat storage and a number of slips based on size of lakefill*
  - Step 3 – Comparative Evaluation of Alternatives
  - Step 4 – Confirm, Refine and Undertake Detailed Assessment of Preferred Alternative

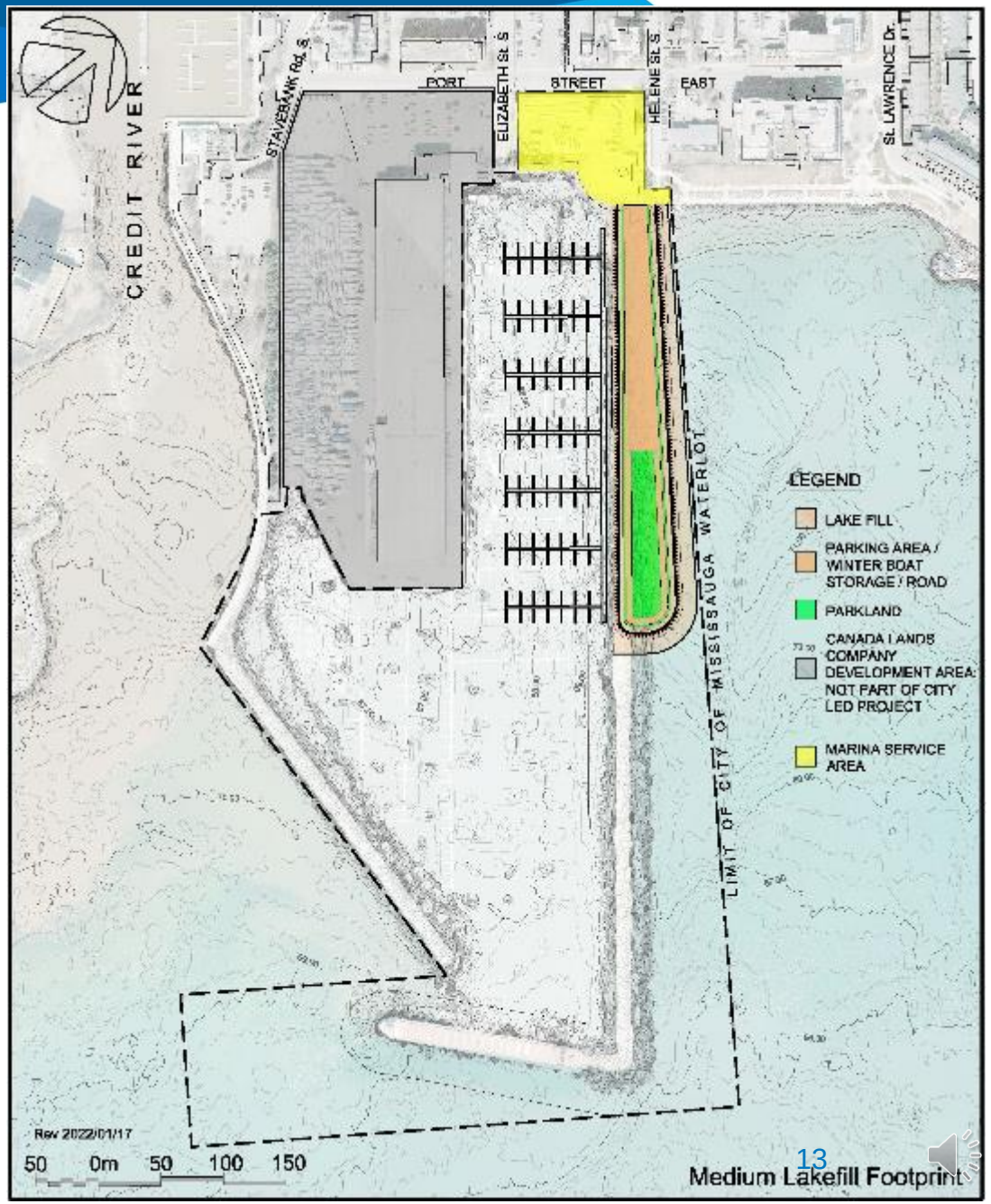
Small Lakefill Footprint

Number of Slips: ~200
Total Lakefill Area: 5700 m^2 or 1.4 acres or 1 football field
Parkland Area: 9% or ~500 m^2 or 0.1 acres
Estimated Lakefill Construction Timing: 6 months



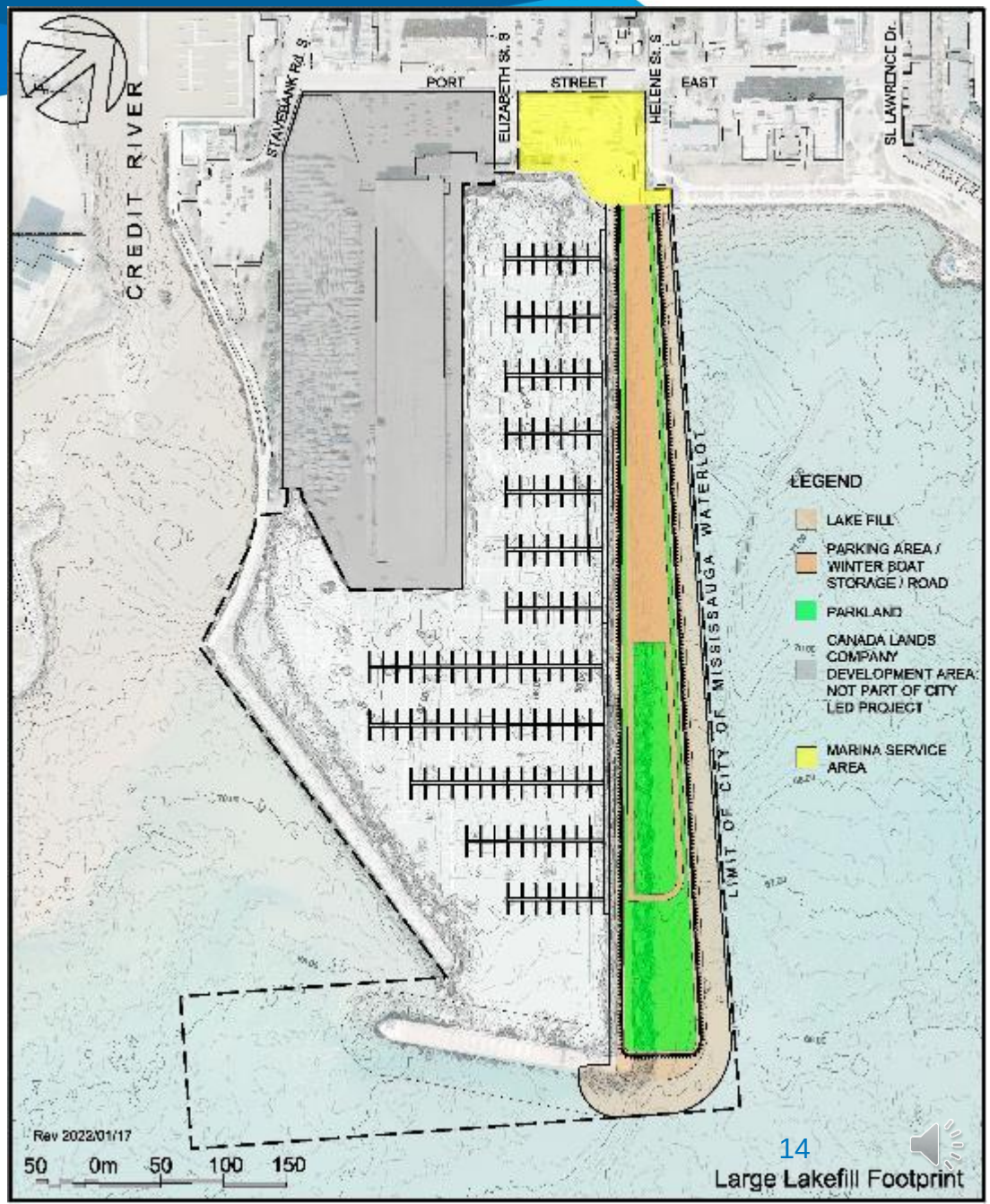
Medium Lakefill Footprint

Number of Slips: ~200
Total Lakefill Area: ~11300 m^2 or 2.8 acres or 1.9 football fields
Parkland Area: 40% or ~4600 m^2 or 1.1 acres
Estimated Lakefill Construction Timing: 7 months



Large Lakefill Footprint

Number of Slips: ~450
Total Lakefill Area: ~28800 m^2 or 7.1 acres or 4.8 football fields
Parkland Area: 52% or ~ 15000 m^2 or 3.7 acres
Estimated Lakefill Construction Timing: 14 months



Large Lakefill Footprint

Step 3 Comparative Evaluation of Alternatives; Evaluation Criteria

1 Port Street East Proposed Marina Environmental Assessment

Physical Environment

- Effects on water quality in the Local Study Area
- Potential for disturbance of contaminated soils

Biological Environment

- Area and quality of terrestrial habitat created, enhanced, disrupted or lost
- Area and quality of aquatic habitat disrupted or removed
- Amount of fish habitat compensation

Socio-economic Environment

- Area of parkland created
- Ability to accommodate marina facilities and services
- Disruption to use and enjoyment of property during construction and establishment
- Changes in community character
- Effects on non marina related business operations during construction and establishment

Cost

- Capital cost of lakefill and land creation
- Cost of management of soil contamination

Comparative Evaluation of Lakefill Footprint Alternatives

Environmental Component	Do Nothing Alternative	Small Lakefill Footprint	Medium Lakefill Footprint	Large Lakefill Footprint
Physical Environment Summary	**First Rank**	**Second Rank** Similar effects for all lakefill alternatives	**Second Rank** Similar effects for all lakefill alternatives	**Second Rank** Similar effects for all lakefill alternatives
Biological Environment Summary	**Fourth Rank** • no potential to enhance aquatic and terrestrial habitat	**Third Rank** • Highest potential to enhance aquatic habitat on site • Limited potential to enhance terrestrial habitat	**Second Rank** • potential to enhance aquatic habitat on site • moderate potential to enhance terrestrial habitat	**First Rank** • Potential to enhance aquatic habitat however, largest area of aquatic habitat removed and off-site compensation may be required • Greatest potential to enhance terrestrial habitat

Comparative Evaluation of Lakefill Footprint Alternatives

Environmental Component	Do Nothing Alternative	Small Lakefill Footprint	Medium Lakefill Footprint	Large Lakefill Footprint
Socio-economic Summary	**Fourth Rank** • No potential to provide marina or parkland	**Third Rank** • Provides for ~ 200 slips • Least potential to provide parkland (~9 % of lakefill area) • Nuisance effects are mitigable and will occur for shortest duration	**Second Rank** • Provides for ~200 slips • Moderate potential to provide parkland (~40 % of lakefill area) • Nuisance effects are mitigable and will occur for moderate duration	**First Rank** • Provides for ~450 slips • Greatest potential to provide parkland (~52% of lakefill area) • Nuisance effects are mitigable and will occur for longest duration
Cost Summary	**First Rank** No capital cost but no marina or park created	**Second Rank** Low capital costs for land creation with space for a marina and very small parkland created	**Third Rank** Moderate capital costs for land creation but similar size marina to the smallest footprint and moderate parkland created	**Fourth Rank** Highest capital costs for land creation, largest marina and largest area of parkland created

Summary – Evaluation of Lakefill Footprint Alternatives

Environmental Component	Do Nothing Alternative	Small Lakefill Footprint	Medium Lakefill Footprint	Large Lakefill Footprint
Physical Environment Summary	First Rank	Second Rank	Second Rank	Second Rank
Biological Environment Summary	Fourth Rank	Third Rank	Second Rank	First Rank
Socio-economic Summary	Fourth Rank	Third Rank	Second Rank	First Rank
Cost Summary	First Rank	Second Rank	Third Rank	Fourth Rank
OVERALL	**FOURTH RANKED ALTERNATIVE** The Do Nothing alternative is most preferred for cost, and effects to the physical environment while least preferred for the biological and socio-economic environment as there is no potential to enhance aquatic and terrestrial ecology and no new marina nor parkland.	**THIRD RANKED ALTERNATIVE** The smallest lakefill provides the lowest number of slips and smallest parkland created and has low opportunity to create habitat enhancements. However, construction and the nuisance effects from construction activities will be for the shortest duration and are mitigable.	**SECOND RANKED ALTERNATIVE** The medium lakefill provides the lowest number of slips and moderate parkland created and has moderate opportunities to create habitat enhancements. Nuisance effects from construction activities will be for a moderate duration and are mitigable.	**FIRST RANKED ALTERNATIVE** The largest lakefill alternative creates the largest parkland relative to the marina space and provides for a similar sized marina to what exists today (greatest number of slips). As the largest alternative, it also has the highest cost and will take the longest to construct resulting in construction nuisance effects for the longest period of time. However, the effects from construction are short-term and mitigable while the lakefill area and its benefits will exist for the long-term.

Step 4 – Confirm, Refine and Undertake the Detailed Assessment of the Preferred Alternative

Once the preferred alternative is selected, it will be refined and the parkland and marina elements will be designed in more detail. This will include:

- Refinement of marina elements including area available for marina facilities and services, number of slips, parking and storage
- Refinement of parkland elements including trail
- Development of a phasing plan and construction plan including construction techniques and associated mitigation measures
- A detailed assessment of how the preferred alternative meets the purpose of the Project, minimizes adverse effects and/or maximizes positive effects
- A summary of environmental effects and mitigation measures

Consultation for the ToR

What we have done…..

- Two Public Information Centres at key decision points
- Meeting notifications published online, in newspapers, maildrop in Project area and sent to mailing list, mobile signage, Social Media posts, eBlasts
- Ongoing consultation and engagement with Indigenous communities
- Ongoing consultation with regulatory agencies
- Participation in the Port Credit Heritage Days TOPCA Bike Tour
- Responded to questions sent to the project team
- Project website **mississauga.ca/1portstreeteast**

What we have heard…..

- Marina is important to the community
- Concerns were raised about transitioning from the existing marina to the new marina and whether this could be done before the lease for the existing marina expires
- Additional parkland and trail connections are welcome benefits for the community
- Stakeholders are looking forward to seeing the marina alternatives
- Some stakeholders expressed concern over the marina lease expiring and want to see the project progress quickly
- Questions about timing of the wharf development, not part of this project

Consultation Plan for the EA

- This is the first of 3 public information centres at key decision points
- Ongoing consultation and engagement with Indigenous communities
- Ongoing consultation with regulatory agencies such as Ministry of Environment Conservation and Parks, Ministry of Natural Resources and Forestry, Transport Canada, Credit Valley Conservation and other City departments
- Consultation and engagement with community groups and interest groups
- Project website **mississauga.ca/1portstreeteast**

Next Steps

1 Port Street East Proposed Marina Environmental Assessment

Please complete the survey available on the project website.

If you require a paper copy of the survey, please email:

1portstreeteast@mississauga.ca

or contact:

Beata Palka, M.Pl, RPP

Planner, Park Planning

T 905-615-3200 ext. 4221

Please continue to engage with us through the project webpage.

Please sign up for the City's mailing list through the project website:

mississauga.ca/1portstreeteast

MISSISSAUGA

1 Port Street East Proposed Marina

Environmental Assessment
Public Information Centre #1 Summary

June 2022

PARKS, FORESTRY & ENVIRONMENT

Project Overview

The City of Mississauga is completing an environmental assessment under the Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The environmental assessment is studying the proposed expanded land base for additional waterfront parkland and examining marina alternatives for this site.

Following the Terms of Reference approval, the City is proceeding with the Environmental Assessment. The City held a virtual Public Information Centre (PIC) from February 17 to March 17, 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 residents 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 explaining the lakefill alternatives assessed and the preliminary preferred lakefill alternative. Three lakefill alternatives were presented:

- Small Lakefill Alternative: The estimated parkland is approximately 0.1 acre (0.05 hectare) or the equivalent of 1/14th of a football field. This alternative can accommodate approximately 200 slips.

- Medium Lakefill Alternative: The estimated parkland is approximately 1.1 acres (0.5 hectare) or just under a football field. This alternative can accommodate approximately 200 slips.

- Large Lakefill Alternative: The estimated parkland is approximately 3.7 acres (1.5 hectares) or the equivalent to two and a half football fields. This alternative can accommodate approximately 450 slips.

The public provided feedback through the survey on the three lakefill alternatives considered, the evaluation criteria, and the results of the evaluation. The City received 130 completed surveys and over 550 views to the online presentation. The feedback gathered will inform the evaluation of alternatives and the preferred lakefill alternative. This document includes responses to questions submitted through the survey. Should the public have any additional questions, please email 1portstreeteast@mississauga.ca.

To be notified of future engagement opportunities, including the next PIC taking place this summer, please subscribe to news alerts to be kept up to date on the project by email.

Responses to Survey Questions

Marina Continuity:

- Question: If Canada Lands is proposing the lease end as 2023 and this project finishes in 2027 (5 years time), what will happen to existing boaters at Port Credit Harbour Marina?

  Answer: Canada Lands is working on an interim operations plan to assist with the continuity of marina operations beyond April 2023 given the lease expiry and the EA timeline. Canada Lands is expected to provide an update to boaters and the community as soon as possible.

Environmental Components:

- Question: How will the City manage potential Canada geese population issues on the new lakefill parkland?

  Answer: City staff monitor geese populations annually across waterfront areas, including parks and marina facilities. Each year City staff work with various partners including the Canadian Wildlife Services, and an approved wildlife sanctuary to implement a comprehensive Goose Management program that has proven to control the population of resident geese within waterfront areas of the City. The Goose Management program will continue annually and will include any new waterfront parks or marinas.

- Question: Is there a way to protect the small beach area east of the breakwater, which may be impacted by the lakefill construction?

  Answer: This small beach largely falls within the project footprint. The remaining portion of this beach will remain after the marina has been established. The function of this remaining portion of the beach as a place for birds to come ashore will not change. The beach will continue to build up very slowly in the future.

- Question: Will there be any impact to the nearby water treatment plant and the water flow in the lake?

  Answer: Water flow in the lake will not change, as the new lakefill will not alter the water circulation patterns created by the existing breakwater. No impact on the water treatment plant is anticipated.

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

  Answer: 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 will be consulted during permitting.

- Question: What kind of stormwater controls are being considered for the parking area and for the park?

  Answer: A storm water management plan that outlines the design features and best management practices will be incorporated into the final design. The City will consult with Ontario's Ministry of Environment, Conservation and Parks (MECP) in developing its detailed design.

- Question: What kind of environmental controls and spill response is there for the marina?

  Answer: 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.

- Question: What will the green space be planted with? The marina parking area should be environmentally friendly and consider permeable parking.

  Answer: Fill materials will be tested for their suitability for use as lakefill in accordance with Provincial guidelines. Consideration to the use of permeable paving, and the type of plantings in the green space will be determined during detailed design, with emphasis on naturalized landscaping with native, non-invasive plants species. Only the required minimum parking to support marina and park use is provided for each alternative and the remainder of the area will be park space.

- Question: What will the water quality be like with 450 slips and boats?

  Answer: The project is creating the land base to move the existing marina operation. There is no anticipated change in marina use such that water quality would change and with the implementation of the Clean Marine Eco-Rating Program there is potential for improvements in water quality.

- Question: Are there provisions that can mitigate against algae?

  Answer: Measures for minimizing the growth of algae in the marina will be considered in the environmental assessment in conjunction with the development of design features to enhance fish habitat.

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

  Answer: The design of the lakefill will take into consideration the ability of proposed alternatives 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.

- Question: How is this proposal being considered in the context of other improvements to the waterfront and the Credit River by the City?

  Answer: The EA will consider the impacts of the 1 Port Street East Proposed Marina in the context of existing and future baseline conditions, including other City improvements in proximity to the site.

Fishing Boats:

- Question: What is happening with regards to the fishing boats?

  Answer: As described in the EA Terms of Reference, *"The charter businesses related to the existing marina will be described and the effects of the project on charter businesses will be evaluated in the EA."* The new marina will offer a variety of slip sizes to accommodate a wide range of boats, including commercial operations. Programming of the marina is an operational matter that will need to be undertaken following the EA in consultation with stakeholders.

Costs:

- Question: What are the general order of magnitude costs of the three alternatives?

  Answer: At this stage of the EA, the alternatives and their associated costs are developed at a very coarse level of detail. In the EA PIC #1 presentation, the City provided relative costs of the small lakefill footprint having a low capital cost, medium lakefill footprint has a moderate capital cost, and the large lakefill footprint has the highest capital cost. At the next stage of the EA both the design and the cost estimate will be developed in more detail.

Marina Services:

- Question: Can boaters coming from other places arrive at the Marina for a day?

  Answer: Yes, the proposed marina will accommodate slips for transient boaters. A public boat launch is available at Lakefront Promenade Park, and visit the future marina as a transient boater.

- Question: Will winter boat storage be provided?

  Answer: Both the creation of new parkland and the provision of parking/storage for boats are being investigated as part of this project. The considerations around the location and amount of boat storage will be addressed in the next step of the EA and the detailed design process.

- Question: Will there be marina businesses and facilities as part of the proposed marina?

  Answer: The size of the marina facilities and infrastructure will be determined in the next phase of the EA process. The City will be looking for creative and space efficient solutions to accommodate marina facilities and services. The City recognizes the importance of the existing businesses at the 1 Port Street East site.

- Question: Is consideration being given to expand transient and storm anchorage areas?

  Answer: The EA will determine the space available for different marina services. This would be addressed during the detailed design of the marina and development of detailed operation plan. Emergency mooring will be always accommodated.

- Question: What is being proposed for boat security?

  Answer: Security for boats will be addressed as part of the detailed design and development of detailed operation plan.

- Question: What are the details of parking and land access to boat slips, as well as winter boat storage?

  Answer: The parking areas provided on each of the three alternatives accommodate parking for the number of slips associated with the marina and the public park suggested by previous studies. The minimum parking provided also accommodates the number of winter boat storage previously identified as required to accommodate repair shop operations through the winter months. The area allocations will be

re-examined and updated throughout the development of the marina design and the marina site operational plan.

- Question: What is the existing slip count in relation to the proposed alternatives?

  Answer: The current number of boats using the existing marina facility is approximately 250. Here is the approximate slip count for each lakefill alternative:

  - Small Lakefill Alternative: 200 slips
  - Medium Lakefill Alternative: 200
  - Large Lakefill Alternative: 450

  The approximate mix of the slip sizes will be updated in the next phase of the study. At this conceptual state the slips are represented by a typical 10 metre size dock. The final mix of sizes will accommodate full range of sizes of the Lake Ontario recreational fleet. Final selection will be made in the detailed design phase of the project.

- Question: How can the public be assured that variances will not be approved to remove the marina aspect of this project?

  Answer: The approved Master Plan and Official Plan Amendment for this site identifies a marina to be provided on the lands between Elizabeth and Helene streets. The City has been working with Canada Lands based on this work. Canada Lands and the City executed an agreement for a phased transfer of the breakwater, 2 acres of land, and the deep water harbour to the City for the purposes of developing a marina on the eastern portion of this site. The starting point for the City's Environmental Assessment currently underway is building on previous work and studying alternatives to expand the land base for additional waterfront parkland and marina related functions.

Wharf Development:

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

  Answer: A future mixed-use neighbourhood is permitted as per an approved Master Plan and Official Plan Amendment to be developed on the wharf portion of lands where the existing Port Credit Harbour Marina and service building is currently located. The timing of the development of the wharf is dependent on the landowner and related required approvals, and will involve comprehensive community consultation. A future mixed-use development of 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.

Parkland:

- Question: Will the park be available year-round?

  Answer: Yes, the park will be accessible to the public year-round, subject to weather conditions.

- Question: Is there a plan to have public washrooms on this site

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

- Question: What public attractions are planned for the future parkland, if any?

  Answer: The programming and design details for the parkland will be determined following the EA. The size of area available and the boundaries to the City's waterlot will impact what can be established in the open space areas of the lakefill. The public will have an opportunity to provide feedback throughout that process.

- Question: How does the City know more parkland is needed?

  Answer: 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. This site provides a unique opportunity to provide views of Port Credit, Lake Ontario, and beyond. The City's Waterfront Parks Strategy Refresh (2019) supports additional waterfront parkland, expanding continuous public shoreline access, and improving views and visibility to Lake Ontario. Specifically for the 1 Port Street East site, the Waterfront Parks Strategy Refresh recommends continuing to explore the opportunity for a full service marina and expansion of the eastern breakwater for public access.

- Question: How will the park area be maintained?

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

Ridgetown:

- Question: Will there be access to the Ridgetown as part of this project?

  Answer: 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.

Traffic and Parking:

- Question: How is traffic being address in Port Credit and as part of this project?

  Answer: 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.

- Question: Can you provide more details on the parking lot?

  Answer: Detailed design of the parking lot will follow the EA. The EA will make recommendations on key design features to control

stormwater runoff and discharges into the lake. It is anticipated that the parking lot will serve the marina and park users.

- Question: How will the increased traffic due to boaters and park visitors be addressed?

  Answer: 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.

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #2

WHAT?

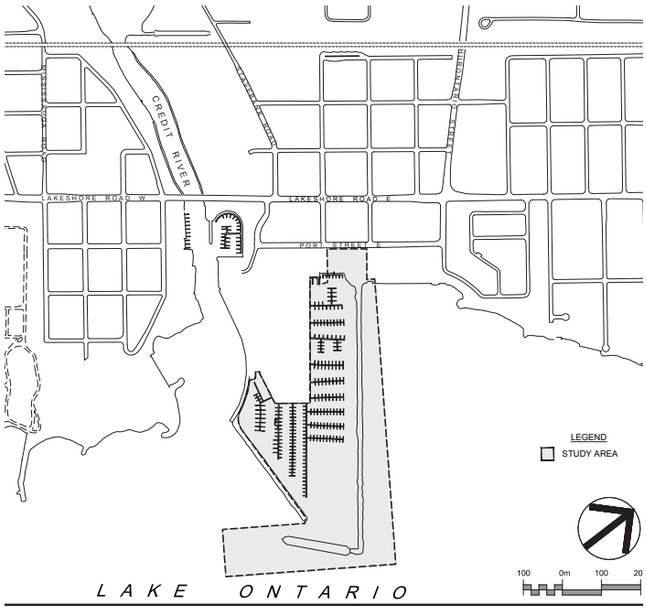
The City of Mississauga is undertaking the environmental assessment (EA) under the *Environmental Assessment Act* for the 1 Port Street East Proposed Marina Project in accordance with the approved Terms of Reference. The EA will study proposed lakefill alternatives for additional waterfront parkland and marina services for this site.

WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.



HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022. The approved Terms of Reference, the EA PIC #1 materials and summary are available at: **mississauga.ca/1portstreeteast**. A hard copy of the Terms of Reference is available upon request by emailing **beata.palka@mississauga.ca**.

This study will be carried out according to the approved terms of reference and the requirements of the *Environmental Assessment Act*. Results from this study will be documented in an environmental assessment, which will be submitted to the ministry for review. At that time, the public, Indigenous communities and other interested persons will be informed when and where the environmental assessment can be reviewed. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively participate in the environmental assessment process by attending consultation events or contacting 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, in local papers, and by direct email to those on the mailing list.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #2

WHEN: Thursday, August 25, 2022 – Thursday, September 22, 2022
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present the preferred lakefill alternative, the preliminary design of the park space and marina layout along with the effects assessment. We are seeking your feedback on the preliminary design and the effects assessment through an online survey.

To view the presentation, complete the survey and share your feedback, please visit the project website anytime between August 25, 2022 and September 22, 2022. Responses to questions and comments raised will be posted to the project website following the consultation period.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #2.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, would like to be added to the mailing list, or to request a hard copy of the Public Information Centre materials, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

Notice of Collection of Personal Information:
All personal information on this survey is collected under the authority of the *Environmental Assessment Act*. Any personal information will be used for the purpose of creating a record that is available to the general public as well as assisting staff in understanding the public's preferences related to the noted project. Your personal information will not be published as part of the public record. Questions regarding this collection, retention, and use of Personal Information should be addressed to: Beata Palka, Planner, Park Planning at: beata.palka@mississauga.ca or 905-615-3200 ext. 4221.

This notice first issued on August 11, 2022.

Ville de Mississauga
Évaluation environnementale du Projet de marina au 1 Port Street East
Avis de centre d'information du public nº 2

De quoi s'agit-il?

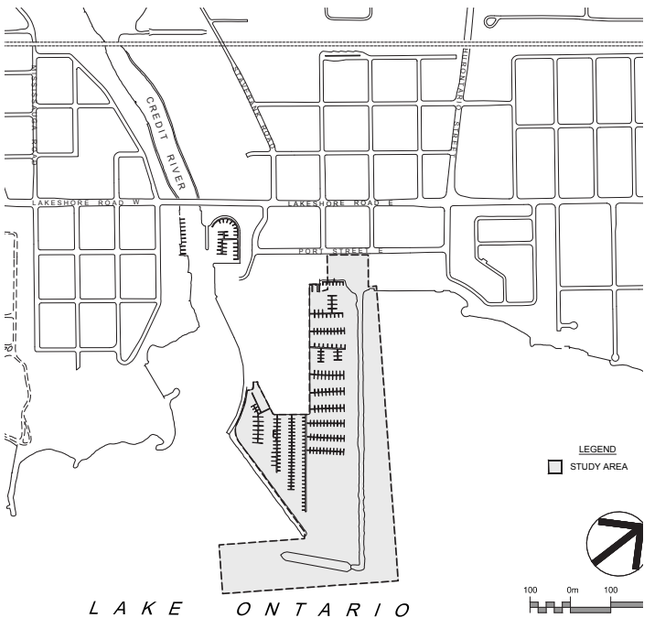
La Ville de Mississauga effectue l'évaluation environnementale (EE) en vertu de la *Loi sur les évaluations environnementales* pour le projet de marina au 1 Port Street East, conformément au cadre de référence approuvé. L'EE étudiera les solutions proposées pour le remblayage du lac afin de créer un parc riverain supplémentaire et des services de marina pour ce site.

Pourquoi?

Ce projet est un élément clé du plan directeur Charting the Future Course d'Inspiration Port Credit. Le projet de marina au 1 Port Street East a pour but de contribuer à la réalisation de la vision du plan directeur, qui consiste à « veiller à ce qu'un quartier et une destination riverains à usage mixte, emblématiques et dynamiques, dotés d'une marina à service complet, soient aménagés sur le site du 1 Port Street East ».

Le projet donne l'occasion :

- de permettre le maintien de la fonction historique de marina du site, qui est essentielle à l'identité culturelle de la communauté de Port Credit;
- de soutenir la marina et les autres activités commerciales, au profit de la Ville et de ses résidents;
- de créer un nouveau parc riverain avec un accès sécuritaire pour le public;
- de permettre l'amélioration des habitats aquatiques et terrestres.



Comment?

Le 16 septembre 2021, le ministre de l'Environnement, de la Protection de la nature et des Parcs a approuvé le cadre de référence du projet de marina au 1 Port Street East. Le centre d'information du public (CIP) nº 1 de l'EE s'est tenu virtuellement du 17 février au 17 mars 2022. Le cadre de référence approuvé, les documents du CIP no 1 de l'EE et le résumé sont disponibles à l'adresse suivante : **mississauga.ca/1portstreeteast**. Des copies papier sont disponibles sur demande en envoyant un courriel à **beata.palka@mississauga.ca**.

Cette EE est réalisée conformément au cadre de référence approuvé et aux exigences de la *Loi sur les évaluations environnementales*. Les résultats de cette étude seront documentés dans un rapport d'EE, qui sera soumis au ministère à des fins d'examen et d'approbation. À ce moment-là, le public, les communautés autochtones et les autres personnes intéressées seront informés du moment et du lieu où le rapport d'EE pourra être examiné. Les membres du public, les agences, les communautés autochtones et les autres personnes intéressées sont encouragés à participer activement au processus d'EE en participant aux événements de consultation ou en prenant contact directement avec le personnel pour leur soumettre leurs commentaires ou leurs questions. Des possibilités de consultation sont prévues tout au long du processus d'EE et seront annoncées sur le site Web du projet de la Ville de Mississauga, dans les journaux locaux et par courriel aux personnes figurant sur la liste d'envoi.

Impliquez-vous!

Vous êtes invité à un centre d'information du public virtuel nº 2

DATES : Jeudi 25 août 2022 — Jeudi 22 septembre 2022
LIEU : En ligne à : **mississauga.ca/1portstreeteast**

La Ville présentera l'option préférée de remplissage du lac et la conception préliminaire de l'aménagement du parc et de la marina, ainsi que l'évaluation des effets. Nous sollicitons votre avis sur la conception préliminaire et l'évaluation des effets au moyen d'un sondage en ligne.

Pour visionner la présentation, remplir le questionnaire et faire part de vos commentaires, veuillez consulter le site Web du projet à tout moment entre le 25 août 2022 et le 22 septembre 2022. Les réponses aux questions et aux commentaires soulevés seront publiées sur le site Web du projet pendant la durée de la période de consultation.

La Ville organisera un événement éphémère avec du personnel disponible pour répondre aux questions et discuter du projet. Les détails de l'événement éphémère seront disponibles sur le site Web du projet pendant le CIP no 2 de l'EE.

Pour obtenir de plus amples renseignements, veuillez consulter le site Web du projet : **mississauga.ca/1portstreeteast**

Si vous avez des questions, si vous souhaitez être ajouté à la liste d'envoi ou si vous voulez obtenir un exemplaire imprimé des documents du Centre d'information du public, veuillez contacter la chef de projet :

Beata Palka, M.Pl, RPP
Planificatrice, Planification des parcs
Ville de Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
Tél. 905 615-3200, poste 4221
beata.palka@mississauga.ca

Avis de collecte de renseignements personnels :
Tous les renseignements personnels figurant sur ce sondage sont recueillis en vertu de la *Loi sur les évaluations environnementales*. Tout renseignement personnel sera utilisé dans le but de créer un dossier accessible au grand public et d'aider le personnel à comprendre les préférences du public concernant le projet en question. Vos renseignements personnels ne seront pas inclus dans les documents publics. Les questions relatives à la collecte, à la conservation et à l'utilisation des renseignements personnels doivent être adressées à Beata Palka, planificatrice, Planification des parcs, à : beata.palka@mississauga.ca ou 905 615-3200, poste 4221.

Cet avis a été publié pour la première fois le 11 août 2022.

1 Port Street East Proposed Marina Environmental Assessment:

Environmental Assessment
Public Information Centre #2

August 2022

MISSISSAUGA

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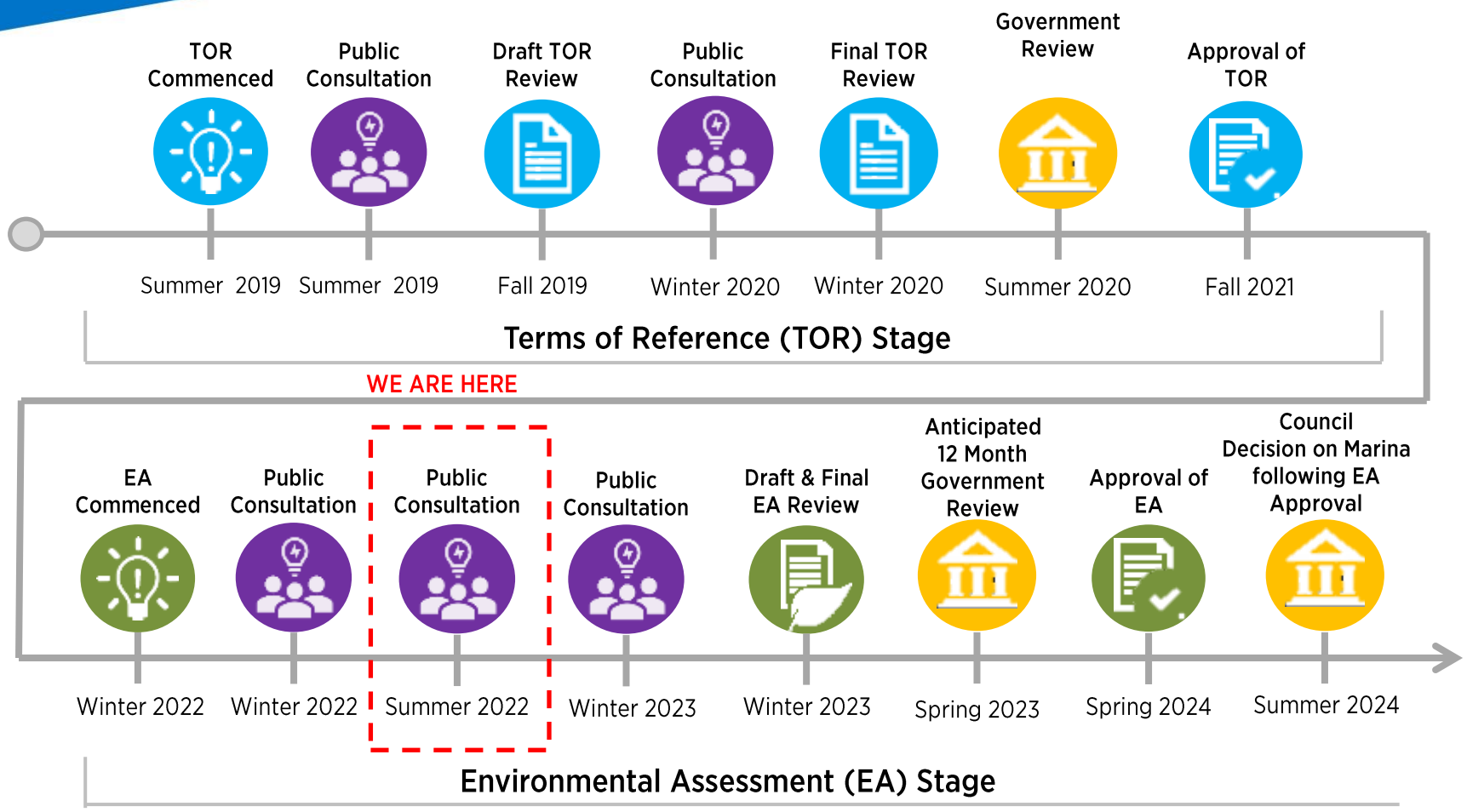
TOURISTICS
SHOREPLAN

Objectives of Public Information Centre (PIC)

- To present the preferred lakefill alternative and the preliminary design of the park space and marina facilities
- To seek comments and feedback on the preliminary design of the park space and marina facilities
- To present the environmental effects of the preliminary design including the effects of construction
- To seek comments and feedback on the effects assessment
- To update the project schedule and discuss next steps


TOR Commenced
Public Consultation
Draft TOR Review
Public Consultation
Final TOR Review
Government Review
Approval of TOR
Summer 2019
Summer 2019
Fall 2019
Winter 2020
Winter 2020
Summer 2020
Fall 2021
Terms of Reference (TOR) Stage
WE ARE HERE
EA Commenced
Public Consultation
Public Consultation
Public Consultation
Draft & Final EA Review
Anticipated 12 Month Government Review
Approval of EA
Council Decision on Marina following EA Approval
Winter 2022
Winter 2022
Summer 2022
Winter 2023
Winter 2023
Spring 2023
Spring 2024
Summer 2024
Environmental Assessment (EA) Stage

What we heard at EA PIC #1

- EA PIC #1 was held from February 17 to March 17, 2022
- EA PIC #1 materials and a pre-recorded presentation were available on the project website.
- Feedback was provided through a survey.
- The City received 130 completed surveys and over 550 views to the online presentation.
- Questions raised about:
  - Effects to fish habitat
  - Visual effect of boat storage
  - Potential for small boat launch
  - Desirability of park area given strong wind and wave conditions
  - Pedestrian access and park use of parking lot
- Some discussion about how much of the lakefill should be parkland and how much should serve the marina with respect to parking and boat storage.

What we heard at EA PIC #1

1 Port Street East Proposed Marina Environmental Assessment

	Advantages	Disadvantages
Small Lakefill Alternative	lowest cost, shortest construction period, less environmental impact and disruption to local residents, some respondents noted there are no advantages to this option	too small; not enough parkland, boat storage, slips, and parking; does not add value to community
Medium Lakefill Alternative	more parkland, some respondents noted there are no advantages to this option, cost, better than small lakefill alternative	same slip number as small lakefill alternative, not enough parkland, cost
Large Lakefill Alternative	creates the most parkland; has largest number of slips, parking and storage; economic opportunities; best option; environmental benefits; majority support for this alternative	construction time, cost, environmental impact

Environmental Assessment Process

- An EA is a planning and decision-making process supported by good science documented for review by stakeholders and approval agencies - you need to get the decision-making process right to get approval from MECP to proceed with a project

- Project requires approval as an Individual EA under the Ontario Environmental Assessment Act, the process has 2 phases:

- **Phase 1 Develop Terms of Reference:** documents how the EA will be done and how consultation during the EA will be carried out
    - ***The 1 Port Street East Proposed Marina Terms of Reference was approved September 2021.***

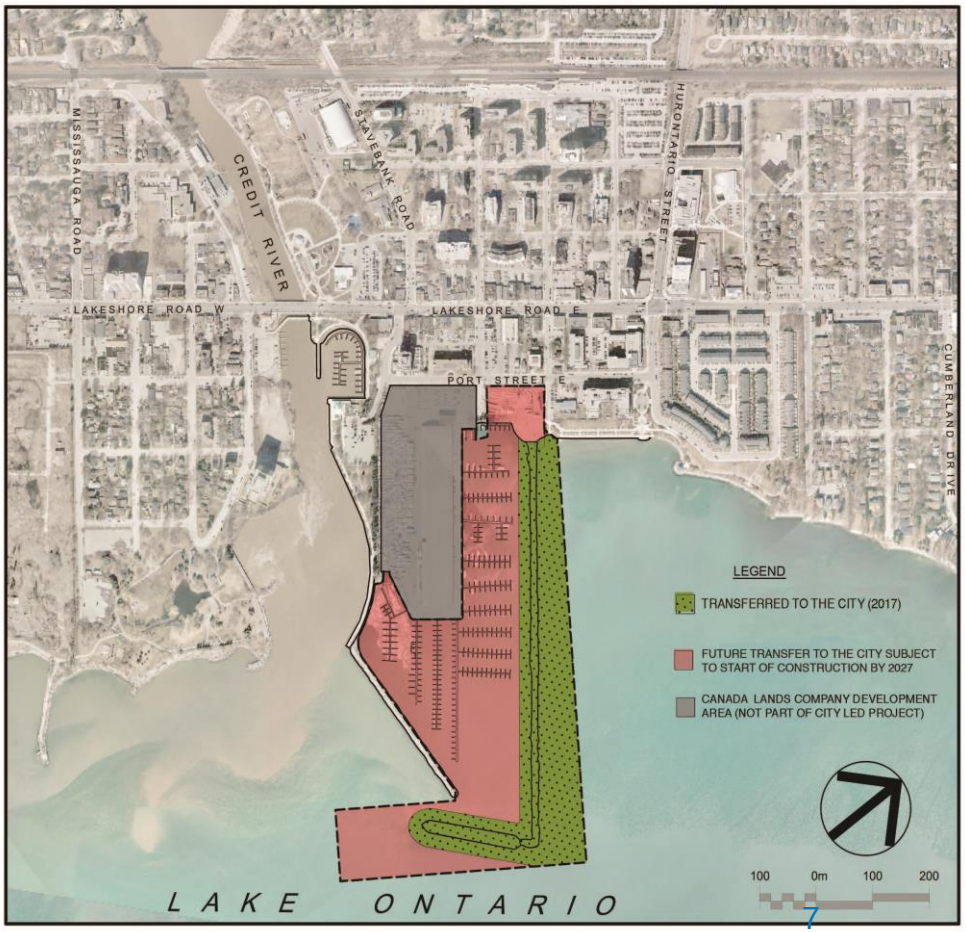
- **Phase 2 Prepare EA**: EA will document the evaluation of lakefill alternatives and assessment of effects in accordance with the Approved Terms of Reference

- The purpose of this project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan.

Project Study Area

1 Port Street East Proposed Marina Environmental Assessment

- Area where project activities will occur should the EA be approved
- 1 Port Street East is located in Port Credit, at the mouth of the Credit River. It is bound by Port Street East to the north, Stavebank Road to the west, Helene Street South to the east and Lake Ontario to the south
- This project is limited to the eastern portion of the site in the waterlot owned by the City. The waterlot beyond this area is not owned by the City and is not available for this project.
- The wharf on the western portion of the site will be developed into a mixed-use community and is not part of this City-led project



Problem/Opportunity Assessment

1 Port Street East Proposed Marina Environmental Assessment

Stakeholders have communicated a desire for continued marina operations in Port Credit ***"keep the Port in Port Credit"***

Marina site is one of the few deep water harbours on the north shore of Lake Ontario. The City is exploring intent expressed during Inspiration Port Credit for continued marina operations in this location

Support marina and other business activity, for the benefit of the City and its residents

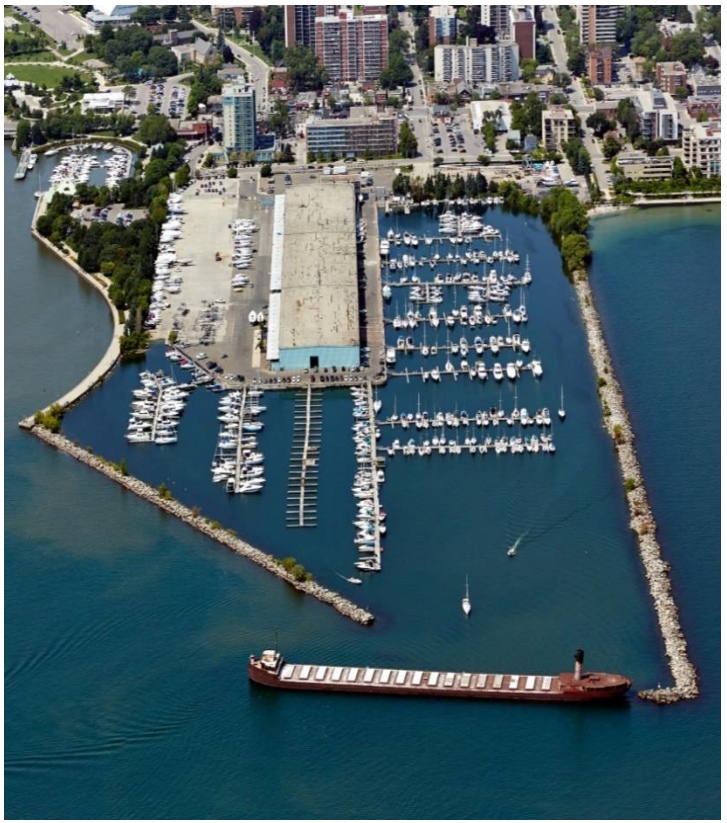
Provision of park space and enhanced public access along waterfront where none currently exists

Project provides an opportunity to enhance terrestrial and aquatic habitat in the vicinity of the eastern breakwater

Description of the Environment Potentially Affected by the Proposed Undertaking

1 Port Street East Proposed Marina Environmental Assessment

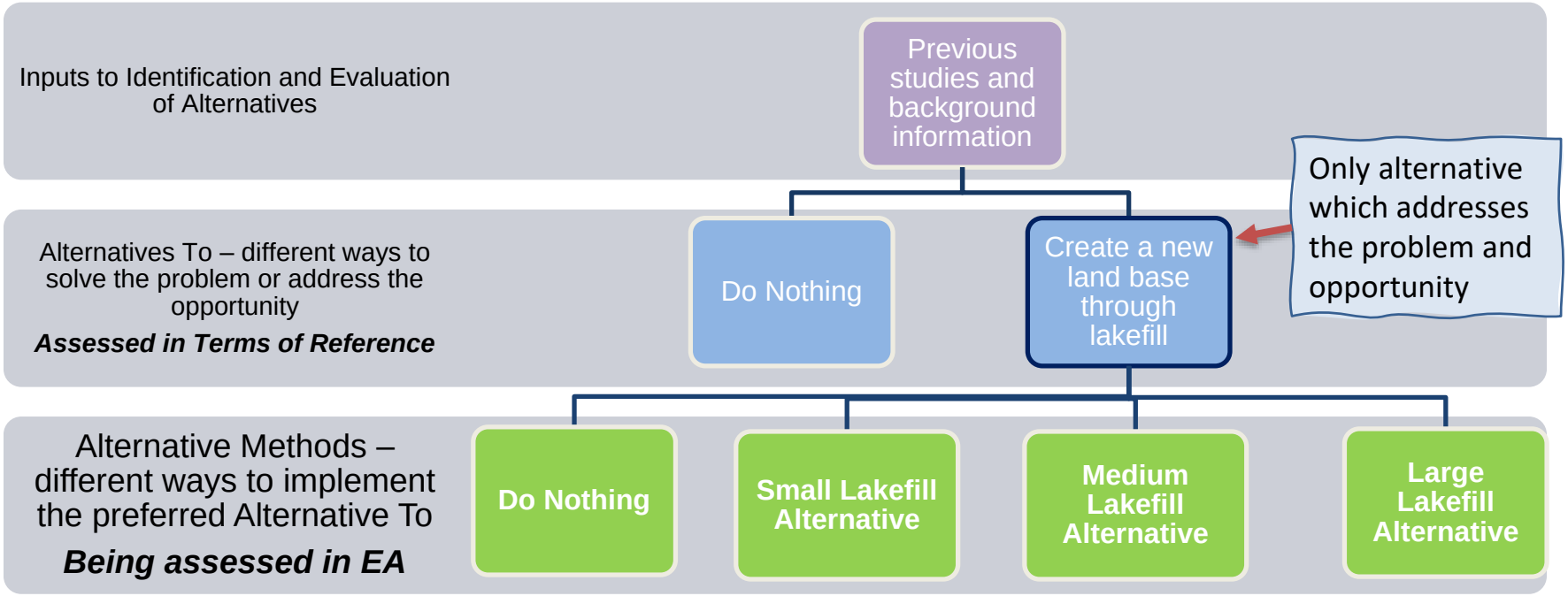
- The 1 Port Street East site has attributes such as the deep basin and existing breakwater which make it ideal for a marina.
- Alternatives have been developed to withstand coastal conditions including wave height and water levels
- Aquatic environment within the project footprint provides a wide variety of aquatic habitats for fish species. However, the available habitat within the footprint does not appear limiting within Lake Ontario
- Minimal terrestrial habitat available
- No marine archaeological or heritage resources present in the areas of proposed lakefill



Shoreplan Engineering Limited 2014

Identification of Alternatives

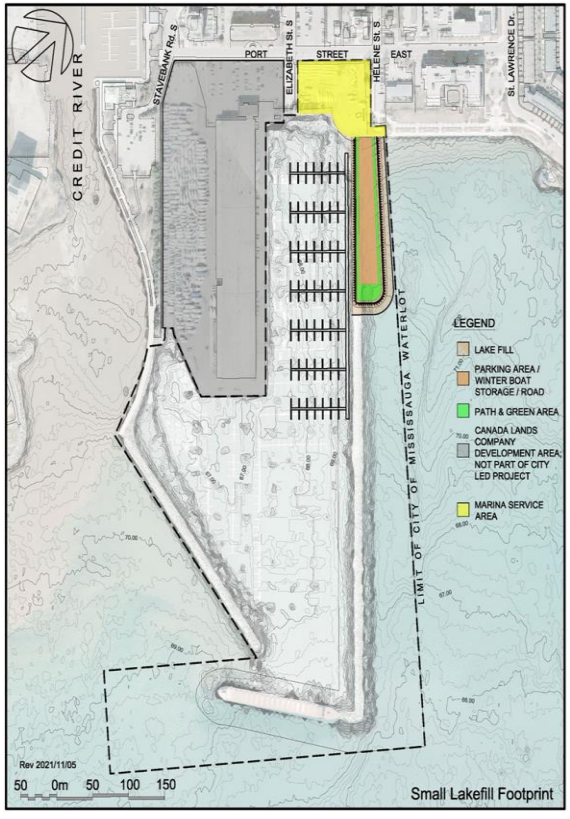
1 Port Street East Proposed Marina Environmental Assessment

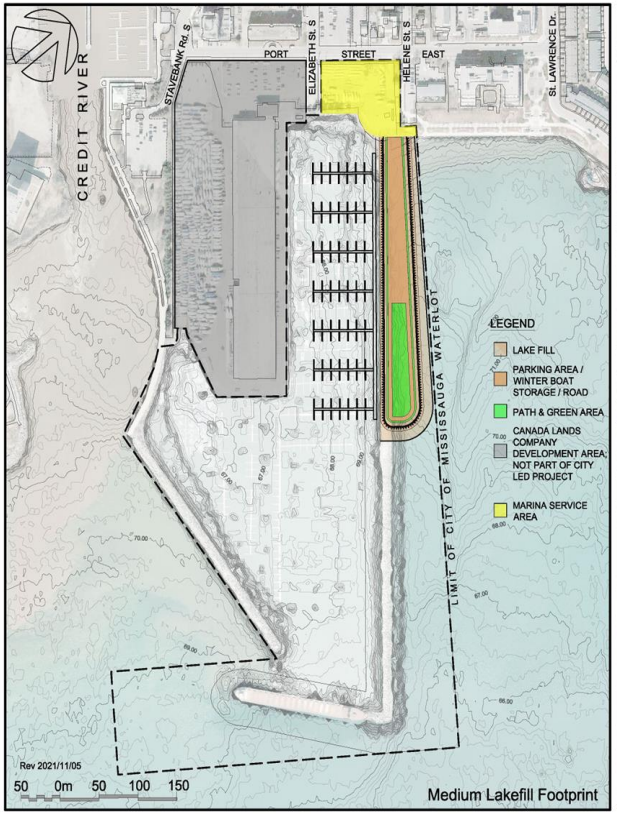


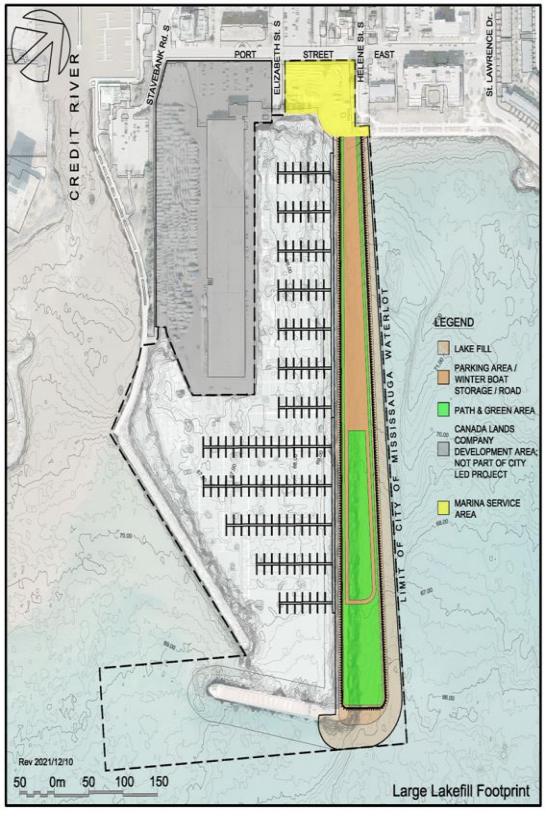
‘Alternative Methods’

- ‘Alternative methods’ are different ways of implementing the preferred ‘Alternative to’
- For this project ‘alternative methods’ are different configurations of lakefill around the eastern breakwater to enable marina alternatives
- Four Step Process for Identifying and Evaluating ‘Alternative Methods’
  - Step 1 - Determination of Footprint for Alternatives
  - Step 2 – Identification of Desired Design Elements; parkland, trail, marina elements
    - *All alternatives include parkland, trail, marina service building, parking/boat storage and a number of slips based on size of lakefill*
  - Step 3 – Comparative Evaluation of Alternatives
  - **Step 4 – Confirm, Refine and Undertake Detailed Assessment of Preferred Alternative**

Step 3: Comparative Evaluation of Lakefill Footprint Alternatives







Step 3 Comparative Evaluation of Alternatives: Evaluation Criteria

1 Port Street East Proposed Marina Environmental Assessment

Physical Environment

- Effects on water quality in the Local Study Area
- Potential for disturbance of contaminated soils

Biological Environment

- Area and quality of terrestrial habitat created, enhanced, disrupted or lost
- Area and quality of aquatic habitat disrupted or removed
- Amount of fish habitat compensation

Socio-economic Environment

- Area of parkland created
- Ability to accommodate marina facilities and services
- Disruption to use and enjoyment of property during construction and establishment
- Changes in community character
- Effects on non marina related business operations during construction and establishment

Cost

- Capital cost of lakefill and land creation
- Cost of management of soil contamination

Step 3 Comparative Evaluation of Alternatives: Summary of Evaluation Criteria

1 Port Street East Proposed Marina Environmental Assessment

Environmental Component	Do Nothing Alternative	Small Lakefill Footprint	Medium Lakefill Footprint	Large Lakefill Footprint
Physical Environment Summary	First Rank	Second Rank	Second Rank	Second Rank
Biological Environment Summary	Fourth Rank	Third Rank	Second Rank	First Rank
Socio-economic Summary	Fourth Rank	Third Rank	Second Rank	First Rank
Cost Summary	First Rank	Second Rank	Third Rank	Fourth Rank
OVERALL	**FOURTH RANKED ALTERNATIVE** The Do Nothing alternative is most preferred for cost, and effects to the physical environment while least preferred for the biological and socio-economic environment as there is no potential to enhance aquatic and terrestrial ecology and no new marina nor parkland.	**THIRD RANKED ALTERNATIVE** The smallest lakefill provides the lowest number of slips and smallest parkland created and has low opportunity to create habitat enhancements. However, construction and the nuisance effects from construction activities will be for the shortest duration and are mitigable.	**SECOND RANKED ALTERNATIVE** The medium lakefill provides the lowest number of slips and moderate parkland created and has moderate opportunities to create habitat enhancements. Nuisance effects from construction activities will be for a moderate duration and are mitigable.	**FIRST RANKED ALTERNATIVE** The largest lakefill alternative creates the largest parkland relative to the marina space and provides for a similar sized marina to what exists today (greatest number of slips). As the largest alternative, it also has the highest cost and will take the longest to construct resulting in construction nuisance effects for the longest period of time. However, the effects from construction are short-term and mitigable while the lakefill area and its benefits will exist for the long-term.

Step 4 – Confirm, Refine and Undertake the Detailed Assessment of the Preferred Alternative

- The large lakefill alternative is being design conceptually for the purpose of the EA approval and includes:
  - General location of marina elements including area for marina facilities and services, approximate number of slips, parking and storage.
  - Parkland elements including trail and landscaping
  - Aquatic habitat features
- Additionally the team has:
  - Developed a construction plan including construction techniques and associated mitigation measures
  - Commenced a detailed assessment of how the preferred alternative meets the purpose of the Project, minimizes adverse effects and/or maximizes positive effects

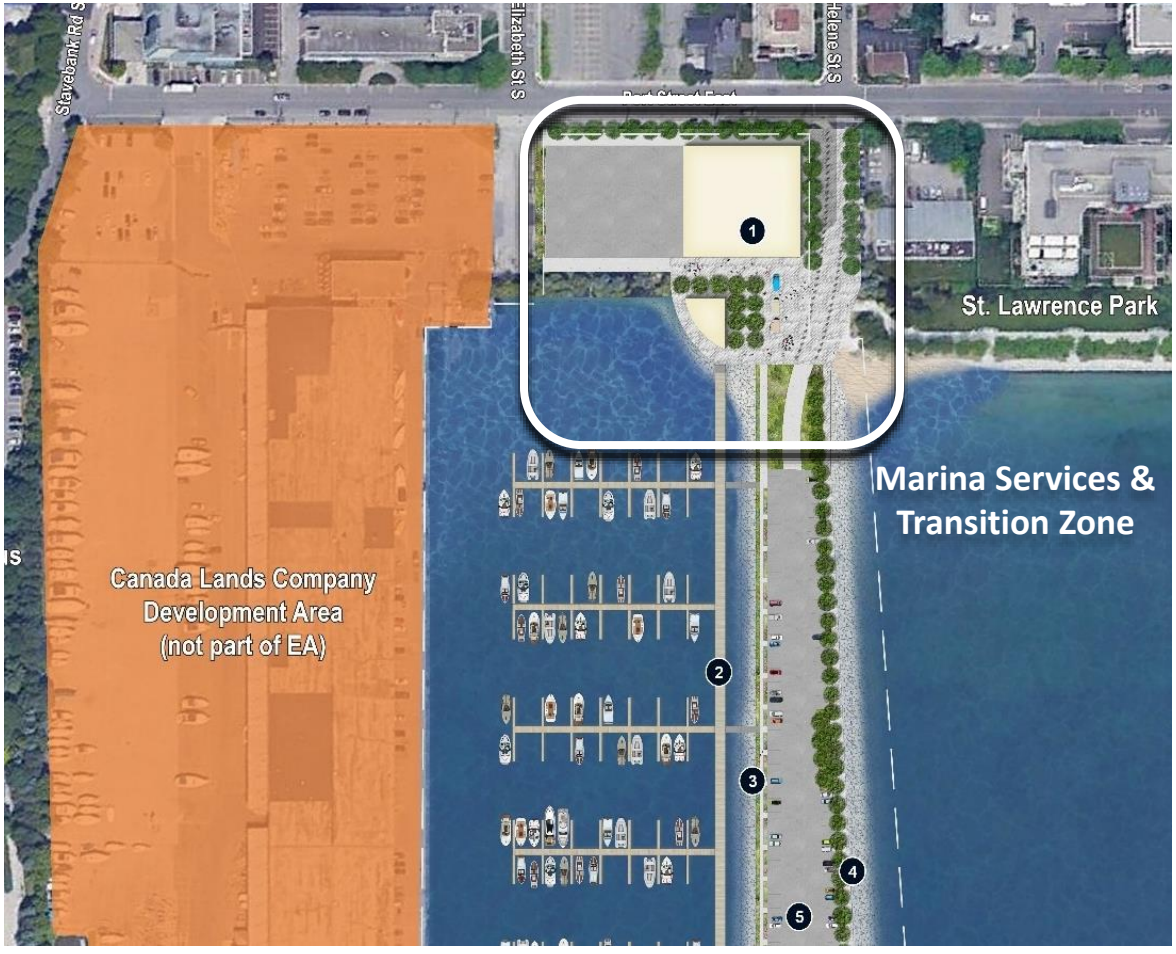
- ***The detailed design of the marina and park space will be subject to consultation after the EA is approved. Questions regarding marina security, marina facilities, operations, storage, etc. will be addressed during detailed design.***

Why isn't everything part of the EA?

The EA creates the skeleton for the lakefill and new land base while the detail design will determine the details.

- **Issues addressed in EA**
  - Extent and size of lakefill
  - Aquatic habitat features
  - Mitigation for environmental effects
  - Conceptual allocation of space for park, marina, trail and parking
  - Stormwater management
  - Approach to construction and effects from construction
- **Issues addressed during detailed design**
  - Type of marina facilities and services
  - Marina access and security
  - Location of park features
  - Landscape features
  - Detailed design will include public consultation

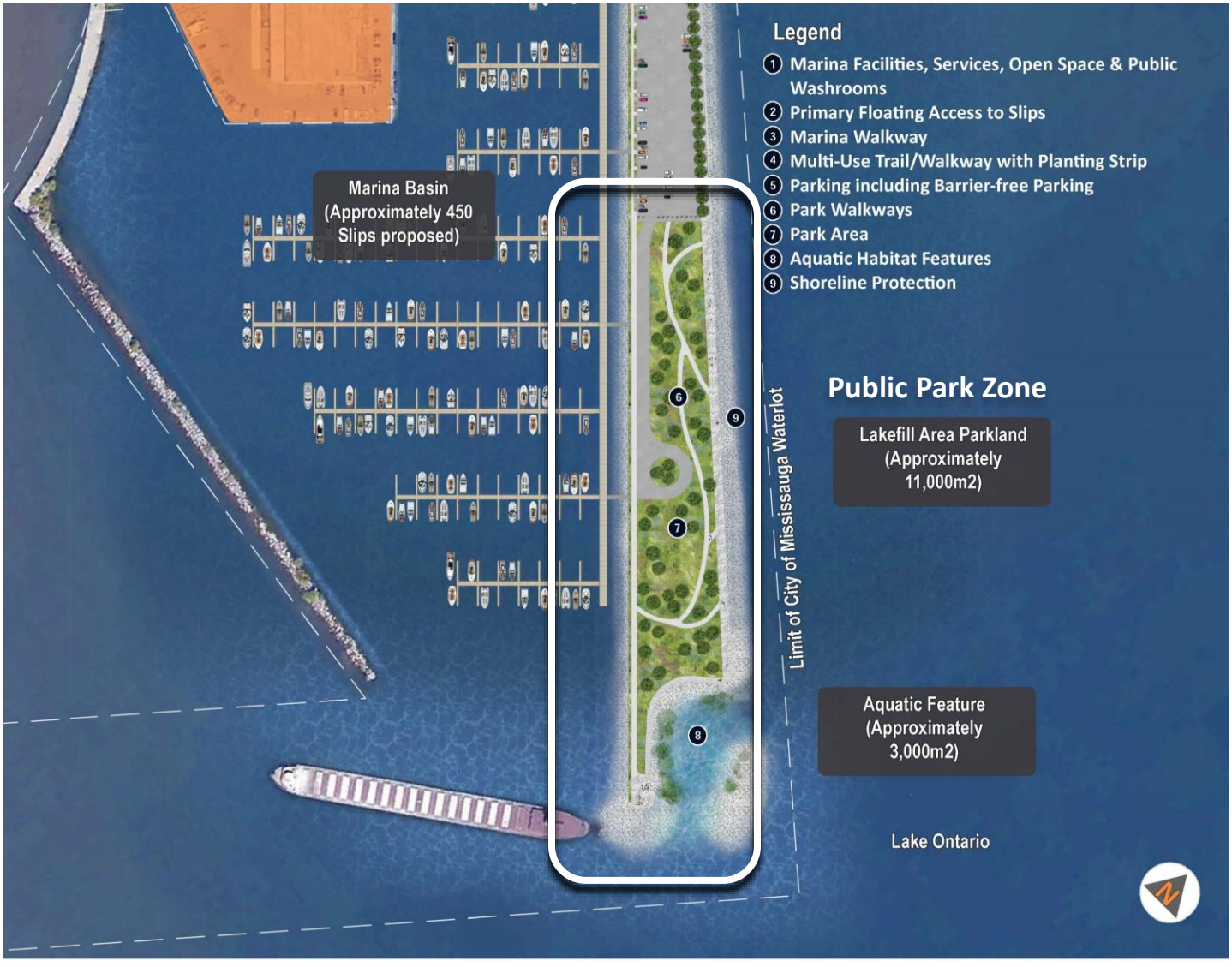
Marina Services & Transition Zone
Parking and Trail Access to Park Zone
Public Park Zone
Port Street East
JJ Plaus Park
Canada Lands Company Development Area (not part of EA)
Credit River
Limit of City of Mississauga Waterlot
Lake Ontario

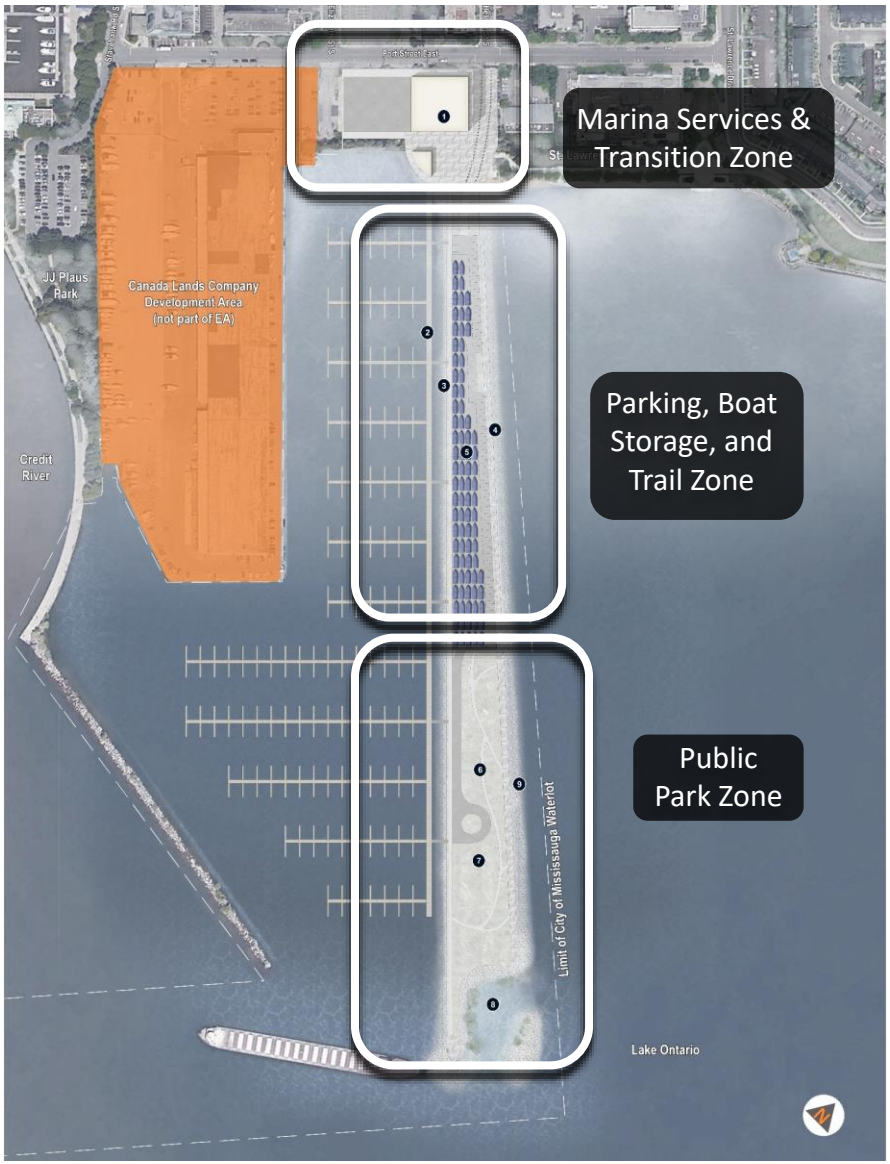


Legend

1. Marina Facilities, Services, Open Space & Public Washrooms
2. Primary Floating Access to Slips
3. Marina Walkway
4. Multi-Use Trail/Walkway with Planting Strip
5. Parking including Barrier-free Parking
6. Park Walkways
7. Park Area
8. Aquatic Habitat Features
9. Shoreline Protection

MISSISSAUGA


Legend
1 Marina Facilities, Services, Open Space & Public Washrooms
2 Primary Floating Access to Slips
3 Marina Walkway
4 Multi-Use Trail/Walkway with Planting Strip
5 Parking including Barrier-free Parking
6 Park Walkways
7 Park Area
8 Aquatic Habitat Features
9 Shoreline Protection
Marina Basin (Approximately 450 Slips proposed)
Public Park Zone
Lakefill Area Parkland (Approximately 11,000m2)
Limit of City of Mississauga Waterlot
Aquatic Feature (Approximately 3,000m2)
Lake Ontario


Marina Services & Transition Zone
Parking, Boat Storage, and Trail Zone
Public Park Zone
JJ Plaus Park
Canada Lands Company Development Area (not part of EA)
Credit River
Limit of City of Mississauga Waterlot
Lake Ontario

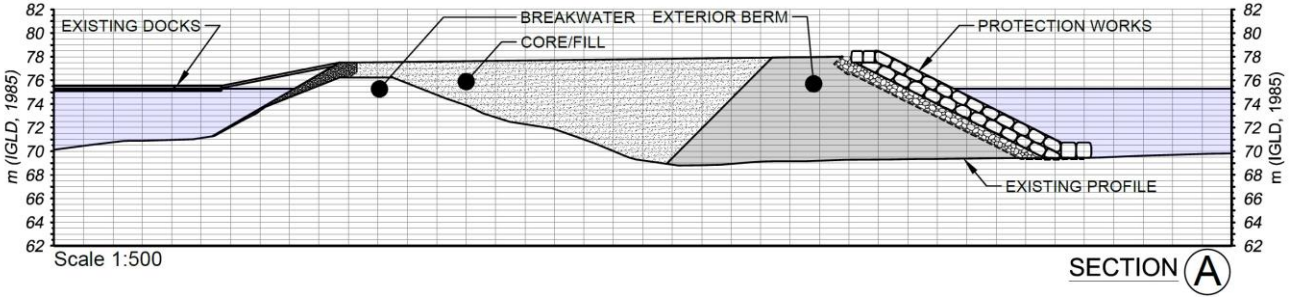
How will the lakefill be designed and constructed?

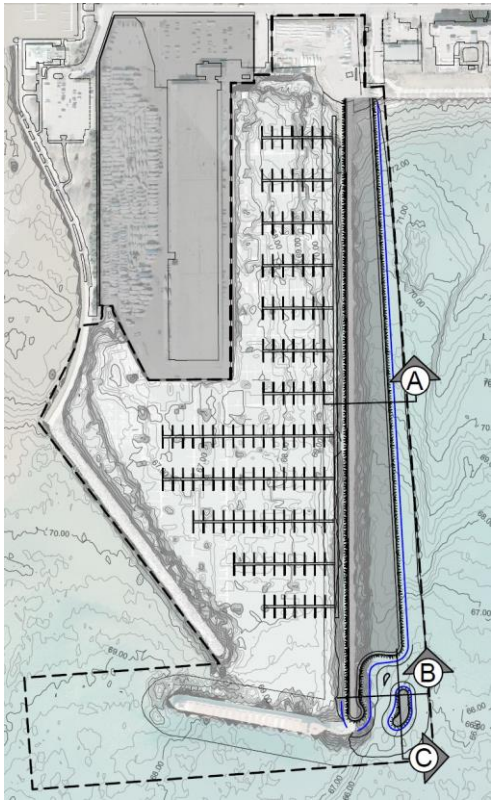
- Detailed design will be completed using state-of-the-art design methods; use of numerical and physical modelling is anticipated.
- Design will consider anticipated climate change impacts.
- Materials will be brought to site by truck and barge (~ 50/50 split assumed)
- Exterior berm of coarse stone will be created, and protection constructed using typical construction equipment. Both land based and marine based equipment is expected to be used.
- Core fill will be placed in created enclosed cells.
- Construction may proceed from the shore out and from the outer end in or both depending on the truck and barge stone supply availability at the time of construction.
- Construction of lakefill and protections is anticipated to take approximately 14 months.
- Once rough grading is complete the planting, trails, parking, etc. will be added. This will require additional time.

How will the lakefill be constructed?

The cross sections illustrate the construction method of the lakefill structure.

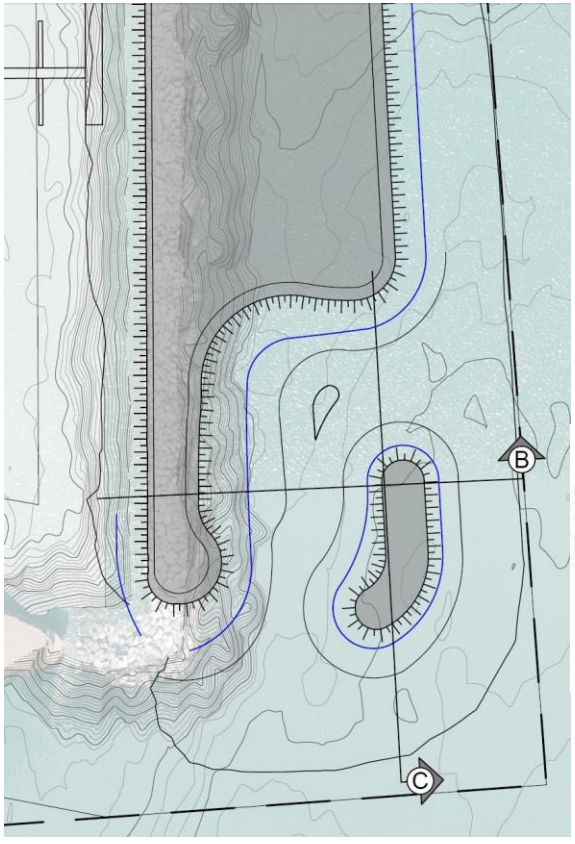
1. First, the outer core berm will be constructed, by truck end dumping from the shore or by material being placed from barges.
2. Second, the protection works will be constructed to unsure stability of the berm.
3. Third, which may be concurrent with the second activity, the core fi9ll material will be placed, and
4. Finally, the shore of the existing breakwater will be cleaned up and upgraded





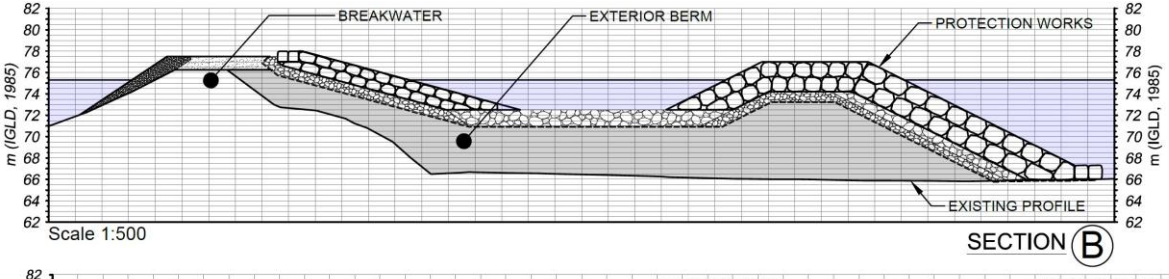
How will the lakefill be constructed?

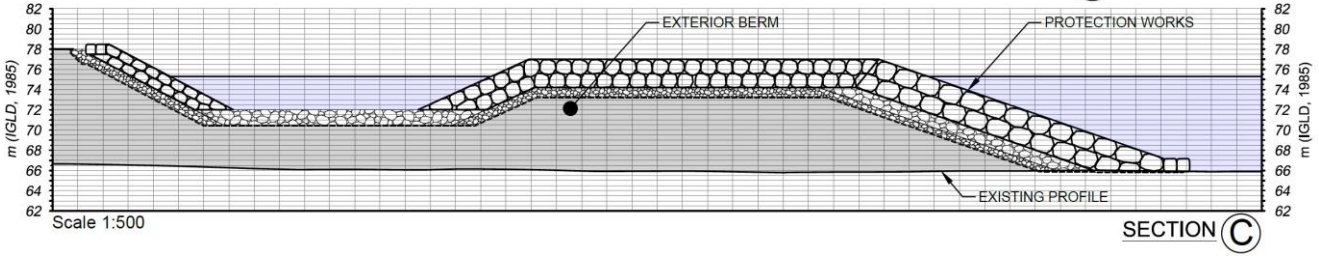
1 Port Street East Proposed Marina Environmental Assessment



These cross sections illustrate the aquatic habitat area and its construction

- The aquatic habitat area will be constructed using mostly the exterior berm material in its core. The material is expected to be placed from barges and from the created lakefill.
- The exterior of the structures will be protected to provide stability. Depth of the semi sheltered areas and substrate material will be selected to maximize aquatic habitat benefit.
- Structural habitat, such as boulders, will be included.





Summary of the Effects of Construction

- Increased turbidity (i.e. sediment in water) near areas where fill is being placed. Use of clean materials and proper placement methods will minimize effects.
- Removal of ~ 28,000 m^2 of existing aquatic habitat to be compensated by new habitat along the lakefill edge and new habitat feature at park's end. Additional compensation will likely be required off-site.
- Noise and dust from construction activities will occur over 14 months and may be experienced by residents living closest to the site when construction is occurring close to shore
- Minimal effects to traffic volumes (50 trucks per day)

Summary of the Effects of Establishment

- Planting of native non-invasive trees and vegetation in park area will provide some terrestrial habitat and enhanced connectivity for migratory birds
- ~ 11,000 m^2 of park space created
- ~ 1,000 m of trail created with access to the end of the lakefill
- Area available to replace marina services and facilities and provide ~ 450 slips
- Effects of marina operations on neighbours not likely to change.
- Future parkland and associated marina activities will be visible to residents living to the north and northeast of the lakefill area

Consultation Plan for the EA

- This is the second of 3 public information centres at key decision points
- On-going consultation and engagement with Indigenous communities
- On-going consultation with regulatory agencies such as Ministry of Environment Conservation and Parks, Ministry of Natural Resources and Forestry, Transport Canada, Credit Valley Conservation and other City departments
- Consultation and engagement with community groups and interest groups
- Project website **mississauga.ca/1portstreeteast**

Next Steps

1 Port Street East Proposed Marina Environmental Assessment

Please complete the survey available on the project website.

If you require a paper copy of the survey, please email:

1portstreeteast@mississauga.ca

or contact:

Beata Palka, M.Pl, RPP

Planner, Park Planning

T 905-615-3200 ext. 4221

Please continue to engage with us through the project webpage.

Please sign up for the City's mailing list through the project website:

mississauga.ca/1portstreeteast

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^2, with an additional estimated 3,000 m^2 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.

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 pant 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.

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #3
AND DRAFT ENVIRONMENTAL ASSESSMENT REVIEW

WHAT?

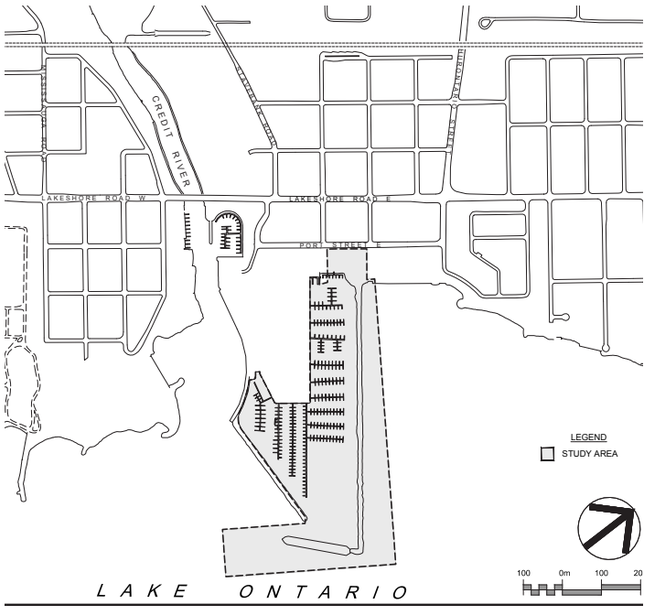
The City of Mississauga has undertaken the 1 Port Street East Proposed Marina environmental assessment (EA) in accordance with the *Environmental Assessment Act* and the approved Terms of Reference. The EA studied proposed lakefill alternatives for additional waterfront parkland and marina services for this site.

WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.



HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022. The approved Terms of Reference, the EA PIC #1 and PIC #2 materials and summary are available at: mississauga.ca/1portstreeteast. A hard copy of the Terms of Reference is available upon request by emailing beata.palka@mississauga.ca.

This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study have been documented in a Draft EA, which will be available for review on the project website at mississauga.ca/1portstreeteast and at the Port Credit Library (20 Lakeshore Road E., Mississauga ON, L5G 1C8) starting on September 14, 2023. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively review the Draft EA. Comments on the Draft EA can be submitted to the City through an online survey available on the project website at mississauga.ca/1portstreeteast or by email or mail to the address below by October 31, 2023.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #3

WHEN: September 14, 2023 – October 31, 2023
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present and seek your feedback on the Draft EA.

To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website anytime between September 14, 2023 and October 31, 2023.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #3.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, or would like to request a hard copy of the EA PIC #3 materials and the Draft EA report, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga, ON L5B 3C1
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

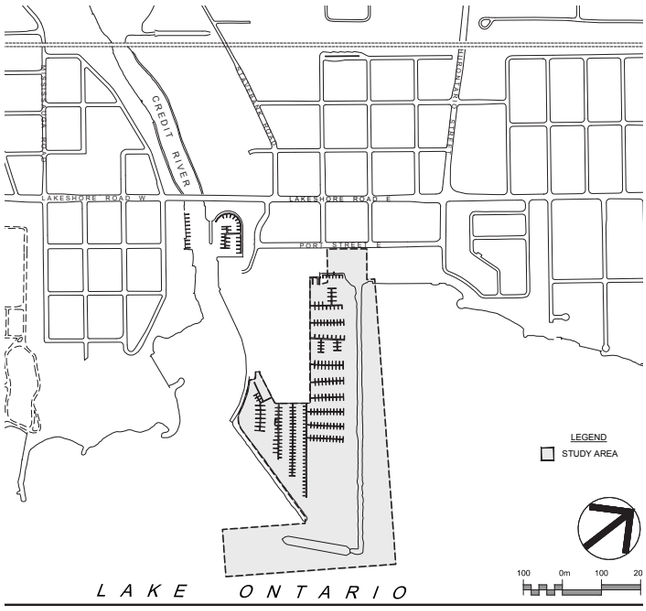
Notice of Collection of Personal Information:
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks (MECP) for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Special Project Officer or MECP's Freedom of Information and Privacy Coordinator.

This notice first issued on August 31, 2023.

VILLE DE MISSISSAUGA
ÉVALUATION ENVIRONNEMENTALE DU PROJET DE MARINA DU 1 PORT STREET EAST – AVIS DE CENTRE D'INFORMATION DU PUBLIC N° 3 ET D'EXAMEN DU PROJET D'ÉVALUATION ENVIRONNEMENTALE

DE QUOI S'AGIT-IL?

La Ville de Mississauga a entrepris l'évaluation environnementale du projet de marina au 1 Port Street East, conformément à la *Loi sur les évaluations environnementales* et au cadre de référence approuvé. L'EE a étudié les solutions proposées pour le remblayage du lac afin de créer un parc riverain supplémentaire et des services de marina pour ce site.



POURQUOI?

Ce projet est un élément clé du plan directeur Charting the Future Course d'Inspiration Port Credit. Le projet de marina au 1 Port Street East a pour but de contribuer à la réalisation de la vision du plan directeur, qui consiste à « *veiller à ce qu'un quartier et une destination riverains à usage mixte, emblématiques et dynamiques, dotés d'une marina à service complet, soient aménagés sur le site du 1 Port Street East* ».

Le projet donne l'occasion :

- de permettre le maintien de la fonction historique de marina du site, qui est essentielle à l'identité culturelle de la communauté de Port Credit;
- de soutenir la marina et les autres activités commerciales, au profit de la Ville et de ses résidents;
- de créer un nouveau parc riverain avec un accès sécuritaire pour le public;
- de permettre l'amélioration des habitats aquatiques et terrestres.

COMMENT?

Le 16 septembre 2021, le ministre de l'Environnement, de la Protection de la nature et des Parcs a approuvé le cadre de référence du projet de marina au 1 Port Street East. Le centre d'information du public (CIP) n° 1 de l'EE s'est tenu virtuellement du 17 février au 17 mars 2022 et le CIP n° 2 de l'EE s'est tenu virtuellement du 25 août au 22 septembre 2022. Le cadre de référence approuvé, les documents du CIP n° 1 et du CIP n° 2 de l'EE et le résumé sont disponibles à l'adresse suivante : mississauga.ca/1portstreeteast. Un exemplaire imprimé du cadre de référence est disponible sur demande en envoyant un courriel à beata.palka@mississauga.ca.

Cette EE est réalisée conformément au cadre de référence approuvé et aux exigences de la *Loi sur les évaluations environnementales*. Les résultats de cette étude ont été documentés dans un projet d'EE, qui sera disponible pour examen sur le site Web du projet à mississauga.ca/1portstreeteast et à la bibliothèque de Port Credit (20 Lakeshore Road E., Mississauga ON, L5G 1C8) à partir du 14 septembre 2023. Les membres du public, les agences, les communautés autochtones et les autres personnes intéressées sont encouragés à examiner activement le projet d'EE. Les commentaires sur le projet d'EE peuvent être soumis à la Ville par l'entremise d'un sondage en ligne disponible sur le site Web du projet à mississauga.ca/1portstreeteast ou par courriel ou courrier à l'adresse ci-dessous, avant le 31 octobre 2023.

IMPLIQUEZ-VOUS!

VOUS ÊTES INVITÉS AU CENTRE D'INFORMATION DU PUBLIC VIRTUEL N° 3

QUAND : Du 14 septembre 2023 au 31 octobre 2023

LIEU : En ligne à : **mississauga.ca/1portstreeteast**

La Ville présentera le projet d'EE et vous demandera votre avis.

Pour visionner la présentation et faire part de vos commentaires sur le projet d'EE au moyen d'un sondage en ligne, veuillez visiter le site Web du projet à tout moment entre le 14 septembre 2023 et le 31 octobre 2023.

La Ville organisera un événement éphémère avec du personnel disponible pour répondre aux questions et discuter du projet. Les détails de l'événement éphémère seront disponibles sur le site Web du projet pendant le CIP n° 3 de l'EE.

Pour obtenir de plus amples renseignements, veuillez consulter le site Web du projet :

mississauga.ca/1portstreeteast

Si vous avez des questions ou si vous souhaitez obtenir une copie papier des documents du CIP n° 3 et du rapport sur le projet d'EE, veuillez contacter la chef de projet :

Beata Palka, M.Pl, RPP
Planificatrice, Planification des parcs
Ville de Mississauga
300 City Centre Drive, 4F
Mississauga (Ontario) L5B 3C1
Tél. 905 615-3200, poste 4221
beata.palka@mississauga.ca

Avis de collecte de renseignements personnels :
Tous les renseignements personnels inclus dans une soumission – comme le nom, l'adresse, le numéro de téléphone et l'emplacement de la propriété – sont recueillis, conservés et divulgués par le ministère de l'Environnement, de la Protection de la nature et des Parcs (MEPNP) à des fins de transparence et de consultation. Les renseignements sont recueillis en vertu de la *Loi sur les évaluations environnementales* ou sont recueillis et conservés dans le but de créer un dossier accessible au grand public, comme le décrit l'article 37 de la *Loi sur l'accès à l'information et la protection de la vie privée*. Les renseignements personnels que vous soumettez feront partie d'un dossier public accessible au grand public, à moins que vous ne demandiez que vos renseignements personnels restent confidentiels. Pour obtenir de plus amples renseignements, veuillez prendre contact avec l'agent des projets spéciaux ou le coordonnateur de l'accès à l'information et de la protection de la vie privée du MEPNP.

Cet avis a été publié pour la première fois le 31 août 2023.

1 Port Street East Proposed Marina Environmental Assessment:

Environmental Assessment
Public Information Centre #3

September 2023

MISSISSAUGA

SLR AG
mbtw wai
TOURISTIC
SHOREPLAN

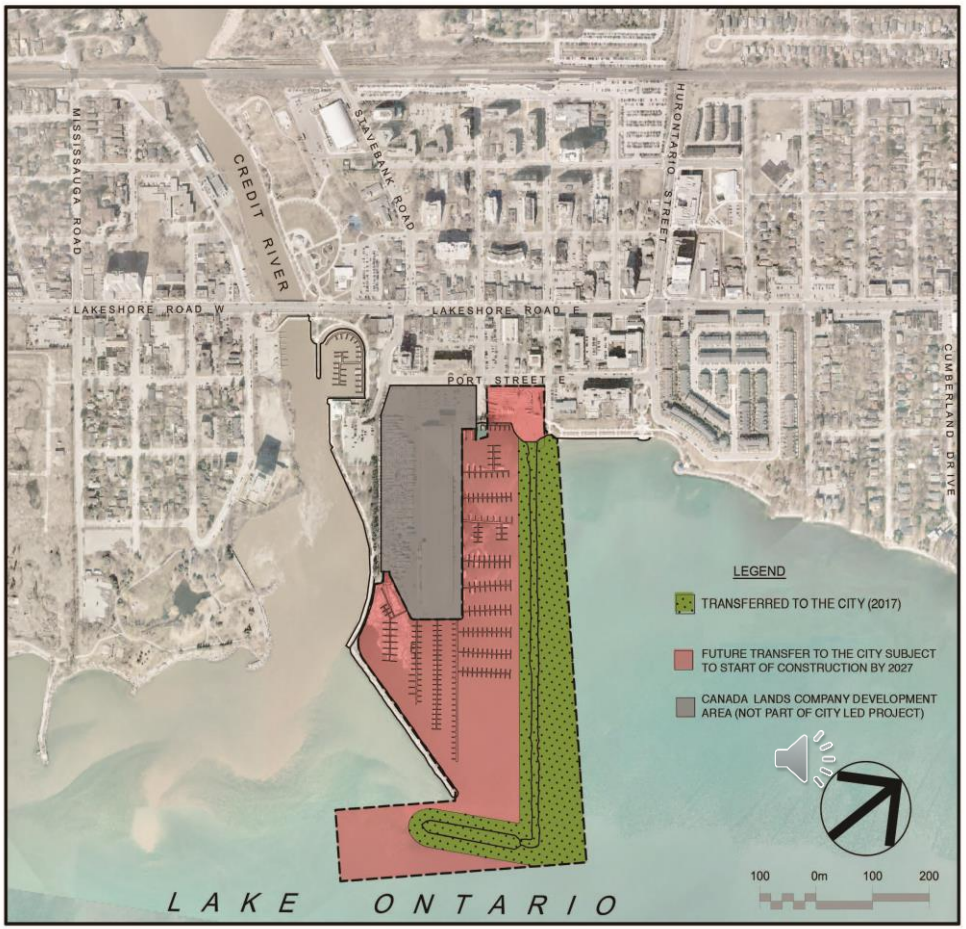
Objectives of Public Information Centre (PIC) #3

- Present an overview of the Draft EA Report to assist the public in reviewing and making comments on the document
- Seek feedback on the Draft EA Report
- Provide an update the project schedule and discuss next steps

Project Study Area

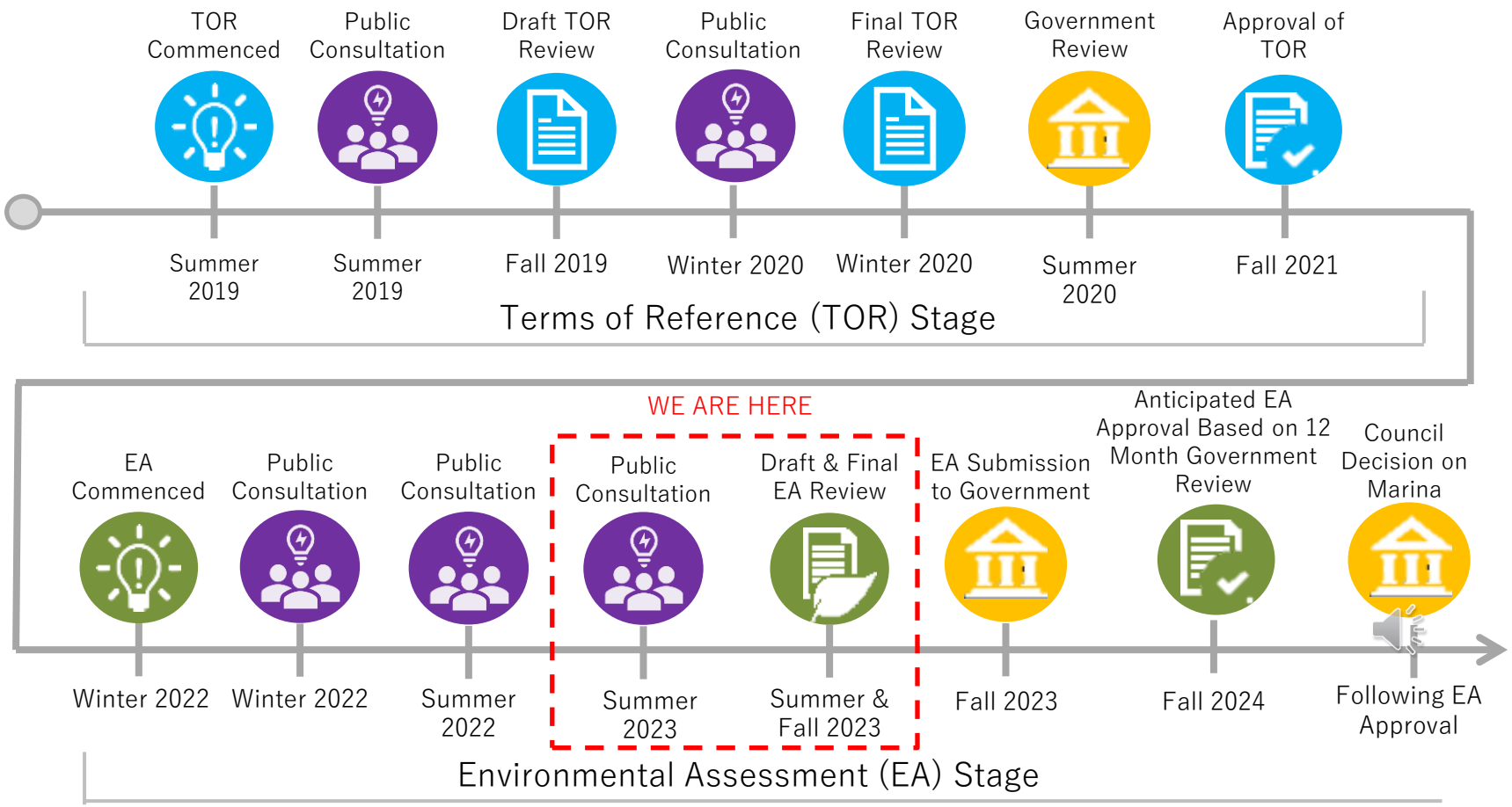
1 Port Street East Proposed Marina Environmental Assessment

- 1 Port Street East is located in Port Credit, at the mouth of the Credit River. It is bound by Port Street East to the north, Stavebank Road to the west, Helene Street South to the east and Lake Ontario to the south.
- This project is limited to the eastern portion of the site in the waterlot owned by the City. The lakebed beyond this area is not owned by the City and is not available for this project.
- The wharf on the western portion of the site will be developed into a mixed-use community and is not part of this City-led project.



Timeline

1 Port Street East Proposed Marina Environmental Assessment



What we heard at EA PIC #2

1 Port Street East Proposed Marina Environmental Assessment

- EA PIC #2 was held virtually from August 25 to September 22, 2022, with a pre-recorded and survey presentation available on the project website.
- A summary document with responses to questions is posted on the project website.
- The City received 127 completed surveys and over 330 views to the presentation.
- Pop-up event held August 27, 2022 at Credit Village Marina was attended by 170 people.
- Questions raised about:
  - Configuration and balance of the parking and parkland areas
  - Environmental components
  - Construction impacts, such as noise and traffic
  - Marina operations
- Comments were supportive of the preferred alternative

Environmental Assessment Process

1 Port Street East Proposed Marina Environmental Assessment

- An EA is a planning and decision-making process supported by good science documented for review by interested parties and approval agencies - you need to get the decision-making process right to get approval from the Ministry of the Environment, Conservation and Parks (MECP) to proceed with a project.

- Project requires approval as an Individual EA under the Ontario Environmental Assessment Act, the process has 2 phases:

- **Phase 1 Develop Terms of Reference:** documents how the EA will be done and how consultation during the EA will be carried out
    - ***The Terms of Reference was approved September 2021.***

- **Phase 2 Prepare EA**: EA will document the evaluation of lakefill alternatives and assessment of effects in accordance with the Approved Terms of Reference
    - ***The Draft EA Report is available for review and comment until October 31, 2023***

- The purpose of this project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan.

Overview of the Draft EA Report

The Draft EA Report is organized into 11 chapters:

- **Chapter 1 – Introduction**
  - Briefly describes the background, goal and objectives of the 1PSEPM Project
  - Introduces the proponent (the City of Mississauga)
  - Provides a summary of the regulatory framework of the EA process and other approvals.
- **Chapter 2 – Purpose of the Undertaking**
  - Presents the Problem/Opportunity Assessment
  - Describes the 1PSEPM Project Study Areas
  - Includes the project timeline
  - This chapter is similar to what was presented in the approved Terms of Reference.
- **Chapter 3 – Description of the Potentially Affected Environment**
  - Describes baseline environmental and socio-economic conditions in the Regional, Local and Project Study Areas.

Overview of the Draft EA Report

- **Chapter 4 – Evaluation and Rationale for 'Alternatives To' the Undertaking**
  - Describes the process through which different ways of addressing the identified problem/opportunity ('Alternatives to') were developed and assessed.
  - This chapter is similar to what was presented in the approved Terms of Reference.
- **Chapter 5 – Development, Evaluation, and Rationale for 'Alternatives Methods' of Carrying Out the Undertaking**
  - Describes the process through which alternative ways of carrying out the 1PSEPM Project (different sizes of lakefill) were identified and evaluated to choose a preferred alternative.
- **Chapter 6 – Description of the Preferred Alternative**
  - Provides a description of the conceptual design for the 1PSEPM Project preferred large lakefill alternative, including phasing and construction techniques.
- **Chapter 7 – Detailed Assessment of the Preferred Alternative**
  - Presents the criteria, indicators, and results of the detailed assessment of environmental effects, including an outline of mitigation measures, net effects, and a summary of effects.

Overview of the Draft EA Report

- **Chapter 8 – Monitoring and Adaptive Management**
  - Outlines the framework, strategy and activities of the monitoring and adaptive environmental management that will be conducted throughout the 1PSEPM Project's lifespan.
- **Chapter 9 – EA Amendment Process**
  - Provides a framework to deal with modifications to the 1PSEPM Project after the completion of the EA.
- **Chapter 10 – Consultation Record**
  - Describes the public, agency and Indigenous community consultation programs including input from various interested parties and the proponent's responses.
- **Chapter 11 – Advantages and Disadvantages**
  - Summarizes the advantages and disadvantages of the 1PSEPM Project from an environmental and socio-economic standpoint.

Conceptual Design and Assessment of Preferred Alternative

1 Port Street East Proposed Marina Environmental Assessment

- Conceptual design of the preferred large lakefill alternative for the purpose of the EA approval includes:
  - General location of marina elements including area for marina facilities and services, approximate number of slips, parking and storage
  - Parkland elements including trail and landscaping
  - Aquatic habitat features

- Additionally the City has:
  - Developed a construction methodology including construction techniques and associated mitigation measures
  - Concluded a detailed assessment of how the preferred alternative meets the purpose of the project, minimizes adverse effects and/or maximizes positive effects

- ***The detailed design of the marina and parkland will be subject to consultation following the EA and future project approvals. Questions regarding marina security, marina facilities, operations, storage, etc. will be addressed during detailed design.***

Why is everything not part of the EA?

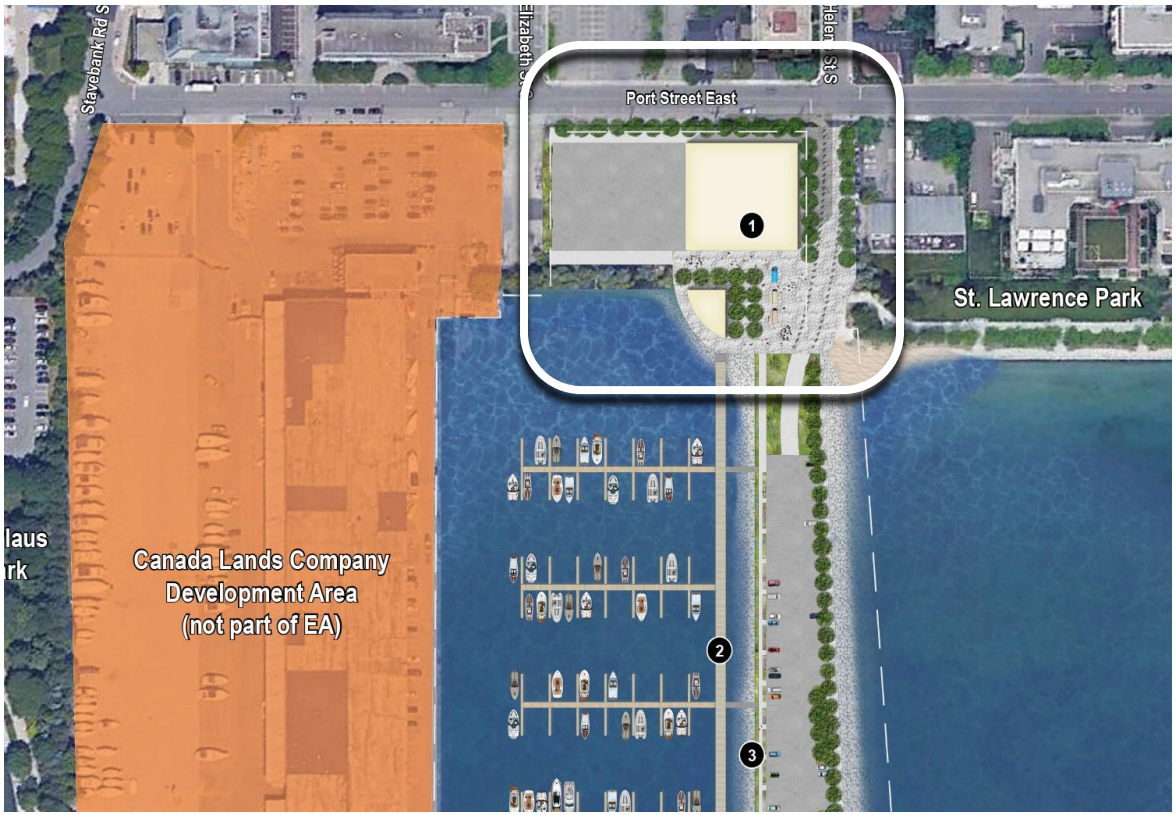
The EA creates the structure for the lakefill and new land base while the detailed design will determine the details.

- **Issues addressed in EA**
  - Extent and size of lakefill
  - Aquatic habitat features
  - Mitigation for environmental effects
  - Conceptual allocation of space for park, marina, trail and parking
  - Stormwater management
  - Approach to construction and effects from construction
- **Issues to be addressed during detailed design**
  - Type of marina facilities and services
  - Marina access and security
  - Location and type of park features
  - Landscape features
  - Detailed design will include public consultation

PORT STREET EAST
Marina Services & Transition Zone
Parking, Boat Storage, and Trail Zone
CREDIT RIVER
LAKE ONTARIO
Public Park Zone
50
0m
50
100
150

Marina Services and Transition Zone

1 Port Street East Proposed Marina Environmental Assessment



Legend

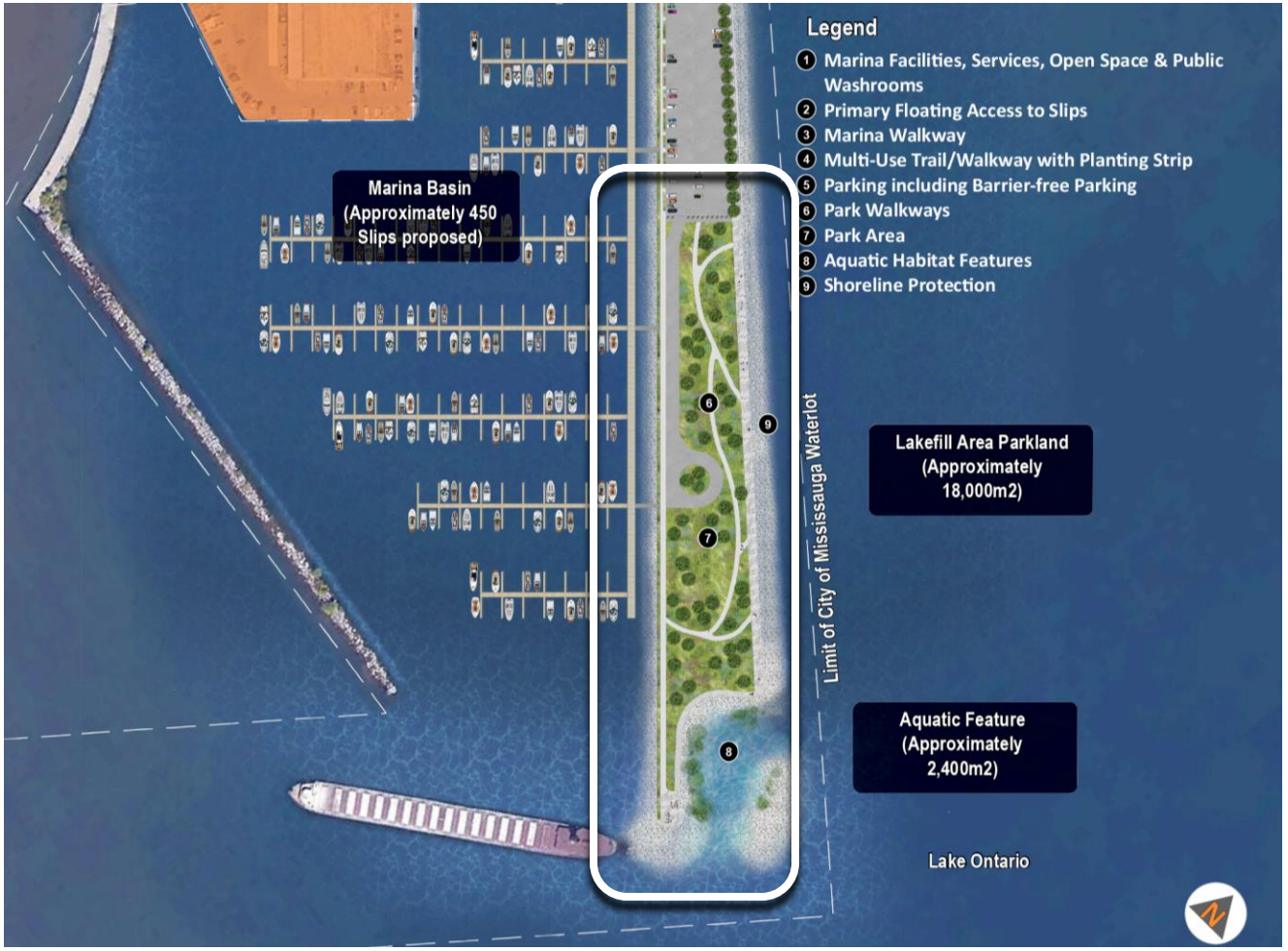
1. Marina Facilities, Services, Open Space & Public Washrooms
2. Primary Floating Access to Slips
3. Marina Walkway

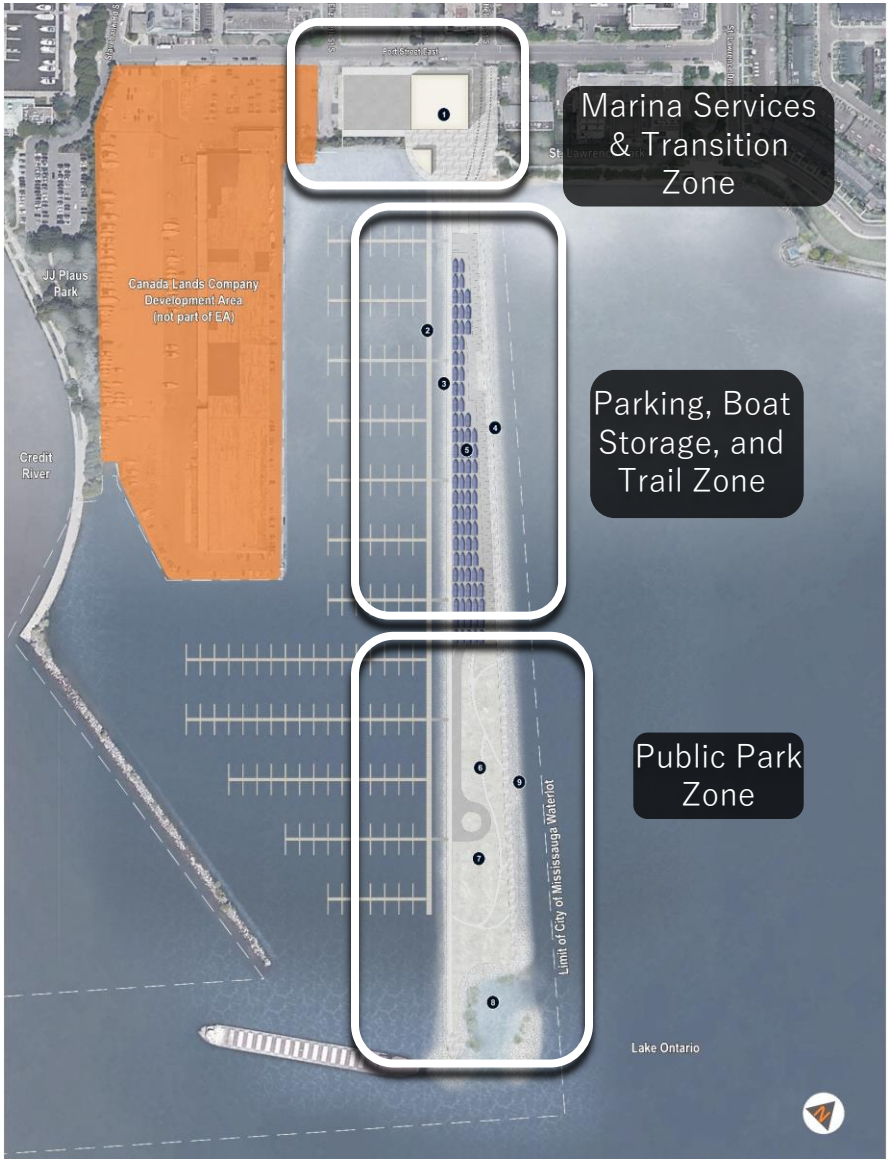
Parking, Boat Storage and Trail Zone

1 Port Street East Proposed Marina Environmental Assessment

Public Park Zone

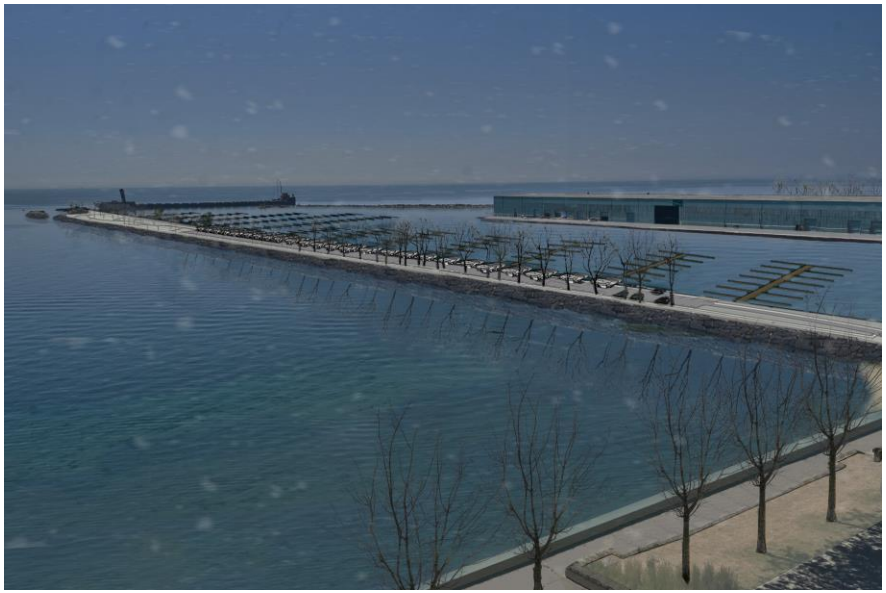
1 Port Street East Proposed Marina Environmental Assessment




Marina Services & Transition Zone
Parking, Boat Storage, and Trail Zone
Public Park Zone
Canada Lands Company Development Area (not part of EA)
JJ Plaus Park
Credit River
Limit of City of Mississauga Waterlot
Lake Ontario

Potential Summer View

Potential Winter View



How will the lakefill be designed and constructed?

1 Port Street East Proposed Marina Environmental Assessment

Future detailed design will be completed using state-of-the-art design methods; use of numerical and physical modelling is anticipated.

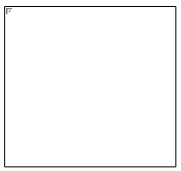
Design will consider anticipated climate change impacts.

Materials will be brought to site by truck and barge (~ 50/50 split assumed)

Exterior berm of coarse stone will be created, and protection constructed. Both land based and marine based equipment is expected to be used.

Core fill will be placed in created enclosed cells.

Construction may proceed from the shore out and from the outer end in or both depending on the truck and barge stone supply availability at the time of construction.



Lakefill construction and protections is anticipated to take approximately 14 months, depending on fill availability, weather, timing restrictions, etc.

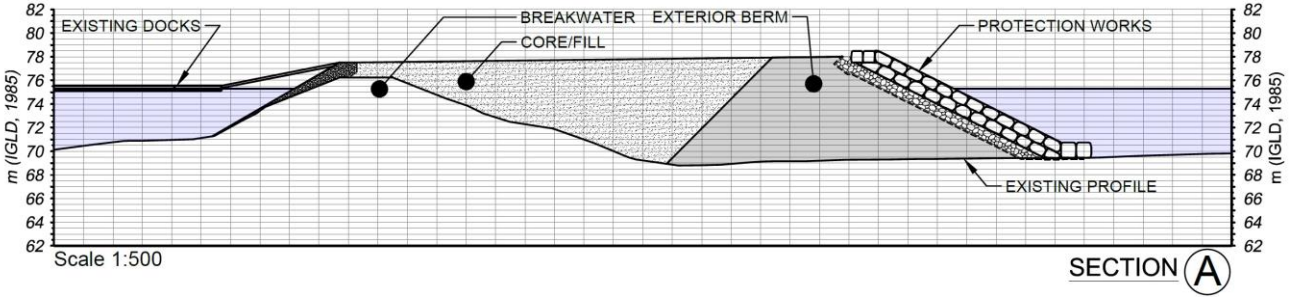
Once lakefill construction is complete, planting, trails, and parking will be added, followed by marina services. This will require additional time.

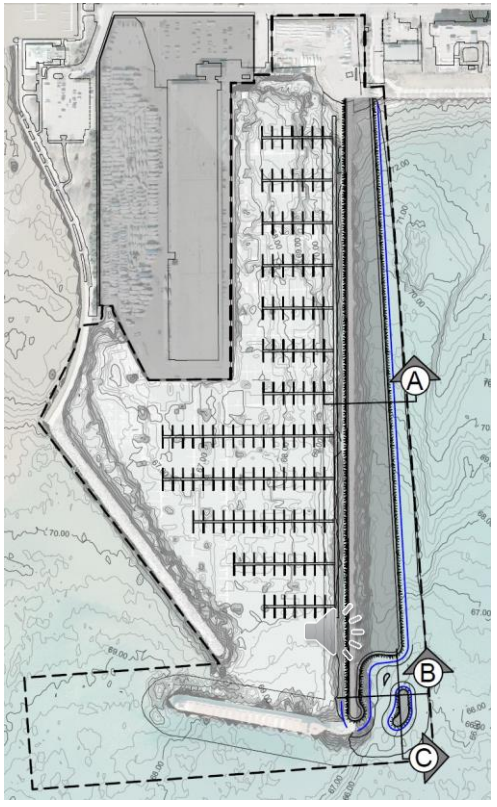
How will the lakefill be constructed?

1 Port Street East Proposed Marina Environmental Assessment

The cross sections illustrate the construction method of the lakefill structure.

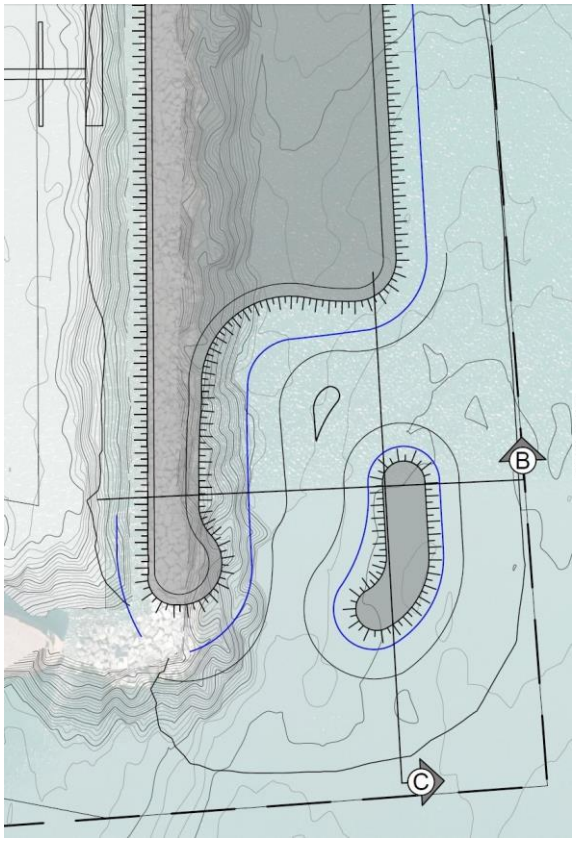
1. The outer core berm will be constructed first, by truck end dumping from the shore or by material being placed from barges.
2. The protection works will be constructed to unsure stability of the berm.
3. The core fill material will be placed, which may be concurrent with the second activity.
4. The west shore of the existing breakwater will be cleaned up and upgraded.





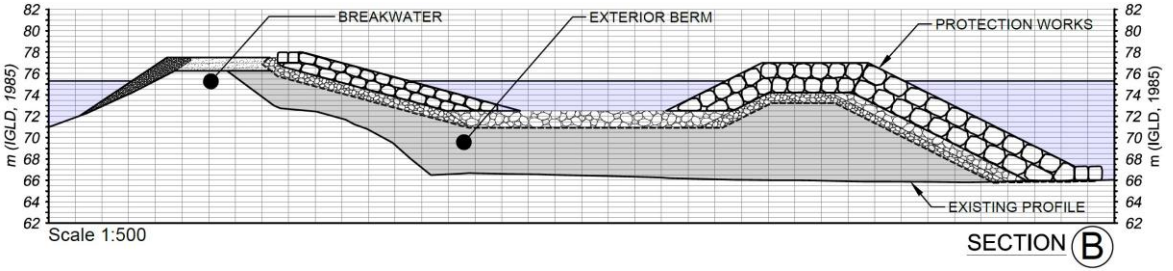
How will the lakefill be constructed?

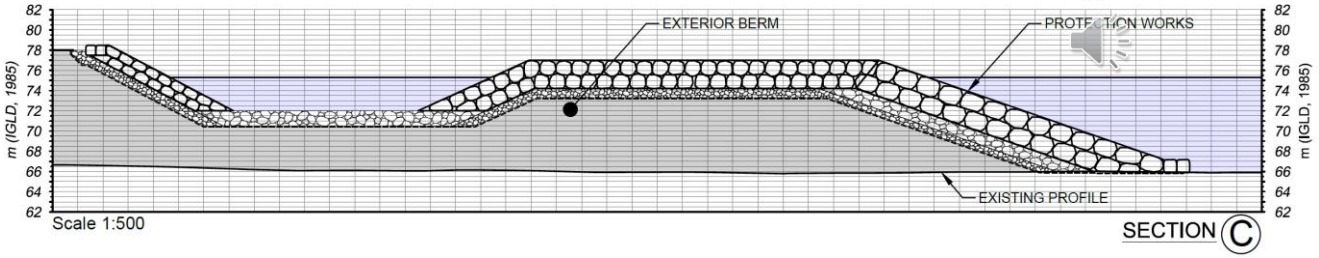
1 Port Street East Proposed Marina Environmental Assessment



These cross sections illustrate the aquatic habitat area and its construction

- The aquatic habitat area will be constructed using mostly the exterior berm material in its core. The material is expected to be placed from barges and from the created lakefill.
- The exterior of the structures will be protected to provide stability. Depth of the semi sheltered areas and substrate material will be selected to maximize aquatic habitat benefit.
- Structural habitat, such as boulders, will be included.





Summary of the Effects of Construction

1 Port Street East Proposed Marina Environmental Assessment

Increased turbidity (i.e. sediment in water) near areas where fill is being placed. Use of clean materials and proper placement methods will minimize effects.

Removal of ~ 28,000 m^2 of existing aquatic habitat to be compensated by new habitat along the lakefill edge and new habitat feature at park's end. Additional compensation will likely be required off-site.

Noise and dust from construction activities may be experienced by residents living closest to the site when construction is occurring close to shore.

Minimal effects to traffic volumes (50 trucks per day)

Summary of the Effects of Establishment

1 Port Street East Proposed Marina Environmental Assessment

Planting of native non-invasive trees and vegetation in park area will provide some terrestrial habitat and enhanced connectivity for migratory birds
~ 18,000 m^2 of parkland created

Future parkland and associated marina activities will be visible to residents living to the north and northeast of the lakefill area

Area available to replace marina services and facilities and provide
~ 450 slips

Effects of marina operations on neighbours not likely to change.

MISSISSAUGA

Summary of the Project Advantages and Disadvantages

1 Port Street East Proposed Marina Environmental Assessment

Advantages	Disadvantages
Creation of 2400 m^2 of higher quality aquatic habitat. Additional off-site habitat compensation is anticipated.	Lakefilling will result in the loss or alteration of 28,000 m2 of common aquatic habitat.
Planting of native vegetation within a parkland providing new rest area for migratory birds.	Minor vegetation removal along site perimeter and on existing breakwater.
Addition of 18,000 m^2 of parkland along the waterfront including Waterfront Trail connections. New views from the lakefill to Lake Ontario and towards Port Credit.	Nuisance effects from construction (dust, noise, vehicle emissions, minor increases in traffic) for approximately 14 months.
Relocation rather than loss of marina operations and services, including approximately 450 boat slips, winter boat storage, and potential for a marina service building.	Some residents may perceive a change in views from their residences.
Consistent with Inspiration Port Credit, and Waterfront Parks Strategy goals including improving trail connections, providing more natural, sustainable ecological features.	
Consistent with the Lake Ontario Integrated Shoreline Study priorities including creation of fish habitat along existing shoreline erosion structures and incorporate fish habitat features in repair and replacement of structures.	

Consultation Plan for the EA

1 Port Street East Proposed Marina Environmental Assessment

- This is the last of three public information centres
- On-going consultation and engagement with Indigenous communities
- On-going consultation with regulatory agencies such as Ministry of Environment Conservation and Parks, Ministry of Natural Resources and Forestry, Transport Canada, Credit Valley Conservation and other City departments
- Consultation and engagement with community groups and interest groups
- Project website **mississauga.ca/1portstreeteast**

EA Review Process

1 Port Street East Proposed Marina Environmental Assessment

Comments on the draft EA can be submitted through a survey on the project website at mississauga.ca/1portstreeteast

Comments from review of Draft EA will be reviewed and edits made to EA.

Final EA will be submitted to MECP for formal government review and available to the public and Indigenous communities.

Entire government review process will take ~ 12 months.

Next Steps

1 Port Street East Proposed Marina Environmental Assessment

To provide comments on the Draft EA Report, please complete the survey at mississauga.ca/1portstreeteast or email comments or questions to:

1portstreeteast@mississauga.ca

or contact:

Beata Palka, M.Pl, RPP
Planner, Park Planning
T 905-615-3200 ext. 4221

Please continue to engage with us and sign up for updates on the project webpage:

mississauga.ca/1portstreeteast

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1 Port Street East Proposed Marina

Environmental Assessment
Public Information Centre #3 Summary

August 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 Ridgetwon.**
  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 tucks 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 spit 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 f 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.

From: Don Henderson <dr.donhenderson@gmail.com>
Sent: Sunday, October 20, 2024 11:52 AM
To: 1portstreeteast <1portstreeteast@mississauga.ca>
Subject: [EXTERNAL] Proposed marina plans

Great mississauga is finally doing something with their waterfront. They kicked out PCYC nearly 50 years ago, did nothing with the marina that deteriorated and let the river silt in to a depth of less than 5 ft. This turn around is about time.
Don Henderson

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Monday, November 4, 2024 9:35 AM
To: dr.donhenderson@gmail.com
Cc: 1portstreeteast <1portstreeteast@mississauga.ca>
Subject: FW: [EXTERNAL] Proposed marina plans

The City of Mississauga has forwarded your comment to the Ministry of the Environment, Conservation and Parks regarding the City of Mississauga's Environmental Assessment for the 1 Port Street East Proposed Marina Expansion project. The Minister will be making a decision on this project in the near future. I would like to take this opportunity to let you know that your name has been placed on the mailing list for all subsequent notices or orders associated with this project.

Thank you for your interest in this Environmental Assessment.

Regards,

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: tkaponeridis@gmail.com <tkaponeridis@gmail.com>
Sent: Monday, October 28, 2024 1:08 PM
To: wai.hadlari@ontario.ca; Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] 1 Port Street East Marina Re-development and Environmental Assessment
Importance: High

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Dear Wai Hadlari / Beata Palka,

I am addressing this to both of you as I am not certain who would file / take my comments into consideration.

First and foremost I would like to congratulate the vision of the City of Mississauga in addressing this project. Let's keep the Port in Port Credit!

As a sailor all my life (now in my early 70's and tenant at PCHM for the last 6 years) I am most interested in the re-development of the marina environment and the final outcome. I monitored daily the construction of the 'two parking lots' in particular the building of the river/flooding protection trenches and the details and quality that was applied (as I live at Rivergate, #35 Front Street South). I am happy that our area is getting great attention (matching the development of Brightwater).

Now as a sailor I reviewed Fig 1.1 (from the https://www.mississauga.ca/wp-content/uploads/2024/10/16164740/one-port-street-east-marina-ea-final-summary.pdf) of the proposed 'new marina' and have a few comments / questions / recommendations:

a. It is a very good design that the 'east wall' is being shored up with parkland – protecting also against the heavy east winds the marina waters and boats (currently at high water level times, the waves from the east break into in the marine and create uncomfortable motions to the docked vessels..)
b. Consequently the 'relocation of the docks' / replacement along this 'east wall' is also **an excellent idea**.
c. I am wondering however, at the multiple 'turns' sailboats / powerboats will have to make in close quarters in order to ultimately go out to Lake Ontario (turn one: out of slip, turn left ('south"), turn right, turn left then finally turn right'). Also incoming boats will not have visibility of outgoing boats (or vice versa) until they make the left turn (going north along building wall). Keep in mind boats do not have the maneuverability of cars – they certainly cannot stop on the spot and cannot turn while stopped (sailboats are worse!)
d. The access with the extended 8,9,10 dock (or if I label them from the north "A"... they are "H", "I", "J") makes for a rather narrow channel to the west. Finally the 'turning / safety basin by Bridgewater is rather small in comparison to the current design - which allows sail-control and or other engine failing condition recover. I do appreciate that the existing / maximum number of slips is attempted to be accommodated.

e. Given the ‘shoreline’ is to begin in 2027 when will the ‘docks’ replacement take place – for which ‘summer season availability’?
f. What provision will be given to existing tenants of PCHM in obtaining / securing slips in the new dock / marina environment
g. Who will be the Marina Management ?
h. What will be the associated ‘parking facilities’ and where?
i. What will be the winter-storage facilities and where?

I would appreciate your consideration and provisional responses to the above items at your convenience.

Best regards,

thanos

Thanos Kaponeridis

From: Beata Palka
Sent: Monday, November 11, 2024 8:04 AM
To: 'tkaponeridis@gmail.com' <tkaponeridis@gmail.com>
Cc: 'Hadlari, Wai (MECP)' <Wai.Hadlari@Ontario.ca>
Subject: RE: [EXTERNAL] 1 Port Street East Marina Re-development and Environmental Assessment

Hello Thanos,

Thank you for your feedback about the 1 Port Street Proposed Marina EA and support for the project. The preferred large lakefill alternative, including the marina and parkland components, are shown conceptually in the EA. The details and questions you mentioned below will be addressed during detailed design, the development of a detailed operation plan and a marina transition plan. The public will have future consultation opportunities during the detailed design phase of the project. The intent is for the City to own and operate the proposed marina. Winter storage will be provided on the lakefill parking area, and the City is also exploring off-site storage options. I noted your feedback and will share it with the team for consideration during detailed design.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Al McNaughton <almcnaughton123@gmail.com>
Sent: Wednesday, November 27, 2024 3:12 PM
To: Wai.Hadlari@ontario.ca; Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] Environmental assessment of 1 Port Street East comment and question

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Hello, your environmental assessment of 1 Port Steet East failed to notice and account for the colony of aproximatley 2500 Barn Swallows. These Barn Swallows have approximately 500 nests in the buildings raftors of 1 Port Street East. These birds are migratory and return every year to nest. The Barn Swallow is protected under the Migratory Birds Convention Act (1994), which also protects their nests and eggs. What are your plans to accommodate these birds?

Your concerned citizen Al McNaughton.

Good afternoon Al,

Thank you for your comment. The Barn Swallow colony you reference is in the existing Port Credit Harbour Marina building which will not be impacted by this project. Canada Lands Company owns that site which is proposed for redevelopment in the future.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: KEEP <keepm@rogers.com>
Sent: Thursday, December 5, 2024 3:01 PM
To: Wai.Hadlari@ontario.ca
Cc: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] Re: 1 port street, Mississauga

Hello,

I am concerned that the new 1 Port Street East Proposed Marina project overlooks the protection of the Barn Swallows that migrate to and nest in the existing marina each year. The old marina is on private land and will be demolished for a mixed-use neighbourhood (as stated in the 1 Port Street East Proposed Marina Environmental Assessment Final Summary Report). The proposed *new* marina project by the City does not take these birds into account and include a plan to provide a home for them once the old marina (with their nests inside) is destroyed, and they are displaced.

The environmental assessment plan for the area talks about providing parkland and vegetation for general wildlife but does not specifically address the habitat requirements of Barn Swallows.

I am very concerned that these protected birds are being overlooked in the development plans. I note that in Canada, Barn Swallows and their nests and eggs are protected under the *Migratory Birds Convection Act*, 1994, and are also listed as "Threatened" federally, under Schedule 1 of the *Species at Risk Act* (Government of Canada 2019), along with in several provinces, including in Ontario.

Thank you

M.K.

Good day Wai & Beata

I trust you are both well.

Just a few comments on the EA submission, I will preface by saying I may have misunderstood or just frankly missed provision already catered to in the proposal, and so if these considerations are already in place - pardon my negligence.

A general comment/consideration that seems to be missing. These (boats) are people's homes, and many have no where to go.

The boating life is not just one of pure recreation, it satisfies basic needs of many individuals – a home/shelter – these are tenants.

Most people live on these boats (especially the larger ones) full-time in the spring, summer and fall months, and many all-year round – even during the winter.

Design seems to exclude amenities for boaters – for this size of a marina this may not suffice. It seems very little consideration is given to the welfare of the individuals who will be generating the revenue for the marina consistently vs those individuals in the community who will visit purely for adhoc inconsistent recreation. Individuals paying for the service would not be adequately serviced and this is no longer a full-service marina, which then presents new challenges.

Having boaters displaced with such a drastic change (see below) to their living situation when they return, may result in many boaters not returning.

Interim plans for boaters & businesses

- Adequate notice period given to boaters – time to find alternative spots
- Alternative location options for boaters during the construction – with the closure of Ontario Place there are very few if any options for boaters during this period
- Alternative boat storage options for boaters – if there is no slip available for them to access is there a place to store the boats during this construction
- Any guarantee given to the current boaters that they will have a slip in the new marina and some idea of the rates
- A significant amount of revenue for businesses in the area is from the boating community and their families and friends, and cannot be recouped from the construction staff

New marina

- This marina currently supports repairs on boats at multiple neighboring marinas in the area (including the nearby current city marina)
    - Is there a repair garage – boat maintenance is a part of the boating world and is becoming very difficult to find options and locations for repair
    - Is there an option for boat maintenance facilities – and possible renting to qualified people – can that be considered as a part of the business model
- This marina currently provides amenities for use, what are the plans to ensure these are still catered to in the new plan
    - Boat lift – how do boats get in and out of the water
    - Storage for marina equipment and boats – Currently boats that are typically docked even at the city marina are now on this property for the winter which means a potential displacement for them as well. Where would boats be stored in the winter months
    - Laundry facilities
    - Garbage disposal
    - Shower and bathroom facilities for smaller boat owners who live on their boats but have no bathrooms on board (that said even for visitors)
    - Security gates to each dock (as mentioned these are people's homes)
    - Dedicated parking for boaters – Port Credit is home to a vibrant recreational community – housing many events throughout the year – without dedicated parking people will be displaced from getting to their homes/boats
- Plans for upgrades for boaters – a bit of an audacious ask when the plan currently is missing the basic replacement of the existing amenities but regardless – here goes…
    - Access to water during winter for live-aboards especially
    - Metered power – each boater pays solely for usage rather than flat fees
    - Proper waste and recycling facilities and regular collection plans
    - Toilet waste pump-out stations – extremely important as without an option, there may be a significant risk of pollution
    - Laundry facilities – upgraded
    - Shower and toilets
    - Fuel dock

As a final note there is a significant loss of revenue from the slip fees etc. over the years during the construction. By my uniformed calculation 5000ft of slips at $4 per foot lands between $1,500,000.00 to $2,500,000.00 – of course depending on boat length and marina capacity of course.

An argument could be made that this potential loss (huge risk of boaters not coming back) vs. the proposed resident/visitors unguaranteed spending throughout the year, that this change would not be an economical sound one.

Thanks for your patience reading my little book but I am really quite concerned that I will be one of the individuals displaced with no home in the very near future. Additionally, I am not sure how many individuals have given feedback but I do hope the quantity of responses is not as much a factor as the quality (information provided) of feedback received. The socio-cultural (if that's a word) nature of the impacted individuals should also be considered; I am not sure the boating community is one that would search for plans of this nature and review and provide feedback.

Regardless, I do hope this is reconsidered in light of the information provided above.

Thanks
Jodi
416-523-7363

1 Port Street East Proposed Marina Project Environmental Assessment

Record of Consultation

Annex B: Agency Consultation Record

June 2025

Email Notice of Commencement of EA and Notice of PIC#1 to Provincial and Federal Government Agencies – February 2, 2022

Notice of Environmental Assessment Commencement and Public Information Centre

We are writing to notify you of the Individual Environmental Assessment (EA) commencement and upcoming Public Information Centre for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City recognizes that this project may be of interest to your agency and is reaching out at this time to reinitiate engagement on the 1 Port Street East Proposed Marina Project for the EA phase. The 1PSEPM Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)*.

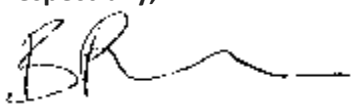
A Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. The ToR and Record of Consultation are available on the project website: **mississauga.ca/1portstreeteast.** The environmental assessment will study the proposed expanded land base for additional waterfront parkland and examine marina alternatives for this site in accordance with the approved ToR.

The next PIC is scheduled from February 17 to March 17, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your participation in the EA process by attending consultation events or contacting City staff directly with comments or questions. We will continue to reach out to share information and seek feedback about this project. Throughout this study, should you wish to arrange for a meeting, submit a comment or question, or receive more information please let me know.

As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,



Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga

Ministry of Heritage, Sport, Tourism and Culture Industries

Programs and Services Branch
400 University Ave, 5th Flr
Toronto, ON M7A 2R9
Tel: 416.786.7553

Ministère des Industries du Patrimoine, du Sport, du Tourisme et de la Culture

Direction des programmes et des services
400, av. University, 5e étage
Toronto, ON M7A 2R9
Tél: 416.786.7553

Ontario

March 17, 2022 EMAIL ONLY

Beata Palka, M.Pl., RPP
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
beata.palka@mississauga.ca

MHSTCI File	**:**	**0011158**
Proponent	**:**	**City of Mississauga**
Subject	**:**	**Notice of Commencement**
Project	**:**	**1 Port Street East Proposed Marina**
Location	**:**	**1 Port Street East, Mississauga, Ontario**

Dear Ms. Palka:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on known (previously recognized) and potential cultural heritage resources.

Project Summary
This Individual Environmental Assessment will study proposed lakefill alternatives for additional waterfront parkland and marina services for the 1 Port Street East Marina site.

Identifying Cultural Heritage Resources
While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

Archaeological Resources
This EA project may impact archaeological resources and is to be screened using the MHSTCI *Criteria for Evaluating Archaeological Potential* to determine if an archaeological assessment is needed, as per Section 6.5 of the approved Terms of Reference. MHSTCI archaeological sites data are available at *archaeology@ontario.ca*. We understand that marine archaeological work has already been carried out.

If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) will be undertaken by an archaeologist licenced under the *Ontario Heritage Act (OHA)*, who is responsible for submitting the report directly to MHSTCI for review.

Built Heritage Resources and Cultural Heritage Landscapes
The MHSTCI *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* is to be be completed to help determine whether this EA project may impact built heritage resources and/or cultural heritage landscapes, as per Section 6.5 of the approved Terms of Reference.

If potential or known built heritage resources and/or cultural heritage landscapes exist, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken per Table 7-1 in the approved Terms of Reference. Should this report identify built heritage resources or cultural heritage landscapes that are likely to be impacted by the project, MHSTCI recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess project impacts. Our Ministry's *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send the HIA to MHSTCI for review, and make it available to local organizations or individuals who have expressed interest in review.

Community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.

Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.

Environmental Assessment Reporting
All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MHSTCI makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MHSTCI be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MHSTCI if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the *Ontario Heritage Act* and the *Standards and Guidelines for Consultant Archaeologists*.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Ministry of Northern Development, Mines, Natural Resources and Forestry

Midhurst District Office
2284 Nursery Road
Midhurst, ON, L9X 1N8
Tel: 705-725-7500
Fax: 705-725-7584

Ministère du Développement du Nord, des Mines, des Richesses naturelles et des Forêts

Bureau de district Midhurst
2284 rue Nursery
Midhurst, ON, L9X 1N8
Tél: 705-725-7500
Téléc: 705-725-7584

Ontario

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4

sent via email

March 30, 2022

Re: 1 Port Street East Proposed Marina Environmental Assessment

Dear Beata,

MNRF has reviewed the various proposal alternatives at mississauga.ca/1portstreeteast and the proposed works at 1 Port Street, Mississauga associated with the February 3rd, 2022 Notice of Commencement. It is MNRF's understanding that through this EA the City aims to investigate expansion of the land base around the eastern breakwater to provide continued marina function and services at this site, as well as create public access to the waterfront, new parkland, and enhance the site's ecological functions.

We note that MNRF previously provided comments on the draft Terms of Reference on August 19, 2021. At that time the ministry indicated that depending on the alternative selected, and whether or not the lakefill goes beyond the City's existing water lot, an authorization under the Public Lands Act may be required.

It is unclear, based on the existing information provided in the presentation, and available sampling information, how much coldwater habitat (by area and depth) may be impacted by the proposed alternatives.

MNRF would like to be continue to be circulated on this project as it moves toward detailed design and as more sampling and habitat information becomes available.

Thank you for the opportunity to comment on the proposal. The ministry looks forward to continuing working with the project team as needed to complete this Individual EA.

Regards,
Ken Mott

Ken Mott, District Planner

MNRF comments on 1 Port Street East Mississauga Individual EA – April 6, 2022

Hi Ken,

Thank you for submitting MNRF comments on the 1 Port Street East Proposed Marina Individual EA.

The City's intention is to only lakefill within the City's waterlot. The determination of how much coldwater habitat, by area and depth, will be impacted will be available with respect to the preferred alternative in the next phase of the EA. The City will continue to circulate MNRF on this project.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

You are invited to the 1 Port Street East Proposed Marina Pop-Up Event!

When: Saturday August 27, 2022 from 10:00 a.m. to 2:00 p.m.
Where: In front of Credit Village Marina, 12 Stavebank Road, Mississauga, ON L5G 2T4
Get directions

The purpose of this event is to answer public questions, discuss the project, and bring awareness to EA PIC #2. We will be advertising the event on the project website, through eBlasts, and social media.

It would be great to see you there. Please reach out to me if you have any questions.

Thanks,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

CVC-City Regular Project Update Meeting - September 8, 2022

Attendees:

- City: Beata Palka, Greg Frew, Jane Darragh
- Consultants: Milo Sturm, Anneliese Grieve, Tom Wlodarczyk, Michael Roy
- C VC: Jakub Killis, Lori Cook, Rizwan Haq

- Notes:
  - Beata provided intro and where we are in the EA process
  - Anneliese provided an overview of the EA PIC #2 presentation, with additional info provided by Michael and Milo
  - Michael spoke about aquatic habitat mapping – waterlot and adjacent areas were assessed by boat with underwater camera. No critical aquatic habitat.
  - Q from Lori – hard time seeing Aquatic Habitat Mapping. CVC is asking for a copy of the figure and technical reports. No production of individual reports but will make it part of the final EA document. Intention is to have one document with all technical info. We need to talk about what CVC needs and whether we can do that within the document.
  - Q from Rizwan – were the shoreline hazards considered in the alternatives? CVC wants memo that this is an artificial shoreline. This memo can then be included in the appendices to the EA. There is a small sand beach on corner of the yellow portion (marina building area) of the site with an armour stone wall. This is to be included in the write up as it's common to all three alternatives.
  - Q from Rizwan – where is the flood hazard? Is it going into the trail? Milo: The top of the structure would be the limit of the hazard. The waves should not be overtopping the structure. There will always be spray over the crest of the structure but no flooding.
  - Jakub – What is your expectation from CVC? Info is too high level, not enough to review the preferred alternative, CVC needs more details because this is not enough. CVC comments remain the same – need more technical info. Appreciate submitting as one document but typically CVC prefers to see the technical components before the EA is completed so that CVC can provide comments and give us the opportunity to refine.
  - CVC cannot come to the conclusion yet that they are supportive based on what we shared to date. CVC does not want to surprise us with comments at the end of the process or backed into a corner if we didn't share details.
  - **What does CVC wants to see?** CVC can follow up in writing on the expectations. Rizwan – technical memo saying this is an artificial shoreline along with rationale, discussion on small beach area, what does the artificial shoreline mean in terms of the hazard, that the hazard will not be transferred to anyone elsewhere on the shoreline. Lori – at a disadvantage because Lori does not have access to the natural heritage evaluation, and the aquatic information. Lori needs letter of intent – quantification and qualification of intent that feeds into the detailed design, and discussions about offsetting.

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Tuesday, January 10, 2023 3:57 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Milo Sturm <msturm@shoreplan.com>
Subject: CVC Comments - 1 Port Street East Proposed Marina EA - Coastal Design and Hazards Considerations Memo (CVC File No. EA 19/012)

Hi Beata and Milo,

Happy New Year. CVC staff have completed our review of the Coastal Design and Hazards Considerations memo and offer the following comments for your consideration for the future EA submission:

1. An analysis and discussion of impacts to the existing flooding and erosion hazards as a result of the proposed lakefill. This is to include the delineation of the new hazard limits for the future condition.
2. MNR guidelines (Technical Guide for the Great Lakes – St. Lawrence River System, Part 7 – Addressing the Hazards) states for artificial shorelines that the functional performance and life span of existing structures to be confirmed by engineering study. Will the functional performance of the proposed shoreline protection and life span be confirmed? This should be the same or an improvement to existing conditions.
3. Provide additional details for the monitoring plan of the proposed shoreline protection works. Will this be the City of Mississauga's responsibility or a consultant's responsibility?
4. The new breakwater must consider erosion and include the long-term stable slope inclination of the lakefill material with a factor of safety based on MNRF guidelines. Please confirm.

Please let me know if you have any questions about the above,
Jakub

I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP
Senior Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 287 | M: 647-212-6554
jakub.kilis@cvc.ca | cvc.ca

From: Milo Sturm <msturm@shoreplan.com>
Sent: Monday, January 16, 2023 3:36 PM
To: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Cc: Anneliese Grieve (grievea@rogers.com) <grievea@rogers.com>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>; Beata Palka <Beata.Palka@mississauga.ca>
Subject: [External] RE: CVC Comments - 1 Port Street East Proposed Marina EA - Coastal Design and Hazards Considerations Memo (CVC File No. EA 19/012)

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

Hi Jakub,

Thank you for providing your comments. Our responses to CVC 's comments are as follows below in red:

1. An analysis and discussion of impacts to the existing flooding and erosion hazards as a result of the proposed lakefill. This is to include the delineation of the new hazard limits for the future condition.
   The limits of the shoreline hazards for the newly crested lakefill areas will be coincide with will the back of the shore protection works. As such the exact limit s of the hazard cannot be mapped until the final detailed design is completed. The EA document will provide a description of the intended location. It is anticipated that, for the existing north shore of the marina basin, the shoreline structure will be improved to extend above the design high water level, consistent with CVC requirements (1:100 yr. instantaneous), and shoreline hazard will be located at the back of the crest of the structure. Again, the exact locations of the back of the structure will be determined in the detailed design phase and cannot be mapped during the EA preparation.

   The EA will not address any changes on shoreline hazards along the existing wharf owned by Canada Lands. The EA can confirm that the lakefill to be created will not have nay detrimental impact on shoreline hazards along the wharf.

2. MNR guidelines (Technical Guide for the Great Lakes – St. Lawrence River System, Part 7 – Addressing the Hazards) states for artificial shorelines that the functional performance and life span of existing structures to be confirmed by engineering study. Will the functional performance of the proposed shoreline protection and life span be confirmed? This should be the same or an improvement to existing conditions.
   The design standards of the new protection work will exceed the level of protection for the marina offered by the existing breakwater and will exceed the level of stability of the existing breakwater. As a minimum it will meet the Provincial Technical requirements. These are essentially reflected in the CVC Regulations and guidelines. The design will also consider climate change impacts which is now a requirement of the Provincial Policy Statement. Since this structure will need to be maintained in perpetuity, the detailed design phase of the project will consider value engineering where more robust initial design may reduce future maintenance costs. These aspects will be commented on in the EA document.

3. Provide additional details for the monitoring plan of the proposed shoreline protection works. Will this be the City of Mississauga's responsibility or a consultant's responsibility?

The EA document will provide additional details regarding monitoring during construction and post construction. We expect that the work will be carried out by a third party on behalf of the project proponent, the City of Mississauga.

4. The new breakwater must consider erosion and include the long-term stable slope inclination of the lakefill material with a factor of safety based on MNRF guidelines. Please confirm.
   The breakwater/lakefill design will consider stable slope aspects of the MNRF guidelines. The outer perimeter berm is proposed to be constructed on quarried material with high stability with respect to stable slope. The actual analysis of stable slopes and factors of safety can be only completed in the detailed design phase. There are many examples of similar successful lakefill projects including the Jim Tovey Lakeview Conservation Area and Lakefront Promenade Park.

We trust this will address your concerns.

M. Sturm, P. Eng.
Shoreplan Engineering Limited
20 Holly Street, Suite 202
Toronto ON M4S 3B1
416-487-4756 ext 222

SHOREPLAN

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Thursday, February 9, 2023 8:25 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: Observations - Aquatic Ecology Technical Memo

Hi Beata,

As per my formal comments CVC can no longer provide comments on certain aspects of Environmental Assessment projects as per the noted regulation. In an effort to aid our partners in transitioning files to the new processes we are providing one round of informal observations aimed to help you with transition to your own internal or external review of aspects that we may have provided comments on previously.

These are our observations on the Aquatic Ecology Technical Memo

- The memo doesn't mention the other works being proposed in the area – a lot of shoreline is proposed to be altered amongst the numerous park and shoreline projects at/near the mouth of the Credit River. Thought should be put towards cumulative impacts such that project phasing is staggered as to not disturb all of the shoreline at the same time in the area. Sedimentation of the entire area is a real possibility if all the projects occur at once.
-
- If the project is truly committed to create terrestrial habitat, then the southern parkette should be fully naturalized with a dense planting of native shrubs and trees in a globular form (maximizing the total plantable area) with the inclusion of a trail ideally on the periphery of the naturalization only. This feature should not be designed as a an accessible "park" and as such uneven terrain to preclude human access is recommended. Opportunity to walk along the full length of the breakwater to view the island shoal still exists under this scenario, including an opportunity to turn around and double back along the already walkable breakwater/sidewalk.
-
- The proposed project doesn't really offer up any terrestrial habitat opportunities. It appears people and formal "park" spaces and associated needs are being prioritized over a balance of needs between people and important habitat function.

Regards,
Jakub

From: Archibald, Jenny (MECP) <Jenny.Archibald@ontario.ca>
Sent: Friday, July 28, 2023 3:54 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: RE: 1 Port Street East Proposed Marina EA - Draft EA PIC #3 Notice

Hi Beata,

I reviewed the updated Notice – thank you for incorporating edits to address my comments.

I do have one additional comment in response to text that has been added regarding responding to comments on the Draft EA in the Final EA submission. Please see attached.

I'd also like to take this opportunity to provide additional guidance for the upcoming draft EA review. Please see below:

- MECP Review of the draft EA:
  MECP's Environmental Assessment Branch (EA Branch) will be responsible for coordinating the MECP Government Review Team's review of the draft EA. The EA Branch may conduct a preliminary review and provide comments or suggest changes before the draft EA is circulated for review by MECP's technical reviewers. I recommend that this step be considered and factored into the City's timelines, as appropriate. Once the draft EA has been circulated broadly, I can confirm how much time is needed for the reviewers to conduct a proper review and, once completed, will send MECP's comments to the City.

- Non-MECP Government Review Team Review of the draft EA:
  Proponents are responsible for consulting the rest of the Government Review Team (including other provincial ministries). Please note that this consultation should be reflected in the final EA submission and accompanying consultation summary. It is recommended that the City contact each prospective reviewer to discuss before sending them the draft EA for review. You should also discuss with the reviewers the reasons for requesting the review, what information is needed and the amount of time that will be needed for the review.

- Indigenous Community Review of the draft EA:
  Proponents should also send the draft EA and any other relevant materials to any interested Indigenous communities for information and comment. Contact should be made with each community before the draft EA is sent. Similar to the process for the non-MECP Government Review Team, details of the review should be discussed in advance, including how the Indigenous communities wish to be consulted on the draft EA and how to address any concerns, opportunities for Indigenous communities to submit questions/comments/concerns, and the timeline for the review. Records of all communications, meeting minutes, notes of telephone conversations, and documents sent to and received from Indigenous

communities should be kept and copies of the Consultation Record should be provided to MECP.

- Interested Persons and Public Review of the draft EA:
  The draft EA should also be made available to interested persons and the public for comment. A copy should be posted on the project website, and hardcopies should be made available on request. Notice of the opportunity to provide comments on the draft EIS/EA should be given in an accessible forum (e.g., newspaper notice, website, direct mail). When distributing the notice, please indicate that comments can be sent to the City with a copy sent to the ministry for information only. I will forward any comments that may be sent to the ministry directly.

Please continue to keep me updated with regards to the draft EA submission and timing of the notice. As mentioned in a previous email, I'd also be happy to review the City's distribution list prior to the draft EA circulation, if that is of interest.

If you have any questions about the information above, please don't hesitate to reach out. Additional guidance, can also be found in Section 4.4 of the *Code of Practice for Preparing and Reviewing Environmental Assessments in Ontario*: (Preparing and reviewing environmental assessments in Ontario | Ontario.ca).

Thank you, and I hope you have a nice weekend!

Jenny

Jenny Archibald | Special Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 416-262-1221 | Email: jenny.archibald@ontario.ca

Date: September 14, 2023

Letter Delivered via Email

RE: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project:

Notice of Draft Environmental Assessment and Public Information Centre

We are writing to notify you of the availability of the Draft Individual Environmental Assessment (EA) for review and upcoming Public Information Centre #3 for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City recognizes that this project may be of interest to your agency and is reaching out at this time to ensure you have access to the Draft EA. This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act.*

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference (ToR) for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022.

The Draft EA is available on the project website: **mississauga.ca/1portstreeteast**. A hard copy of the Draft EA is available upon request by emailing **beata.palka@mississauga.ca**.The EA assessed the proposed expanded land base for additional waterfront parkland and examined marina alternatives for this site in accordance with the approved ToR. Results from this study have been documented in a Draft EA. Comments on the Draft EA can be submitted to the City by email to **beata.palka@mississauga.ca**.

The final PIC is scheduled from September 14 to October 1, 2023, with a pre-recorded presentation and survey. This PIC will present the Draft EA and assist the public and interested parties in their review.

As Project Lead, I will continue to be your contact at the City. Should you wish to arrange for a meeting, submit a comment or question, or receive more information please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga ON L5B 3C1.

***Letter Delivered via Canada Post**

City of Mississauga
Fire and Emergency Services
c/o Fire Station 104
62 Port Street West
Mississauga ON L5H 1E3

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 14, 2023

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Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

***Letter Delivered via Canada Post**

Crown-Indigenous Relations and Northern Affairs Canada
655 Bay Street, 3rd Floor
Toronto ON M5G 2K4

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 14, 2023

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The final PIC is scheduled from September 14 to October 1, 2023, with a pre-recorded presentation and survey. This PIC will present the Draft EA and assist the public and interested parties in their review.
As Project Lead, I will continue to be your contact at the City. Should you wish to arrange for a meeting, submit a comment or question, or receive more information please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

From: Archibald, Jenny (MECP) <Jenny.Archibald@ontario.ca>
Sent: Wednesday, September 27, 2023 10:20 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: RE: 1 Port Street East Proposed Marina EA ::: Report Links and Indigenous Community Letters

Hi Beata,

I wanted to follow up on our conversation last week about the Record of Consultation for the 1 Port Street East Proposed Marina Project draft EA submission. I understand that the City is continuing to compile additional records to support its Record of Consultation, and wanted to share some general advice to help you organize those documents.

It is recommended that the City separate government agency, stakeholder, public and Indigenous consultation, and that the records follow the table format. Calls, meeting notes, emails, etc. should be captured and included.

At this point, the City can submit the additional records to the ministry for review (I've been advised that they do not need to be uploaded to the City's website at this time); however, all records should be included in the final submission.

Please let me know if you have any questions or would like to discuss.

Thank you,
Jenny

Jenny Archibald | Special Project Officer
Environmental Assessment Services | Environmental Assessment Branch
Ministry of the Environment, Conservation & Parks
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5
Phone: 416-262-1221 | Email: jenny.archibald@ontario.ca

Ministry of the Environment, Conservation and Parks

Central Region

5775 Yonge Street, 8th floor
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Ontario

October 17, 2023

TO: **Jenny Archibald, Special Project Officer**

FROM: **Marinha Antunes, Air Quality Analyst**

Subject: **Technical Support Air Quality Comments**
Draft Environmental Assessment for the
1 Port Street East Proposed Marina Project
July 2023
ECHO Request No. 1-232941002

Central Region Technical Support Section of the Ministry of the Environment, Conservation and Parks (MECP) reviewed the draft *Environmental Assessment Report* (draft EA) *for 1 Port Street East Proposed* (PSEP) *Marina Project* in support to the proposed expansion of the Marina and Lakefill activities for additional waterfront parkland, situated in the City of Mississauga. This review focused on the potential air quality impacts from the proposed undertaking at nearby sensitive receptors.

The following comments and recommendations are offered for the proponent's consideration:

1. Please clarify why the preferred alternative did not assess the full-service marina air emissions with respect to fueling operations for the boats. A rationale should be provided in section 7.3 as the fueling emissions were not assessed in the draft EA.

2. There is the potential during construction of disturbing contaminated soils. Further clarification is required in Section 7.3.1 with respect to what type of contamination exists in the study area. Depending on the type of contamination, ambient air monitoring may be required to monitor the off-site impacts at nearby sensitive receptors.

3. The draft EA highlights the mitigation measures that will be implemented during the construction phase of the project to minimize off-site particulate impacts. In

addition to the mitigation measures listed, the ministry recommends that a best management fugitive dust plan should be developed and implemented during the construction phase of this undertaking. The ministry recommends including a commitment in Table 8.1 "*Summary of Commitments Resulting from the 1 PSEEPM Project EA*".

4. For a comprehensive list of fugitive dust prevention and control measures, please refer to Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment and Climate Change Canada, March 2005.

Thank you for the opportunity to comment. Should there be any questions or clarification needed please let me know.

Sincerely,

Marinha Antunes
Air Quality Analyst
Central Region
Ministry of the Environment, Conservation and Parks

Cc: Paul Martin, Technical Support Manager (A), MECP

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Marinha Antunes, Air Quality Analyst

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g. must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to: revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Section 7.3. of the Draft EA Report	Please clarify why the preferred alternative did not assess the full-service marina air emissions with respect to fueling operations for the boats.	A rationale should be provided as the fueling emissions were not assessed in the draft EA
2.	Section 7.3.1 of the Draft EA Report	There is the potential during construction of disturbing contaminated soils. Further clarification is required with respect to what type of contamination exists in the study area. Depending on the type of contamination, ambient air monitoring may be required to monitor the off-site impacts at nearby sensitive receptors.	Additional clarification is required in Section 7.3.1 of the Draft EA Report.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
3.	Table 8.1" Summary *of Commitments Resulting from the 1 PSEEPM Project EA*"	The draft EA highlights the mitigation measures that will be implemented during the construction phase of the project to minimize off-site particulate impacts. In addition to the mitigation measures listed, the ministry recommends that a best management fugitive dust plan should be developed and implemented during the construction phase of this undertaking.	The ministry recommends including a commitment in Table 8.1 "*Summary of Commitments Resulting from the 1 PSEEPM Project EA*".
4.	General	For a comprehensive list of fugitive dust prevention and control measures, please refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*. Report prepared for Environment and Climate Change Canada, March 2005.	Recommendation
5.			
6.			

Marinha Antunes
Commenter Signature

October 17, 2023
Date

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

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Ontario

Oct. 18, 2023

MEMORANDUM

To: Jenny Archibald
Special Project Officer
Environmental Assessment Branch

RE: Draft EA Comment Table- 1 Port Street East Proposed Marina Project, Mississauga

Overall the consultation record is incomplete. Records are missing for all Indigenous communities identified: Mississaugas of the Credit First Nation, Six Nations of the Grand River (both elected council and HCCC) and Huron-Wendat.

In a letter dated March 3, 2023 to the Mayor of Mississauga, MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, rather as notification and additional meaningful and fulsome engagement is required. More consultation is likely required as rights may be impacted by the project.

Jon Averill
a/Senior Advisor
Environmental Assessment Branch

Attachment – Comment Table

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Jon Averill, a/Senior Advisor EAB

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g. must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to: revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Section 9.4	Engagement with Indigenous Communities contains a high level overview but does not include where additional information is i.e.actual Record of Consultation with supporting documents	Reference as to where the records are located within the Draft EA.
2.	Appendix 3 Record of Consultation	Separate public and Indigenous consultation	Indigenous communities lumped together with other "stakeholders'. Indigenous communities do not view themselves as stakeholders. The two should be separated.
3.	IBID	Couple of letters from proponent to communities are included but lacks the full record (emails, calls, etc.)	Couple of letters are included in the record from the proponent to Six Nations of the Grand River and HCCC, Huron-Wendat and Mississaugas of the Credit dated Feb 1, 2022 and Aug 11, 2022

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
			but does not include all relevant emails to **all the communities**, calls, meeting notes, etc. These should be included in the Record of Consultation.
		While supplementary records were supplied on October 16, 2023 to MECP Project Lead in the format of a Disposition Table with MCFN, this does not adequately address the need for the actual records (emails, calls, meeting notes, etc.) for consultation.	IBID
		Supplementary information was again supplied on October 16, 2023 to MECP Project Lead for the Record of Consultation with MCFN in table format.	All records must be included - emails, phone calls, meeting notes for all communities that were identified. Six Nations of the Grand River (both the elected council and HCCC), Mississaugas of the Credit and Huron-Wendat
		Within this information was a letter (March 3, 2023) to the Mayor of Mississauga in which MCFN indicates that while there has been some initial notification, it has been generic. Does not reflect meaningful commitment.	City should commit to working collaboratively with MCFN. MCFN believes that meaningful consultation has not taken place and that rights may be impacted by the proposed project. Further ongoing and meaningful consultation is required. The proponent should also be providing the full records of consultation for all communities.

J.Averill
Commenter Signature

October 18, 2023
Date

Canada Lands Company
Société immobilière du Canada

October 25, 2023

Attn: Beata Palka, M.Pl., RPP
Park Planning
City of Mississauga
300 City Centre Dr, 4F
Mississauga, ON L5B 3C1

Re: 1 Port Street East Proposed Marina
PIC #3 Commentary

Dear Ms. Palka:

Canada Lands Company CLC Limited ("Canada Lands") is the owner of the lands municipally known as 1 Port Street East ("the Lands"). Canada Lands appreciates this opportunity to contribute to the 1 Port Street East Proposed Marina Environmental Assessment (the EA) as the owner of the lands immediately adjacent to the study area. Canada Lands has prepared this letter is to express our support for the timely completion of the EA..

1 Port Master Plan and Official Plan Amendment

Canada Lands and the City of Mississauga have identified the Lands for re-development and intensification, supporting the creation of a new mixed-use, active community around a working marina on the waterfront in Port Credit. The Lands are currently leased for the existing operations of the Port Credit Harbour Marina referenced in the EA.

Working in partnership with the City's Inspiration Port Credit Strategic Plan exercise, a Master Plan for the Lands was approved by the City in 2016 followed by the City Official Plan Amendment (OPA 65) in 2017. The OPA provides policies giving framework of the scale of future development of the Lands, including:

- The creation of upwards of 8 new neighbourhood blocks and corresponding public streets;
- Multiple, mid-rise, mixed-use buildings with residential, office, retail, and recreational uses;
- A minimum total office GFA of 6,000 m2; and,
- Building heights ranging from 3 to 22 storeys.

1 University Avenue, Suite 1700
Toronto, ON M5J 2P1
T 416–214-1304
www.clc.ca

Additionally, Canada Lands is actively engaged with the Region of Peel regarding its Port Credit East Servicing Optimization Environmental Assessment to meet the infrastructure requirements of future growth in the area, including a future marina.

Marina Environmental Assessment

Canada Lands continues to develop details related to our development of the Lands. It is of utmost importance that the City's EA be finalized with the selection of a preferred alternative, and for the project timeline to be updated, including EA approval and subsequent design. These updates are needed to provide certainty to the marina community, area residents, and as a consideration for our development, to ensure the ongoing operation of a deep harbour marina in Port Credit.

Canada Lands looks forward to reviewing the City's response and updates to comments received as part of this EA Public Information Centre #3 and Draft EA Report, and to seeing an updated project timeline based on issuance of the Final EA Report.

Should the City have any questions or wish to discuss regarding the Lands, please contact me at mennis@clc.ca.

Sincerely,

CANADA LANDS COMPANY CLC LIMITED

Martin Ennis, P.Eng.
Senior Director, Real Estate (Central Region)

Cc: Sharon Chapman, Manager, Park Planning, City of Mississauga
James Cox, Vice-President, Real Estate, Canada Lands Company CLC Limited

2023 10 25 City of Mississauga Marina EA - PIC3 comment letter

Final Audit Report 2023-10-25

Created:	2023-10-25
By:	Jennifer Vincent (jvincent@clc.ca)
Status:	Signed
Transaction ID:	CBJCHBCAABAAAlUj8efSIHNf1K_T6Vj41NwJayNHuZo_

"2023 10 25 City of Mississauga Marina EA - PIC3 comment letter" History

Document created by Jennifer Vincent (jvincent@clc.ca)
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Ministry of the Environment, Conservation and Parks

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Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction de l'adaptation et de la résilience

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Toronto, ON, M7A 1N3
Tél.: 416-314-6419

Ontario

October 24, 2023

MEMORANDUM

TO: Jenny Archibald,
Special Project Officer

Project Coordination Unit
Environmental Assessment Branch
Environmental Assessment and Permissions Division

FROM: Heather Hawthorne
Senior Policy Advisor (A)
Adaptation Unit, Adaptation and Resilience Branch
Climate Change and Resiliency Division

Jason Fair
Policy Advisor
Climate Change Policy Branch
Climate Change and Resiliency Division

RE: City of Mississauga's Draft Environmental Assessment for the 1 Port Street East Proposed Marina Project

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Please find attached, the combined manager-approved comments on the City of Mississauga's Draft Environmental Assessment for the 1 Port Street East Proposed Marina Project from the Adaptation Unit of the Adaptation and Resilience Branch, and the Climate Change Policy Branch of the Climate Change and Resiliency Division.

Cc:

Stewart Chisholm, Manager, Adaptation Unit, Adaptation and Resilience Branch, Climate Change and Resiliency Division, Ministry of the Environment, Conservation and Parks
Craig Mazin, Manager, Climate Change Policy Branch, Climate Change and Resiliency Division, Ministry of the Environment, Conservation and Parks

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: [Heather Hawthorne, Senior Policy Advisor, Adaptation and Resilience Branch,; and Jason Fair, Policy Advisor, Climate Change Policy Branch, Climate Change and Resiliency Division]

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g. must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to: revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.		Overall comment: while the report refers to the City of Mississauga's Climate Change Action Plan, and its commitment to build resilient designs for the marina and park, there is limited analysis of either the potential for impact of the project on climate change, or the potential impact of climate change on the project. The report should also reference MECP's guide on considering climate change in the environmental assessment process, 2017 and how it took it into	

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		account. This is a companion document to the ministry's codes of practice which provide guidance on key aspects of the environmental assessment process. Suggest the report include a more comprehensive assessment of the project's potential impacts on climate change. The report does acknowledge the potential for flooding and extreme weather events to have impact on lake levels, wave action, and shoreline resilience. The basis of that assessment is stated as professional judgement with coastal processes modelling. The assessment notes that spills management plans will be developed for the project but doesn't acknowledge the possibility of extreme weather events possibly contributing to the cause of spills and their subsequent clean-up. Suggest the report provide more analysis of the project's potential impacts on climate change, throughout all of its phases.	
2.	Section 2.2.3 integrated	Note: section outlines Credit Valley Conservation's updated report on its Integrated	

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
	watershed monitoring program	Watershed Monitoring Program, which includes concerns about the impact of climate change on aging infrastructure in many parts of the watershed around the project.	
3.	Section 2.2.5 Climate Change Action Plan	Note: short summary of the City's 2019 climate change action plan and its 10-year roadmap for reducing GHG emissions and increasing resilience, especially along shoreline areas.	
4.	Section 3.1.4 climate change	Note: short section discusses anticipated possible changes to lake levels because of climate change, although there's a lack of certainty. Section also points to the fact that Lake Ontario water levels are regulated and as such will not likely experience significant changes in water levels due to climate change.	
5.	3.2 atmospheric environment, 3.2.1 climate	Looks at current and past climate data and conditions. Suggest this section also consider possible future variation in climate. Refer to the Provincial Climate Change Impact Assessment; the Ontario Climate Data Portal; and Environment and Climate Change Canada's Climate Atlas for more information.	
6.	4.2 evaluation of alternatives to undertaking	Note: Table on page 68 reviews impacts to environmental criteria. The ability to endure floods, fluctuations in lake levels (as a result of climate change) is an indicator in the evaluation of the impact of alternatives on the physical	

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		environment. The evaluation states that all alternatives would be built to be resilient.	
7.	Table 9.1, summary of public comments and responses, Page 148	In the table documenting questions asked by the public, there's a question" Will this project be net zero carbon?" The answer is the following: "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, should it be built, would be subject to these standards. We would like to request some follow-up details, while also recognizing that the proponent is not required to demonstrate that the marina building will be net-zero and that the EA process limits the scope of what we can demand in terms of buildings. The response provided does not properly address whether "this project will be net-zero". On the other hand, the question isn't perfectly phrased – asking about "the project" implies the construction of the facilities, whereas asking whether the marina would be operationally net-zero would get at things like GHG emissions during operations and parking.	

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Mississauga's Climate Change Action Plan and Corporate Green Building Standard includes a supporting action, 5-1, which is "Build all new municipally-owned buildings to be more energy efficient and near net-zero". Their building standards includes a range of requirements and three different levels of performance. The standards cover the operations of the buildings themselves (not the broader facilities) and also include things like bicycle parking and EV charging requirements. Questions for the proponent: • Have you produced an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina? To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? • If a net GHG emissions assessment has not been completed for the project, please provide details of why that is the case. • Mississauga's Corporate Green Building Standard Program has 3 stringency levels for energy and emissions performance for	

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		new municipally-owned buildings. What level is proposed for the marina building?	

Heather Hawthorne
Jason Fair
Commenter Signature

October 24, 2023
Date

Ministry of the Environment, Conservation and Parks

Conservation and Source Protection Branch

14th Floor
40 St. Clair Ave. West
Toronto ON M4V 1M2

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction de la protection de la nature et des sources

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Ontario

October 24, 2023

MEMORANDUM

To: Jenny Archibald, Special Project Officer
Environmental Assessment Branch

From: Erin Harkins, Program Analyst
Conservation and Source Protection Branch

Re: CSPB Comments – Draft Environmental Assessment of the 1 Port Street East Proposed Marina Project

In response to your request for review of the Draft Environmental Assessment (EA) of the 1 Port Street East Proposed Marina Project (1PSEPM) by Conservation and Source Protection Branch (CSPB), the following comments are provided.

Source Protection Requirements

The *Clean Water Act, 2006* (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas are delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs), and surface water Intake Protection Zones (IPZs). Other vulnerable areas that can be delineated under the CWA for municipal drinking water systems include Significant Groundwater Recharge Areas (SGRAs) and Highly Vulnerable Aquifers (HVAs). In addition, event-based modelling areas (EBAs) and Issues Contributing Areas (ICAs) may also occur, overlapping with one of the four above-named vulnerable areas.

The source protection information atlas is publicly available and can be used to locate delineated vulnerable areas in Ontario.
https://www.lioapplications.lrc.gov.on.ca/SourceWaterProtection/index.html?viewer=SourceWaterProtection.SWPViewer&locale=en-CA

Projects that are subject to the *Environmental Assessment Act* that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of

other at-risk drinking water systems (i.e. systems that are not municipal residential systems), and source protection plan policies could apply.

Specifically, individual EA projects may include activities that if located in a vulnerable area, may be considered a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and could be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Waste Management Plans (where a project includes a drinking water risk) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

Please note that where it has been determined that the project is within a vulnerable area, consideration of source protection must be clearly documented within the project file or environmental study report, as applicable. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about that area (e.g., Wellhead Protection Area with a vulnerability score of 8, etc.). If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to sources of drinking water (this should be consulted on with the appropriate source protection authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the project file or environmental study report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives, etc.

The local source protection authority can provide proponents with assistance in determining whether an activity associated with the construction or operation of the project may be a drinking water threat as per the CWA and will be able to help determine whether there are policies in the source protection plan that may apply. Please note, even if the project activities in a vulnerable area are deemed not to pose a risk to drinking water, there may be other policies that apply and so consultation with the local source protection authority is important.

<u>Project Specific Comments and Considerations</u>

The 1 Port Street East Proposed Marina Project (1PSEPM) is located in the **Credit Valley Source Protection Area** and is therefore subject to the approved **Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan.**

As per the *Inspiration Port Credit Charting the Future Course Master Plan*, the City of Mississauga (the City) is undertaking the 1PSEPM Project with the intention of fulfilling the Master Plan vision "to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site." Accordingly, the privately operated marina, Port Credit Harbour Marina, will be replaced by a future mixed-use neighbourhood. The City is undertaking the 1PSEPM Project to expand the existing land base around the eastern breakwater to provide continued marina function and services at the site, create public access to the waterfront, new parkland and enhance the site's ecological functions with new terrestrial and aquatic habitat.

The study site is located at 1 Port Street East in the City of Mississauga, Regional Municipality of Peel. As shown in Figure 1 in Appendix A, the study area falls within an Intake Protection Zone (IPZ)-2 with vulnerability score 4.5, a Highly Vulnerable Aquifer (HVA) scoring 6, and an Event Based Area (EBA) for pipeline fuel/oil spills.

The site is partially located in an EBA for pipeline fuel/oil spills (see Appendix A). While the storage of fuel has not been identified in the EA for the 1PSEPM Project, if this activity were to occur at the site (e.g., marina fueling station) it **could be a significant drinking water threat**. If applicable, please consult with the Credit Valley Source Protection Authority to determine whether fuel storage would be a significant drinking water threat in the EBA. Finally, if fuel may be stored at the marina, please identify this in the EA.

Given that the preferred alternative is not located in groundwater protection zones WHPA A-C with a vulnerability score of 8 or higher and is not in surface water protection zones IPZ 1-3 and WHPA-E with vulnerability score 9 or higher, any activities associated with the 1PSEPM Project in **these areas would not be a significant drinking water threat**. However, certain activities could still be moderate/low threats in these areas and policies may still apply.

Finally, the site is also located within a Highly Vulnerable Aquifer (HVA) and there may be other kinds of drinking water systems present that are not explicitly addressed by the source protection plan and the proponent should take these into consideration. EA projects should protect sensitive hydrologic features including current or future sources of drinking water not explicitly addressed in source protection plans, such as private systems – individual or clusters, and designated facilities within the meaning of O. Reg. 170/03 under the *Safe Drinking Water Act* – i.e., camps, schools, health care facilities, seasonal users, etc.

In the Draft Environmental Assessment of the 1 Port Street East Proposed Marina Project, the proponent has discussed source water protection briefly in section 1.3.2 Other Provincial Approvals, and as part of section 3.1.11 Source Protection Areas. The proponent correctly identifies that the site is in an IPZ and

an HVA and indicates that it *may* also be located in an EBA for pipeline fuel/oil spill. However, there is no discussion regarding the vulnerability scoring of the protection zones and whether any of the proposed activities associated with the project are significant, moderate, or low threats under the CWA. Please revise the report to clarify these points. Note, should significant, moderate, or low threats be identified, this should inform and be reflected in other sections of the report, such as the identification of net positive/ negative effects of alternatives, mitigation measures, evaluation of alternatives, etc.

There are 7 policies in the Credit Valley Source Protection Plan that the proponent should be aware of and consider before project development, as applicable. A brief description of each policy is provided below. For full policy text, please see the Credit Valley Source Protection Plan.

<u>Significant threat policies applicable to the storage of fuel in the EBA and IPZ-2</u>

- LO-FUEL-1 and LO-FUEL-2: Policy directed at MECP that addresses fuel spill prevention and contingency plans and has implications for the facility owner (e.g., marina with onsite fuel storage).

<u>Mod/Low threat policies applicable to the handling/storage of road salt and chemicals in the HVA</u>

- SAL-10: Planning approval authority is encouraged to require a salt management plan for developments with new roads and parking lots.
- SAL-12: Municipality is encouraged to require implementation of a salt management plan and use of trained individuals in the application of road salt.
- SAL-13: Municipality is requested to report annually to the SPA the results of its sodium and chloride monitoring conducted under the *Safe Drinking Water Act* and any other applicable monitoring programs.
- DNAP-3: Municipality is encouraged to promote BMPs for the handling/storage of DNAPLs for ICI land uses.
- OS-3: Municipality is encouraged to promote BMPs for the handling/storage of organic solvents for ICI land uses.

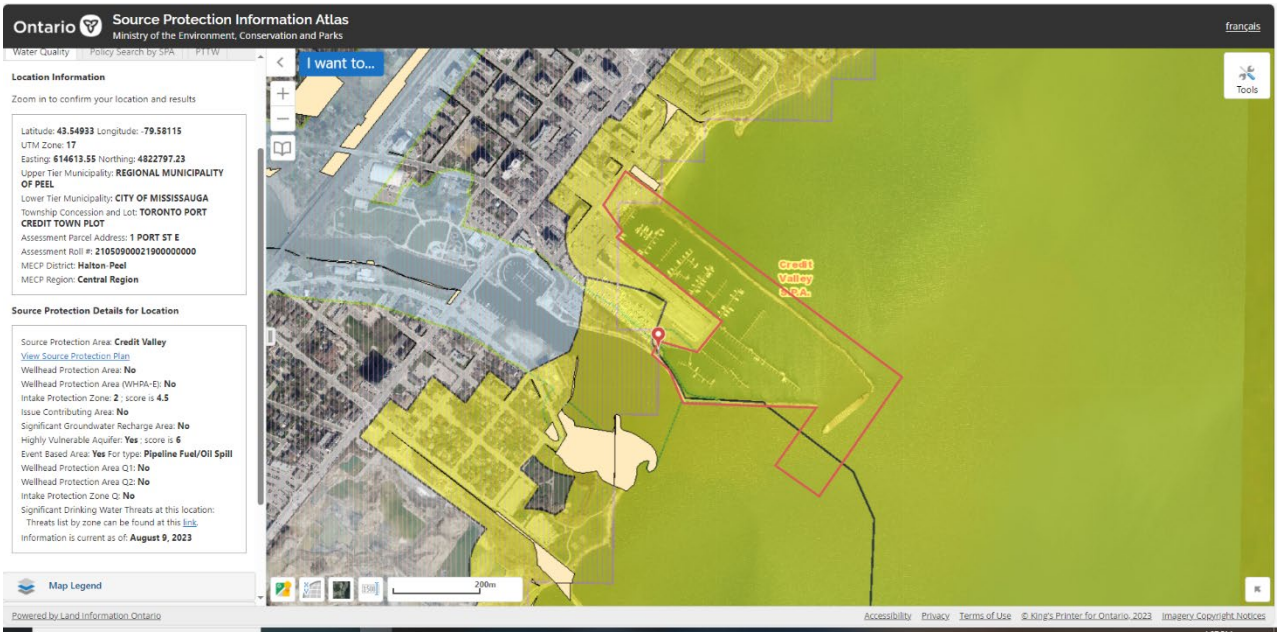
The proponent should consult with the local source protection authority if they have not already done so.

Thank you for considering the Conservation and Source Protection Branch's comments on the 1PSEPM Project. If you have any questions or concerns about the above information, please do not hesitate to contact myself or Jennifer McKay, Manager, Conservation and Source Protection Branch.

Erin Harkins
Program Analyst, Conservation and Source Protection Branch
sourceprotectionscreening@ontario.ca

Cc: Jennifer McKay, Manager, Approvals Unit, CSPB

Appendix A – Source Protection Information Atlas Map of EA Project Area



Ontario

Ministry of the Environment, Conservation and Parks

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Environmental Permissions Branch

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Téléc. : 416 314-8452

October 23, 2023

To: Jenny Archibald
Special Project Officer
Environmental Assessment Branch

From: Pierre Godbout
Senior Noise Engineer
Environmental Permissions Branch

Re: Draft Environmental Assessment
1 Port Street East Proposed Marina Project
City of Mississauga
EPB Noise File No.: E0014-23

As requested, I have reviewed the report titled "1 Port Street East Proposed Marina Project Draft Environmental Assessment, City of Mississauga, 2023-07-18, Draft Report" prepared by 'SHOREPLAN' (unsigned).

There is no standalone noise report provided in support of the above-mentioned document (herein referred to as 'the report').

The following are my noise review comments relating to the report:

1. Section 3.2.3 of the report refers to a study by Valcoustics Canada Ltd., dated 2017. This study was not provided for review and no noise review comments can be made regarding the study's contents, conclusions or any elements from it which may or may not have been used in the subject report.

2. Section 3.2.3 of the report identifies the nearest receptors as those residences located immediately north of the proposed project site along Port Street and

Helene Street. The report should identify and assess all the nearest (i.e., closest and most exposed) points of reception as defined in Ministry Publication NPC-300 (in all cardinal directions except Lake Ontario's direction). In addition, the existing marina should also be assessed as a receptor if it will provide seasonal residences and living areas during the construction of the new marina.

3. Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of construction noise. The local construction municipal noise by-laws should be included in the report and adhered to in the field. The noise emissions of the equipment to be used for construction should be in compliance with the limits set out in the following documents:
    a. Publication NPC-115, "Construction Equipment";
    b. Publication NPC-118, "Motorized Conveyances".

4. Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of marina operations. Clarify what the proposed marina operations will consist of and whether commercial and/or industrial type noise sources will be in operations at the proposed site. If so, a quantitative noise assessment should be performed at the nearest points of reception as per comment 2, above.

5. Section 6.4 of the report mentions a future consideration for disruption of areas located near the site access route by heavy vehicular traffic. It is noted that additional details and a quantitative noise assessment on the impact of heavy vehicular traffic along the site access route should be provided.

6. Section 6.5 of the report mentions six (6) trucks per hour for an 8-hour day. Table 9.1, p. 151 of the report mentions twelve (12) trucks per hour or 100 truck movements per day. The "predictable worst-case" scenario should be determined and used as part of the quantitative noise assessment discussed in comment 5.

7. Section 7.3 of the report mentions noise shielding by way of construction site hoarding. Acoustic barrier recommendations should be provided as part of a quantitative assessment as per comments 3 through 5 and should be in accordance with Ministry Publication NPC-300.

8. Section 7.3 of the report mentions that activities that could create excessive noise will be restricted to daylight hours and adhere to municipal noise control by-laws. Provide clarifications as to what these activities would be and assess them accordingly as per comments 3 through 5, as applicable.

9. Section 7.3 of the report mentions that no construction will be permitted on weekends and statutory holidays unless exemption from the noise by-law is granted by the City, who is also the proponent for the project. Any construction activities associated with the project should adhere to the by-law. Provide details on the contents of the City noise by-law in regards to construction activities and

construction noise.

10. Section 8.1.1 of the report mentions the implementation of best management practices during construction in regard (partially) to noise management. Details of this plan should be provided.

In light of the above, the final report should be revised to address the above noted comments.

I trust the above noise review comments would be of assistance to you.

If you have any questions, please contact Pierre Godbout at (613) 697-1840.

Pierre Godbout, P.Eng., MBA
Senior Noise Engineer

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Pierre Godbout, Senior Noise Engineer

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g. must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to: revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Section 3.2.3	Section 3.2.3 of the report refers to a study by Valcoustics Canada Ltd., dated 2017.	This study was not provided for review and no noise review comments can be made regarding the study's contents, conclusions or any elements from it which may or may not have been used in the subject report.
2.	Section 3.2.3	Section 3.2.3 of the report identifies the nearest receptors as those residences located immediately north of the proposed project site along Port Street and Helene Street.	The report should identify and assess all the nearest (i.e., closest and most exposed) points of reception as defined in Ministry Publication NPC-300 (in all cardinal directions except Lake Ontario's direction). In addition, the existing marina should also be assessed as a receptor if it will provide seasonal residences and living areas during the construction of the new marina.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
3.	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of construction noise.	The local construction municipal noise by-laws should be included in the report and adhered to in the field. The noise emissions of the equipment to be used for construction should be in compliance with the limits set out in the following documents: a) Publication NPC-115, “Construction Equipment”; b) Publication NPC-118, “Motorized Conveyances”
4.	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of marina operations.	Clarify what the proposed marina operations will consist of and whether commercial and/or industrial type noise sources will be in operations at the proposed site. If so, a quantitative noise assessment should be performed at the nearest points of reception as per comment 2, above.
5.	Section 6.4	Section 6.4 of the report mentions a future consideration for disruption of areas located near the site access route by heavy vehicular traffic.	It is noted that additional details and a quantitative noise assessment on the impact of heavy vehicular traffic along the site access route should be provided.
6.	Section 6.5; Table 9.1, p. 151	Section 6.5 of the report mentions six (6) trucks per hour for an 8-hour day. Table 9.1, p. 151 of the report mentions twelve (12) trucks per hour or 100 truck movements per day.	The “predictable worst-case” scenario should be determined and used as part of the quantitative noise assessment discussed in comment 5.
7.	Section 7.3	Section 7.3 of the report mentions noise shielding by way of construction site hoarding.	Acoustic barrier recommendations should be provided as part of a quantitative assessment as per comments 3 through 5 and should be in accordance with Ministry Publication NPC-300.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
8.	Section 7.3	Section 7.3 of the report mentions that activities that could create excessive noise will be restricted to daylight hours and adhere to municipal noise control by-laws.	Provide clarifications as to what these activities would be and assess them accordingly as per comments 3 through 5, as applicable.
9.	Section 7.3	Section 7.3 of the report mentions that no construction will be permitted on weekends and statutory holidays unless exemption from the noise by-law is granted by the City, who is also the proponent for the project.	Any construction activities associated with the project should adhere to the by-law. Provide details on the contents of the City noise by-law in regards to construction activities and construction noise.
10.	Section 8.1.1	Section 8.1.1 of the report mentions the implementation of best management practices during construction in regard (partially) to noise management.	Details of this plan should be provided.

Pierre Godbout
Commenter

October 23, 2023
Date

Ontario

Ministry of the Environment, Conservation and Parks

Species at Risk Branch

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40 St. Clair Avenue W
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Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

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40, avenue St. Clair Ouest
Toronto ON M4V 1P5

October 24, 2023

MEMORANDUM

TO: Jenny Archibald, Special Project Officer
Project Coordination Unit
Environmental Assessment Branch

FROM: Aurora McAllister, Management Biologist
Permissions Section
Species at Risk Branch

RE: City of Mississauga's Draft Environmental Assessment for the 1 Port Street East Proposed Marina Project

EAIMS No. 19069

Please find attached my comments on the City of Mississauga's draft Environmental Assessment (EA) for the 1 Port Street East Proposed Marina Project for technical review.

The completed comment table is attached.

Should you have any questions, please do not hesitate to contact me by email at aurora.mcallister@ontario.ca or at 289-552-1525.

amcallst

Aurora McAllister, Management Biologist

Attachment – Comment Table Template – Draft EA_September 2023

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Aurora McAllister, Management Biologist

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g. must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to: revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	General comment	The Ministry of the Environment, Conservation and Parks (MECP) is responsible for the administration of the *Endangered Species Act, 2007* (ESA). Species listed as threatened and endangered on the Species at Risk in Ontario List (Ontario Regulation 230/08) receive species protection (under section 9) and habitat protection (under section 10). The Ministry has records of several provincially protected species at risk (SAR) in the area of the proposed project including American Eel, Lake Sturgeon, Bank Swallow and Little Brown Myotis. These species receive general habitat protection.	Impacts to SAR should be considered when assessing the potential impacts of a project under an EA. Efforts should be made to minimize (and ideally avoid) impacts to SAR at the EA stage. This can help simplify the ESA authorization process or help avoid the requirement for an ESA authorization altogether. Seeking an ESA authorization or exemption is a proponent-led process. This means that the person carrying out an activity is responsible for determining whether SAR and their habitat are present on or around the site of the activity, and ultimately ensuring their actions do not contravene the ESA. If required, the ESA authorization process is usually initiated at he detail design phase of the project.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
2.	Page 126, Section 7.4.1.	The Ministry has records of Little Brown Myotis (endangered) in the area.	If any of the trees proposed for could provide suitable roosting habitat for SAR bats, then potential impacts to SAR bats should be considered. In order to avoid direct impacts to individual SAR bats, the Ministry highly recommends removing the trees outside of the bat active season. The active season for Little Brown Myotis is considered to be April 1 to September 30. Should there be potential for Eastern Small-footed Myotis to be present, please note that the active season for this species is considered to be March 15 to November 30.
3.	Page 129, Section 7.4.1.	The Ministry has records of provincially protected aquatic SAR in the area, including American Eel (endangered). General habitat for this species likely overlaps with the project area. Please see the recovery strategy for more guidance on the habitat of this species.	Potential impacts to American Eel and its habitat should be considered in the EA. The Ministry recommends that an Information Gathering Form (IGF) be submitted in relation to American Eel. The IGF will help the Ministry better understand whether the project will impact American Eel and/or its habitat. Please consider that it can take at least 12-15 months from the submission of a complete IGF to a decision about a permit, if one is needed. This considers the time required to conduct the technical review of the application as well as to carry out public and Indigenous consultation, along with factors such as project complexity, seasonal nature of field survey and

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
			data collection required, volume of applications and quality of submissions. It is recommended that the IGF be submitted well in advance of the activity's proposed start date. Failure to submit a complete and accurate IGF with supporting rationale and not allowing adequate time for review and the issuance of any required authorizations could result in delays to the activity's anticipated start date.

Commenter Signature

October 24, 2023

Date

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Christine Spedalieri, Surface Water Specialist, Central Region Tech Support Unit

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g., must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Section 6.2.5, Page 109, Stormwater Management and 7.2.2. Effects of Establishment, Page 123	Comment: Stormwater: Level of Protection criteria has not been proposed. Proponent is expected to commit to stormwater treatment level at EA stage. Note: It is widely accepted that Lake Ontario is classified as requiring an Enhanced Level 1 of protection – 80% TSS removal.	Text revision: Add text to include the commitment to Enhanced Level 1 TSS criteria for SWM planning.
2.	Section 6.2.5, Page 109, Stormwater Management and 7.2.2.	Based on Comment #1 (above) and given the close proximity to the receiver (Lake Ontario), the use of bioswales as a SWM measure to treat runoff from new impervious areas may not achieve the desired Enhanced Level 1 protection criterion.	Add text revisions throughout the Draft EA that commit to a treatment train approach in the development of SWM Plans for this undertaking.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
	Effects of Establishment , Page 123	As stated in the Draft EA document "…the conceptual design includes approximately 10,000 m2 of the Project site being allocated to parking. Parking areas are well known to be sources of many types of pollutants such as oil, gas, sediment, heavy metals, nutrients, and trash.". Comment: The Ministry strongly recommends a treatment train approach that incorporates additional SWM mechanism(s) as to achieve the established level of protection for this undertaking. This may include, but not limited to, the use of OGS, permeable pavement and enhanced grasses swales. This is an opportunity to highlight innovative design and the use of environmental best management practices. Note: Appropriate SWM planning must also consider the new impervious area such as boat storage area, marina facilities etc.	This is an opportunity to highlight innovative design and the use of environmental best management practices. For example: *Page 124: Mitigation Measures:* (proposed wording): The use of additional Low Impact Development (LID) practices such as permeable paving, oil/grit separators, bioretention and infiltration areas, sand filters, grassed swales, vegetated filter strips will be evaluated and, if needed, be implemented during detailed design as to achieve Enhanced Level 1 protection."
3.	7.2.2. Effects of Establishment , Page 123	Comment: It is understood that the Proponent has evaluated the effects related to wave action (i.e., overtopping/spray), changing lake levels and severe weather conditions in the design and functionality of the new structure however, wave spray/overtopping, changing lake levels and/or severe weather-related precipitation may also compromise the SWM infrastructure for the property.	Please commit to assessing the potential impact of wave spray/overtopping, changing lake levels and/or weather-related precipitation on any future SWM infrastructure during detailed design.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Please consider the aforementioned with respect to the maintenance and integrity of the SWM mechanism(s) for the undertaking.	
4.	Page 147, Table 9.1 - Summary of Public Comments and Responses	Editorial correction comment: Page 147, Table 9.1 - Summary of Public Comments and Responses, Environmental Components ~ Under Comment Consideration/Question Response – I believe the text should read: "…detailed in Section 6.2.5..." not "…Section 6.5.2…".	Correct typo on Page 147, Table 9.1 – Summary of Public Comments and Responses, Environmental Components
5.	7.2.1. Effects of Construction, Effects Assessment Page 118	Editorial correction comment: "The Project site is largely aved…"	Correct typo to read "paved".
6.	7.2.1. Effects of Construction, Mitigation Measures, Page 118	Under Mitigation Measures Section: "Stockpiling of materials and staging equipment shall be undertaken in designated locations as far away from the lake as possible." Comment: Industry standards and governing agencies typically require that construction-related stockpiling/staging of equipment be located a minimum of 30 m away or more from any waterbody.	Please update the text to read that "construction-related stockpiling/staging of equipment be located a minimum of 30 m or more from any waterbody." (Note: on Page 122, the 30 m is included in the text already).
7.	7.2.1. Effects of Construction,	Turbidity resultant from the construction of the undertaking will occur and temporarily impair water quality and aquatic habitat.	If required, please update text ensuring that terms are consistent throughout the Draft EA.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
	Turbidity, Page 119 and 8.1.1. EA Compliance Monitoring, Page 141	As noted by the Proponent, the "placement of armour stone on the lake bottom to create the shore protection structure will result in the disturbance and resuspension of existing sediments from the lake bottom into the water column resulting in increased turbidity and potentially reduced surface water quality." In addition, construction may also resuspend chemicals from contaminated sediment in the marina basin (west of the breakwater). The Ministry acknowledges that the Proponent has committed to following a Turbidity Management Protocol as listed in Section 8.1.1, Page 141 however, under the Mitigation Measure in 7.2.1. Effects of construction, Page 120, the term "an operational protocol" is used. It is inferred that "operational protocol" and "Turbidity Management Protocol" are the same. Please define and/or clarify.	
8.	7.2.1. Effects of Construction, Turbidity, Page 120	The details provided related to Turbidity Management Plan ("operational protocol" as referred to on Page 120) at this review stage are considered acceptable. However, it is noted that the Proponent did not propose the use of sedimentation control measures (i.e., turbidity curtains, sheet piling) to mitigate the	Please revise text to ensure the Proponent considers various sedimentation control measures such as turbidity curtains to control turbid waters during active construction and real-time turbidity monitoring as well as thresholds that will require revised methodologies.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		movement of turbid waters into surrounding areas during active construction (this site is not considered "standing water"). Comment: Please consider the use of sedimentation control measures to manage turbid water movement during this undertaking. General comment: It is understood that the nature of this construction will cause a temporary increase of turbidity and therefore impact surrounding water quality/aquatic habitat. The "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" (Gordon & Fletcher, 2011 (c)) states "a proponent of shore infilling ought to identify appropriate control measures prior to undertaking the project as well as remedial measures and contingency plans that will be taken if impacts do occur." Given the importance to mitigate against construction-related impacts, the Ministry emphasizes the significance of developing a comprehensive Turbidity Management Plan for this undertaking. When developing the Turbidity Management Plan, please include, but not limited to the following: operational control modifications (i.e. reducing rate of construction etc.), turbidity trigger thresholds	Note: it is understood that the level of detail provided at this stage of review is acceptable.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		development/monitoring (i.e., use of real-time turbidity monitoring technology), tidal and weather-related influences and triggers, and the use of sedimentation control measures such as in-water turbidity curtains and/or other silt controlling equipment to mitigate the movement of turbid waters.	

CSpedalieri
Commenter Signature

Nov 7, 2023
Date

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Wai Hadlari, Project Officer

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g., must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below, and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend addressing your comments. Actions may include but are not limited to revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Table 1.1 page 5	Page numbers and sections referenced do not match the Terms of Reference (ToR) and draft EA report. For example, there are no Sections 7.1.2 or 7.3.2 in the draft EA. Socio-economic environment is in Section 7.5 of the draft.	Please revise as necessary to ensure all page references are aligned. Page and Section references do not align with the draft EA or in the ToR.
2.	Section 3.5, Page 62	A statement on page 62 states "the lands immediately adjacent to the study area are formerly on the Reserve of the Mississaugas of the Credit First Nation (MCFN)." Comment: This statement may cause confusion as MCFN present-day reserve is in Haldimand,	Suggests replacing "reserve" to 'traditional territory" and should also specify that the project is also within the traditional territory of MCFN.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		adjacent to Six Nations of the Grand River. The adjacent lands and the project study area is within the 'traditional territory' of MCFN.	
3.	Section 3.6,– cultural environment	This section discussed a potential target identified as marine archaeological resources and states "the marine archaeological survey is considered clear of cultural/archaeological concerns". Comments: Page 69 of the ToR committed to complete the screening checklist to determine whether a Stage 1 archaeological assessment and a Cultural Heritage report are warranted. Was a checklist completed and what was the result? Did MCM provide comments/confirmation that there are no cultural heritage concerns (marine, land)? - What is the target? - What about potential for cultural resources on land? .	Provide documentation and additional information about the cultural environment and interpretation of the target. Confirm whether a checklist was completed to determine whether a Stage 1 archaeological assessment or cultural heritage report was required. Provide documentation from MCM that they have no concerns related to cultural heritage (land/marine) within the project study area.
4.	Section 4, Table 4.1	The 'Do Nothing' column on various criteria states "until the commencement of construction on the wharf…" Comment: This is confusing as construction is not being considered in the Do Nothing alternative.	Remove the sentence "until the commencement of construction on the wharf" and provide clear and concise advantages/disadvantage of the Do Nothing alternative comparatively against the

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
			various alternatives being considered including the preferred option.
5.	Page 78	The construction period of alternative method ranges from 3 months for smallest footprint, 7 months for medium footprint, and 14 months for largest footprint. The 'effect assessment' on several criterion and indicators concluded that there are no differences between any of the alternatives. Comment: The comparative evaluation does not take construction duration into consideration when evaluating the alternative methods. For example, should seasonal effects be evaluated given duration of construction ranges from 3 to 14 months, depending on the methods? Are there different building requirements between 3-month and 14 months construction period?	Compare the requirements and potential effects of the proposed alternative methods based on construction duration. Revise table and report as necessary. Alternatively, please explain why construction duration is not relevant in the comparative evaluation.
6.	Section 7.4.1, page 126-127	Page 126 - Effect assessment discussed songbirds during migratory season and are sensitive to human activities, including potential Species at Risk. But the 'potential effect' on page 127 indicates no SAR or SWH habitat.	Clarify or explain why the project study area is considered to have no SAR and SWH if there are concerns of songbirds (including SAR) within the project study area.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Comment: If there are potential for migratory birds that are considered SAR within the project study, it is clear why potential effect has been identified to have no SAR or SWH habitat within the project study area.	
7.	Page 127	Potential effect indicates there may be increased potential for the transport of nuisance and invasive plant species via construction equipment. Comment: Unclear where or how construction equipment may carry invasive plant species. Are they considered invasive because they are not known locally? Is there any mitigation strategy should this becomes a problem?	Clarify or elaborate where construction equipment comes from and how they carry invasive plant species to the project study area. Provide a contingency plan should this become a problem.
8.	Section 7.5.1, page 132	First bullet on 'Mitigation Measure' of the page states "implement mitigation measures for air quality, noise, etc." Comment: What are those measures for air quality and noise?	Please elaborate what the mitigation measures are. It would also be helpful to list the elements that are being considered instead of saying 'etc', as this leaves room for interpretation.
9.	Page 134	Potential effect indicates there will be an increase of business activity for local business because "during construction there will be a small workforce that may choose to purchase goods and services within Port Credit"	Please elaborate and explain how the City determined that there will be increase of business activities for local businesses during construction. Provide any studies used to generate the conclusion.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Comment: Is this based on current research or data of similar construction sites that show evidence of increase business activities during construction period despite all the potential effects of traffic, disruption, public access?	
10.	Section 7.6.1, Page 139	The 'Effect Assessment' on Page 139 indicates MCFN may consider the project as infringing on their rights and interests and the City acknowledges the potential of infringement of rights and interests of Indigenous communities as such consulting with the First Nations to determine if there are impacts and if further mitigation is required. The net effect on page 140 however states: "the result of this EA demonstrate that net adverse effects on the environment from the [project] are either minor or negligible in nature. As such, the City does not consider the [project] as infringing on any interest that Indigenous communities may have with respect to lands, waters, and resources in the Project study areas." Comment: Need more information why the City does not consider the project to infringe on the interest of Indigenous communities.	Provide additional information on the concluding statement why the City does not consider the project as infringing on interests of Indigenous communities. Any information provided should be consulted with the communities.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
11.	Section 8/8.1 pg. 141 - Monitoring	The draft EA needs to include more details on the monitoring plan and strategy. Page 75 of the ToR committed to develop a strategy and schedule for completing a monitoring plan and that would be included in the EA. The environmental performance monitoring plan needs to be outlined in more detail. Adaptive management measures should include potential options and plan for mitigation.	Provide additional details on monitoring strategy and plan. Elaborate the strategy that will be used to monitor compliance and ensure that they adhere to the commitments made in Table 8.1.
12.	Page 141	The bottom of page 141 mentions Section 8.1.3 for environmental performance monitoring program. This is not included in the draft EA.	Revise report to include performance monitoring program.
13.	Table 8.1; revisit all sections in report	Sections mentioned in the 'EA Report Section' column either do not exist or correspond to the 'EA Report Section Title". For example, there are no Section 7.1.1. Section 7.1 in the report is "Identifying Net Effects', not Physical environment.	Revise all sections of report to ensure they are consistent and correspond with each other.
14.		There is no discussion on how the City will address comments or concerns raised by the public, stakeholders or Indigenous communities.	Provide a plan on how the City intends to address comments or concerns that may arise during consultation or construction period.
15.		Missing Executive Summary	Provide an executive summary for the project. It should include an overview of the project.
16.	Page 107	Minor typo – should say west side not west 'site'	Make minor edit.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
17.	Section 7.2 to 7.6 (pages 118 - 139)	Difficult to reference the different potential effects under a given criteria/indicator. Suggests adding sub-section for each 'potential effect' of criteria/indicator for ease to differentiate and reference. For example: 7.2 Physical Environment. 7.2.1 Effects of construction 7.2.1.1 Increases turbidity and reduce water quality from runoff… 7.2.1.2 Increased turbidity and reduce water quality from disturbance of sediments…. 7.2.1.3 Reduced soul, groundwater….	Suggestion to add subsection for different potential effects under each criteria or indicator
18.		Need consultation records from stakeholders, agencies, and Indigenous communities, confirming they have no further comments or concerns with the EA or on the responses provided by the City in addressing their comments	Need confirmation from government agencies to confirm they have no comments or concerns regarding the EA. Need documentation from Indigenous communities and confirm their comments and concerns have been considered and/or addressed. Need documentation that shows how the City addressed comments and responses.

Commenter Signature

November 10, 2023

Date

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

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Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

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Téléc. : 416 314-8452

November 10, 2023

MEMORANDUM

TO: Beata Palka
Acting Team Lead, Long Term Planning
City of Mississauga

FROM: Wai Hadlari, Project Officer
Environmental Assessment Service
Environmental Assessment Branch

RE: Draft Environmental Assessment of the 1 Port Street East Proposed Marina Project

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Thank you for the opportunity to review the draft Environmental Assessment Study Report (draft EASR) for the 1 Port Street East Proposed Marina (project). The Ministry of the Environment, Conservation and Parks (the ministry) Environmental Assessment Services Section has conducted a review of the draft EASR taking into consideration the applicable requirements of subsections 6(2)(c) and 6.1(3) of the *Environmental Assessment Act* (EAA) with respect to a focused Environmental Assessment (EA), the Code of Practice for Preparing and Reviewing Environmental Assessments in Ontario (EA Codes of Practice), and the approved Terms of Reference (ToR) for the project. In its review, the ministry has identified has specific comments on the draft EASR that are summarized herein and detailed in the attached comment table for consideration when finalizing the EASR for submission to the ministry.

Overview of Comments

The ministry offers the enclosed comments to ensure that a clear and comprehensive EASR is

prepared prior to formal submission. The following provides an overview of some of the ministry's main issues with the draft EASR, however specific details, actions and other comments are provided in the attached table.

Clarity and Consistency

Section 3.2.2 of the EA Codes of Practices states that the process should be articulated clearly. Proponents and interested persons should be able to expect generally how the EA process will be carried out in similar circumstances in a manner that is rational and transparent.

The draft EASR can be organized better for easier reference and clarity. Some sections are referenced but missing in the draft EASR, which creates confusion. The comment table provides examples for this issue. Additionally, the information discussed in the draft EASR is at times unclear and needs to be elaborated on. It is important to provide additional information or to support various statements or conclusions, so that the reader can understand how the information is relevant to the project.

Appropriate Level of Details

Section 3.2.6 of the EA Codes of Practices states that the level of detail presented in an EA should be sufficient to fulfil the requirements of the EAA and to assure interested persons that the proposed project is technically feasible and achieves environmental protection. Furthermore, Section 4.2.5 of the EA Codes of Practice also states that the EA must provide sufficient information so that the Minister of the Environment, Conservation and Parks (Minister) can have a clear understanding of the undertaking that he or she will be asked to decide on.

The EASR is the main document and as a result, should be sufficiently detailed so that it can stand on its own and provide a complete picture of the planning process and its conclusions. The draft EASR should provide additional evaluation of the potential effects and mitigation measures based on the proposed alternative methods to the undertaking given that construction duration varies. Some sections in the draft EASR contain limited information regarding the description of the potential effects and impacts of alternative methods. Consider providing Appendices as they serve to provide additional technical information for the interested reviewer or reader and should be referenced where appropriate; however, the main EASR should provide enough detail to support the understanding of the undertaking and its potential effects on the environment.

Consultation

With regards to Indigenous consultation, the City has provided a memo and disposition table from the Mississaugas of the Credit First Nation (MCFN). The ministry has not been provided other comments or correspondence from any other interested communities (i.e. Six Nations of the Grand River and Haudenosaunee Confederacy Chief Council) besides MCFN. It will be important to include the correspondence and documentation on how the City addressed all communities' concerns and comments in the EASR. The City should also provide documentation that demonstrates a meaningful attempt to obtain input on the draft EASR from other communities (i.e. follow-up requests). The records should be provided in the final EASR and the Record of Consultation.

In addition to agency consultation, the ministry requires copies of government agencies'

comments (i.e. MCM, local conservation authority) of the draft EASR, if any. The records should demonstrate what their comments or concerns are, how they are addressed, and confirmation that they have no additional comments of the EASR.

Waste

The ministry technical reviewer has provided the following technical comments on lake-filling and excess soil. The technical comments are as follows:

- O. Reg. 406/19 does not apply to the final placement of excess soil on the bed of a surface water body.
- Since that regulation does not apply, the proponent may need to demonstrate that the material being used as lakefill meets the definition of "inert fill" in Reg. 347, having regard to relevant ministry lakefilling guidance material, including the Ministry document entitled "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" dated 2011, available online here: Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario | ontario.ca
- If the proponent can demonstrate compliance in accordance with the above, the lakefilling activity would be exempt from Part V of the EPA and no waste approval would be required.
- It is recommended that Regional Technical Support and the local District Office be engaged with regard to the review of the fill material quality to ensure all relevant guidance material criteria have been met.

Next Steps

The ministry has provided memos and comment tables from the ministry's technical reviewers on October 31, 2023 and November 10, 2023, via email, from the following program areas:

- Air Quality
- Source Protection
- Noise
- Climate Change
- Indigenous Consultation
- Species at Risk
- Surface Water

As information was missing or incomplete in your draft EASR, additional review will be required before the submission of a final EA to the ministry. Additional comments may be provided at that time. The ministry expects that you will also provide responses to the enclosed comments before the formal submission of the EASR and seek the ministry's acceptance of the proposed method of addressing issues. To facilitate the ministry's review and to support effective issue resolution, please submit responses to all ministry comments in table format, organized by reviewers as well as the final consultation record. The ministry is available to meet with you to discuss any questions you may have and to support you in resolving any issues before the submission of the final EASR. This approach is also recommended to address any outstanding issues from other government agencies in accordance with the ministry's codes of practice.

In advance of submitting the final EASR, you may wish to consult interested persons with regard to the revisions, as well as meetings with Indigenous communities, and other interested parties. The final EASR should include documentation of those activities as well as any changes that

were made to the documentation to address concerns.

Should you have any questions or require further information, please contact the undersigned at 416-786-4944 or by email at wai.hadlari@ontario.ca.

Sincerely,

Wai Hadlari

Attachment

c: Solange Desautels, Supervisor, Environmental Assessment Branch
Jenny Archibald, Special Project Officer, Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

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Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

7ème étage
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Tél. : 416 314-8001
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November 17, 2023

Beata Palka
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9th Fl
Mississauga, ON L5B 2T4
By email only: beata.palka@mississauga.ca

Re: 1 Port Street East Proposed Marina Environmental Assessment – Identifying Indigenous Communities

Dear Beata Palka:

The Ministry of the Environment, Conservation and Parks (ministry) would like to take this opportunity to reconfirm the ministry expectations regarding Indigenous consultation and the consultation record for the above noted environmental assessment.

The ministry previously provided the list of identified Indigenous communities for consultation to Mississauga's consultant, Strategic Environmental Planning Solutions, in June 2019.

Although the Crown remains responsible for ensuring the adequacy of consultation with Indigenous communities to whom the duty to consult is owed, it may delegate procedural aspects of consultation to project proponents and may rely on existing regulatory processes as a vehicle for fulfilling its constitutional duty. In this case, the ministry will be relying on the *Environmental Assessment Act* process, including the mandatory public consultation requirements, as a means of ensuring relevant information is shared and that identified Indigenous communities have an opportunity to participate by asking questions and bringing forward their concerns.

On September 14, 2023, the ministry received the draft EA report for the project. Based on our preliminary review, the ministry has identified that the draft EA report notes construction activities may potentially limit the ability for Indigenous communities to use the land and water for traditional uses. However, the draft EA report indicates that net adverse effects of the project on the environment are minor or negligible. The draft EA

report also notes that there are no marine or land based archaeological resources within the footprint of the project.

The ministry has undertaken a detailed review of the draft EA and provided comments to the City of Mississauga, as well as further direction with regards to consultation.

As part of its environmental assessment process, the City of Mississauga must continue to consult the Indigenous communities originally identified in June 2019, including:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River
- Huron Wendat Nation (with respect to archaeological potential)

Unless otherwise directed, contact should be through the elected Chief and Council of each First Nation and other identified confirmed contacts. With respect to the Six Nations, both the Six Nations of the Grand River (elected council) and the Haudenosaunee Confederacy Chiefs Council are to be consulted.

The ministry reviews consultation conducted by proponents when it assesses the Crown's obligations and provides consultation-related direction to proponents during the environmental assessment process. The City of Mississauga's responsibilities for procedural aspects of consultation include:

- Implementing the consultation plan for the environmental assessment, as described in the approved terms of reference, which may include seeking input from Indigenous communities on how to collect and incorporate Indigenous knowledge into the environmental assessment;
- Providing the identified Indigenous communities with information about the proposed project/activity including anticipated impacts on Aboriginal and treaty rights, and information on timelines;
- Following up with Indigenous communities (for example, through registered mail, email and phone calls) to ensure they received project information and that they are aware of the opportunity to express comments and concerns about the project;
- Gathering any information the Indigenous communities may wish to share about their Indigenous knowledge and land uses associated with the project area and incorporating this information into the environmental assessment;
- Gathering information from the Indigenous communities about how the project may adversely impact hunting, fishing and harvesting or sites of cultural significance (for example, burial grounds, archaeological sites);
- Discussing with an Indigenous community the information provided to or from the Indigenous community and any questions or concerns the Indigenous community may have, including through virtual or in person meetings, phone calls, email or in writing).
- Considering the comments and concerns provided by Indigenous communities and providing direct responses to the communities;

- Where appropriate, discussing potential mitigation strategies with Indigenous communities;
- Where appropriate, bearing the reasonable costs associated with these procedural aspects of consultation; and,
- Notifying the ministry of information about potential adverse impacts to hunting, fishing or harvesting or sites of cultural significance, or if consultation stalls.

The City of Mississauga should maintain an accurate and up to date record of consultation for each individual Indigenous community that contains all related communications including letters/emails/phone calls (outgoing & incoming), public notices, meetings (agendas, meeting minutes), issues raised and how they have been addressed, evidence of follow up responses, and documentation of any follow up responses or comments from the Indigenous communities. This information will be a vital component for the Crown's consideration prior to making decisions about your proposed project.

It should be noted that although the record of consultation becomes part of the public record for the environmental assessment, the 'Relations with Aboriginal Communities" exemption under the *Freedom of Information and Protection of Privacy Act and Municipal Freedom of Information and Protection of Privacy Act* may allow the ministry and Mississauga to exempt sensitive or confidential information provided by Indigenous communities. Please let us know if you are aware or made aware that such information should be protected from public disclosure.

Should you or any members of your project team have any questions regarding the above, feel free to contact Wai Hadlari, Project Officer, at 416-786-4944 or wai.hadlari@ontario.ca, or myself at 416-358-9934 or nick.colella@ontario.ca.

Sincerely,

Nick Colella

Nick Colella
A/Manager, Environmental Assessment Services
Environmental Assessment Branch

Comments Table

Proposal: 1 Port Street East Proposed Marina Project – Draft Environmental Assessment (EA)
Proponent: City of Mississauga

Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Wai Hadlari, Project Officer

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g., must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below, and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend addressing your comments. Actions may include but are not limited to revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	Table 1.1 page 5	Page numbers and sections referenced do not match the Terms of Reference (ToR) and draft EA report. For example, there are no Sections 7.1.2 or 7.3.2 in the draft EA. Socio-economic environment is in Section 7.5 of the draft.	Please revise as necessary to ensure all page references are aligned. Page and Section references do not align with the draft EA or in the ToR.
2.	Section 3.5, Page 62	A statement on page 62 states "the lands immediately adjacent to the study area are formerly on the Reserve of the Mississaugas of the Credit First Nation (MCFN)." Comment: This statement may cause confusion as MCFN present-day reserve is in Haldimand,	Suggests replacing "reserve" to 'traditional territory" and should also specify that the project is also within the traditional territory of MCFN.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		adjacent to Six Nations of the Grand River. The adjacent lands and the project study area is within the 'traditional territory' of MCFN.	
3.	Section 3.6,– cultural environment	This section discussed a potential target identified as marine archaeological resources and states "the marine archaeological survey is considered clear of cultural/archaeological concerns". Comments: Page 69 of the ToR committed to complete the screening checklist to determine whether a Stage 1 archaeological assessment and a Cultural Heritage report are warranted. Was a checklist completed and what was the result? Did MCM provide comments/confirmation that there are no cultural heritage concerns (marine, land)? - What is the target? - What about potential for cultural resources on land? .	Provide documentation and additional information about the cultural environment and interpretation of the target. Confirm whether a checklist was completed to determine whether a Stage 1 archaeological assessment or cultural heritage report was required. Provide documentation from MCM that they have no concerns related to cultural heritage (land/marine) within the project study area.
4.	Section 4, Table 4.1	The 'Do Nothing' column on various criteria states "until the commencement of construction on the wharf…" Comment: This is confusing as construction is not being considered in the Do Nothing alternative.	Remove the sentence "until the commencement of construction on the wharf" and provide clear and concise advantages/disadvantage of the Do Nothing alternative comparatively against the

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
			various alternatives being considered including the preferred option.
5.	Page 78	The construction period of alternative method ranges from 3 months for smallest footprint, 7 months for medium footprint, and 14 months for largest footprint. The 'effect assessment' on several criterion and indicators concluded that there are no differences between any of the alternatives. Comment: The comparative evaluation does not take construction duration into consideration when evaluating the alternative methods. For example, should seasonal effects be evaluated given duration of construction ranges from 3 to 14 months, depending on the methods? Are there different building requirements between 3-month and 14 months construction period?	Compare the requirements and potential effects of the proposed alternative methods based on construction duration. Revise table and report as necessary. Alternatively, please explain why construction duration is not relevant in the comparative evaluation.
6.	Section 7.4.1, page 126-127	Page 126 - Effect assessment discussed songbirds during migratory season and are sensitive to human activities, including potential Species at Risk. But the 'potential effect' on page 127 indicates no SAR or SWH habitat.	Clarify or explain why the project study area is considered to have no SAR and SWH if there are concerns of songbirds (including SAR) within the project study area.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Comment: If there are potential for migratory birds that are considered SAR within the project study, it is clear why potential effect has been identified to have no SAR or SWH habitat within the project study area.	
7.	Page 127	Potential effect indicates there may be increased potential for the transport of nuisance and invasive plant species via construction equipment. Comment: Unclear where or how construction equipment may carry invasive plant species. Are they considered invasive because they are not known locally? Is there any mitigation strategy should this becomes a problem?	Clarify or elaborate where construction equipment comes from and how they carry invasive plant species to the project study area. Provide a contingency plan should this become a problem.
8.	Section 7.5.1, page 132	First bullet on 'Mitigation Measure' of the page states "implement mitigation measures for air quality, noise, etc." Comment: What are those measures for air quality and noise?	Please elaborate what the mitigation measures are. It would also be helpful to list the elements that are being considered instead of saying 'etc', as this leaves room for interpretation.
9.	Page 134	Potential effect indicates there will be an increase of business activity for local business because "during construction there will be a small workforce that may choose to purchase goods and services within Port Credit"	Please elaborate and explain how the City determined that there will be increase of business activities for local businesses during construction. Provide any studies used to generate the conclusion.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
		Comment: Is this based on current research or data of similar construction sites that show evidence of increase business activities during construction period despite all the potential effects of traffic, disruption, public access?	
10.	Section 7.6.1, Page 139	The 'Effect Assessment' on Page 139 indicates MCFN may consider the project as infringing on their rights and interests and the City acknowledges the potential of infringement of rights and interests of Indigenous communities as such consulting with the First Nations to determine if there are impacts and if further mitigation is required. The net effect on page 140 however states: "the result of this EA demonstrate that net adverse effects on the environment from the [project] are either minor or negligible in nature. As such, the City does not consider the [project] as infringing on any interest that Indigenous communities may have with respect to lands, waters, and resources in the Project study areas." Comment: Need more information why the City does not consider the project to infringe on the interest of Indigenous communities.	Provide additional information on the concluding statement why the City does not consider the project as infringing on interests of Indigenous communities. Any information provided should be consulted with the communities.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
11.	Section 8/8.1 pg. 141 - Monitoring	The draft EA needs to include more details on the monitoring plan and strategy. Page 75 of the ToR committed to develop a strategy and schedule for completing a monitoring plan and that would be included in the EA. The environmental performance monitoring plan needs to be outlined in more detail. Adaptive management measures should include potential options and plan for mitigation.	Provide additional details on monitoring strategy and plan. Elaborate the strategy that will be used to monitor compliance and ensure that they adhere to the commitments made in Table 8.1.
12.	Page 141	The bottom of page 141 mentions Section 8.1.3 for environmental performance monitoring program. This is not included in the draft EA.	Revise report to include performance monitoring program.
13.	Table 8.1; revisit all sections in report	Sections mentioned in the 'EA Report Section' column either do not exist or correspond to the 'EA Report Section Title". For example, there are no Section 7.1.1. Section 7.1 in the report is "Identifying Net Effects', not Physical environment.	Revise all sections of report to ensure they are consistent and correspond with each other.
14.		There is no discussion on how the City will address comments or concerns raised by the public, stakeholders or Indigenous communities.	Provide a plan on how the City intends to address comments or concerns that may arise during consultation or construction period.
15.		Missing Executive Summary	Provide an executive summary for the project. It should include an overview of the project.
16.	Page 107	Minor typo – should say west side not west 'site'	Make minor edit.

Comment #	Reference to Draft EA	Comments & Rationale	Proposed Action/Solution
17.	Section 7.2 to 7.6 (pages 118 - 139)	Difficult to reference the different potential effects under a given criteria/indicator. Suggests adding sub-section for each 'potential effect' of criteria/indicator for ease to differentiate and reference. For example: 7.2 Physical Environment. 7.2.1 Effects of construction 7.2.1.1 Increases turbidity and reduce water quality from runoff… 7.2.1.2 Increased turbidity and reduce water quality from disturbance of sediments…. 7.2.1.3 Reduced soul, groundwater….	Suggestion to add subsection for different potential effects under each criteria or indicator
18.		Need consultation records from stakeholders, agencies, and Indigenous communities, confirming they have no further comments or concerns with the EA or on the responses provided by the City in addressing their comments	Need confirmation from government agencies to confirm they have no comments or concerns regarding the EA. Need documentation from Indigenous communities and confirm their comments and concerns have been considered and/or addressed. Need documentation that shows how the City addressed comments and responses.

Commenter Signature

November 10, 2023

Date

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

7th Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

7ème étage
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

November 17, 2023

Beata Palka
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9th Fl
Mississauga ON L5B 2T4
By email only: beata.palka@mississauga.ca

Dear Beata Palka:

I am writing on behalf of the Ministry of the Environment, Conservation and Parks (ministry) regarding consultation by the City of Mississauga with the Haudenosaunee Development Institute (HDI) in relation to the 1 Port Street East Proposed Marina Project Environmental Assessment (EA).

Consultation with the Six Nations of the Grand River

The Crown has acknowledged, based on court decisions about the Nanfan Deed, that consultation with the Six Nations of the Grand River is required in the area with respect to appreciable adverse impacts on hunting, fishing or harvesting.

Based on our review of your draft EA, received by the ministry on September 14, 2023, the ministry has noted that the draft EA identifies that construction activities associated with the project may potentially limit the ability for Indigenous communities to use the land and water in the area of the project for traditional uses but that net adverse effects of the project on the environment would be minor or negligible.

Based on our review of the draft EA report, the ministry anticipates consultation obligations would be at the lower to potentially medium end of the spectrum.

As a result, the identified Indigenous communities should continue to (i) be provided information about the proposed activities as part of the EA process (ii) be provided information about potential impacts identified by Mississauga; (iii) be provided an opportunity to raise concerns about the potential of the proposed project to have adverse effects, (iv) be given the opportunity to engage in discussions to consider the concerns raised, in particular concerns related to hunting, fishing and harvesting, and

ways to mitigate or accommodate them, if appropriate, in relation to the EA and should (v) be provided an explanation of how the community's concerns were addressed and informed the outcome of the EA (for example through providing the draft and final EA for review and comment as well as any summary documentation about how potential effects are being addressed).

The ministry has undertaken a detailed review of the draft EA and provided comments to the City of Mississauga, as well as further direction with regards to consultation.

Procedural Aspects of Consultation with the Six Nations of the Grand River

The Six Nations of the Grand River continues to be included on the list of Indigenous communities to be notified and consulted on the EA (see lists provided in June 2019 and in the letter dated November 17, 2023). Where the Six Nations of the Grand River community is identified for consultation, good faith consultation with both the Six Nations of the Grand River elected council and the Haudenosaunee Confederacy Chiefs Council (HCCC) is required. Consulting the HCCC will often involve consulting with the HDI. The ministry understands that Mississauga has been engaging with both the elected council and HCCC/HDI as representatives of the Six Nations of the Grand River.

Mississauga is expected to continue following up with HDI to ensure that information provided to the community is being received, including using different methods of communication (mail, email, and phone) and multiple points of contact as appropriate. The ministry continues to assess consultation on the project and whether additional steps should be taken.

While there is currently no across-the-board obligation to provide capacity funding to Indigenous communities being consulted, it is important that communities can effectively engage in the process, and capacity funding may assist in ensuring meaningful consultation.

Based on Mississauga's February 10 and 16, 2022 emails, we understand that Mississauga has consulted with HDI by providing relevant information about the proposed project and EA and a virtual Public Information Centre; offered to provide hard copy materials, including presentation transcription; has completed the application HDI has requested be completed and paid the related fee to HDI to support capacity to consult; and has offered to meet with HDI to discuss their concerns. We note that Mississauga sent additional information to HDI about a second virtual Public Information Centre via letter on August 11, 2022, and that notification of a third Public Information Centre and draft EA review period were sent to HDI on September 13, 2023.

HDI's Concerns

Based on HDI's responses to Mississauga's emails, we understand that HDI has expressed concerns about the project and has advised that they require Mississauga to

withdraw the ToR previously approved by the Minister. We also understand from Mississauga's August 9, 2022 email that you met with HDI on June 8, 2022 to discuss the project.

The Terms of Reference (ToR) for the project was approved by the Minister of the Environment, Conservation and Parks on September 16, 2021. As part of this decision, the Minister considered the consultation, including consultation with Indigenous communities, carried out on the ToR.

Ongoing Consultation with HCCC/HDI

Please continue to make good faith efforts to engage HDI on the project and continue to send project updates and documentation (both electronic and hard copy), including the draft EA. Mississauga should maintain a record of its consultation efforts, using read receipts and courier receipts where applicable.

If you have any questions or would like to discuss the content of this letter, please do not hesitate to contact Wai Hadlari, Project Officer, at 416-786-4944 or wai.hadlari@ontario.ca, or myself at 416-358-9934 or nick.colella@ontario.ca.

Sincerely,

Nick Colella

Nick Colella
A/Manager, Environmental Assessment Services
Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

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Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

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November 20, 2023

Aaron Detlor
Haudenosaunee Development Institute
16 Sunrise Court, Suite 600
P.O. Box 714
Oshweken ON N0A 1MO
Email: aaron@detlorlaw.com

Dear Aaron Detlor:

This letter is regarding the City of Mississauga's 1 Port Street East Proposed Marina Project Environmental Assessment (Environmental Assessment or EA). Mississauga shared with the Ministry of the Environment, Conservation and Parks (ministry) your February 7, 10 and 28, 2022 and June 8, 2022, correspondence on behalf of the Haudenosaunee Development Institute (HDI).

Consultation in Respect of the Project

The Terms of Reference (ToR) for this EA was approved by the Minister of the Environment, Conservation and Parks on September 16, 2021. The Minister considered the consultation, including with Indigenous communities, carried out on the ToR before making the decision to approve the ToR. On February 3, 2022, the ministry received a Notice of Commencement for the EA.

Based on the ministry's current understanding of treaties, claims and assertions in the project area and the information the ministry currently has with respect to the proposed project, the ministry continues to identify the Haudenosaunee Confederacy Chiefs Council (HCCC) for consultation on this EA.

The Crown has acknowledged, based on court decisions about the Nanfan Deed, that consultation is required with respect to appreciable adverse impacts on hunting, fishing or harvesting. The province does not agree that the Nanfan Deed provides for free and undisturbed use of the land without limitation, nor does the province agree that the Nanfan Deed confers ownership of the lands covered by the deed to the Haudenosaunee.

The proposed project includes creating a new land base through lakefilling on the Lake Ontario shoreline at Port Credit in Mississauga. Infilling in the lake has the potential to cause increased turbidity, disturb contaminated soil and aquatic habitats and result in a loss of vegetation during construction.

On September 14, 2023, the ministry received the draft EA report for the project. Based on our preliminary review, the ministry has identified that the draft EA report notes construction activities may potentially limit the ability for Indigenous communities to use the land and water for traditional uses. However, the draft EA report indicates that net adverse effects of the project on the environment are minor or negligible.

The ministry has undertaken a detailed review of the draft EA and provided comments to the City of Mississauga, as well as further direction with regards to consultation.

Consultation by Mississauga

While the duty to consult lies with the Crown, consultation is being carried out by Mississauga as the proponent pursuant to the EA process. The ministry retains oversight of consultation, provides direction to Mississauga and participates in and facilitates the process, as appropriate, to ensure consultation obligations are fully met.

Mississauga must continue to provide HDI with notices about the proposed project, as well as documentation and summaries submitted as part of the EA. Mississauga must also continue to document any consultation activities with, and input from HDI on the EA and proposed project. Please see the attached letter from the ministry to Mississauga for more information.

We understand that Mississauga provided information about the project to HDI by email in February 2022, as well as notices of virtual Public Information Centre events in February 2022 and August 2022. Mississauga also informed the ministry that the City had completed the application HDI required and provided HDI with the related fee to support capacity to consult, and that HDI met with Mississauga on June 8, 2022, to discuss the project. The ministry encourages HDI, on behalf of HCCC, to continue to participate in the consultation process so that concerns, particularly concerns related to potential adverse impacts on hunting, fishing and associated harvesting can be considered, including potential mitigation. The ministry is available should you have any further questions or concerns.

Next Steps

The ministry remains committed to environmental protection and to engagement with Indigenous communities in the EA process.

The ministry understands Mississauga has posted a draft EA to its website for comment at the following link: https://www.mississauga.ca/projects-and-strategies/environmental-assessments/1-port-street-east-proposed-marina/#heading-

public-information-centre-3-and-draft-ea-review. Mississauga also provided notification of a third Public Information Centre and the draft EA review period to HDI on September 13, 2023.

There are further opportunities for consultation following submission of a final EA to the ministry and following the ministry's review of that final EA submission.

If you have any questions or concerns, please contact Wai Hadlari, Project Officer at 416-786-4944 or wai.hadlari@ontario.ca, or Nick Colella, Manager (A) in the Environmental Assessment Branch, at 416-358-9934 or nick.colella@ontario.ca. If you have any questions about the proposed project, I encourage you to reach out to Beata Palka, Planner at the City of Mississauga, at beata.palka@mississauga.ca.

Sincerely,

Kathleen O'Neill

Kathleen O'Neill
Director
Environmental Assessment Branch

c: Tracey General, Haudenosaunee Development Institute

From: Hayes, Kate <Kate.Hayes@cvc.ca>
Sent: Friday, December 1, 2023 10:59 AM
To: Sharon Chapman <sharon.chapman@mississauga.ca>
Subject: DFO draft offsetting policy

Hi Sharon:

You might be interested in DFO's draft policy related to offsetting harmful impacts on fish and fish habitat.

I was reminded of your work related to 1 Port Street.

Let me know if you would like one of my staff to walk you through the implications/opportunities under the offsetting policy.

Kate

From: FFHPP / PPPH (DFO/MPO) <DFO.FFHPP-PPPH.MPO@dfo-mpo.gc.ca>
Sent: Monday, November 20, 2023 3:54 PM
Subject: [External] Reminder: FFHPP Wave 3 feedback deadline | Rappel : Date limite de rétroaction de la vague 3 du PPPH

[CAUTION] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If in doubt contact help211@cvc.ca

le français suit

Hello,

Thank you for participating in the Fisheries and Oceans Canada (DFO) Fish and Fish Habitat Protection Program's (FFHPP) multi-wave engagement. We sincerely appreciate all of the thoughtful and constructive comments that we have received to date.

This is a reminder to those that have not yet responded that the deadline to submit feedback on the Wave 3 engagement topics is **November 30, 2023**.

Please submit feedback on the draft Policy for Applying Measures to Offset Harmful Impacts to Fish and Fish Habitat (Offsetting Policy), the draft Guidelines for Establishing and Managing Fish Habitat Banks (Banking Guidelines), and the new interim Standard and Codes of Practice to DFO.FFHPP-PPPH.MPO@DFO-MPO.GC.CA.

Feedback on the Framework for Aquatic Species at Risk Conservation can be submitted to DFO.NCRSARA-LEPRCN.MPO@DFO-MPO.GC.CA.

All Wave 3 engagement materials and draft documents are available on the recently updated Talk Fish Habitat platform.

Because of updates to Talk Fish Habitat, you may need to resave the platform if you have it bookmarked on your web browser. Please note that some existing hyperlinks may no longer work because the

engagement topic webpages have changed and will not automatically redirect. Please contact us if you have any issues accessing the platform.

All feedback will be considered as the next versions of these documents are drafted and finalized.

Thank you again for your participation in FFHPP Wave 3 engagement. We look forward to receiving your feedback!

Best wishes,

Kate Ladell
Director General, Ecosystems Management
Fisheries and Oceans Canada

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: December 18, 2023 3:10 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; Archibald, Jenny (MECP) <Jenny.Archibald@ontario.ca>
Subject: 1 Port Street East Proposed Marina EA - Mississauga News Notice

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Wai,

Thank you for speaking with me about the 1 Port Street East Proposed Marina EA PIC #3 and draft EA notice error in the Mississauga News. While the City provided the correct notice, the Mississauga News published the EA PIC #2 notice in error on August 31 and September 14, 2023. This notice had the correct project website where the public would have seen the accurate information. The City contacted the Province immediately after discovering this error.

The City had an extensive marketing campaign for EA PIC #3 and the draft EA review, resulting in the highest response rate of all PICs, including:

- An in-person pop-up event with attendance by over 140 people
- 238 online survey responses
- Mailing of the notice to over 6,100 residents and interested parties via Canada Post, and eBlasts to over 330 subscribers to the project email list
- Signage at Port Credit Harbour Marina, mobile signage near major intersections in the neighbourhood
- Paid and organic social media efforts reached 100,818 people
- The notice and all PIC information were available on the project website, including a recorded presentation viewed by 1,200 people, and over 8,200 views to the project website
-

Given the successful public participation in EA PIC #3 and the draft EA review, the City's preference is to proceed with addressing the feedback received from the community and agencies, continue to focus efforts on meaningful engagement with Mississaugas of the Credit First Nation, and move towards the final EA submission without reissuing the notice. Metroland Media has also ceased print publishing and advertising, which includes the Mississauga News. If the notice is to be reissued, it will have to be done online and will result in project delays without increasing response rate. A new notice may also confuse the community about the status of their feedback provided during the original EA PIC #3 period and project's next steps.

We are happy to discuss this further with the Province should you have any questions.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Acting Team Leader, Long Term Planning
Parks and Culture Planning Section

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, December 20, 2023 1:43 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; Archibald, Jenny (MECP) <Jenny.Archibald@ontario.ca>
Subject: RE: 1 Port Street East Proposed Marina EA - Mississauga News Notice

Good Afternoon, Beata,

Thank you for the email below. As long as the City can demonstrate multiple methods have been used to notify the Public, which you have in the email below, the ministry does not require the notice to be reissued.

Your email mentioned final EA submission, can you provide an estimate of when the final EA is expected to be issued?

Thanks,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

Meeting Notes - City-CVC Update Meeting January 25, 2024

From: Beata Palka
Sent: Friday, January 26, 2024 10:59 AM
To: Sharon Chapman <sharon.chapman@mississauga.ca>; Brian Gray <Brian.Gray@mississauga.ca>; Tiffany Teslyk <tiffany.teslyk@mississauga.ca>; Zubair Ahmed <zubair.ahmed@mississauga.ca>; Geoff Bayne <Geoff.Bayne@mississauga.ca>
Cc: Jamie Ferguson <jamie.ferguson@mississauga.ca>; Stefan Szczepanski <Stefan.Szczepanski@mississauga.ca>
Subject: Notes ::: 1 Port Street East Proposed Marina Core Team Meeting

Hi all,

Here are my notes from yesterday's marina core team meeting with CVC about habitat offsetting.

Thank you,
Beata

Jim Tovey Lakeview Conservation Area Offsetting Presentation (SharePoint Link)

- Sherwin Watson-Leung, Program Manager, Aquatic and Wetland Restoration
- Park slated for opening in 2025, project started in 2011 (EA, Detailed Design, followed by construction)
- 26 ha of new greenspace (11.8 ha meadow, 1 ha cobble beach 4.6 ha forest, wetlands)
- All in-water works completed in December 2023
- In-land fish element habitats
- Worked with DFO through EA
- Worked with DFO & TRCA on developing the offsetting – emphasis on quality vs quantity, HEAT model (Habitat Ecosystem Assessment Tool) through GLLFAS (Great Lakes Laboratory for Fisheries and Aquatic Sciences), nine-page authorization
- There is an online HEAT model tool (HEAT (habitatassessment.ca)
- Model takes an estimate of harm to fish habitat – enter existing and proposed habitat info, and run scenarios
- DFO evaluation:
    - Gain – carry on with offsetting
    - Deficit – re-evaluate offsetting to reflect deficit
    - Deficit and offsetting insufficient – look for offsetting gain offsite
    - Iterative process
    - Final offset map was generated – by area, more habitat was filled in than created but the quality of the habitat was greater
- Habitat elements had to be monitored for three years
- Letter of credit was required by DFO as part of the permit authorization to guarantee the offset will be built and will work – for this project that totalled $7M (paid to DFO in 2016) – original project budget was $60M. DFO is still holding this amount. CVC negotiated releasing $3.5M now, but still holding the remainder. A lot of time was spent proving the commitments had been completed – release negotiation took over six months.

- Monitoring – very specific success criteria – 3 year monitoring (native specifies, complex monitoring plan, geomorphology)
- Two new DFO documents – Guidelines for establishing and managing fish habitat banks and Policy for Applying Measures to Offset Harm
- Habitat Banking
    - Document in draft
    - Formalized approach to create measures to offset habitat destruction
    - Exploring ability for a big offset that's banked and applied to projects
    - Project has to be paid for by the City
    - City would have to be the proponent but could partner up
- Engagement with Indigenous communities is front and centre now with DFO – has to be built into the process and be proactive, the City has been engaging with Indigenous communities.
- Indigenous communities may ask for more than what DFO is requiring
- Allot funding for Indigenous consultation is important early in the process
- 1 Port St. E Marina – habitat creation
    - Creation of semi sheltered area
    - Aquatic planting
    - Cobble stone material
    - Limited to creation of habitat within the existing waterlot – going beyond the waterlot presents challenges

Ministry of Citizenship and Multiculturalism
Archaeology Program Unit
Heritage Branch
Citizenship, Inclusion and Heritage Division
5th Floor, 400 University Ave.
Toronto, ON, M7A 2R9
Tel: (437) 339-9197
Email: andrea.williams@ontario.ca

Ministère des Affaires civiques et du Multiculturalisme
Unité des programmes archéologique
Direction du patrimoine
Division de la citoyenneté, de l'inclusion et du patrimoine
5e étage, 400 ave. University
Toronto, ON, M7A 2R9
Tél: (437) 339-9197
Email: andrea.williams@ontario.ca

Ontario

February 7, 2024

Scarlett Janusas
Scarlett Janusas Archaeology Inc.
janusasscarlett@gmail.com

RE: Review and entry into the Ontario Public Register of Archaeological Reports: Marine archaeological assessment report entitled, "*Marine Archaeological Assessment, One Port Street East, Proposed Marina and Breakwater Expansion, City of Mississauga*", Dated October 14, 2019, Filed on April 19, 2021, Licence number 2019-09

Dear Ms. Janusas:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the Ontario Heritage Act, R.S.O. 1990, c 0.18.* This review has been carried out in order to determine whether the licensed marine archaeologist met the terms and conditions of their licence and whether the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment of the study area as shown in **Figure 1** of the report and recommends the following:

1) There was some unidentified metal framework, possibly associated with the Ridgetown, or, more likely representing some dockage, which may have cultural heritage value. However, this area of the "site" will not be impacted by the current construction/infilling proposal. Avoidance of the area located at the southwest intersection of the east-west and north-south breakwaters, immediately adjacent to the breakwater formed by the Ridgetown, is recommended. If, this area will be impacted at some future date, or through modifications to the construction plan, drawings of the framework must be made, and, attempt at identifying what these frameworks were part of, or represent.

2) No additional cultural targets were located, and the remaining area of the marine archaeological survey is considered clear of cultural/archaeological concerns. No additional archaeological assessment is recommended.

3) Compliance regulations must be adhered to in the event that archaeological resources are located during the project development.

*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the report or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken if additional artifacts or archaeological sites are identified or the report is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Based on the information in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the terms and conditions for a marine archaeological licence. This report will be entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Please feel free to contact me if you have any questions.

Sincerely,

Andrea Williams
Archaeology Review Officer/Marine Archaeology Licensing and Information

c. M. Sturm, Shoreplan Engineering Limited

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*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the report or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken if additional artifacts or archaeological sites are identified or the report is otherwise found to be inaccurate, incomplete, misleading or fraudulent.

Ontario

Ministry of the Environment, Conservation and Parks

Environmental Assessment Summary for the Environmental Assessment Website

General Information and Instructions

General

Information requested by this form is collected under the authority of the *Environmental Assessment Act*. The project and summary information provided in this form will be posted on the environmental assessment page of the Ministry of the Environment, Conservation and Parks website.

This form requires French translation before it is posted on the website. The Ministry requires 5 to 10 business days for French translation services. Therefore, the completed form should be submitted (electronic copy and hard copy) to the Environmental Assessment Branch at least two weeks prior to the posting date.

The proponent is responsible for ensuring that copies of the environmental assessment are delivered to the appropriate government reviewers, other interested persons and the places of public record on or before the posting date.

The proponent must contact the Branch to determine an agreed upon posting date for the environmental assessment summary. The posting of the environmental assessment summary information also represents the commencement of the regulated timeline for the review and decision about the proposed undertaking.

Instructions

1. This form must be accurately completed. Questions regarding the completion and submission of this form should be directed to the Project Officer at the Environmental Assessment Branch. An incomplete form will be returned to the proponent.
2. Please ensure that you have included a hard copy and an electronic copy of the proposed distribution list, notice of submission, Environmental Assessment Executive Summary, the study area map and a copy of the proposed environmental assessment with this form.
3. Please send the completed form to:

   Director, Environmental Assessment Branch
   Attention: Project Officer
   Ministry of the Environment, Conservation and Parks
   135 St. Clair Avenue West, 1st Floor
   Toronto ON M4V 1P5

4. The summary portion of this form should not exceed two pages.

Proponent Information

Proponent Name (legal name of organization)
City of Mississauga

Contact Person

Last Name	First Name	Middle Initial
Palka	Beata	

Telephone Number	Fax Number	Email Address
905-615-3200 ext. 4221		beata.palka@mississauga.ca

Proponent Type

☑ Municipal ☐ Provincial ☐ Crown Corporation ☐ Federal ☐ Private Sector

☐ Other (describe) ▶

Proponent Mailing Address

Civic Address

Unit Number	Street Number	Street Name	PO Box
	300	City Centre Drive	

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Delivery Designator

☐ Rural Route ☐ Suburban Service ☐ Mobile Route ☐ General Delivery ☑ N/A

Delivery Identifier

Municipality/Unorganized Township	Province	Country	Postal Code
Mississauga	ON	Canada	L5B 3C9

Contact Person for Comments/Submissions

Last Name	First Name	Middle Initial
Palka	Beata	

Telephone Number	Fax Number	Email Address
905-615-3200 ext.4221		beata.palka@mississauga.ca

Address for Comments/Submissions

☑ Same as Proponent Address

Civic Address

Unit Number	Street Number	Street Name	PO Box

Delivery Designator

☐ Rural Route ☐ Suburban Service ☐ Mobile Route ☐ General Delivery ☐ N/A

Delivery Identifier

Municipality/Unorganized Township	Province	Country	Postal Code

Attachments

This is a list of supporting information to this posting – please provide a hard copy and an electronic copy

☐ Environmental Assessment ☐ Environmental Assessment Executive Summary ☐ Notice of Submission

☐ Study Area Map ☐ Distribution List

Proponent's Project Website address where documents can be located
https://mississauga.ca/1portstreeteast

List of Attached Documents

Project Type

☐ Conservation Authority ☐ Electricity ☐ Resource ☐ Sewage Works ☐ Water Works ☐ Transportation

☐ Transit ☐ Timber Management ☐ Waste

☑ Other (describe) ▶ Individual Environmental Assessment

French Translation of Summary Form

Translation of the environmental assessment is not required

☐ French translation requested to be done by Ministry of the Environment, Conservation and Parks ☐ French translation to be done by proponent

Project Summary

This portion of the form should not exceed two pages.

Summary: Should provide a brief project description including the purpose of study (problem or opportunity) and the study area location.

The City of Mississauga (the City) has undertaken an Individual Environmental Assessment (EA) for the 1 Port Street East Proposed Marina Project (1PSEPM Project). The 1 PSEPM Project is located on a portion of the 1 Port Street

East property, inclusive of the water lot, located in Port Credit, Mississauga, at the mouth of the Credit River. It is bound by Port Street East to the north, Elizabeth Street to the west, Helene Street South to the east and Lake Ontario to the south. The lands and water lot collectively have an area of approximately 21.4 hectares, comprised of:

- The Breakwater & Ridgetown Water Lot (7.9 ha);
- Elizabeth and Helene Street Rights of Way (0.8 ha); and
- The Basin Water Lot (12.7 ha).

The purpose of the 1PSEPM Project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. The 1PSEPM Project is a key element of Inspiration Port Credit's 1 Port Street East Comprehensive Master Plan (2016). The 1PSEPM Project is intended to help fulfill the vision "to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full-service marina is developed at the 1 Port Street East Site".

The 1PSEPM Project proposes creating a land base along the eastern breakwater to permit the relocation of the marina. Simultaneously, proposed land base also creates an opportunity for new waterfront parkland and public access. There is no public access associated with the existing privately-owned marina. The public increasingly seeks access to the water's edge through public parkland and connected trails. This 1PSEPM Project provides an opportunity to create public access where none currently exists.

The 1PSEPM Project also provides an opportunity for the creation and enhancement of aquatic and terrestrial habitats in the vicinity of the breakwater in a manner that achieves an overall ecological gain.

As part of the Environmental Assessment, the City of Mississauga completed an evaluation of alternatives and the selected the "Large Lakefill Alternative" as the preferred alternative. The "Large Lakefill Alternative" allows for the development of docks along the length of the breakwater with approximately 450 proposed boat slips.

The 1PSEPM Project preferred alternative requires approximately 240,000 m3 of fill material. The shoreline protection features of the 1PSEPM conceptual design consists of an armour stone revetment. The south end includes an island breakwater structure, also protected with an armour stone revetment, which will shelter an aquatic habitat area of approximately 2,400 m2 (0.24 ha). Approximately 18,000 m2 (1.8 ha) of parkland and terrestrial habitat will be created. Recreational trails and walkways will be developed with the appropriate resources and practices to preserve water quality. Additionally, design of trails will ensure the safety of park users and the sustainability of the surrounding vegetation.

The construction of the 1PSEPM Project will occur in two distinct stages. Stage 1 is the land creation and protection by placing the breakwater fill material and armour stone revetment shoreline protection. Followed by Stage 2, which includes the construction of site, the marina and the park.

The Environmental Assessment process included extensive public and regulatory consultation, including three Public Information Centres, and consultation with Indigenous communities. Consultation will continue throughout the 1PSEPM Project's detailed design and permitting phases following the completion of the Environmental Assessment.

Statement of Proponent

I, the undersigned hereby declare that, to the best of my knowledge, the information contained herein and the information submitted in support of this form is complete and accurate in every way.

Name	Title
Beata Palka	Acting Team Leader
Signature	Date (yyyy/mm/dd)
	2024/03/21

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, March 27, 2024 11:18 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] One Port Street East Marina update

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

It has been some time since we were in touch, I hope all is well. Just want to touch base about this project. From our December 2023 conversation below, I understand that the city is targeting Q1 2024 for the submission of the proposed One Port Street East Marina EA. Now that Q1 is coming to an end, I'm just checking in and see whether there are any updates on submission for this project.

I understand things change as a project progresses, so I am just looking for an estimate to manage my own timeline and projects. Any updates you can provide are greatly appreciated.

Thanks,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: March 27, 2024 11:29 AM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: One Port Street East Marina update

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Wai,

I appreciate you following up.

The City has been having very productive discussions with MCFN, and we are revising a number of sections in the EA and including an MCFN chapter, with MCFN-specific commitments. We wanted to ensure all MCFN comments have been addressed to MCFN's satisfaction prior to the final EA submission.

I will be in touch shortly with responses to Provincial comments in a disposition table by approximately mid-April. We also wanted to meet with you to review our responses and provide context for some of the responses related to noise and air quality. I'll email you once I have internal sign-off on the responses. We are also aiming to submit the final EA within the next couple of months.

I'll provide you with regular updates on our timing going forward.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Acting Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Shoreplan Engineering Limited
20 Holly Street, Suite 202
Toronto, ON Canada M4P 3B1
T) 416.487.4756 F) 416.487.5129
E) mail@shoreplan.com

SHOREPLAN

April 17, 2024

MCM

To Whom it May Concern:

RE: 1 Port Street East Proposed Marina, City of Mississauga
Individual Environmental Assessment
Stage 1 Archaeological Resource Assessment
Our File 19 - 2991

Shoreplan Engineering Limited (Shoreplan), assisted by a team of subconsultants, was retained by City of Mississauga to complete Individual Environmental Assessment (IEA) for the proposed marina land base. As part of the IEA, Shoreplan requested Scarlett Janusas Archaeology Inc (SJAI) to prepare Stage 1 archaeological assessment.

The Stage 1 report is now completed and is being submitted to the Ministry of Citizenship and Multiculturalism (MCM) for review. We hereby request an expedited review. We ask that review be completed by May 20, 2024. Our Client, City of Mississauga, is planning to submit the final IEA by the end of May 2024.

Please do not hesitate to contact the undersigned should you have any questions regarding this submission.

Yours truly,

Shoreplan Engineering Limited

M. Sturm, P. Eng.

From: Scarlett Janusas <janusasscarlett@gmail.com>
Sent: Friday, April 19, 2024 10:49 AM
To: Milo Sturm <msturm@shoreplan.com>
Subject: Fwd: Your report package is being screened for completeness - P027-0454-2024 / *

FYI - package has been submitted

---------- Forwarded message ---------
From: **pastport** <pastport@ontario.ca>
Date: Fri, Apr 19, 2024 at 10:45 AM
Subject: Your report package is being screened for completeness - P027-0454-2024 / *
To: <janusasscarlett@gmail.com>
Cc: <PastPort@ontario.ca>

Dear Scarlett Janusas,

The ministry has received your project report package associated with PIF number P027-0454-2024 submitted on Apr 19, 2024.

We are now screening this report package to make sure it is complete and accurate. This process may take up to 10 business days.

Please note that your report filing due date will only be met once the report package passes the screening.

If the report package does not pass the screening before the due date, the report will become overdue and you will not be eligible to begin new fieldwork projects (submit new PIFs).

When the report passes the screening, the report will be considered 'filed'. Once this happens, you will receive an email to let you know. We will then either add the report to our queue to be reviewed or enter it into the *Ontario Public Register of Archaeological Reports* without technical review.

Please do not reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at:Archaeology@ontario.ca

From: **pastport** <pastport@ontario.ca>
Date: Fri, Apr 26, 2024 at 9:00 AM
Subject: Expedited Report Review Request Granted / *
To: <janusasscarlett@gmail.com>
CC: <PastPort@ontario.ca>

Dear Scarlett Janusas,

Your request for an expedited review of report number 64215 submitted under Project Information Form P027-0454-2024 on Apr 19, 2024 has been granted.

We expect that the review of this report will be completed by Jun 10, 2024. We have noted the requested review date, and if possible we will attempt to complete the review by this date.

Thank you for your expedited review request. This request has been granted and the report has been assigned for review.

If you have any questions please use PastPort's 'Ask a question' feature in the Report module or send an e-mail to Archaeology@ontario.ca. Please do not reply directly to this e-mail.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
Ministry of the Environment, Conservation and Parks: Air Quality				
1	Section 7.3. of the Draft EA Report	Please clarify why the preferred alternative did not assess the full-service marina air emissions with respect to fueling operations for the boats.	A rationale should be provided as the fueling emissions were not assessed in the draft EA.	The EA addresses the lakefill component of the project. As provided in Section 2.3 of the Draft EA, "The purpose of the 1PSEPM Project **is to provide an expanded land base** for additional waterfront parkland and marina alternatives at the 1 Port Street East site" and "The 1PSEPM Project will delineate the boundaries of the land base expansion along the eastern breakwater to permit the relocation of the marina." Therefore, the EA does not include the marina service building nor marina operations. For more context, the Project involves simply moving existing operations from one side of the marina basin to the other. The fueling operation at the existing location at 1 Port Street East may or may not continue in the future, as there are City-operated fueling opportunities for boaters elsewhere. For the purposes of this EA, the existing air quality is not expected to measurably change as the emission sources are not expected to change.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
2	Section 7.3.1 of the Draft EA Report	There is the potential during construction of disturbing contaminated soils. Further clarification is required with respect to what type of contamination exists in the study area. Depending on the type of contamination, ambient air monitoring may be required to monitor the off-site impacts at nearby sensitive receptors.	Additional clarification is required in Section 7.3.1 of the Draft EA Report.	Section 3.1.10 of the Draft EA summarizes the results of a Golder (2016) study of soil samples from boreholes in the Project Study Area. Section 6.5 details the construction activities, which involve the placement of clean fill in the lake to create land. No excavation of contaminated soils is planned. As such, there are no changes to ambient air quality anticipated that might require monitoring at nearby sensitive receptors.
3	Table 8.1" Summary of Commitments Resulting from the 1PSEPM Project EA"	The draft EA highlights the mitigation measures that will be implemented during the construction phase of the project to minimize off-site particulate impacts. In addition to the mitigation measures listed, the ministry recommends that a best management fugitive dust plan should be developed and implemented during the	The ministry recommends including a commitment in Table 8.1 "Summary of Commitments Resulting from the 1PSEPM Project EA".	Agreed. A commitment to the development of a fugitive dust management plan will be included in Table 8.1 "Summary of Commitments Resulting from the 1 PSEPM Project EA".

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		construction phase of this undertaking.		
4	General	For a comprehensive list of fugitive dust prevention and control measures, please refer to Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment and Climate Change Canada, March 2005.	Recommendation	The EA will refer to the "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment and Climate Change Canada" (March 2005) document.
Ministry of the Environment, Conservation and Parks: Adaptation and Resilience Branch, and Climate Change Policy Branch				
1	General	Overall comment: while the report refers to the City of Mississauga's Climate Change Action Plan, and its commitment to build resilient designs for the marina and park, there is limited analysis of either the potential for impact of the project on	Suggest the report include a more comprehensive assessment of the project's potential impacts on climate change.	MECP's Guide on Considering Climate Change in the EA Process was considered and will be cited in the final EA report as requested. The coastal engineering and the associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. Similar information has been

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		climate change, or the potential impact of climate change on the project. The report should also reference MECP's guide on considering climate change in the environmental assessment process, 2017 and how it took it into account. This is a companion document to the ministry's codes of practice which provide guidance on key aspects of the environmental assessment process.		applied for other waterfront projects in the City, including the Jim Tovey Lakeview Conservation Area. Given that a marina is already in operation immediately adjacent to the planned lakefill area and that the 1PSEPM Project involves simply moving existing operations from one side of the marina basin to the other, there are no changes being proposed that would adversely or measurably contribute to climate change. The City notes that the design of the Project has considered impacts of climate change and concluded that the basin will be more resilient to coastal processes in the future than it is today, as a result of its new design, likely mitigating the impact of extreme weather. There are further opportunities for enhanced resilience of the lakefill through the detailed design of the lakefill and the park.
2	General	The report does acknowledge the potential for flooding and extreme weather events to have impact	Suggest the report provide more analysis of the project's potential impacts on climate change,	The Draft EA notes that the City shall ensure that contractor(s) develop a construction phase "Spills Management Plan" to maintain spills response capability, contain and

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		on lake levels, wave action, and shoreline resilience. The basis of that assessment is stated as professional judgement with coastal processes modelling. The assessment notes that spills management plans will be developed for the project but doesn't acknowledge the possibility of extreme weather events possibly contributing to the cause of spills and their subsequent clean-up.	throughout all of its phases.	clean-up all spills immediately upon detection. With respect to spills management during the establishment phase of the 1PSEPM Project, the City notes that the EA addresses the lakefill component of the project and not marina operations. To this end, the City notes that the design of the Project has considered impacts of climate change and concluded that the basin and the new lakefill will be more resilient to coastal processes in the future than the basin and the existing breakwater are today, as a result of its new design, likely mitigating the impact of extreme weather.
5	3.2 Atmospheric Environment, 3.2.1 climate	Looks at current and past climate data and conditions.	Suggest this section also consider possible future variation in climate. Refer to the Provincial Climate Change Impact Assessment; the Ontario Climate Data Portal; and Environment and Climate Change Canada's Climate Atlas for more information.	The Draft EA has considered possible future variation in climate. The conceptual design considered past and current wind and water level data, and recently updated water level data. The conceptual design reflects climate change considerations, taking into account potential future increases in winds speeds, severe weather, changes in water levels, and potentially longer ice-free periods.

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6	Table 9.1, summary of public comments and responses, Page 148	In the table documenting questions asked by the public, there's a question" Will this project be net zero carbon?" The answer is the following: "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, should it be built, would be subject to these standards. We would like to request some follow-up details, while also recognizing that the proponent is not required to demonstrate that the marina building will be net-zero and that the EA process		The City shares the Ministry's and the public concern regarding climate change. Please note that the EA considers the creation of lakefill along the existing eastern breakwater, which will facilitate the existing marina moving from the western side of the basin to the eastern side. The marina service building and marina operations are not the subject of the EA. **Question to the City:** Mississauga's Corporate Green Building Standard Program has 3 stringency levels for energy and emissions performance for new municipally-owned buildings. What level is proposed for the marina building? **City Response:** The marina service building and marina operations are not the subject of the EA. The following information has been provided to the public in response to questions asked during consultation events, even though the marina service building and marina operations are not the subject of the EA.

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		limits the scope of what we can demand in terms of buildings. The response provided does not properly address whether "this project will be net-zero". On the other hand, the question isn't perfectly phrased – asking about "the project" implies the construction of the facilities, whereas asking whether the marina would be operationally net-zero would get at things like GHG emissions during operations and parking. Mississauga's Climate Change Action Plan and Corporate Green Building Standard includes a supporting action, 5-1, which is "Build all new municipally-owned buildings to be more energy efficient and near net-zero". Their		Should the EA be approved and if Council decides to proceed with the 1PSEPM project, the marina building would be subject to Green Building Standards in place at the time of design and construction. Here is a link to Mississauga's Green Development Standards website. Level 1 standard is currently mandatory. Level 2 will be mandatory by January 2025. Level 3 will be mandatory by 2030. **Question to the City:** Have you produced an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina? To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? **City Response:** The City has not prepared an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		building standards includes a range of requirements and three different levels of performance. The standards cover the operations of the buildings themselves (not the broader facilities) and also include things like bicycle parking and EV charging requirements. Questions for the proponent: •Have you produced an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina? To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would		The EA addresses the lakefill component. The EA does not include the marina service building nor marina operations. The 1PSEPM Project simply provides the opportunity for moving existing operations from one side of the marina basin to the other. Question to the City: To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? City Response: The EA considered climate change throughout the assessment, particularly in the development of the conceptual design for the lakefill. The key considerations related to climate change included changes in wind speeds, water levels, severe weather, and ice-free periods. The “Alternatives To” and the “Alternative Methods” evaluations included the criterion “Resiliency to changing lake levels and coastal processes” to explicitly consider the effects of climate change on the 1PSEPM Project.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		reduce potential emissions? •If a net GHG emissions assessment has not been completed for the project, please provide details of why that is the case. •Mississauga's Corporate Green Building Standard Program has 3 stringency levels for energy and emissions performance for new municipally-owned buildings. What level is proposed for the marina building?		Question to the City: If a net GHG emissions assessment has not been completed for the project, please provide details of why that is the case. City Response: A net GHG emissions assessment has not been undertaken for the following reasons: • The current level of design of the Project is not sufficient for the completion of a GHG emissions assessment. Nevertheless, the construction of the lakefill will involve only a few pieces of heavy equipment on land and vessels in the lake. GHG emissions during construction are considered negligible. As such, a GHG emissions assessment is not warranted. • The project facilitates a move of existing marina facilities from west side of basin to east side of basin with little change to activities. The emissions from any City building, structure or activity on the site are anticipated to be minor and likely lower than those of existing operations at the current marina.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
Ministry of the Environment, Conservation and Parks: Conservation and Source Protection Branch				
1	General	The study site is located at 1 Port Street East in the City of Mississauga, Regional Municipality of Peel. As shown in Figure 1 in Appendix A, the study area falls within an Intake Protection Zone (IPZ)-2 with vulnerability score 4.5, a Highly Vulnerable Aquifer (HVA) scoring 6, and an Event Based Area (EBA) for pipeline fuel/oil spills. The site is partially located in an EBA for pipeline fuel/oil spills (see Appendix A). While the storage of fuel has not been identified in the EA for the 1PSEPM Project, if this activity were to occur at the site (e.g., marina fueling station) it could be a significant drinking water threat. If applicable, please consult with the Credit Valley Source	The proponent should consult with the local source protection authority if they have not already done so.	CVC has been and will continue to be consulted throughout project planning. Comments received from CVC have been addressed in the conceptual design of the lakefill and in Section 7 of the EA. The City agrees with the reviewer that the preferred alternative is not located in groundwater protection zones with high vulnerability scores and that any activities associated with the 1PSEPM Project would not be a significant drinking water threat. The Draft EA will be amended to state new threats to drinking water quality are not expected as a result of this project. The City notes that the EA addresses the lakefill component. The existing fueling operation at 1 Port Street East may or may not continue in the future as there are City-operated fueling opportunities for boaters elsewhere. For the purposes of this EA, new threats to drinking water quality are not expected.

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		Protection Authority to determine whether fuel storage would be a significant drinking water threat in the EBA. Finally, if fuel may be stored at the marina, please identify this in the EA. The proponent correctly identifies that the site is in an IPZ and an HVA and indicates that it may also be located in an EBA for pipeline fuel/oil spill. However, there is no discussion regarding the vulnerability scoring of the protection zones and whether any of the proposed activities associated with the project are significant, moderate, or low threats under the CWA. Please revise the report to clarify these points.		

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
Ministry of the Environment, Conservation and Parks: Noise				
1	Section 3.2.3	Section 3.2.3 of the report refers to a study by Valcoustics Canada Ltd., dated 2017.	This study was not provided for review and no noise review comments can be made regarding the study's contents, conclusions or any elements from it which may or may not have been used in the subject report.	The Valcoustics study referenced was not completed in support of the 1PSEPM Project and was simply used to describe the baseline noise conditions.
2	Section 3.2.3	Section 3.2.3 of the report identifies the nearest receptors as those residences located immediately north of the proposed project site along Port Street and Helene Street.	The report should identify and assess all the nearest (i.e., closest and most exposed) points of reception as defined in Ministry Publication NPC- 300 (in all cardinal directions except Lake Ontario's direction). In addition, the existing marina should also be assessed as a receptor if it will provide seasonal residences and living areas during the construction of the new marina.	The 1PSEPM Project will comply with the City's Noise Control By-law during construction. Marina operations are not the subject of this EA, and therefore do not require assessment.

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3	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of construction noise.	The local construction municipal noise by-laws should be included in the report and adhered to in the field. The noise emissions of the equipment to be used for construction should be in compliance with the limits set out in the following documents: a) Publication NPC-115, "Construction Equipment"; b) Publication NPC-118, "Motorized Conveyances"	More details on the City's Noise Control By-law will be provided in the amended EA document. Please note that in most residential areas, construction noise is allowed between 7 a.m. and 7 p.m. every day except Sundays or statutory holidays.
4	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of marina operations.	Clarify what the proposed marina operations will consist of and whether commercial and/or industrial type noise sources will be in operations at the proposed site. If so, a quantitative noise assessment should be performed at the nearest points of	As noted in Section 6 of the Draft EA, marina services and facilities will be located on existing land at 1 Port Street East. This portion of site is approximately 2 acres and currently a parking lot. The City will determine during detailed design the nature and size of the structure to occupy this space. Once these plans are finalized, the City will pursue the necessary approvals for the construction of the building.

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			reception as per comment 2, above	Any businesses choosing to lease space in the marina building will be responsible for securing any required approvals and permits, which are separate from this EA.
5	Section 6.4	Section 6.4 of the report mentions a future consideration for disruption of areas located near the site access route by heavy vehicular traffic.	It is noted that additional details and a quantitative noise assessment on the impact of heavy vehicular traffic along the site access route should be provided.	Contractors hauling fill materials to the Project site will need to comply with Ontario's Highway Traffic Act. The truck movements associated with this project are small in comparison with existing traffic volumes. In 2020, the City amended its Noise Control By-law. The amended by-law prohibits anyone from making unnecessary noise in both stationary and moving motor vehicles, including creating unreasonable noise from mufflers, exhaust, or emission control systems. These controls are adequate to control noise from construction traffic.
6	Section 6.5; Table 9.1, p. 151	Section 6.5 of the report mentions six (6) trucks per hour for an 8-hour day. Table 9.1, p. 151 of the report mentions twelve (12) trucks per hour or 100	The "predictable worst-case" scenario should be determined and used as part of the quantitative noise assessment discussed in comment 5.	The response in Table 9.1 refers to the number of trucks (deliveries) per day and the number of truck movements per day. The 48 trucks per day as mentioned above appears to have been rounded to 50. The EA

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		truck movements per day.		document will be modified to ensure consistency on these values. Each truck will perform 2 movements per delivery, 1 coming onto the site and then 1 exiting the site. Therefore, with regards to truck movements there will be 6 trucks per hour with 2 movements per truck equaling 12 truck movements per hour. 12 truck movements per hour at 8 hours each day gives a total of 96 truck movements per day. The estimated 96 truck movements per day as mentioned above appears to have been rounded to 100. The EA document will be modified to ensure consistency on these values. The “predictable worst-case" scenario is 96 truck movements per day.
7	Section 7.3	Section 7.3 of the report mentions noise shielding by way of construction site hoarding.		The EA has been edited to remove references to noise shielding by way of construction city hoarding. The 1PSEPM Project will comply with the City’s Noise Control By-law during its construction as have recently completed and ongoing development projects in the Port Credit area. Marina operations, which are not the subject of this EA, will also be subject

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				to compliance with the By-law. Construction site hoarding is a standard construction mitigation measure aimed to ensure public safety, but can also provide minor noise shielding for any construction activities near the hoarding.
8	Section 7.3	Section 7.3 of the report mentions that activities that could create excessive noise will be restricted to daylight hours and adhere to municipal noise control by-laws.	Provide clarifications as to what these activities would be and assess them accordingly as per comments 3 through 5, as applicable.	Because the construction of the 1PSEPM Project will be subject to the City's Noise Control By-law, excessive noise is not anticipated. The construction of the lakefill will involve only a few pieces of heavy equipment on land and vessels on the lake. Reference to 'excessive noise' has been removed from the EA.
9	Section 7.3	Section 7.3 of the report mentions that no construction will be permitted on weekends and statutory holidays unless exemption from the noise by-law is granted by the City, who is also the proponent for the project.	Any construction activities associated with the project should adhere to the by-law. Provide details on the contents of the City noise by-law in regards to construction activities and construction noise.	All City led projects comply with the City's Noise Control By-law. The reference to the exemptions from the Noise Control By-law will be removed from the EA.
10	Section 8.1.1	Section 8.1.1 of the report mentions the implementation of best management practices during construction in	Details of this plan should be provided.	A noise management plan will be developed by the construction contractor following detailed design and procurement.

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		regard (partially) to noise management		For EA purposes, more details regarding the anticipated contents of a management plan will be added. The level of detail will be like that outlined for the Spills Management Plan in Section 7.1 of the Draft EA.
Ministry of the Environment, Conservation and Parks: Species at Risk Branch				
1	General	The Ministry of the Environment, Conservation and Parks (MECP) is responsible for the administration of the Endangered Species Act, 2007 (ESA). Species listed as threatened and endangered on the Species at Risk in Ontario List (Ontario Regulation 230/08) receive species protection (under section 9) and habitat protection (under section 10). The Ministry has records of several provincially protected species at risk (SAR) in the area of		The City will seek ESA authorization or exemption if required. However, as noted in Section 3.1 describes the existing biological environment. Since the preparation of the Draft EA, additional research and consultation with CVC was undertaken. This research identified the following aquatic SAR with some potential to be present in the Local Study Area: American Eel, Lake Sturgeon (Great Lakes - Upper St. Lawrence River population), Shortnose Cisco, and Deepwater Sculpin. Further, a field level SAR screening was undertaken to make a determination of these SAR habitat use within the Project Study Area based on based on species range, habitat affinities and field work completed for the Project and professional judgement. This

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		the proposed project including American Eel, Lake Sturgeon, Bank Swallow and Little Brown Myotis. These species receive general habitat protection.		screening concluded that there is a "moderate" potential for suitable habitat to present in the Project Study Area for American Eel. There was low potential for suitable habitat for the remaining SAR identified. This screening will be presented in the Final EA. Additional information regarding the American Eel and its habitat in the study areas will also be presented in both the existing conditions and the effects assessment portions of the Final EA. With respect to terrestrial SAR, the Final EA will acknowledge that there are records of Bank Swallow and Little Brown Myotis in the study areas, but that suitable habitat in the Project Study Area does not exist.
2	Page 126, Section 7.4.1.	The Ministry has records of Little Brown Myotis (endangered) in the area.	If any of the trees proposed for could provide suitable roosting habitat for SAR bats, then potential impacts to SAR bats should be considered. In order to avoid direct impacts to individual SAR bats, the Ministry highly	There is limited vegetation associated with the site and the trees slated for removal are either on the breakwater, which is submerged at times, or are street trees. Should these species be found on site, any tree removals will occur outside of the active bat season.

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			recommends removing the trees outside of the bat active season. The active season for Little Brown Myotis is considered to be April 1 to September 30. Should there be potential for Eastern Small-footed Myotis to be present, please note that the active season for this species is considered to be March 15 to November 30.	
3	Page 129, Section 7.4.1.	The Ministry has records of provincially protected aquatic SAR in the area, including American Eel (endangered). General habitat for this species likely overlaps with the project area. Please see the recovery strategy for more guidance on the habitat of this species.	Potential impacts to American Eel and its habitat should be considered in the EA. The Ministry recommends that an Information Gathering Form (IGF) be submitted in relation to American Eel. The IGF will help the Ministry better understand whether the project will impact American Eel and/or its habitat. Failure to submit a complete and accurate	Potential impacts to American Eel are not anticipated. However, the discussion in the EA will be expanded upon in response to MECP and Mississaugas of the Credit First Nation comments. The City will use the Information Gathering Form (IGF) as a guide. The City will seek ESA authorization or exemption if required following detailed design.

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			IGF with supporting rationale and not allowing adequate time for review and the issuance of any required authorizations could result in delays to the activity's anticipated start date.	
Ministry of the Environment, Conservation and Parks: Environmental Assessment Branch				
Cover letter	General	Overall the consultation record is incomplete. Records are missing for all Indigenous communities identified: Mississaugas of the Credit First Nation, Six Nations of the Grand River (both elected council and HCCC) and Huron-Wendat. In a letter dated March 3, 2023 to the Mayor of Mississauga, MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, rather as notification and		The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements. While the letter dated March 3, 2023 to the Mayor of Mississauga from MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, substantial progress has been made in this regard that will be reflected in the Record of Consultation. The City has facilitated the MCFN review of the Draft EA and is collaborating with the MCFN to address issues of mutual concern. The City is also adding a new section in the EA about commitments and consultation with MCFN.

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		additional meaningful and fulsome engagement is required. More consultation is likely required as rights may be impacted by the project.		
1	Section 9.4	Engagement with Indigenous Communities contains a high level overview but does not include where additional information is i.e.actual Record of Consultation with supporting documents	Reference as to where the records are located within the Draft EA.	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
2	Appendix 3 Record of Consultation	Indigenous communities lumped together with other "stakeholders'. Indigenous communities do not view themselves as stakeholders. The two should be separated.	Separate public and Indigenous consultation	The City will be modifying the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
3a	Appendix 3 Record of Consultation	Couple of letters are included in the record from the proponent to Six Nations of the	Couple of letters from proponent to communities are included but lacks the	The City will be augmenting the Record of Consultation Engagement regarding all Indigenous communities to satisfy the Ministry's requirements.

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		Grand River and HCCC, Huron-Wendat and Mississaugas of the Credit dated Feb 1, 2022 and Aug 11, 2022	full record (emails, calls, etc.) Couple of letters are included in the record from the proponent to Six Nations of the Grand River and HCCC, Huron-Wendat and Mississaugas of the Credit dated Feb 1, 2022 and Aug 11, 2022	
3b	IBID	While supplementary records were supplied on October 16, 2023 to MECP Project Lead in the format of a Disposition Table with MCFN, this does not adequately address the need for the actual records (emails, calls, meeting notes, etc.) for consultation.	All records must be included.	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
3c	IBID	Supplementary information was again supplied on October 16, 2023 to MECP Project Lead for the Record of Consultation with MCFN in table format.	All records must be included - emails, phone calls, meeting notes for all communities that were identified. Six Nations of the Grand River	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			(both the elected council and HCCC), Mississaugas of the Credit and Huron-Wendat Nation.	
3d	IBID	Within this information was a letter (March 3, 2023) to the Mayor of Mississauga in which MCFN indicates that while there has been some initial notification, it has been generic. Does not reflect meaningful commitment.	City should commit to working collaboratively with MCFN. MCFN believes that meaningful consultation has not taken place and that rights may be impacted by the proposed project. Further ongoing and meaningful consultation is required. The proponent should also be providing the full records of consultation for all communities.	While the letter dated March 3, 2023 to the Mayor of Mississauga, MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, substantial progress has been made in this regard that will be reflected in the Record of Consultation. The City has facilitated the MCFN review of the Draft EA and is collaborating with the MCFN to address issues of mutual concern. The City is also adding a new section in the EA about commitments and consultation with MCFN.
Ministry of the Environment, Conservation and Parks: Surface Water				
1	Section 6.2.5, Page 109, Stormwater Manageme	Comment: Stormwater: Level of Protection criteria has not been proposed. Proponent is	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to revisions	The Enhanced Level 1 of protection with 80% Total Suspended Solids (TSS) removal can be achieved with and the City will commit to this level of treatment on the site.

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	nt and 7.2.2. Effects of Establishment, Page 123	expected to commit to stormwater treatment level at EA stage. Note: It is widely accepted that Lake Ontario is classified as requiring an Enhanced Level 1 of protection – 80% TSS removal.	to the document, information requests, proposed commitments or conditions, future permits and approvals etc.	
2	Section 6.2.5, Page 109, Stormwater Management and Effects of Establishment, Page 123 7.2.2.	Based on Comment #1 (above) and given the close proximity to the receiver (Lake Ontario), the use of bioswales as a SWM measure to treat runoff from new impervious areas may not achieve the desired Enhanced Level 1 protection criterion. As stated in the Draft EA document "...the conceptual design includes approximately 10,000 m2 of the Project site being	Add text revisions throughout the Draft EA that commit to a treatment train approach in the development of SWM Plans for this undertaking. This is an opportunity to highlight innovative design and the use of environmental best management practices. For example: Page 124: Mitigation Measures: (proposed wording): The use of additional Low Impact	Enhanced Level 1 of protection with 80% TSS removal can be achieved. The use of HydroDome or similar products may form part of the solution. Details will be developed further during detailed design. The City will commit to this level of treatment on the site.

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		allocated to parking. Parking areas are well known to be sources of many types of pollutants such as oil, gas, sediment, heavy metals, nutrients, and trash.". Comment: The Ministry strongly recommends a treatment train approach that incorporates additional SWM mechanism(s) as to achieve the established level of protection for this undertaking. This may include, but not limited to, the use of OGS, permeable pavement and enhanced grasses swales. This is an opportunity to highlight innovative design and the use of environmental best management practices. Note: Appropriate SWM planning must also	Development (LID) practices such as permeable paving, oil/grit separators, bioretention and infiltration areas, sand filters, grassed swales, vegetated filter strips will be evaluated and, if needed, be implemented during detailed design as to achieve Enhanced Level 1 protection."	

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		consider the new impervious area such as boat storage area, marina facilities etc.		
3	7.2.2. Effects of Establishment , Page 123	Comment: It is understood that the Proponent has evaluated the effects related to wave action (i.e., overtopping/spray), changing lake levels and severe weather conditions in the design and functionality of the new structure however, wave spray/overtopping, changing lake levels and/or severe weather-related precipitation may also compromise the SWM infrastructure for the property. Please consider the aforementioned with respect to the maintenance and integrity of the SWM mechanism(s) for the undertaking.	Please commit to assessing the potential impact of wave spray/overtopping, changing lake levels and/or weather-related precipitation on any future SWM infrastructure during detailed design.	The impact of wave action and variations and long-term climate change related changes in water levels have been considered in the conceptual design of the protection and land base. The same considerations have been made in the conceptual development of the SWM components to ensure they can function under the range of expected site conditions.

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4	Page 147, Table 9.1 - Summary of Public Comments and Responses	Editorial correction comment: Page 147, Table 9.1 - Summary of Public Comments and Responses, Environmental Components ~ Under Comment Consideration/Question Response – I believe the text should read: "...detailed in Section 6.2.5..." not "...Section 6.5.2...".	Correct typo on Page 147, Table 9.1 – Summary of Public Comments and Responses, Environmental Components	Typo will be corrected.
5	7.2.1. Effects of Construction, Effects Assessment Page 118	Editorial correction comment: "The Project site is largely aved..."	Correct typo to read "paved".	Typo will be corrected.
6	7.2.1. Effects of Construction, Mitigation Measures, Page 118	Under Mitigation Measures Section: "Stockpiling of materials and staging equipment shall be undertaken in designated locations as far away from the lake as possible."	Please update the text to read that "construction- related stockpiling/staging of equipment be located a minimum of 30 m or more from any waterbody."	The EA text will be updated. The industry standard for construction of waterfront/lakefill project is to refuel a minimum of 30 m from the lake and this will be strictly adhered to. No stockpiling of materials other than being used for shore protection works, such as rip rap and armour stone, is expected. Such stockpiling is

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		Comment: Industry standards and governing agencies typically require that construction-related stockpiling/staging of equipment be located a minimum of 30 m away or more from any waterbody.	(Note: on Page 122, the 30 m is included in the text already).	typically minimal. However, some stockpiling of armour stone near the exposed end of lakefill is required for emergency storm protection. Storage of equipment will be on existing shore or well behind completed protection works.
7	7.2.1. Effects of C Turbidity, Page 119 and 8.1.1. EA Compliance Monitoring, Page 141	Turbidity resultant from the construction of the undertaking will occur and temporarily impair water quality and aquatic habitat. As noted by the Proponent, the "placement of armour stone on the lake bottom to create the shore protection structure will result in the disturbance and resuspension of existing sediments from the lake bottom into the water column resulting in increased turbidity and	Update text ensuring that terms are consistent throughout the EA.	The proposed conceptual plan does not anticipate the modifications of the west side of the existing breakwater other than in the upper part of the slope to achieve the proposed higher elevation of the breakwater. Should the final design require disturbance of bottom sediment within the existing marina basin, appropriate sediment controls, such as the use of turbidity curtains, will be employed in the sheltered basin. The reference to "operational protocol" will be updated to "Turbidity Management Protocol".

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		potentially reduced surface water quality." In addition, construction may also resuspend chemicals from contaminated sediment in the marina basin (west of the breakwater). The Ministry acknowledges that the Proponent has committed to following a Turbidity Management Protocol as listed in Section 8.1.1, Page 141 however, under the Mitigation Measure in 7.2.1. Effects of construction, Page 120, the term "an operational protocol" is used. It is inferred that "operational protocol" and "Turbidity Management Protocol" are the same. Please define and/or clarify.		

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
8	7.2.1. Effects of Construction, Turbidity, Page 120	The details provided related to Turbidity Management Plan ("operational protocol" as referred to on Page 120) at this review stage are considered acceptable. However, it is noted that the Proponent did not propose the use of sedimentation control measures (i.e., turbidity curtains, sheet piling) to mitigate the movement of turbid waters into surrounding areas during active construction (this site is not considered "standing water"). Comment: Please consider the use of sedimentation control measures to manage turbid water movement during this undertaking. General comment: It is understood that the	Please revise text to ensure the Proponent considers various sedimentation control measures such as turbidity curtains to control turbid waters during active construction and real-time turbidity monitoring as well as thresholds that will require revised methodologies. Note: it is understood that the level of detail provided at this stage of review is acceptable.	The use of sedimentation control measures, such as turbidity curtains or sheet piling, is not practical and is not the standard practice on lakefill projects on the open coasts of the Great Lakes. The use of sediment control measures was considered, but not incorporated based on past experience. Such measures would be damaged during storm periods when no filling or in water construction activity would be occurring. Satisfactory results are achieved through construction management and operational controls, such as limiting construction to calm or near calm days. The City acknowledges the importance of a Turbidity Management Plan and commit to the development and implementation of such a plan for this project during detailed design.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		nature of this construction will cause a temporary increase of turbidity and therefore impact surrounding water quality/aquatic habitat. The "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" (Gordon & Fletcher, 2011 (c)) states "a proponent of shore infilling ought to identify appropriate control measures prior to undertaking the project as well as remedial measures and contingency plans that will be taken if impacts do occur." Given the importance to mitigate against construction-related impacts, the Ministry emphasizes the significance of developing a comprehensive Turbidity Management		

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		Plan for this undertaking. When developing the Turbidity Management Plan, please include, but not limited to the following: operational control modifications (i.e. reducing rate of construction etc.), turbidity trigger thresholds development/monitoring (i.e., use of real-time turbidity monitoring technology), tidal and weather- related influences and triggers, and the use of sedimentation control measures such as in-water turbidity curtains and/or other silt controlling equipment to mitigate the movement of turbid waters.		
Ministry of the Environment, Conservation and Parks: Environmental Assessment Branch				

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
1	Table 1.1 page 5	Page numbers and sections referenced do not match the Terms of Reference (ToR) and draft EA report. For example, there are no Sections 7.1.2 or 7.3.2 in the draft EA. Socio-economic environment is in Section 7.5 of the draft.	Please revise as necessary to ensure all page references are aligned. Page and Section references do not align with the draft EA or in the ToR.	Agreed. All section references will be reviewed and corrected, where appropriate, based on the structure of the amended EA.
2	Section 3.5, Page 62	A statement on page 62 states "the lands immediately adjacent to the study area are formerly on the Reserve of the Mississaugas of the Credit First Nation (MCFN)." Comment: This statement may cause confusion as MCFN present-day reserve is in Haldimand, adjacent to Six Nations of the Grand River. The adjacent lands and the project study area is within the 'traditional territory' of MCFN.	Suggests replacing "reserve" to 'traditional territory" and should also specify that the project is also within the traditional territory of MCFN	The statement on Page 62 will be modified as suggested to avoid confusion.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
3	Section 3.6,– cultural environment	This section discussed a potential target identified as marine archaeological resources and states "the marine archaeological survey is considered clear of cultural/archaeological concerns". Comments: Page 69 of the ToR committed to complete the screening checklist to determine whether a Stage 1 archaeological assessment and a Cultural Heritage report are warranted. Was a checklist completed and what was the result? Did MCM provide comments/confirmation that there are no cultural heritage concerns (marine, land)? -What is the target?	Provide documentation and additional information about the cultural environment and interpretation of the target. Confirm whether a checklist was completed to determine whether a Stage 1 archaeological assessment or cultural heritage report was required. Provide documentation from MCM that they have no concerns related to cultural heritage (land/marine) within the project study area.	MCM issued a letter on February 7, 2024 indicating that based on the information in the "*Marine Archaeological Assessment, One Port Street East, Proposed Marina and Breakwater Expansion, City of Mississauga*", dated October 14, 2019, filed on April 19, 2021, licence number 2019-09, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the terms and conditions for a marine archaeological licence. This report will be entered into the Ontario Public Register of Archaeological Reports.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		-What about potential for cultural resources on land?		
4	Section 4, Table 4.1	The 'Do Nothing' column on various criteria states "until the commencement of construction on the wharf..." Comment: This is confusing as construction is not being considered in the Do Nothing alternative.	Remove the sentence "until the commencement of construction on the wharf" and provide clear and concise advantages/disadvantage of the Do Nothing alternative comparatively against the various alternatives being considered including the preferred option.	Agreed. The sentence referencing "until the commencement of construction on the wharf" shall be removed from the evaluation.
5	Page 78	The construction period of alternative method ranges from 3 months for smallest footprint, 7 months for medium footprint, and 14 months for largest footprint. The 'effect assessment' on several criterion and indicators concluded that there are no differences between any of the alternatives.	Compare the requirements and potential effects of the proposed alternative methods based on construction duration. Revise table and report as necessary. Alternatively, please explain why construction duration is not relevant in the comparative evaluation.	Construction duration is relevant to the comparative evaluation and is part of the assessment presented in Table 5.3. The screening of indicators presented in Table 5.1 reflects on where there are no differences between the alternatives not construction duration.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		Comment: The comparative evaluation does not take construction duration into consideration when evaluating the alternative methods. For example, should seasonal effects be evaluated given duration of construction ranges from 3 to 14 months, depending on the methods? Are there different building requirements between 3-month and 14 months construction period?		
6	Section 7.4.1, page 126-127	Page 126 - Effect assessment discussed songbirds during migratory season and are sensitive to human activities, including potential Species at Risk. But the 'potential effect' on page 127 indicates no SAR or SWH habitat. Comment: If there are potential for migratory	Clarify or explain why the project study area is considered to have no SAR and SWH if there are concerns of songbirds (including SAR) within the project study area.	There are no terrestrial SAR or SWH in the study area. The reference to song birds (including SAR) will be removed from the EA to avoid confusion.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		birds that are considered SAR within the project study, it is clear why potential effect has been identified to have no SAR or SWH habitat within the project study area.		
7	Page 127	Potential effect indicates there may be increased potential for the transport of nuisance and invasive plant species via construction equipment. Comment: Unclear where or how construction equipment may carry invasive plant species. Are they considered invasive because they are not known locally? Is there any mitigation strategy should this becomes a problem?	Clarify or elaborate where construction equipment comes from and how they carry invasive plant species to the project study area. Provide a contingency plan should this become a problem.	The City cannot control where contractors source their construction equipment. It may come from neighboring developments in the City or from anywhere across Ontario. The movement of construction equipment that has not been property washed has always and continues to be a source of potential invasive pest and plant species on new construction sites. Please see Clean Equipment Protocol for Industry (2016). Section 7.4.1 of the Draft EA provides commitments by the City to address this issue:

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				• Implement measures outlined tin the City of Mississauga's "Invasive Species Management Plan & Implementation Strategy" (City of Mississauga, 2021). • Apply best management practices regarding cleaning of vehicles and equipment entering, exiting, and operating on-site. All contractors involved will follow the Ontario Invasive Plant Council's "Clean Equipment Protocol for Industry" (June 2016).
8	Section 7.5.1, page 132	First bullet on 'Mitigation Measure' of the page states "implement mitigation measures for air quality, noise, etc." Comment: What are those measures for air quality and noise?	Please elaborate what the mitigation measures are. It would also be helpful to list the elements that are being considered instead of saying 'etc', as this leaves room for interpretation.	The intention of the wording in the Draft EA is that mitigation applied for air quality and noise impacts will serve to mitigate social impacts as well. The use of the acronym "etc" will be removed.
9	Page 134	Potential effect indicates there will be an increase of business activity for local business because "during construction there will be a small	Please elaborate and explain how the City determined that there will be increase of business activities for local businesses during construction. Provide	The statement that "during construction there will be a small workforce that may choose to purchase goods and services within Port Credit" is a reasonable assertion that is based on experience with impacts of construction projects.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		workforce that may choose to purchase goods and services within Port Credit" Comment: Is this based on current research or data of similar construction sites that show evidence of increase business activities during construction period despite all the potential effects of traffic, disruption, public access?	any studies used to generate the conclusion.	Port Credit is a vibrant community that offers residents, visitors, and transient workers alike a variety of opportunities to eat, shop and purchase services. No specific studies have been completed nor is further study warranted for a **positive impact** of this type.
10	Section 7.6.1, Page 139	The 'Effect Assessment' on Page 139 indicates MCFN may consider the project as infringing on their rights and interests and the City acknowledges the potential of infringement of rights and interests of Indigenous communities as such consulting with the First Nations to determine if	Provide updated wording with respect to infringement on interests of Indigenous communities.	Section has been updated to reflect recent consultation with MCFN.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		there are impacts and if further mitigation is required. The net effect on page 140 however states: "the result of this EA demonstrate that net adverse effects on the environment from the [project] are either minor or negligible in nature. As such, the City does not consider the [project] as infringing on any interest that Indigenous communities may have with respect to lands, waters, and resources in the Project study areas." Comment: Need more information why the City does not consider the project to infringe on the interest of Indigenous communities.		

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
11	Section 8/8.1 pg.141 - Monitoring	The draft EA needs to include more details on the monitoring plan and strategy. Page 75 of the ToR committed to develop a strategy and schedule for completing a monitoring plan and that would be included in the EA. The environmental performance monitoring plan needs to be outlined in more detail. Adaptive management measures should include potential options and plan for mitigation.	Provide additional details on monitoring strategy and plan. Elaborate the strategy that will be used to monitor compliance and ensure that they adhere to the commitments made in Table 8.1.	The monitoring plans provided in the Draft EA meet the ToR commitments and are similar to those provided in EA on other waterfront projects in the City. Table 0.1 "Summary of Commitments Resulting from the 1PSEPM Project EA" includes a commitment by the City to "develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring". This will be done as part of the detailed design process in consultation with the MECP, CVC and interested Indigenous communities.
12	Page 141	The bottom of page 141 mentions Section 8.1.3 for environmental performance monitoring program. This is not included in the draft EA.	Revise report to include performance monitoring program.	The monitoring plans provided in the Draft EA meet the ToR commitments and are similar to those provided in EAs on other waterfront projects in Ontario. Section 8.1.2 provides information regarding the purpose and approach to performance monitoring for the 1PSEPM Project.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				Table 0.2 "Summary of Commitments Resulting from the 1PSEPM Project EA" includes a commitment by the City to "develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring". This will be done as part of the detailed design process in consultation with the MECP, CVC and interested Indigenous communities.
13	Table 8.1; revisit all sections in report	Sections mentioned in the 'EA Report Section' column either do not exist or correspond to the 'EA Report Section Title". For example, there are no Section 7.1.1. Section 7.1 in the report is "Identifying Net Effects', not Physical environment	Revise all sections of report to ensure they are consistent and correspond with each other.	Agreed. All section references will be reviewed and corrected, as appropriate, based on the structure of the amended EA.
14		There is no discussion on how the City will address comments or concerns raised by the public, stakeholders or Indigenous communities.	Provide a plan on how the City intends to address comments or concerns that may arise during consultation or construction period.	During consultation undertaken throughout the ToR and EA, responses to questions submitted during PICs have been posted through summaries. Anyone that emailed a question at any time during the project has received a response. The City has been notifying the public about the project through a variety of

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				methods (e.g. City's website, mail-outs/letters, newspaper advertisements and notices, social media roadside signage, direct communications via email/phone). The City intends to continue notifications as the project progresses post-EA. In addition, Section 7.5 of the Draft EA states that the City intends to: • ensure that notice and details of the Project has been provided to Port Credit Harbour Marina currently operating at 1 Port Street East to be distributed to users. In addition, construction information will be posted to the project website; and • utilize the existing 311 system available to Mississauga residents and business operators for registering of public complaints and allow for their resolution in accordance with the City's policies. This broad-based approach to notifying the public will be outlined in the final EA.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
15		Missing Executive Summary	Provide an executive summary for the project. It should include an overview of the project.	The City prepared a separate summary report on the request of the Mississaugas of the Credit First Nation (the document is posted on the City's 1PSEPM project website: https://www.mississauga.ca/wp-content/uploads/2023/09/1-Port-Street-East-Proposed-Marina-PIC-Draft-EA-Summary-Document-June-2023.pdf). This will be revised and provided with the City's final EA submission as an executive summary.
16	Page 107	Minor typo – should say west side not west 'site'	Make minor edit. Make minor edit.	Typographic errors will be corrected.
17	Section 7.2 to 7.6 (pages 118 - 139)	Difficult to reference the different potential effects under a given criteria/indicator. Suggests adding sub-section for each 'potential effect' of criteria/indicator for ease to differentiate and reference. For example: 7.2 Physical Environment. 7.2.1 Effects of construction	Suggestion to add subsection for different potential effects under each criteria or indicator	The City has prepared the Draft EA document to be clear and concise. The City does not consider the effort, time and cost required to restructure the documents to be warranted. No similar comments have been received from internal City reviewers, members of the public nor the Mississaugas of the Credit First Nation that have reviewed the Draft EA in detail.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		7.2.1.1 Increases turbidity and reduce water quality from runoff... 7.2.1.2 Increased turbidity and reduce water quality from disturbance of sediments.... 7.2.1.3 Reduced soul, groundwater....		
18		Need consultation records from stakeholders, agencies, and Indigenous communities, confirming they have no further comments or concerns with the EA or on the responses provided by the City in addressing their comments		The City will seek to resolve questions and comments raised with respect to the Final EA. Where possible the City will collect documentation which confirms that comments and questions have been resolved. When this is not possible, the lack of further correspondence will suggest that the issue is resolved.

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Monday, May 6, 2024 11:23 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: One Port Street East Marina - comment response table

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Hi Beata,

Please see preliminary comments from ministry's Source Protection analyst on responses provided in the table.

Thanks,

Wai

From: protection, source (MECP) <source.protection@ontario.ca>
Sent: May 2, 2024 12:10 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: McKay, Jennifer (MECP) <Jennifer.McKay@ontario.ca>; Halder, Michael (MECP) <Michael.Halder@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Subject: RE: One Port Street East Marina - comment response table

Thank you Wai for sharing with us the responses from the City of Mississauga, the project proponent for the One Port Street East Marina Project. Without the benefit of seeing the revised draft EA report, for which you've requested the proponent to share when available, the CSPB can only provide some preliminary comments to share with the project proponent in terms of whether they've adequately addressed CSPB comments initially provided in October 2023. In the meantime, our comments are as follows:

- From the response comments on source protection matters on pages 10 and 11 of the attached table, it is not clear if the proponent has now included the vulnerability scoring associated with the already identified drinking water protection zones, namely Intake Protection Zone (IPZ)-2 with vulnerability score 4.5, and a Highly Vulnerable Aquifer (HVA) scoring 6. Please ensure the scoring is reflected in the revised draft report.
-
- Furthermore, it is not known whether any of the proposed activities associated with the project are significant, moderate, or low threats under the Clean Water Act. In the response comment table, however, the proponent states that the draft report will be amended to indicate that new threats to drinking water quality are not expected as a result of this project. However, in making this determination, did the proponent consider activities in the construction, operation, and

maintenance phases of the project? If not, then the proponent will have to identify and assess the risks of associated activities on drinking water sources during each of the phases of the project.

- As noted in the October 2023 memo, the site is partially located in an EBA for pipeline fuel/oil spills. While the storage of fuel has not been identified in the EA for the project, the response comment on page 10 of the attached response comment table indicates the presence of an existing fuel operation at 1 Port Street East which may or may not continue in the future. The October 2023 memo stated that if this activity were to occur at the site (e.g., marina fueling station), then it **could be a significant drinking water threat**. As such, the CSPB strongly encourages the proponent to continue engaging with the Credit Valley Source Protection Authority to determine whether fuel storage would be a significant drinking water threat in the EBA.

Please share the above comments with the proponents. Thank you.

Michael Halder (he/his/him)
Program Analyst | Conservation & Source Protection Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks | Ontario Public Service
437-230-2135 | michael.halder@ontario.ca

Ontario

Taking pride in strengthening Ontario, its places and its people

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Monday, May 6, 2024 11:27 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: 'grievea@rogers.com' <grievea@rogers.com>; Sharon Chapman <sharon.chapman@mississauga.ca>
Subject: [EXTERNAL] RE: One Port Street East Marina update

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Hi Beata,

I just sent you comments from ministry's Air Quality Analyst and Noise Engineer and neither of them have any additional comments of the responses provided in the comment table.

Would you still like to proceed with a meeting?

Thanks,

Wai

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Friday, May 10, 2024 4:03 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: One Port Street East Marina - comment response table

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Good afternoon Beata,

Below, you will find comments from the ministry's Climate Change advisors for your records - they do not have further comments of the responses you provided in the comment table.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Fair, Jason (MECP) <Jason.Fair@ontario.ca>
Sent: May 10, 2024 12:04 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; Hawthorne, Heather (MECP) <Heather.Hawthorne@ontario.ca>
Subject: Re: One Port Street East Marina - comment response table

Hi Wai,

Thank you also for the reminder. I have also reviewed the responses and am satisfied, with no need for further comments.

And thanks Heather.

Have a nice weekend,
Jason

From: Hawthorne, Heather (MECP) <Heather.Hawthorne@ontario.ca>
Sent: May 10, 2024 11:44 AM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Fair, Jason (MECP) <Jason.Fair@ontario.ca>
Subject: RE: One Port Street East Marina - comment response table

Good morning Wai,

Thank you for the reminder on this. I've reviewed the proponent's response to my comments (Adaptation and Resilience Branch) and I'm satisfied with the response. I have no additional comments.

Copying my colleague Jason in climate change policy branch for awareness.

Heather

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Monday, May 13, 2024 10:46 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: One Port Street East Marina - comment response table

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Good morning Beata,

Please find comment from the ministry's Senior Advisor with regards to Indigenous consultation responses, for your records.

Thanks,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Averill, Jon (MECP) <Jon.Averill@ontario.ca>
Sent: May 13, 2024 4:11 AM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: One Port Street East Marina - comment response table

Good morning Wai,

I have looked over the table/proposed responses and have nothing further to add at this time.

Thanks,

J. Averill

Jon Averill
Senior Advisor
Environmental Assessment Branch
Environmental Assessment and Permissions Division
Ministry of the Environment, Conservation and Parks
705-761-7306

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, May 15, 2024 3:50 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] RE: One Port Street East Marina update

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Good afternoon, Beata,

I have reviewed the response table and have no additional comments at this time. However, I will need to review a revised redline version of the EA to confirm our comments have been fully addressed.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, May 22, 2024 2:30 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: One Port Street East Marina - comment response table

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Hi Beata,

Please see comments from the ministry's SARB regarding the responses provided in the comment table.

Thanks,

Wai

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: May 22, 2024 1:29 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: One Port Street East Marina - comment response table

Hello,

Sorry for the delayed response. I have looked through the responses in relation to species at risk and the Endangered Species Act, 2007 and they are satisfactory.

Kind regards,

Aurora McAllister (she/her) | Management Biologist – Species at Risk | Permissions | Species at Risk Branch | Ministry of the Environment, Conservation & Parks |

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, May 22, 2024 10:20 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: One Port Street East Marina update

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Hi Beata,

I was going through the MECP technical comments and responses to our Surface Water Specialist, Christine Spedalieri's comments are missing from the response table from the City of Mississauga. Can you please provide an update on your responses?

I've attached a copy of her comments to this email.

Thanks,

Wai

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Wednesday, August 14, 2024 1:33 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: One Port Street East Marina update

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Hi Wai,

Here is the tracked changes version of the EA, addressing comments received from the Province and MCFN. We are aiming to submit the final EA in early September and I wanted to chat with you about the notice and next steps. Please let me know if you have any questions and when you would be available for a call this week.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Canadian Wildlife Service
Environment and Climate Change Canada
4905 Dufferin St.
Toronto, ON, M3H 5T4

Beata Palka, M.Pl., RPP **July 2, 2024**
Planner, Parks and Culture Planning
City of Mississauga
300 City Centre Dr, 4F
Mississauga, ON L5B 3C1
905-615-3200 ext. 4221
1portstreeteast@mississauga.ca

Re: Avoiding harm to migratory birds and species at risk at 1 Port Street East Marina.

Dear Beata Palka,

We have been informed about a proposed marina development at 1 Port Street East in Mississauga Ontario. As the marina is currently home to a large population of nesting Barn Swallows (*Hirundo rustica*), we are writing to provide information about legal rights and responsibilities under the *Migratory Birds Convention Act, 1994* (MBCA) and associated *Migratory Birds Regulations, 2022* (MBR) and the *Species at Risk Act* (SARA).

As you may know, the MBCA and its regulations (MBR 2022) protect migratory birds and prohibit the disturbance or destruction of migratory bird nests when they contain a viable egg or a migratory bird (young or adult). Schedule 1 of MBR 2022 provides year-round nest protection for 18 species (Migratory Birds Regulations, 2022 (justice.gc.ca)). For a list of all migratory bird species protected in Canada, please refer to the Birds Protected in Canada webpage. It is important to note that some species of birds protected under the MBCA have also been listed in Schedule 1 of the SARA. Barn Swallow receives protection from both the MBCA and SARA.

The federal SARA was designed to work collaboratively with provincial and territorial legislation to protect species at risk. Under SARA, the federal government is responsible for migratory birds and aquatic species at risk wherever they occur, as well as terrestrial species at risk found on federal lands. Under these conditions, certain SARA prohibitions protecting individuals and residences (e.g., nests or dens) of endangered, threatened and extirpated species apply automatically.

SARA Section 33 prohibits damaging or destroying the residence of a listed threatened, endangered, or extirpated species. SARA defines residence as: "a dwelling-place, such as a den, nest or other similar area or place, that is occupied or habitually occupied by one or more individuals during all or part of their life cycles, including breeding, rearing, staging, wintering,

feeding or hibernating" [s.2(1)]. Under SARA, Barn Swallows have one type of residence: the nest. For more information please visit: Barn Swallow (Hirundo rustica): residence description - Canada.ca

During the period of occupancy of the residence, any activity that damages or destroys the functions of the nest would constitute damage or destruction of the residence. These activities include, but are not limited to, moving, damaging or destroying the nest; blocking access to the nest; disturbing the nest; or any other activity that would damage or destroy the functions of the nest.

One key responsibility under the MBCA which is stipulated in the associated MBR relates to the protection of migratory birds and their nests:

5 (1) A person must not engage in any of the following activities unless they have a permit that authorizes them to do so, or they are authorized by these Regulations to do so:
(a) capture, kill, take, injure or harass a migratory bird or attempt to do so;
(b) destroy, take or disturb an egg; and
(c) damage, destroy, remove or disturb a nest, nest shelter, eider duck shelter or duck box.

(2) However, the following may be damaged, destroyed, removed or disturbed without a permit:
(a) a nest shelter, eider duck shelter or duck box that does not contain a live bird or a viable egg;
(b) a nest that was built by a species that is not listed in a Table to Schedule 1 if that nest does not contain a live bird or a viable egg; and

(c) a nest that was built by a species that is listed in a Table to Schedule 1 if the following conditions are met:

- (i) the person who damages, destroys, removes or disturbs that nest provided a written notice to the Minister a number of months beforehand that corresponds to the number of months set out in column 3 of the relevant Table to that Schedule for the species, and
- (ii) the nest has not been used by migratory birds since the notice was received by the Minister

To minimize the possibility of contravening the law, proponents must understand the potential effect(s) of their activities on migratory birds, nests, and eggs and implement appropriate avoidance and mitigation measures. Although disturbance or destruction of migratory bird nests and eggs is prohibited under the Act and Regulations (except under authority of a permit), **it is important to note that the removal of trees or tree trimming, shrubs, stumps or roots, or grading and mowing of areas used by ground nesting birds in itself is not necessarily prohibited by the MBCA and MBR, providing the activity does not disturb or destroy migratory bird nests or eggs.**

To this end, Environment and Climate Change Canada (ECCC) recommends that non-intrusive survey methods, such as point counts, be used to determine whether migratory birds are breeding in the area where the activity is planned. If signs of nesting or breeding are detected, ECCC recommends:

- halt all disruptive activities,

- avoid disturbing surrounding vegetation,
- protect the nest with a buffer zone,
- avoid the immediate area until the young have left the vicinity of the nest
- avoid, adapt, reschedule or relocate planned activities

Additional information on avoiding harm to migratory birds is available on our website. Specifically, the following pages may provide information of use to you:

• Published general nesting periods support planning activities;
• The nesting calendar query tool; and,
• Technical information for how to determine the presence of a nest.

This advice does not provide an authorization for harming or killing migratory birds or for the disturbance, destruction or taking of nests or eggs under the MBR. It does not provide a guarantee that implementing the recommended measures will avoid contravening the MBR or other federal, provincial or municipal regulations, laws and bylaws because each situation must be assessed individually. The guidance provided is not intended to be relied on as official advice concerning the legal consequences of any specific activity. It is not a substitute for the MBCA, the MBR, or any other legislation.

The proponent is responsible for determining their obligations and other restrictions that may exist for the project. If you have any follow-up questions regarding implementation of the MBCA or the SARA, please let us know.

Yours sincerely,

Leonie Chevrier
Permits and Regulation Biologist
Canadian Wildlife Service, Ontario Region

Cc:
Rachel DeCatanzaro| Head, Regulatory Affairs| Canadian Wildlife Service- Ontario Region
Brigitte Collins| Head, Aquatic Assessment| Canadian Wildlife Service- Ontario Region
Wildlife Enforcement Directorate| Environment and Climate Change Canada

Ministry of the Environment, Conservation and Parks

Conservation and Source Protection Branch

14th Floor
40 St. Clair Ave. West
Toronto ON M4V 1M2

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction de la protection de la nature et des sources

14e étage
40, avenue St. Clair Ouest
Toronto (Ontario) M4V 1M2

Ontario

September 3, 2024

MEMORANDUM

To: Wai Hadlari, Project Officer
Environmental Assessment Branch

From: Michael Halder, Program Analyst
Conservation and Source Protection Branch (CSPB)

Re: CSPB Comments – Environmental Assessment of the 1 Port Street East Proposed Marina Project

The Conservation and Source Protection Branch has reviewed the relevant sections of the August 2024 draft revised Environmental Assessment (EA) Report for the City of Mississauga's 1 Port Street East Proposed Marina Project (1PSEPM). We thank the project proponent for addressing and reflecting some of our previous comments provided in October 2023 and May 2024 in the draft revised report. However, the CSPB, through our review, have additional comments for the project proponent to address. The comments are as follows:

- Under section **1.3.2 Other Provincial Approvals**, the *Clean Water Act, 2006* is discussed on page 12. Please revise the refence to the Regulation noted in the second sentence. For accuracy, the reference should be changed from Regulation 288/07 to Ontario Regulation 287/07. Moreover, both the *Clean Water Act*, 2006 and O. Reg. 287/07 require Source Protection Committees to prepare source protection plans with policies to address threats to drinking water sources within all source protection vulnerable areas instead of only within intake protection zones, which is one type of vulnerable area. As such, please revise the text on page 12 accordingly. Lastly, revise the second last sentence of this paragraph to read: "~~Communities~~ Policy implementing bodies ~~will~~ have to conform to or comply with policies addressing significant drinking water threats, and have regard for policies addressing moderate and low drinking water threats" for accuracy.

- The threat posed from the **storage of fuel** threat activity, as well as its associated mitigation measures are addressed in the draft revised EA report. As a reminder, the threat posed from the handling and storage of fuel should be considered not only during the construction phase of the project, but also during its maintenance and operation phases. We therefore encourage the proponent to continue to engage with the local Source Protection Authority on the matter of the handling and storage of fuel during all phases of the undertaking.

- It is not clear if the proponent assessed **other potential drinking water threat activities such as the application, handling and storage of road salt or the handling and storage of dense non-aqueous phase liquids**. If so, were these other potential activities assessed for source protection purposes during the construction, operation, and maintenance phases of the project? If not, the proponent will have to identify and assess whether these other risks pose a low, moderate, or significant risk to drinking water sources during each of the phases of the project.

- The 1PSEPM Project Area intersects with an intake protection zone (IPZ)-2 with a vulnerability score of 4.5, a Highly Vulnerable Aquifer (HVA) with a score of 6, and within an Events-based Area (EBA) for pipeline fuel/oil spill (see Map 1 below) within the Credit Valley Source Protection Area of the larger Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. As such, some of the activities of the project may be subject to the applicable policies of the CTC Source Protection Plan.

  As noted in the October 2023 memo, there are seven policies in the CTC Source Protection Plan that the proponent should be aware of and consider before project development, as applicable. A brief description of each policy is provided below. For full policy text, please see the CTC Source Protection Plan.

  The following policies address significant drinking water threat activities within the EBA and IPZ-2:

  LO-FUEL-1 and **LO-FUEL-2**: Policies directed at the MECP that address fuel spill prevention and contingency plans and that may have implications for the facility owner (e.g., marina with onsite fuel storage).

  The following policies address moderate and low threat activities such as the handling/storage of road salt and chemicals within the HVA.

  - **SAL-10**: Planning approval authority is encouraged to require a salt management plan for developments with new roads and parking lots.

  - **SAL-12**: Municipality is encouraged to require implementation of a salt management plan and use of trained individuals in the application of road salt.

  - **SAL-13**: Municipality is requested to report annually to the SPA the results of its sodium and chloride monitoring conducted under the Safe Drinking Water Act and any other applicable monitoring programs.

  - **DNAP-3**: Municipality is encouraged to promote BMPs for the handling/storage of DNAPLs for ICI land uses.

  - **OS-3**: Municipality is encouraged to promote BMPs for the handling/storage of organic solvents for ICI land uses.

- Under section **3.1.11 Source Protection Areas** of the draft EA Report, it may be helpful to add the following text where appropriate: “Some of the activities that are undertaken

for this proposed undertaking may pose a threat to drinking water sources. As such, the activities may be subject to some of the applicable policies of the approved Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan."

Thank you for considering further comments from the Conservation and Source Protection Branch on the 1PSEPM Project. If you have any questions or concerns about the above information, please do not hesitate to contact myself or Jennifer McKay, Manager, Conservation and Source Protection Branch.

Michael Halder
Program Analyst, Conservation and Source Protection Branch
sourceprotectionscreening@ontario.ca

Cc: Jennifer McKay, Manager, Source Protection Section, CSPB

Map 1. City of Mississauga's One Port Street East Marina Project Area intersects with an intake protection zone (IPZ)-2 with a vulnerability score of 4.5, a Highly Vulnerable Aquifer with a score of 6, and within an Events-based Area for pipeline fuel/oil spill.

Hi Beata,

The ministry's Species at Risk Branch has no additional comments. Please see below for records.

Thanks,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: McAllister, Aurora (MECP) <Aurora.McAllister@ontario.ca>
Sent: Tuesday, September 10, 2024 2:08 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: Revised Draft EA report_One Port Street East

Hello,

Confirming that I don't have any additional comments.

Kind regards,

Aurora McAllister (she/her) | Management Biologist – Species at Risk | Permissions | Species at Risk Branch | Ministry of the Environment, Conservation & Parks |

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, September 11, 2024 11:00 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: Revised Draft EA report_One Port Street East

---

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

The ministry's technical reviewers on climate change have no additional comments on the revised draft EA. See below for your records.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>
Sent: Thursday, September 12, 2024 3:42 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Spedalieri, Christine (MECP) <Christine.Spedalieri@ontario.ca>; Sones, Kristen (She/Her) (MECP) <Kristen.Sones@ontario.ca>; Baker, Stacey (MECP) <Stacey.Baker@ontario.ca>; Zeng, Rui (MECP) <Rui.Zeng@ontario.ca>
Subject: RE: Revised Draft EA report_One Port Street East
Importance: High

Hi Wai,

Please find attached my comments to the proponent's responses and the Final Draft EA submitted on August 15, 2024 for our review.

Overall, the proponent has addressed our comments by including a commitment "*Fugitive Dust Management Plan*" in the commitments section of the Final Draft EA (Table 8.1).

There is one clarification required in regards to the marina boat / fueling emissions. Based on Table 9.1 of the Final Draft EA, there is an existing estimate of 470 boats at the port and for the proposed large-lakefill alternative, the estimated number of boats is approximately 450 as there are other City's boating fueling facilities. Further, the proponent's response to TSS comment no. 1 notes that this EA does not capture the boating facility and thus the fueling emissions from the marina is not part of this undertaking.

Based on my review, the proponent has addressed the fugitive dust concerns by adding a commitment to Table 9-1. However, the proponent has not addressed the marina boat fueling emissions comment no. 1 on the attached PDF Consultation Tables. I am happy to discuss my comments this afternoon or at your convenience time via Teams.

Please let me know if you have any questions or concerns with my comments.

Thank you,
Marinha Antunes, Air Quality Analyst | Technical Support Section, Central Region
Ministry of the Environment, Conservation and Parks | 5775 Yonge St. 9th Floor | Toronto, ON | M2M 4J1 | T: 437-214-4256

Fri 9/15/2023 1:02 PM

Greetings,

Thank you for your correspondence.

Please note Transport Canada does not require receipt of all Individual or Class EA related notifications. We request that project proponents self-assess whether their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per Section 82 of the *Impact Assessment Act, 2019* prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.

If the criteria above do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that apply to projects in an Environmental Assessment context:

- ***Canadian Navigable Waters Act (CNWA)*** – the Act 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. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Inquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- ***Railway Safety Act (RSA)*** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Inquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- ***Transportation of Dangerous Goods Act (TDGA)*** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Inquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- ***Aeronautics Act*** – this Act and the associated Canadian Aviation Regulations (CARs) govern civil aviation in Canada. Transport Canada should be notified of projects involving aerodromes and associated structures, or activities that could affect aviation safety. Elevated structures, such as wind turbines and communication towers, are examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. Additional guidance can be found in the *Land Use In The Vicinity of Aerodromes* publication, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Information about Transport Canada's Civil Aviation program can be found at: https://tc.canada.ca/en/aviation. Inquires can be directed to aviation.ont@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca

From: Godbout, Pierre J.R. (MECP) <Pierre.Godbout@ontario.ca>
Sent: Monday, September 16, 2024 12:06 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>; Neill, Andrew (MECP) <Andrew.Neill@ontario.ca>
Subject: RE: Revised Draft EA report_One Port Street East

Hello Wai,

I have one last comment for the proponent in reference to Table 9.1, on p.185 of the final draft report, which states, ". Adding 12 vehicle movements per hour to the existing traffic volumes creates an imperceptible change"

I would like the proponent's noise consultant to provide a quantitative evaluation which demonstrates the impact of these additional heavy trucks each hour vs. the existing ambient noise (the latter of which should also be evaluated). This can be added to the final report or sent to me separately as an email attachment.

Thank you,
Pierre

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca> on behalf of Beata Palka <Beata.Palka@mississauga.ca>
Sent: Wednesday, September 18, 2024 2:21:45 PM
To: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: FW: 1 Port St. E. Proposed Marina EA - Noise Comments Discussion
When: September 23, 2024 11:30 AM-12:15 PM.
Where: WebEx

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Solange,

The City of Mississauga has some concerns with the ministry's noise comments. They have set up a meeting between our engineer and theirs on Monday morning to discuss the comments. I'm forwarding you this email if you would like to attend as well.

Thanks,

Wai

-----Original Appointment-----
From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Wednesday, September 18, 2024 2:15 PM
To: Beata Palka; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com); 'grievea@rogers.com'; Sharon Chapman; Hadlari, Wai (MECP); Godbout, Pierre J.R. (MECP)
Subject: 1 Port St. E. Proposed Marina EA - Noise Comments Discussion
When: September 23, 2024 11:30 AM-12:15 PM (UTC-05:00) Eastern Time (US & Canada).
Where: WebEx

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

The purpose of this meeting is to discuss the attached noise comments for the 1 Port Street East Proposed Marina Draft EA. For reference, I'm attaching the City's disposition table with previous responses to noise comments provided in April 2024. I'm looking forward to this meeting. In the meantime, please let me know if you have any questions.

Thank you,
Beata

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Tel.: 416.786.7553

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
5e étage, 400, av. University
Tél.: 416.786.7553

Ontario

September 20, 2024 EMAIL ONLY

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
City of Mississauga
201 City Centre Drive, 9F
Mississauga, ON L5B 2T4
beata.palka@mississauga.ca

MCM File	**:**	**0011158**
Proponent	**:**	**City of Mississauga**
Subject	**:**	**Individual EA – Draft EA Report**
Project	**:**	**1 Port Street East Proposed Marina**
Location	**:**	**1 Port Street East, Mississauga, Ontario**

Dear Beata Palka:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the draft Environmental Assessment (EA) Report for the above-referenced project.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources (BHRs), including bridges and monuments; and
- cultural heritage landscapes (CHLs).

We have reviewed the Draft EA Report dated August 14, 2024, prepared by ShorePlan, and offer the following comments.

Project Summary
This Individual Environmental Assessment will study proposed lakefill alternatives for additional waterfront parkland and marina services for the 1 Port Street East Marina site.

Comments
We acknowledge that both the Stage 1 Archaeological Assessment carried out for this project under Project Information Form number P027-0454-2024 and the Marine Archaeological

Assessment carried out under License number 2019-09 have been entered into the Ontario Public Register of Archaeological Reports, and recommend no further archaeological concern. We further acknowledge that the mitigation measures presented in Section 7.6.1 for the archaeological criterion appropriately address the possibility of archaeological resources being unexpectedly encountered during construction.

In several instances, the Draft EA Report appears to follow the July 2020 draft of the Terms of Reference. The Heritage Planning Unit (within the Ministry of Heritage, Sport, Tourism and Culture Industries at the time, now MCM) submitted comments on that draft Terms of Reference on August 10, 2020, and our recommended revisions were reflected in the final version of the Terms of Reference, dated September 2020, which received approval from the Minister of the Environment, Conservation and Parks on September 16, 2021. In such instances, the Draft EA Report is inconsistent with the approved Terms of Reference.

Most substantively, the Draft EA Report includes no screening for potential impacts to built heritage resources and cultural heritage landscapes, including indirect impacts to potential resources outside the project footprint.

We have compiled our specific comments in the table below.

Item	Report Section or Component	Comment
1.	3.6 Cultural Environment p. 75	There is no reference to any screening for potential impacts to known (previously recognized) and potential BHRs and CHLs that could be indirectly impacted by the proposed undertaking through changes to their spatial context, sightlines, access, etc. In the "Government Comments and City Responses" table circulated in June 2020, the City of Mississauga committed to "completing the screening checklist and identifying BHRs and CHLs in the vicinity of the site that may be affected by construction activities" during the EA. This commitment was reflected in the approved Terms of Reference, which undertook that "If recommended by screening, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken by a qualified person…" (see Table 5-1 of the Terms of Reference, Cultural Environment row, Rationale field) and that "Should the results of the screen checklists warrant, a Stage 1 archaeological Assessment and a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken." (Table 7-1 of the Terms of Reference, Cultural Environment row, Proposed Scope field.) The project team should therefore complete the *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* checklist, perhaps as part of a cultural heritage screening memo, to determine whether or not there is potential for direct and/or indirect impacts to known or potential BHRs and CHLs within and adjacent to the study area. The methodology and results of this screening should be described in Section 3.6. We suggest a new subsection of 3.6 on BHRs and CHLs to contain this information. If there is no BHRs and CHLs that could be impacted by this project, we recommend that a section be included informing the findings of

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>Comment</th></tr>
<tr><td></td><td></td><td>the screening. The completed screening, screening memo and/or Cultural Heritage Report should also be included as an Appendix of the EA Report (see comment #7 below).</td></tr>
<tr><td>2.</td><td>Table 4.1: Evaluation of Alternatives to the Undertaking

p. 82</td><td>The first row in the Cultural Environment environmental component is based on the draft Terms of Reference, and is not consistent with the approved Terms of Reference, which reflects our recommended revisions. Specifically, the criteria consider only displacement of cultural heritage resources and not indirect impacts, and the “create a new land base” field does not take the potential for such impacts into account. To be consistent with the approved Terms of Reference, the first Cultural Environment row should read as follows, subject to any pertinent information gathered at the “Alternatives To” stage of the EA:
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Do Nothing</th><th>Create New Land Base</th></tr>
<tr><td>Cultural Environment</td><td>Potential for disturbance or destruction of marine- and land-based archaeological resources, displacement of built heritage resources and/or cultural heritage landscapes by demolition and/or removal and disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resource.</td><td>There is no potential for effects on cultural heritage resources</td><td>Construction has the potential for the disturbance and destruction of marine and land based archaeological resources. A new land base may have the potential to impact built heritage resources and cultural heritage landscapes.</td></tr>
</table></td></tr>
<tr><td>3.</td><td>Table 5.1: Criteria and Indicators for Comparative Evaluation of Alternative Methods

p. 98</td><td>As with Table 4.1, the criteria and indicators for cultural heritage resources in this table are based on previous drafts of the Terms of Reference and are not consistent with the approved version, as they consider only the displacement of cultural heritage resources within the project footprint, and because “cultural heritage value of built heritage resources and cultural heritage landscapes” is not quantifiable and should not be used as an indicator. To be consistent with the approved Terms of Reference, the first four fields of the first two Cultural Environment rows should read as follows, and the</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>Comment</th></tr>
<tr><td></td><td></td><td>values in the fifth and sixth fields may need to be updated accordingly.
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Indicator(s)</th><th>Approach to Assessment</th></tr>
<tr><td rowspan="2">Cultural Environment</td><td>Potential for displacement of built heritage resources and/or cultural heritage landscapes by demolition and/or removal and disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and setting of the cultural heritage resource.</td><td>Direct or indirect impacts to built heritage resources and cultural heritage landscapes within the study areas.</td><td>Presence of known (previously recognized) and potential built heritage resources and cultural heritage landscapes within and adjacent to study area</td></tr>
<tr><td>Potential disturbance or destruction of marine- and land-based archaeological resources</td><td>Archaeological resources within study areas</td><td>Presence of archaeological resources in the Project footprint, including temporary staging areas</td></tr>
</table></td></tr>
<tr><td>4.</td><td>Table 7.1: Criteria and Indicators for Detailed Assessment

p. 139</td><td>In the first two rows in the Cultural Environment environmental component, the Criteria and Indicator should be made consistent with those used in the approved Terms of Reference and recommended here for other similar tables. The Approach to Assessment in the first row should name the screening tools and/or technical studies completed for BHRs and CHLs, just as the Approach to Assessment cell for other criteria indicates the means by which the indicators are assessed. For the archaeological row, the Approach to Assessment should name the marine archaeological assessment, which is separate from the Stage 1 Archaeological Assessment since the marine archaeological assessment process is</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>Comment</th></tr>
<tr><td></td><td></td><td>not staged in the same way. We recommend the following text for these two rows:
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Indicator(s)</th><th>Approach to Assessment</th></tr>
<tr><td>Cultural Environment</td><td>Potential effects on built heritage resources and cultural heritage landscapes due to construction</td><td>Direct or indirect impacts to built heritage resources and cultural heritage landscapes within the study areas.</td><td>MCM screening checklist [and/or screening memo] to identify whether there are known or potential built heritage resources and cultural heritage landscapes within the study area; if potential is determined, Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</td></tr>
<tr><td></td><td>Potential disturbance or destruction of marine- and land-based archaeological resources</td><td>Archaeological resources within study areas</td><td>Stage 1 Archaeological Assessment and Marine Archaeological Assessment</td></tr>
</table></td></tr>
<tr><td>5.</td><td>7.6.1. Effects of Construction

p. 168</td><td>As with the tables noted above, the first criterion table in this section should be revised to consistently include both BHLs and CHLs, effects other than displacement (including indirect effects), and effects resources outside the project footprint. We propose the following revisions:
<table>
<tr><td>Criterion:</td><td>Potential ~~for displacement of~~ effects on built heritage resources and cultural heritage landscapes due to construction</td></tr>
<tr><td>Indicator:</td><td>Presence or absence of known or potential built heritage resources and cultural heritage landscapes within and adjacent to the ~~Project footprint~~ study area</td></tr>
<tr><td>Potential Effect:</td><td>Potential for the displacement, disruption or disturbance of built heritage resources and cultural heritage landscapes within ~~the footprint of the project~~ and adjacent to the study area.</td></tr>
</table>
The paragraphs under the “Effects Assessment” and “Mitigation Measures” headings should be reconsidered in light of these</td></tr>
</table>

Item	Report Section or Component	Comment
		changes. If they are to remain substantially the same, the phrase "built cultural heritage resources" should be revised to "built heritage resources or cultural heritage landscapes". We further recommend that the Effects Assessment paragraph, or some other appropriate section of the report, specify what "immediately adjacent to the 1PSEPM project site" means.
6.	Glossary p. 223	The definitions of "Archaeological resources", "Built heritage resources", and "Cultural heritage landscape" are based on out-of-date policy documents. We recommend the Glossary use the definitions of these three terms found in the *Provincial Policy Statement, 2020* or the *Provincial Planning Statement, 2024*.
7.	Appendices and References	As the draft circulated to us does not include appendices or a list of appendices, it is unclear what documents are planned to be included as such. We recommend that the Stage 1 Archaeological Assessment, the Marine Archaeological Assessment, MCM's letters indicating that those reports have been entered into the Ontario Public Register of Archaeological Reports, and whatever screening materials are used or produced with respect to BHRs and CHLs be included as appendices. At minimum, the BHR and CHL screening materials, along with supporting documentation, should be included as appendices, as these would not otherwise be publicly accessible. Archaeological assessment reports and any other document/report related to BHR/CHL should also be cited in the References (as opposed to only the terrestrial archaeological assessment as in the current draft).

Please continue to send any notices, reports and/or documentation **via email only** to both Karla Barboza and myself.

- Karla Barboza, Team Lead - Heritage | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-660-1027 | karla.barboza@ontario.ca
- Dan Minkin, Heritage Planner | Heritage Planning Unit (Citizenship and Multiculturalism) | 416.786.7553| dan.minkin@ontario.ca

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca

Copied to: Karla Barboza, Team Lead, Heritage Planning Unit, MCM
James Hamilton, Manager, Heritage Planning Unit, MCM
Wai Hadlari, Project Officer, Environmental Assessment Branch, MECP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Wed 10/2/2024 5:51 PM

Hello Pierre,

Thank you for meeting the City and our consultants on September 23, 2024 regarding traffic noise related to the 1PSEPM Project. As discussed, the City prepared a high level analysis of truck traffic concerning sound level. The existing truck flows on Lakeshore Road West are 50-175 during peak hours as stated in the City of Mississauga's "Lakeshore Road Transportation Master Plan and Implementation Strategy" prepared by HDR and the City (May, 2019). Adding and average of 12 trucks per hour from the construction of the 1PSEPM Project results in a 25% increase at the low end, which corresponds to roughly a 1 dB increase. At the upper end, it is a 6% increase, or about a 0.3 dB increase. Typically, a change of less than 3 dB is considered imperceptible. Also, on review of the Valcoustics (2017) report for a nearby residential/commercial development, the background sound levels due to traffic are above 65 dB. Therefore, the conclusions in the draft EA remain valid. In this context, the addition of Project related trucks during construction will also be hard to distinguish due to the relatively high existing sound levels.

It is acknowledged that this analysis does not account for local roads or maximum sound levels, which may see a larger percentage increase in truck traffic, depending on the time of day, and could cause greater impact to residents. The City will determine a specific haul road during detailed design when the source of armour stone and aggregate would be determined. The draft EA commits the City to having a Noise Management Plan prepared for the construction phase.

The City actively manages noise issues and traffic in Port Credit. The City will continue to manage the impacts of new projects and general growth in the area through its normal development approval processes.

The "Lakeshore Road Transportation Master Plan and Implementation Strategy" includes the truck traffic values stated in the Draft EA being in Section 2.6.7 "Goods Movement".

The Valcoustics report's Section 4 details the calculated sound levels along Lakeshore Road near the 1PSEPM Project site. Please also see the following memorandum: https://www.pcwestvillagepartners.ca/media/masterplan/20180211/Environmental%20Noise%20Feasibility%20Study%20Update%20Addendum%20-%20Valcoustics%20(2018-11-02).pdf.

Please let us know if you have any questions.

Thank you,
Beata

MISSISSAUGA

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Thu 10/3/2024 1:10 PM

Hi Beata,

Thank you for your response. I have no further comments at this time.

Best regards,

Pierre J.R. Godbout, P.Eng., MBA
Senior Noise Engineer

Provincial Officer #1974

Approval Services Section – Noise
Environmental Permissions Branch
Ministry of the Environment, Conservation & Parks
Environmental Assessment & Permissions Division
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City of Mississauga Responses to Government EA Review Team Comments – October 2, 2024

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
Ministry of the Environment, Conservation and Parks: Air Quality				
1	Section 7.3. of the Draft EA Report	Please clarify why the preferred alternative did not assess the full-service marina air emissions with respect to fueling operations for the boats.	A rationale should be provided as the fueling emissions were not assessed in the draft EA.	The EA addresses the lakefill component of the project. As provided in Section 2.3 of the Draft EA, "The purpose of the 1PSEPM Project **is to provide an expanded land base** for additional waterfront parkland and marina alternatives at the 1 Port Street East site" and "The 1PSEPM Project will delineate the boundaries of the land base expansion along the eastern breakwater to permit the relocation of the marina." Therefore, the EA does not include the marina service building nor marina operations. For more context, the Project involves simply moving existing operations from one side of the marina basin to the other. The fueling operation at the existing location at 1 Port Street East may or may not continue in the future, as there are City-operated fueling opportunities for boaters elsewhere. For the purposes of this EA, the existing air quality is not expected to measurably change as the emission sources are not expected to change.
2	Section 7.3.1 of the Draft EA Report	There is the potential during construction of disturbing contaminated soils. Further clarification is required with respect to what type of	Additional clarification is required in Section 7.3.1 of the Draft EA Report.	Section 3.1.10 of the Draft EA summarizes the results of a Golder (2016) study of soil samples from boreholes in the Project Study Area. Section 6.5 details the construction activities, which involve the placement of

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		contamination exists in the study area. Depending on the type of contamination, ambient air monitoring may be required to monitor the off-site impacts at nearby sensitive receptors.		clean fill in the lake to create land. No excavation of contaminated soils is planned. As such, there are no changes to ambient air quality anticipated that might require monitoring at nearby sensitive receptors.
3	Table 8.1" Summary of Commitments Resulting from the 1PSEPM Project EA"	The draft EA highlights the mitigation measures that will be implemented during the construction phase of the project to minimize off-site particulate impacts. In addition to the mitigation measures listed, the ministry recommends that a best management fugitive dust plan should be developed and implemented during the construction phase of this undertaking.	The ministry recommends including a commitment in Table 8.1 "Summary of Commitments Resulting from the 1PSEPM Project EA".	Agreed. A commitment to the development of a fugitive dust management plan will be included in Table 8.1 "Summary of Commitments Resulting from the 1 PSEPM Project EA".
4	General	For a comprehensive list of fugitive dust prevention and control measures, please refer to Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report	Recommendation	The EA will refer to the "Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities. Report prepared for Environment and Climate Change Canada" (March 2005) document.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		prepared for Environment and Climate Change Canada, March 2005.		
Ministry of the Environment, Conservation and Parks: Adaptation and Resilience Branch, and Climate Change Policy Branch				
1	General	Overall comment: while the report refers to the City of Mississauga's Climate Change Action Plan, and its commitment to build resilient designs for the marina and park, there is limited analysis of either the potential for impact of the project on climate change, or the potential impact of climate change on the project. The report should also reference MECP's guide on considering climate change in the environmental assessment process, 2017 and how it took it into account. This is a companion document to the ministry's codes of practice which provide guidance on key aspects of the environmental assessment process.	Suggest the report include a more comprehensive assessment of the project's potential impacts on climate change.	MECP's Guide on Considering Climate Change in the EA Process was considered and will be cited in the final EA report as requested. The coastal engineering and the associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. Similar information has been applied for other waterfront projects in the City, including the Jim Tovey Lakeview Conservation Area. Given that a marina is already in operation immediately adjacent to the planned lakefill area and that the 1PSEPM Project involves simply moving existing operations from one side of the marina basin to the other, there are no changes being proposed that would adversely or measurably contribute to climate change. The City notes that the design of the Project has considered impacts of climate change and concluded that the basin will be more

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				resilient to coastal processes in the future than it is today, as a result of its new design, likely mitigating the impact of extreme weather. There are further opportunities for enhanced resilience of the lakefill through the detailed design of the lakefill and the park.
2	General	The report does acknowledge the potential for flooding and extreme weather events to have impact on lake levels, wave action, and shoreline resilience. The basis of that assessment is stated as professional judgement with coastal processes modelling. The assessment notes that spills management plans will be developed for the project but doesn't acknowledge the possibility of extreme weather events possibly contributing to the cause of spills and their subsequent clean-up.	Suggest the report provide more analysis of the project's potential impacts on climate change, throughout all of its phases.	The Draft EA notes that the City shall ensure that contractor(s) develop a construction phase "Spills Management Plan" to maintain spills response capability, contain and clean-up all spills immediately upon detection. With respect to spills management during the establishment phase of the 1PSEPM Project, the City notes that the EA addresses the lakefill component of the project and not marina operations. To this end, the City notes that the design of the Project has considered impacts of climate change and concluded that the basin and the new lakefill will be more resilient to coastal processes in the future than the basin and the existing breakwater are today, as a result of its new design, likely mitigating the impact of extreme weather.
5	3.2 Atmospheric Environment, 3.2.1 climate	Looks at current and past climate data and conditions.	Suggest this section also consider possible future variation in climate. Refer to the Provincial Climate Change	The Draft EA has considered possible future variation in climate. The conceptual design considered past and current wind and water level data, and recently updated water level

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			Impact Assessment; the Ontario Climate Data Portal; and Environment and Climate Change Canada's Climate Atlas for more information.	data. The conceptual design reflects climate change considerations, taking into account potential future increases in winds speeds, severe weather, changes in water levels, and potentially longer ice-free periods.
6	Table 9.1, summary of public comments and responses, Page 148	In the table documenting questions asked by the public, there's a question" Will this project be net zero carbon?" The answer is the following: "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, should it be built, would be subject to these standards. We would like to request some follow-up details, while also recognizing that the proponent is not required to demonstrate that the marina building will be net-zero and that the EA process limits the		The City shares the Ministry's and the public concern regarding climate change. Please note that the EA considers the creation of lakefill along the existing eastern breakwater, which will facilitate the existing marina moving from the western side of the basin to the eastern side. The marina service building and marina operations are not the subject of the EA. **Question to the City:** Mississauga's Corporate Green Building Standard Program has 3 stringency levels for energy and emissions performance for new municipally-owned buildings. What level is proposed for the marina building? **City Response:** The marina service building and marina operations are not the subject of the EA. The following information has been provided to the public in response to questions asked during consultation events, even though the marina service building and marina operations are not the subject of the EA.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		scope of what we can demand in terms of buildings. The response provided does not properly address whether "this project will be net-zero". On the other hand, the question isn't perfectly phrased – asking about "the project" implies the construction of the facilities, whereas asking whether the marina would be operationally net-zero would get at things like GHG emissions during operations and parking. Mississauga's Climate Change Action Plan and Corporate Green Building Standard includes a supporting action, 5-1, which is "Build all new municipally-owned buildings to be more energy efficient and near net-zero". Their building standards includes a range of requirements and three different levels of performance. The standards cover the operations of the buildings themselves (not the		Should the EA be approved and if Council decides to proceed with the 1PSEPM project, the marina building would be subject to Green Building Standards in place at the time of design and construction. Here is a link to Mississauga's Green Development Standards website. Level 1 standard is currently mandatory. Level 2 will be mandatory by January 2025. Level 3 will be mandatory by 2030. **Question to the City:** Have you produced an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina? To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? **City Response:** The City has not prepared an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina. The EA addresses the lakefill component. The EA does not include the marina service building nor marina operations. The 1PSEPM Project simply provides the opportunity for

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		broader facilities) and also include things like bicycle parking and EV charging requirements. Questions for the proponent: •Have you produced an estimate for the net GHGs that will be generated during the proposed construction and subsequent operation of the marina? To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? •If a net GHG emissions assessment has not been completed for the project, please provide details of why that is the case. •Mississauga's Corporate Green Building Standard Program has 3 stringency levels for energy and emissions performance for new municipally-owned buildings. What level is		moving existing operations from one side of the marina basin to the other. **Question to the City:** To what extent have the project/alternatives already taken into account impacts on climate change in project planning and are there alternative methods to implement the project that would reduce potential emissions? **City Response:** The EA considered climate change throughout the assessment, particularly in the development of the conceptual design for the lakefill. The key considerations related to climate change included changes in wind speeds, water levels, severe weather, and ice-free periods. The "Alternatives To" and the "Alternative Methods" evaluations included the criterion "Resiliency to changing lake levels and coastal processes" to explicitly consider the effects of climate change on the 1PSEPM Project. **Question to the City:** If a net GHG emissions assessment has not been completed for the project, please provide details of why that is the case. **City Response**: A net GHG emissions assessment has not been undertaken for the following reasons:

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		proposed for the marina building?		• The current level of design of the Project is not sufficient for the completion of a GHG emissions assessment. Nevertheless, the construction of the lakefill will involve only a few pieces of heavy equipment on land and vessels in the lake. GHG emissions during construction are considered negligible. As such, a GHG emissions assessment is not warranted. • The project facilitates a move of existing marina facilities from west side of basin to east side of basin with little change to activities. The emissions from any City building, structure or activity on the site are anticipated to be minor and likely lower than those of existing operations at the current marina.
Ministry of the Environment, Conservation and Parks: Conservation and Source Protection Branch				
1	General	The study site is located at 1 Port Street East in the City of Mississauga, Regional Municipality of Peel. As shown in Figure 1 in Appendix A, the study area falls within an Intake Protection Zone (IPZ)-2 with vulnerability score 4.5, a Highly Vulnerable Aquifer (HVA) scoring 6, and an Event	The proponent should consult with the local source protection authority if they have not already done so.	CVC has been and will continue to be consulted throughout project planning. Comments received from CVC have been addressed in the conceptual design of the lakefill and in Section 7 of the EA. The City agrees with the reviewer that the preferred alternative is not located in groundwater protection zones with high vulnerability scores and that any activities associated with the 1PSEPM Project would

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		Based Area (EBA) for pipeline fuel/oil spills. The site is partially located in an EBA for pipeline fuel/oil spills (see Appendix A). While the storage of fuel has not been identified in the EA for the 1PSEPM Project, if this activity were to occur at the site (e.g., marina fueling station) it could be a significant drinking water threat. If applicable, please consult with the Credit Valley Source Protection Authority to determine whether fuel storage would be a significant drinking water threat in the EBA. Finally, if fuel may be stored at the marina, please identify this in the EA. The proponent correctly identifies that the site is in an IPZ and an HVA and indicates that it may also be located in an EBA for pipeline fuel/oil spill. However, there is no discussion regarding the vulnerability scoring of the protection zones and		not be a significant drinking water threat. The Draft EA will be amended to state new threats to drinking water quality are not expected as a result of this project. The City notes that the EA addresses the lakefill component. The existing fueling operation at 1 Port Street East may or may not continue in the future as there are City-operated fueling opportunities for boaters elsewhere. For the purposes of this EA, new threats to drinking water quality are not expected.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		whether any of the proposed activities associated with the project are significant, moderate, or low threats under the CWA. Please revise the report to clarify these points.		
Ministry of the Environment, Conservation and Parks: Noise				
1	Section 3.2.3	Section 3.2.3 of the report refers to a study by Valcoustics Canada Ltd., dated 2017.	This study was not provided for review and no noise review comments can be made regarding the study's contents, conclusions or any elements from it which may or may not have been used in the subject report.	The Valcoustics study referenced was not completed in support of the 1PSEPM Project and was simply used to describe the baseline noise conditions.
2	Section 3.2.3	Section 3.2.3 of the report identifies the nearest receptors as those residences located immediately north of the proposed project site along Port Street and Helene Street.	The report should identify and assess all the nearest (i.e., closest and most exposed) points of reception as defined in Ministry Publication NPC- 300 (in all cardinal directions except Lake Ontario's direction). In addition, the existing marina should also be assessed as a receptor if it will provide	The 1PSEPM Project will comply with the City's Noise Control By-law during construction. Marina operations are not the subject of this EA, and therefore do not require assessment.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			seasonal residences and living areas during the construction of the new marina.	
3	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of construction noise.	The local construction municipal noise by-laws should be included in the report and adhered to in the field. The noise emissions of the equipment to be used for construction should be in compliance with the limits set out in the following documents: a) Publication NPC-115, "Construction Equipment"; b) Publication NPC-118, "Motorized Conveyances"	More details on the City's Noise Control By-law will be provided in the amended EA document. Please note that in most residential areas, construction noise is allowed between 7 a.m. and 7 p.m. every day except Sundays or statutory holidays.
4	Table 5.1, p. 82	Table 5.1, p. 82 of the report mentions a qualitative approach to assessment of marina operations.	Clarify what the proposed marina operations will consist of and whether commercial and/or industrial type noise sources will be in operations at the proposed site. If so, a quantitative noise assessment should be performed at the nearest points of reception as per comment 2, above	As noted in Section 6 of the Draft EA, marina services and facilities will be located on existing land at 1 Port Street East. This portion of site is approximately 2 acres and currently a parking lot. The City will determine during detailed design the nature and size of the structure to occupy this space. Once these plans are finalized, the City will pursue the necessary approvals for the construction of the building.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				Any businesses choosing to lease space in the marina building will be responsible for securing any required approvals and permits, which are separate from this EA.
5	Section 6.4	Section 6.4 of the report mentions a future consideration for disruption of areas located near the site access route by heavy vehicular traffic.	It is noted that additional details and a quantitative noise assessment on the impact of heavy vehicular traffic along the site access route should be provided.	Contractors hauling fill materials to the Project site will need to comply with Ontario's Highway Traffic Act. The truck movements associated with this project are small in comparison with existing traffic volumes. In 2020, the City amended its Noise Control By-law. The amended by-law prohibits anyone from making unnecessary noise in both stationary and moving motor vehicles, including creating unreasonable noise from mufflers, exhaust, or emission control systems. These controls are adequate to control noise from construction traffic.
6	Section 6.5; Table 9.1, p. 151	Section 6.5 of the report mentions six (6) trucks per hour for an 8-hour day. Table 9.1, p. 151 of the report mentions twelve (12) trucks per hour or 100 truck movements per day.	The "predictable worst-case" scenario should be determined and used as part of the quantitative noise assessment discussed in comment 5.	The response in Table 9.1 refers to the number of trucks (deliveries) per day and the number of truck movements per day. The 48 trucks per day as mentioned above appears to have been rounded to 50. The EA document will be modified to ensure consistency on these values. Each truck will perform 2 movements per delivery, 1 coming onto the site and then 1

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				exiting the site. Therefore, with regards to truck movements there will be 6 trucks per hour with 2 movements per truck equaling 12 truck movements per hour. 12 truck movements per hour at 8 hours each day gives a total of 96 truck movements per day. The estimated 96 truck movements per day as mentioned above appears to have been rounded to 100. The EA document will be modified to ensure consistency on these values. The “predictable worst-case" scenario is 96 truck movements per day.
7	Section 7.3	Section 7.3 of the report mentions noise shielding by way of construction site hoarding.		The EA has been edited to remove references to noise shielding by way of construction city hoarding. The 1PSEPM Project will comply with the City’s Noise Control By-law during its construction as have recently completed and ongoing development projects in the Port Credit area. Marina operations, which are not the subject of this EA, will also be subject to compliance with the By-law. Construction site hoarding is a standard construction mitigation measure aimed to ensure public safety, but can also provide minor noise shielding for any construction activities near the hoarding.
8	Section 7.3	Section 7.3 of the report mentions that activities that	Provide clarifications as to what these activities would	Because the construction of the 1PSEPM Project will be subject to the City’s Noise

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		could create excessive noise will be restricted to daylight hours and adhere to municipal noise control by-laws.	be and assess them accordingly as per comments 3 through 5, as applicable.	Control By-law, excessive noise is not anticipated. The construction of the lakefill will involve only a few pieces of heavy equipment on land and vessels on the lake. Reference to 'excessive noise' has been removed from the EA.
9	Section 7.3	Section 7.3 of the report mentions that no construction will be permitted on weekends and statutory holidays unless exemption from the noise by-law is granted by the City, who is also the proponent for the project.	Any construction activities associated with the project should adhere to the by-law. Provide details on the contents of the City noise by-law in regards to construction activities and construction noise.	All City led projects comply with the City's Noise Control By-law. The reference to the exemptions from the Noise Control By-law will be removed from the EA.
10	Section 8.1.1	Section 8.1.1 of the report mentions the implementation of best management practices during construction in regard (partially) to noise management	Details of this plan should be provided.	A noise management plan will be developed by the construction contractor following detailed design and procurement. For EA purposes, more details regarding the anticipated contents of a management plan will be added. The level of detail will be like that outlined for the Spills Management Plan in Section 7.1 of the Draft EA.
Ministry of the Environment, Conservation and Parks: Species at Risk Branch				
1	General	The Ministry of the Environment, Conservation and Parks (MECP) is responsible for the administration of		The City will seek ESA authorization or exemption if required. However, as noted in Section 3.1 describes the existing biological environment.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		the Endangered Species Act, 2007 (ESA). Species listed as threatened and endangered on the Species at Risk in Ontario List (Ontario Regulation 230/08) receive species protection (under section 9) and habitat protection (under section 10). The Ministry has records of several provincially protected species at risk (SAR) in the area of the proposed project including American Eel, Lake Sturgeon, Bank Swallow and Little Brown Myotis. These species receive general habitat protection.		Since the preparation of the Draft EA, additional research and consultation with CVC was undertaken. This research identified the following aquatic SAR with some potential to be present in the Local Study Area: American Eel, Lake Sturgeon (Great Lakes - Upper St. Lawrence River population), Shortnose Cisco, and Deepwater Sculpin. Further, a field level SAR screening was undertaken to make a determination of these SAR habitat use within the Project Study Area based on based on species range, habitat affinities and field work completed for the Project and professional judgement. This screening concluded that there is a "moderate" potential for suitable habitat to present in the Project Study Area for American Eel. There was low potential for suitable habitat for the remaining SAR identified. This screening will be presented in the Final EA. Additional information regarding the American Eel and its habitat in the study areas will also be presented in both the existing conditions and the effects assessment portions of the Final EA. With respect to terrestrial SAR, the Final EA will acknowledge that there are records of Bank Swallow and Little Brown Myotis in the

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				study areas, but that suitable habitat in the Project Study Area does not exist.
2	Page 126, Section 7.4.1.	The Ministry has records of Little Brown Myotis (endangered) in the area.	If any of the trees proposed for could provide suitable roosting habitat for SAR bats, then potential impacts to SAR bats should be considered. In order to avoid direct impacts to individual SAR bats, the Ministry highly recommends removing the trees outside of the bat active season. The active season for Little Brown Myotis is considered to be April 1 to September 30. Should there be potential for Eastern Small-footed Myotis to be present, please note that the active season for this species is considered to be March 15 to November 30.	There is limited vegetation associated with the site and the trees slated for removal are either on the breakwater, which is submerged at times, or are street trees. Should these species be found on site, any tree removals will occur outside of the active bat season.
3	Page 129, Section 7.4.1.	The Ministry has records of provincially protected aquatic SAR in the area, including American Eel (endangered). General habitat for this species likely overlaps with the project area. Please see the recovery strategy for more guidance on the habitat of	Potential impacts to American Eel and its habitat should be considered in the EA. The Ministry recommends that an Information Gathering Form (IGF) be submitted in relation to American Eel. The IGF will help the Ministry better understand whether the	Potential impacts to American Eel are not anticipated. However, the discussion in the EA will be expanded upon in response to MECP and Mississaugas of the Credit First Nation comments. The City will use the Information Gathering Form (IGF) as a guide. The City will seek ESA authorization or exemption if required following detailed design.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		this species.	project will impact American Eel and/or its habitat. Failure to submit a complete and accurate IGF with supporting rationale and not allowing adequate time for review and the issuance of any required authorizations could result in delays to the activity's anticipated start date.	
Ministry of the Environment, Conservation and Parks: Environmental Assessment Branch				
Cover letter	General	Overall the consultation record is incomplete. Records are missing for all Indigenous communities identified: Mississaugas of the Credit First Nation, Six Nations of the Grand River (both elected council and HCCC) and Huron-Wendat. In a letter dated March 3, 2023 to the Mayor of Mississauga, MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, rather as notification and additional meaningful and fulsome		The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements. While the letter dated March 3, 2023 to the Mayor of Mississauga from MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, substantial progress has been made in this regard that will be reflected in the Record of Consultation. The City has facilitated the MCFN review of the Draft EA and is collaborating with the MCFN to address issues of mutual concern. The City is also adding a new section in the EA about commitments and consultation with MCFN.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		engagement is required. More consultation is likely required as rights may be impacted by the project.		
1	Section 9.4	Engagement with Indigenous Communities contains a high level overview but does not include where additional information is i.e.actual Record of Consultation with supporting documents	Reference as to where the records are located within the Draft EA.	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
2	Appendix 3 Record of Consultation	Indigenous communities lumped together with other "stakeholders'. Indigenous communities do not view themselves as stakeholders. The two should be separated.	Separate public and Indigenous consultation	The City will be modifying the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
3a	Appendix 3 Record of Consultation	Couple of letters are included in the record from the proponent to Six Nations of the Grand River and HCCC, Huron-Wendat and Mississaugas of the Credit dated Feb 1, 2022 and Aug 11, 2022	Couple of letters from proponent to communities are included but lacks the full record (emails, calls, etc.) Couple of letters are included in the record from the proponent to Six Nations of the Grand River and HCCC, Huron-Wendat and Mississaugas of the Credit	The City will be augmenting the Record of Consultation Engagement regarding all Indigenous communities to satisfy the Ministry's requirements.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			dated Feb 1, 2022 and Aug 11, 2022	
3b	IBID	While supplementary records were supplied on October 16, 2023 to MECP Project Lead in the format of a Disposition Table with MCFN, this does not adequately address the need for the actual records (emails, calls, meeting notes, etc.) for consultation.	All records must be included.	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
3c	IBID	Supplementary information was again supplied on October 16, 2023 to MECP Project Lead for the Record of Consultation with MCFN in table format.	All records must be included - emails, phone calls, meeting notes for all communities that were identified. Six Nations of the Grand River (both the elected council and HCCC), Mississaugas of the Credit and Huron-Wendat Nation.	The City will be augmenting the Record of Consultation regarding all Indigenous communities to satisfy the Ministry's requirements.
3d	IBID	Within this information was a letter (March 3, 2023) to the Mayor of Mississauga in which MCFN indicates that while there has been some initial notification, it has been generic. Does not reflect meaningful commitment.	City should commit to working collaboratively with MCFN. MCFN believes that meaningful consultation has not taken place and that rights may be impacted by the proposed project. Further ongoing and meaningful consultation is required. The	While the letter dated March 3, 2023 to the Mayor of Mississauga, MCFN noted that they did not consider the efforts to date by the proponent as meaningful engagement, substantial progress has been made in this regard that will be reflected in the Record of Consultation. The City has facilitated the MCFN review of the Draft EA and is collaborating with the MCFN to address

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			proponent should also be providing the full records of consultation for all communities.	issues of mutual concern. The City is also adding a new section in the EA about commitments and consultation with MCFN.
Ministry of the Environment, Conservation and Parks: Surface Water				
1	Section 6.2.5, Page 109, Stormwater Management and 7.2.2. Effects of Establishment , Page 123	Comment: Stormwater: Level of Protection criteria has not been proposed. Proponent is expected to commit to stormwater treatment level at EA stage. Note: It is widely accepted that Lake Ontario is classified as requiring an Enhanced Level 1 of protection – 80% TSS removal.	Describe in detail what action you recommend to address your comments. Actions may include but are not limited to revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.	The Enhanced Level 1 of protection with 80% Total Suspended Solids (TSS) removal can be achieved with and the City will commit to this level of treatment on the site.
2	Section 6.2.5, Page 109, Stormwater Management and Effects of Establishment, Page 123 7.2.2.	Based on Comment #1 (above) and given the close proximity to the receiver (Lake Ontario), the use of bioswales as a SWM measure to treat runoff from new impervious areas may not achieve the desired	Add text revisions throughout the Draft EA that commit to a treatment train approach in the development of SWM Plans for this undertaking. This is an opportunity to highlight innovative design and the use of environmental best management practices.	Enhanced Level 1 of protection with 80% TSS removal can be achieved. The use of HydroDome or similar products may form part of the solution. Details will be developed further during detailed design. The City will commit to this level of treatment on the site.

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		Enhanced Level 1 protection criterion. As stated in the Draft EA document "…the conceptual design includes approximately 10,000 m2 of the Project site being allocated to parking. Parking areas are well known to be sources of many types of pollutants such as oil, gas, sediment, heavy metals, nutrients, and trash.". Comment: The Ministry strongly recommends a treatment train approach that incorporates additional SWM mechanism(s) as to achieve the established level of protection for this undertaking. This may include, but not limited to, the use of OGS, permeable pavement and enhanced grasses swales. This is an opportunity to highlight innovative design and the use of environmental best management practices.	For example: Page 124: Mitigation Measures: (proposed wording): The use of additional Low Impact Development (LID) practices such as permeable paving, oil/grit separators, bioretention and infiltration areas, sand filters, grassed swales, vegetated filter strips will be evaluated and, if needed, be implemented during detailed design as to achieve Enhanced Level 1 protection."	

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		Note: Appropriate SWM planning must also consider the new impervious area such as boat storage area, marina facilities etc.		
3	7.2.2. Effects of Establishment , Page 123	Comment: It is understood that the Proponent has evaluated the effects related to wave action (i.e., overtopping/spray), changing lake levels and severe weather conditions in the design and functionality of the new structure however, wave spray/overtopping, changing lake levels and/or severe weather-related precipitation may also compromise the SWM infrastructure for the property. Please consider the aforementioned with respect to the maintenance and integrity of the SWM mechanism(s) for the undertaking.	Please commit to assessing the potential impact of wave spray/overtopping, changing lake levels and/or weather-related precipitation on any future SWM infrastructure during detailed design.	The impact of wave action and variations and long-term climate change related changes in water levels have been considered in the conceptual design of the protection and land base. The same considerations have been made in the conceptual development of the SWM components to ensure they can function under the range of expected site conditions.
4	Page 147, Table 9.1 - Summary of	Editorial correction comment: Page 147, Table 9.1 - Summary of Public	Correct typo on Page 147, Table 9.1 – Summary of Public Comments and	Typo will be corrected.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
	Public Comments and Responses	Comments and Responses, Environmental Components ~ Under Comment Consideration/Question Response – I believe the text should read: "…detailed in Section 6.2.5..." not "…Section 6.5.2…".	Responses, Environmental Components	
5	7.2.1. Effects of Construction, Effects Assessment Page 118	Editorial correction comment: "The Project site is largely aved…"	Correct typo to read "paved".	Typo will be corrected.
6	7.2.1. Effects of Construction, Mitigation Measures, Page 118	Under Mitigation Measures Section: "Stockpiling of materials and staging equipment shall be undertaken in designated locations as far away from the lake as possible." Comment: Industry standards and governing agencies typically require that construction-related stockpiling/staging of equipment be located a minimum of 30 m away or more from any waterbody.	Please update the text to read that "construction-related stockpiling/staging of equipment be located a minimum of 30 m or more from any waterbody." (Note: on Page 122, the 30 m is included in the text already).	The EA text will be updated. The industry standard for construction of waterfront/lakefill project is to refuel a minimum of 30 m from the lake and this will be strictly adhered to. No stockpiling of materials other than being used for shore protection works, such as rip rap and armour stone, is expected. Such stockpiling is typically minimal. However, some stockpiling of armour stone near the exposed end of lakefill is required for emergency storm protection. Storage of equipment will be on existing shore or well behind completed protection works.

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7	7.2.1. Effects of C Turbidity, Page 119 and 8.1.1. EA Compliance Monitoring, Page 141	Turbidity resultant from the construction of the undertaking will occur and temporarily impair water quality and aquatic habitat. As noted by the Proponent, the "placement of armour stone on the lake bottom to create the shore protection structure will result in the disturbance and resuspension of existing sediments from the lake bottom into the water column resulting in increased turbidity and potentially reduced surface water quality." In addition, construction may also resuspend chemicals from contaminated sediment in the marina basin (west of the breakwater). The Ministry acknowledges that the Proponent has committed to following a Turbidity Management Protocol as listed in Section 8.1.1, Page 141 however,	Update text ensuring that terms are consistent throughout the EA.	The proposed conceptual plan does not anticipate the modifications of the west side of the existing breakwater other than in the upper part of the slope to achieve the proposed higher elevation of the breakwater. Should the final design require disturbance of bottom sediment within the existing marina basin, appropriate sediment controls, such as the use of turbidity curtains, will be employed in the sheltered basin. The reference to "operational protocol" will be updated to "Turbidity Management Protocol".

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		under the Mitigation Measure in 7.2.1. Effects of construction, Page 120, the term “an operational protocol” is used. It is inferred that “operational protocol” and “Turbidity Management Protocol” are the same. Please define and/or clarify.		
8	7.2.1. Effects of Construction, Turbidity, Page 120	The details provided related to Turbidity Management Plan (“operational protocol” as referred to on Page 120) at this review stage are considered acceptable. However, it is noted that the Proponent did not propose the use of sedimentation control measures (i.e., turbidity curtains, sheet piling) to mitigate the movement of turbid waters into surrounding areas during active construction (this site is not considered “standing water”).	Please revise text to ensure the Proponent considers various sedimentation control measures such as turbidity curtains to control turbid waters during active construction and real-time turbidity monitoring as well as thresholds that will require revised methodologies. Note: it is understood that the level of detail provided at this stage of review is acceptable.	The use of sedimentation control measures, such as turbidity curtains or sheet piling, is not practical and is not the standard practice on lakefill projects on the open coasts of the Great Lakes. The use of sediment control measures was considered, but not incorporated based on past experience. Such measures would be damaged during storm periods when no filling or in water construction activity would be occurring. Satisfactory results are achieved through construction management and operational controls, such as limiting construction to calm or near calm days. The City acknowledges the importance of a Turbidity Management Plan and commit to the development and implementation of

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		Comment: Please consider the use of sedimentation control measures to manage turbid water movement during this undertaking. General comment: It is understood that the nature of this construction will cause a temporary increase of turbidity and therefore impact surrounding water quality/aquatic habitat. The "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" (Gordon & Fletcher, 2011 (c)) states "a proponent of shore infilling ought to identify appropriate control measures prior to undertaking the project as well as remedial measures and contingency plans that will be taken if impacts do occur." Given the importance to mitigate against construction-related impacts, the Ministry emphasizes the significance of developing a		such a plan for this project during detailed design.

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		comprehensive Turbidity Management Plan for this undertaking. When developing the Turbidity Management Plan, please include, but not limited to the following: operational control modifications (i.e. reducing rate of construction etc.), turbidity trigger thresholds development/monitoring (i.e., use of real-time turbidity monitoring technology), tidal and weather- related influences and triggers, and the use of sedimentation control measures such as in-water turbidity curtains and/or other silt controlling equipment to mitigate the movement of turbid waters.		
Ministry of the Environment, Conservation and Parks: Environmental Assessment Branch				
1	Table 1.1 page 5	Page numbers and sections referenced do not match the Terms of Reference (ToR) and draft EA report. For example, there are no Sections 7.1.2 or 7.3.2 in the draft EA. Socio-	Please revise as necessary to ensure all page references are aligned. Page and Section references do not align with the draft EA or in the ToR.	Agreed. All section references will be reviewed and corrected, where appropriate, based on the structure of the amended EA.

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		economic environment is in Section 7.5 of the draft.		
2	Section 3.5, Page 62	A statement on page 62 states "the lands immediately adjacent to the study area are formerly on the Reserve of the Mississaugas of the Credit First Nation (MCFN)." Comment: This statement may cause confusion as MCFN present-day reserve is in Haldimand, adjacent to Six Nations of the Grand River. The adjacent lands and the project study area is within the 'traditional territory' of MCFN.	Suggests replacing "reserve" to 'traditional territory" and should also specify that the project is also within the traditional territory of MCFN	The statement on Page 62 will be modified as suggested to avoid confusion.
3	Section 3.6,– cultural environment	This section discussed a potential target identified as marine archaeological resources and states "the marine archaeological survey is considered clear of cultural/archaeological concerns". Comments: Page 69 of the ToR committed to complete the screening checklist to	Provide documentation and additional information about the cultural environment and interpretation of the target. Confirm whether a checklist was completed to determine whether a Stage 1 archaeological assessment or cultural heritage report was required.	MCM issued a letter on February 7, 2024 indicating that based on the information in the "*Marine Archaeological Assessment, One Port Street East, Proposed Marina and Breakwater Expansion, City of Mississauga*", dated October 14, 2019, filed on April 19, 2021, licence number 2019-09, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment is consistent with the terms and conditions for a marine archaeological licence. This report

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		determine whether a Stage 1 archaeological assessment and a Cultural Heritage report are warranted. Was a checklist completed and what was the result? Did MCM provide comments/confirmation that there are no cultural heritage concerns (marine, land)? -What is the target? -What about potential for cultural resources on land?	Provide documentation from MCM that they have no concerns related to cultural heritage (land/marine) within the project study area.	will be entered into the Ontario Public Register of Archaeological Reports.
4	Section 4, Table 4.1	The 'Do Nothing' column on various criteria states "until the commencement of construction on the wharf…" Comment: This is confusing as construction is not being considered in the Do Nothing alternative.	Remove the sentence "until the commencement of construction on the wharf" and provide clear and concise advantages/disadvantage of the Do Nothing alternative comparatively against the various alternatives being considered including the preferred option.	Agreed. The sentence referencing "until the commencement of construction on the wharf" shall be removed from the evaluation.
5	Page 78	The construction period of alternative method ranges from 3 months for smallest footprint, 7 months for medium footprint, and 14 months for largest footprint. The 'effect assessment' on	Compare the requirements and potential effects of the proposed alternative methods based on construction duration. Revise table and report as necessary.	Construction duration is relevant to the comparative evaluation and is part of the assessment presented in Table 5.3. The screening of indicators presented in Table 5.1 reflects on where there are no differences between the alternatives not construction duration.

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		several criterion and indicators concluded that there are no differences between any of the alternatives. Comment: The comparative evaluation does not take construction duration into consideration when evaluating the alternative methods. For example, should seasonal effects be evaluated given duration of construction ranges from 3 to 14 months, depending on the methods? Are there different building requirements between 3-month and 14 months construction period?	Alternatively, please explain why construction duration is not relevant in the comparative evaluation.	
6	Section 7.4.1, page 126-127	Page 126 - Effect assessment discussed songbirds during migratory season and are sensitive to human activities, including potential Species at Risk. But the 'potential effect' on page 127 indicates no SAR or SWH habitat. Comment: If there are potential for migratory birds	Clarify or explain why the project study area is considered to have no SAR and SWH if there are concerns of songbirds (including SAR) within the project study area.	There are no terrestrial SAR or SWH in the study area. The reference to song birds (including SAR) will be removed from the EA to avoid confusion.

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		that are considered SAR within the project study, it is clear why potential effect has been identified to have no SAR or SWH habitat within the project study area.		
7	Page 127	Potential effect indicates there may be increased potential for the transport of nuisance and invasive plant species via construction equipment. Comment: Unclear where or how construction equipment may carry invasive plant species. Are they considered invasive because they are not known locally? Is there any mitigation strategy should this becomes a problem?	Clarify or elaborate where construction equipment comes from and how they carry invasive plant species to the project study area. Provide a contingency plan should this become a problem.	The City cannot control where contractors source their construction equipment. It may come from neighboring developments in the City or from anywhere across Ontario. The movement of construction equipment that has not been property washed has always and continues to be a source of potential invasive pest and plant species on new construction sites. Please see Clean Equipment Protocol for Industry (2016). Section 7.4.1 of the Draft EA provides commitments by the City to address this issue: • Implement measures outlined tin the City of Mississauga's "Invasive Species Management Plan & Implementation Strategy" (City of Mississauga, 2021).

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				• Apply best management practices regarding cleaning of vehicles and equipment entering, exiting, and operating on-site. All contractors involved will follow the Ontario Invasive Plant Council's "Clean Equipment Protocol for Industry" (June 2016).
8	Section 7.5.1, page 132	First bullet on 'Mitigation Measure' of the page states "implement mitigation measures for air quality, noise, etc." Comment: What are those measures for air quality and noise?	Please elaborate what the mitigation measures are. It would also be helpful to list the elements that are being considered instead of saying 'etc', as this leaves room for interpretation.	The intention of the wording in the Draft EA is that mitigation applied for air quality and noise impacts will serve to mitigate social impacts as well. The use of the acronym "etc" will be removed.
9	Page 134	Potential effect indicates there will be an increase of business activity for local business because "during construction there will be a small workforce that may choose to purchase goods and services within Port Credit" Comment: Is this based on current research or data of similar construction sites that show evidence of increase business activities during	Please elaborate and explain how the City determined that there will be increase of business activities for local businesses during construction. Provide any studies used to generate the conclusion.	The statement that "during construction there will be a small workforce that may choose to purchase goods and services within Port Credit" is a reasonable assertion that is based on experience with impacts of construction projects. Port Credit is a vibrant community that offers residents, visitors, and transient workers alike a variety of opportunities to eat, shop and purchase services. No specific studies have been completed nor is further study warranted for a **positive impact** of this type.

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		construction period despite all the potential effects of traffic, disruption, public access?		
10	Section 7.6.1, Page 139	The 'Effect Assessment' on Page 139 indicates MCFN may consider the project as infringing on their rights and interests and the City acknowledges the potential of infringement of rights and interests of Indigenous communities as such consulting with the First Nations to determine if there are impacts and if further mitigation is required. The net effect on page 140 however states: "the result of this EA demonstrate that net adverse effects on the environment from the [project] are either minor or negligible in nature. As such, the City does not consider the [project] as infringing on any interest that Indigenous communities may have with respect to lands, waters, and	Provide updated wording with respect to infringement on interests of Indigenous communities.	Section has been updated to reflect recent consultation with MCFN.

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		resources in the Project study areas." Comment: Need more information why the City does not consider the project to infringe on the interest of Indigenous communities.		
11	Section 8/8.1 pg.141 - Monitoring	The draft EA needs to include more details on the monitoring plan and strategy. Page 75 of the ToR committed to develop a strategy and schedule for completing a monitoring plan and that would be included in the EA. The environmental performance monitoring plan needs to be outlined in more detail. Adaptive management measures should include potential options and plan for mitigation.	Provide additional details on monitoring strategy and plan. Elaborate the strategy that will be used to monitor compliance and ensure that they adhere to the commitments made in Table 8.1.	The monitoring plans provided in the Draft EA meet the ToR commitments and are similar to those provided in EA on other waterfront projects in the City. Table 0.1 "Summary of Commitments Resulting from the 1PSEPM Project EA" includes a commitment by the City to "develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring". This will be done as part of the detailed design process in consultation with the MECP, CVC and interested Indigenous communities.
12	Page 141	The bottom of page 141 mentions Section 8.1.3 for environmental performance monitoring program. This is not included in the draft EA.	Revise report to include performance monitoring program.	The monitoring plans provided in the Draft EA meet the ToR commitments and are similar to those provided in EAs on other waterfront projects in Ontario.

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				Section 8.1.2 provides information regarding the purpose and approach to performance monitoring for the 1PSEPM Project. Table 0.2 "Summary of Commitments Resulting from the 1PSEPM Project EA" includes a commitment by the City to "develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring". This will be done as part of the detailed design process in consultation with the MECP, CVC and interested Indigenous communities.
13	Table 8.1; revisit all sections in report	Sections mentioned in the 'EA Report Section' column either do not exist or correspond to the 'EA Report Section Title". For example, there are no Section 7.1.1. Section 7.1 in the report is "Identifying Net Effects', not Physical environment	Revise all sections of report to ensure they are consistent and correspond with each other.	Agreed. All section references will be reviewed and corrected, as appropriate, based on the structure of the amended EA.
14		There is no discussion on how the City will address comments or concerns raised by the public, stakeholders or Indigenous communities.	Provide a plan on how the City intends to address comments or concerns that may arise during consultation or construction period.	During consultation undertaken throughout the ToR and EA, responses to questions submitted during PICs have been posted through summaries. Anyone that emailed a question at any time during the project has received a response. The City has been notifying the public about the project through a variety of methods (e.g. City's

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				website, mail-outs/letters, newspaper advertisements and notices, social media roadside signage, direct communications via email/phone). The City intends to continue notifications as the project progresses post-EA. In addition, Section 7.5 of the Draft EA states that the City intends to: • ensure that notice and details of the Project has been provided to Port Credit Harbour Marina currently operating at 1 Port Street East to be distributed to users. In addition, construction information will be posted to the project website; and • utilize the existing 311 system available to Mississauga residents and business operators for registering of public complaints and allow for their resolution in accordance with the City's policies. This broad-based approach to notifying the public will be outlined in the final EA.
15		Missing Executive Summary	Provide an executive summary for the project. It should include an overview of the project.	The City prepared a separate summary report on the request of the Mississaugas of the Credit First Nation (the document is posted on the City's 1PSEPM project website: https://www.mississauga.ca/wp-content/uploads/2023/09/1-Port-Street-East-

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				Proposed-Marina-PIC-Draft-EA-Summary-Document-June-2023.pdf). This will be revised and provided with the City's final EA submission as an executive summary.
16	Page 107	Minor typo – should say west side not west 'site'	Make minor edit. Make minor edit.	Typographic errors will be corrected.
17	Section 7.2 to 7.6 (pages 118 - 139)	Difficult to reference the different potential effects under a given criteria/indicator. Suggests adding sub-section for each 'potential effect' of criteria/indicator for ease to differentiate and reference. For example: 7.2 Physical Environment. 7.2.1 Effects of construction 7.2.1.1 Increases turbidity and reduce water quality from runoff… 7.2.1.2 Increased turbidity and reduce water quality from disturbance of sediments…. 7.2.1.3 Reduced soul, groundwater….	Suggestion to add subsection for different potential effects under each criteria or indicator	The City has prepared the Draft EA document to be clear and concise. The City does not consider the effort, time and cost required to restructure the documents to be warranted. No similar comments have been received from internal City reviewers, members of the public nor the Mississaugas of the Credit First Nation that have reviewed the Draft EA in detail.
18		Need consultation records from stakeholders, agencies, and Indigenous communities, confirming they have no		The City will seek to resolve questions and comments raised with respect to the Final EA. Where possible the City will collect documentation which confirms that

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		further comments or concerns with the EA or on the responses provided by the City in addressing their comments		comments and questions have been resolved. When this is not possible, the lack of further correspondence will suggest that the issue is resolved.
Ministry of the Environment, Conservation and Parks: Conservation and Source Protection Branch (Supplementary Comments September 3, 2024)				
1	Section 1.3.2	Under section 1.3.2 Other Provincial Approvals, the Clean Water Act, 2006 is discussed on page 12. Please revise the refence to the Regulation noted in the second sentence. For accuracy, the reference should be changed from Regulation 288/07 to Ontario Regulation 287/07. Moreover, both the Clean Water Act, 2006 and O. Reg. 287/07 require Source Protection Committees to prepare source protection plans with policies to address threats to drinking water sources within all source protection vulnerable areas instead of only within intake protection zones, which is one type of vulnerable area. As such, please	Make text revisions to Section 1.3.2	Text revisions to Section 1.3.2 are made as requested.

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		revise the text on page 12 accordingly. Lastly, revise the second last sentence of this paragraph to read: "Communities Policy implementing bodies will have to conform to or comply with policies addressing significant drinking water threats, and have regard for policies addressing moderate and low drinking water threats" for accuracy.		
2	Chapter 7	The threat posed from the storage of fuel threat activity, as well as its associated mitigation measures are addressed in the draft revised EA report. As a reminder, the threat posed from the handling and storage of fuel should be considered not only during the construction phase of the project, but also during its maintenance and operation phases.	The City is encouraged to continue to engage with the local Source Protection Authority on the matter of the handling and storage of fuel during all phases of the undertaking.	Text in Chapter 7 has been modified to indicate that the City will continue to engage with the local Source Protection Authority on the matter of the handling and storage of fuel during all phases of the 1PSEPM Project.

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3	Chapter 7	It is not clear if the proponent assessed other potential drinking water threat activities such as the application, handling and storage of road salt or the handling and storage of dense non-aqueous phase liquids. If so, were these other potential activities assessed for source rotection purposes during the construction, operation, and maintenance phases of the project.	The proponent will have to identify and assess whether these other risks pose a low, moderate, or significant risk to drinking water sources during each of the phases of the project.	Chapter 7 has been modified to clearly indicate that there no significant threat to drinking water from marina operations, including discharges of stormwater that may contain contaminants such as road salt or the dense non-aqueous phase liquids.
4	Chapter 7	The 1PSEPM Project Area intersects with an intake protection zone (IPZ)-2 with a vulnerability score of 4.5, a Highly Vulnerable Aquifer (HVA) with a score of 6, and within an Events-based Area (EBA) for pipeline fuel/oil spill within the Credit Valley Source Protection Area of the larger Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Region. As such, some of the activities of the	None provided	Reference to the CTC policies relevant to the 1PSEPM Project was added to Section 6.6 with the intent that these policies would be considered during detailed design and marina operations.

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		project may be subject to the applicable policies of the CTC Source Protection Plan. There are seven policies in the CTC Source Protection Plan that the proponent should be aware of and consider before project development, as applicable. A brief description of each policy is provided.		
5	Section 3.1.11	It may be helpful to add the following text where appropriate: "Some of the activities that are undertaken for this proposed undertaking may pose a threat to drinking water sources. As such, the activities may be subject to some of the applicable policies of the approved Credit Valley, Toronto and Region and Central Lake Ontario Source Protection Plan."	Add text	The suggested text was added to Section 3.1.11.
Ministry of the Environment, Conservation and Parks: Air Quality Branch (Supplementary Comments September 12, 2024)				
1	Section 7.3.1	If this EA does not include the marina service building nor marina operations, the	Further Clarification is Required	Section 7.3 "Atmospheric Environment" has been modified to include a context section before Section 7.3.1 that clearly indicates

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		proponent should clarify this in the air quality section of the Final Draft EA (Section 7.3.1 - pg 42). The Final Draft EA should include a rationale for not assessing the boat marina emissions as these contribute to greenhouse gases (GHGs) as well.		that marina operations at a marina service building are not assessed as part of the EA. The context section will state that: "This EA addresses the lakefill component of the project. As provided in Section 2.3 of the Draft EA, the purpose of the 1PSEPM Project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. The Project involves simply moving some of the existing operations from one side of the marina basin to the other. The fueling operation at the existing location at 1 Port Street East may or may not continue in the future, as there are City-operated fueling opportunities for boaters elsewhere. The City will determine during detailed design the nature and size of the proposed marina service building. Once these plans are finalized, the City will pursue the necessary approvals for the construction of the building. Any businesses choosing to lease space in the marina service building will be responsible for securing any required approvals and permits, which are separate from this EA.

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				Moreover, the new marina is anticipated to host approximately the same numbers of boats as the existing marina does. Therefore, for the purposes of this EA, the existing air quality is not expected to measurably change as the emission sources are not expected to change.”.
2	Sections 9.1 and 2.1.6	There is one clarification required in regards to the marina boat / refueling emissions. Based on Table 9.1 of the Final Draft ToR, there is an existing estimate of 470 boats at the port and for the proposed large-lakefill alternative, the estimated number of boats is approximately 450 as there are other City’s boating fueling facilities. Further, the proponent’s response to the ministry's TSS comment no. 1 notes that this EA does not capture the boating facility and thus the fueling emissions from the marina is not part of this undertaking. Further clarification is required since section 2.1.6 notes that the site's key attractions will	Further Clarification is Required	See above for text to be included in Section 7.3 “Atmospheric Environment” that provides further clarification in the EA regarding fueling operations.

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		include a marina and marina-related facilities (see page 42 of the final ToR)		
3	Table 8.1	A fugitive dust management plan is part of the commitments, Table 8.1 of the Final Draft EA.	No further comments	Comment has been addressed satisfactorily
4	Section 7.3.1	Section 7.3.1 includes the Cheminfo Services reference which captures the different dust mitigation measures during construction to minimize off-site impacts at nearest sensitive receptors.	No further comments	Comment has been addressed satisfactorily
Ministry of the Environment, Conservation and Parks: Noise (Supplementary Comments September 16, 2024)				
1	Table 9.1	Table 9.1, on p.185 of the final draft report, which states, "Adding 12 vehicle movements per hour to the existing traffic volumes creates an imperceptible change". Provide a quantitative evaluation which demonstrates the impact of these additional heavy trucks each hour vs. the existing ambient noise (the latter of	This can be added to the final report or sent to me separately as an email attachment. At a meeting with the City held on September 23, 2004, the MECP Noise Engineer requested the additional analysis and links to reports that describe traffic conditions and ambient noise in the vicinity of the Project.	As discussed at our meeting held on September 23, 2024, the City prepared a high level analysis of truck traffic concerning sound level. The existing truck flows on Lakeshore Road West are 50-175 during peak hours as stated in the City of Mississauga's "Lakeshore Road Transportation Master Plan and Implementation Strategy" prepared by HDR and the City (May, 2019). Adding and average of 12 trucks per hour from the construction of the 1PSEPM Project results in a 25% increase at the low end, which corresponds to roughly a 1 dB increase. At

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		which should also be evaluated).		the upper end, it is a 6% increase, or about a 0.3 dB increase. Typically, a change of less than 3 dB is considered imperceptible. Also, on review of the Valcoustics report for a nearby residential/commercial development, the background sound levels due to traffic are above 65 dB. Therefore, the conclusions in the draft EA remain valid. In this context, the addition of Project of the trucks during construction will also be hard to distinguish due to the relatively high existing sound levels. It is acknowledged that this analysis does not account for local roads or maximum sound levels, which may see a larger percentage increase in truck traffic, depending on the time of day, and could cause greater impact to residents. The City will determine a specific haul road during detailed design when the source of armour stone and aggregate would be determined. The draft EA commits the City to having a Noise Management Plan prepared for the construction phase. The City actively manages noise issues and traffic in Port Credit. The City will continue to

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
				manage the impacts of new projects and general growth in the area through its normal development approval processes. The "Lakeshore Road Transportation Master Plan and Implementation Strategy" can be viewed at the following link with the truck traffic values stated in the Draft EA being in Section 2.6.7 "Goods Movement". See: https://www7.mississauga.ca/Departments/Marketing/lakeshore-connecting-communities/Lakeshore%20Connecting%20Communities%20Transportation%20Master%20Plan%20-%20Draft%20Final%20Report.pdf The Valcoustics (2017) report can be found at the following link. Section 4 details the calculated sound levels. Along Lakeshore Road near the 1PSEPM Project site. See: https://www.pcwestvillagepartners.ca/media/masterplan/updates/Environmental%20Noise%20Feasibility%20Study.pdf. And the following memorandum: https://www.pcwestvillagepartners.ca/media/masterplan/20180211/Environmental%20Noise%20Feasibility%20Study%20Update%20Addendum%20-%20Valcoustics%20(2018-11-02).pdf.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
Ministry of Citizenship and Multiculturalism (MCM): September 20, 2024				
1	Sections 3.6.2 and 7.6.1	We acknowledge that both the Stage 1 Archaeological Assessment carried out for this project under Project Information Form number P027-0454-2024 and the Marine Archaeological 0011158 - Mississauga – 1 Port St East Proposed Marina. Assessment carried out under License number 2019-09 have been entered into the Ontario Public Register of Archaeological Reports, and recommend no further archaeological concern. We further acknowledge that the mitigation measures presented in Section 7.6.1 for the archaeological criterion appropriately address the possibility of archaeological resources being unexpectedly encountered during construction.	None provided	Comment noted. The two archaeological reports will be provided in an Appendix to the final EA Report.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
2	Sections 3.6.2 and 7.6.1	the Draft EA Report includes no screening for potential impacts to built heritage resources and cultural heritage landscapes, including indirect impacts to potential resources outside the project footprint.	None provided	The City has completed the requested screening using the checklist for non-specialists and the "Criteria for Evaluating Potential for Build Heritage Resources and Cultural Landscapes". This screening resulted in a "No" response to each of the screening questions in the checklist. The completed checklist will be added to an Appendix to the final EA Report. Nevertheless, the City undertook both land-based and a marine-based archaeological studies and is sharing these with interested Indigenous communities. The two archaeological reports will be provided in an Appendix to the final EA Report.
3		In several instances, the Draft EA Report appears to follow the July 2020 draft of the Terms of Reference. The Heritage Planning Unit (within the Ministry of Heritage, Sport, Tourism and Culture Industries at the time, now MCM) submitted comments on that draft Terms of Reference on August 10, 2020, and our recommended revisions were reflected in the final version of the Terms of Reference,	The MCM identified several instances where and additional comments (See below).	See City's responses to specific comments below.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		dated September 2020, which received approval from the Minister of the Environment, Conservation and Parks on September 16, 2021. In such instances, the Draft EA Report is inconsistent with the approved Terms of Reference.		
4.	Section 3.6., p. 75	There is no reference to any screening for potential impacts to known (previously recognized) and potential BHRs and CHLs that could be indirectly impacted by the proposed undertaking through changes to their spatial context, sightlines, access, etc. In the "Government Comments and City Responses" table circulated in June 2020, the City of Mississauga committed to "completing the screening checklist and identifying BHRs and CHLs in the vicinity of the site that may be affected by construction activities" during the	The project team should complete the Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes checklist, perhaps as part of a cultural heritage screening memo, to determine whether or not there is potential for direct and/or indirect impacts to known or potential BHRs and CHLs within and adjacent to the study area. The methodology and results of this screening should be described in Section 3.6. If there is no BHRs and CHLs that could be impacted by this project, we recommend	The City has completed the requested screening using the checklist for non-specialists and the "Criteria for Evaluating Potential for Build Heritage Resources and Cultural Landscapes". This screening resulted in a "No" response to each of the screening questions in the checklist. The completed checklist will be added to an Appendix to the final EA Report. Nevertheless, despite the results of the screening, the City undertook both land-based and a marine-based archaeological studies and is sharing these with interested Indigenous communities. This was undertaken to provide certainty regarding the absence of cultural heritage resources on the Project site and additional confidence to interested Indigenous communities. The two archaeological reports will be provided in an Appendix to the final EA Report.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		EA. This commitment was reflected in the approved Terms of Reference, which undertook that "If recommended by screening, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken by a qualified person…" (see Table 5-1 of the Terms of Reference, Cultural Environment row, Rationale field) and that "Should the results of the screen checklists warrant, a Stage 1 archaeological Assessment and a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken." (Table 7-1 of the Terms of Reference, Cultural Environment row, Proposed Scope field.	that a section be included informing the findings of the screening. The completed screening, screening memo and/or Cultural Heritage Report should also be included as an Appendix of the EA Report. We suggest a new subsection of 3.6 on BHRs and CHLs to contain this information.	The City will amend the EA Report to include a new subsection on BHRs and CHRs based on the responses of the screening and the two archaeological reports completed by the City.
5.	Table 4.1, p. 82	The first row in the Cultural Environment environmental component is based on the draft Terms of Reference,	To be consistent with the approved Terms of Reference, the first Cultural Environment row should read	The text suggested will be included in table 4.1 in the final EA Report.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		and is not consistent with the approved Terms of Reference, which reflects our recommended revisions. Specifically, the criteria consider only displacement of cultural heritage resources and not indirect impacts, and the "create a new land base" field does not take the potential for such impacts into account.	as follows, subject to any pertinent information gathered at the "Alternatives To" stage of the EA. *[Suggested Text provided in the letter contained in the Record of Consultation].*	
6	Table 5.1, p. 98	As with Table 4.1, the criteria and indicators for cultural heritage resources in this table are based on previous drafts of the Terms of Reference and are not consistent with the approved version, as they consider only the displacement of cultural heritage resources within the project footprint, and because "cultural heritage value of built heritage resources and cultural heritage landscapes" is not quantifiable and should not be used as an indicator.	To be consistent with the approved Terms of Reference, the first four fields of the first two Cultural Environment rows should read as follows, and the values in the fifth and sixth fields may need to be updated accordingly. *[Suggested Text provided in the letter contained in the Record of Consultation].*	The text suggested will be included in table 5.1 in the final EA Report and the values in the fifth and sixth fields will be updated as necessary as suggested by the reviewer.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
7	Table 7.1, p. 139	In the first two rows in the Cultural Environment environmental component, the Criteria and Indicator should be made consistent with those used in the approved Terms of Reference and recommended here for other similar tables.	The Approach to Assessment in the first row should name the screening tools and/or technical studies completed for BHRs and CHLs, just as the Approach to Assessment cell for other criteria indicates the means by which the indicators are assessed. For the archaeological row, the Approach to assessment should name the marine archaeological assessment, which is separate from the Stage 1 Archaeological Assessment since the marine archaeological assessment process is not staged in the same way. We recommend the following text for these two rows: *[Suggested Text provided in the letter contained in the Record of Consultation].*	The text suggested will be included in table 7.1 in the final EA Report.
8	Section 7.6.1., p. 168	As with the tables noted above, the first criterion table in this section	We propose the following revision.	The text suggested will be included Section 7.6.1 in the final EA Report.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		should be revised to consistently include both BHLs and CHLs, effects other than displacement (including indirect effects), and effects resources outside the project footprint.	*[Suggested Text provided in the letter contained in the Record of Consultation].* The paragraphs under the "Effects Assessment" and "Mitigation Measures" headings should be reconsidered in light of these changes. If they are to remain substantially the same, the phrase "built cultural heritage resources" should be revised to "built heritage resources or cultural heritage landscapes". We further recommend that the Effects Assessment paragraph, or some other appropriate section of the report, specify what "immediately adjacent to the 1PSEPM project site" means.	The Effects Assessment paragraph in Section 7.6.1 will specify what "immediately adjacent to the 1PSEPM project site" means.
9	Glossary, p. 223	The definitions of "Archaeological resources", "Built heritage resources", and "Cultural heritage landscape" are based on out-of-date policy documents.	We recommend the Glossary use the definitions of these three terms found in the Provincial Policy Statement, 2020 or the Provincial Planning	The definitions in the Glossary will be updated as suggested by the reviewer.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			Statement, 2024.	
10	Appendices and References	As the draft circulated to us does not include appendices or a list of appendices, it is unclear what documents are planned to be included as such.	We recommend that the Stage 1 Archaeological Assessment, the Marine Archaeological Assessment, MCM's letters indicating that those reports have been entered into the Ontario Public Register of archaeological Reports, and whatever screening materials are used or produced with respect to BHRs and CHLs be included as appendices. At minimum, the BHR and CHL screening materials, along with supporting documentation, should be included as appendices, as these would not otherwise be publicly accessible. Archaeological assessment reports and any other document/report related to BHR/CHL should also be cited in the References (as opposed to only the terrestrial archaeological assessment as in the	An appendix to the final EA Report will include: 1. A completed screening checklist based on the "Criteria for Evaluating Potential for Build Heritage Resources and Cultural Landscapes". 2. The Stage 1 Archaeological Assessment. 3. The Marine Archaeological Assessment. A separate report containing supporting materials for the Record of Consultation (RoC) is being prepared. This RoC report will include relevant correspondences from / to the MCM. The supporting materials used to complete the screening checklist are in fact the two Archaeological studies and the references citing in those reports.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
			current draft).	
Transport Canada				
1	Non-specific	Please note Transport Canada does not require receipt of all Individual or Class EA related notifications.	N/A	Comment noted.
2	Non-specific	We request that project proponents self-assess whether their project: 1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; and 2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.	If the criteria do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response.	The draft EA indicates that the 1PSEPM Project will not interact with federal property and identifies the Canadian Navigable Waters Act as a potential permit that may be required. The draft EA assessed the potential impact of the project on navigation in Chapter 4 and concluded that impacts to navigation in Lake Ontario are not likely. The EA acknowledges that the creation of land under the *Navigation Protection Act* requires formal approval under the Act. As such the City will continue to engage with Transport Canada with correspondence to be forwarded to: enviroOnt@tc.gc.ca.

Comment Number	Draft EA Document Reference	Agency Comments	Proposed Solution	City Response
		Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per Section 82 of the Impact Assessment Act, 2019 prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.		

From: Middleton, Kaela (DFO/MPO) <Kaela.Middleton@dfo-mpo.gc.ca>
Sent: Monday, November 4, 2024 2:13 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Strand, Chris (he, him / il, lui) (DFO/MPO) <Chris.Strand@dfo-mpo.gc.ca>
Subject: RE: Port Street East Proposed Marina Project EA

Hello Wai,

DFO has received the final 1 Port Street East Proposed Marina Environmental Assessment.

However, please note that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. If planned works may cause any of the prohibited effects under the *Fisheries Act* or *Species at Risk Act*, a Request for Review form should be completed for the works and submitted to FisheriesProtection@dfo-mpo.gc.ca.

Best,

Kaela Middleton
Biologist | Biologiste
Fisheries and Oceans Canada| Pêches et Océans Canada
Fish and Fish Habitat Protection Program | Programme de Protection du Poisson et de Son Habitat
867 Lakeshore Road, Burlington, ON, L7S 1A1 | 867, ch. Lakeshore, Burlington, ON, L7S 1A1
Email/Courriel: Kaela.Middleton@dfo-mpo.gc.ca

Transport Canada Transports Canada

Navigation Protection Program (NPP)
100 South Front Street, 1st Floor
Sarnia, ON N7T 2M4

Your File No.:

Our File No.: 2024-413688

November 6, 2024

City of Mississauga
c/o Shoreplan Engineering Limited
20 Holly Street, Suite 202
Toronto, ON M4S 3B1

Attention: Renate Kita

RE: Information received regarding the proposed Placement of the Infill and Construction of the Marina, located on Lake Ontario, 1 Port Street East, Neighborhood of Port Credit, City of Mississauga, Regional Municipality of Peel, in the Province of Ontario

The Navigation Protection Program (NPP) is responsible for the administration of the *Canadian Navigable Waters Act* (CNWA), which prohibits the construction, placement, alteration, rebuilding, removal or decommissioning of any "works" in a navigable waterway without complying with the requirements of the *Act*.

It has been brought to our attention through a referral from Transport Canada's Ontario Regional Environmental Programs team dated October 29, 2024, that you propose the above-described works on a navigable water. Lake Ontario is considered a navigable waterway which is listed in the schedule of the *CNWA* (https://laws-lois.justice.gc.ca/eng/acts/N-22/page-7.html#h-365179).

Under the *CNWA*, owners who propose works in a waterway listed on the schedule to the *CNWA* must submit an Application for Approval to the Navigation Protection Program if the work, or its construction, placement, alteration, rebuilding, removal or decommissioning, may interfere with navigation. As your work may interfere with navigation, you must submit an Application for Approval.

For assistance in preparing your application, please refer to the guidance documents that can be found on the Navigation Protection Program website (https://tc.canada.ca/en/programs/navigation-protection-program). Your completed application must be received through the External Submission Site (https://npp-submissions-demandes-ppn.tc.canada.ca/).

You are reminded that failure to comply with the requirements of the *CNWA* prior to commencing the proposed works may result in enforcement actions by Transport Canada.

Your NPP file number is 2024-413688. Please ensure to include this file number in all future correspondence.

Should you have any questions, please do not hesitate to contact our office in Sarnia, Ontario, by phone at (519) 383-1863 or by e-mail at NPPONT-PPNONT@tc.gc.ca.

Respectfully,

Navigation Protection Program
Programs Group, Ontario Region
Transport Canada

KG/bgh

cc: Beata Palka, City of Mississauga

Canada

ACKNOWLEDGEMENT OF RECEIPT

For the 1 Port Street East Proposed Marina Environmental Assessment

Date Received

EA circulation received via email and download link on October 17, 2024

UPON RECEIPT, PLEASE COMPLETE BOXES/BLANK LINES AND RETURN BY FAX TO:

Ministry of the Environment,
Conservation and Parks
Environmental Assessment Branch
Attn: Wai Hadlari

135 St. Clair Avenue West, 1st Floor
Toronto, Ontario
M4V 1P5

TEL.: 416-786-4944
FAX: 416-314-8452
EMAIL: Wai.Hadlari@ontario.ca

Proponent: **City of Mississauga**

Title: **1 Port Street East Proposed Marina Environmental Assessment**

EA File No.: **EA-03-01**
EAIMS No: **19071**

Agency: Credit Valley Conservation Authority
Reviewer: Jakub Kilis, Sr. Manager, Infrastructure and Regulations
Tel. No.: 905-670-1615 x287
FAX No.: none

Please check the appropriate box:

[X] We will be able to provide comments to the Environmental Assessment Branch by: **December 6, 2024** (Comments received after this date may not be considered in the approval process)

[ ] We are satisfied with the Environmental Assessment and we have no comments.

From: Kilis, Jakub <Jakub.Kilis@cvc.ca>
Sent: Friday, November 15, 2024 6:27 PM
To: wai.hadlari@ontario.ca
Cc: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] CVC Comments - 1 Port Street East (Mississauga) Proposed Marina Project EA

Hi Wai,

Credit Valley Conservation (CVC) staff have now had the opportunity to review the Final EA documentation in relation to the above noted EA project at 1 Port Street, Mississauga and offer the following comments for your consideration:

1. CVC staff have been working with the City of Mississauga and their consultant on this project and we have received previous draft documentation and technical reports. CVC is generally satisfied with the final EA submission and our technical comments have been appropriately addressed at the EA stage. During our review of the EA the City, through their consultant, made commitments in responses to our comments for certain items to be addressed at the future detailed design stage. CVC is supportive of this approach, however, the commitments do not appear to have been carried forward into the final EA, as such, CVC provide the following comments:

    a. CVC previously provided a comment regarding an analysis and discussion of impacts to the existing flooding and erosion hazards as a result of the proposed lakefill. This analysis needs to include the delineation of the new hazard limits for the future condition. CVC accepted a response that deferred details mapping of the hazards to detailed design.

    This commitment has not been explicitly stated in section 6.6.1. of the final EA "Confirmation and refinement of design elements" or in Table 8.1 of the Final EA summary. This will remain an expectation from CVC at the detailed design and permitting stage.

    b. CVC previously provided a comment that the new breakwater must consider erosion and include the long-term stable slope inclination of the lakefill material with a factor of safety based on MNR guidelines. CVC accepted a response that the breakwater lakefill design will consider stable slope aspects of the MNR guidelines and that analysis of slopes and factors of safety can only be completed at detailed design.

-
    - As with comment a above, this commitment that the breakwater lakefill design will consider stable slope aspects of the MNR guidelines including the analysis of slope and factors of safety has not been explicitly stated in section 6.6.1. of the final EA "Confirmation and refinement of design elements" or in Table 8.1 of the Final EA summary. This will remain an expectation from CVC at the detailed design and permitting stage.
-

Additionally, please find attached the completed 'Acknowledgement of Receipt' document as requested.

Please do not hesitate to contact me should you have any questions,
Jakub I'm working remotely and in the office. The best way to reach me is by email, mobile phone or Microsoft Teams.

Jakub Kilis | RPP
Senior Manager, Infrastructure and Regulations | Credit Valley Conservation
905-670-1615 ext 2870 | M: 647-212-6554
jakub.kilis@cvc.ca | cvc.ca

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Tuesday, November 12, 2024 9:06 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] 1Port Street East_MECP_RoC_Indigenous comments

Hi Beata,

I've received some comments from the ministry's Senior Advisor around the record of consultation. Please see attached comment table.

I thought I would send you the ministry's comments as I received them so you have time to prepare a response to the ministry. If your preference is for the ministry to compile all of the ministry's comments at the end of the review period, please let me know.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

November 8, 2024

Comments Table

Proposal: 1 Port Street East Proposed Marina Expansion EA

Proponent: City of Mississauga

Commenter Name: Jon Averill, Senior Advisor

Comment #	Document (TOR Section, Appendix, etc.)	Section and Page Number	Comment	Proponent Response (MMM DD, YYYY)
1	EA Report	Summary of Engagement, Table9.2, Page 189	• Missing emails from Aug. 11, 2023 to SNGR, HW • Update record for any communication after Aug 31, 2023 for HW, SNGR, HDI up until Notice of Submission and responses received as a result. • Update summary to include Notice of Submission date	
2	EA report and Records of Consultation		• Compare records with summary and ensure all records recorded in the summary are present, and vice versa.	

Comment #	Document (TOR Section, Appendix, etc.)	Section and Page Number	Comment	Proponent Response (MMM DD, YYYY)
		Annex D	There is a letter dated September 13, 2023 to Six Nations from the city, though the last entry in the summary is Aug. 21, 2023. This letter was to inform about PIC#3 Sept 14-Oct 31, 2023. • While the summary indicates an email was sent on Aug. 31, 2023, that email appears to be missing from the record of consultation. • The summary also indicates an email sent on August 11, about PIC#2 notification, though it appears to be missing from the record of consultation.	

Jon Averill, Senior Advisor

From: Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Sent: Tuesday, November 26, 2024 2:07 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: McKay, Jennifer (MECP) <Jennifer.McKay@ontario.ca>; Halder, Michael (MECP) <Michael.Halder@ontario.ca>; Source Protection Screening (MECP) <SourceProtectionScreening@ontario.ca>
Subject: RE: REMINDER: 1 Port Street East Proposed Marina Project EA_Due Nov 22, 2024

Hello Wai:

Thank you for the opportunity to comment on the final EA for the 1 Port Street Marina Project in the City of Mississauga.

The Conservation and Source Protection Branch have the following minor comments to share with the proponent:

- On page 13, please make revisions to this sentence within the bullet point that discusses the *Clean Water Act*, 2006 as follows: "Both the CWA and Regulation 287/07 require Source Protection Committees to prepare source protection plans (SPP) with policies to address ~~to~~ drinking water threat activities ~~sources~~ within all source protection vulnerable areas."
-
- The following sentence, also on page 13, has duplicated text which should be deleted as shown: "Policy implementing bodies have to conform to or comply with policies addressing significant drinking water threats and have regard for policies addressing moderate and low drinking water threats ~~and have regard for policies addressing moderate and low drinking water threats.~~"

We thank the proponent for incorporating and addressing our previous comments that were submitted in September 2024.

Michael Halder (he/his/him)
Program Analyst | Conservation & Source Protection Branch | Land and Water Division
Ministry of the Environment, Conservation and Parks | Ontario Public Service
437-230-2135 | michael.halder@ontario.ca

Ontario

Taking pride in strengthening Ontario, its places and its people

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Tel.: 416.786.7553

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
5e étage, 400, av. University
Tél.: 416.786.7553

December 4, 2024 EMAIL ONLY

Wai Hadlari
Project Officer
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Wai.Hadlari@Ontario.ca

MCM File	**:**	**0011158**
Proponent	**:**	**City of Mississauga**
Subject	**:**	**Individual EA – Environmental Assessment Report**
Project	**:**	**1 Port Street East Proposed Marina** **EAIMS: 19071**
Location	**:**	**1 Port Street East, Mississauga, Ontario**

Dear Wai Hadlari:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Environmental Assessment Report for the above-referenced project, for review and comment.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Project Summary

The City of Mississauga has undertaken an Individual Environmental Assessment of the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East. The project, if approved, will delineate the boundaries of the land base expansion along the eastern breakwater to permit the relocation of the marina. It will also provide an opportunity to create new waterfront parkland and allow for improved aquatic-terrestrial habitat.

Comments

We have reviewed the Environmental Assessment Report (dated October 2024, prepared by Shoreplan) and have the following comments:

On September 20, 2024, MCM provided comments on the draft Environmental Assessment Report dated August 14, 2024. Our comments pointed out that no screening had been carried out for potential impacts to built heritage resources and cultural heritage landscapes, and that in several instances, the report followed the July 2020 draft of the Terms of Reference rather than the version approved in September 2021, which reflected our input.

This submitted version of the Environmental Assessment Report now describes screening for built heritage resources and cultural heritage landscapes, and in several places has been revised to reflect the approved Terms of Reference, thus responding to our most substantive recommendations. However, no screening tool is included in the appendices, and some recommended in-text revisions have not been implemented. At this time, we recommend that the checklist or memorandum used for screening out potential impacts to built heritage resources and cultural heritage landscapes be requested from the proponent and appended to the report.

We have included a table below detailing the status of the revisions we recommended in our letter of September 20, 2024.

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca

Copied to: Solange Desaultes, Supervisor, Environmental Assessment Branch, MECP
Karla Barboza, Team Lead, Heritage Planning Unit, MCM
James Hamilton, Manager, Heritage Planning Unit, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Item	Report Section or Component	MCM Comment September 20, 2024	New MCM Comment/Status
1.	3.6 Cultural Environment	There is no reference to any screening for potential impacts to known (previously recognized) and potential BHRs and CHLs that could be indirectly impacted by the proposed undertaking through changes to their spatial context, sightlines, access, etc. In the "Government Comments and City Responses" table circulated in June 2020, the City of Mississauga committed to "completing the screening checklist and identifying BHRs and CHLs in the vicinity of the site that may be affected by construction activities" during the EA. This commitment was reflected in the approved Terms of Reference, which undertook that "If recommended by screening, a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken by a qualified person…" (see Table 5-1 of the Terms of Reference, Cultural Environment row, Rationale field) and that "Should the results of the screen checklists warrant, a Stage 1 archaeological Assessment and a Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment will be undertaken." (Table 7-1 of the Terms of Reference, Cultural Environment row, Proposed Scope field.) The project team should therefore complete the *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* checklist, perhaps as part of a cultural heritage screening memo, to determine whether or not there is potential for direct and/or indirect impacts to known or potential BHRs and CHLs within and adjacent to the study area. The methodology and results of this screening should be described in Section 3.6. We suggest a new subsection of 3.6 on BHRs and CHLs to contain this information. If there is no BHRs and CHLs that could be impacted by this project, we recommend that a section be included informing the findings of the screening. The completed screening, screening memo and/or Cultural Heritage Report should also be included as an Appendix of the EA Report (see comment #7 below).	Resolved with respect to the in-text content of the section.

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>MCM Comment September 20, 2024</th><th>New MCM Comment/Status</th></tr>
<tr><td>2.</td><td>Table 4.1: Evaluation of Alternatives to the Undertaking</td><td>The first row in the Cultural Environment environmental component is based on the draft Terms of Reference, and is not consistent with the approved Terms of Reference, which reflects our recommended revisions. Specifically, the criteria consider only displacement of cultural heritage resources and not indirect impacts, and the “create a new land base” field does not take the potential for such impacts into account. To be consistent with the approved Terms of Reference, the first Cultural Environment row should read as follows, subject to any pertinent information gathered at the “Alternatives To” stage of the EA:
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Do Nothing</th><th>Create New Land Base</th></tr>
<tr><td>Cultural Environment</td><td>Potential for disturbance or destruction of marine- and land-based archaeological resources, displacement of built heritage resources and/or cultural heritage landscapes by demolition and/or removal and disruption of resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with the character and</td><td>There is no potential for effects on cultural heritage resources</td><td>Construction has the potential for the disturbance and destruction of marine and land based archaeological resources. A new land base may have the potential to impact built heritage resources and cultural heritage landscapes.</td></tr>
</table></td><td>Resolved.</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>MCM Comment September 20, 2024</th><th>New MCM Comment/Status</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td></td><td>setting of the cultural heritage resource.</td><td></td><td></td></tr>
</table>
</td><td></td></tr>
<tr><td>3.</td><td>Table 5.1: Criteria and Indicators for Comparative Evaluation of Alternative Methods</td><td>As with Table 4.1, the criteria and indicators for cultural heritage resources in this table are based on previous drafts of the Terms of Reference and are not consistent with the approved version, as they consider only the displacement of cultural heritage resources within the project footprint, and because “cultural heritage value of built heritage resources and cultural heritage landscapes” is not quantifiable and should not be used as an indicator. To be consistent with the approved Terms of Reference, the first four fields of the first two Cultural Environment rows should read as follows, and the values in the fifth and sixth fields may need to be updated accordingly.
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Indicator(s)</th><th>Approach to Assessment</th></tr>
<tr><td>Cultural Environment</td><td>Potential for displacement of built heritage resources and/or cultural heritage landscapes by demolition and/or removal and disruption of resources by the introduction of physical, visual, audible or</td><td>Direct or indirect impacts to built heritage resources and cultural heritage landscapes within the study areas.</td><td>Presence of known (previously recognized) and potential built heritage resources and cultural heritage landscapes within and adjacent to study area</td></tr>
</table>
</td><td>Revised as per recommendation, except that the words “and adjacent to” and “including temporary staging areas” are excluded in the “Approach to Assessment” field.</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>MCM Comment September 20, 2024</th><th>New MCM Comment/Status</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td></td><td>atmospheric elements that are not in keeping with the character and setting of the cultural heritage resource.</td><td></td><td></td></tr>
<tr><td></td><td>Potential disturbance or destruction of marine- and land-based archaeological resources</td><td>Archaeological resources within study areas</td><td>Presence of archaeological resources in the Project footprint, including temporary staging areas</td></tr>
</table>
</td><td></td></tr>
<tr><td>4.</td><td>Table 7.1: Criteria and Indicators for Detailed Assessment</td><td>In the first two rows in the Cultural Environment environmental component, the Criteria and Indicator should be made consistent with those used in the approved Terms of Reference and recommended here for other similar tables. The Approach to Assessment in the first row should name the screening tools and/or technical studies completed for BHRs and CHLs, just as the Approach to Assessment cell for other criteria indicates the means by which the indicators are assessed. For the archaeological row, the Approach to Assessment should name the marine archaeological assessment, which is separate from the Stage 1 Archaeological Assessment since the marine archaeological assessment process is not staged in the same way. We recommend the following text for these two rows:
<table>
<tr><th>Environmental Component</th><th>Criteria</th><th>Indicator(s)</th><th>Approach to Assessment</th></tr>
</table>
</td><td>Partially revised, but the Approach to Assessment has not been updated per our comment. For built heritage resources and cultural heritage landscapes, the field still says “Presence of cultural heritage resources in the Project footprint” rather than noting methodology or screening/assessment tools as with the other rows. For the archaeological row, it still excludes the marine archaeological assessment.</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>MCM Comment September 20, 2024</th><th>New MCM Comment/Status</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td>Cultural Environment</td><td>Potential effects on built heritage resources and cultural heritage landscapes due to construction</td><td>Direct or indirect impacts to built heritage resources and cultural heritage landscapes within the study areas.</td><td>MCM screening checklist [and/or screening memo] to identify whether there are known or potential built heritage resources and cultural heritage landscapes within the study area; if potential is determined, Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment</td></tr>
<tr><td></td><td>Potential disturbance or destruction of marine- and land-based archaeological resources</td><td>Archaeological resources within study areas</td><td>Stage 1 Archaeological Assessment and Marine Archaeological Assessment</td></tr>
</table>
</td><td></td></tr>
<tr><td>5.</td><td>7.6.1. Effects of Construction</td><td>As with the tables noted above, the first criterion table in this section should be revised to consistently include both BHLs and CHLs, effects other than displacement (including indirect effects), and effects resources outside the project footprint. We propose the following revisions:

<table>
<tr><td>Criterion:</td><td>Potential ~~for displacement of~~ effects on built heritage resources and cultural heritage landscapes due to construction</td></tr>
</table>
</td><td>Not revised.</td></tr>
</table>

<table>
<tr><th>Item</th><th>Report Section or Component</th><th>MCM Comment September 20, 2024</th><th>New MCM Comment/Status</th></tr>
<tr><td></td><td></td><td>
<table>
<tr><td>Indicator:</td><td>Presence or absence of known or potential built heritage resources and cultural heritage landscapes within and adjacent to the <s>Project footprint</s> study area</td></tr>
<tr><td>Potential Effect:</td><td>Potential for the displacement, disruption or disturbance of built heritage resources and cultural heritage landscapes within <s>the footprint of the project</s> and adjacent to the study area.</td></tr>
</table>

The paragraphs under the “Effects Assessment” and “Mitigation Measures” headings should be reconsidered in light of these changes. If they are to remain substantially the same, the phrase “built cultural heritage resources” should be revised to “built heritage resources or cultural heritage landscapes”.

We further recommend that the Effects Assessment paragraph, or some other appropriate section of the report, specify what “immediately adjacent to the 1PSEPM project site” means.</td><td></td></tr>
<tr><td>6.</td><td>Glossary</td><td>The definitions of “Archaeological resources”, “Built heritage resources”, and “Cultural heritage landscape” are based on out-of-date policy documents. We recommend the Glossary use the definitions of these three terms found in the Provincial Policy Statement, 2020 or the Provincial Planning Statement, 2024.</td><td>Not revised.</td></tr>
<tr><td>7.</td><td>Appendices and References</td><td>As the draft circulated to us does not include appendices or a list of appendices, it is unclear what documents are planned to be included as such. We recommend that the Stage 1 Archaeological Assessment, the Marine Archaeological Assessment, MCM’s letters indicating that those reports have been entered into the Ontario Public Register of Archaeological Reports, and whatever screening materials are used or produced with respect to BHRs and CHLs be included as appendices. At</td><td>The Stage 1 Archaeological Assessment and the Marine Archaeological Assessment are included in the appendices. However, there is no screening checklist or memorandum for potential effects on built heritage</td></tr>
</table>

Item	Report Section or Component	MCM Comment September 20, 2024	New MCM Comment/Status
		minimum, the BHR and CHL screening materials, along with supporting documentation, should be included as appendices, as these would not otherwise be publicly accessible. Archaeological assessment reports and any other document/report related to BHR/CHL should also be cited in the References (as opposed to only the terrestrial archaeological assessment as in the current draft).	resources and cultural heritage landscapes. The Stage 1 (terrestrial) Archaeological Assessment remains the only technical cultural heritage study cited in the References.

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, December 5, 2024 10:58 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] Climate change guide
Importance: High

Hi Beata,

Could you advise whether the city reviewed the ministry's climate change guide while preparing the EA? See below. If you could respond to this ASAP that would be appreciated.

Considering climate change in the environmental assessment process | ontario.ca

Thank you,

Wai

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Thursday, December 5, 2024 11:49 AM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: [EXTERNAL] RE: Climate change guide

Hi Wai,

Yes, the City did review and consider the ministry's climate change guide while preparing the EA. I'm including text we provided as part of a disposition table in response to comments provided by the Adaptation and Resilience Branch, and Climate Change Policy Branch, and text from the final EA which references the Considering Climate Change in EA Process guide. Could you let me know if there are some specific questions about this or why this is being requested?

Thanks,
Beata

Disposition Table:

MECP's Guide on Considering Climate Change in the EA Process was considered and will be cited in the final EA report as requested. The coastal engineering and the associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. Similar information has been applied for other waterfront projects in the City, including the Jim Tovey Lakeview Conservation Area. Given that a marina is already in operation immediately adjacent to the planned lakefill area and that the 1PSEPM Project involves simply moving existing operations from one side of the marina basin to the other, there are no changes being proposed that would adversely or measurably contribute to climate change. The City notes that the design of the Project has considered impacts of climate change and concluded that the basin will be more resilient to coastal processes in the future than it is today, as a result of its new design, likely mitigating the impact of extreme weather. There are further opportunities for enhanced resilience of the lakefill through the detailed design of the lakefill and the park.

Final EA:

In developing the conceptual design, consideration was given to the MECP document entitled "Considering Climate Change in the Environmental Assessment Process" (MECP, 2017). The coastal engineering and associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. The conceptual design of the lakefill has taken into consideration the ability of lakefill to withstand changing lake levels (i.e., flooding hazards) and coastal processes (wave action, shoreline erosion) including future changes associated with climate change. The modelling concluded that the lakefill design makes the structure resilient to changing lake levels and a wide range of coastal processes. Modelling also shows that the marina basin will be more resilient coast process in the future than it is today.

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, December 5, 2024 2:18 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: RE: [EXTERNAL] RE: Climate change guide

Hi Beata,

No specific concerns or questions – I was asked to double-check with you regarding the climate change guidance, so thank you for providing your response below!

Thanks!

Wai

Ministry of the Environment, Conservation and Parks

Central Region

5775 Yonge Street, 8th floor
North York ON M2M 4J1
Tel.: 416 326-6700
Fax.: 416 325-6345

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Région du Centre

8e étage, 5775, rue Yonge
North York ON M2M 4J1
Tél. : 416 326-6700
Téléc. : 416 325-6345

December 6, 2024

TO: **Wai Hadlari, Special Project Officer**

FROM: **Marinha Antunes, Air Quality Analyst**

Subject: **Technical Support Air Quality Comments**
Final Report - Environmental Assessment for the
1 Port Street East Proposed Marina Project
October 2024
ECHO Request No. 1-232941002

Central Region Technical Support Section of the Ministry of the Environment, Conservation and Parks (MECP) reviewed the Final *Environmental Assessment Report* (Final Report) *for 1 Port Street East Proposed* (PSEP) *Marina Project* in support to the proposed expansion of the Marina and Lakefill activities for additional waterfront parkland, situated in the City of Mississauga.

This review was done to ensure the Ministry's comments were addressed in terms of potential air quality impacts at the nearest sensitive receptors.

As per the previous ministry's comments, a rationale in Section 7.3 "*Atmospheric Environment*" was added to clarify why the EA did not quantify the marina boats fueling emissions. Basically, the marina fueling operations at 1 Port Street East may or may not continue in the future as there are City-operated fueling services elsewhere. In addition, the proposed future marina is expected to host the same number of boats as the existing marina. For these reasons, the EA did not assess the marina fueling operations for the proposed undertaking.

The proponent has addressed the ministry's air quality comments and no additional comments are offered at this time.

Thank you for the opportunity to comment. Should there be any questions or clarification needed, please let me know.

Sincerely,

Marinha Antunes
Air Quality Analyst
Central Region
Ministry of the Environment, Conservation and Parks

Cc: Kristen Sones, Tech Support APEP Supervisor, MECP

Comments Table

Proposal: 1 Port Street East Proposed Marina Environmental Assessment
Proponent: City of Mississauga
Agency: Ministry of the Environment, Conservation and Parks
Commenter Name and Job Title: Wai Hadlari, Project Officer

Comment #	Reference to EA	Comments & Rationale	Proposed Action/Solution
Instructions:	Provide specific volume, section and page number	Provide your comment along with explanation for why issue is important for EA purposes. Identify significance of issue (e.g., must be addressed at EA or permitting phase, or both). If major concerns or "showstoppers" are identified, please highlight below, and notify MECP Project Officers as soon as possible.	Describe in detail what action you recommend addressing your comments. Actions may include but are not limited to revisions to the document, information requests, proposed commitments or conditions, future permits and approvals etc.
1.	EA, Intro, 1.2, 9.1, 9.4	As you are aware, the ministry amended the *Environmental Assessment Act* (EAA/the Act) this year which includes the move to a project list approach, including several new regulations and changes to existing regulations. The changes include a new designation and exemption regulation under the EAA, titled Part II.3 Projects - Designations and Exemptions, referred to as the Comprehensive Environmental Assessment EA projects regulation. This regulation lists all the projects that are designated under the EAA. There are no impacts to projects that previously approved under the EAA. All projects which have started an EA application (i.e., approved Terms of Reference) will continue under the EAA.	It is recommended that any reference to 'individual' be either removed and/or replaced with 'comprehensive' throughout the EA report. Include a preamble statement in the Introduction of the EA report that clarifies. Individual EA is now referred to Comprehensive EA to reflect the changes in terminology under the amended EAA.

Comment #	Reference to EA	Comments & Rationale	Proposed Action/Solution
		The amended EAA also included changes to terms. The 1 Port Street East Proposed Marina Environmental Assessment (EA) references 'Individual' EA throughout the report. The term 'individual' is now replaced with 'comprehensive' under Part II.3 of the EAA	
2.	Section 1.4	This section of the EA indicates that draft EA was available to Mississaugas of the Credit First Nation, regulatory review agencies, and the public for review and comment. It does not indicate whether other Indigenous communities were also notified and provided the same opportunity to review and comment on the the draft EA.	Revise this section of the EA to include a summary as to whether the draft EA was made available to other Indigenous communities, such as Six Nations of the Grand River (both elected council and Haudenosaunee Confederacy Chiefs Council). Please also include a summary of the results of the consultation activities with all Indigenous communities. For example, did all Indigenous communities acknowledge receipt of notifications? Were comments received and what was the City's response/s to these comments? Please ensure to include all correspondence received or sent to Indigenous communities as part of the record of consultation.

Comment #	Reference to EA	Comments & Rationale	Proposed Action/Solution
3.	Various sections in the EA	The EA report refers to the project as the 'undertaking'. As a result of the EAA amendment in Feb 2024, the term 'undertaking was replaced with 'project'.	It is recommended that any reference to the term 'undertaking' be replaced with 'project', to reflect the changes in terminology under the amended EAA.
4.	Section 3.1, Page 19	The EA states "This ToR was completed as set out in section 6(2)(c) and 6.1(3)..." The reference to section 6 of EAA is incorrect. The new section that should be referenced in the EA report is 17.4(2)(c).	It is recommended that this reference be updated in the EA report to ensure that it correctly reflects the correct section of the amended EAA.

Commenter Signature

Decmeber 6, 2024

Date

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, January 9, 2025 4:17 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: [EXTERNAL] 1 Port Street East Proposed Marina EA - Notice of Ministry Review Extension

Hello Beata,

Happy New Year – I hope you had a nice holiday.

I'm writing to inform you that the Ministry Review for the 1 Port Street East Proposed Marina environmental assessment has been extended to April 25, 2025; the original deadline to complete the Ministry Review was January 17, 2025. The Ministry Review was extended at the request of the Six Nations of the Grand River and the Haudenosaunee Confederacy Chiefs Council (represented by the Haudenosaunee Development Institute) and provide more time for the City of Mississauga to address concerns/issues raised by the Indigenous communities and update the EA and/or record of consultation.

Please let me know if you have any questions.

Regards,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Tuesday, March 11, 2025 9:10 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] 1 Port Stret East Re: Cumulative effects in EA

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

I hope all is well.

While going through the 1 Port EA, I noticed the final EA is missing information regarding the cumulative effects as provided for in the ToR commitments.

The ToR specified that cumulative effects would be assessed in a regional context; this was discussed in Section 2.4.3 and Chapter 3 in the final EA. The ToR has also committed that the detailed assessment for the preferred alternative will also consider cumulative effects by the proponent from existing, planned, and reasonably foreseeable projects and activities within the study areas. However, this discussion was not covered in the final EA. It would appear that Table 1.1 in the final EA is missing the ToR commitments with respect to cumulative effects.

As the City of Mississauga continues its consultations with Indigenous communities and addresses comments in a revised EA, could you please include a discussion on how the cumulative effects were assessed and considered in relation to existing, planned, and future planning projects and activities for the preferred alternative? Please kindly include the commitments for assessing cumulative effects in Table 1.1 and ensure all the ToR commitments are reflected in the Table.

Furthermore, could you please provide an update on the disposition tables for the comments received during the comment period of the EA? As a reminder, MCM's request to include the screening checklist in the appendix and MNR's comment regarding the consideration of possible project impacts under the Public Lands Act requiring other permits should be included in Table 8.1 of the revised EA.

Happy to discuss this with you, and I appreciate your assistance and patience while we work through this project together.

Thanks,

Wai

Wai Hadlari | Project Officer

From: Beata Palka
Sent: Thursday, March 13, 2025 5:04 PM
To: Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>
Subject: RE: 1 Port Street East Re: Cumulative effects in EA

Hi Wai,

Thank you for your email.

The City did not commit to undertaking a cumulative effects assessment in the ToR. Section 5.4 of the ToR states that the assessment will "give consideration the potential for cumulative effects with existing, planned and reasonably foreseeable projects and activities in the study areas". There are no cumulative effects given the lack of geographic and temporal overlap of other waterfront projects. The timeline of the 1 Port Street East wharf redevelopment is unknown, and the Brightwater and Lakeview Village redevelopments are already underway. There only potential cumulative effect may have been traffic, which we addressed in the attached correspondence.

I am also attaching the EA disposition tables for the GRT, the public and Indigenous communities comments. Please let me know if you have any questions.

Thank you,
Beata

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, April 24, 2025 10:04 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: 1 Port Street East Proposed Marina Project EA

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

This was one of the first comments we received from an agency, but I don't see this in the most recent GRT disposition table. Can you confirm whether a response was provided? If not, the GRT Disposition Table will need to be updated again.

Thanks for your patience!

Wai

From: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>
Sent: Thursday, October 31, 2024 12:52 PM
To: sgiugovaz@shoreplan.com
Cc: Beata.Palka@mississauga.ca; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: 1 Port Street East Proposed Marina Project EA

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

UNCLASSIFIED / NON CLASSIFIÉ

Hello Sofia,

Forwarding to you as per Renates' Out of Office notice of retirement.

Regards,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca

From: ONT Environment / Environnement ONT
Sent: Thursday, October 31, 2024 12:48 PM
To: Renate Kita <rkita@shoreplan.com>
Cc: Beata.Palka@mississauga.ca; wai.hadlari@ontario.ca
Subject: RE: 1 Port Street East Proposed Marina Project EA

Hello Renate,

Thank you for your correspondence. Please note that the *Canadian Navigation Act* (as mentioned in the provincial EA documents provided) has been amended many years ago and is now called the ***Canadian Navigable Waters Act*** (CNWA). The new Act has quite a few changes. To that end, please note that it seems very likely that the subject project will require a CNWA approval as it involves in-water works and structures in Lake Ontario, which is a navigable waterway (also called a "Scheduled" waterway under the CNWA). Additional CWNA information is provided below, along with generic information about other regulations that Transport Canada administers (that may or may not be applicable to the project).

We request that project proponents self-assess whether their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per Section 82 of the *Impact Assessment Act, 2019* prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.

If the criteria above do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that apply to projects in an Environmental Assessment context:

- ***Canadian Navigable Waters Act (CNWA)*** – the Act 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. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Inquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- ***Railway Safety Act (RSA)*** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail

Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Inquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- ***Transportation of Dangerous Goods Act (TDGA)*** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Inquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- ***Aeronautics Act*** – this Act and the associated Canadian Aviation Regulations (CARs) govern civil aviation in Canada. Transport Canada should be notified of projects involving aerodromes and associated structures, or activities that could affect aviation safety. Elevated structures, such as wind turbines and communication towers, are examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. Additional guidance can be found in the *Land Use In The Vicinity of Aerodromes* publication, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Information about Transport Canada's Civil Aviation program can be found at: https://tc.canada.ca/en/aviation. Inquires can be directed to aviation.ont@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region
Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5
EnviroOnt@tc.gc.ca

Programme d'évaluation environnementale, Région de l'Ontario
Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5
EnviroOnt@tc.gc.ca

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Friday, April 25, 2025 11:23 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: [EXTERNAL] 1 Port Street East Proposed Marina EA - Notice of Ministry Review Extension

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[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

I'm writing to inform you that the ministry has extended the Ministry Review for the 1 Port Street East Proposed Marina environmental assessment until June 27, 2025. This is a second extension granted for the project to allow adequate time for the City to finish consulting, update the documentation, and for the ministry to complete the Ministry Review for the EA.

The ministry advises that the City continue its consultation process with HDI by reaching out to the community every 2-3 weeks for the community's comments on this EA. During the consultation period, the City is encouraged to continue following up with the community to gather feedback and participation. The record of consultation should be updated to include all the correspondence and the ministry will take this into consideration in our Review.

In order to meet the timeline, the City should plan to wrap things up with updated documentation by the end of May. If the deadline cannot be achieved, please advise the ministry as soon as possible to allow sufficient time for the ministry to complete its Review and take appropriate steps to further extend the Ministry Review period.

Please let me know if you have any questions, happy to discuss.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Tel.: 416.786.7553

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
5e étage, 400, av. University
Tél.: 416.786.7553

May 1, 2025 EMAIL ONLY

Wai Hadlari
Project Officer
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Wai.Hadlari@Ontario.ca

MCM File	**:**	**0011158**
Proponent	**:**	**City of Mississauga**
Subject	**:**	**Individual EA – Amended Environmental Assessment Report**
Project	**:**	**1 Port Street East Proposed Marina** **EAIMS: 19071**
Location	**:**	**1 Port Street East, Mississauga, Ontario**

Dear Wai Hadlari:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the revised Environmental Assessment Report for the above-referenced project, for review and comment.

MCM's interest in this project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Project Summary
The City of Mississauga has undertaken an Individual Environmental Assessment of the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East. The project, if approved, will delineate the boundaries of the land base expansion along the eastern breakwater to permit the relocation of the marina. It will also provide an opportunity to create new waterfront parkland and allow for improved aquatic-terrestrial habitat.

Comments

We have reviewed the revised Environmental Assessment Report (dated April 2025, prepared by Shoreplan) and have the following comments:

On September 20, 2024, MCM provided comments on the draft Environmental Assessment Report dated August 14, 2024. Many of our comments were reflected in the Environmental Assessment Report circulated at study completion in October 2024. However, as noted in our comments of December 4, 2024, several of the revisions we had recommended had not been implemented.

Based on our review, the above-noted outstanding comments have largely been addressed in the revised report. Our only further comment relates to the revision made to Section 3.6.2, in response to our previous comments.

The "Screening" heading added to Section 3.6.2 summarizes the results of the *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* checklist but lacks a straightforward statement summarizing the conclusion reached through screening. It then goes on to explain the decision to carry out an archaeological assessment, which confuses the subject matter of the section, while also seeming to be unnecessary because the assessments were in fact carried out as per the Terms of Reference. We recommend that:

- A sentence be added to the "Screening" heading (new addition) in Section 3.6.2 explicitly stating that the screening determined low potential for impacts to built heritage resources and cultural heritage landscapes;

- The two paragraphs at the end of this addition pertaining to Indigenous knowledge and archaeological assessment be deleted; and that

- The completed screening checklist itself be added to the report appendices, and referenced where described in the "Screening" heading of Section 3.6.2.

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca

Copied to: Solange Desaultes, Supervisor, Environmental Assessment Branch, MECP
Karla Barboza, Team Lead, Heritage Planning Unit, MCM
James Hamilton, Manager, Heritage Planning Unit, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, May 1, 2025 8:57 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] FW: Table 1_GRT Comment Summary Table - City Responses-April V5 EAB

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I should also note that the redlined EA did not include the appendices, like the final EA did. Just a reminder that the amended final EA should also include the appendices.

Thanks,

Wai

From: Hadlari, Wai (MECP)
Sent: Thursday, May 1, 2025 1:23 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: Table 1_GRT Comment Summary Table - City Responses-April V5 EAB

Hi Beata,

I've reviewed the disposition table and have some suggested edits to the redlined EA for the City's consideration.

I'm waiting for a few more comments from the agencies that provided their comments in the final EA and our Indigenous Advisor's comments are currently being finalized. I will share those with you as I receive them.

One of the comments from our Indigenous Advisor was that there are no records between the City and MCFN after August 8, 2024. The advisor has asked that all records be provided (i.e. Notice of submission) and revise Table 8.1 and the disposition table accordingly. I am sharing a record from MCFN to the ministry (apologies if I did not share this with you earlier), and you could include this as part of the consultation record for MCFN.

Please let me know if you have any questions.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, May 1, 2025 1:23 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] Table 1_GRT Comment Summary Table - City Responses-April V5 EAB

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

I've reviewed the disposition table and have some suggested edits to the redlined EA for the City's consideration.

I'm waiting for a few more comments from the agencies that provided their comments in the final EA and our Indigenous Advisor's comments are currently being finalized. I will share those with you as I receive them.

One of the comments from our Indigenous Advisor was that there are no records between the City and MCFN after August 8, 2024. The advisor has asked that all records be provided (i.e. Notice of submission) and revise Table 8.1 and the disposition table accordingly. I am sharing a record from MCFN to the ministry (apologies if I did not share this with you earlier), and you could include this as part of the consultation record for MCFN.

Please let me know if you have any questions.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, May 7, 2025 9:46 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] comments from MECP Indigenous Advisor

[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi Beata,

Attached you will find comments from the ministry's indigenous advisor. I've incorporated the advisor's comments to the City responses in the third column in "Table 3_Indigenous communities comments".

In Table 1 attached, I've incorporated the advisor's comments (text in green) to the table with my comments I sent you last week.

Thank you for your patience and for working with us through this

Wai

Table 3. Public Review of EA - Indigenous Communities Comment and Correspondences and City Responses (V3, April 2025)

Proposal: 1 Port Street East Proposed Marina (1PSEPM) Project
Proponent: City of Mississauga

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
Mississauga of Credit First Nation		
N/A	MCFN did not submit any comments during the final EA review as all comments were previously addressed by the City during the draft EA review. The City undertook extensive engagement with MCFN and incorporated all comments received into the final EA. **No further edits have been made in the updated EA.**	There are no records to or from MCFN after August 8, 2024. If the proponent has records after August 8, the city must update the summary and records for MCFN. It's recommended that the City keep MCFN involved.
Huron Wendat Nation		
Annex 1 – Specific comments on the consultation. The report's recommendations do not raise major concerns and are adequate. However, the Huron-Wendat Nation asks that some incorrect and problematic information contained in the report be corrected…..First, the use of the concept of Glen Meyer and Pickering cultures in section 3.1.2 is outdated and problematic…Secondly, there seems to be confusion between the terms Iroquois and Iroquoian which are not synonyms….Lastly, the source for the map titled Early 1800s map (illegible for author) is Reddit. A legitimate source would be more appropriate.	The City thanks the Nation for your comments and corrections. **The Nation's letter and report will be appended to the Stage 1 Archaeological Assessment contained in the Appendix to the Environmental Assessment.**	Please update HWN on this EA going forward.
Six Nation of the Grand River (SNGR)		

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
In an email dated October 18, 20024 the SNGR indicated that "For this project [1PSEPM Project], we need to understand the cumulative effects of Mississauga's waterfront development, and determine potential impacts to Aboriginal and treaty rights, but it's impossible to do so because of the city's refusal to abide by PPS 1.2.2." In an email dated November 7, 2024, the SNGR indicated that "We need to receive information about other waterfront projects prior to considering this one. I look forward to discussing this with John. While we couldn't access project documents previously, the links appear to be working now. Hard copies aren't necessary, but thanks for asking."	The City responded to the SNGR on November 5, 2024 indicating that the "City is happy to provide any documents related to the 1 Port Street East Proposed Marina EA and have a meeting with Six Nations of the Grand River about the project. Regarding consultation with SNGR on other City projects, John Dunlop, Indigenous Relations, Heritage & Museums, will be reaching out to you to discuss". On November 27, 2024, the City provided the SNGR the EA summary document and summarized key conclusions of the EA, namely "The project will build out an existing breakwater with lakefill to permit the relocation of the Port Credit Harbour Marina. The only portion of the site that is currently on land is an existing parking lot. As such, there are no negative impacts to the terrestrial environment and no potential to discover archaeological resources. Lakefilling will result in the loss or alteration of 29,000 m2 of common aquatic habitat will be offset by the creation of 2,400 m2 of higher quality aquatic habitat and additional habitat will be created off-site to compensate for habitat loss." **The updated EA has been modified to address this issue in Section 11 and Table 11.1**	It is recommended that the City keep SNGR inlclude during the detailed design phase of the project, and offsetting).
In an email dated December 2, 2024, the SNGR indicated that they "are requesting that the deadline be extended until such time SNGR has had an opportunity to be meaningfully consulted on this EA. Understanding the wider context of waterfront development is a prerequisite for us."	On December 16, 2024 representatives from the City of Mississauga (the City) met with members of the SNGR to present findings from the EA, to seek feedback on this Project continue discussions regarding other developments in the City of interest to the SNGR. **The updated EA includes the results of this meeting in the RoC and in Table 9.2**	
Meeting on December 16, 2024. SNGR requested additional information regarding Baseline conditions for fish and fish habitat in the study areas, lakefill materials, the ability of the lakefill to withstand	The City followed up on February 14, 2025 and thanked SNGR for taking the time to hear directly from the City on these matters and for the dialogue that took place. The City provided a memo that included the information requested by SNGR. **The updated EA includes the results of this meeting in the RoC and in Table 9.2.**	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
storms, fish and fish habitat compensation, and placemaking.	***Baseline (Existing Conditions) for Fish and Fish Habitat in the Study Areas*** SLR Consulting (Canada) Ltd. was retained by our lead EA consultant (Shoreplan Engineering Inc., Shoreplan) to investigate and address the aquatic ecology and habitat conditions within the 1PSEPM Project study areas in support of the Project EA. Baseline (existing conditions) for fish and fish habitat are described in Section 3.3.1 (Fish and Fish Habitat) and related matters in Sections 3.1.8 (Lake and River Water Quality) and 3.1.9 (Sedimentation and Sediment Quality). In addition, Appendix B-2 to the EA provides a memorandum prepared in support of the EA that describes existing aquatic habitat conditions based upon the compilation of secondary source material and underwater field investigations performed by SLR ecologists. We attach this memorandum to this letter to facilitate your review. Key findings include: •Historically, the Lake Ontario shoreline in Mississauga was composed of a mix of natural habitats: deciduous and mixed forests, open savannahs and coastal wetlands. Aquatic habitats have undergone a substantial change from their historic conditions. Land use change, filling, dredging, and disturbance are the most notable historic and current threats to aquatic habitats along the shore of Lake Ontario. The Credit River and Lake Ontario are home to at least 65 cold, cool, and warm-water fish species. •Studies suggest that potential suitable habitat for American Eel is present at the Project Study Area. The American Eel, a unique species, has been characterized as a habitat generalist, yet only limited research has been undertaken into American Eel habitat relationships, particularly for lakes. •Habitat alteration, periodic dredging and the presence of Carp in the Project Study Area have contributed to the absence of aquatic vegetation. Algae and Zebra Mussels were documented in places along the shoreline, the existing eastern breakwater, and hardpan area. •Substrates in the Project Study Area are generally finer sands and silts that have been carried as bedload by the river and deposited	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
	into the river mouth. No areas of critical habitat for potential aquatic Species at Risk were documented during the field investigation. ***Lakefill Materials*** The SNGR had questions regarding the nature of the lakefill materials and the safeguards to be implemented regarding fill quality. Relevant information is provided in the EA in Section 6.2.1 (Armour Stone Revetments), Section 6.5.1 (Stage 1 – Land Creation), and Section 6.6.3 (Confirmation of Fill Material Quality). We point out the following information from Section 6.6.3: *"The MECP regulates the management of soil and excess soil quality through Ontario Regulation (O.Reg.) 406/19 and MECP's Rules for Soil Management and Excess Soil Quality Standards and "subject waste" through the O.Reg. 347 (General - Waste Management). However, O.Reg 406/19 and associated rules do not apply to the final placement of excess soil on the bed of a surface water body as is proposed by the 1PSEPM Project. Since that regulation does not apply, the City will need to demonstrate that the material being used as lakefill meets the definition of "inert fill" in O.Reg. 347, having regard to relevant MECP lakefilling guidance, including the MECP document entitled "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" (2011)."* We note that the detailed design of the Project will confirm and refine design elements described in the EA. The City shall consult with MECP's Regional Technical Support and the local District Office to review matters related to fill material quality to help ensure all relevant criteria can be met, and to develop an appropriate testing process during construction. ***The Ability of the Lakefill to Withstand Storms*** The City's lead EA consultant (Shoreplan Engineering Inc., Shoreplan) was retained to lead the EA and to prepare a conceptual design of the lakefill structure. Section 6.2.2 (Shoreline Configuration and Protection Features) and Section 7.2.2 (Physical Environment,	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
	Effects of Establishment) of the EA describe the conceptual design of the lakefill and its ability to withstand storms. In addition, Appendix B-1 to the EA provides a memorandum prepared in support of the EA by Shoreplan that describes existing coastal conditions and how the conceptual design meets the requirements of the Provincial Policy Statement (PPS) regard land management and conservation to ensure public safety. We note that regardless of the design, access to the lakefill may be limited at times during severe weather conditions to ensure public safety. We attach this memorandum to this letter to facilitate your review. Please note the following text in Section 7.2.2: *"In developing the conceptual design, consideration was given to the MECP document entitled "Considering Climate Change in the Environmental Assessment Process" (MECP, 2017). The coastal engineering and associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. The conceptual design of the lakefill has taken into consideration the ability of lakefill to withstand changing lake levels (i.e., flooding hazards) and coastal processes (wave action, shoreline erosion) including future changes associated with climate change. The modelling concluded that the lakefill design makes the structure resilient to changing lake levels and a wide range of coastal processes. Modelling also shows that the marina basin will be more resilient coast process in the future than it is today."* ***Fish and Fish Habitat Compensation*** SLR Consulting (Canada) Ltd. (SLR) was retained to investigate and address the impacts of the conceptual design on fish and fish habitat and to identify the need for any habitat compensation that may be required to obtain a *Fisheries Act Authorization* from the federal Department of Fisheries and Oceans (DFO). Section 6.2.2 (Aquatic Habitat) quantifies the amount of existing aquatic habitat on the lake bottom that would be removed (Table 6.1) and the describes the enhanced fish habitat areas at the south part of the preferred	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
	alternative that have been incorporated in the conceptual design. Section 7.4.1 (Biological Environment, Effects of Construction) concludes that *"…a total of approximately 29,000 m2 of aquatic habitat will be removed as lakefill construction occurs and approximately 13,000 m2 will be altered. This includes the east side of the expanded lakefill and the underwater portion of the aquatic habitat feature at the south end. The proposed lakefill will replace the existing bottom strata."*. As such habitat compensation will be required to obtain a *Fisheries Act Authorization* for the Project. With respect to habitat compensation the EA includes the following commitments: *"The City will create and enhance aquatic habitat at the southern (lakeward) terminus of the proposed lakefill. Here, the proposed shoreline will be sculpted westward to create a lakeward facing embayment that will be protected by an armour stone island to be created further out into the lake adjacent to the headland. The proposed feature will create approximately 2,400 sq. m of semi-sheltered moderately shallow water area where substrate can be selected, and structural habitat provided at varying depths. The east side of the lakefill may permit additional opportunities to flatten the side slope and /or create a shallow underwater terrace along portions of the wall to be sheltered by the island and create littoral areas to provide productive areas for forage fish reproduction and feeding.* *An offset plan shall be developed, in conjunction with DFO, and in consultation with MCFN and other interested parties, as part of the Fisheries Act Authorization to provide suitable habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site. The offset plan will also detail post construction monitoring techniques to evaluate the effectiveness of the offset strategies."* The City welcomes the participation of SNGR in the process of developing its detailed design and offset plan. The City would be	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
	pleased to discuss how best the SNGR could be involved in these processes. ***Placemaking*** The SNGR noted that they desire "equity for placemaking" along with other Nations. The City's approach to placemaking for this Project is not currently described in the EA. The City's approach to placemaking for this Project would be determined during the detailed design stage and in consultation with other interested Indigenous Nations. The City would be pleased to discuss how best SNGR could be involved in these processes.	
On February 18, 2025, SNGR responded to confirm they would like to be involved in detailed design and the offsetting plan. SNGR asked "As approximately 29,000 m2 of aquatic habitat will be removed, and approx. 13,000 m2 is being altered, what was the rationale for providing the 2,400 sq. m habitat enhancement (with the possibility of more on the east side)?" SNGR noted the City agreed to equity for placemaking. SNGR believes a portion of the city's approach to placekeeping has been described in the EA.	On March 11, 2025, the City responded to SNGR stating the 1 PSEPM Project is predicted to result in approximately 29,000 m2 of aquatic habitat being removed, and approximately 13,000 m2 being altered. The habitat enhancement feature at the end of the lakefill is intended to provide some offset of these losses and alterations, but will not be sufficient to offset everything. The enhancement feature was included in the conceptual design to take advantage of the deeper waters and existing habitat condition in the area to provide some fish nursing and foraging habitat not possible elsewhere in the City's waterlot. This feature also will connect with the onshore parkland to provide some linkages for shorebirds and other wildlife that is not present at this site currently. Through detailed design and further off-site (i.e. outside the current waterlot) compensation measures, the City is confident that the losses and alterations causes by the project will be adequately offset to achieve a no-net-loss for the project as a whole. The City welcomes the SNGR's involvement in detailed design stage and offset planning following EA approval, should this project proceed.	
On March 11, 2025, SNGR confirmed they do not have any additional comments related to the EA.	The City thanked SNRG for their comments.	
Haudenosaunee Development Institute (HDI)		

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
HDI did not respond to the City's October 17, 2024 email.	The City emailed HDI on October 17, 2024 to inform HDI of the final EA submission for the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East. The City also included a download link with the final EA documents and indicated they would also be available on the project website starting on October 18, 2024. The City sent HDI a memo with additional details, and acknowledgement form, which was to be returned to the Environmental Assessment Branch by December 6, 2024. The City asked if HDI had any questions or would like a mailed copy of the final EA documents. **The updated EA includes this correspondence in Table 9.2**	
N/A	At MECP's request, the City emailed HDI on November 27, 2024 to follow up on the final EA review as the comment deadline is Friday December 6, 2024. The email indicated the City would like to hear from HDI with any further questions or concerns to be addressed through the EA process. This would allow MECP to complete their review of the EA and allow the City to plan next steps. To support the final EA review, the City attached an EA summary document describing the project to build out an existing breakwater with lakefill to permit the relocation of the Port Credit Harbour Marina. The only portion of the site that is currently on land is an existing parking lot. As such, there are no negative impacts to the terrestrial environment and no potential to discover archaeological resources. Lakefilling will result in the loss or alteration of 29,000 m2 of common aquatic habitat will be offset by the creation of 2,400 m2 of higher quality aquatic habitat and additional habitat will be created off-site to compensate for habitat loss. The City offered to meet with HDI, either virtually or in person, or have a phone call to discuss the project. **The updated EA refers to this correspondence in Table 9.2**	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
Email from HDI to the City dated December 3, 2024 stated: I wish to confirm that no engagement was undertaken on this matter that would uphold the honour of the Crown. We have asked repeatedly for a good faith engagement on this project which would include the necessary funding to review the project information and share it with Chiefs, Clanmothers and our Nations and Clans. This request was rejected and again we are unable to review the documents that you have provided. We note that the EA has not complied with necessary legal and regulatory requirements in terms of engagement. We would be pleased to meet with representatives of MECP to go through how the EA has failed to adhere to the engagement obligations. We confirm that we have nothing indicating that the Province or Canada delegated any aspects of engagement to Mississauga. We are asking that the EA not be approved. We note that Mississauga provided MCFN with capacity funding to assist MCFN in the review of the EA even though MCFN has no treaty or other rights over the subject area. I have asked Ms. Palotta to get in touch with MECP and the necessary federal representatives to discuss how we can remedy the failure of Mississauga and others to uphold the honour of the Crown. We can confirm that no federal engagement has taken place and that no delegation of any federal obligations	The City responded to HDI on January 6, 2025 thanking HDI for their emails and expressing concerns regarding the City's engagement with HDI on this project. The City has engaged and communicated regularly with HDI during the 1 Port Street East Proposed Marina Environmental Assessment (1PSEPM Project) stage since February 1, 2022 when the City issued a Notice of Commencement of EA and Notice of Public Information Centre #1. Correspondences are documented in the 1PSEPM Project Record of Consultation. The City has met with HDI and has repeatedly welcomed discussions with HDI regarding the 1PSEPM Project. The City provided HDI with funding to review the project information, but HDI provided no input to the EA. We note that a cheque #6749 dated February 10, 2022 for the HDI requested amount of $7,000 was issued and delivered by Purolator on February 11, 2022. This cheque was cashed by HDI on February 24, 2022. Throughout subsequent months HDI and the City had exchanged emails, whereby HDI continued to request more information from the City regarding the Inspiration Port Credit Charting the Future Course Master Plan and indicated that the 1PSEPM Project will impair infringe and otherwise interfere with Haudenosaunee rights and interests. HDI indicated that Haudenosaunee rights and interests were not considered or incorporated into the current Individual EA Terms of Reference for the Project. Despite following HDI's protocols and application process, informing HDI on opportunities to participate in the EA, opportunities to review the EA, and offering to continue dialogue regarding the EA, no information has been received by the City for consideration in the 1PSEPM Project EA since mid-2022 or during the MECP review period commencing October 16 and ending December 6, 2024. HDI has not provided any information to the City to support their contention that the 1PSEPM Project will impair infringe and interfere with established treaty rights and interests. Should you wish to provide further information on how the project would adversely impact hunting or fishing, we welcome you to do so.	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
to uphold the honour of the Crown have been made in relation to • Federal Fisheries Act • Canadian Navigation Act • Migratory Birds Convention Act (MBCA) We are advising once again that we do not consent to this project proceeding where it will impair infringe and interfere with established treaty rights and interests which, unlike MCFN, the Haudnosaunee hold over the subject area. We are open to proceeding by way of a mediated process as contemplated by the EA process https://www.ontario.ca/page/using-mediation-environmental-assessment-process.	The City welcomes the opportunity to meet with HDI to discuss any outstanding concerns with the project. MECP also responded to HDI on December 18, 2024 thanking HDI for their emails with respect to HDI's concerns on the EA. MECP indicated we are reviewing the emails and will be providing a response as soon as we can. **The updated EA refers to this correspondence in Table 9.2.**	
Email from HDI to the City dated December 4, 2024 stated HDI has concerns regarding the ongoing Environmental Assessment (EA) for the 1 Port Street East Proposed Marina and the engagement process associated with it. HDI are keen to arrange a meeting to discuss the steps that have been taken and any future actions that may be necessary to address outstanding concerns. Could you kindly advise on who would be the appropriate contact within MECP for further discussions on this matter? We would appreciate any assistance in scheduling a meeting to explore these issues in more detail. Thank you for your attention to this request. I look forward to your response and to facilitating a productive conversation moving forward.		

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
HDI responded to the City's January 6, 2025 email on January 27, 2025, with the following: We can advise that is categorically false to state that the City of Mississauga has engaged in any capacity. We have asked time and time again for the City of Mississauga to engage and it has refused and failed to engage in any meaningful way. The exchange of emails is not engagement. The application fee was merely to review the project. Mississauaga did not follow up on any of the documents that we requested. We can advise that we oppose the project where it will impair infringe and interfere with rights and interests. We do not consent to the project proceeding. We know that Mississauga did not comply with any of the obligations on the Master Plan and refused to allow us to participate. Mississauga completely ignored the engagement obligations in the MCEA and the MCEA user guide. As this project requires Federal approval the UNDRIP Act must be complied with and this has not occurred. We would like an in person meeting to review the steps that the City did not follow and at the same time determine how the gaps in engagement to date can be fixed moving forward. I have attached my email from August 31, 2022 for which we did not receive a response.	The City responded to HDI's January 27, 2025 email on February 7, 2025 indicating a response email was sent by the City on September 19, 2022 and the City did not receive a response from HDI. The City provided payment and all documents requested by HDI, both in hard copy and in digital form. **The updated EA refers to this correspondence in Table 9.2** The City can meet with HDI to discuss the EA. To ensure we have a productive meeting, please provide the City with HDI's questions related to the project and let us know if you needs any additional documents. The City provided availability for an in-person meeting on the following dates: • Afternoon of Tuesday, March 4 • All day on Wednesday, March 5 • Morning on Thursday, March 6 The City asked HDI if any of the above dates work for HDI or if there is another date and time the City can try to accommodate. **The updated EA refers to this correspondence in Table 9.2**	
HDI responded to the City's offer to meet on February 12, 2025 confirming the afternoon of March 4, 2025 works best for HDI to meet in person. If any additional documents are needed prior to the meeting, HDI will	The City responded on February 13, 2025 thanking HDI for confirming HDI is available on the afternoon of Tuesday, March 4. The City asked if HDI could accommodate the meeting virtually from 1:00 p.m. to 2:00 p.m. If an in-person meeting is preferred, the City	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
follow up to ensure everything is in place for a productive discussion.	is happy to meet at City Hall (300 City Centre Drive, Mississauga, ON L4W 0E9). The City asked for HDI's preference. **The updated EA refers to this correspondence in Table 9.2**	
HDI emailed the City on February 13, 2025 asking whether the City will be providing requested information prior to the meeting. HDI indicated that while they are happy to schedule a meeting, it is going to be somewhat meaningless if HDI does receive the information that has been requested for over 2 years. This includes all of the information that was gathered at phase 1 and phase 2, which required the assessment and determination of all environmental factors, which includes treaty rights. HDI is concerned to date that no one has done an assessment of Haudenosaunee treaty and other rights. This includes riots associated with UNDRP. HDI wants to see how the EA process has included those rights as part of the environmental Matrix that needs to be contemplated with respect to this project. HDI also asked the City to advise on any federal contacts that have participated in this process to date and whether they will be attending the March 4, 2025 meeting.	On February 14, 2025, the City shared links to the EA project documents, which have also been previously provided to HDI at the time that they were requested: • Environmental Assessment Summary • Final Environmental Assessment • Final Record of Consultation • Technical Memorandum: Coastal Design and Hazards Considerations • Technical Memorandum: Aquatic Ecology The City asked HDI to let the City know let me know if there are any other documents HDI needs. The City confirmed DFO will not be in attendance at the March 4 meeting. **The updated EA refers to this correspondence in Table 9.2**	
On February 14, 2025, HDI replied thanking the City for their your email. HDI asked the City to advise who the contact is for DFO as HDI wants to get in touch with them to make sure they are at any future upcoming meeting as well as any federal agency responsible for the federal land holdings that are involved in this project.	The City responded to HDI on February 28, 2025, confirming DFO has received the final EA. DFO advised that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. Following EA approval and should City of Mississauga Council approve the project to proceed, the City will be contacting DFO to seek Fisheries Act Authorization. The City's contact at DFO has been Chris Strand (Chris.Strand@dfo-mpo.gc.ca). **The updated EA refers to this correspondence in Table 9.2**	

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
On March 4, 2025 HDI emailed the City requesting the in-person meeting planned for that day be moved to a virtual format via Zoom. The City accommodated this request.	On March 4, 2025, the City circulated a Zoom link for a virtual meeting at HDI's request. During the meeting, the City asked HDI to provide a list of all comments and questions so they could be addressed and the City would have a subsequent meeting with HDI after that information was provided and reviewed. Consultants responsible for that work would be available to address questions. HDI agreed with the City's suggestion and agreed to provide comments in writing. The City is still awaiting HDI's written response. **The updated EA refers to this correspondence in Table 9.2**	
On March 4, 2025, the City hosted a virtual meeting with HDI. In attendance were: Nicolle Pallotta, Todd Williams and Aaron Detlor (AD) from HDI. City of Mississauga representatives were Beata Palka (BP), and John Dunlop (JD). Shoreplan representative was Jane Graham (JG). Comments by HDI at the meeting were: • AD stated he does not think HDI was consulted. • AD said that the 7K paid by the City was not enough to review the documents. • Treaties should be referenced in the EA. The EA does not mention the treaties pertaining to HDI • AD expressed HDI's position that the Provincial Policy Statement applies to the Project because this is a planning exercise – JD did not agree • AD stated that Indigenous rights are part of the environment, and this is not covered in the text • AD referred to Mitchell Map and Treaty from early 1700s (1702) • AD asked who had read the treaties, JD replied he had read the treaties. • AD stated there is no federal engagement or consultation with HDI	The City asked if HDI would like a brief presentation or go directly to comments on the EA document. HDI wanted to go directly to comments and questions. The City notes that they has paid HDI 7k at beginning of EA to provide their review but received no comments on the EA. The City's response to HDI comments are below. • The City respectfully disagrees with HDI's position that the Provincial Policy Statement applies to the Project because this is a planning exercise. • **The City has updated the EA document in Section 3.5.4 to reflect Treaties that pertain to HDI and other information mention by HDI regarding Indigenous Rights**. • The City had involved federal agencies throughout the EA process and had contact DFO for input during the EA. DFO advised that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. Following EA approval and should City of Mississauga Council approve the project to proceed, the City will be contacting DFO to seek Fisheries Act Authorization. • The City reiterates that the Project is located on lands and water lot conveyed to the City by Canada Land Company by agreement with the City. The City notes that the lands owned by Canada Lands Company are not considered federal lands and that their conveyance to the City does not require Canada Lands Company to undertake a federal EA as they are a non-agent	The City has requested for a list of comments from HDI at the end of the March 4 meeting, It is recommended that the City follow up with HDI regarding the March 4 meeting comments so that the City could address them. The correspondence of follow-ups would be included in the Record of Consultation. The proponent must continue to keep accurate records and update the summary and consultation records as necessary. The proponent should continue to update HCCC and encourage HCCC to remain engaged on the project.

Comment	Proponent	Ministry of the Environment, Conservation and Parks (MECP) Response
• AD asked who prepared the EA – JG stated that Shoreplan prepared the EA but that the sections regarding FN were prepared by SLR and Anneliese Grieve • AD stated that he believed this project was on Federal land (CLC) and Mississauga does not have the right to plan a project or prepare an EA for it. • AD requested all documents for the project. • AD mentioned that he would go to the Star with this.	commercial crown corporation. See page 20 of the Terms of Reference. • The City confirms that all EA documentation has been provided to HDI throughout the EA process as is available on the project website. • The City asked that HDI provide a list of all comments so they could be addressed and would have a meeting after that information was provided and reviewed. Consultants responsible for that work would be available to address questions. **The updated EA refers to this correspondence in Table 9.2**	

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, May 8, 2025 9:06 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: [EXTERNAL] RE: Consultation followup_One Port Street East

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Good morning, Beata,

I hope you are well - I'm sure things are very busy for you as summer is fast approaching.

I'm writing to follow-up on the email below. I am hoping you can provide some updates on HDI and whether the City has followed up with the community for the list of questions and concerns they have with regards to the EA/project. If not, we are happy to meet with the City to discuss next steps to help move this project along.

Thank you,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Tuesday, April 22, 2025 9:25 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>
Subject: Consultation followup_One Port Street East

Hello Beata,

I hope you had a nice long weekend.

It has been about a month since we last spoke - I am following up to check in and see how the consultation is going with HDI. My understanding is that the City and HDI met on March 4, 2025, and the City has requested that HDI submit a list of questions and concerns in relation to the project and the EA, and the City will respond and/or meet with the community once the list is received.

Could you please provide an update on whether the City has received the list of questions/concerns from HDI? If not, the ministry advises the City to follow up with HDI and provide the preassessment that was already drafted or include the information regarding the cumulative effects and impacts to hunting, fishing, and gathering from the project in a follow up email to the community. The City will need to allow sufficient time for the community to respond (two weeks) and continue to follow up with the community throughout this consultation process.

Given the limited time we have, if there is no progress in the next couple of weeks, I suggest we set up a meeting with you, me, Solange and the City's consultants to discuss the next steps to help move this project along.

We are here to assist. Please let me know if you have any questions.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP)
Sent: Monday, May 12, 2025 3:17 PM
To: Beata Palka <beata.palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; John Dunlop <john.dunlop@mississauga.ca>
Subject: RE: Consultation followup_One Port Street East

Hello, Beata,

Thank you for the opportunity to review the document. Here are my suggested edits. The letter could benefit some discussions on whether there are direct impacts on Indigenous fishing, hunting, and gathering rights, and whether these would be permanent or temporary impacts. If the community chooses to review the full EA, it is also available to them as per your letter.

Once the city sends the letter, we advise the City to follow up at least two more times (every two weeks) if there is no response, to allow time for the community to consider the information and provide their comments. Please keep a record of all the correspondence and include it in the record of consultation.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, May 14, 2025 4:05 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] 1 Port Street East_Net effects and amending procedures

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Hi Beata,

As I continue to prepare the Review for the EA and have further internal discussions, there are two items I would like to bring forward to the City for discussions. This includes your net effects related to the alternative methods and your proposed amending procedures.

Net Effects for Alternative Methods

Under the EAA the following is provided:

"Preparation of environmental assessment

17.6 *(1) The proponent shall prepare an environmental assessment for a Part II.3 project in accordance with the approved terms of reference.* *2020, c. 18, Sched. 6, s. 29.*

Contents

(2) Subject to clauses 17.4 (2) (b) and (c), the environmental assessment must consist of,

(c) a description of,

> *(i) the environment that will be affected or that might reasonably be expected to be affected, directly or indirectly,*
>
> *(ii) the effects that will be caused or that might reasonably be expected to be caused to the environment, and*
>
> *(iii) the actions necessary or that may reasonably be expected to be necessary to prevent, change, mitigate or remedy the effects upon or the effects that might reasonably be expected upon the environment, by the Part II.3 project, the alternative methods of carrying out the Part II.3 project and the alternatives to the Part II.3 project;"*

In section 5.3 of the approved ToR, the City has committed to the following: "the alternative 1PSEPM Project configurations will be described in sufficient detail to adequately identify their potential impacts to the environment, evaluate and compare each alternative on the basis of net effects (i.e., after the consideration of mitigation) and their respective advantages and disadvantages." The ToR continues to state that

"the comparative evaluation will be undertaken using the preliminary evaluation criteria and indicators presented in Table 5-1, considering net effects (i.e., after mitigation is applied)."

After reviewing the EA (chapter 5) again, I think there's a lack of discussion about the net effects of the alternatives after mitigation measures. The first row of Table 5.2 on Physical Environment includes a brief discussion of the mitigation measures for the alternatives (**NOTE:** physical Environment Summary is missing in Table 5.2) but this was not included for other components. Could you clarify, and if I'm overlooking something in EA, please let me know. Otherwise, the EA should include information on how mitigation measures were factored into the net effects for each alternative method when identifying the preferred alternative for the project. Please include this information in Chapter 5/Table 5.2 in the EA, keeping in mind that mitigations may be similar for some alternatives and they should be discussed as so.

Amending Procedures

Under the EAA following is provided:

"***17.15*** *(1) The Minister may decide an application and, with the approval of the Lieutenant Governor in Council or of such ministers of the Crown as the Lieutenant Governor in Council may designate, the Minister may,*

(a) give approval to proceed with the Part II.3 project;

(b) give approval to proceed with the Part II.3 project subject to such conditions as the Minister considers necessary to carry out the purpose of this Act and in particular requiring or specifying,

> *(i) the methods and phasing of the carrying out of the Part II.3 project,*
>
> *(ii) the works or actions to prevent, mitigate or remedy effects of the Part II.3 project on the environment,*
>
> *(iii) such research, investigations, studies and monitoring programs related to the Part II.3 project, and reports thereof, as the Minister considers necessary,*
>
> *(iv) such changes in the Part II.3 project as the Minister considers necessary,*
>
> *(v) a process to be followed in respect of any changes to the project that the proponent may wish to make after the approval is given, which may include granting authority to the Director or Minister to,*
>
> > *(A) require the proponent to engage in additional consultation, and to provide additional information, in respect of proposed changes, and*
> >
> > *(B) give approval, attach conditions to the approval or refuse to give approval to proceed with the changes*

Subs. (1) (b) (v), process to make changes

(2) A process mentioned in subclause (1) (b) (v) may be set out in an approval or may be incorporated by reference into an approval. 2020, c. 18, Sched. 6, s. 29."

Since the City is proposing amending procedures in the EA, these are the procedures that will govern any changes after an approval. Because the City would be relying on these procedures, it is not appropriate to include provisions under Section 17.24 (previously 11.4) of the EAA. It should be noted that your EA would likely result in mostly standard conditions, so it is highly unlikely these conditions would change.

As noted, provisions under section 17.24 of the EAA or any language referencing the provision should not be included in the EA. Instead, the EA should set out a general process for changes that are being proposed or contemplated post-EA, and the ministry will reference the change provision as a condition in the ministry's approval and will approve any proposed changes as appropriate. The ministry has made edits to section 10 of the EA, which is attached. If the changes to the project design will not result in new net effects, the ministry generally considers those as minor changes, and a technical memo would just document it. The City will need to notify MECP if any subsequent approvals may result in changes to the mitigation measures or construction activities.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Tuesday, May 20, 2025 1:18 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: John Dunlop <John.Dunlop@mississauga.ca>
Subject: [EXTERNAL] RE: Consultation followup_One Port Street East

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Hi Beata,

Just want to check in and see if this was sent to HDI? Feel free to copy me when you follow up with them again so I can keep track of the consultation process with the community.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Hadlari, Wai (MECP)
Sent: Monday, May 12, 2025 3:17 PM
To: Beata Palka <beata.palka@mississauga.ca>
Cc: Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; John Dunlop <john.dunlop@mississauga.ca>
Subject: RE: Consultation followup_One Port Street East

Hello, Beata,

Thank you for the opportunity to review the document. Here are my suggested edits. The letter could benefit some discussions on whether there are direct impacts on Indigenous fishing, hunting, and gathering rights, and whether these would be permanent or temporary impacts. If the community chooses to review the full EA, it is also available to them as per your letter.

Once the city sends the letter, we advise the City to follow up at least two more times (every two weeks) if there is no response, to allow time for the community to consider the information and provide their comments. Please keep a record of all the correspondence and include it in the record of consultation.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Minkin, Dan (MCM) <Dan.Minkin@ontario.ca>
Sent: Friday, May 30, 2025 5:03 PM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: Redlined 1 Port Street East EA May 2025

Hi Wai,
Yes, our comments have been addressed by this revision. Thanks. Have a great weekend,

Dan Minkin
Heritage Planner | Heritage Operations Branch
Ministry of Citizenship and Multiculturalism | Ontario Public Service
416-786-7553 | dan.minkin@ontario.ca

From: "Hadlari, Wai (MECP)" <Wai.Hadlari@ontario.ca>
Date: June 4, 2025 at 11:44:25 AM EDT
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] revised EA

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Hi Beata,

I'm just moving the Review along and want the most updated EA. Could you ask your consultant to please change the public commenters from six to five? I could do it myself, but there's probably a version control aspect from your side. Besides our indigenous advisor, I think everyone from GRT has signed off.

Thanks,

Wai

Wai Hadlari | **Project Officer** (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

1 Port Street East Proposed Marina Project Environmental Assessment

Record of Consultation

Annex C: Mississaugas of the Credit First Nation (MCFN) Engagement Record

June 2025

Letter Delivered via Email

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
4065 HWY 6 NORTH
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

February 1, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Environmental Assessment Commencement and Public Information Centre

Dear Chief R. Stacey Laforme,

We are writing to notify you of the Individual Environmental Assessment (EA) commencement and upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. The ToR and Record of Consultation are available on the project website: mississauga.ca/1portstreeteast.

The next PIC is scheduled from February 17 to March 17, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We want to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. We would be happy to meet with you in person or virtually during the coming months to develop this plan forward.

As Project Lead, I will continue to be you contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Good morning Ms. Sault,

I hope you are doing well. I wanted to get back to you on the dates and times my consultant and I are available for a web meeting:

- March 31 – All day
- April 1 – All day
- April 2 – 1-5pm

Would any of those times work for you and your colleagues? I will circulate the presentation in advance and set up a web meeting, where we can hopefully connect via video.

Also, please let me know if there are any additional comments you have on the draft Terms of Reference or if I captured your comments accurately in my below email.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

Letter Delivered via Email

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
4065 HWY 6 NORTH
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

August 11, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Public Information Centre

Dear Chief R. Stacey Laforme,

We are writing to notify you of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. EA PIC #1 was held from February 17 to March 17, 2022, with a pre-recorded presentation and survey. The ToR, Record of Consultation, and EA PIC #1 materials are available on the project website: mississauga.ca/1portstreeteast.

EA PIC #2 will be held virtually from August 25 to September 22, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We would be happy to meet with you in person or virtually during the coming months to discuss our project and future opportunities for engagement.

As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Good afternoon Mark LaForme,

I received your contact information from Canada Lands and wanted to forward the attached 1 Port Street East Proposed Marina EA PIC #2 notice and letter. The EA PIC #2 launched on August 25, with a virtual presentation and survey available on the project website. If you would like hard copies of any project materials, I'll courier them over to you.

We would be happy to meet with you in person or virtually to discuss our project and future opportunities for engagement. Please let me know and I can provide potential dates and times for your consideration.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Casey Jonathan <Casey.Jonathan@mncfn.ca>
Sent: Monday, November 7, 2022 10:48 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Jessica Maurice <Jessica.Maurice@mncfn.ca>
Subject: RE: Introductions re Port Credit Marina EA

Aaniin Beata,

It's great to meet virtually meet you. It would be great if we could schedule a 30 minute introductory meeting to discuss the Port Credit Marina EA. I have cc'd my assistant Jessica to help us coordinate. I would also appreciate it if you could send ay materials in advance of the meeting.

Miigwetch,

Casey

Casey Jonathan
Major Projects Coordinator
Casey.Jonathan@mncfn.ca

Mississaugas of the Credit First Nation
2789 Mississauga Road, R.R. #6
Hagersville, ON N0A 1H0

www.mncfn.ca

From: Beata Palka
Sent: Monday, November 7, 2022 11:17 AM
To: 'Casey.Jonathan@mncfn.ca' <Casey.Jonathan@mncfn.ca>
Cc: 'Jessica.Maurice@mncfn.ca' <Jessica.Maurice@mncfn.ca>
Subject: RE: Introductions re Port Credit Marina EA

Good morning Casey,

It's great to connect with you. The City is undertaking the 1 Port Street East Proposed Marina Environmental Assessment. The purpose of this project is to study the proposed lakefill alternatives for additional waterfront parkland and marina services for this site. We recently wrapped up the second Public Information Centre. The virtual presentation and project materials are still available on our website, and I'm attaching the PDF of the presentation to this email. Please let me know if you would like hard copies of any of the project materials.

Jessica, here are potential dates and times for the meeting:

1. Tuesday, November 15, 12:30 p.m. to 1:00 p.m.
2. Monday, November 21, 11:00 a.m. to 1:30 p.m. and 3:30 pm to 5:00 p.m.

If these dates and times do not work, we're happy to arrange the meeting around your availability. Please let me know.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

Good morning Jessica and Casey,

Thank you for sending the Zoom invite. I forwarded the meeting to Sharon Chapman, the City's Manager of Park Planning, and Anneliese Grieve, Principal of Strategic Environmental Planning Solutions, from our project consulting team.

I also wanted to share the attached Marine Archaeological Assessment. We provided this document to Fawn Sault during the Terms of Reference stage of the project in March 2020. I'm happy to courier it in hard copy as well. Please let me know.

Have a great day,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

City – MCFM Meeting - November 15, 2022 Meeting Notes

Thanks,
Beata

- Meeting Attendees:
    - City: Beata, Sharon, Olav
    - Consultant: Anneliese
    - MCFN: Casey Jonathan, Jessica Maurice
- Beata provided overview presentation of timeline and the preferred large lakefill alternative
- Casey asked for an overview of previous communications with MCFN. Beata provided the dates (TOR – communication with Fawn Sault, email comments on participation in EA, notification and participation opportunities in fieldwork, and potential economic opportunities as part of this project. EA – emails to Chief Stacey Laforme and DOCA on Feb 1, March 24, and August 11, 2022; email to Mark Laforme and Casey on September 1, 2022)
- MCFN will want to review the EA prior to draft submission. As treaty holders, MCFN requires an elevated amount of review and engagement. This will be an iterative process where City will have to show how MCFN's concerns have been addressed.
- Questions:
    - Who owns the current marina at 1 Port St? Marina is privately owned by Centre City Capital limited on lands leased from Canada Lands Company. The proposed marina is to be owned by the City.
    - What type of EA is this? This is an individual EA.
    - Clarification provided about area subject to the EA (lakefill, not wharf lands)
    - MCFN wants to be involved in the detailed design of the preferred alternative following the EA approval/City's approval for the project to move ahead.
- ACTIONS:
    - Beata to provide MCFN with dates for follow up virtual meeting with DOCA
    - Casey/Jessica to coordinate DOCA meeting
    - City to update project schedule to allow time for MCFN review of EA prior to draft submission (need to understand how much time MCFN needs)
    - Copy Casey on any emails to DOCA for EA consultation

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Friday, January 27, 2023 9:05 AM
To: Milo Sturm <msturm@shoreplan.com>; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com) (twlodarczyk@slrconsulting.com) <twlodarczyk@slrconsulting.com>
Subject: RE: Port Credit Marina EA Meeting

Hi Milo and Tom,

Today's meeting with MCFN has been cancelled as Fawn Sault has Covid. I'll follow up to reschedule and keep you posted.

Thanks,
Beata

Meeting Notes – City – MCFN (Virtual) Meeting – March 1, 2023

MCFN:

- Jessica Maurice
- Casey Jonathan
- Fawn Sault
- Mark Laforme
- Abby Laforme

City:

- Beata Palka
- Sharon Chapman
- Olav Sibille
- Tomasz Wlodarczyk (City's Consultant)

Tomasz Wlodarczyk delivered a presentation to MCFN on status of the 1PSEPM Project and EA, including the presentation of the preferred alternative.

- MCFN Question: What has been Fisheries and Oceans Canada's (DFO) involvement. City Response: DFO has been involved in terms of data collection. Credit Valley Conservation (CVC) was also involved in data collection. DFO is an approval agency.
- MCFN Question: When was MCFN first contacted and consulted? City responded with dates and details.
- MCFN Question: Is there an opportunity to create more habitat along the east edge of the proposed lakefill? City Response: The water lot edge is along that side and is a constraint. Method of stacking of the rocks can help create habitat.
- MCFN Question: Why is there parking on the breakwater? City Response: Parking is essential to create an economically viable marina.
- MCFN Question: What will mitigate oil and fuel runoff? City Response: Best industry practices and low impact development features will mitigate impacts.
- MCFN Question: How will the marina practice sustainability? City Response: Marina green standards and industry best practices will be applied.
- MCFN Question: Is City familiar with MCFN's water claim. City Response: City is very familiar with the claim. The claim was acknowledged in the TOR and again the EA. MCFN requested ongoing and direct dialogue regarding rights and interests with respect to this project at a higher level within the City.
- MCFN restated that they would like to see the EA to provide comments and inquired about fees for engagement/ capacity dollars. City suggested that MCFN submit an email request outlining the requirements for MCFN review. MCFN indicated that they cannot provide an estimate of costs at this point.
- Request to create a shared City and MCFN digital folder for project documents

Actions:

- City committed to afford MCFN with an opportunity to review the Draft EA prior to submission.
- City would allow four to six weeks for MCFN review prior to the PIC #3.
- City would provide MCFN with access to its EA Consultants if required.
- City provided MCFN with DFO and CVC contacts involved in the EA to date on May 5, 2023.
- City provided a contact from the City for these higher-level discussions regarding accommodation.
- City and MCFN to coordinate a follow-up meeting.

MISSISSAUGAS OF THE CREDIT FIRST NATION
CHIEF AND COUNCIL

March 3rd, 2023

Mayor Bonnie Crombie

Office of the Mayor
City of Mississauga
300 City Centre Dr,
Mississauga, ON L5B 3C1

mayor@mississauga.ca

Dear Mayor Crombie,

Re: Direct and Meaningful Engagement with the Mississaugas of the Credit First Nation on the 1 Port Street East Proposed Marina Project and Environmental Assessment

As Chief of the Mississaugas of the Credit First Nation ("**MCFN**"), I am writing further to the March 1, 2023, meeting between our respective staff to discuss establishing a process of direct and meaningful engagement between the City of Mississauga (the "**City**") and MCFN on the 1 Port Street East Proposed Marina Project (the "**Marina Project**"), including the Environmental Assessment ("**EA**") for that project. My understanding is that the EA work is currently underway and therefore putting in place a meaningful engagement process with MCFN is of urgent importance.

Given the nature of the Marina Project—which proposes the creation of new land by constructing sunken berms in Lake Ontario and using lakefill to alter the lakebed and foreshore forever— our expectation is to be deeply engaged about this project and EA work. As further outlined below, MCFN holds Aboriginal title to the waters, beds of water, and lakebed in our territory. This means that anything that has the potential to impact the waters, river beds, or lakebeds—such as the Marina Project—is of utmost concern to us.

Moreover, MCFN's long history with the Credit River—which is immediately adjacent to the 1 Port Street East site and marina—engages additional stewardship responsibilities and other Aboriginal and treaty rights that require our participation and involvement in any projects or work contemplated at or along the river. This is particularly so where activities such as the Marina Project and lakefill processes have the potential to disrupt sensitive water habitats for fish or other aquatic species on which our members may rely.

While I understand that these topics were discussed between our staff during their meeting, I also wanted to write directly to you to set out this background and context in more detail. The remainder of this letter therefore provides a brief overview of MCFN's rights, interests, and claims engaged by the 1 Port Street East site and Marina Project, to illustrate why MCFN intends to be deeply and directly engaged in the EA process with the City going forward.

Chief and Council
Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, ON, N0A1H0
Phone: 905-768-1133
Fax: 905-768-1225

MCFN's Rights, Interests, and Claims

MCFN is an Indigenous community and a part of the larger Mississauga Nation. We have Aboriginal title, Aboriginal rights, and treaty rights across our traditional territory. MCFN's traditional territory extends from the Rouge River Valley in the east, across to the headwaters of the Thames River, down to Long Point on Lake Erie and back along the Niagara River and Lake Ontario to the Rouge River Valley. It encompasses present-day Kitchener, Niagara Falls, Hamilton, Toronto, and Mississauga as well as the lands and waters between and surrounding the same, including the waters and lakebeds of Lake Erie and Lake Ontario.

Our relationship to our traditional territory is central to our identity as a people. We have been entrusted with the stewardship and care of our lands, waters, and resources by the Creator. This sacred trust lies at the heart of who we are and is foundational to our responsibility to future generations. Our territory has defined and sustained us for countless generations and must continue to do so for all generations to come.

As an Indigenous community, we have inherent rights as set out in the United Nations Declaration on the Rights of Indigenous Peoples ("UNDRIP"). This includes, among other things:

- the right to maintain and strengthen our distinctive spiritual relationship with our traditionally owned or otherwise occupied and used lands, territories, waters and other resources and to uphold our responsibilities to future generations in this regard (Article 25);
- the right to the lands, territories and resources which we have traditionally owned, occupied or otherwise used or acquired and the right to own, use, develop and control the lands, territories and resources that we possess by reason of traditional ownership or other traditional occupation or use, as well as those which we have otherwise acquired (Article 26); and
- the right to determine and develop priorities and strategies for the development or use of our lands or territories and other resources (Article 32).

We also hold Aboriginal and treaty rights that are protected by s. 35 of the *Constitution Act, 1982*. Between 1781 and 1820, MCFN entered into a number of treaties with the Crown that reflected the Crown's understanding of our ownership and title to the lands and waters of our traditional territory. These agreements established treaty rights (e.g. hunting, fishing, gathering etc.) across our territory, which our members continue to hold and exercise to this day.

Throughout these treaty negotiations, our ancestors always stressed the importance of the rivers, lakes, and waters to MCFN. Water is at the foundation of our peoples interconnectedness to our

traditional territory; it is key for our ongoing sustenance, it is our historic and modern-day travel-routes, it is at the root of our creation stories. In short: it is the lifeblood of our people. Importantly, in these treaties we never surrendered our Aboriginal title to the water, beds of water, and lakebeds across our traditional territory or to the Rouge River Valley.[1] Notably, in one Treaty (known as Surrender No. 14), the Mississaugas reserved the sole right of the fisheries and certain rivers—including the Credit River—to a specified distance upstream. This solemn agreement reserved "[…] the sole right of the fisheries in the Twelve Mile Creek, the Sixteen Mile Creek, the River Credit and the River Etobicoke, together with the lands on each side of the said creeks and the River Credit […]" for the Mississaugas. As you can see, this would clearly include the lands and waters currently surrounding the 1 Port Street East site and Marina Project today.

In 2016 we submitted a claim to Canada and Ontario to negotiate the reconciliation of our Aboriginal title to the waters, beds of water, and lakebeds with the Crown's continuing use of these lands and waters. While in 2019 we began a formal negotiation process with Canada, to date, we have not resolved these claims through reaching a negotiated solution or otherwise. We retain Aboriginal title to these lands and waters today.

Our Aboriginal and treaty rights, including our Aboriginal title, fundamentally entitle us to support ourselves culturally, economically, and spiritually through the lands, waters, and resources of our traditional territory, now and into the future in modern and evolving ways. This is consistent with the Supreme Court of Canada's determination that:

> Aboriginal title confers ownership rights similar to those associated with fee simple, including: the right to decide how the land will be used; the right of enjoyment and occupancy of the land; the right to possess the land; the right to the economic benefits of the land; and the right to pro-actively use and manage the land.[2]

It is these fundamental rights, and our responsibility to future generations of our people, that are at stake in any development planned for the 1 Port Street East site, including the proposed Marina Project.

---

1 MCFN submitted a claim to Canada and Ontario in 2015 to negotiate the reconciliation of our Aboriginal title to the Rouge River Valley.

2 *Tsilhqot'in Nation v. British Columbia*, 2014 SCC 44, at para 73.

A Deep, Direct, and Meaningful Engagement Process with MCFN

For the reasons outlined above, MCFN expects to be deeply and directly engaged in the EA and wants to put in place an ongoing and meaningful dialogue with the City about the proposed Marina Project as a whole.

To date, while we have received some initial notification letters about the EA and timelines, this has been the generic sort of engagement that we expect would be undertaken with the public or other stakeholders. It does not reflect a meaningful engagement with MCFN, as the Aboriginal and treaty rights-holder over our territory. Specifically, public meetings or pre-recorded information sessions are not the right forum for us to discuss our unique rights and interests regarding the lakebed and waters that stand to be impacted by the proposed Marina Project.

In contrast with the public engagement process about the EA that the City has undertaken to date, for over a year now we have been deeply engaged in direct discussions with Canada Lands Company ("**CLC**") and others with respect to the future of the 1 Port Street East site and the CLC lands. Through these discussions we have been able to explain our long history with respect to the Credit River, educate CLC on our Aboriginal and treaty rights, and begin to outline approaches for how our Aboriginal and treaty rights can be respected as part of any proposed development plans, including in stewardship and environmental processes. It is time that we put in place a similar process of direct and comprehensive engagement between MCFN and the City.

I want to confirm that going forward MCFN are prepared to work deeply and collaboratively with the City on all aspects of the EA to be sure that our rights and interests are considered and respected as part of the planning process and the Marina Project. In my view the meeting between our staff earlier this week is a positive start to this work together.

While the City continues the public consultation and EA review throughout Winter 2023, we would like to put in place a parallel process of engagement directly with MCFN with the goal of ensuring that the final EA submitted to the government can be done with our full support and that there are no outstanding concerns about unaddressed impacts on our Aboriginal or treaty rights. There is a significant amount of work to be done, but I am confident that together we can find a way forward.

Chief and Council
Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, ON, N0A1H0

Phone: 905-768-1133
Fax: 905-768-1225

MISSISSAUGAS OF THE CREDIT FIRST NATION
CHIEF AND COUNCIL

Please have your staff be in touch with Caytlen Burning (Council.Coordinator@mncfn.ca) to arrange a time in the near future to discuss the EA and putting in place a meaningful engagement process with MCFN.

Miigwetch,

Chief R. Stacey Laforme,
Mississaugas of the Credit First Nation

c.c.

Beata Palka, Planner, City of Mississauga: Beata.Palka@mississauga.ca
John Dunlop, Manager, Heritage Planning and Indigenous Relations: John.Dunlop@mississauga.ca
Katelyn LaForme, Executive Director of Intergovernmental Affairs: Katelyn.LaForme@mncfn.ca
Mark LaForme, Department of Consultation and Accommodation Director: Mark.LaForme@mncfn.ca
Margaret Sault, Governance Director: Margaret.Sault@mncfn.ca
Casey Jonathan, Major Projects Coordinator: Casey.Jonathan@mncfn.ca

Chief and Council
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Office of the Mayor

Bonnie Crombie, MBA, ICD.D
Mayor, City of Mississauga
T 905-896-5555 F 905-896-5879
mayor@mississauga.ca

City of Mississauga
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
mayorcrombie.ca

March 20, 2023

RE: 1 Port Street East Proposed Marina EA

Dear Gimaa Laforme,

I am writing in response to your letter of March 3rd, 2023 regarding the 1 Port Street East Proposed Marina Environmental Assessment, known as the Marina Project.

The City of Mississauga recognizes and upholds MCFN's rights regarding meaningful consultation as well as recognizing the ongoing negotiations and unceded rights regarding all bodies and systems of water throughout your territory.

In discussion with our City project staff, Beata Palka, Planner, my understanding is that staff have committed to further meetings with MCFN. Beata will be reaching out as requested to further discuss the consultation process. The project team will contact Caytlen Burning as requested to confirm the upcoming meeting dates and establish how we will continue to move forward on this project together.

Chi Miigwetch.

Regards,

Bonnie Crombie

Bonnie Crombie, MBA, ICD.
Mayor, City of Mississauga

CC: Councillor Stephen Dasko, Ward 1
Beata Palka, Planner
John Dunlop, Manager of Heritage Planning and Indigenous Relations

From: Beata Palka
Sent: Wednesday, March 29, 2023 2:50 PM
To: 'Council.Coordinator@mncfn.ca' <Council.Coordinator@mncfn.ca>
Cc: 'Stacey.Laforme@mncfn.ca' <Stacey.Laforme@mncfn.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>; 'fawn.sault@mncfn.ca' <fawn.sault@mncfn.ca>; Casey Jonathan <Casey.Jonathan@mncfn.ca>; 'Jessica Maurice' <Jessica.Maurice@mncfn.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>; Olav Sibille <olav.sibille@mississauga.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: 1 Port Street East Proposed Marina EA

Hello Caytlen,

I am reaching out about the 1 Port Street Proposed Marina Environmental Assessment (EA). The EA is studying a proposed expanded land base for additional waterfront parkland and examining marina alternatives for this site. Here is a high-level timeline of upcoming project milestones:

1. City to submit EA document to MCFN for review – May
2. EA Public Information Centre (PIC) #3 and draft EA submission to Province – June
3. Ongoing meetings with MCFN through the EA review period – May, June, July and August
4. Review of comments received during EA PIC #3 and finalization of EA – July and August
5. Anticipated final EA submission to the province – Q4 2023

The City's project team met with MCFN on March 1, 2023, and committed to another meeting at the end of April. We are happy to meet virtually or in-person. Here are potential dates for your consideration:

- Monday, April 24: 1:00 p.m. - 3:00 p.m.
- Tuesday, April 25: 10:00 a.m. – 11:30 a.m.
- Wednesday, April 26: 11:00 a.m. – noon

Please let me know if any of these dates work for MCFN. We look forward to this meeting and continuing discussions about the project with MCFN. In the meantime, please reach out to me with any questions about the project.

Thank you,
Beata

MISSISSAUGA

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Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Meeting Notes – City – MCFN Follow-up Meeting April 28, 2023

MCFN:

- Chief Stacey Laforme
- Mark LaForme
- Fawn Sault
- Casey Jonathan
- Jessica Maurice

City:

- Beata Palka
- Sharon Chapman
- John Dunlop
- Olav Sibille
- Tomasz Wlodarczyk (City's Consultant)

Summary:

- MCFN extended their gratitude to the City for responding to their letter and recognizing MCFN's rights and interest in the project and expressed appreciation for consultation on the project.
- MCFN requested meetings to walk through the Draft EA and habitat impacts and compensation.
- MCFN would like to be kept in the loop and support any funding applications for the project made by the City.
- City responded to MCFN's earlier question regarding DFO and CVC contacts, and will follow up with an email. MCFN noted someone from DOCA will reach out to MCFN.
- MCFN expressed a desire to continue to work with the City beyond the EA to provide input on more detailed design in future.
- City offered to share studies that inform the EA. MCFN requested a data room for documents. MCFN requested a summary of each chapter in advance of the EA completion.

Actions:

- City to provide CVC and DFO contacts to MCFN
- City to share background documents through the shared digital folder (BOX software)

From: Casey Jonathan <Casey.Jonathan@mncfn.ca>
Sent: Friday, June 23, 2023 6:31 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Jessica Maurice <Jessica.Maurice@mncfn.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>
Subject: Re: 1 Port Street East Proposed Marina - Draft EA Summary

Aaniin Beata,

Thank you for providing the draft ESR summary. We look forward to receiving the full draft as well as meeting with you on the 5th.

Miigwetch,
Casey
Casey Jonathan
Major Projects Coordinator

Mississaugas of the Credit First Nation
2789 Mississauga Road R.R. #6
Hagersville, Ontario N0A 1H0
www.mncfn.ca

On Jun 23, 2023, at 5:01 PM, Beata Palka <Beata.Palka@mississauga.ca> wrote:

Good afternoon Casey and Jessica,

I uploaded the 1 Port Street East Proposed Marina draft EA summary to the shared BOX folder for MCFN's review. Here is a link to the document:
https://mississauga.box.com/s/c4oo9rp6fesqntvlcige2vsib6s2d4qu

I am looking forward to our meeting on July 5. We will provide the draft EA document to MCFN next week. In the meantime, please let me know if you have any questions.

Thank you and have a great weekend,
Beata
Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Meeting Notes – City-MCFN (Virtual) Meeting July 5, 2023

MCFN:

- Fawn Sault
- Mark LaForme

City:

- Beata Palka
- Sharon Chapman
- Olav Sibille
- John Dunlop
- Tomasz Wlodarczyk (City's Consultant) •

Summary

- City walked MCFN through the EA summary. The document is a 30-page overview of the EA, and includes a summary of each chapter.
- City indicated that they plan to attend the July 28 DOCA open house, and set up a booth about the EA
- MCFN indicated that they are supportive of City continuing discussions with MCFN parallel to EA PIC #3. PIC#3 can proceed.
- City and MCFN agreed to continue discussions and set up another meeting once the Draft EA document is provided and reviewed by MCFN.

Actions:

- City to upload an updated EA summary to the BOX folder
- City to send MCFN the full Draft EA Report
- MCFN to send the City the DOCA event details, including timing and location.
- City to finalize the EA PIC #3 dates and share the Notice with MCFN.

From: Beata Palka
Sent: Thursday, July 20, 2023 1:54 PM
To: 'Casey Jonathan' <Casey.Jonathan@mncfn.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; Councillor, Fawn Sault <FawnS@mncfn.ca>; Kathleen Ryan <katmarieryan@gmail.com>; Mark LaForme <Mark.LaForme@mncfn.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: RE: 1 Port Street East Proposed Marina - Draft EA Summary

Hi Casey,

It's great to hear from you. I included the July 5 meeting outcomes below.

Here is the draft EA, which I also uploaded to our shared BOX folder. Please let me know if MCFN would like a working session with the City and our consultants, either virtually or in-person, to review the document in detail.

The City is also looking forward to attending the DOCA Open House on July 28. We are happy to set up a booth about the project. Please let us know the event details, including timing and location.

Thank you,
Beata

July 5 MCFN and City meeting outcomes:

- City and the City's consultant walked through the EA summary. The document is a 30-page overview of the EA, and includes a summary of each chapter. I uploaded an updated EA summary to the BOX folder.
- DOCA Open House
    - City to attend the July 28 DOCA open house, and set up a booth about the EA
    - MCFN to send the City the event details, including timing and location
- EA PIC #3:
    - MCFN is supportive of City continuing discussions with MCFN parallel to EA PIC #3.
    - Based on the meeting discussion, the City will finalize the EA PIC #3 dates and share them with MCFN.
- Next Steps:
    - City to send MCFN the full EA document
    - City and MCFN to continue discussions and set up another meeting once the full EA document is provided

MISSISSAUGA

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Planner, Parks and Culture Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Date: September 7
Time: 1:00 p.m. to 2:00 p.m.

Meeting Attendees:
City: Beata Palka, Sharon Chapman
Consultants: Tom Wlodarczyk, Milo Sturm
MCFN: Kathleen Ryan, Casey Jonathan, Fawn Sault, Desiree Schram

MCFN to share memo. Some of MCFN's comments are to be addressed during detailed design. I took screenshots of MCFN's memo below.

SAR Fish

- American Eel and Lake Sturgeon consideration should be made for these species and habitat enhancements.
- Adhere to timing windows for Lake Sturgeon, young Lake Sturgeon are sensitive in the spring (April/May)

Fish Habitat

- When did the actual site assessments were completed? Response: Summer of 2020 by the consulting team but we need to double check the CVC data.
- Is there any anticipated fish salvage (removal of fish prior to construction)? Response: This is not anticipated. Construction is done with clean stone material and turbidity is monitored. The area is not going to be enclosed during construction. Some precautions may be taken to remove fish near the breakwater. If an area is enclosed then we would remove the fish. Any entrapped fish will be removed into the lake.
- No new info on the in-water works at this time. Restriction periods end of March to mid-June – no construction. MCFN (Fawn) wants to see in writing what the restricted period are.
- There will always be some fish mortality. A lot of fish will be disturbed by the noise and will escape the area.

Coastal Engineering

- Can we incorporate more bio-engineering/ less armourstone on the east breakwater? Response: We are constrained as we have to work within the City's waterlot. We incorporated softer treatment on the south end – gravel, cobble. We can see if there are opportunities for more greenery in detailed design. For armourstone to be stable, it has to touch stone on all sides.
- According to the Province, they own the lake bottom east of the site. Can we have habitat creation on the Province's lake bottom? Yes, we can if we have access to the adjacent lake bottom. We recognize MCFN's comment re: their ownership of the water lots. Ministry of Natural Resources
- What is the slope of the amount stone? 2:1 and as we approach the water it's 3:1. 95% of coastal structures are constructed as 2:1.
- We do not have long term accumulation of sediment in this area but it will be monitored during construction.
- Do we have to apply for a public lands permit? Response: not sure.
- Does MNRF share public land permits with MCFN? Fawn – MNRF used to do this.

- Explore Ridgetown as a habitat opportunity – suggestion to get creative with this, aquatic habitat on bottom and terrestrial on top. Add reference to the Indigenous Art Walk – opportunity for public art and signage.

From: Casey Jonathan <Casey.Jonathan@mncfn.ca>
Sent: Friday, September 8, 2023 10:09 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; Councillor, Fawn Sault <FawnS@mncfn.ca>; Kathleen Ryan <katmarieryan@gmail.com>; Mark LaForme <Mark.LaForme@mncfn.ca>; John Dunlop <John.Dunlop@mississauga.ca>; Desiree Schram <Desiree.Schram@mncfn.ca>
Subject: RE: 1 Port Street East Proposed Marina - Draft EA Summary

Aaniin Beata,

Thank you for the meeting yesterday to discuss MCFN's preliminary comments on the Port Credit EA. Please see the attached technical memo that was discussed yesterday. As mentioned, it would be great if you could share a disposition table with MCFN to help us track how our comments are being addressed.

I would appreciate it if we could schedule a follow-up in the near future as well. Desiree will help us to coordinate.

Miigwetch,

Casey

Casey Jonathan
Major Projects Manager
Casey.Jonathan@mncfn.ca
C : 226 387 4897

Mississaugas of the Credit First Nation
2789 Mississauga Road, R.R. #6
Hagersville, ON N0A 1H0

www.mncfn.ca

TECHNICAL REVIEW MEMO

Review of the Draft Environment Assessment for the 1 Port Street East Proposed Marina, City of Mississauga, Mississaugas of the Credit First Nation Territory.

Prepared for: Mississaugas of the Credit First Nation % Casey Jonathon (Major Projects)
Prepared by: Kathleen Ryan (BSc., MSc.)
Dated: August 30 2023

RE: 1 Port Street East Proposed Marina Project, Draft Environmental Assessment Report

Purpose and Scope of Review

The purpose of this memo is to evaluate the City of Mississauga's (the Proponent) Draft Environmental Assessment Report (the EA Report), which forms part of the Proponent's government approvals process for the proposed Marina Project (the Project) at 1 Port Street East, Mississauga, Ontario (the Site), Mississaugas of the Credit First Nation (MCFN) Territory. The purpose of the Project is to provide an expanded land base for additional waterfront parkland and marina expansion at the Site. The main component of the Project involves significant lake infill to create a land base for the marina expansion and re-design.

It should be noted here that the Project Site is an incredibly important location for MCFN. The Site is located at the mouth of the Credit River, which would have once been an essential part of MCFN's settlements, trade, travel, harvesting, and way of life, in what is now known as the Greater Toronto Area (GTA). The Project is also contemplating lake infill that impacts part of the lake bed, which is under an active Aboriginal Title Claim by MCFN.

Review and analysis of the documents identified below is intended to ensure that MCFN's Aboriginal and treaty rights and the environment of the MCFN Territory (lands, waters, wildlife) are protected from any potential negative impacts resulting from the above development and associated activities. It is also intended to ensure that MCFN input and involvement are incorporated throughout the planning and implementation phases of the Project and, where appropriate, that the Project provides benefit to MCFN and its membership.

Documents

- 1 Port Street East Proposed Marina Environmental Assessment, Draft Report. Dated: July 2023. Prepared by Shoreplan Inc., for the City of Mississauga.

Project Context

The Site is located on the east shore of the mouth of the Credit River and along the northern shore of Lake Ontario. The Site and its immediate vicinity are often referred to as Port Credit. The Port Credit wharf was originally constructed in the mid-1950's to support commercial shipping on the Great Lakes, and the east breakwater (main component of the Project and the Site) was constructed in the late 1950's. Over time, the marina at Port Credit has become one of the largest privately operated full service marinas along the shoreline of the GTA.

The Site was owned by Canada Lands until October 2018, when the initial conveyance to the City of Mississauga was completed, transferring the breakwater and a portion of the water lot. The second (and final) conveyance will take place following approval of the Environmental Assessment by the Ministry of Environment, Conservation and Parks (MECP) and approval by the City of Mississauga Municipal Council.

The objective of the Project is to expand the land base around the eastern breakwater at Port Credit to provide continued and enhanced marina function and services at the Site, while allowing for residential community development adjacent to the Site at Port Credit. The Project is aligned with the City of Mississauga's directives to create an urban waterfront village at the Port Credit site (Vision for Port Credit, Inspiration Port Credit / 1 Port Street East Comprehensive Master Plan).

An expanded land base at the east breakwater is the main component of the Project and is intended to accommodate relocation of marina infrastructure (new dock infrastructure and ~double the number of boat slips from to 450), and to create new waterfront parkland along the shore. An expanded land base would be accomplished with significant lake infill at the east breakwater, which would allow for creation of park space, enhancement and creation of fish habitat, and relocation of marina infrastructure. The EA Report notes that the Project provides an opportunity for terrestrial habitat creation and enhancement, and enhancement of relatively low quality aquatic habitats in the vicinity of the breakwater towards an overall ecological gain consistent with Credit Valley Conservation Authority (CVC) Lake Ontario Integrated Shoreline Strategy (LOISS) objectives

The EA Report considers potential impacts of the project across three (3) study areas. The Project Study Area (PSA), which includes the immediate areas subject to the Project activities, the Local Study Area (LSA), and Regional Study Area (RSA). The PSA includes 21.4 hectares of land and water (shore lot) area. The LSA includes an ~125 hectare area, including the shoreline and neighboring communities and ~1km of the Credit River, and RSA includes portions of the Credit River Watershed (~5km upstream), Lake Ontario shoreline, and shoreline neighborhoods within the City of Mississauga.

Figure 6.6 Recreational Spaces and Marina

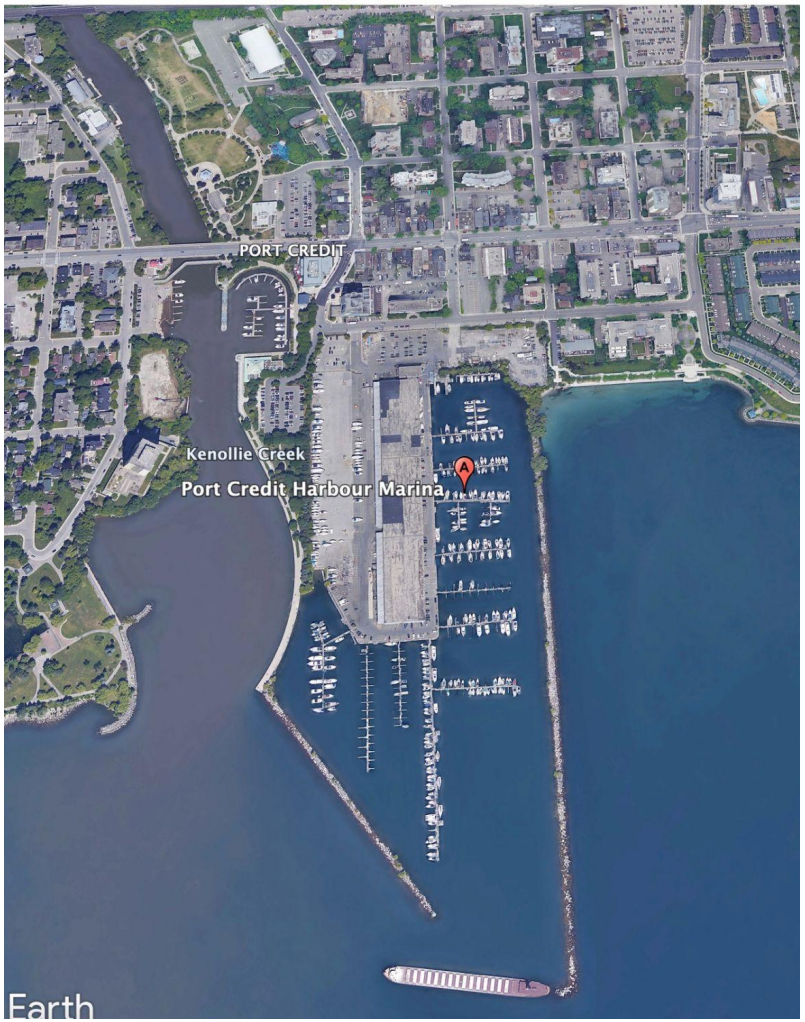

Image Left: Proposed Project at Port Credit.

Image Right: Existing Conditions at Port Credit

Regulatory Context

The purpose of the EA Report is to meet the requirements of an Individual Environmental Assessment (EA) under the Ontario *Environmental Assessment Act*. The category of Individual EA is for projects that are large-scale, and complex with the potential for significant environmental impacts.

The EA Report requires approval by the Minister of Environment, Conservation and Parks (MECP) prior to construction. The Project is also subject to relevant provincial and federal permitting approvals processes required under the *Fisheries Act*, *Migratory Birds Convention Act, Endangered Species Act*, *Species at Risk Act, Conservation Authorities Act, Lakes and Rivers Improvement Act, Clean Water Act,* and the *Navigable Waters Act*.

Compliance with and an Authorization under the *Fisheries Act* will be required for the Project. A *Fisheries Act* Authorization is required when a Project or activity intends to cause harmful alteration, disruption, or destruction to fish or fish habitat. The core element of this Project is lake infill which involves the destruction and alteration of a significant amount of fish habitat around the Site, and will likely result in injury or mortality to some fish, and will result in a net loss of fish habitat that will need to be monitored and off-set or compensated. Specific conditions of the Authorization are not described in the EA Report. MCFN must be engaged by the Proponent and the responsible Crown for all authorizations and permits under federal and provincial legislation.

Fish and Fish Habitat

The Site is located along the northern edge of Lake Ontario, immediately adjacent to the Credit River mouth. River mouths or estuaries are incredibly important ecological features that support a wide range of fish, other aquatic species, as well as birds, reptiles, amphibians, and mammals.

- Shorelines within the PSA and LSA are only 1% natural shorelines, mostly engineered and hardened shorelines, with limited ecological function / value compared to naturalized shorelines. However, in urban environments, wildlife have adapted and are often present in habitats with relatively low ecological value.

- A CVC report cited in the EA Report indicates that 65 fish species have the potential to occur around the Site (Credit River and Lake Ontario); 58 native fish species in the Port Credit Region, 23 of which are lake-dominant species.

- The majority of these fish species will utilize nearshore areas during all or part of their life history (spawning, nursery, refuge, feeding, migration).

- A diversity of fish are known to use the existing marina area adjacent to the Site, which is protected, calm, and highly vegetated.

- SAR fish are not explicitly identified in the report, though Lake Sturgeon is referenced in the effects assessment and has been collected in the vicinity of the Site.

- The EA Report notes that no fish were observed during aquatic habitat assessments along the east breakwater. However, no information is provided about methodologies for any aquatic assessments completed as part of the Project. Brown bullhead and cyprinids were noted to be observed during assessments in the vegetated marina area. Sight based observations of fish (or no observations of fish by sight) are a poor indicator of fish presence / absence.

- The Project includes significant disturbance to the existing fish and fish habitat around the east breakwater including infill both above and below the water, and other disturbance and alterations to existing habitat features.

- While the existing habitat is relatively low quality, the infilling around the breakwater is considered destruction and alteration and a habitat loss under the *Fisheries Act*, and will likely result in some disturbance to existing fish present at the site, some stress, injury, or even mortality to fish during construction activities.

- Based on the summary of Aquatic Habitat Areas Modified and Lost, fish habitat alterations will include 13,000 m^2, and destruction (loss) will include 29,100 m^2 - totalling 42,100 m^2 of altered and destroyed fish habitat.

Table 6.1 Aquatic Habitat Areas Modified and Lost

Aquatic Habitat Depth Zone	Aquatic Habitat Modified	Aquatic Habitat Lost
0 m to 2 m	100 m^2	4,100 m^2
2 m to 5 m	1,000 m^2	8,100 m^2
5 m to 10 m	11,900 m^2	16,900 m^2
greater than 10 m	0 m^2	0 m^2
Total	13,000 m^2	29,100 m^2

- Habitat creation is proposed on the south edge of the east breakwall, and is composed of an embayment refuge area of approximately 2400m^2. While the habitat creation design in this location is good and will provide habitat functions for many fish species in the area, the area of habitat creation is low compared to the overall habitat alteration and loss.

- Creation and enhancement of additional fish habitat (beyond what is proposed here) along the eastern side of the east breakwater would likely provide a larger range of habitat function (forage, refuge, spawning, nursery) for fish, without impacting the function of the Project, future marina or parks.

- The deficit habitat (42,100m^2 - 2,400m^2 = **39,700m^2**) should be compensated for or offset by

another habitat restoration, rehabilitation or enhancement project within the Site, in the Credit River Watershed, or another significant location in MCFN Territory, in consultation with MCFN. As noted above, this will likely be discussed as part of the *Fisheries Act Authorization* and MCFN must be part of these processes.

- Appendices that include relevant information collected by the CVC and others should be attached to the EA Report to allow the reader to reference these data.

- MCFN representatives should have the opportunity to participate in a monitoring and oversight capacity throughout the construction phase of the project, and in any related monitoring programs.

Terrestrial Habitat

The Site has relatively low terrestrial habitat value, and is dominated by hardscapes and marina infrastructure. There is vegetation that functions as habitat for terrestrial wildlife on the Site along the north edge of the marina, and along the east breakwater. Terrestrial habitats along the shoreline of Lake Ontario are considered very important for migratory and breeding birds for stop-over (rest/refuge) and feeding (even if they do not nest at these locations). Terrestrial habitats (even if they are small) are important for wildlife in urbanized areas due to the overall lack of continuous habitat and habitat connectivity.

- Detailed information about the terrestrial habitat and wildlife within the Site is not included and no detailed assessments were completed in the preparation of the EA Report.

- The EA Report indicates that there are 15 clusters of trees growing on the breakwater near the shoreline, none of which were planted but instead grew opportunistically. Tree species include silver maple, green ash, elms, willows, and mulberry. There is approximately 1700m^2 of vegetation at the Site (PSA).

- All information about terrestrial wildlife was gathered from Ontario Atlases (Bird, Herpetile, Insects) not from on-site assessments.

- Birds
    - A total of 84 bird species were recorded in the Ontario Breeding Bird Atlas (OBBA) within the atlas square that includes the Site.
    - A number of Species at Risk birds were included in the atlas square that includes the site. The EA Report notes that these species only have a 10% probability of being within the Project Site.
    - 4 Special Concern: Peregrine Falcon, Common Nighthawk, Eastern Wood-Pewee, Bald Eagle, and Wood Thrush.
    - 6 Threatened: Chimney Swift, Barn Swallow, Bank Swallow, Eastern Meadowlark, Bobolink, and Least Bittern.
    - 2 Endangered: Red-headed Woodpecker, Prothonotary Warbler.

- Amphibians
    - A total of 14 species of amphibians were recorded in the Ontario Herpetology Atlas (OHA) within the atlas square that includes the Site.
    - 7 of these species have been observed since 2000.
    - 1 species is Endangered in Ontario: Jefferson Salamander
        - lacking suitable habitat within the PSA
    - Natural areas of Lake Ontario contain 7 species of frogs and toads: Green Frog, American Toad, Bullfrog, Wood Frog, Western Chorus Frog, Northern Spring Peeper, and Northern Leopard Frog.

- Reptiles
    - A total of 12 species of amphibians were recorded in the Ontario Herpetology Atlas (OHA) within the atlas square that includes the Site.
    - 8 of these species have been observed since 2000 .
    - Ontario Endangered Species: Blanding's Turtle (Threatened), Blandings, Snapping Turtle Northern Map Turtle (Special Concern).
    - Limited habitat at the Site.

- Insects
    - A total of 62 species of insects were recorded in the Ontario Insect Atlas within the atlas square that includes the Site.
    - 50 of these species have been observed since 2000.
    - Two (2) Species at Risk
    - Special Concern: Monarch Butterfly,
    - Endangered: Mottled duskwing
    - No suitable breeding habitat for Monarchs at the Site. No discussion of habitat preference of Mottled duskwing.

- Mammals
    - 11 mammal species are known to use the Site for some or part of their life history.
    - Only Eastern Gray Squirrel, Eastern Chipmunk, Raccoon and Muskrat are explicitly noted as known at the Site.

- There are limited details about the vegetation plan / approach for the parking, park areas or the margin of the breakwater, though it is stated that consideration will be given to permeable pavement and creating naturalized habitat that is less actively used by the public, to support migratory songbirds. More information is needed about the approach that will be taken to provide high-quality terrestrial habitat for local wildlife at the Site. Habitat needs of at-risk wildlife with the potential to occur within the Site should be considered (Monarch Butterfly, Mottled duskwing, turtle species).

- It is stated that any vegetation removal or major construction will take place outside of the breeding bird period (protective of breeding and migratory birds).

Assessment

- Overall, the EA Report provides some of the necessary information to demonstrate that the Proponent has an adequate understanding of the existing environmental conditions at the Site.

- There were limited recent or Project-specific assessments completed at the Site related to the Project. Most information about the ecology and limnology of the Site were collected through desktop review, including previous assessments related to other projects at the Credit River, comprehensive aquatics reports from the Credit Valley Conservation Authority (CVC), and species presence information from the Ontario Breeding Bird, Herpetile, and Insect Atlases.

- Considering the lack of up-to-date and validated ecological data for the Site, the identification and evaluation of alternatives and impacts in the EA Report is adequate.

- The overall effects assessment determined a negligible impact on the environment at and surrounding the Site (across the PSA, LSA, and RSA). The overall impact of the Project will likely be negligible if all mitigation measures and wildlife timing windows are strictly adhered to, and additional terrestrial and aquatic habitat enhancement and creation measures are implemented.

- The EA Report notes that CVC has not identified species at risk (SAR) on the eastern breakwater, but have identified SAR at nearby parks and at the mouth of the Credit River. While the mouth of the Credit River is outside the PSA, it is within the LSA, and SAR observations at the Credit River mouth should be considered in the assessment of the Site, evaluation of impacts of the Project, in-water work timing windows, and in the conditions of the *Fisheries Act* Authorization. More specific information should be provided related to the CVC SAR Research Project (2014), and other fish assessments completed in the vicinity of the Site.

- It is difficult to determine the potential impact and benefit of the Project on aquatic and terrestrial wildlife at the Site, especially SAR fish, and migratory and breeding birds due to the lack of recent, Site-specific assessments and the lack of details regarding terrestrial habitat creation at the Site.

- Soil and (lake) sediment sampling completed as part of other projects (2016) show some exceedances of heavy metals and other contaminants (PHC, PAH) due to leaks and spills associated with above ground storage tanks and piping in the southwest portion of the PSA related to historical and boat storage and marine activities, including winter salt application.

This poses risks to aquatic life when upper level sediments are re-suspended during lake infill and related construction works. No new / up to date sampling was completed as part of the Project.

- Stormwater management is discussed and appropriate bioswale approaches have been proposed to manage run off from the parking areas, in addition to consideration of permeable parking lots to reduce run-off.

- Assessment of the current nearshore conditions at the Site, including substrate types and quality, and a review of the hydrological and limnological processes occuring along the shoreline and between the Credit River and Lake Ontario (sediment transport, hydrologic characteristics of wave action, currents, high water levels) are complete and aligned with the proposed approach to the Project.

- The majority of the new marina infrastructure (docks and walkways) are described as floating. This is the best option to reduce impacts to fish and fish habitat.

- The approach to armourstone is described as “random” which creates more spacing between armourstone. This will likely provide more habitat opportunities for aquatic life (interstitial spacing in below-ground armourstone). It is possible that other bioengineering approaches could be implemented (they exist), to reduce the amount of hardened structure at the Site.

- More information is needed about pre, during, and post construction monitoring that will occur at the Site, as well as the proposed construction schedule.

- More information will be needed at the detailed design stage regarding the creation of fish habitat on the south edge of the breakwater, and any other fish habitat enhancement or creation elements that will be added to the Site.

- Additional consultation and engagement will be required through detailed design and implementation of the Project.

- There is an opportunity to include accurate and appropriate educational signage or other elements related to the significance of this location to MCFN. These must be developed collaboratively with MCFN.

Key Concerns and Questions

1 - SAR Fish (Lake Sturgeon and American Eel)

- Though Site-specific observations of fish SAR (e.g., American Eel, Lake Sturgeon) are limited, considerations should be made for these species in the east breakwater design and

any other new or enhanced habitat features (American Eel), and in the timing of construction and implementation of mitigations (Lake Sturgeon and American Eel).

- The Proponent must confirm that there is no suitable American Eel habitat at the Site, and consider this species in the creation of new habitat (soft/mud substrates, vegetation, and interstitial refuge spaces).

- Due to the sensitivity of Lake Sturgeon, especially juvenile Lake Sturgeon that may be using nearshore areas as habitat, strict adherence to in-water work timing windows that include Lake Sturgeon life-history are required.

2 - Fish and Fish Habitat (General)

- When were the last assessment events (actual collection (general or targeted)) of aquatic and terrestrial species within the vicinity of the Project?

- Is any fish salvage anticipated to be required during construction?

- What fish / in-water work timing windows will be implemented during construction?

- Fish SAR are not explicitly discussed in the EA Report. However, American Eel and Lake Sturgeon are noted in a report table (CVC data) as recovered in the Credit River Coastal Reach (in the vicinity of the Project). These two fish must be considered in the application of in-water work timing windows and other mitigations, habitat destruction/alteration, and habitat creation and enhancement plans, as well as the *Fisheries Act* Authorization.

- How will the habitat deficit (**39,700m^2** (alterations and destruction) 26,700m^2 (destruction only)) be offset or compensated for? MCFN must be involved in decisions regarding suitable offset or compensation projects in MCFN Territory.

- Are there additional concepts that could be considered that incorporate more natural elements or bioengineering approaches (e.g., less armourstone) into the east breakwater design?

- The proposed fish habitat creation at the southern edge of the east breakwater includes a well-designed small embayment refuge area. Though its design is good, the area covered by the fish habitat creation is relatively small compared to the area of habitat removal. Additional habitat enhancement and creation must be developed at the Site and likely off-Site.

- There are likely opportunities for additional aquatic habitat enhancements along the eastern edge of the breakwater, or potentially the shore extent just east of the Project (parallel to St.Lawrence Park) including the addition of diverse substrate, plantings within hardened elements, and plantings of submerged or emergent aquatic vegetation.

- There are a number of contaminants in the upper sediment layers at the Site, related to historical and ongoing use of the area, and deposition of contaminants from the outfall of the Credit River. How will the release of these be managed and monitored during construction?

4 - Terrestrial Wildlife

- The EA Report provides information about the presence of terrestrial wildlife at the Site based on desktop review of available resources. Though the resources referenced are trusted resources, additional ground-truthing and assessments should be completed prior to construction activities.

- There are limited details about the vegetation plan / approach for the parking, park areas or the margin of the breakwater. More information is needed about the detailed approach that will be taken to provide high-quality terrestrial habitat for local wildlife at the Site. Habitat needs of at-risk wildlife with the potential to occur within the Site should be considered (Monarch Butterfly, Mottled duskwing, turtle species).

- Adherence to breeding and migratory bird timing windows is required to protect these species from negative impacts and must be implemented during construction.

- MCFN must be updated and engaged on permits or authorizations granted under the relevant legislation to protect at-risk species at this site.

Recommendations

- MCFN must be consulted during detailed design and development of conditions under the *Fisheries Act* Authorization, and any other provincial or federal permits required to complete the Project (e.g., *Endangered Species Act*, *Species at Risk Act* or *Navigable Waters Act*).

- There is substantial deficit habitat (between 26,700 and 39,700 m^2) that must be compensated for or offset by another habitat restoration, rehabilitation or enhancement project in MCFN Territory, in consultation with MCFN. This will likely be discussed as part of the *Fisheries Act Authorization*, and MCFN must be part of these processes.

- Habitat needs of at-risk and local terrestrial species must be considered during construction (retaining as much existing vegetation as possible), and in the design of new terrestrial habitat for the park and breakwater area. Detailed design of terrestrial habitat must be shared with MCFN.

- Standard mitigation measures are presented in the report, and are expected to be strictly adhered to. Mitigations related to turbidity and sediment release must be controlled to the greatest extent possible to protect fish and fish habitat during construction. In-water work timing windows must also be strictly adhered to, to protect sensitive life-stages of fish.

- Timing windows to protect terrestrial wildlife (migratory and nesting birds) must be adhered to.

- Prior to finalizing the EA Report, or during detailed design and prior to construction, current and more detailed assessments of fish habitat quality at the Site, including detailed water quality parameters (basic quality measures (DO, pH, Conductivity, etc.), nutrients, e.coli, pharmaceuticals, metals, etc.), substrate parameters, and vegetation assessments should be completed. This type of baseline is necessary to track the success of the Project in achieving overall increase in fish habitat quantity and quality and to monitor any operational impacts of the Project.

- MCFN should be engaged through the construction planning phase so that MCFN Field Liaison Representatives can be part of any pre-construction ecological monitoring, and part of oversight of mitigation measures and permit adherence during construction, through post-construction monitoring and operational works.

- The Proponent and MCFN should discuss appropriate education modules / signage or similar components that could be included in Site design.

- MCFN may wish to complete ceremonial or other site-visits prior to construction. Adequate notice and related provisions must be made to ensure these activities can be completed by MCFN.

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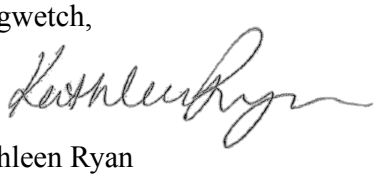


Kathleen Ryan
Environmental and Regulatory Support
BSc. Indigenous Environmental Science
MSc. Integrative Biology (Aquatic Ecology)
katmarieryan@gmail.com

Letter Delivered via Email

Chief R. Stacey Laforme
Mississaugas of the Credit First Nation
4065 HWY 6 NORTH
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 11, 2023

Re: 1 Port Street East Proposed Marina Environmental Assessment:
Notice of Public Information Centre #3 and Draft Environmental Assessment Review

Dear Chief R. Stacey Laforme,

The City of Mississauga (City) is writing to notify Mississaugas of the Credit First Nation of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) and Draft EA review for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). Following the Ontario Ministry of Environment, Conservation and Parks' (MECP) approval of the final EA Terms of Reference (ToR) in 2021, the City has held two EA PICs in 2022. A "pop-up" event was also held to have in-person discussions with the City project team. The approved ToR, EA PIC #1, and PIC #2 materials and summaries are available at: mississauga.ca/1portstreeteast.

EA PIC #3 will be held virtually from **September 14 to October 31, 2023**, with a pre-recorded presentation and survey. The City will present Draft EA findings and seek feedback on the 1PSEPM project and the Draft EA. To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website at mississauga.ca/1portstreeteast anytime during this time. The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event is taking place on September 30, 2023 from 10:00 a.m. to 2:00 p.m. in front of Credit Village Marina, 12 Stavebank Road, Mississauga, ON L5G 2T4.

As we are advancing towards a final submission of the EA to the MECP, we look forward to our continued discussions with MCFN. As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 x 4221 or contact me via email at beata.palka@mississauga.ca to arrange a meeting, obtain hard copies of any project materials, or with any questions or comments.

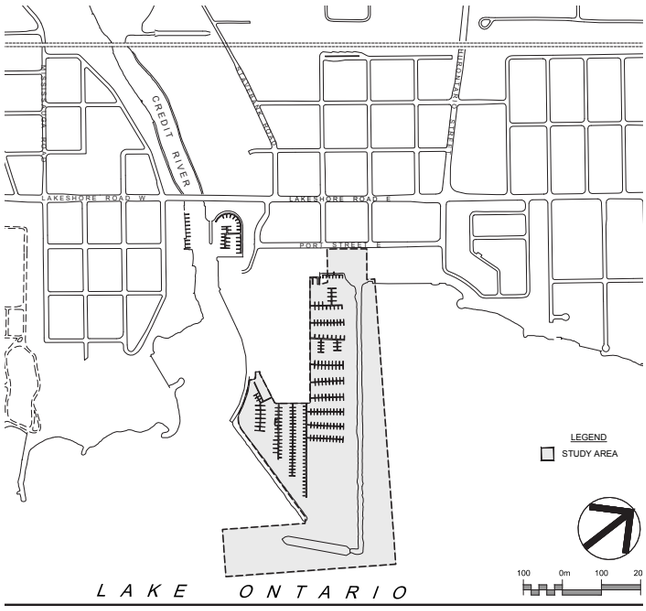
Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #3
AND DRAFT ENVIRONMENTAL ASSESSMENT REVIEW

WHAT?

The City of Mississauga has undertaken the 1 Port Street East Proposed Marina environmental assessment (EA) in accordance with the *Environmental Assessment Act* and the approved Terms of Reference. The EA studied proposed lakefill alternatives for additional waterfront parkland and marina services for this site.



WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.

HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022. The approved Terms of Reference, the EA PIC #1 and PIC #2 materials and summary are available at: mississauga.ca/1portstreeteast. A hard copy of the Terms of Reference is available upon request by emailing beata.palka@mississauga.ca.

This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study have been documented in a Draft EA, which will be available for review on the project website at mississauga.ca/1portstreeteast and at the Port Credit Library (20 Lakeshore Road E., Mississauga ON, L5G 1C8) starting on September 14, 2023. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively review the Draft EA. Comments on the Draft EA can be submitted to the City through an online survey available on the project website at mississauga.ca/1portstreeteast or by email or mail to the address below by October 31, 2023.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #3

WHEN: September 14, 2023 – October 31, 2023
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present and seek your feedback on the Draft EA.

To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website anytime between September 14, 2023 and October 31, 2023.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #3.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, or would like to request a hard copy of the EA PIC #3 materials and the Draft EA report, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga, ON L5B 3C1
T 905-615-3200 ext. 4221
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Notice of Collection of Personal Information:
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks (MECP) for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Special Project Officer or MECP's Freedom of Information and Privacy Coordinator.

This notice first issued on August 31, 2023.

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Monday, October 16, 2023 9:25 AM
To: Casey Jonathan <Casey.Jonathan@mncfn.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; Councillor, Fawn Sault <FawnS@mncfn.ca>; Kathleen Ryan <katmarieryan@gmail.com>; Mark LaForme <Mark.LaForme@mncfn.ca>; John Dunlop <John.Dunlop@mississauga.ca>; Desiree Schram <Desiree.Schram@mncfn.ca>
Subject: RE: 1 Port Street East Proposed Marina - Draft EA Summary

Good morning Casey,

Thank you for reviewing the Draft EA for the 1 Port Street East Proposed Marina Project and providing the City with a memorandum with MCFN's comments. Your presentation to the City on September 7, 2023 was very helpful as well. We prepared a Disposition Table that provides the City's response to each MCFN comment. The Disposition Table includes a column at the right that is intended for MCFN to complete independently or collaboratively in another meeting with the City. Overall, we seek your agreement on the acceptability of the City's responses and new commitments to MCFN. You may wish to make further recommendations or indicate that additional discussion is required with the City regarding our responses. Ideally, we would include a fully completed table in the EA submission to the Province.

Please let me know if a walk-through of the City's responses in another meeting to collaboratively "disposition" each comment would be helpful or whether you wish to complete the third column of the table independently. Here are a few proposed times for a follow up meeting:

- Thursday, October 19, 3:00 p.m. to 4:00 p.m.
- Monday, November 6, 1:00 p.m. to 2:00 p.m.
- Tuesday, November 7, available in the morning

Please contact me if you have any questions and let me know if any of these dates work for MCFN and I will send out a meeting invite.

Thank you,
Beata

MISSISSAUGA

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City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Casey Jonathan <Casey.Jonathan@mncfn.ca>
Sent: Thursday, November 30, 2023 12:26 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: RE: 1 Port Street East Proposed Marina - Draft EA Summary

Aaniin Beata,

Chi-miigwetch for the quick reply.

In addition to MCFN's preliminary comments from our technical consultant we would also like to discuss some of the sections to better reference MCFN's rights over the area as well as MCFN's expectations for meaningful engagement and partnership on the project going forward. I have invited others from our team who can speak to some of this and would be happy to make introductions on the call.

I would appreciate it if you could provide an update on where you are in the EA process as well as a brief history of our engagement. It would be great if we could then have a discussion in regard to MCFN's additional comments before moving to the disposition table.

Miigwetch,

Casey

Meeting Notes - MCFN – City of Mississauga Meeting November 30, 2023

Attendees

City: Sharon Chapman, Beata Palka, John Dunlop, Tomasz Wlodarczyk (consultant)

MCFN: Casey Jonathan, Alexandria J. Winterburn, Kathleen Ryan, Fawn Sault, Erika Voaklander

Notes

- Beata provided a status update on the EA and a high-level overview of previous communications with MCFN
- MCFN is in the process of negotiating aboriginal title to these lands and waters.
- MCFN has the right to decide how lands are being used.
- MCFN is happy with the importance of this site being emphasized in the EA and disposition table
- MCFN wants ongoing stewardship role and not just economic opportunity.
- MCFN likes the issues chart with acknowledging history, and detailed tracking of comments and responses
- MCFN want to provide additional edits to the draft EA, beyond the items identified in the disposition table
- MCFN will edit the EA and disposition table to reflect some of these points.
- Beata offered to set up a workshop which MCFN agreed would be a good approach.
- MCFN want to be involved in decision making. Raise a profile of rights and interests – MCFN will follow up with a specific list.
- MCFN wants certain sections of draft EA in word format so they can do tracked changes – cultural environment, Indigenous community pieces, existing land use, history. Beata to provide entire EA in word copy.

Disposition table

- Kat Ryan comments:
    - Disposition table is well done
    - Main item – project is altering and destroying habitat (39,000 sq. m habitat deficit) – City is limited in the amount of area that we are working within. This is the number one ongoing concern from MCFN.
    - MCFN would want to review drawings and plans prior to DFO submission
    - Commitments need to be made around in-water and on-land work windows
    - Creating additional habitat at the site – more for wildlife than humans – MCFN wants to provide input on draft terrestrial plans
    - MCFN wants pre-construction site visits and ceremonies
    - On the aquatic site, the habitat planned is good but not sufficient for the amount being destroyed and this could be a good collaboration to work through with MCFN.
    - MCFN wants to see specific commitments.
    - Responses were acknowledgements of concerns but may need to be addressed through detailed discussion with MCFN (i.e. soil sampling comment – is the current data sufficient)

- Fawn comments:
    - Fawn is not comfortable with a deficit in habitat
    - Parking lot on the water – not happy about this
    - Commitments need to address concerns in detail

Actions

- Beata to provide word copy of EA to MCFN via BOX, adding Alexandria and Erika
- MCFN to provide comments on the word EA document before the holiday break, and filling in disposition table to identify areas where we are in agreement and where we need further discussion
- Beata to send MCFN potential meeting dates in January 2024 (2 hour time block)

Meeting Notes – City-MCFN In-person Meeting March 13, 2024

Main Themes from MCFN Comments:

- Involvement from MCFN and the City is supportive of this through EA, Detailed Design, Implementation, Monitoring – this will be clarified in the next version of the EA, collaboration
- Aquatic and Terrestrial Habitat – Fisheries Act authorization (MCFN involvement) and habitat offsets with improvements and creation of new habitat, create a healthy space. MCFN and the City want to create a project that improves the environment. The City's Forestry section will take the lead on this work in the future.
- Species at Risk – CVC has been contacted by the consulting team (i.e. Eel population – introduced to Lake Ontario, Eel habitat can be created). DFO and CVC share this goal. There will be on-site and off-site habitat compensation. EA approval will have reference to specific commitments – revised EA will have a table with commitments to MCFN. Fisheries Act authorization is law and MCFN will be recognized as a partner with the City through detailed design, implementation and monitoring.

Meeting Notes:

- City is requesting a letter of support from MCFN for the EA, in response to the letter submitted by Chief Laforme. MCFN committed to providing the letter.
- Grant applications – MCFN suggests attaching a letter of support from MCFN to any grant or funding applications.
- Lakefill – Consulting team to look into rules around fill, EA speaks to Regional fill
- Council will make decision on the project once the EA is approved
- EA:
    - Edits to EA being made per MCFN feedback
    - Separate section in EA about MCFN with commitments chart
- Need to get into specifics of how City and MCFN will work together, additional detailed discussions needed:
    - Any agreements need to be taken to Leadership Team
    - Chief Sault asked to meet with City Manager about an MOU with MCFN
    - Need to determine appropriate mechanism for City and MCFN to continue detailed discussions
    - MCFN needs additional details identifying benefits to MCFN, not requesting money/ payment from the City but what are the other benefits to the nation as a whole – creation of habitat, which will help clean the lakes, helping the water, helping mother earth, wellness and habitat for creatures, creating new land, Indigenous Art Walk opportunity – environmental and cultural benefits, art installation also as habitat creation (i.e. bank swallows, no ice coverage this winter, bird species – come up with art installation, "bee hotel", needs to be a shoreline species)
    - City to draft letter for MCFN about the benefits of the project
    - Opportunity for fire pits – J.C. Saddington to include this, can explore also for the

1PSEPM site, creating space for mental wellness, sacred fire can have limitations so it may be better to just have access to fire pits
    - John suggested employment opportunities – better suited for MOU discussions
    - MCFN wants to have future discussions about accommodations

Actions for EA:

- City to edit below table with responses to MCFN comments, identifying sections where edits were made
- City to provide MCFN a memo with overview of project benefits to MCFN
- MCFN to provide letters to City in support of the EA and to support funding applications

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
Purpose and Scope of Review		
It should be noted here that the Project Site is an incredibly important location for MCFN. The Site is located at the mouth of the Credit River, which would have once been an essential part of MCFN's settlements, trade, travel, harvesting, and way of life, in what is now known as the Greater Toronto Area (GTA). The Project is also contemplating lake infill that impacts part of the lake bed, which is under an active Aboriginal Title Claim by MCFN.	Section 3.5.1 of the Draft EA report acknowledges that in 2016 MCFN filed an Aboriginal Title Claim to Waters within the Traditional Lands of the Mississaugas of the Credit. The Draft EA states "The First Nation continues to revere water as a spiritual being that must be accorded respect and dignity. Water is vital to the survival of MCFN and all other forms of life. MCFN assert that they have unextinguished Aboriginal title to all water, beds of water, and floodplains contained in their treaty lands and territory."	Requires further discussion. The courts have found that Aboriginal title includes rights such as to participate in decision making about development and uses of the area, benefit from it, continue an ongoing relationship with the area, etc. Further conversations will be required to reflect this deeper level of engagement with MCFN both in the draft EA document itself as well as in practice as this moves ahead. **City Response:** The text provided by MCFN regarding Aboriginal Title and Rights has been integrated fully into the EA. **Edit made in Section** 3.5.1.
Project Context		
MCFN summarizes the project context in terms of its general location, historical context, current ownership and conveyances, land use planning objectives, the current functions of the marina, habitat creation, and the 1PSEPM project objectives and study areas. MCFN notes an "expanded land base at the east breakwater is the main component of the Project and is intended to accommodate relocation of marina infrastructure (new dock infrastructure and ~double the number of boat slips from to 450)".	MCFN have appropriately summarized the project context and purpose. The City notes that the number of boat slips in the proposed marina is not being doubled. The estimated number of slips at the current marina is 470, whereas the proposed number of slips is 450. MCFN summary acknowledge that the Project provides an opportunity for terrestrial habitat creation and enhancement, and enhancement of relatively low quality aquatic habitats in the vicinity of the breakwater towards an overall ecological gain	**Agreement**.

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
	consistent with Credit Valley Conservation Authority (CVC) Lake Ontario Integrated Shoreline Strategy objectives.	
Regulatory Context		
MCFN summarize the purpose of the EA Report as meeting the requirements of an Individual Environmental Assessment (EA) under the Ontario Environmental Assessment Act and lists relevant provincial and federal permitting approvals processes that apply, including the requirement for a Fisheries Act authorization. Note: At the September 7, 2023 meeting, MCFN requested clarification as to the applicability of the provincial Public Lands Act.	MCFN have appropriately summarized the project's regulatory context. The Public Lands Act is not applicable to the project as the project will be contained on a waterlot owned by the City. The Public Lands Act applies to Crown land under the control of the Province. The Public Lands Act is likely to apply to any use of lands beyond waterlot should additional fish habitat compensation be located to the east of the existing breakwater. This is not currently part of the 1PSEPM Project.	Further discussion between MCFN and the Province and DFO will be required for fish habitat offsetting/compensation outside of the City waterlot - but these additional habitat compensation projects should be a commitment part of the EA and *Fisheries Act* Authorization process with DFO to better balance the fish habitat losses with gains **City Response:** In seeking the *Fisheries Act* Authorization from DFO, the City will work collaboratively with MCFN and others to investigate the feasibility of the creating and/or enhancing fish habitat in areas proximal to the Credit River and/or within the Credit River watershed and other opportunities aimed at addressing the fish habitat deficit created by the Project. The City anticipates feasible fish habitat offsets will be reflected in the Fisheries Act Authorization for the 1PSEPM Project **Edits made in Section(s): Table 9.4**
Compliance with and an Authorization under the *Fisheries Act* will be	The Draft EA report acknowledges that the 1PSEPM project will	Requires further discussion.

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
required for the Project. A *Fisheries Act* Authorization is required when a Project or activity intends to cause harmful alteration, disruption, or destruction to fish or fish habitat. The core element of this Project is lake infill which involves the destruction and alteration of a significant amount of fish habitat around the Site, and will likely result in injury or mortality to some fish, and will result in a net loss of fish habitat that will need to be monitored and off-set or compensated. Specific conditions of the Authorization are not described in the EA Report. MCFN must be engaged by the Proponent and the responsible Crown for all authorizations and permits under federal and provincial legislation.	likely result in a net loss of fish habitat that will need to be monitored and off-set or compensated. However, the Draft EA report does not conclude that these adverse impacts are "significant". Specific conditions of the Authorization are not described in the EA Report as these are yet to be determined during the permitting process of the detailed design. The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation.	MCFN's view is that this will be significant. Further discussions on this point will be needed with MCFN. The City's commitment to further engagement – along with MCFN's concern – should be recognized in the draft EA. **City Response:** The EA acknowledges MCFN's view that that this habitat loss will be significant and the need for further engagement. **Edits made in Section(s):** 6.2.2 and Table 9.4
Fish and Fish Habitat		
SAR fish are not explicitly identified in the report, though Lake Sturgeon is referenced in the effects assessment and has been collected in the vicinity of the Site.	Table 3.3 of the Draft EA identifies the American Eel as having a documented presence in Credit River and in the Port Credit coastal reach. Table 3.3 also notes that Lake Sturgeon has a documented presence in the Credit River but not in the Port Credit coastal reach. The Final EA will identify these species as Species at Risk (SAR) fish.	The initial comment intended to identify that fish are likely utilizing habitat in areas adjacent to where they have been collected in specific surveys (such as the Project area) and that any fish collected in nearby surveys should be considered as part of the Project design, construction timing, and any fisheries related regulatory authorizations and/or habitat compensation projects.
The EA Report notes that no fish were observed during aquatic habitat assessments along the east breakwater. However, no information is provided about methodologies for any aquatic assessments completed as part of the Project. Brown bullhead and cyprinids were noted to be	The City has added a Draft technical memorandum entitled "Aquatic Ecology Technical Memorandum for the 1 Port Street East Proposed Marina Project" (January 2023) as an Appendix to the Draft EA. This memo addresses methodologies and data sources for	The draft aquatic ecology technical memorandum (Sept 2023) has been reviewed and provides more comprehensive information about aquatic environment conditions, data and data sources

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
observed during assessments in the vegetated marina area. Sight based observations of fish (or no observations of fish by sight) are a poor indicator of fish presence / absence.	the aquatic assessment completed as part of the Project, including engagement undertaken with relevant agencies for the purposes of data collection. The data collected both from secondary sources and in the field is considered sufficiently robust for the purposes of an EA.	used for this assessment. The data and sources are reputable. Much of the data is 20 years old, with some new data from 10 years ago (2014). This data is sufficient for planning purposes, but additional monitoring should be completed pre - during and post construction to support assessment of unexpected impacts related to project activities and to provide indicators of "success' for habitat compensation projects. **City Response:** MCFN's concern over data quality is acknowledged and a commitment pre, during and post construction monitoring is made. Monitoring programs will be designed and implemented collaboratively with MCFN. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat" and 8.1. Commitments to monitoring with MCFN are in Table 9.4.
The Project includes significant disturbance to the existing fish and fish habitat around the east breakwater including infill both above and below the water, and other disturbance and alterations to existing habitat features.	It is acknowledged that fish and fish habitat will be disturbed during construction The Draft EA assessed that disturbance by taking into account the overall regional context, the implementation of mitigation and other factors such as the duration and the reversibility of the impact. As such the Draft EA assessed the "residual impact" and determined that this disturbance is not	Requires further discussion. MCFN's view is that this will be significant. Further discussions on this point will be needed with MCFN.

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	significant. Rather, the Draft EA determined that the disturbance of existing fish and fish habitat due to project construction is ***Negligible*** with appropriate offsetting of remaining aquatic habitat losses. As noted in the Draft EA report and Appendix, baseline studies indicate that existing fish habitat that would be lost is "not limiting in Lake Ontario" and "that the effects from construction will be relatively short-term and mitigable while the lakefill area and its benefits will exist for the long-term".	The use of the word significant by the reviewer is referring to the total area of lake bed and water to be disturbed and reflective of MCFN's perspectives about the importance of aquatic habitats in their Territory and the significance of any impacts. General agreement that, with mitigations, the effects from construction will be relatively short term and properly implemented mitigations and habitat compensation project(s) will reduce the overall scale of impact. Monitoring plans must be established to confirm short term impacts and low overall impact. **City Response:** The City thanks MCFN for their clarification and general agreement that with mitigations, the effects from construction will be relatively short term and properly implemented mitigations and habitat compensation project(s) will reduce the overall scale of impact. **Edits made in Section(s):** None warranted, as commitments to monitoring and aquatic habitat are already included in the EA.
While the existing habitat is relatively low quality, the infilling around the breakwater is considered destruction and alteration and a habitat loss under the *Fisheries Act*, and will likely result in some disturbance to existing fish present at the site, some stress, injury, or even mortality to	Agreed. The Draft EA confirms that existing habitat is relatively low quality, and the infilling around the breakwater is considered destruction and alteration and a habitat loss under the *Fisheries Act.*	Further discussion required. MCFN's concern is about the disturbance to fish and loss of fish habitat. Agreeing that this what

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
fish during construction activities.		the EA says is not addressing the underlying concern about how the impact on fish/fish habitat is being addressed through the Project. **City Response:** An enhanced effects assessment on fish and fish habitat is provided along with additional mitigations and the need for Fisheries Act Approval and off-site compensation or offsetting to address MCFN's concerns. The offset plan to be developed, in conjunction with DFO, the MCFN, as part of the Fisheries *Act* Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site. The offset plan will also detail post construction monitoring techniques to evaluate the effectiveness of the offset strategies. **Edits made in Section(s):** 7.4.1 "Area and quality of aquatic habitat".
Based on the summary of Aquatic Habitat Areas Modified and Lost, fish habitat alterations will include 13,000m2, and destruction (loss) will include 29, 100m2 – totalling 42,100m2 of altered and destroyed habitat. Habitat creation is proposed on the south edge of the east breakwall, and is composed of an embayment refuge area of approximately 2400m^2. While the habitat creation design in this	Agreed. The habitat creation design in this location was developed to provide habitat functions for many fish species in the area. The new habitat created is intended to be more productive and better suited to the aquatic community in the study area. The created and improved habitats will be of higher quality and will be designed to meet the needs of the aquatic ecosystem, now and into the future. Fisheries and Oceans Canada (DFO) considers both the amount and	Further discussion required. MCFN's concern is with the loss of fish habitat and how that will be compensated for. "Agreeing" that the EA says the new habitat created is intended to be more productive doesn't address MCFN's underlying concern about the impact on fish/loss

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location is good and will provide habitat functions for many fish species in the area, the area of habitat creation is low compared to the overall habitat alteration and loss	the quality of habitat created in determining if additional compensation is required. Section 7.4.1 of the Draft EA notes that "the Fisheries Act Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site."	of fish habitat in the first place. Further discussion on this point is required. MCFN will look to further discussion and a commitment from the City to action additional offsetting / compensation of the remaining 39,700m2 of fish habitat deficit in locations in the immediate Project area and potentially other areas proximal to the Credit River and/or within the Credit River watershed. **City Response:** The Alternatives Analyses provide the rationale for selecting the "large" lakefill alternative. The need for Fisheries Act Approval and off-site compensation for offsetting to address MCFNs concerns about fish habitat loss is acknowledged in the EA. The offset plan to be developed, in conjunction with DFO, MCFN, as part of the Fisheries *Act* Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. **Edits made in Section(s):** 6.6, and 7.4.1 "Area and quality of aquatic habitat" and Table 9.4.
Creation and enhancement of additional fish habitat (beyond what is proposed here) along the eastern side of the east breakwater would likely provide a larger range of habitat function (forage, refuge,	The preferred alternative was developed within the boundaries of the City's waterlot. There is limited space within the City's waterlot to provide parkland, the marina and offset all of the habitat impact.	Further discussion is required. The City's commitment to engaging with MCFN as

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spawning, nursery) for fish, without impacting the function of the Project, future marina or parks.	The development of additional fish habitat along the eastern side of the east breakwater may be a possible alternative within the offsetting plan, but is not part of the 1PSEPM Project. This can be explored further in the next stage of the project though discussions with MCFN, the Province and DFO.	part of the DFO approval – and MCFN's concerns – should be noted in the draft EA. MCFN will look to further discussion and a commitment from the City to action additional compensation of the remaining 39,700 m^2 of fish habitat deficit in locations in the immediate Project area and potentially other areas proximal to the Credit River and/or within the Credit River watershed. **City Response:** The City's commitment to engaging with MCFN as part of both detailed design and the DFO approval are now clearly noted in the EA. **Edits made in Section(s):** 6.6, and 7.4.1 "Area and quality of aquatic habitat" and Table 9.4.
The deficit habitat (42,100m - 2,400m^2 = 39,700m^2) should be compensated for or offset by another habitat restoration, rehabilitation or enhancement project within the Site, in the Credit River Watershed, or another significant location in MCFN Territory, in consultation with MCFN. As noted above, this will likely be discussed as part of the *Fisheries Act Authorization* and MCFN must be part of these processes.	Agreed. Section 7.4.1 of the Draft EA notes that "the Fisheries Act Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site. Section 7.4.1 also commits the City to the development of the offset plan "in conjunction with DFO and Indigenous Communities, as part of the Fisheries Act Authorization".	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the DFO approval – and MCFN's concerns – should be noted in the draft EA. **City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and summarized in Table 9.4.
Appendices that include relevant information collected by the CVC and others should be attached to the EA Report to allow the reader to reference these data.	Agreed. The City has added a Draft technical memorandum entitled "Aquatic Ecology Technical Memorandum for the 1 Port Street East Proposed Marina Project" (January 2023) as an Appendix to the Draft EA. This memo provides the data sources for the aquatic assessment completed as part of the Project to allow the reader to reference the data used.	**Agreement**.
MCFN representatives should have the opportunity to participate in a monitoring and oversight capacity throughout the construction phase of the project, and in any related monitoring programs.	Agreed. Table 8.1 of the Draft EA identifies the commitments resulting from the 1PSEPM Project EA and states "The City will develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring." This table will be modified to include a commitment that Indigenous communities will be afforded the opportunity to participate in monitoring and oversight capacity throughout the construction phase of the project.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") on monitoring and oversight should be noted in the draft EA. **City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and summarized in Table 9.4.
Terrestrial Habitat		

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Detailed information about the terrestrial habitat and wildlife within the Site is not included and no detailed assessments were completed in the preparation of the EA Report. All information about terrestrial wildlife was gathered from Ontario Atlases (Bird, Herpetile, Insects) not from on-site assessments.	The 1PSEPM Project site is currently a parking lot and a rock breakwater that is overtopped by waves. Ornamental trees, bushes and shrubs exist along the site's perimeter. The Draft EA concluded that the site has relatively low terrestrial habitat value and is dominated by hardscapes and marina infrastructure. As such, detailed fieldwork was not considered necessary for the purposes of EA. The Draft EA utilized the best available data from secondary sources. The datasets available from the various ecological atlases are robust and up to date. For example, the Ontario Breeding Bird Atlas and the Ontario Herpetology Atlas provides detailed information on the population and distribution status of Ontario birds and reptiles published in 2022. Therefore, the data collected both from secondary sources and in the field is considered sufficiently robust for the purposes of an EA.	Agreement that the site likely has relatively low terrestrial habitat features, but this should make a detailed inventory (detailed fieldwork) a relatively low time-burden and straight forward. Additional on-site information should be gathered, in addition to the information available from the reputable resources listed here by the City. **City Response:** An additional field survey was undertaken in April 2024. New information regarding vegetation on-site in the context of determining the potential for wildlife habitat (i.e., bats) is provided. The City, MCFN and others share a desire to undertake monitoring prior to and during construction and in the establishment phase of the 1PSEPM Project to ensure the effectiveness of the Project design and mitigation measures, particularly with respect to aquatic and terrestrial habitats. **Edits made in Section(s):** 3.3.9, section 8 and Table 9.4.
Insects. Two (2) Species at Risk Special Concern: Monarch Butterfly, Endangered: Mottled duskwing No suitable breeding habitat for Monarchs at the Site. No discussion of habitat preference of Mottled duskwing.	Agreed. The Draft EA will be modified to indicate that suitable/preferred habitat for Mottled Duskywing does not occur within 1PSEPM Project site. Historic record of elemental occurrence in Mississauga predates 1990.	Agreement. Clarification should be provided in the EA that indicates habitat preference for Mottled Duskwing (and that habitat preferences do not align with habitat at site) and contextualizes the historical occurrence.

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Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		City Response: The suitable habitat preferences for the Mottled Duskwing have not been included. This is an oversight. However, the EA now clearly states that during the detailed design stage, the City will work collaboratively with the MCFN and others to develop feasible vegetation plans including how those can support creating a naturalized habitat for species such as the Monarch Butterfly, Mottled Duskwing and turtles. **Edits made in Section(s):** 6.6 and Table 9.4.
There are limited details about the vegetation plan / approach for the parking, park areas or the margin of the breakwater, though it is stated that consideration will be given to permeable pavement and creating naturalized habitat that is less actively used by the public, to support migratory songbirds. More information is needed about the approach that will be taken to provide high-quality terrestrial habitat for local wildlife at the Site. Habitat needs of at-risk wildlife with the potential to occur within the Site should be considered (Monarch Butterfly, Mottled duskwing, turtle species).	Agreed. Details regarding vegetation plans / approach to park areas or the margin of the breakwater are the subject of detailed design. The detailed design will be guided by the following commitments made in Section 7.4.1 of the Draft EA: ○ Minimize the removal of existing trees to the extent possible, particularly along Port Street and adjacent to St Lawrence Park. ○ Tree protection measures will be determined during detailed design by the City. Removals will be offset by compensatory planting as part of the proposed park. ○ Planting will be wildlife friendly native, non-invasive trees and shrubs. ○ Considerations will be given to creating a naturalized habitat	MCFN's concern should be noted in the draft EA and that further discussions will take place between the City and MCFN at the detailed design stage to address this concern. MCFN will expect to be engaged for a site visit and/or to review draft detailed vegetation plans (terrestrial component) once completed. MCFN will expect that the commitments made in the EA regarding terrestrial habitat are adhered to,

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
	that is less actively used by the public to give migrating song birds important habitat during migration The Draft EA will be modified to ensure consideration is also given to the habitat needs of at-risk wildlife with the potential to occur within the site.	that the consideration of creating a naturalized habitat less used by public (to provide quality habitat for migratory birds) is committed to (rather than considered) and that terrestrial habitat plans are updated to include habitat preferences of local at-risk wildlife. **City Response:** The EA now clearly states that during the detailed design stage, the City will work collaboratively with the MCFN and others to develop feasible vegetation plans including how those can support creating a naturalized habitat for species such as the Monarch Butterfly, Mottled Duskwing and turtles. **Edits made in Section(s):** 6.6 and Table 9.4.
It is stated that any vegetation removal or major construction will take place outside of the breeding bird period (protective of breeding and migratory birds).	Agreed. Section 7.4.1 states that the City will "Comply with measures of the Migratory Birds Convention Act: vegetation removal will occur outside of breeding bird period (typically April 15-August 31)."	It is imperative that timing windows are strictly adhered to. **Agreement**.
Assessment		
Overall, the EA Report provides some of the necessary information to demonstrate that the Proponent has an adequate understanding of the existing environmental conditions at the Site.	Comment noted	N/A
Considering the lack of up-to-date and validated ecological data for the	Comment noted	Further discussion is required.

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Site, the identification and evaluation of alternatives and impacts in the EA Report is adequate.		MCFN's concern is related to elements where there is not up-to-date or current data. Further discussions are needed on how and when these gaps will be addressed beyond only noting the comment. **City Response:** The MCFN's concern over data quality is acknowledged and a commitment pre, during and post construction monitoring is made. Monitoring programs will be designed and implemented collaboratively with the MCFN. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat" and 8.1. Commitments to monitoring with MCFN are in Table 9.4.
The overall effects assessment determined a negligible impact on the environment at and surrounding the Site (across the PSA, LSA, and RSA). The overall impact of the Project will likely be negligible if all mitigation measures and wildlife timing windows are strictly adhered to, and additional terrestrial and aquatic habitat enhancement and creation measures are implemented.	Comment noted	N/A

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The EA Report notes that CVC has not identified species at risk (SAR) on the eastern breakwater, but have identified SAR at nearby parks and at the mouth of the Credit River. While the mouth of the Credit River is outside the PSA, it is within the LSA, and SAR observations at the Credit River mouth should be considered in the assessment of the Site, evaluation of impacts of the Project, in-water work timing windows, and in the conditions of the *Fisheries Act* Authorization. More specific information should be provided related to the CVC SAR Research Project (2014), and other fish assessments completed in the vicinity of the Site.	A list of documented fish species with potential presence within the Credit River, at the mouth of the Credit River, or within the vicinity of the Local and Project Study Areas is presented in Table 3.3 of the Draft EA and Appendix 1. ction 2.2.1 of the Draft EA discusses some of the results of the CVC SAR Research Project (2014). Specifically, the Draft EA notes that "Although there were no SAR or SCC identified specifically on the eastern breakwater, a variety of species have been observed at nearby parks and at the mouth of Credit River itself". Habitat occurring in the waterlot has a variety of substrate and depths common to much of the Lake Ontario shoreline. No uncommon habitat elements are present. Thus, addressing potential impacts to specific SAR identified in the LSA is captured under the discussion of potential impacts to fish habitat in general. Agreed that consideration of in-water work timing windows, and in the conditions of the *Fisheries Act* Authorization will need to consider SAR observations in the LSA.	The comment was intended to identify that all species that use the vicinity are likely to use the Project area (at some point) and all of these species and life stages (and not just those in the immediate project area) should be considered in the *Fisheries Act* Authorization and adherence to in-water timing windows. **City Response:** The City thanks MCFN for this clarification. It is standard practice for a wide range of species and their life stages to be considered both in the EA and the Fisheries Act Authorization. New information has been added regarding habitat preferences for aquatic Species at Risk that will be considered during detailed design, the Fisheries Act Authorization and in developing compensation or offsetting measures. Clarity has been provided regarding adherence to the applicable in-water timing windows. **Edits made in Section(s):** 3.3.1 and 7.4.1 "Area and Quality of Fish Habitat" and "Potential effects on aquatic Species at Risk (SAR) and/or habitat.
It is difficult to determine the potential impact and benefit of the Project on aquatic and terrestrial wildlife at the Site, especially SAR fish, and migratory and breeding birds due to the lack of recent, Site-specific assessments and the lack of details regarding terrestrial habitat creation	The impacts of the 1PSEPM Project on aquatic and terrestrial wildlife at the site are provided in Chapter 7 of the Draft EA. The Draft EA commits the City to the development of a detailed design and obtaining a *Fisheries Act* Authorization that will address the	Ongoing discussion is required. Review of detailed design for aquatic and terrestrial habitat works, monitoring and

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at the Site.	habitat offsets to counterbalance the productivity of aquatic habitat removal. The Draft EA also commits the City to the cconsideration of integrating woody vegetation and creating portions of naturalized terrestrial habitat that will support song birds during migration.	construction schedules are required, once drafted. **City Response:** The EA does not include a schedule for detailed design, pre-construction monitoring nor for construction activities. However, the City has committed to undertaking these activities collaboratively with MCFN and schedules will be shared once they are developed post EA approval and post City Council's decisions on how to proceed with the 1PSEPM Project. **Edits made in Section(s):** None required, as the EA already includes the City's commitments to MCFN.
Soil and (lake) sediment sampling completed as part of other projects (2016) show some exceedances of heavy metals and other contaminants (PHC, PAH) due to leaks and spills associated with above ground storage tanks and piping in the southwest portion of the PSA related to historical and boat storage and marine activities, including winter salt application. This poses risks to aquatic life when upper level sediments are re-suspended during lake infill and related construction works. No new / up to date sampling was completed as part of the Project.	No new / up-to-date sampling of soils or lake sediments was undertaken as part of this EA. The Golder (2016) report was deemed sufficient for the purposes of the EA and indicated that within the existing marina basin and immediately east of the eastern breakwater, surface water quality generally met Provincial Water Quality Objectives (PWQO) standards, except for total nickel in one shallow surface water sample and copper at two shallow and deep surface water samples. Section 7.2.1 of the Draft EA provides an assessment of the impacts of on-shore works and sediment resuspension on water quality and provides mitigation measures to be implemented during construction. Taking into the consideration the effective implementation of mitigation measures, the net effect of the Project	Information noted and agreed that the Golder assessment is likely sufficient to indicate risk. MCFN will look to review and discuss additional pre-during-post construction monitoring plans, once they are developed. It is important to monitor any changes in metal or contaminant concentrations in water and/or sediment both during and post-construction to "test" that the effect of the Project is in-fact negligible - and so that further action can be taken on unexpected impacts.

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	on surface water quality was considered ***Negligible***.	**City Response:** The City has committed to involving the MCFN in the detailed design, including the development of various management plans, and pre, during and post construction monitoring planning and implementation. **Edits made in Section(s):** 6.6 and Table 9.4.
Stormwater management is discussed and appropriate bioswale approaches have been proposed to manage run off from the parking areas, in addition to consideration of permeable parking lots to reduce run-off.	Comment noted	**Agreement.**
Assessment of the current nearshore conditions at the Site, including substrate types and quality, and a review of the hydrological and limnological processes occuring along the shoreline and between the Credit River and Lake Ontario (sediment transport, hydrologic characteristics of wave action, currents, high water levels) are complete and aligned with the proposed approach to the Project.	Comment noted	**Agreement.**
The majority of the new marina infrastructure (docks and walkways) are described as floating. This is the best option to reduce impacts to fish and fish habitat.	Comment noted	**Agreement**.

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The approach to armourstone is described as "random" which creates more spacing between armourstone. This will likely provide more habitat opportunities for aquatic life (interstitial spacing in below-ground armourstone). It is possible that other bioengineering approaches could be implemented (they exist), to reduce the amount of hardened structure at the Site.	Agreed. The conceptual design of the project used the best available options to provide habitat opportunities for fish. Bioengineering approaches will be considered within the semi-sheltered embayment at the south end of the site. However, the potential is very limited. No other part of the shoreline is suitable for bioengineering options.	**Agreement**.
More information is needed about pre, during, and post construction monitoring that will occur at the Site, as well as the proposed construction schedule.	Chapter 8 of the Draft EA provides an outline of the project's approach to monitoring and adaptive management. Table 8.2 provides a commitment that "The City will develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring" during detailed design. It is premature to develop a construction schedule prior to the completion of the detailed design.	Further discussion required. MCFN's concern should be noted in the draft EA and that further discussions will take place between the City and MCFN at the detailed design stage to address this concern. **City Response:** The EA does not include a schedule for detailed design, pre-construction monitoring nor for construction activities. However, the City has committed to undertaking these activities collaboratively with the MCFN and schedules will be shared once they are developed post EA approval and post City Council's decisions on how to proceed with the 1PSEPM Project. The City has committed to involving MCFN in the detailed design, including the development of various management plans, and pre, during and post construction monitoring planning and implementation.

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		Edits made in Section(s): Throughout the EA, Section 6.6, Section 8 and Table 9.4.
More information will be needed at the detailed design stage regarding the creation of fish habitat on the south edge of the breakwater, and any other fish habitat enhancement or creation elements that will be added to the Site.	Comment noted	Further discussion required. MCFN's concern should be noted in the draft EA and that further discussions will take place between the City and MCFN at the detailed design stage to address this concern. **City Response:** The City has committed to involving MCFN in the detailed design, including the development of various management plans, and pre, during and post construction monitoring planning and implementation. **Edits made in Section(s):** Throughout the EA, Section 6.6, Section 8 and Table 9.4.
Additional consultation and engagement will be required through detailed design and implementation of the Project.	Table 8.1 of the Draft EA will be modified to include a commitment that Indigenous communities will be consulted during the detailed design and implementation of the Project.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the detailed design and implementation phases should be noted in the draft EA. **City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified

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		throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and summarized in Table 9.4.
There is an opportunity to include accurate and appropriate educational signage or other elements related to the significance of this location to MCFN. These must be developed collaboratively with MCFN.	Agreed. The suggested education modules, signage, and other design components will be discussed with MCFN during detailed design.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the detailed design phase should be noted in the draft EA. **City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and summarized in Table 9.4.
Key Concerns and Questions		
1 - SAR Fish (Lake Sturgeon and American Eel)		
Though Site-specific observations of fish SAR (e.g., American Eel, Lake Sturgeon) are limited, considerations should be made for these species in the east breakwater design and any other new or enhanced habitat features (American Eel), and in the timing of construction and implementation of mitigations (Lake Sturgeon and American Eel).	Opportunities for the incorporation of habitat suitable for American Eel and Lake Sturgeon in the habitat feature at the south end of the Project site are limited although abundant large interstitial habitat, benthic invertebrate habitat and high-energy zones are anticipated to be created as part of the habitat offsetting plan.	The opportunity for additional habitat creation with features that support Lake Sturgeon or American Eel (noting different habitat preferences) and/or other fish species can be considered as part of habitat creation / restoration outside of the immediate (south end) Project area.

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	The Project will however create habitat (interstitial refuge spaces) for the American Eel within the breakwater's armourstone. The City will work collaboratively with DFO, the province and MCFN to identify and evaluate off-site opportunities that could provide new or enhanced habitat features as part of its habitat offsetting plan.	Habitat with features appropriate for these species can be considered as part of the additional 39,700 m^2 that still must be compensated for. This will likely require discussions between MCFN, the City, the Province and DFO. **City Response:** An enhanced effects assessment on fish and fish habitat Including SAR species), along with additional mitigations and the need for Fisheries Act Approval and off-site compensation or offsetting to address MCFNs concerns is provided. The offset plan to be developed, in conjunction with DFO, MCFN, as part of the Fisheries *Act* Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. New information has been added regarding habitat preferences for aquatic Species at Risk that will be considered during detailed design, the Fisheries Act Authorization and in developing compensation or offsetting measures. Clarity has been provided regarding adherence to the applicable in-water timing windows.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		The City's commitments to further engagement with the MCFN are provided throughout the EA and summarized in a table. **Edits made in Section(s):** 3.3.1 and 7.4.1 "Area and Quality of Fish Habitat" and "Potential effects on aquatic Species at Risk (SAR) and/or habitat, and Table 9.4.
The Proponent must confirm that there is no suitable American Eel habitat at the Site, and consider this species in the creation of new habitat (soft/mud substrates, vegetation, and interstitial refuge spaces).	The field studies undertaken as part of this EA and documented on Figure 3.9 of the Draft EA indicate that some habitat may exist for growing eels using substrate (rock, sand, mud), and woody debris. This type of substate exists to at least 10 m depth The interstitial spaces provided by the east breakwater may also be important to American Eel as cover. For these reasons, a precautionary approach has been adopted and the design of habitat offsetting measures will strive to incorporate habitat elements suitable for American Eel.	Further discussion required. As above, ongoing engagement on construction schedules, mitigations to protect fish and fish habitat (and SAR American Eel), fish habitat offsetting / compensation habitat design and implementation are required once more detailed information is available. **City Response:** The EA does not include a schedule for detailed design, pre-construction monitoring nor for construction activities. However, the City has committed to undertaking these activities collaboratively with the MCFN and schedules will be shared once they are developed post EA approval and post City Council's decisions on how to proceed with the 1PSEPM Project.

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		The City has committed to involving the MCFN in the detailed design, including the development of various management plans, the Fisheries Act Authorization, and pre, during and post construction monitoring planning and implementation. **Edits made in Section(s):** Throughout the EA, Section 6.6, Section 8 and Table 9.4.
Due to the sensitivity of Lake Sturgeon, especially juvenile Lake Sturgeon that may be using nearshore areas as habitat, strict adherence to in-water work timing windows that include Lake Sturgeon life-history are required.	Agreed. A timing window suitable for the Lake Sturgeon will be considered as part of the *Fisheries Act* Authorization process and taken into account in the construction schedule.	Timing windows to protect Lake Sturgeon must be part of the Fisheries Act Authorization and construction schedule. This commitment should be reflected in the EA. **City Response:** New information has been added regarding habitat preferences for aquatic Species at Risk that will be considered during detailed design, the Fisheries Act Authorization and in developing compensation or offsetting measures. Clarity has been provided regarding adherence to the applicable in-water timing windows.

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		The new information in the EA identifies the potential for aquatic SAR in the project areas; Lake Sturgeon, American Eel, Shortnose Cisco and Deepwater Sculpin. It is noteworthy that Lake Sturgeon (Great Lakes - Upper St. Lawrence River population), Shortnose Cisco, and Deepwater Sculpin have a low potential for use of the Project site. **Edits made in Section(s):** 3.3.1 and 7.4.1 "Area and Quality of Fish Habitat" and "Potential effects on aquatic Species at Risk (SAR) and/or habitat, and Table 9.4.
2 - Fish and Fish Habitat (General)		
When were the last assessment events (actual collection (general or targeted)) of aquatic and terrestrial species within the vicinity of the Project?	Latest fish abundance data is from 2002 published by CVC in a 2018 report entitled Credit Valley Conservation (2018). Lake Ontario Integrated Shoreline Strategy Characterization Report. Mississauga: Credit Valley Conservation. The City will confirm this with the CVC.	Much of the data is 20 years old, with some new data from 10 years ago (2014). This data is sufficient for planning purposes, but additional monitoring should be completed pre - during and post construction to support assessment of unexpected impacts related to project activities and to provide indicators of "success' for habitat compensation projects. **City Response:** MCFN's concern over data quality is acknowledged and a commitment pre, during and post construction monitoring is made.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		Monitoring programs will be designed and implemented collaboratively with the MCFN. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat" and 8.1. Commitments to monitoring with MCFN are in Table 9.4.
Is any fish salvage anticipated to be required during construction?	As indicated in the meeting held with MCFN on September 7, 2023, fish salvage operations are not anticipated. Construction is done with clean stone material and turbidity is monitored. The construction area is not going to be enclosed during construction. Some precautions may be taken to remove fish near the breakwater and/or deter fish presence.	**Agreement**. Clarification provided during a MCFN-City meeting. As above, detailed construction and mitigation plans must be provided for review and clearly identify the observations during construction activities that would trigger fish salvage. **City Response:** The EA states that as appropriate, areas will be cleared of fish prior to fill placement. Any fish entrapped in fill areas will be removed to the lake. The City has committed that in seeking the *Fisheries Act* Authorization from DFO, the City will work collaboratively with MCFN and others to integrate requirements for site observations during construction activities that would trigger fish salvage. **Edits made in Section(s):** 7.4 "Area and quality of

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		aquatic habitat" and 8.1. Commitments to developing triggers/methods for fish salvage and monitoring with MCFN are in Table 9.4.
What fish / in-water work timing windows will be implemented during construction?	Appropriate in-water works timing windows will be developed during detailed design and the *Fisheries Act* Authorization process.	MCFN expects a commitment to adherence to all applicable in-water work timing windows and considerations for SAR fish in the fish habitat compensation plan(s). **City Response:** Appropriate in-water works timing windows will be developed during detailed design and the *Fisheries Act* Authorization process. Clarity has been provided regarding adherence to the applicable in-water timing windows. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat"
Fish SAR are not explicitly discussed in the EA Report. However, American timing and Lake Sturgeon are noted in a report table (CVC data) as recovered in the Credit River Coastal Reach (in the vicinity of the Project). These two fish must be considered in the application of in-water work timing windows and other mitigations, habitat destruction/alteration, and habitat creation and enhancement plans, as well as the *Fisheries Act* Authorization.	Habitat occurring in the waterlot has a variety of substrate and depths common to much of the Lake Ontario shoreline. No uncommon habitat elements are present. Agreed that consideration of in-water work timing windows, the creation of a habitat off-setting plan and in the conditions of the *Fisheries Act* Authorization should consider American Eel and Lake Sturgeon.	MCFN expects a commitment to adherence to all applicable in-water work timing windows and considerations for SAR fish in the fish habitat compensation plan(s). **City Response:** Appropriate in-water works timing windows will be developed during detailed design and the *Fisheries Act* Authorization process. The agreed upon timing window will be stated as a condition in the *Authorization* from the DFO.

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		Clarity has been provided regarding adherence to the applicable in-water timing windows. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat"
How will the habitat deficit (**39,700m ^{2}** (alterations and destruction) 26,700m^2 (destruction only)) be offset or compensated for? MCFN must be involved in decisions regarding suitable offset or compensation projects in MCFN Territory.	The Draft EA indicates that an offsetting plan will be required to address the habitat deficit identified in Chapter 6 of the Draft EA. The manner in which this offset is achieved will be subject to discussions with Fisheries and Oceans Canada. The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation.	Further discussion required. MCFN's concern should be noted in the draft EA and it should also note the City's commitment that further discussions will take place between the City and MCFN to address this concern as part of the DFO or other permits/authorizations required. MCFN expects that the City will commit that deficit habitat will be fully compensated. **City Response:** The EA now states that an offset plan to be developed, in conjunction with DFO, the MCFN and other interested Indigenous communities, as part of the Fisheries *Act* Authorization will **provide appropriate habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site**. The offset plan will also detail post construction monitoring techniques to

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		evaluate the effectiveness of the offset strategies. **Edits made in Section(s):** 7.4 "Area and quality of aquatic habitat".
Are there additional concepts that could be considered that incorporate more natural elements or bioengineering approaches (e.g., less armourstone) into the east breakwater design?	The conceptual design of the project used the best available options to provide habitat opportunities for fish. The use of armourstone is essential to the structural integrity of the lakefill. The approach to armourstone placement described in Chapter 6 of the Draft EA creates more spacing between armourstone. This will likely provide more habitat opportunities for aquatic life (interstitial spacing in below-ground armourstone). Severity of the coastal conditions does not allow for the use of bioengineering options along the shoreline of the lakefill.	MCFN will look to ongoing discussions with and commitments from the City, Province, and DFO regarding habitat compensation design / offsetting options beyond the immediate Project area. **City Response:** An enhanced effects assessment on fish and fish habitat is provided along with additional mitigations and the need for Fisheries Act Approval **and off-site compensation or offsetting to address MCFNs concerns.** There is a commitment to examine the feasibility of bioengineering options and habitat creation off-site, including the feasibility of the **creating and/or enhancing fish habitat in areas proximal to the Credit River and/or within the Credit River watershed.** There is also a commitment to examine the feasibility of habitat creation of the **east side of the new lakefill**. **Edits made in Section(s):** 6.6, 7.4 "Area and quality of aquatic habitat" and Table 9.4.

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The proposed fish habitat creation at the southern edge of the east breakwater includes a well- designed small embayment refuge area. Though its design is good, the area covered by the fish habitat creation is relatively small compared to the area of habitat removal. Additional habitat enhancement and creation must be developed at the Site and likely off-Site.	Agreed. The Draft EA indicates that a habitat offsetting plan will be required at detailed design to address the habitat deficit identified in Chapter 6 of the Draft EA.	**Agreement**. See previous comments re: commitments to habitat creation. **City Response:** An enhanced effects assessment on fish and fish habitat is provided along with additional mitigations and the need for Fisheries Act Approval **and off-site compensation or offsetting to address MCFNs concerns.** There is a commitment to examine the feasibility of bioengineering options and habitat creation off-site, including the feasibility of the **creating and/or enhancing fish habitat in areas proximal to the Credit River and/or within the Credit River watershed.** There is also a commitment to examine the feasibility of habitat creation of the **east side of the new lakefill**. **Edits made in Section(s):** 6.6, 7.4 "Area and quality of aquatic habitat" and Table 9.4.
There are likely opportunities for additional aquatic habitat enhancements along the eastern edge of the breakwater, or potentially the shore extent just east of the Project (parallel to St.Lawrence Park) including the addition of diverse substrate, plantings within hardened elements, and plantings of submerged or emergent aquatic vegetation.	Agreed. The City will work collaboratively with Fisheries and Oceans Canada, the province and MCFN to identify and evaluate off-site opportunities that could provide new or enhanced habitat features as part of its offset program.	**Agreement**. MCFN will look for commitment from the City and the Province to advance these discussions for habitat creation beyond the immediate project

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
	The development of additional fish habitat along the eastern side of the east breakwater is a possible alternative within the offsetting plan, but is not part of the 1PSEPM Project. This would necessarily involve engagement with MCFN, the Province and DFO.	area. **City Response:** An enhanced effects assessment on fish and fish habitat is provided along with additional mitigations and the need for Fisheries Act Approval and off-site compensation or offsetting to address MCFNs concerns. There is a commitment to examine the feasibility of bioengineering options and habitat creation off-site, including the feasibility of the creating and/or enhancing fish habitat in areas proximal to the Credit River and/or within the Credit River watershed. There is also a commitment to examine the feasibility of habitat creation of the east side of the new lakefill. **Edits made in Section(s):** 6.6, 7.4 "Area and quality of aquatic habitat" and Table 9.4.
There are a number of contaminants in the upper sediment layers at the Site, related to historical and ongoing use of the area, and deposition of contaminants from the outfall of the Credit River. How will the release of these be managed and monitored during construction?	Table 8.1 of the Draft EA identifies the commitments resulting from the 1PSEPM Project EA and states that "The City will develop a monitoring plan consisting of EA compliance monitoring and environmental performance monitoring." For example, monitoring of turbidity during construction would be included in the EA compliance monitoring plan. Further details of the monitoring program will be developed as part of the detailed design and Fisheries Act Authorization processes.	MCFN will look for detailed information on pre - during - post construction monitoring program(s) as the project advances, and as part of regulatory approvals. MCFN will expect a robust monitoring program that can accurately assess residual impacts and identify the need for additional mitigation or remedial actions.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		City Response: The EA does not include a detailed, pre-construction, construction or post construction monitoring program. However, the City has committed to undertaking these activities collaboratively with the MCFN during detailed design and the Fisheries Act Authorization processes. These plans will only be developed post EA approval and post City Council's decisions on how to proceed with the 1PSEPM Project. The City has committed to involving the MCFN in the detailed design, including the development of various management plans, and pre, during and post construction monitoring planning and implementation. **Edits made in Section(s):** Throughout the EA, Section 6.6, Section 8 and Table 9.4.
4 - Terrestrial Wildlife		
The EA Report provides information about the presence of terrestrial wildlife at the Site based on desktop review of available resources. Though the resources referenced are trusted resources, additional	The 1PSEPM Project site is currently a parking lot and a rock breakwater that is overtopped by waves. Ornamental trees, bushes and shrubs exist along the site's perimeter. The 1PSEPM Project	Further discussion required to ensure that no terrestrial wildlife of concern are in the trees/bushes along the site perimeter.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
ground-truthing and assessments should be completed prior to construction activities.	will need to comply with City policies and standards regarding vegetation removals and plantings through further study and ground-truthing prior to construction.	As discussed in an earlier comment, the size and relatively low complexity of the habitat on site, should allow the completion of additional assessments to ensure protection of wildlife and appropriate habitat creation. **City Response:** An additional field survey was undertaken in April 2024. New information regarding vegetation on-site in the context of determining the potential for wildlife habitat (i.e., bats) is provided. The City, MCFN and others share a desire to undertake monitoring prior to and during construction and in the establishment phase of the 1PSEPM Project to ensure the effectiveness of the Project design and mitigation measures for the protection of wildlife. **Edits made in Section(s):** Section 3.3.9, Section 8 and Table 9.4. MCFN's interest is also in ensuring that future plans for this area support native species of plants and wildlife. This interest should be noted in the draft EA and that further discussions will take place between the City and MCFN at the detailed design stage to address this interest.

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		City Response: Section 7.4.2 of the EA states that on parkland created, native non-invasive species of trees, shrubs and other vegetation will be planted that may be used by urban tolerant wildlife and birds. The newly created area may function as a stopover for migratory birds. This potential terrestrial habitat has the potential to compliment other Lake Ontario shoreline and inland migratory bird habitat and increased habitat connectivity. The EA now clearly states that during the detailed design stage, the City will work collaboratively with the MCFN and others to develop feasible vegetation plans. **Edits made in Section(s):** 6.6 and in Table 9.4.
There are limited details about the vegetation plan / approach for the parking, park areas or the margin of the breakwater. More information is needed about the detailed approach that will be taken to provide high-quality terrestrial habitat for local wildlife at the Site. Habitat needs of at-risk wildlife with the potential to occur within the Site should be considered (Monarch Butterfly, Mottled duskwing, turtle species).	Agreed. Details regarding vegetation plans / approach to park areas or the margin of the breakwater are the subject of detailed design. The detailed design will be guided by the following commitments made in Section 7.4.1 of the Draft EA: ○ Minimize the removal of existing trees to the extent possible, particularly along Port Street and adjacent to St Lawrence Park. ○ Tree protection measures will be determined during detailed design by the City. Removals will be offset by compensatory planting as part of the proposed park.	MCFN's interest is in ensuring that future plans for this area support native species of plants and wildlife. This interest should be noted in the draft EA and that further discussions will take place between the City and MCFN at the detailed design stage to address this interest. **City Response:** The EA now clearly states that during the detailed design stage, the City will work collaboratively with the MCFN and others to

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
	○ Planting will be wildlife friendly native, non-invasive trees and shrubs. ○ Considerations will be given to creating a naturalized habitat that is less actively used by the public to give migrating song birds important habitat during migration The Draft EA will be modified to ensure consideration is also given to the habitat needs of at-risk wildlife with the potential to occur within the site.	develop feasible vegetation plans including how those can support creating a naturalized habitat for species of interest to the MCFN. **Edits made in Section(s):** 6.6 and Table 9.4.
Adherence to breeding and migratory bird timing windows is required to protect these species from negative impacts and must be implemented during construction.	Agreed. The Draft EA commits to compliance with appropriate breeding and bird timing windows with respect to vegetation removal.	**Agreement**. MCFN will expect all wildlife timing windows are strictly adhered to. **City Response:** Agreed. The EA commits to compliance with appropriate breeding and bird timing windows with respect to vegetation removal. **Edits made in Section(s):** None warranted, as the EA includes commitments to compliance with timing windows.
MCFN must be updated and engaged on permits or authorizations granted under the relevant legislation to protect at-risk species at this site.	Agreed. The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation. In addition, the Draft EA will be modified to include a commitment that Indigenous communities will be afforded the opportunity to	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the detailed design phase should be noted in the draft EA.

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
	participate in monitoring and oversight capacity throughout the construction phase of the project.	**City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and Table 9.4
Recommendations		
1. MCFN must be consulted during detailed design and development of conditions under the *Fisheries Act* Authorization, and any other provincial or federal permits required to complete the Project (e.g., *Endangered Species Act*, *Species at Risk Act* or *Navigable Waters Act*).	Agreed. The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation. In addition, the Draft EA will be modified to include a commitment that Indigenous communities will be afforded the opportunity to participate in monitoring throughout the construction phase of the project.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the detailed design phase should be noted in the draft EA. **City Response:** The City's commitments to engaging the MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and Table 9.4
2. There is substantial deficit habitat (between 26,700 and 39,700 m2 that must be compensated for or offset by another habitat restoration, rehabilitation or enhancement project in MCFN	Agreed. Section 7.4.1 of the Draft EA notes that "the Fisheries Act Authorization will provide appropriate habitat offsets to counterbalance total aquatic habitat removal. This entails	Further discussions required. **City Response:** Not Applicable. There appears to

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
Territory, in consultation with MCFN. This will likely be discussed as part of the *Fisheries Act Authorization*, and MCFN must be part of these processes.	investments in the creation of fish habitat off-site." The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation.	be Agreement.
3. Habitat needs of at-risk and local terrestrial species must be considered during construction (retaining as much existing vegetation as possible), and in the design of new terrestrial habitat for the park and breakwater area. Detailed design of terrestrial habitat must be shared with MCFN.	The 1PSEPM Project site is currently a parking lot and a rock breakwater that is overtopped by waves. Ornamental trees, bushes and shrubs exist along the site's perimeter. There are limited habitat opportunities for wildlife. Nevertheless, The Draft EA will be modified to ensure consideration is also given to the habitat needs of at-risk wildlife with the potential to occur within the site.	MCFN will expect to be engaged for site visit and/or review draft detailed vegetation plans (terrestrial component) once completed. MCFN will expect that the commitments made in the EA regarding terrestrial habitat are adhered to, that the consideration of creating a naturalized habitat less used by public (to provide quality habitat for migratory birds) <u>is committed to (rather than considered)</u> and that terrestrial habitat plans are updated to include habitat preferences of local at-risk wildlife. **City Response:** The EA now clearly states that during the detailed design stage, the City will work collaboratively with the MCFN and others to develop feasible vegetation plans including how those can support creating a naturalized habitat for species of interest to the MCFN. **Edits made in Section(s):** 6.6 and Table 9.4.

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
4. Standard mitigation measures are presented in the report and are expected to be strictly adhered to. Mitigations related to turbidity and sediment release must be controlled to the greatest extent possible to protect fish and fish habitat during construction. In-water work timing windows must also be strictly adhered to, to protect sensitive life-stages of fish.	Comment noted.	**Agreement.** MCFN will look to ongoing dialogue as construction timing window, mitigation and monitoring plans are refined.
5. Timing windows to protect terrestrial wildlife (migratory and nesting birds) must be adhered to.	The 1PSEPM Project site is currently a parking lot and a rock breakwater that is overtopped by waves. Ornamental trees, bushes and shrubs exist along the site's perimeter. There are limited habitat opportunities for wildlife. The Draft EA commits to compliance with appropriate breeding and bird timing windows with respect to vegetation removal.	**Agreement.** Commitment to adherence to breeding bird timing windows is noted. MCFN will expect that all wildlife timing windows are strictly adhered to.
6. Prior to finalizing the EA Report, or during detailed design and prior to construction, current and more detailed assessments of fish habitat quality at the Site, including detailed water quality parameters (basic quality measures (DO, pH, Conductivity, etc.), nutrients, e.coli, pharmaceuticals, metals, etc.), substrate parameters, and vegetation assessments should be completed. This type of baseline is necessary to track the success of the Project in achieving overall increase in fish habitat quantity and quality and to monitor any operational impacts of the Project.	The need for and extent of any additional fish habitat or water quality assessments will be determined during detailed design in consultation with DFO, the Province, CVC and MCFN.	The City's commitment to engaging with MCFN as part of these other permits / authorization required and to address MCFN's concerns should be noted in the draft EA. **City Response:** The City will develop a detailed design for the 1 PSEPM Project based on the conceptual design presented in the Environmental Assessments. The detailed design will be developed in collaboration with the MCFN. The need for and extent of any additional permits will be determined during detailed design in consultation with DFO, the Province, CVC and MCFN. Given the City's commitments to collaboration with the MCFN during detailed

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		design, it is also committed to MCFN involvement in further permitting processes as required. **Edits made in Section(s):** None warranted, as the EA includes commitments from the City to MCFN.
7. MCFN should be engaged through the construction planning phase so that MCFN Field Liaison Representatives can be part of any pre-construction ecological monitoring, and part of oversight of mitigation measures and permit adherence during construction, through post-construction monitoring and operational works.	Agreed. The City has committed to engaging with MCFN for authorizations and permits under federal and provincial legislation. In addition, the Draft EA will be modified to include a commitment that Indigenous communities will be afforded the opportunity to participate in monitoring and oversight capacity throughout the construction phase of the project.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the monitoring and oversight should be noted in the draft EA. **City Response:** The City's commitments to engaging MCFN (specifically, not only general "Indigenous Communities") have been clarified throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and Table 9.4
8. The Proponent and MCFN should discuss appropriate education modules / signage or similar components that could be included in Site design.	Agreed. The suggested education modules, signage, and other design components will be discussed with MCFN during detailed design.	The City's commitment to engaging with MCFN (specifically, not only general "Indigenous Communities") as part of the detailed design phase should be noted in the draft EA. **City Response:** The City's commitments to engaging MCFN (specifically, not only general "Indigenous Communities") have been clarified

MCFN Comments and City Responses – Disposition Table: MCFN Edits to Disposition Column (provided January 20, 2024) and Discussion Notes from Joint Meeting (Held March 13, 2024). City Responses to MCFN comments following Joint Meeting are provided in Blue.

Mississaugas of the Credit First Nation (MCFN) Comments	City of Mississauga Responses and Comments	Disposition: 1. **Agreement** 2. **Recommendation** 3. **Requires Discussion**
		throughout the EA and in a new summary table of commitments specifically to the MCFN. **Edits made in Section(s):** Throughout the EA and Table 9.4.
9. MCFN may wish to complete ceremonial or other site-visits prior to construction. Adequate notice and related provisions must be made to ensure these activities can be completed by MCFN.	Agreed. The Draft EA will be modified to include the potential for ceremonial or other-site visits once the City acquires the property. Adequate notice and safety precautions will need to be undertaken.	Further discussions / text for review required. **City Response:** The Draft EA has been modified to include the potential for ceremonial or other-site visits once the City acquires the property. Adequate notice and safety precautions will need to be undertaken **Edits made in Section(s):** 7.6.1 and Table 9.4.

Letter Delivered via Email

Ogiima Kwe, Chief Claire Sault
Mississaugas of the Credit First Nation
4065 HWY 6 NORTH
HAGERSVILLE ON N0A 1H0

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

June 12, 2024

Re: 1 Port Street East Proposed Marina Environmental Assessment: Project Benefits to MCFN

Dear Ogiima Kwe, Chief Claire Sault,

The City of Mississauga (City) recognizes and upholds MCFN's rights regarding meaningful consultation, and the ongoing negotiations and unceded rights regarding all bodies and systems of water throughout your territory.

The City 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. Additional project information is also available on the project website at mississauga.ca/1portstreeteast.

MCFN have made positive and meaningful contributions to the project through a detailed draft EA review and recommendations to the sections regarding MCFN history, rights, interests and impacts to the aquatic and terrestrial habitat. The City is in the process of revising the draft EA to reflect MCFN's comments. In March 2024, MCFN asked the City to outline the benefits of this project to your community. As outlined in the EA document and commitments, here are the benefits the City wants to highlight to MCFN:

1. Through this project, MCFN and the City have built a stronger relationship built on mutual respect and a desire to work together. This has been accomplished with open communication, frequent meetings, and discussions throughout the EA process.
2. The preferred alternative for the project estimates the creation of approximately 11,000 m2 of parkland where none currently exists. This provides an opportunity for terrestrial and aquatic habitat improvements, including mitigating habitat loss through the creation of approximately

3,000 m2 of aquatic habitat on site and additional aquatic habitat off-site to compensate for the remaining habitat losses.

3. The EA includes a commitment for MCFN's involvement in the detailed design of the preferred alternative. This will contribute to better project outcomes, particularly regarding surface water quality, fisheries and terrestrial habitats for fish and wildlife of interest to MCFN.
4. MCFN's involvement in the Fisheries Act Authorization process will also contribute to improved fish habitat creation both on-site and through habitat offset measures that will benefit areas proximal to the Credit River and/or within the Credit River watershed. This commitment is reflected in the EA.
5. MCFN will play an important stewardship role by working with the City in a collaborative manner during the environmental monitoring.
6. MCFN and the City will identify and incorporate accurate, culturally appropriate, and informative education modules, signage, public art or similar components related to the significance of this location, historically and today. The City and MCFN desire to amplify the inclusion of Indigenous design, language, and culture in the project, and the City is committed to continuing these discussions during detailed design.
7. The City will work collaboratively with MCFN on ceremonial or other site visits prior to construction or during the establishment phase of the project.

Through these collaborative and consultative activities, the City believes that the MCFN will gain internal capacity to be able to make similar contributions to other projects in the City and beyond.

As the City is advancing towards a final submission of the EA to the MECP, we look forward to continued discussions with MCFN. The City will be sharing tracked changes version of the draft EA, incorporating MCFN's feedback, along with responses to the MCFN comments disposition table. In the meantime, please call me at 905-615-3200 x 4221 or contact me via email at beata.palka@mississauga.ca if you have any questions.

Respectfully,

Beata Palka, M.Pl, RPP
Team Leader, Long Term Planning
Parks and Culture Planning

From: Beata Palka
Sent: Thursday, August 8, 2024 3:25 PM
To: 'Richard.karsseboom@mncfn.ca' <Richard.karsseboom@mncfn.ca>
Cc: Sharon Chapman <sharon.chapman@mississauga.ca>; John Dunlop <John.Dunlop@mississauga.ca>; 'Mark.LaForme@mncfn.ca' <Mark.LaForme@mncfn.ca>
Subject: 1 Port Street East Proposed Marina EA

Hello Richard,

My name is Beata and I'm the project leader for the 1 Port Street East Proposed Marina Environmental Assessment currently underway by the City of Mississauga. Casey Jonathan shared your contact information with me and I wanted to reach out to provide you with information about this project as the City will be submitting the final EA to the Province this summer. The EA is studying the proposed expanded land base for additional waterfront parkland and examining marina alternatives for this site. All work completed to date is posted on the project website, including a draft EA summary document which provides a comprehensive overview of the project and the preferred large lakefill alternative.

Throughout the EA, the City has been having ongoing meetings and meaningful involvement from MCFN. Mark LaForme, copied on this email, has been one of our contacts for the project and attended majority of the meetings. Based on recent discussions with MCFN, the City prepared the attached documents:

- Letter outlining the benefits of this project to MCFN.
- Updated disposition table addressing MCFN comments.
- Revised EA with edits via tracked changes incorporating feedback from MCFN and the Province. The City included a separate section for MCFN, a table of commitments to MCFN for this project, and a summary of all consultation undertaken with MCFN.
- Stage 1 Archeological Assessment for the portion of the 1 Port Street East site the marina building is proposed.

We look forward to MCFN's continued involvement in the project. The City will be making the final EA submission to the Province in **September 2024**. Following the final submission, there will be a 30-day review period, which is another opportunity for MCFN to provide feedback. In the meantime, please let me know if you have any questions.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: Thursday, October 17, 2024 2:48 PM
To: Chief, Claire Sault <ClaireS@mncfn.ca>
Cc: Abby.LaForme <Abby.LaForme@mncfn.ca>; Mark.LaForme <Mark.LaForme@mncfn.ca>; John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Chief Claire Sault,

The City of Mississauga is submitting the 1 Port Street East Proposed Marina Environmental Assessment (EA) for the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East. Throughout the EA, the City has been having ongoing meetings and meaningful involvement from MCFN. The Final EA includes a separate section for MCFN, a table of commitments to MCFN for this project, and a summary of all consultation undertaken with MCFN.

The Final EA documents may be viewed and downloaded at the following link: 1 Port St East Proposed Marina EA Oct. 2024. The documents will also be available on the project website starting on October 18, 2024. Please see the attached memo with additional details, and acknowledgement form, which is to be returned to the Environmental Assessment Branch by December 6, 2024.

Please let me know if you have any questions or if you would like a mailed copy of the Final EA documents.

Thank you,

Beata
Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Monday, November 4, 2024 9:55 AM
To: Chief, Claire Sault <ClaireS@mncfn.ca>
Cc: Abby LaForme <Abby.LaForme@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good Morning, Chief Claire Sault,

I hope this email finds you well.

I would like to follow-up the email below from the City of Mississauga. On October 18, 2024, the City of Mississauga formally submitted the 1 Port Street East Proposed Marina Environmental Assessment (EA) to the Ministry of Environment, Conservation, and Parks. Please kindly confirm receipt of the EA by filling out the Acknowledgement of Receipt form and returning it to me.

The comments for the EA are due on December 6, 2024. The project report is available in the link provided in the City of Mississauga's email below or on the project website here.

Thank you.

Regards,

Wai Hadlari I Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Chief, Claire Sault <ClaireS@mncfn.ca>

Sent: Monday, November 4, 2024 12:40 PM

To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>

Cc: Abby.LaForme <Abby.LaForme@mncfn.ca>; Mark.LaForme <Mark.LaForme@mncfn.ca>

Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hi Wai,

Received.

Miigwech.

Ogiima Kwe, Chief Claire Sault

Mississaugas of the Credit First Nation

Office: (905) 768=1133

Cell: (905) 869-5767

Website: www.mncfn.ca

Facebook: Mississaugas of the Credit First Nation

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Wednesday, December 4, 2024 9:19 PM
To: Chief, Claire Sault <ClaireS@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Abby LaForme <Abby.LaForme@mncfn.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Chief Claire Sault,

I hope you are well. This is just a gentle reminder that the comments for the 1 Port Street East Proposed Marina final EA are due Friday, December 6. If you have any comments for the EA, please send them to me by the deadline.

Thank you,

Wai
Wai Hadlari I Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Mark LaForme <Mark.LaForme@mncfn.ca>
Sent: Thursday, December 5, 2024 5:56 AM
To: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Cc: Abby.LaForme <Abby.LaForme@mncfn.ca>; Lindsay Wong <Lindsay.Wong@mncfn.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Wai,
Please note that Chief Sault does not review EA's or any other similar documents, that's what her administration does. Chief Sault is a politician and not a technician. Please refrain from filling Chief Sault's inbox with emails like this.
In future, please send all such emails to Lindsay Wong, the MCFN-DOCA Manager of Environment and Abby LaForme, the MCFN-DOCA Consultation Coordinator.
Please let me know if you have any questions.
Thank you.
Regards,
Mark LaForme (He/Him)
Senior Director
Intergovernmental Affairs

Mississaugas of the Credit First Nation
2789 Mississauga Road, Hagersville, ON, N0A1H0
eb: www.mncfn.ca
Facebook: Mississaugas of the Credit First Nation
Ph: 905-768-4983 Ext: 1204
Cell: 289-527-6577

From: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Sent: Thursday, December 5, 2024 9:36 AM
To: Mark LaForme <Mark.LaForme@mncfn.ca>; Abby LaForme <Abby.LaForme@mncfn.ca>; Lindsay Wong <Lindsay.Wong@mncfn.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good morning, Mark,
Thank you for the correction. I will inform the ministry's Advisors to update their contact list for MCFN on matters related to EA reviews.
Abby/Lindsay: please let me know if MCFN has any comments for the EA by tomorrow.
Thank you,
Wai

Wai Hadlari I Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Mark LaForme

To: Hadlari, Wai (MECP); Abby.LaForme; Lindsay Wong

Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Date: December 5, 2024 10:48:50 AM

Thank you, Wai. Much appreciated.

Because we have only recently hired the DOCA Manager of Environment, Lindsay Wong,

I expect we will not be submitting comments at this time.

Thank you.

Kind regards,

Mark LaForme (He/Him)

Senior Director

Intergovernmental Affairs

Mississaugas of the Credit First Nation

Mailing: 2789 Mississauga Road, Hagersville, ON, N0A1H0

Web: www.mncfn.ca

Facebook: Mississaugas of the Credit First Nation

Ph: 905-768-4983 Ext: 1204

Cell: 289-527-6577

1 Port Street East Proposed Marina Project Environmental Assessment

Record of Consultation

Annex D: Indigenous Nations (other than MCFN) Engagement Record

June 2025

Letter Delivered via Email

Tracey General
Leroy Hill
Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute
16 Sunrise Court, Suite 600
P.O. Box 714
OHSWEKEN, ON, N0A 1M0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

February 1, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Environmental Assessment Commencement and Public Information Centre

Dear Tracey General and Leroy Hill,

We are writing to notify you of the Individual Environmental Assessment (EA) commencement and upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. The ToR and Record of Consultation are available on the project website: mississauga.ca/1portstreeteast.

The next PIC is scheduled from February 17 to March 17, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We want to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. We would be happy to meet with you in person or virtually during the coming months to develop this plan forward.

As Project Lead, I will continue to be you contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: Monday, February 7, 2022 11:15 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Aaron Detlor <aarondetlor@gmail.com>; Brian Doolittle <ganowa@me.com>; williams todde@gmail. com <williams.todde@gmail.com>; Wayne Hill <tworowarchaeology@gmail.com>; Janice Williams <janicewilliams@hdi.land>; Kahsenniyo Williams <kahsenniyowilliams@gmail.com>; jcox@clc.ca; Tim Gilbert <tim@gilbertslaw.ca>; Thomas Dumigan <tdumigan@gilbertslaw.ca>; Dylan Gibbs <dylan@gilbertslaw.ca>; Tracey General <info@hdi.land>
Subject: Re: 1 Port Street East Proposed Marina EA - Notice of Commencement and PIC #1

Dear Ms. Palka:

We can advise that this Project will impair infringe and otherwise interfere with our rights and interests. In numerous meetings with the City of Mississauga we have asked that Mississauga provide resources for the review of such Projects so that we might comment meaningfully. Despite numerous requests Mississauga has chose to not engage with HDI.

We are opposed to this Project proceeding and you do not have our consent to proceed which Mississauga has recognized is necessary.

https://www.mississauga.ca/city-of-mississauga-news/news/mississauga-further-strengthens-its-commitment-to-indigenous-communities/

I note your emails in relation to this Project of

May 14, 2020
July 3, 2020
July 8, 202 and
August 14, 2020

all which asked for comment without applying to HDI as required. Your emails did not allow us to comment meaningfully at all.

I have reviewed the Final Draft Record of Consultation and note that you only advised the "Huron Wendat by advising the Elected Chief and Council and the Haudenosaunee" on or about June 27, 2019.

I do not know if this is a typographical error or an error in substance however there is no reason why you would contact the Huron Wendat by contacting us.

In any event there is no record that you in fact contacted us in your Final Draft Record of Consultation.

I can also confirm that the Minister of Environment, Conservation and Parks did not contact us, notify us or otherwise engage or attempt to uphold the honour of the Crown on this Project.

In light of the failure to obtain consent and/or engage meaningfully I am asking that you please notify the Minister of Environment Conservation and Parks that you are withdrawing the Terms of Reference.

Should we not hear from you within the next ten (10) days confirming that you are withdrawing the Terms of Reference I am asking my counsel to take legal action to set aside the approval of the Terms of Reference where neither the Minister, Mississiauga or the Province have upheld the honour of the Crown.

We are going to be in touch with Canada Lands as well as there is some indication that Canada Lands have expressed there intention to sell the lands for development in accordance with the OPA. We can advise now that we oppose the sale of these lands and do not consent. I have asked my counsel to contact them to advise of our opposition to the sale of any lands pertaining to this Project and the sale of any lands within our treaty territory generally. We never surrendered any of our interests in these lands and if Canada must hold these lands with a view to protecting our rights and interests. Canada Lands Company as you are aware is subject to the obligation to obtain consent by way of the Act to Implement UNDRIP. https://www.clc-sic.ca/real-estate/1-port-street-east

Regards,

Aaron Detlor

Email from HDI to City – Dated February 10, 2022

Dear Ms. Palka:

Attached please find the link to the Mississauga Official Plan Review.

https://www.mississauga.ca/projects-and-strategies/city-projects/mississauga-official-plan-review/

We will be opposing the approval of the Official Plan where Mississauga has failed to engage, coordinate or otherwise notify or discuss the Official Plan Review despite Mississauga knowing that the Official Plan Review will impair interfere with and infringe upon Haudenosaunee rights and interests.

Regards,

Aaron Detlor

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: Thursday, February 10, 2022 2:11 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Aaron Detlor <aarondetlor@gmail.com>; Brian Doolittle <ganowa@me.com>; williams todde@gmail. com <williams.todde@gmail.com>; Wayne Hill <tworowarchaeology@gmail.com>; Janice Williams <janicewilliams@hdi.land>; Kahsenniyo Williams <kahsenniyowilliams@gmail.com>; jcox@clc.ca; Tim Gilbert <tim@gilbertslaw.ca>; Thomas Dumigan <tdumigan@gilbertslaw.ca>; Dylan Gibbs <dylan@gilbertslaw.ca>; Tracey General <info@hdi.land>; John Dunlop <John.Dunlop@mississauga.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>; Olav Sibille <Olav.Sibille@mississauga.ca>
Subject: Re: 1 Port Street East Proposed Marina EA - Notice of Commencement and PIC #1

Good Afternoon Ms. Palka:

Thank you for the application and the payment of the processing for the initial review. We look forward to receiving a digital copy at your earliest convenience.

While I am encouraged by way of your communications with MECP their response does not absolve Mississauga from its Provincial Policy Statement commitments which to date have not been fulfilled.

For your ease of reference section 1.2.2 of the PPS is clear that Mississauga shall engage and coordinate on land use planning matters. As you are aware Mississauga has failed to date to engage and coordinate on this and other projects.

At the same time any Project of this nature is going to require the participation of various federal entities all of whom are now obligated to take the necessary steps to obtain consent. We think it is premature at this point to meet to discuss a project update because to our mind there is no Project.

We have indicated on numerous occasions to Mississauga that free prior and informed consent is required and in the context of your request to meet we have no indication that our consent was obtained or even sought ***prior*** to the decision to proceed with this Project. Any meeting we have at this point would simply be used against us a evidence of agreeing with the Project and/or the Project status.

If Mississauga confirms with us that it has no intention of proceeding with this Project subject to our granting of FPIC (consent) and is willing to involve us as a partner from potential project inception then we could see a meeting being practical and productive. And again we have asked that you withdraw the Terms of Reference but your email does not appear to indicate that you have taken this step so we are left with the impression that Mississauga is not prepared to proceed in good faith.

Canada Lands is again copied on this and my previous email and have not had a response at this point and we look forward to hearing from them at their earliest convenience.

Regards, Aaron Detlor

On Feb 10, 2022, at 12:59 PM, Beata Palka <Beata.Palka@mississauga.ca> wrote:

Dear Mr. Detlor,

The City forwarded your email to the Ministry of the Environment, Conservation, and Parks (MECP) for review and direction. While the City awaits the MECP's response, we want to extend an offer to meet virtually with the Haudenosaunee Development Institute to provide a project update and better understand HDI's position. Here are potential meeting times:

- Tuesday, February 15, noon to 1:00 p.m.
- Thursday, February 17, 1:00 p.m. to 2:00 p.m.

I am also attaching the HDI "Application for Consideration and Engagement for Development". A hard copy of the application, Marine Archaeological Assessment, a study area map, land title information, the anticipated EA schedule, along with the $7,000 cheque will be mailed to HDI at the address identified on the application. Please let me know if you would like to receive digital copies of these documents and I will send them in a separate email.

Please reach out to me with any questions and let me know if any of the identified times work for HDI, along with a list of HDI attendees, and I'll send out a meeting invitation. If not, I'm happy to send additional times for your consideration or accommodate a time that works best for HDI.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

On Feb 16, 2022, at 3:13 PM,
Beata Palka <Beata.Palka@mississauga.ca> wrote:

Good afternoon Mr. Detlor,

Thank you for your email, I appreciate your quick response. I am attaching the Marine Archaeological Assessment, a study area map, and the anticipated EA schedule, which we couriered to HDI in hard copy. The land title information is in a large file so I will email that separately.

In addition, I wanted to provide you with a project overview. The purpose of this project is to provide an expanded land base for additional waterfront parkland and marina alternatives at the 1 Port Street East site. The Terms of Reference was approved in September 2021 and will guide the preparation of the Individual EA for the Project. The Terms of Reference provided a brief overview of existing conditions and evaluated the 'Alternatives to' which were do nothing and creating a new land base. Creation of a new landbase was selected as the preferred alternative. Here is a link to the approved Terms of Reference. Please let me know if HDI would like to receive a hard copy of the Terms of Reference.

During the EA, different footprints for the landbase including opportunities for aquatic habitat enhancement and waterfront access and parkland will be evaluated. The first EA Public Information Centre is scheduled from February 17 to March 17, with a virtual presentation showing the lakefill footprints and their evaluation. I will forward HDI a link to the presentation once it is posted on the project website. If you would like, I can also send over a hard copy of the presentation and materials.

We also understand that HDI may have an interest in fisheries studies so I'm attaching the draft aquatic ecology technical memo from the project consultants, along with photographs and a bathymetry and rock type map.

We want to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. We extend an open invitation for HDI to meet with the City. We are happy to accommodate a time that works best for you, and we are interested in hearing your concerns.

Thank you,
Beata

Good afternoon Mr. Detlor,

I wanted to let you know that the 1 Port Street East Proposed Marina EA Public Information Centre #1 presentation and survey are now available on the project website. They will be accessible online until March 17, 2022. Here is the link:
mississauga.ca/1portstreeteast

Please let me know if HDI would like a hard copy of these materials, including the presentation transcription, or if you have any questions.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Mon, Feb 28, 2022 at 9:54 AM
Aaron Detlor <aarondetlor@gmail.com> wrote:

Dear Ms. Palka:

Please be advised that the Haudenosaunee hold rights and interests over the lands which are subject to this Project. The Project will impair infringe and interfere with Haudenosaunee rights and interests and we can advise that we are opposed to the Project proceeding where the Crown has failed to justify any of the infringements that will be occasioned by the Project.

There was no engagement that would uphold the honour of the Crown with respect to the Terms of Reference approved in September 2021 and specifically there was never any agreement that an Environmental EA would be the most appropriate means by which engagement would occur. We note specifically that we do not consent or agree that an EA is reasonable or appropriate for addressing established rights and interests particularly where there is no mechanism within the EA process to address accommodation.

We trust that the City of Mississauga will not be proceeding with this Project until such time as a process for engagement is agreed upon particularly where this Project will require the consent of the Haudenosaunee to move forward.

Regards,

Aaron Detlor

From: Aaron Detlor <aarondetlor@gmail.com>

Sent: June 08, 2022 5:00 PM

To: Beata Palka <Beata.Palka@mississauga.ca>

Cc: Aaron Detlor <aarondetlor@gmail.com>; Brian Doolittle <ganowa@me.com>; williams todde@gmail. com <williams.todde@gmail.com>; Tim Gilbert <tim@gilbertslaw.ca>; Thomas Dumigan <tdumigan@gilbertslaw.ca>; Dylan Gibbs <dylan@gilbertslaw.ca>; Tracey General <info@hdi.land>; John Dunlop <John.Dunlop@mississauga.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>; Olav Sibille <Olav.Sibille@mississauga.ca>; Janice Williams <janicewilliams@hdi.land>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>; jcox@clc.ca

Subject: Re: 1 Port Street East Proposed Marina - City and HDI Meeting June 8, 2022

[You don't often get email from aarondetlor@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

Dear Ms. Palka:

Thank you for meeting with us on June 8, 2022 by way of video conference call. We have advised again that the Project will impair infringe and otherwise interfere with rights and interests.

We confirm that Haudenosaunee rights and interests were not considered or incorporated into the current Individual EA Terms of Reference for the Project. As discussed we do not believe the Individual EA to be an appropriate process for advancing the goals of reconciliation where we have been preempted by way of the TOR from discussing treaty rights, justifications and/or accommodations.

As discussed we have indicated that we do not consent to the process to date where it has not complied with various obligations held by the City of Mississauga including PPS obligations.

We have asked for the City of Mississauga to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and interests and you have advised that you will get back to us with respect to our request.

We would also like engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan which to date has not occurred.

We confirm that you will be providing us with the delegation requests in relation to upholding the honour of the Crown on this Project as well as the Provincial responses to those requests for a delegation (this would include any delegations in relation to the Master Plan). I confirm that Mr. Dunlop's advice that the City of Mississauga has received guidance from the Province of Ontario that that the City of Mississauga is not obligated to consider accommodations in the context of this Project. I confirm that Mr. Dunlop could not source or produce this 'guidance'. I confirm my request for the document(s) setting out this guidance.

I confirm my request for a copy of the agreement between CLC and the City of Mississauga.
I confirm that we have not heard from Jenny Archibald who is the representative for the Province of Ontario. And we can confirm that we have not heard from anyone from the Province in relation to this Project.
I have attached a copy of our correspondence to CLC for your records.
I look forward to hearing from you at your earliest convenience so that we can take the required steps to commence a meaningful good faith process for considering the accommodations that will be required to justify the infringements occasioned by this Project.
Regards,
Aaron Detlor

June 8, 2022

Delivered By Email (icox@clc.ca)

Canada Lands Company
1 University Avenue
Suite 1700
Toronto, ON M5J 2P1
Attn: James Cox
Senior Director of Real Estate (Ontario)

Dear Mr. Cox:

Re: 1 Port Street East, Mississauga ON Proposed Marina Project

We are counsel to the Haudenosaunee Development Institute (the "**HDI**"). We write regarding the 1 Port Street East Proposed Marina project (the "**1PSEPM Project**") that concerns roughly 7.4 hectares/18.3 acres of flat terrain and a water lot comprising roughly 20.2 hectares/49 acres (the "**Subject Lands**").

We understand that the Canada Lands Company (the "**CLC**") has apparently come to an agreement on "a plan that will see the city [of Mississauga] take possession of the water lot, the breakwater and an upland parcel" to carry out extensive works further to the 1PSEPM Project, including the construction of a new public marina (the "**Transfer Plan**").[1]

As you may be aware, the Subject Lands are within Haudenosaunee territory, as contemplated by instruments such as the Nanfan Treaty of 1701. HDI's view is that sale or transfer of the Subject Lands for further development by the City of Mississauga ("**Mississauga**") in accordance with the 1PSEPM Project will impede, impair, or otherwise infringe the rights of the Haudenosaunee, as recognized and affirmed in part by subsection 35(1) of the *Constitution Act, 1982*.

Please allow this letter to serve as HDI's written objection to the Transfer Plan, particularly where the Haudenosaunee Confederacy Chiefs Council (described and defined below) has not been meaningfully engaged, including by way of HDI or otherwise.

The Haudenosaunee Development Institute

HDI acts pursuant to delegated authority from the Haudenosaunee Confederacy Chiefs Council ("**HCCC**") to advance Haudenosaunee interests in relation to development projects. In furtherance of this mandate, HDI developed an engagement process that satisfies both guidance from the

[1] Canada Lands Company, "1 Port Street East": https://www.clc-sic.ca/real-estate/1-port-street-east.

courts and from the Ontario government itself. Upon satisfaction that Haudenosaunee principles, rights, and interests have been properly addressed in the implementation of the project at issue, HDI's engagement process concludes with the granting of free and informed consent by the HCCC.

HDI's engagement process is a flexible one that requires different approaches in different situations. For the redevelopment of the Subject Lands, HDI has determined that capacity funding is necessary to review relevant materials, and is open to negotiation in respect of the details of such funding.

Duty to Engage and Justify Infringement

The duty to engage with the Haudenosaunee is grounded in the treaty relationship between the Crown and the Haudenosaunee, recognized and affirmed in the Canadian legal context by subsection 35(1) of the *Constitution Act, 1982*.[2] The Haudenosaunee legal framework, which significantly predates the arrival of the Canadian common law in North America, recognizes and affirms the treaty-based relationship by way of the Haudenosaunee constitution—referred to in Mohawk as the *Gayanashagowa*.

We understand that the Crown is required to justify infringement of established Haudenosaunee rights when it contemplates conduct that might adversely affect those rights.[3] The scope and nature of the duties owed to the Haudenosaunee are also informed by the concepts of honour, reconciliation, and fair dealing underlying treaty agreements and the treaty-based relationship between the Haudenosaunee and the Crown.[4]

As a government corporation subject to the *Government Corporations Operation Act*,[5] the CLC is bound to uphold the honour of the Crown and fulfill constitutional obligations by justifying any infringements on Haudenosaunee rights.

We understand the CLC is aware of the Haudenosaunee rights and interests in Ontario, given that its website contains a "Land Acknowledgement" subpage that reads in part:

> *We recognize that these lands are home to the enduring presence of all First Nations and Métis people, and the Inuit.*
>
> *We acknowledge that the Company's head office is situated on the traditional territory of many Nations including the Mississaugas of the Credit, the Anishnaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples.*[6]

The United Nations Declaration on the Rights of Indigenous Peoples[7] (the "**Declaration**") further recognizes that "free and informed consent" is required prior to carrying out development on Haudenosaunee lands. Following the coming into force of the *United Nations Declaration on the*

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[2] See e.g., *Tsilqot'in Nation v British Columbia*, 2014 SCC 44 at paras 78 *et seq*.
[3] *Id.*
[4] See e.g., *Canada (Attorney General) v Long Plain First Nation*, 2015 FCA 177 at para 104.
[5] RSC 1985 c G-4.
[6] Accessible at Canada Lands Company, "Land Acknowledgement": https://www.clc-sic.ca/land-acknowledgment.
[7] *United Nations Declaration on the Rights of Indigenous Peoples*, A/RES/61/295 art. 32.

Rights of Indigenous Peoples Act[8] in June 2021, the Declaration now has application in Canadian law. In particular, we draw your attention to Article 32(2) of the Declaration, which provides:

> *2. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free and informed consent prior to the approval of any project affecting their lands or territories and other resources, particularly in connection with the development, utilization or exploitation of mineral, water or other resources.*

Engagement to Date

The CLC has never meaningfully engaged or consulted with the Haudenosaunee in respect of the Haudenosaunee rights and interests in the Subject Lands or any other lands held by the CLC.

The 1PSEPM Project provided the CLC an opportunity to meaningfully engage the Haudenosaunee and take one small step towards advancing the goals of reconciliation. Regrettably, the CLC has, to date, refused to do even the bare minimum by even providing notification of the Transfer Plan to the Haudenosaunee.

Given the absence of engagement (including, but not limited to, notification and consultation) the HCCC cannot provide its free and informed consent to the Transfer Plan.

Request for Documents

We have not received any information or documentation setting out how and when the CLC has considered its fiduciary and constitutional duties to the Haudenosaunee, nor its obligations under the Declaration or its implementing legislation.

In addition to providing details of the Transfer Plan, kindly provide any relevant documentation respecting how CLC intends to uphold its obligations to the Haudenosaunee that arise from the relevant treaties, fiduciary and constitutional duties, and domestic and international legal sources, as outlined above.

Next Steps

We note that CLC has committed to the following statement on the "Policies" subpage of its website:

> *Canada Lands Company is committed to respecting and working with Indigenous People across the country. The Company respects the unique Nation-to-Nation relationship between Indigenous Peoples and the Government of Canada and their constitutionally protected rights. Canada Lands invests the time to understand and appreciate the Indigenous groups it works with in order to understand their history, traditions, values, beliefs, aspirations, current issues and concerns, priorities, expectations, etc., and the Company conducts itself in a manner that is mindful of these.*[9]

[8] *United Nations Declaration on the Rights of Indigenous Peoples Act*, SC 2021 c 14.
[9] Accessible at Canada Lands Company, "Policies": https://www.clc-sic.ca/policies.

Considering this policy and in the spirit of reconciliation, HDI is willing to discuss CLC's plans to engage with the HCCC, specifically in respect of the Subject Lands and other lands it holds within Haudenosaunee territory, as soon as possible. Kindly provide us with your available dates so we can arrange a meeting.

Yours truly,

GILBERT'S LLP

Tim Gilbert

C. Bonnie Crombie, Mayor of Mississauga (mayor@mississauga.ca)
Steven Guilbeault, Minister of the Environment and Climate Change (Steven.Guilbeault@parl.gc.ca)
David Piccini, Minister of Environment, Conservation and Parks (david.piccinico@pc.ola.org)

Dear Ms. Palka:

Thank you for meeting with us on June 8, 2022 by way of video conference call. We have advised again that the Project will impair infringe and otherwise interfere with rights and interests.

We confirm that Haudenosaunee rights and interests were not considered or incorporated into the current Individual EA Terms of Reference for the Project. As discussed we do not believe the Individual EA to be an appropriate process for advancing the goals of reconciliation where we have been preempted by way of the TOR from discussing treaty rights, justifications and/or accommodations.

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We have asked for the City of Mississauga to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and interests and you have advised that you will get back to us with respect to our request.

We would also like engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan which to date has not occurred.

We confirm that you will be providing us with the delegation requests in relation to upholding the honour of the Crown on this Project as well as the Provincial responses to those requests for a delegation (this would include any delegations in relation to the Master Plan). I confirm that Mr. Dunlop's advice that the City of Mississauga has received guidance from the Province of Ontario that that the City of Mississauga is not obligated to consider accommodations in the context of this Project. I confirm that Mr. Dunlop could not source or produce this 'guidance'. I confirm my request for the document(s) setting out this guidance.

I confirm my request for a copy of the agreement between CLC and the City of Mississauga.

I confirm that we have not heard from Jenny Archibald who is the representative for the Province of Ontario. And we can confirm that we have not heard from anyone from the Province in relation to this Project.

I have attached a copy of our correspondence to CLC for your records.

I look forward to hearing from you at your earliest convenience so that we can take the required steps to commence a meaningful good faith process for considering the accommodations that will be required to justify the infringements occasioned by this Project.

Regards,

Aaron Detlor

City – HDI Meeting on June 8, 2022 and Follow-up Email

The City and HDI held a virtual meeting regarding the EA and requested HDI's involvement in the 1PSEPM Project. HDI advised the City that the Project will impair infringe and otherwise interfere with Aboriginal Rights and interests. HDI asked for the City of Mississauga to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and requested engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan. A follow-up email is provided below:

> Hello Mr. Detlor,
>
> Thank you for meeting with the City on June 8 and for your subsequent email.
>
> The City will continue to engage with HDI throughout the 1 Port Street East Proposed Marina Environmental Assessment (EA) to understand any impacts to Haudenosaunee rights and interests. While requests for accommodation are not within the role or capacity of the City to provide beyond mitigation measures for adverse environmental impacts considered in the EA, we will support any such request to the Province and have shared your email with the Ministry of Environment, Conservation and Parks. We continue to encourage your engagement on the 1 Port Street East Proposed Marina EA.
>
> The City is proceeding with the 1 Port Street East Proposed Marina EA in accordance with Ontario's EA Act, our approved Terms of Reference, and any further direction from the Province. The City previously completed HDI's "Application for Consideration and Engagement for Development". A digital and hard copies of the application and project materials, along with the required payment were provided to HDI. With the launch of EA PIC #2, digital copies of materials are available on the project website. Please let me know if HDI would also like to receive hard copies and I will courier them to your attention.
>
> The City looks forward to continuing discussions with HDI and supporting any accommodation requests to the Province.
>
> Thank you,
> Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Hello Mr. Detlor,

Thank you for meeting with the City on June 8 and for your subsequent email.

The City will continue to engage with HDI throughout the 1 Port Street East Proposed Marina Environmental Assessment (EA) to understand any impacts to Haudenosaunee rights and interests. While requests for accommodation are not within the role or capacity of the City to provide beyond mitigation measures for adverse environmental impacts considered in the EA, we will support any such request to the Province and have shared your email with the Ministry of Environment, Conservation and Parks. We continue to encourage your engagement on the 1 Port Street East Proposed Marina EA.

The City is proceeding with the 1 Port Street East Proposed Marina EA in accordance with Ontario's EA Act, our approved Terms of Reference, and any further direction from the Province. The City previously completed HDI's "Application for Consideration and Engagement for Development". A digital and hard copies of the application and project materials, along with the required payment were provided to HDI. With the launch of EA PIC #2, digital copies of materials are available on the project website. Please let me know if HDI would also like to receive hard copies and I will courier them to your attention.

The City looks forward to continuing discussions with HDI and supporting any accommodation requests to the Province.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Planner, Park Planning
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

Letter Delivered via Email

Mr. Aaron Detlor
Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute
16 Sunrise Court, Suite 600, P.O. Box 714
OHSWEKEN, ON, N0A 1M0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

August 11, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Public Information Centre

Dear Mr. Detlor,

We are writing to notify you of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project and held a discussion regarding your engagement requests during our June 8, 2022 video conference call. The City is working on a response to your June 8, 2022 email and letter. We will be in touch shortly.

As discussed, the 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. EA PIC #1 was held from February 17 to March 17, 2022, with a pre-recorded presentation and survey. The ToR, Record of Consultation, and EA PIC #1 materials are available on the project website: mississauga.ca/1portstreeteast.

EA PIC #2 will be held virtually from August 25 to September 22, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We continue to encourage HDI's active participation in the EA process by attending future PICs, contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage HDI in this process. We would be happy to meet with you in person or virtually during the coming months to discuss our project and future opportunities for engagement.

As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Letter Delivered via Email

Mr. Aaron Detlor
Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute
16 Sunrise Court, Suite 600, P.O. Box 714
OHSWEKEN, ON, N0A 1M0

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 13, 2023

Re: 1 Port Street East Proposed Marina Environmental Assessment:
Notice of Public Information Centre #3 and Draft Environmental Assessment Review

Dear Mr. Detlor,

The City of Mississauga (City) is writing to notify the Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) and Draft EA review for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). Following the Ontario Ministry of Environment, Conservation and Parks' (MECP) approval of the final EA Terms of Reference (ToR) in 2021, the City has held two EA PICs in 2022. A "pop-up" event was also held to have in-person discussions with City staff and others. The approved ToR, EA PIC #1 and PIC #2 materials and summaries are available at: mississauga.ca/1portstreeteast.

EA PIC #3 will be held virtually from **September 14 to October 31, 2023**, with a pre-recorded presentation and survey. The City will present Draft EA findings and seek feedback on the 1PSEPM project and the Draft EA. To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website at mississauga.ca/1portstreeteast anytime during this time. The City will be holding a pop-up event with staff available to answer questions and discuss the project. The pop-up event is taking place on September 30, 2023 from 10:00 a.m. to 2:00 p.m. in front of Credit Village Marina, 12 Stavebank Road, Mississauga, ON L5G 2T4.

We encourage your community's active participation in the EA process by participating in this PIC or contacting the City directly with comments. As we are advancing towards a final submission of the EA to the MECP, we would be happy to meet with you in person or virtually during the coming months to receive your feedback on the Draft EA. As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 x 4221 or contact me via email at beata.palka@mississauga.ca to arrange a meeting, obtain hard copies of any project materials, or with any questions or comments.

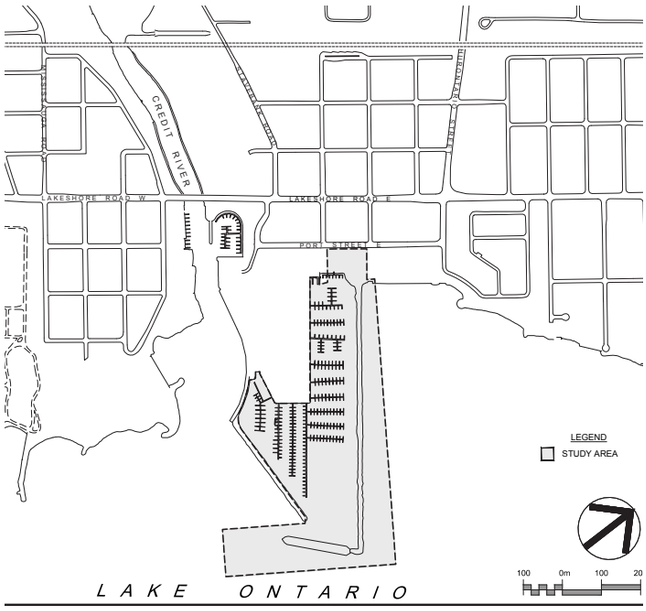
Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #3
AND DRAFT ENVIRONMENTAL ASSESSMENT REVIEW

WHAT?

The City of Mississauga has undertaken the 1 Port Street East Proposed Marina environmental assessment (EA) in accordance with the *Environmental Assessment Act* and the approved Terms of Reference. The EA studied proposed lakefill alternatives for additional waterfront parkland and marina services for this site.



WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.

HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022. The approved Terms of Reference, the EA PIC #1 and PIC #2 materials and summary are available at: mississauga.ca/1portstreeteast. A hard copy of the Terms of Reference is available upon request by emailing beata.palka@mississauga.ca.

This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study have been documented in a Draft EA, which will be available for review on the project website at mississauga.ca/1portstreeteast and at the Port Credit Library (20 Lakeshore Road E., Mississauga ON, L5G 1C8) starting on September 14, 2023. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively review the Draft EA. Comments on the Draft EA can be submitted to the City through an online survey available on the project website at mississauga.ca/1portstreeteast or by email or mail to the address below by October 31, 2023.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #3

WHEN: September 14, 2023 – October 31, 2023
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present and seek your feedback on the Draft EA.

To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website anytime between September 14, 2023 and October 31, 2023.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #3.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, or would like to request a hard copy of the EA PIC #3 materials and the Draft EA report, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga, ON L5B 3C1
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

Notice of Collection of Personal Information:
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks (MECP) for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Special Project Officer or MECP's Freedom of Information and Privacy Coordinator.

This notice first issued on August 31, 2023.

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

7th Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

7ème étage
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

November 17, 2023

Beata Palka
Planner, Park Planning
City of Mississauga
201 City Centre Drive, 9th Fl
Mississauga ON L5B 2T4
By email only: beata.palka@mississauga.ca

Dear Beata Palka:

I am writing on behalf of the Ministry of the Environment, Conservation and Parks (ministry) regarding consultation by the City of Mississauga with the Haudenosaunee Development Institute (HDI) in relation to the 1 Port Street East Proposed Marina Project Environmental Assessment (EA).

Consultation with the Six Nations of the Grand River

The Crown has acknowledged, based on court decisions about the Nanfan Deed, that consultation with the Six Nations of the Grand River is required in the area with respect to appreciable adverse impacts on hunting, fishing or harvesting.

Based on our review of your draft EA, received by the ministry on September 14, 2023, the ministry has noted that the draft EA identifies that construction activities associated with the project may potentially limit the ability for Indigenous communities to use the land and water in the area of the project for traditional uses but that net adverse effects of the project on the environment would be minor or negligible.

Based on our review of the draft EA report, the ministry anticipates consultation obligations would be at the lower to potentially medium end of the spectrum.

As a result, the identified Indigenous communities should continue to (i) be provided information about the proposed activities as part of the EA process (ii) be provided information about potential impacts identified by Mississauga; (iii) be provided an opportunity to raise concerns about the potential of the proposed project to have adverse effects, (iv) be given the opportunity to engage in discussions to consider the concerns raised, in particular concerns related to hunting, fishing and harvesting, and

ways to mitigate or accommodate them, if appropriate, in relation to the EA and should (v) be provided an explanation of how the community's concerns were addressed and informed the outcome of the EA (for example through providing the draft and final EA for review and comment as well as any summary documentation about how potential effects are being addressed).

The ministry has undertaken a detailed review of the draft EA and provided comments to the City of Mississauga, as well as further direction with regards to consultation.

Procedural Aspects of Consultation with the Six Nations of the Grand River

The Six Nations of the Grand River continues to be included on the list of Indigenous communities to be notified and consulted on the EA (see lists provided in June 2019 and in the letter dated November 17, 2023). Where the Six Nations of the Grand River community is identified for consultation, good faith consultation with both the Six Nations of the Grand River elected council and the Haudenosaunee Confederacy Chiefs Council (HCCC) is required. Consulting the HCCC will often involve consulting with the HDI. The ministry understands that Mississauga has been engaging with both the elected council and HCCC/HDI as representatives of the Six Nations of the Grand River.

Mississauga is expected to continue following up with HDI to ensure that information provided to the community is being received, including using different methods of communication (mail, email, and phone) and multiple points of contact as appropriate. The ministry continues to assess consultation on the project and whether additional steps should be taken.

While there is currently no across-the-board obligation to provide capacity funding to Indigenous communities being consulted, it is important that communities can effectively engage in the process, and capacity funding may assist in ensuring meaningful consultation.

Based on Mississauga's February 10 and 16, 2022 emails, we understand that Mississauga has consulted with HDI by providing relevant information about the proposed project and EA and a virtual Public Information Centre; offered to provide hard copy materials, including presentation transcription; has completed the application HDI has requested be completed and paid the related fee to HDI to support capacity to consult; and has offered to meet with HDI to discuss their concerns. We note that Mississauga sent additional information to HDI about a second virtual Public Information Centre via letter on August 11, 2022, and that notification of a third Public Information Centre and draft EA review period were sent to HDI on September 13, 2023.

HDI's Concerns

Based on HDI's responses to Mississauga's emails, we understand that HDI has expressed concerns about the project and has advised that they require Mississauga to

withdraw the ToR previously approved by the Minister. We also understand from Mississauga's August 9, 2022 email that you met with HDI on June 8, 2022 to discuss the project.

The Terms of Reference (ToR) for the project was approved by the Minister of the Environment, Conservation and Parks on September 16, 2021. As part of this decision, the Minister considered the consultation, including consultation with Indigenous communities, carried out on the ToR.

Ongoing Consultation with HCCC/HDI

Please continue to make good faith efforts to engage HDI on the project and continue to send project updates and documentation (both electronic and hard copy), including the draft EA. Mississauga should maintain a record of its consultation efforts, using read receipts and courier receipts where applicable.

If you have any questions or would like to discuss the content of this letter, please do not hesitate to contact Wai Hadlari, Project Officer, at 416-786-4944 or wai.hadlari@ontario.ca, or myself at 416-358-9934 or nick.colella@ontario.ca.

Sincerely,

Nick Colella

Nick Colella
A/Manager, Environmental Assessment Services
Environmental Assessment Branch

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

7th Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

7ème étage
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

November 20, 2023

Aaron Detlor
Haudenosaunee Development Institute
16 Sunrise Court, Suite 600
P.O. Box 714
Oshweken ON N0A 1MO
Email: aaron@detlorlaw.com

Dear Aaron Detlor:

This letter is regarding the City of Mississauga's 1 Port Street East Proposed Marina Project Environmental Assessment (Environmental Assessment or EA). Mississauga shared with the Ministry of the Environment, Conservation and Parks (ministry) your February 7, 10 and 28, 2022 and June 8, 2022, correspondence on behalf of the Haudenosaunee Development Institute (HDI).

Consultation in Respect of the Project

The Terms of Reference (ToR) for this EA was approved by the Minister of the Environment, Conservation and Parks on September 16, 2021. The Minister considered the consultation, including with Indigenous communities, carried out on the ToR before making the decision to approve the ToR. On February 3, 2022, the ministry received a Notice of Commencement for the EA.

Based on the ministry's current understanding of treaties, claims and assertions in the project area and the information the ministry currently has with respect to the proposed project, the ministry continues to identify the Haudenosaunee Confederacy Chiefs Council (HCCC) for consultation on this EA.

The Crown has acknowledged, based on court decisions about the Nanfan Deed, that consultation is required with respect to appreciable adverse impacts on hunting, fishing or harvesting. The province does not agree that the Nanfan Deed provides for free and undisturbed use of the land without limitation, nor does the province agree that the Nanfan Deed confers ownership of the lands covered by the deed to the Haudenosaunee.

The proposed project includes creating a new land base through lakefilling on the Lake Ontario shoreline at Port Credit in Mississauga. Infilling in the lake has the potential to cause increased turbidity, disturb contaminated soil and aquatic habitats and result in a loss of vegetation during construction.

On September 14, 2023, the ministry received the draft EA report for the project. Based on our preliminary review, the ministry has identified that the draft EA report notes construction activities may potentially limit the ability for Indigenous communities to use the land and water for traditional uses. However, the draft EA report indicates that net adverse effects of the project on the environment are minor or negligible.

The ministry has undertaken a detailed review of the draft EA and provided comments to the City of Mississauga, as well as further direction with regards to consultation.

Consultation by Mississauga

While the duty to consult lies with the Crown, consultation is being carried out by Mississauga as the proponent pursuant to the EA process. The ministry retains oversight of consultation, provides direction to Mississauga and participates in and facilitates the process, as appropriate, to ensure consultation obligations are fully met.

Mississauga must continue to provide HDI with notices about the proposed project, as well as documentation and summaries submitted as part of the EA. Mississauga must also continue to document any consultation activities with, and input from HDI on the EA and proposed project. Please see the attached letter from the ministry to Mississauga for more information.

We understand that Mississauga provided information about the project to HDI by email in February 2022, as well as notices of virtual Public Information Centre events in February 2022 and August 2022. Mississauga also informed the ministry that the City had completed the application HDI required and provided HDI with the related fee to support capacity to consult, and that HDI met with Mississauga on June 8, 2022, to discuss the project. The ministry encourages HDI, on behalf of HCCC, to continue to participate in the consultation process so that concerns, particularly concerns related to potential adverse impacts on hunting, fishing and associated harvesting can be considered, including potential mitigation. The ministry is available should you have any further questions or concerns.

Next Steps

The ministry remains committed to environmental protection and to engagement with Indigenous communities in the EA process.

The ministry understands Mississauga has posted a draft EA to its website for comment at the following link: https://www.mississauga.ca/projects-and-strategies/environmental-assessments/1-port-street-east-proposed-marina/#heading-

public-information-centre-3-and-draft-ea-review. Mississauga also provided notification of a third Public Information Centre and the draft EA review period to HDI on September 13, 2023.

There are further opportunities for consultation following submission of a final EA to the ministry and following the ministry's review of that final EA submission.

If you have any questions or concerns, please contact Wai Hadlari, Project Officer at 416-786-4944 or wai.hadlari@ontario.ca, or Nick Colella, Manager (A) in the Environmental Assessment Branch, at 416-358-9934 or nick.colella@ontario.ca. If you have any questions about the proposed project, I encourage you to reach out to Beata Palka, Planner at the City of Mississauga, at beata.palka@mississauga.ca.

Sincerely,

Kathleen O'Neill

Kathleen O'Neill
Director
Environmental Assessment Branch

c: Tracey General, Haudenosaunee Development Institute

Letter Delivered via Email

Chief Mark Hill
Six Nations of the Grand River
1695 Chiefswood Rd., P.O. Box #5000
OHSWEKEN ON N0A 1M0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

February 1, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Environmental Assessment Commencement and Public Information Centre

Dear Chief Mark Hill,

We are writing to notify you of the Individual Environmental Assessment (EA) commencement and upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. The ToR and Record of Consultation are available on the project website: mississauga.ca/1portstreeteast.

The next PIC is scheduled from February 17 to March 17, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We want to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. We would be happy to meet with you in person or virtually during the coming months to develop this plan forward.

As Project Lead, I will continue to be you contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Letter Delivered via Email

Chief Mark Hill
Six Nations of the Grand River
1695 Chiefswood Rd., P.O. Box #5000
OHSWEKEN ON N0A 1M0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
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February 1, 2022

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Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Outlook

1 Port Street East Proposed Marina ::: Notice of Draft EA and PIC #3

From Beata Palka <Beata.Palka@mississauga.ca>
To 'markhill@sixnations.ca' <'markhill@sixnations.ca'>
Cc rvanstone@sixnations.ca <rvanstone@sixnations.ca>; lonnybomberry@sixnations.ca <lonnybomberry@sixnations.ca>; Sharon Chapman <sharon.chapman@mississauga.ca>; John Dunlop <John.Dunlop@mississauga.ca>

1 attachment (375 KB)
Six Nations of the Grand River Letter - Draft EA and PIC 3 Notice.pdf;

Dear Chief Mark Hill,

The 1 Port Street East Proposed Marina Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual Environmental Assessment (EA).

Following the approval of the Terms of Reference by the Minister of Environment, Conservation and Parks in September 2021, the City commenced the EA and held two Public Information Centres (PIC). The Draft EA review and EA PIC #3 are scheduled from September 14 to October 31, 2023, with a pre-recorded presentation and online survey. Please see the attached letter and Notice of Draft EA and Public Information Centre for additional details. More information about the project is available on the project website.

Please let me know if you have any questions.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Acting Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

Letter Delivered via Email

Chief Mark Hill
Six Nations of the Grand River
1695 Chiefswood Rd., P.O. Box #5000
OHSWEKEN ON N0A 1M0

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 13, 2023

Re: 1 Port Street East Proposed Marina Environmental Assessment:
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Dear Chief Mark Hill,

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Beata Palka, M.Pl, RPP
Planner, Park Planning

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #3
AND DRAFT ENVIRONMENTAL ASSESSMENT REVIEW

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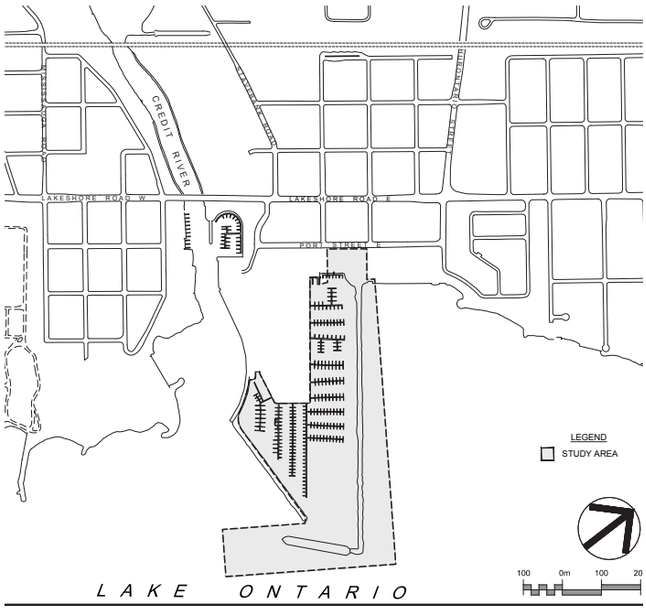

WHY?

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The project provides an opportunity to:

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HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022. The approved Terms of Reference, the EA PIC #1 and PIC #2 materials and summary are available at: mississauga.ca/1portstreeteast. A hard copy of the Terms of Reference is available upon request by emailing beata.palka@mississauga.ca.

This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study have been documented in a Draft EA, which will be available for review on the project website at mississauga.ca/1portstreeteast and at the Port Credit Library (20 Lakeshore Road E., Mississauga ON, L5G 1C8) starting on September 14, 2023. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively review the Draft EA. Comments on the Draft EA can be submitted to the City through an online survey available on the project website at mississauga.ca/1portstreeteast or by email or mail to the address below by October 31, 2023.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #3

WHEN: September 14, 2023 – October 31, 2023
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present and seek your feedback on the Draft EA.

To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website anytime between September 14, 2023 and October 31, 2023.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #3.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, or would like to request a hard copy of the EA PIC #3 materials and the Draft EA report, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga, ON L5B 3C1
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

Notice of Collection of Personal Information:
All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment, Conservation and Parks (MECP) for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Special Project Officer or MECP's Freedom of Information and Privacy Coordinator.

This notice first issued on August 31, 2023.

Letter Delivered via Email

Grand Chief Konrad H. Sioui
Huron Wendat Nation
255, place Chef Michel Laveau
WENDAKE QC G0A 4V0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

February 1, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Environmental Assessment Commencement and Public Information Centre

Dear Grand Chief Konrad H. Sioui,

We are writing to notify you of the Individual Environmental Assessment (EA) commencement and upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. The ToR and Record of Consultation are available on the project website: mississauga.ca/1portstreeteast.

The next PIC is scheduled from February 17 to March 17, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We want to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. We would be happy to meet with you in person or virtually during the coming months to develop this plan forward.

As Project Lead, I will continue to be you contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Letter Delivered via Email

Grand Chief Rémy Vincent
Huron Wendat Nation
255 Place Chef Michel Laveau
Wendake QC G0A 4V0

City of Mississauga
Community Services
201 City Centre Drive, 9F
MISSISSAUGA, ON, L5B 3C1
mississauga.ca

August 11, 2022

Re: Individual Environmental Assessment for the 1 Port Street East Proposed Marina Project: Notice of Public Information Centre

Dear Grand Chief Rémy Vincent,

We are writing to notify you of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City of Mississauga (the City) has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). As the first step in the EA process, a Terms of Reference (ToR) was prepared and submitted to the Ontario Ministry of Environment, Conservation and Parks (MECP) in July 2020. MECP approved the final ToR on September 16, 2021. EA PIC #1 was held from February 17 to March 17, 2022, with a pre-recorded presentation and survey. The ToR, Record of Consultation, and EA PIC #1 materials are available on the project website: mississauga.ca/1portstreeteast.

EA PIC #2 will be held virtually from August 25 to September 22, 2022, with a pre-recorded presentation and survey. Consultation opportunities are planned throughout the EA process and will be advertised on the City's project website, in local papers, and by direct email to those on the mailing list.

We encourage your community's active participation in the EA process by participating in attending future PICs or contacting the City of Mississauga's staff directly with comments or to discuss other ways we can engage your community in this process. We would be happy to meet with you in person or virtually during the coming months to discuss our project and future opportunities for engagement.

As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 (ext. 4221) or contact me via email at beata.palka@mississauga.ca to arrange a meeting, or with any questions or comments.

Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

Outlook

1 Port Street East Proposed Marina ::: Notice of Draft EA and PIC #3

From Beata Palka <Beata.Palka@mississauga.ca>

To 'Administration@wendake.ca' <Administration@wendake.ca>

Cc Sharon Chapman <sharon.chapman@mississauga.ca>; John Dunlop <John.Dunlop@mississauga.ca>; 'Dominic.Sainte-Marie@wendake.ca' <Dominic.Sainte-Marie@wendake.ca>; 'Lori-Jeanne Bolduc' <Lori-Jeanne.Bolduc@wendake.ca>; 'Mario.GrosLouis@wendake.ca' <Mario.GrosLouis@wendake.ca>; 'Maxime.Picard@wendake.ca' <Maxime.Picard@wendake.ca>; 'catherine.dupont@cnhw.qc.ca' <catherine.dupont@cnhw.qc.ca>

1 attachment (375 KB)

Huron Wendat Nation Letter - Draft EA and PIC 3 Notice.pdf;

Dear Grand Chief Rémy Vincent,

The 1 Port Street East Proposed Marina Project is subject to the requirements of the Ontario *Environmental Assessment Act (EA Act)* as an Individual Environmental Assessment (EA).

Following the approval of the Terms of Reference by the Minister of Environment, Conservation and Parks in September 2021, the City commenced the EA and held two Public Information Centres (PIC). The Draft EA review and EA PIC #3 are scheduled from September 14 to October 31, 2023, with a pre-recorded presentation and online survey. Please see attached letter and Notice of Draft EA and Public Information Centre for additional details. More information about the project is available on the project website.

Please let me know if you have any questions.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Acting Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

Letter Delivered via Email

Grand Chief Rémy Vincent
Huron Wendat Nation
255 Place Chef Michel Laveau
Wendake QC G0A 4V0

City of Mississauga
Community Services
300 City Centre Drive, 4F
MISSISSAUGA, ON, L5B 3C9
mississauga.ca

September 13, 2023

Re: 1 Port Street East Proposed Marina Environmental Assessment:
Notice of Public Information Centre #3 and Draft Environmental Assessment Review

Dear Grand Chief Rémy Vincent,

The City of Mississauga (City) is writing to notify Huron Wendat Nation of the Individual Environmental Assessment (EA) upcoming Public Information Centre (PIC) and Draft EA review for the 1 Port Street East Proposed Marina (1PSEPM) Project, located in Port Credit Village in the City of Mississauga, Ontario. The City has previously been in contact with you regarding this project.

The 1PSEPM Project is subject to the requirements of the Ontario Environmental Assessment Act (EA Act). Following the Ontario Ministry of Environment, Conservation and Parks' (MECP) approval of the final EA Terms of Reference (ToR) in 2021, the City has held two EA PICs in 2022. A "pop-up" event was also held to have in-person discussions with City staff and others. The approved ToR, EA PIC #1 and PIC #2 materials and summaries are available at: mississauga.ca/1portstreeteast.

EA PIC #3 will be held virtually from **September 14 to October 31, 2023**, with a pre-recorded presentation and survey. The City will present Draft EA findings and seek feedback on the 1PSEPM project and the Draft EA. To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website at mississauga.ca/1portstreeteast anytime during this time. The City will be holding a pop-up event with staff available to answer questions and discuss the project. The pop-up event is taking place on September 30, 2023 from 10:00 a.m. to 2:00 p.m. in front of Credit Village Marina, 12 Stavebank Road, Mississauga, ON L5G 2T4.

We encourage your community's active participation in the EA process by participating in this PIC or contacting the City directly with comments. As we are advancing towards a final submission of the EA to the MECP, we would be happy to meet with you in person or virtually during the coming months to receive your feedback on the Draft EA. As Project Lead, I will continue to be your contact at the City. Please call me at 905-615-3200 x 4221 or contact me via email at beata.palka@mississauga.ca to arrange a meeting, obtain hard copies of any project materials, or with any questions or comments.

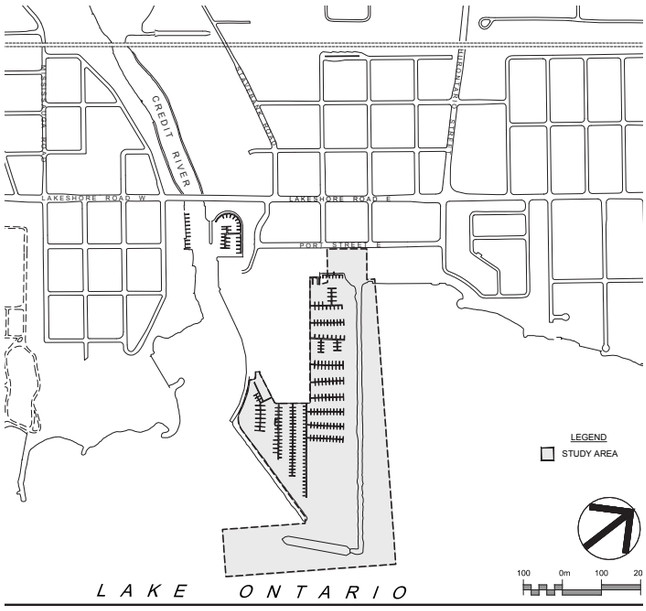
Respectfully,

Beata Palka, M.Pl, RPP
Planner, Park Planning

CITY OF MISSISSAUGA
1 PORT STREET EAST PROPOSED MARINA ENVIRONMENTAL ASSESSMENT
NOTICE OF PUBLIC INFORMATION CENTRE #3
AND DRAFT ENVIRONMENTAL ASSESSMENT REVIEW

WHAT?

The City of Mississauga has undertaken the 1 Port Street East Proposed Marina environmental assessment (EA) in accordance with the *Environmental Assessment Act* and the approved Terms of Reference. The EA studied proposed lakefill alternatives for additional waterfront parkland and marina services for this site.



WHY?

This Project is a key element of Inspiration Port Credit's Charting the Future Course Master Plan. The 1 Port Street East Proposed Marina Project is intended to help fulfill the Master Plan vision "*to ensure that an iconic and vibrant mixed-use waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site*".

The project provides an opportunity to:

- Enable the continuation of the site's historic marina function, which is key to the cultural identity of the Port Credit community;
- Support marina and other business activity, for the benefit of the City and its residents;
- Create new waterfront parkland with safe public access;
- Allow for enhancements to aquatic and terrestrial habitat.

HOW?

On September 16, 2021, the Minister of the Environment, Conservation and Parks approved the Terms of Reference for the 1 Port Street East Proposed Marina Project. EA Public Information Centre (PIC) #1 was held virtually from February 17 to March 17, 2022 and EA PIC #2 was held virtually from August 25 to September 22, 2022. The approved Terms of Reference, the EA PIC #1 and PIC #2 materials and summary are available at: mississauga.ca/1portstreeteast. A hard copy of the Terms of Reference is available upon request by emailing beata.palka@mississauga.ca.

This EA is being carried out according to the approved Terms of Reference and the requirements of the *Environmental Assessment Act*. Results from this study have been documented in a Draft EA, which will be available for review on the project website at mississauga.ca/1portstreeteast and at the Port Credit Library (20 Lakeshore Road E., Mississauga ON, L5G 1C8) starting on September 14, 2023. Members of the public, agencies, Indigenous Communities and other interested persons are encouraged to actively review the Draft EA. Comments on the Draft EA can be submitted to the City through an online survey available on the project website at mississauga.ca/1portstreeteast or by email or mail to the address below by October 31, 2023.

GET INVOLVED!

YOU ARE INVITED TO VIRTUAL PUBLIC INFORMATION CENTRE #3

WHEN: September 14, 2023 – October 31, 2023
WHERE: Online at: **mississauga.ca/1portstreeteast**

The City will present and seek your feedback on the Draft EA.

To view the presentation and share your feedback on the Draft EA through an online survey, please visit the project website anytime between September 14, 2023 and October 31, 2023.

The City will be holding a pop-up event with staff available to answer questions and discuss the project. Pop-up event details will be made available on the project website during the EA PIC #3.

For more information, please visit the project website:
mississauga.ca/1portstreeteast

If you have any questions, or would like to request a hard copy of the EA PIC #3 materials and the Draft EA report, please contact the project manager:

Beata Palka, M.Pl, RPP
Planner, Park Planning
City of Mississauga
300 City Centre Drive, 4F
Mississauga, ON L5B 3C1
T 905-615-3200 ext. 4221
beata.palka@mississauga.ca

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This notice first issued on August 31, 2023.

From: Beata Palka
Sent: Thursday, October 17, 2024 2:59 PM
To: 'info@hdi.land' <info@hdi.land>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; 'Hadlari, Wai (MECP)' <Wai.Hadlari@Ontario.ca>
Subject: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Haudenosaunee Development Institute,

The City of Mississauga is submitting the 1 Port Street East Proposed Marina Environmental Assessment (EA) for the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East.

The Final EA documents may be viewed and downloaded at the following link: 1 Port St East Proposed Marina EA Oct. 2024. The documents will also be available on the project website starting on October 18, 2024. Please see the attached memo with additional details, and acknowledgement form, which is to be returned to the Environmental Assessment Branch by December 6, 2024.

Please let me know if you have any questions or if you would like a mailed copy of the Final EA documents.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Beata Palka
Sent: Wednesday, November 27, 2024 4:56 PM
To: 'info@hdi.land' <info@hdi.land>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; 'Hadlari, Wai (MECP)' <Wai.Hadlari@Ontario.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Haudenosaunee Development Institute,

At MECP's request, the City is following up with you regarding the final 1 Port Street East Proposed Marina Environmental Assessment (EA) review as the comment deadline is Friday December 6, 2024. The City would like to hear from your community if you have any further questions or concerns to be addressed through the EA process. This would allow MECP to complete their review of the EA and allow the City to plan next steps.

To support the final EA review, I am attaching a summary document. The project will build out an existing breakwater with lakefill to permit the relocation of the Port Credit Harbour Marina. The only portion of the site that is currently on land is an existing parking lot. As such, there are no negative impacts to the terrestrial environment and no potential to discover archaeological resources. Lakefilling will result in the loss or alteration of 29,000 m2 of common aquatic habitat will be offset by the creation of 2,400 m2 of higher quality aquatic habitat and additional habitat will be created off-site to compensate for habitat loss.

I am happy to meet with you, either virtually or in person, or have a phone call to discuss the project. Please let me know if there is anything else I can provide to assist in your review.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: Tuesday, December 3, 2024 10:34 AM
To: Beata Palka <Beata.Palka@mississauga.ca>; Wai.Hadlari@ontario.ca; John Dunlop <John.Dunlop@mississauga.ca>
Cc: Aaron Detlor <aarondetlor@gmail.com>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Nicole Pallotta <nicole@hdito.com>
Subject: [EXTERNAL] Re: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good Morning

I wish to confirm that no engagement was undertaken on this matter that would uphold the honour of the Crown.

We have asked repeatedly for a good faith engagement on this project which would include the necessary funding to review the project information and share it with Chiefs, Clanmothers and our Nations and Clans.

This request was rejected and again we are unable to review the documents that you have provided.

We note that the EA has not complied with necessary legal and regulatory requirements in terms of engagement. We would be pleased to meet with representatives of MECP to go through how the EA has failed to adhere to the engagement obligations.

We confirm that we have nothing indicating that the Province or Canada delegated any aspects of engagement to Mississauga.

We are asking that the EA not be approved.

We note that Mississauga provided MCFN with capacity funding to assist MCFN in the review of the EA even though MCFN has no treaty or other rights over the subject area.

I have asked Ms. Palotta to get in touch with MECP and the necessary federal representatives to discuss how we can remedy the failure of Mississauga and others to uphold the honour of the Crown.

We can confirm that no federal engagement has taken place and that no delegation of any federal obligations to uphold the honour of the Crown have been made in relation to
- Federal Fisheries Act
- Canadian Navigation Act
- Migratory Birds Convention Act (MBCA)

We are advising once again that we do not consent to this project proceeding where it will impair infringe and interfere with established treaty rights and interests which, unlike MCFN, the Haudnosaunee hold over the subject area.

We are open to proceeding by way of a mediated process as contemplated by the EA process https://www.ontario.ca/page/using-mediation-environmental-assessment-process.

Regards,

Aaron Detlor

Summary of Key Principles for Indigenous Engagement in Individual Environmental Assessments (EA)

1. Early and Meaningful Engagement Legislation and Policy References:

- **Canadian Constitution Act, 1982, Section 35**: Recognizes and affirms Indigenous rights, necessitating early consultation to avoid potential infringement.
- **Ontario Environmental Assessment Act (EAA)**: Outlines the requirements for engaging with affected parties, including Indigenous peoples, during the EA process.
- **Ontario's Environmental Assessment Code of Practice**: Provides guidance for meaningful consultation with Indigenous communities throughout the EA process.

2. Culturally Appropriate Consultation Legislation and Policy References:

- **United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP), Article 19**: Calls for free, prior, and informed consent (FPIC) of Indigenous peoples on matters affecting their lands and resources.
- **Ontario Environmental Assessment Code of Practice – Indigenous Consultation (2014)**: Advises proponents to respect Indigenous cultural protocols and involve communities in a way that aligns with their governance and decision-making structures.

3. Transparent and Collaborative Processes Legislation and Policy References:

C**rown's Duty to Consult and Accommodate** (Haida Nation v. British Columbia, 2004; Mikisew Cree First Nation v. Canada, 2005): Establishes the Crown's legal obligation to engage transparently and work collaboratively with Indigenous peoples when decisions may impact their rights.

- **Impact Assessment Act, 2019** (Federal): Sets out requirements for integrating Indigenous knowledge into environmental assessments and ensuring meaningful participation.

4. Responsive to Indigenous Concerns Legislation and Policy References:

- **Environmental Bill of Rights (Ontario)**: Ensures that communities, including Indigenous peoples, have access to information and a platform to voice their concerns during EA processes.

- **Truth and Reconciliation Commission of Canada – Calls to Action (#92)**: Encourages corporate and governmental acknowledgment of Indigenous concerns and development of policies to ensure fair consultation and accommodation.

5. Integration of Traditional Knowledge Legislation and Policy References:

- **Impact Assessment Act, 2019, Section 22(1)**: Requires that Indigenous knowledge be considered alongside scientific and technical data in EA processes.

- **Ontario Environmental Assessment Code of Practice – Traditional Knowledge**: Stresses the inclusion of Indigenous ecological and cultural knowledge to guide sustainable decision-making.

6. Ongoing Monitoring and Post-Approval Engagement Legislation and Policy References:

- **Ontario Environmental Protection Act**: Establishes conditions for monitoring and mitigation plans post-project approval.

- **Crown's Duty to Accommodate (Rio Tinto Alcan v. Carrier Sekani Tribal Council, 2010)**: Extends the duty to consult into post-approval phases when ongoing impacts to Indigenous rights or interests are identified.

Importance of Legal and Policy Compliance. Adhering to these legislative and policy frameworks ensures:

- **Recognition of Indigenous Rights**: Complying with Section 35 of the Constitution Act safeguards the inherent rights of Indigenous Nations and clans.

- **Minimized Legal Risks**: Engaging meaningfully reduces the likelihood of legal challenges and fosters goodwill.

- **Sustainable Outcomes**: Integrating traditional knowledge ensures that land use and resource decisions are culturally and environmentally responsible.

By embedding these principles into the EA process, proponents honor the treaties and rights of Indigenous peoples while fostering a cooperative and transparent relationship. These frameworks collectively ensure that Indigenous interests are respected and that projects align with the values of sustainability, fairness, and cultural preservation.

From: Nicole Pallotta <nicole@hdito.com>
Sent: Wednesday, December 4, 2024 10:38 AM
To: Aaron Detlor <aarondetlor@gmail.com>
Cc: Beata Palka <Beata.Palka@mississauga.ca>; Wai.Hadlari@ontario.ca; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>
Subject: [EXTERNAL] Re: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good afternoon,

I hope this message finds you well.

As stated by Aaron in the prior email, we have concerns regarding the ongoing Environmental Assessment (EA) for the 1 Port Street East Proposed Marina and the engagement process associated with it. We are keen to arrange a meeting to discuss the steps that have been taken and any future actions that may be necessary to address outstanding concerns.

Could you kindly advise on who would be the appropriate contact within MECP for further discussions on this matter? We would appreciate any assistance in scheduling a meeting to explore these issues in more detail.

Thank you for your attention to this request. I look forward to your response and to facilitating a productive conversation moving forward.

Best regards,

Nicole Pallotta

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: January 06, 2025 1:19 PM
To: Nicole Pallotta <nicole@hdito.com>; Aaron Detlor <aarondetlor@gmail.com>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Nicole and Aaron,

Thank you for your email and expressing your concerns regarding the city's engagement with HDI on this project. The City has engaged and communicated regularly with HDI during the 1 Port Street East Proposed Marina Environmental Assessment (1PSEPM Project) stage since February 1, 2022 when the City issued a Notice of Commencement of EA and Notice of Public Information Centre #1. Correspondences are documented in the 1PSEPM Project Record of Consultation. The City has met with HDI and has repeatedly welcomed discussions with HDI regarding the 1PSEPM Project. The City provided HDI with funding to review the project information, but HDI provided no input to the EA. We note that a cheque #6749 dated February 10, 2022 for the HDI requested amount of $7,000 was issued and delivered by Purolator on February 11, 2022. This cheque was cashed by HDI on February 24, 2022.

Throughout subsequent months HDI and the City had exchanged emails, whereby HDI continued to request more information from the City regarding the Inspiration Port Credit Charting the Future Course Master Plan and indicated that the 1PSEPM Project will impair infringe and otherwise interfere with Haudenosaunee rights and interests. HDI indicated that Haudenosaunee rights and interests were not considered or incorporated into the current Individual EA Terms of Reference for the Project. Despite following HDI's protocols and application process, informing HDI on opportunities to participate in the EA, opportunities to review the EA, and offering to continue dialogue regarding the EA, no information has been received by the City for consideration in the 1PSEPM Project EA since mid-2022 or during the MECP review period commencing October 16 and ending December 6, 2024. HDI has not provided any information to the City to support their contention that the 1PSEPM Project will impair infringe and interfere with established treaty rights and interests. Should you wish to provide further information on how the project would adversely impact hunting or fishing, we welcome you to do so.

The City welcomes the opportunity to meet with HDI to discuss any outstanding concerns with the project.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: January 27, 2025 12:29 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>
Subject: Re: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

You don't often get email from aarondetlor@gmail.com. Learn why this is important

Good Morning

Thank you for your email.

We can advise that is categorically false to state that the City of Mississauga has engaged in any capacity.

We have asked time and time again for the City of Mississauga to engage and it has refused and failed to enagage in any meaningful way.

The exchange of emails is not engagement. The application fee was merely to review the project. Mississauaga did not follow up on any of the documents that we requested.

We can advise that we oppose the project where it will impair infringe and interfere with rights and interests. We do not consent to the project proceeding.

We know that Mississauga did not comply with any of the obligations on the Master Plan and refused to allow us to participate. Mississauga completely ignored the engagement obligations in the MCEA and the MCEA user guide.

As this project requires Federal approval the UNDRIP Act must be complied with and this has not occurred.

We would like an in person meeting to review the steps that the City did not follow and at the same time determine how the gaps in engagement to date can be fixed moving forward.

I have attached my email from August 31, 2022 for which we did not receive a response.

Regards

Aaron Detlor

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: February 07, 2025 9:54 AM
To: Aaron Detlor <aarondetlor@gmail.com>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@Ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>
Subject: RE: [EXTERNAL] Re: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Mr. Detlor,

A response to your June 8, 2022 email is attached. It was sent by the City on September 19, 2022 and the City did not receive a response from HDI. The City provided payment and all documents requested by HDI, both in hard copy and in digital form.

The City can meet with HDI to discuss the 1 Port Street East Proposed Marina Environmental Assessment. To ensure we have a productive meeting, please provide the City with HDI's questions related to the project and let us know if you needs any additional documents. The City is available for an in-person meeting on the following dates:

- Afternoon of Tuesday, March 4
- All day on Wednesday, March 5
- Morning on Thursday, March 6

Please let us know if any of the above dates work for HDI or if there is another date and time the City can try to accommodate.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Manager, Parks Services
Park Operations
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

From: Nicole Pallotta <nicole@hdito.com>
Sent: Wednesday, February 12, 2025 10:48 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Aaron Detlor <aarondetlor@gmail.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@Ontario.ca>; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com) <twlodarczyk@slrconsulting.com>
Subject: Re: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Hi Beata,

Thank you for your email. We would like to confirm that the afternoon of Tuesday, March 4 works best for us to meet in person.

If any additional documents are needed prior to the meeting, we will follow up to ensure everything is in place for a productive discussion.

Looking forward to the meeting.

Best regards,
Nicole

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: February 13, 2025 9:46 AM
To: Nicole Pallotta <nicole@hdito.com>
Cc: Aaron Detlor <aarondetlor@gmail.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@Ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>
Subject: RE: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Nicole,

Thank you for confirming HDI is available on the afternoon of Tuesday, March 4. Please let me know if HDI could accommodate the meeting virtually from 1:00 p.m. to 2:00 p.m. If an in-person meeting is preferred, we are happy to meet at City Hall (300 City Centre Drive, Mississauga, ON L4W 0E9). Please let us know what HDI prefers.

Thank you,
Beata

MISSISSAUGA

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beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: Friday, February 14, 2025 3:28 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com) <twlodarczyk@slrconsulting.com>
Subject: Re: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Good afternoon

Thank you for your email. Can you please advise who the contact is for DFO as I want to get in touch with them to make sure they are at any future upcoming meeting as well as any federal agency responsible for the federal land holdings that are involved in this project.

I don't see any of the federal people contacted on the email stream so once again can you please advise who from DFO or Canada generally is going to be involved so that DFO and the federal government can meet their undrip act commitments.

Also, on my very preliminary review of the environmental assessment material provided, I don't see that anyone has cataloged or made reference to Haudenosaunee rights being part of the environmental values that need to be included.

This would include the right to grant or withhold consent by way of the UNDRIp act.

Could you please have your consultants or someone from Mississauga advise why the rights and the interests of the Haudenosaunne were not included in the environmental assessment work.

And for future reference, I will be your sole point of contact with HDI going forward.

Thanks

Aaron Detlor

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: February 28, 2025 9:58 AM
To: Aaron Detlor <aarondetlor@gmail.com>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>
Subject: RE: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Mr. Detlor,

DFO has received the final 1 Port Street East Proposed Marina Environmental Assessment. DFO advised that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. Following EA approval and should City of Mississauga Council approve the project to proceed, the City will be contacting DFO to seek Fisheries Act Authorization.

The City's contact at DFO has been Chris Strand (Chris.Strand@dfo-mpo.gc.ca).

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Manager, Parks Services
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T 905-615-3200 ext.4221
beata.palka@mississauga.ca

From: Nicole Pallotta <nicole@hdito.com>
Sent: Tuesday, March 4, 2025 10:20 AM
To: Beata Palka <Beata.Palka@mississauga.ca>; Aaron Detlor <aarondetlor@gmail.com>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com) <twlodarczyk@slrconsulting.com>
Subject: Re: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Good Morning Beata,

The counterparty for Aaron's earlier meeting has pushed back the start time. However, he will be able to attend the meeting today with your team via Zoom. Please provide a link for HDI's attendance.

Thank you,
Nicole

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: March 04, 2025 11:13 AM
To: Nicole Pallotta <nicole@hdito.com>; Aaron Detlor <aarondetlor@gmail.com>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>; Jane Graham <jgraham@shoreplan.com>
Subject: RE: [EXTERNAL] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hi Nicole,

Here is a Zoom link that Aaron can join:
https://us05web.zoom.us/j/85685418234?pwd=VIld0TscLia3mx3TGvyGiuChOco8uR.1

Will you or anyone else from HDI be attending in person or are we moving this meeting from in person to virtual?

Thank you,
Beata

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T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

Meeting Notes: Meeting with City and HDI – March 4, 2025

The City hosted a virtual meeting with HDI (Nicolle Pallotta, Todd Williams and Aaron Detlor (AD)), City of Mississauga (Beata Palka (BP), and John Dunlop (JD)), Shoreplan (Jane Graham (JG))
– only Aaron Detlor spoke for HDI at the meeting
– HDI recorded the meeting – started after the meeting had started.

Notes taken during meeting as follows:

- BP asked if HDI would like a brief presentation or go directly to comments on the EA document.
- AD wanted to go directly to comments and questions.
- AD stated he does not think HDI was not consulted.
- BP noted that the City paid HDI 7k at beginning of EA to provide their review
- AD said this was not enough to review the documents.
- Treaties should be referenced in the ESR – document does not mention the treaties pertaining to HDI
- Provincial Policy Statement applies because this is a planning exercise – JD did not agree
- AD stated that Indigenous rights are part of the environment, and this is not covered in the text
- AD referred to Mitchell Map and Treaty from early 1700s (1702)
- AD asked who had read the treaties, JD replied he had read the treaties.
- AD stated there is no federal engagement or consultation with HDI
- AD asked who prepared the EA – JG stated that Shoreplan prepared the EA but that the sections regarding FN were prepared by SLR and Anneliese Grieve
- AD stated that he believed this project was on Federal land (CLC) and Mississauga does not have the right to plan a project or prepare an EA for it.
- AD requested all documents for the project.
- AD mentioned that he would go to the Star with this.
- BP asked that AD provide a list of all comments so they could be addressed and would have a meeting after that information was provided and reviewed. Consultants responsible for that work would be available to address questions.

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: May 22, 2025 11:34 AM
To: Aaron Detlor <aarondetlor@gmail.com>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk <twlodarczyk@slrconsulting.com>; Jane Graham <jgraham@shoreplan.com>
Subject: 1 Port Street East Proposed Marina EA Follow-Up

Good morning Mr. Detlor,

Thank you for meeting with the City on March 4, 2025 about the 1 Port Street East Proposed Marina Environmental Assessment (EA). I am attaching a follow-up letter as part of the City's ongoing efforts to meaningfully engage HDI on the project and the EA. Please let me know if HDI has any feedback about the EA by May 30, 2025.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
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Community Services Department
300 City Centre Drive
MISSISSAUGA ON L5B 3C1
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May 22, 2024

The public review period for the 1 Port Street East Proposed Marina (1PSEPM) Comprehensive Environmental Assessment (EA) was extended by the MECP to June 27, 2025. This letter represents follow-up to our meeting held on March 4, 2024 where HDI committed to providing the City of Mississauga (the City) with their questions and concerns regarding the 1PSEPM Project. The City has not received any information from HDI following the meeting. This letter is part of the City's ongoing efforts to meaningfully engage HDI on the project and the EA. The Final EA was made available to HDI in October 2024 and can be downloaded from the City's website at 1 Port Street East Proposed Marina – City of Mississauga

Results of the Environmental Assessment

Tables 1 to 3 (attached) provide a summary of the results of the EA that are likely of most interest to Indigenous communities, namely the overall effects on the physical, biological and cultural environments. Chapter 7 of the EA provides the detailed assessment of the preferred alternative. Where net effects were predicted (i.e. effects remaining after mitigation is applied), they were classified as positive, adverse, or negligible. Positive effects (e.g. improved habitat) are generally associated with establishment/post-establishment and were quantified where possible. A wide range of mitigation measures have been identified for each potential effects (if warranted). Effects that were either negative or negligible tended to be associated with construction activities. Negligible effects are generally short-term, localized, do not occur frequently, and can be minimized primarily through mitigation; these are often typical of construction projects. With respect to issues of interest to Indigenous peoples and given the site's location within the urban area of the City, the 1PSEPM Project:

- avoids impacts to heritage, sacred and culturally significant sites important to Indigenous peoples. Indigenous people's ability to access and use such sites or traditional places for hunting, fishing, trapping and gathering will not be impeded.
- avoids impacts to terrestrial and aquatic species at risk and ecological communities that ensure their population viability is not threatened further. With the implementation of mitigation measures, particularly with appropriate offsetting of remaining aquatic habitat losses, impacts on species at risk and aquatic communities are considered negligible. As such, the Project does not affect the Lake Ontario fishery important to Indigenous communities.
- has negligible effects on migratory birds and wildlife species and no effect on wetlands nor the broader watershed. As such, no impacts on hunting or trapping activities of Indigenous peoples is anticipated.
- has no effects on gathering activities of Indigenous peoples given the developed nature of the site and general lack of vegetation.

The EA also concluded that adverse cumulative effects of the 1PSEPM Project on surface water, groundwater, terrestrial or aquatic ecology are not likely to have impacts to fishing, hunting, and gathering rights of Indigenous Nations, given the lack of geographic and temporal overlap with other major waterfront projects or major construction projects in Port Credit village.

- The nature and timeline of the 1 Port Street East wharf redevelopment are currently unknown and the City considers the potential for both projects to proceed simultaneously to be very unlikely. It is more likely that the 1PSEPM Project may proceed ahead of the wharf redevelopment, thereby avoiding cumulative effects.
- The Brightwater and Lakeview Village redevelopments are already underway. The City anticipates that the effects of these other projects will not overlap with those of the 1PSEPM Project due to timing and their distance from the 1PSEPM Project.
- Other City projects along the Credit River (i.e. JJ Plaus Park and Marina Park redevelopments) are either approaching completion in 2025 or are planned for completion prior to the potential start of construction of the 1PSEPM Project.
- Cumulative effects on the atmospheric environment from increased dust, GHG emissions and noise and disruption due to increased traffic may occur should major construction works (e.g., Hurontario Light Rail Transit, Port Credit GO station redevelopment) be undertaken simultaneously and in the immediate vicinity of the 1PSEPM Project. However, these projects are either approaching completion or are planned for completion prior to the potential start of construction of the 1PSEPM Project. Moreover, their distance from the 1PSEPM Project area indicate that their effects on the atmospheric environment are not likely to geographically overlap with those of the marina project. Effects of increased traffic on Lakeshore Road from these projects will have already occurred prior to the construction of the 1PSEPM Project.
- The City of Mississauga's website (Current construction projects – City of Mississauga) does not identify other City projects that might contribute to cumulative effects.

Monitoring and Adaptive Management

The EA has noted that certain data regarding existing conditions in the study areas may be dated or become dated before the 1PSEPM Project begins construction or is ultimately established. The City will undertake monitoring prior to and during construction, and in the establishment phase of the 1PSEPM Project to ensure the effectiveness of the Project design and mitigation measures, particularly with respect to aquatic and terrestrial habitats.

A compliance monitoring will ensure compliance with EA commitments and ensure that the 1PSEPM Project is constructed according to the conceptual design requirements assessed in the EA and final design elements. Environmental performance monitoring will determine if the 1PSEPM Project functions as intended during the establishment and post establishment phases. Monitoring information will

be used to determine if the aquatic habitat is functioning as anticipated or if modifications are required.

During the detailed design stage and as part of the *Fisheries Act Authorization* process, the City will consult with interested parties, including those Indigenous communities that have indicated an interest in developing and implementing monitoring programs.

If you have questions or want more information about this project, please contact:

Beata Palka, M.Pl, RPP
Manager, Parks Services
City of Mississauga
950 Burnhamthorpe Road W, 1st Floor Mississauga, ON L5C 3B4
Tel: 905-615-3200 ext. 4221
Email: beata.palka@mississauga.ca

Table 1: Effects on the Physical Environment of Likely Interest to Indigenous Communities

Phase	Potential Effect	Mitigation Summary	Net Effect
Construction	Reduced water quality from runoff due to onshore earthworks and vehicle movements and the potential use of unsuitable materials within the lakefill.	Mitigation measures are warranted to minimize adverse effects on surface water quality during construction. • Construction of the Project should aim to maintain the existing asphalt cover for as long as possible to maintain current drainage patterns and avoid exposing erosion susceptible soils. • The material being used as lakefill shall meet the definition of "inert fill" in O.Reg. 347, having regard to relevant MECP lakefilling guidance. • Stockpiling of materials shall be undertaken in designated locations. No stockpiling of materials other than those being used for shore protection works, such as armour stone, rip rap, and clean fill will be undertaken within 30 m of the lake, if feasible due to site constraints. Some stockpiling of armour stone near the exposed end of the lakefill will be required for emergency storm protection. • The City will ensure that an "Erosion and Sediment Control Plan" is developed that will apply for the duration of construction activities. Indigenous communities that have indicated an interest in this matter will be consulted on a draft plan before it is finalized and included as part of the detailed design and/or Fisheries Act Authorization.	*Negligible*
Construction	Increased turbidity and reduced water quality from disturbance of sediments from the lakebed, from placed material	Mitigation measures are warranted to minimize adverse effects on surface water quality during construction. • Utilize only clean fill for lakefill construction. • Follow best management practices in "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario". • The City will ensure that the contractor(s) develop a construction phase "Surface Water Quality Management	*Negligible*

Phase	Potential Effect	Mitigation Summary	Net Effect
	and from vessel movement during construction.	Plan" aimed at minimizing turbidity, resuspension of potentially contaminated sediments in the marina basin and Lake Ontario. This management plan shall include "Turbidity Management Protocol". MECP, DFO and Indigenous communities that have indicated an interest in this matter will be consulted on a draft plan before it is finalized and included as part of the detailed design and/or Fisheries Act Authorization. • If required, appropriate sediment controls such as turbidity curtains will be employed in the sheltered basin.	
Construction	Reduced soil, groundwater, and surface water quality from operation, refueling and routine maintenance of vehicles, vessels, and machinery	Mitigation measures are warranted to minimize adverse effects on surface water quality during construction. • The City will ensure that contractor(s) develop a construction phase "Spills Management Plan". Interested Indigenous communities that have indicated an interest in this matter will be consulted on a draft plan before it is finalized and included as part of the detailed design and/or Fisheries Act Authorization. • The City shall ensure that contractor(s) implement Best Management Practices as part of "Spills Management Plan". • Although marina operations are not the subject of this EA, the City will continue engaging with the Credit Valley Conservation, a Source Protection Authority, during detailed design to determine whether fuel storage would be a considered a significant drinking water threat. Such engagement may serve to help in detailed design and in the City's decision-making regarding the need for on-site fuel storage and dispensing at the marina during the establishment phase.	*Negligible*
Establishment	The lakefill may result in changes in the water	Mitigation measures are not warranted for the following reasons.	*No Net Effect*

Phase	Potential Effect	Mitigation Summary	Net Effect
	levels and circulation patterns along the Lake Ontario shoreline that may result in local flooding, changes to sediment movement and deposition patterns in Lake Ontario.	• In developing the conceptual design, consideration was given to the MECP document entitled "Considering Climate Change in the Environmental Assessment Process". • The coastal engineering and associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. • The conceptual design of the lakefill has taken into consideration the ability of • lakefill to withstand changing lake levels (i.e., flooding hazards) and coastal processes (wave action, shoreline erosion) including future changes associated with climate change. The modelling concluded that the lakefill design makes the structure resilient to changing lake levels and a wide range of coastal processes. Modelling also shows that the marina basin will be more resilient coast process in the future than it is today.	

Phase	Potential Effect	Mitigation Summary	Net Effect
Establishment	Reduced surface water quality from runoff and stormwater discharges	Mitigation measures are warranted to minimize adverse effects on surface water quality from stormwater discharges during establishment. • The City will address potential impacts to drinking water during detailed design by considering relevant Source Protection Plan policies • The City will develop a "Stormwater Management Plan" for the established lakefill and the impervious areas on-site. Interested Indigenous communities that have indicated an interest in this matter will be consulted on a draft plan before it is finalized and included as part of the detailed design and/or Fisheries Act Authorization. The plan will be designed to provide an enhanced level of protection for water quality through the long-term average removal of 80% of Total Suspended Solids (TSS) on an annual loading basis from all runoff or stormwater leaving the site. The plan will include a regular inspection and monitoring component. • In accordance with MECP guidance, a "treatment train" approach shall be taken to achieve the enhanced level of protection for water quality. Whereby consideration shall be given to the use of additional Low Impact Development (LID) practices during detailed design, incorporating (where feasible) permeable paving, bioretention and infiltration areas, oil/grit separators, retention ponds, sand filters, grassed swales, vegetated filter strips. The City will be guided by its Green Development Standards (2012) where relevant. • The detailed design will designate snow storage areas on-site if required. • The City will consider lower impact road salt alternatives for use in winter maintenance operations as per City practices.	*Negligible*

Table 2: Effects on the Biological Environment of Likely Interest to Indigenous Communities

Phase	Potential Effect	Mitigation Summary	Net Effect
Construction	Terrestrial habitat, particularly mature trees may be removed and/or disturbed by construction activities.	Mitigation measures are warranted to minimize the removal and/or disturbance during construction. Mitigation measures are: • Minimize the removal of existing trees to the extent possible, particularly along Port Street and adjacent to St Lawrence Park. Apply appropriate tree protection measures for remaining trees as determined during detailed design by the City. • Tree removals will be offset by compensatory planting as part of the proposed park (wildlife friendly native, non-invasive trees and shrubs within the landscaping plan) at a minimum ratio of 1:1 to be confirmed during detailed design. • Comply with measures of the Migratory Birds Convention Act. Vegetation removal will occur outside of breeding bird season and outside of the spring bird migration window. • Prohibited-entry setbacks, where major construction activity will not occur will be established by a qualified wildlife biologist.	*Minor Adverse Effect*
Construction	Loss or disruption to Species at Risk (SAR) and Significant Wildlife Habitat (SWH)	Mitigation measures are warranted to minimize the potential for loss or disruption to SAR habitat or SWH. Mitigation measures are: • Implement the mitigation measures for terrestrial vegetation identified above. • To avoid potential impacts to bats, tree removal shall be undertaken in winter. • The City will seek an Endangered Species Act Authorization if required following detailed design. The City will continue to seek advice and input from the MECP and Indigenous communities that have indicated	*No Net Effect*

Phase	Potential Effect	Mitigation Summary	Net Effect
		an interest in this matter regarding the potential for SAR in the Project Study Area.	
Construction	Increased potential for the transport of nuisance and invasive plant species to the site via construction equipment	Mitigation measures are warranted to minimize the potential for the transport of nuisance and invasive plant species to the site via construction equipment. Mitigation measures are: • Implement measures outlined tin the City of Mississauga's "Invasive Species Management Plan & Implementation Strategy". • Apply best management practices regarding cleaning of vehicles and equipment entering, exiting, and operating on-site. All contractors involved will follow the Ontario Invasive Plant Council's "Clean Equipment Protocol for Industry".	*Negligible*
Construction	Potential loss or disturbance of aquatic Species at Risk (SAR) and/or habitat	Mitigation measures are warranted to minimize potential effects on aquatic Species at Risk (SAR) and/or habitat. Mitigation measures are: • In-water construction activities will occur within appropriate restriction timing windows for fish, where possible. MNR and CVC will be contacted regarding appropriate in-water timing window for construction works. • The City will seek an Endangered Species Act Authorization after detailed design if required, or an exemption if warranted. • The City will continue to consult with the CVC, Indigenous communities that have indicated an interest in this matter, and the federal DFO regarding the potential for SAR in the study areas, in developing its detailed design and mitigation plan and in seeking authorizations or exemptions.	*Negligible* with appropriate offsetting of remaining aquatic habitat losses

Phase	Potential Effect	Mitigation Summary	Net Effect
Construction	Aquatic habitat will be lost or disrupted as lakefill construction occurs. This includes the east side of the expanded lakefill and the underwater portion of the aquatic habitat feature at the south end. A total of approximately 29,000 m2 of aquatic habitat will be removed as lakefill construction occurs and about 13,000 m2 will be altered.	Mitigation measures are warranted to minimize the loss and disruption of aquatic habitat. Mitigation measures are: • The City will create and enhance aquatic habitat at the southern (lakeward) terminus of the proposed lakefill to create approximately 2,400 sq. m of semi-sheltered moderately shallow water area. The east side of the lakefill may permit additional opportunities to create littoral areas to provide productive areas for forage fish reproduction and feeding. • An offset plan shall be developed, in conjunction with DFO, and in consultation with nterested Indigenous communities, as part of the Fisheries Act Authorization to provide suitable habitat offsets to counterbalance total aquatic habitat removal. The City will continue to consult with the MECP, the CVC the federal DFO and Indigenous communities that have indicated an interest in this matter in developing its detailed design and offset plan. • The detailed design will ensure that spawning habitat for the invasive species, such as Common Carp, shall not be promoted. • In water construction activities will occur within appropriate restriction timing windows for fish, where possible, to protect fish and fish habitat. • Any fish entrapped in fill areas will be removed to the lake. • All machinery, equipment, and vessels that will be used during construction shall follow regulations and best practices to avoid spreading non-native invasive plants and animals. • Restrict operations to calm water days (i.e., suspend operations during periods of high wave action).	*Negligible* with appropriate offsetting of remaining aquatic habitat losses

Phase	Potential Effect	Mitigation Summary	Net Effect
Establishment	Increased potential for the establishment of nuisance and invasive species at the site	Mitigation measures are warranted to minimize the potential for the establishment of nuisance and invasive species at the site. Mitigation measures include: • Best management practices regarding parkland design and nuisance species management will be applied. (e.g., consider minimizing Canada Goose foods (turf grass) and maximizing native herbaceous plantings that block turf grass/paths from the water.) The City's Goose Management Program shall be implemented at the 1PSEPM Project site (as required) during the establishment phase.	*Negligible*
Establishment	On a portion of the 18,000 m^2 of parkland created, native species will be planted to create the potential for terrestrial habitat to compliment other Lake Ontario shoreline and inland migratory bird habitat and increased habitat connectivity. However, this area will be heavily used by people making it low quality new habitat.	Mitigation measures are warranted to ensure that the parkland maximizes the potential for use as wildlife habitat. Mitigation measures include: • Vegetation to be planted should be wildlife friendly native, non-invasive trees, shrubs and grasses. The City's plantings should be guided by its Green Development Standards (2012) where relevant. • During the detailed design stage, the City will consult Indigenous communities who are interested in developing feasible vegetation plans including how those can support creating a naturalized habitat less used by the public (e.g., to provide quality habitat for species such as migratory birds and habitat preferences of local at-risk wildlife). • During the preparation of the EA, the Monarch Butterfly, Mottled Duskwing, and turtles were identified as species that should be considered in the development of vegetation plans.	*Minor Adverse Effect due to anticipated low habitat quality in the parkland*

Phase	Potential Effect	Mitigation Summary	Net Effect
Establishment	Potential creation of 2,400 m^2 of aquatic habitat associated with the lakefill and aquatic habitat features included in the design.	Mitigation measures are warranted to ensure that the aquatic habitat to be created maximize the potential for use by fish. Mitigation measures include: • The design of the aquatic habitat area and the shore protection structure is still at the conceptual level and details of the substrate and habitat features will need to be further developed as part of the detailed design and the Fisheries Act authorization processes. In seeking the Fisheries Act Authorization from DFO, the City will consult with Indigenous communities who have identified an interest in this matter.	*No Net Effect*

Table 3: Effects on the Cultural Environment of Likely Interest to Indigenous Communities

Phase	Potential Effect	Mitigation Summary	Net Effect
Construction	Potential for the displacement, disruption or disturbance of built heritage resources and cultural heritage landscapes within the footprint of the project and adjacent to the Project Study Area.	Mitigation measures are not warranted for the following reason: • There are no built cultural heritage resources within the footprint of the Project nor immediately adjacent to the 1PSEPM Project site therefore, there will be no displacement nor disturbance of heritage resources.	*No Net Effect*
Construction	Potential disturbance or destruction of marine and land-based archaeological resources	Mitigation measures are not warranted for the following reason: • There are no marine or land based archaeological resources within the footprint of the Project. Therefore, there will be no displacement or risk of damage to archaeological resources. Notwithstanding this conclusion: • Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to the Ontario Heritage Act. Any further archaeological studies would be undertaken in consultation with Indigenous communities who have expressed an interest in this matter. • Any person discovering the archaeological resources must cease alteration of the site immediately and the City is required to engage a licensed consultant archaeologist to carry out archaeological fieldwork.	*No Net Effect*

Phase	Potential Effect	Mitigation Summary	Net Effect
		• Further, the Funeral, Burial and Cremation Services Act requires that any person discovering human remains must notify the police or coroner and the Registrar of Burials at the Ministry of Public and Business Service Delivery.	
Construction and Establishment	Construction activities and establishment (i.e., the presence of the lakefill) could temporarily limit the ability for Indigenous communities to use the land and water for traditional uses.	Mitigation measures are warranted to minimize the potential for effect from construction on traditional uses of lands by Indigenous communities. Mitigation measures include: • The City shall implement the measures identified throughout the EA to mitigate effects to surface water, groundwater, soils, aquatic and terrestrial habitat and wildlife. • The City is committed to consulting with interested Indigenous communities throughout the detailed design, development, and implementation of the 1PSEPM Project such that Indigenous communities benefit from the Project.	*The City acknowledges the potential infringement of rights and interests with respect to the lands, waters, and resources.*

On Tue, Jun 3, 2025, 9:56 a.m. Beata Palka <Beata.Palka@mississauga.ca> wrote:
Hello Mr. Detlor,

Thank you for your email. Attached is a chronology of the City's efforts to engagement with HDI with respect to the 1 Port Street East Proposed Marina EA. As noted in the chronology, HDI has promised to send project specific comments on a number of occasions, including most recently during the March 4, 2025 meeting when HDI committed to providing comments in writing. No project specific comments have been received to date from HDI. The City recognizes that HDI has comments and concerns with respect to planning decisions that predate this EA or relate to other projects. We are seeking confirmation on comments with respect to the 1 Port Street East Proposed Marina EA. As noted in the summary provided with the City's emails on May 22 and May 30, the site is lakefill so there are no archaeological resources, which has been confirmed through studies. The site is currently a secured paved storage area with no availability for traditional uses, and the only impacts are related to aquatic habitat. Should you have any project specific comments or questions, please submit them to the City in writing by Wednesday, June 4. The City is proceeding with the EA and there will be future engagement opportunities as part of detailed design and permitting.

Thank you,
Beata

<image001.png>

Beata Palka, M.Pl., RPP
Manager, Parks Services
Park Operations
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

DATE	TYPE	SUMMARY
HDI		
February 1, 2022	Email and Notice	Notice of Commencement of EA and Notice of PIC#1
February 7, 2022	Email	Response from HDI (Mr. Aaron Detlor) opposing the Project.
February 10, 2022	Email	City response to HDI (Mr. Aaron Detlor) noting HDI's email has been forwarded by the City to MECP for review and direction. The City also attached a completed HDI "Application for Consideration and Engagement for Development". A hard copy of the application, Marine Archaeological Assessment, a study area map, land title information, the anticipated EA schedule, along with the $7,000 cheque were mailed to HDI at the address identified on the application.
February 10, 2022	Email	Response to City's email from HDI (Mr. Aaron Detlor) expressing opposition to the Project.
February 10, 2022	Email	HDI thanked the City for the application and the payment of the processing for the initial review. HDI indicated a view that Mississauga has engagement obligations stemming from its Provincial Policy Statement commitments which to date have not been fulfilled. HDI indicated that Mississauga has failed to engage and coordinate on this and other Projects. HDI asked the City to withdraw the Terms of Reference. Canada Lands Company was copied and await their response.
February 16, 2022	Email	City email to HDI (Mr. Aaron Detlor) with digital copies of the Marine Archaeological Assessment, a study area map, and the anticipated EA schedule, which we couriered to HDI in hard copy. The City provided a Project overview and information about EA PIC #1. The City also attached a draft aquatic ecology technical memo, along with photographs and a bathymetry and rock type map. The City expressed a desire to chart out a mutually agreeable EA engagement process as the EA advances towards a final submission to the MECP. The City extended an open invitation for HDI to meet with the City. Subsequently, City email to HDI with requested title information for the 1 Port Street East property.
February 24, 2022	Email	City email notification to HDI that the EA PIC #1 presentation and survey are available on the Project website and accessible until March 17, 2022. A website link was provided. City asked if HDI would like a hard copy of these materials, including the presentation transcription.

DATE	TYPE	SUMMARY
February 28, 2022	Email	HDI reiterates that the Project will impair infringe and interfere with Haudenosaunee rights and that there was no engagement with respect to the Terms of Reference approved in September 2021. HDI noted specifically that they do not consent or agree that an EA is reasonable or appropriate for addressing established rights and interests particularly where there is no mechanism within the EA process to address accommodation. HDI indicated that they trust that the City of Mississauga will not be proceeding with this Project until such time as a process for engagement is agreed upon particularly where this Project will require the consent of the Haudenosaunee to move forward.
February 28, 2022	Email	HDI emailed the City to ask who the City reached out to at MECP and provide their contact information. The City responded the same day with the contact information for the MECP Project officer assigned to this Project.
February 17 to March 17, 2022	PIC#1	EA PIC #1 a pre-recorded presentation and an on-line survey. Presentation focused on the status of the 1PSEPM Project and EA process.
June 8, 2022	Meeting	The City had completed the application HDI required and provided HDI with the related fee to support capacity to consult in February 2022. City and HDI held and meeting to provide an update on EA and request for involvement in the 1PSEPM Project. HDI advised the City that the Project will impair infringe and otherwise interfere with Aboriginal Rights and interests. HDI asked for the City of Mississauga to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and requested engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan.
June 8, 2022	Email	HDI advised the City that the Project will impair infringe and otherwise interfere with Haudenosaunee rights and interests. HDI indicated that Haudenosaunee rights and interests were not considered or incorporated into the current Comprehensive EA Terms of Reference for the Project. HDI does not believe the Comprehensive EA to be an appropriate process for advancing the goals of reconciliation where when pre-empted by way of the ToR from discussing treaty rights, justifications and/or accommodations. HDI indicated that they do not consent to the process to date HDI asked for the City to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and interests. HDI would also like engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan which to date had not occurred. HDI attached a copy of a letter from HDI to the Canada Lands Company (CLC) regarding the 1PSEPM Project and the transfer of lands. HDI indicated that the CLC has never meaningfully engaged or consulted with the Haudenosaunee in respect of the Haudenosaunee rights and interests in the Subject Lands or any other lands held by the CLC.

DATE	TYPE	SUMMARY
June 9, 2022	Email	HDI confirmed their view that the Project will impair, infringe, and otherwise interfere with Aboriginal Rights and interests. HDI confirmed their request for the City of Mississauga to commence discussions with respect to accommodations to infringements of Haudenosaunee rights and requested engagement to proceed on the Inspiration Port Credit Charting the Future Course Master Plan.
August 11, 2022	Email and Notice	Notice of PIC#2 and encouragement of HDI to actively participate in the EA process, contact the City of Mississauga's staff directly with comments or to discuss other ways the City can engage the community in the EA process.
August 25 to September 22, 2022	PIC#2	EA PIC #2 included a pre-recorded presentation and an on-line survey. Presentation focused on alternative means of carrying out the 1PSEPM Project and EA status.
September 19, 2022	Letter	City response to June 9, 2022 Email from HDI and provision of additional information requested at the June 9, 2022 meeting.
September 13, 2023	Email and Notice	Notice of Draft EA and EA PIC#3 sent to HDI, with encouragement to actively participate in the EA process, contact the City of Mississauga's staff directly with comments or to discuss other ways the City can engage the community in the EA process.
September 14 to October 31, 2023	EA PIC#3	EA PIC #3 included a pre-recorded presentation and an on-line survey. Presentation focused on the preferred alternative for the 1PSEPM Project and EA findings.
November 17, 2023	Letter	Letter from MECP to the City regarding consultation by the City with HDI encouraging the City to continue with good faith efforts to engage HDI by sending Project updates and documentation.
November 20, 2023	Letter	Letter sent by MECP to HDI regarding the 1PSEPM Project. The letter to HDI emphasizes that the City must continue to provide HDI with notices about the proposed Project, as well as documentation and summaries submitted as part of the EA. The City must also continue to document any consultation activities with, and input from HDI on the EA and proposed Project. The ministry encouraged HDI, on behalf of HCCC, to continue to participate in the consultation process
October 17, 2024	Email	The City informed HDI of the final EA submission for the 1PSEPM Project. The City also included a download link with the final EA documents and indicated they would also be available on the project website starting on October 18, 2024. The City sent HDI a memo with additional details, and an acknowledgement form, which was to be returned to the Environmental Assessment Branch by December 6, 2024. The City asked if HDI had any questions or would like a mailed copy of the final EA documents.

DATE	TYPE	SUMMARY
November 27, 2024	Email	At MECP's request, the City followed up on the final EA review as the comment deadline is Friday December 6, 2024. The email indicated the City would like to hear from HDI with any further questions or concerns to be addressed through the EA process. This would allow MECP to complete their review of the EA and allow the City to plan next steps. To support the final EA review, the City attached an EA summary document describing the project to build out an existing breakwater with lakefill to permit the relocation of the Port Credit Harbour Marina. The City offered to meet with HDI, either virtually or in person, or have a phone call to discuss the project.
December 3, 2024	Email	HDI indicated that there has been no engagement undertaken that would uphold the honour of the Crown. HDI noted that the EA has not complied with necessary legal and regulatory requirements in terms of engagement. HDI indicated that they would be pleased to meet with representatives of MECP to go through how the EA has failed to adhere to the engagement obligations.
December 4, 2024	Email	HDI expressed its concerns regarding the engagement process for the EA and offered to arrange a meeting to discuss the steps that have been taken and any future actions that may be necessary to address outstanding concerns. HDI requested a contact at MECP.
December 18, 2024	Email	MECP thanked HDI for their emails with respect to HDI's concerns on the EA. MECP indicated that they are reviewing the emails and will be providing a response as soon as they can.
January 6, 2025	Email	The City responded to HDI, thanking HDI for their emails and expressing concerns regarding the City's engagement with HDI on this project. The City welcomed the opportunity to meet with HDI to discuss any outstanding concerns with the project.
January 27, 2025	Email	HDI reiterated its concerns regarding the engagement process for the EA and that the City did not comply with any of the obligations for consultation on the Master Plan. HDI indicated that the project requires Federal approval the UNDRIP Act must be complied with and that this has not occurred.
February 7, 2025	Email	The City offered to meet with HDI to discuss the EA. City provided availability for an in-person meeting on three potential dates.
February 12, 2025	Email	HDI confirmed its availability for a meeting on the afternoon of Tuesday, March 4.
February 13, 2025	Email	The City confirmed that HDI is available on the afternoon of Tuesday, March 4.

DATE	TYPE	SUMMARY
February 14, 2025	Email	The City shared links to the EA project documents, which have also been previously provided to HDI. The City asked HDI to let the City know let me know if there are any other documents HDI needs. The City confirmed DFO will not be in attendance at the March 4 meeting.
February 28, 2025	Email	The City confirmed to HDI that DFO had received the final EA. DFO advised that the Fish and Fish Habitat Protection Program is not able to provide comment regarding general planning. Following EA approval and should City of Mississauga Council approve the project to proceed, the City will be contacting DFO to seek Fisheries Act Authorization. The City informed HDI that is contact at DFO has been Chris Strand (Chris.Strand@dfo-mpo.gc.ca).
March 4, 2025	Metting	City and HDI held a virtual meeting at HDI's request. During the meeting, the City asked HDI to provide a list of all comments and questions so they could be addressed and the City would have a subsequent meeting with HDI after that information was provided and reviewed. Consultants responsible for that work would be available to address questions. HDI agreed with the City's suggestion and agreed to provide comments in writing. The City is still awaiting HDI's written response.
May 22, 2005	Email	Email with a follow-up letter dated May 22, 2025 was sent to HDI as part of the City's ongoing efforts to meaningfully engage HDI on the project and the EA. City requested HDI to provide any feedback about the EA by May 30, 2025.
May 22, 2025	Letter	A letter sent to HDI as part of the City's ongoing efforts meaningfully to engage HDI on the project and the EA. The City noted that the Final EA was made available to HDI in October 2024 and could be downloaded from the City's website at 1 Port Street East Proposed Marina – City of Mississauga. The letter presented a summary of the key results of the EA that were considered relevant to HDI and their interests.
June 1, 2025	Email	Email from HDI reiterating that HDI have serious concerns where the proposed project will impair and infringe on established treaty rights and where those infringements have not been justified, HDI indicated that they have been asking for engagement for several years without a meaningful response and that they have asked Mr. Veltman and Mr. Skye to set up an in person meeting consistent with their traditions and practices to review the deficiencies in the engagement process to date.

From: Aaron Detlor <aarondetlor@gmail.com>
Sent: Tuesday, June 3, 2025 10:18 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Nicole Pallotta <nicole@hdito.com>; John Dunlop <John.Dunlop@mississauga.ca>; Brian Doolittle <ganowa@mac.com>; Kris Veltman <kris@hdito.com>; Chris Skye <chris@hdito.com>; Todd Williams <toddwilliams@hdi.land>; Raechelle Williams <raechellewilliams@hdi.land>; Owen Greene <owengreene@hdi.land>; Environmental Dept <environmental@hdi.land>; Tracey General <info@hdi.land>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>; Tomasz Wlodarczyk (twlodarczyk@slrconsulting.com) <twlodarczyk@slrconsulting.com>; Jane Graham <jgraham@shoreplan.com>; grievea@rogers.com
Subject: Re: [EXTERNAL] Re: 1 Port Street East Proposed Marina EA Follow-Up

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[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Thank you for your email.

As your record in the cage, you provided no funding for our participation in any of the engagement to date, which renders all of the engagement somewhat meaningless..

If and when you are prepared to sit down to discuss with us the funding of an engagement process, we would be more than happy to meet at your convenience..

We know specifically that this project involves Federal lands and that the undrip Act applies and that our consent will be required for it to proceed. So we're not certain why you're not trying to get consent now.

The fact that the site is Lakeville makes it even more problematic from it. The perspective of Rights and interests where we have the right to harvest over that area which has been unlawfully interfered with by way of the lake fill.

If we were to get serious about Haudenosaunee rights, we would ask that the lakefill be removed so that we could exercise rights over this area as guaranteed by treaty .

We are available to meet to discuss these issues at your convenience and I've asked Mr. Skye to set up a meeting as soon as possible

Regards

Aaron Detlor

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: October 17, 2024 2:56 PM
To: Sherri-Lyn Hill <SNGR.Chief@sixnations.ca>
Cc: Dawn Russell <dawnrussell@sixnations.ca>; Peter Graham <LRCS@sixnations.ca>; John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: [External] Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Chief Sherri-Lyn Hill,

The City of Mississauga is submitting the 1 Port Street East Proposed Marina Environmental Assessment (EA) for the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East.

The Final EA documents may be viewed and downloaded at the following link: 1 Port St East Proposed Marina EA Oct. 2024. The documents will also be available on the project website starting on October 18, 2024. Please see the attached memo with additional details, and acknowledgement form, which is to be returned to the Environmental Assessment Branch by December 6, 2024.

Please let me know if you have any questions or if you would like a mailed copy of the Final EA documents.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Peter Graham <LRCS@sixnations.ca>
Sent: Friday, October 18, 2024 9:27 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good morning Beata and Wai,

We have been unable to consult with the city on this EA.

In a letter sent to Chief Hill last month, MECP asserts "Whether or not a project is subject to an EA process, it is expected that municipalities will take appropriate steps to engage Indigenous communities and to make environmentally responsible decisions that consider cumulative impacts." But Mississauga has steadfastly refused to send SNGR its development applications and only engages/consults SNGR on land use planning matters when there's direct Crown oversight.

For this project, we need to understand the cumulative effects of Mississauga's waterfront development, and determine potential impacts to Aboriginal and treaty rights, but it's impossible to do so because of the city's refusal to abide by PPS 1.2.2.

To begin consultation, we require a much better understanding of past and future waterfront developments. One step towards that will be the receipt of all waterfront development applications received or approved by Mississauga since the PPS 1.2.2 came into effect on May 1, 2020 and a commitment by the city to adhere to the PPS going forward.

Sincerely, Peter

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: November 5, 2024 4:33 PM
To: Peter Graham <LRCS@sixnations.ca>
Cc: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: [External] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Peter,

Thank you for your email. I'm happy to provide any documents related to the 1 Port Street East Proposed Marina EA and have a meeting with Six Nations of the Grand River about the project. Please let me know if receiving hard copies of the EA would be helpful and I will courier them over to you.

Regarding consultation with Six Nations of the Grand River on other City projects, John Dunlop, Indigenous Relations, Heritage & Museums, will be reaching out to you to discuss.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Peter Graham <LRCS@sixnations.ca>
Sent: Thursday, November 7, 2024 10:09 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good morning Beata,

We need to receive information about other waterfront projects prior to considering this one. I look forward to discussing this with John.

While we couldn't access project documents previously, the links appear to be working now. Hard copies aren't necessary, but thanks for asking.

Best, Peter

From: Beata Palka <Beata.Palka@mississauga.ca>
Sent: November 27, 2024 4:44 PM
To: Peter Graham <LRCS@sixnations.ca>
Cc: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: [External] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hello Peter,

At MECP's request, the City is following up with you regarding the final 1 Port Street East Proposed Marina Environmental Assessment (EA) review as the comment deadline is Friday December 6, 2024. The City would like to hear from your community if you have any further questions or concerns to be addressed through the EA process. This would allow MECP to complete their review of the EA and allow the City to plan next steps. I understand you have a meeting scheduled with John on December 16 about consultation on other City projects.

To support the final EA review, I am attaching a summary document. The project will build out an existing breakwater with lakefill to permit the relocation of the Port Credit Harbour Marina. The only portion of the site that is currently on land is an existing parking lot. As such, there are no negative impacts to the terrestrial environment and no potential to discover archaeological resources. Lakefilling will result in the loss or alteration of 29,000 m2 of common aquatic habitat will be offset by the creation of 2,400 m2 of higher quality aquatic habitat and additional habitat will be created off-site to compensate for habitat loss.

I am happy to meet with you, either virtually or in person, or have a phone call to discuss the project. Please let me know if there is anything else I can provide to assist in your review.

Thank you,
Beata

MISSISSAUGA

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

From: Peter Graham <LRCS@sixnations.ca>
Sent: Monday, December 2, 2024 9:31 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Hi Beata,

We are requesting that the deadline be extended until such time SNGR has had an opportunity to be meaningfully consulted on this EA. Understanding the wider context of waterfront development is a prerequisite for us.

Thank you, Peter

February 14, 2025

On December 16, 2024 representatives from the City of Mississauga (the City) met with members of the Six Nations of the Grand River First Nation (SNFN) to present findings from the 1 Port Street East Proposed Marina (1PSEPM) Project Environmental Assessment (EA), to seek feedback on this Project continue discussions regarding other developments in the City of interest to the SNFN. We thank you for taking the time to hear directly from the City on these matters and for the dialogue that took place. The meeting took place at the Six Nations Parks and Recreation Conference Room and was attended by:

- City of Mississauga: Beata Palka, John Dunlop, Becky LaForme, David Ferro
- Six Nations of the Grand River First Nation: Peter Graham, Dawn Russell, Tayler Hill, Phil Monture, Tierra Henhawk, Daylon Gee, Lauren Jones, Lauren Vanderlingen.

We note that since the time of our meeting, the Ministry of Environment, Conservation and Parks (MECP) have extended the Ministry Review for the 1PSEPM Project EA to April 25, 2025; (the original deadline to complete the Ministry Review was January 17, 2025). The MECP review was extended at the request of the SNFN and the Haudenosaunee Confederacy Chiefs Council (represented by the Haudenosaunee Development Institute or HDI). The extension was granted to provide more time for the City to address concerns/issues raised and update the EA and/or record of consultation.

Regarding the 1PSEPM Project, our discussions on December 16, 2024 focused on five (5) key areas of interest to your Nation:

1. Baseline (existing conditions) for fish and fish habitat in the study areas;
2. Lakefill materials;
3. The ability of the lakefill to withstand storms;
4. Fish and fish habitat compensation; and
5. Placemaking.

The following provides responses from the City to these five issues to facilitate your review of the EA. These responses direct you to specific sections of the EA that address the issue and/or provides supporting documentation for your review.

Baseline (Existing Conditions) for Fish and Fish Habitat in the Study Areas

SLR Consulting (Canada) Ltd. was retained by our lead EA consultant (Shoreplan Engineering Inc., Shoreplan) to investigate and address the aquatic ecology and habitat conditions within the 1PSEPM Project study areas in support of the Project EA. Baseline (existing conditions) for fish and fish habitat are described in Section 3.3.1 (Fish and Fish Habitat) and related matters in Sections 3.1.8 (Lake and River Water Quality) and 3.1.9 (Sedimentation and Sediment Quality). In addition, Appendix B-2 to the EA provides a

memorandum prepared in support of the EA that describes existing aquatic habitat conditions based upon the compilation of secondary source material and underwater field investigations performed by SLR ecologists. We attach this memorandum to this letter to facilitate your review. Key findings include:

- Historically, the Lake Ontario shoreline in Mississauga was composed of a mix of natural habitats: deciduous and mixed forests, open savannahs and coastal wetlands. Aquatic habitats have undergone a substantial change from their historic conditions. Land use change, filling, dredging, and disturbance are the most notable historic and current threats to aquatic habitats along the shore of Lake Ontario. The Credit River and Lake Ontario are home to at least 65 cold, cool, and warm-water fish species.
- Studies suggest that potential suitable habitat for American Eel is present at the Project Study Area. The American Eel, a unique species, has been characterized as a habitat generalist, yet only limited research has been undertaken into American Eel habitat relationships, particularly for lakes.
- Habitat alteration, periodic dredging and the presence of Carp in the Project Study Area have contributed to the absence of aquatic vegetation. Algae and Zebra Mussels were documented in places along the shoreline, the existing eastern breakwater, and hardpan area.
- Substrates in the Project Study Area are generally finer sands and silts that have been carried as bedload by the river and deposited into the river mouth. No areas of critical habitat for potential aquatic Species at Risk were documented during the field investigation.

Lakefill Materials

The SNFN had questions regarding the nature of the lakefill materials and the safeguards to be implemented regarding fill quality. Relevant information is provided in the EA in Section 6.2.1 (Armour Stone Revetments), Section 6.5.1 (Stage 1 – Land Creation), and Section 6.6.3 (Confirmation of Fill Material Quality). We point out the following information from Section 6.6.3:

> *"The MECP regulates the management of soil and excess soil quality through Ontario Regulation (O.Reg.) 406/19 and MECP's Rules for Soil Management and Excess Soil Quality Standards and "subject waste" through the O.Reg. 347 (General - Waste Management). However, O.Reg 406/19 and associated rules do not apply to the final placement of excess soil on the bed of a surface water body as is proposed by the 1PSEPM Project. Since that regulation does not apply, the City will need to demonstrate that the material being used as lakefill meets the definition of "inert fill" in O.Reg. 347, having regard to relevant MECP lakefilling guidance, including the MECP document entitled "Fill Quality Guide and Good Management Practices for Shore Infilling in Ontario" (2011)."*

We note that the detailed design of the Project will confirm and refine design elements described in the EA. The City shall consult with MECP's Regional Technical Support and the local District Office to review matters related to fill material quality to help ensure all

relevant criteria can be met, and to develop an appropriate testing process during construction.

The Ability of the Lakefill to Withstand Storms

The City's lead EA consultant (Shoreplan Engineering Inc., Shoreplan) was retained to lead the EA and to prepare a conceptual design of the lakefill structure. Section 6.2.2 (Shoreline Configuration and Protection Features) and Section 7.2.2 (Physical Environment, Effects of Establishment) of the EA describe the conceptual design of the lakefill and its ability to withstand storms. In addition, Appendix B-1 to the EA provides a memorandum prepared in support of the EA by Shoreplan that describes existing coastal conditions and how the conceptual design meets the requirements of the Provincial Policy Statement (PPS) regard land management and conservation to ensure public safety. We note that regardless of the design, access to the lakefill may be limited at times during severe weather conditions to ensure public safety. We attach this memorandum to this letter to facilitate your review. Please note the following text in Section 7.2.2:

> *"In developing the conceptual design, consideration was given to the MECP document entitled "Considering Climate Change in the Environmental Assessment Process" (MECP, 2017). The coastal engineering and associated modelling recognized climate change scenarios and applicable changes for Lake Ontario to design the lakefill such that it will be resilient to climate change impacts. The conceptual design of the lakefill has taken into consideration the ability of lakefill to withstand changing lake levels (i.e., flooding hazards) and coastal processes (wave action, shoreline erosion) including future changes associated with climate change. The modelling concluded that the lakefill design makes the structure resilient to changing lake levels and a wide range of coastal processes. Modelling also shows that the marina basin will be more resilient coast process in the future than it is today."*

Fish and Fish Habitat Compensation

SLR Consulting (Canada) Ltd. (SLR) was retained to investigate and address the impacts of the conceptual design on fish and fish habitat and to identify the need for any habitat compensation that may be required to obtain a *Fisheries Act Authorization* from the federal Department of Fisheries and Oceans (DFO). Section 6.2.2 (Aquatic Habitat) quantifies the amount of existing aquatic habitat on the lake bottom that would be removed (Table 6.1) and the describes the enhanced fish habitat areas at the south part of the preferred alternative that have been incorporated in the conceptual design. Section 7.4.1 (Biological Environment, Effects of Construction) concludes that *"…a total of approximately 29,000 m^2 of aquatic habitat will be removed as lakefill construction occurs and approximately 13,000 m^2 will be altered. This includes the east side of the expanded lakefill and the underwater portion of the aquatic habitat feature at the south end. The proposed lakefill will replace the existing bottom strata."*. As such habitat compensation will be required to obtain a *Fisheries Act Authorization* for the Project.

With respect to habitat compensation the EA includes the following commitments:

"The City will create and enhance aquatic habitat at the southern (lakeward) terminus of the proposed lakefill. Here, the proposed shoreline will be sculpted westward to create a lakeward facing embayment that will be protected by an armour stone island to be created further out into the lake adjacent to the headland. The proposed feature will create approximately 2,400 sq. m of semi-sheltered moderately shallow water area where substrate can be selected, and structural habitat provided at varying depths. The east side of the lakefill may permit additional opportunities to flatten the side slope and /or create a shallow underwater terrace along portions of the wall to be sheltered by the island and create littoral areas to provide productive areas for forage fish reproduction and feeding.

An offset plan shall be developed, in conjunction with DFO, and in consultation with MCFN and other interested parties, as part of the Fisheries Act Authorization to provide suitable habitat offsets to counterbalance total aquatic habitat removal. This entails investments in the creation of fish habitat off-site. The offset plan will also detail post construction monitoring techniques to evaluate the effectiveness of the offset strategies."

The City welcomes the participation of SNFN in the process of developing its detailed design and offset plan. The City would be pleased to discuss how best the SNFN could be involved in these processes.

Placemaking

The SNFN noted that they desire "equity for placemaking" along with other Nations. The City's approach to placemaking for this Project is not currently described in the EA. The City's approach to placemaking for this Project would be determined during the detailed design stage and in consultation with other interested Indigenous Nations. The City would be pleased to discuss how best SNFN could be involved in these processes.

Closure

Please let me know if there is any further information that you need from the City to facilitate your review. I can be reached at beata.palka@mississauga.ca or 905-615-3200 x 4221.

Thank you,
Beata Palka

Manager, Parks Services
Park Operations
City of Mississauga

From: Peter Graham <LRCS@sixnations.ca>
Sent: Tuesday, February 18, 2025 11:42 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>; John Dunlop <John.Dunlop@mississauga.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Hi Beata,

Thank you for sending this.

We prefer SNGR rather than SNFN be used whenever possible.

Confirming SNGR would like to be involved in detailed design and the offsetting plan. As approximately 29,000 m2 of aquatic habitat will be removed, and approx. 13,000 m2 is being altered, what was the rationale for providing the 2,400 sq. m habitat enhancement (with the possibility of more on the east side)?

The city agreed to equity for placemaking. I believe a portion of the city's approach to placekeeping has been described in the EA.

Best, Peter

From: Peter Graham <LRCS@sixnations.ca>
Sent: Tuesday, March 11, 2025 11:16 AM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP <Wai.Hadlari@ontario.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Good morning Beata,

Thank you for the additional information. I don't expect to have further comments or questions on this project.

Best, Peter

From: Peter Graham <LRCS@sixnations.ca>
Sent: Wednesday, March 12, 2025 12:22 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Hi Beata,

Your note brings to mind that I should have specified we have no more comments on this phase of the project. .

Thanks again, Peter

From: Beata Palka
Sent: Wednesday, March 12, 2025 12:31 PM
To: 'Peter Graham' <LRCS@sixnations.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hi Peter, thanks for your email. I also understood your email to refer to this project phase.

Thanks,
Beata

De : Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Envoyé : 4 décembre 2024 21:25
À : Benjamin Labbe <Benjamin.Labbe@wendake.ca>
Cc : John Dunlop <John.Dunlop@mississauga.ca>; Beata Palka <Beata.Palka@mississauga.ca>
Objet : RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Hi Benjamin,

I hope you are well. I just want to send a gentle reminder that the deadline for comments for the 1 Port Street East Propose Marina final EA is Friday, December 6. If you have any comments on the archaeology for this EA, please send the comments to me by the end of the day on Friday.

Thanks,

Wai

Wai Hadlari | Project Officer (hear name)
Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Fl, Toronto, ON, M4V 1P5
Email: Wai.Hadlari@Ontario.ca
Phone: 416-786-4944

From: Benjamin Labbe <Benjamin.Labbe@wendake.ca>
Sent: Thursday, October 31, 2024 3:01 PM
To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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Kwe Beata,

Thank you for supporting our review. I have initiated the review process with our archaeological analyst. We will not need a hard copy, but thank you for your consideration.

Tiawenhk inenh,

NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Benjamin Labbé, M. Sc
Conseiller en gestion du territoire

255, place Chef Michel Laveau
Wendake (QC) G0A 4V0
T : 418 843-3767
@ : Benjamin.Labbe@wendake.ca

WENDAKE.CA

De : Beata Palka <Beata.Palka@mississauga.ca>
Envoyé : 31 octobre 2024 10:48
À : Benjamin Labbe <Benjamin.Labbe@wendake.ca>
Cc : John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Objet : RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

Good morning Benjamin,

Thank you for your email. I am attaching a signed copy accepting the fees for the review of the archaeological assessment report. Please let me know if you would also like the report mailed in hard copy. I am also happy to meet Huron-Wendat Nation should you have any questions about the report or the project.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

From: Benjamin Labbe <Benjamin.Labbe@wendake.ca>
Sent: Tuesday, October 29, 2024 11:00 AM

To: Beata Palka <Beata.Palka@mississauga.ca>
Cc: John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Subject: [EXTERNAL] RE: Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

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[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Kwe Beata,

Thank you for your email. The Huron-Wendat Nation would like to review the archaeological assessment report for this project to ensure that our heritage is protected. I have attached a cost estimate to support the work of our analysts. Please return it signed if these fees are accepted and I will initiate the review process.

Tiawenhk,

NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Benjamin Labbé, M. Sc
Conseiller en gestion du territoire

255, place Chef Michel Laveau
Wendake (QC) G0A 4V0
T : 418 843-3767
@ : Benjamin.Labbe@wendake.ca

WENDAKE.CA

De : Beata Palka <Beata.Palka@mississauga.ca>
Envoyé : 17 octobre 2024 15:24
À : consultations <consultations@wendake.ca>
Cc : John Dunlop <John.Dunlop@mississauga.ca>; Hadlari, Wai (MECP) <Wai.Hadlari@Ontario.ca>
Objet : Environmental Assessment Submission ::: 1 Port Street East Proposed Marina

il from beata.palka@mississauga.ca. Learn why this is important

Hello Grand Chief Rémy Vincent,

The City of Mississauga is submitting the 1 Port Street East Proposed Marina Environmental Assessment (EA) for the proposed lakefill alternatives for additional waterfront parkland and marina services at 1 Port Street East.

The Final EA documents may be viewed and downloaded at the following link: 1 Port St East Proposed Marina EA Oct. 2024. The documents will also be available on the project website starting

on October 18, 2024. Please see the attached memo with additional details, and acknowledgement form, which is to be returned to the Environmental Assessment Branch by December 6, 2024.

Please let me know if you have any questions or if you would like a mailed copy of the Final EA documents.

Thank you,
Beata

Beata Palka, M.Pl., RPP
Team Leader, Long Term Planning
Parks and Culture Planning Section
T 905-615-3200 ext.4221
beata.palka@mississauga.ca

City of Mississauga | Community Services Department,
Parks, Forestry and Environment

My working hours and yours may be different. Please do not feel obligated to reply to me outside of your normal working hours.

Please consider the environment before printing.

BUREAU DU NIONWENTSÏO

255, PLACE CHEF MICHEL LAVEAU
WENDAKE (QUÉBEC) G0A 4V0

T. 418 842-3767 | WENDAKE.CA

WITHOUT PREJUDICE

Wendake, December 6, 2024

Beata Palka
Team Leader, Long Term Planning
City of Mississauga

Subject: Huron-Wendat Nation comments on the Stage 1 Archaeological Assessment report for 1 Port Street East Proposed Marina

Ms. Palka,

This letter refers to the subject above and follows the email addressed to the Huron-Wendat Nation's former Grand Chief, Mr. Rémy Vincent, on October 17, 2024.

Regarding this consultation, the Huron-Wendat Nation wishes to submit some more specific comments. Please find them in the annex below.

We await feedback from the comment in the annex below by the January 25, 2024.

If you have any questions, please address them directly to Benjamin Labbé, at Benjamin.Labbe@wendake.ca.

Please accept, Ms. Palka, assurances of my highest consideration.

Lori-Jeanne Bolduc
Consultations team leader

Annex 1 – Specific comments on the consultation

The report's recommendations do not raise major concerns and are adequate. However, the Huron-Wendat Nation asks that some incorrect and problematic information contained in the report be corrected.

First, the use of the concept of Glen Meyer and Pickering cultures in section 3.1.2 is outdated and problematic. Jennifer Birch (2015) explains: "In Ontario, calls for the abandonment of the early Ontario Iroquoian Glen Meyer and Pickering phases (Wright 1966) were expressed early on, with the recognition that local site sequences were more or less continuous through what had been classified as distinct phases (Pearce 1984; Williamson 1985, 1990, p. 295)."[1]

Secondly, there seems to be confusion between the terms Iroquois and Iroquoian which are not synonyms. For example, these passages must be revised to refer to the proper groups:

> "The area was used as hunting grounds by both the Huron- Wendat and the Iroquoian Confederacy."

and

> "Archaeological evidence has shown that the area of the Credit River Valley and area have been represented in the record by the Iroquois, Algonquin and Ojibwa speaking peoples, and that there archaeological presence has been recorded in the area since the Middle Archaic period (500 BC – 500 AD)."

Lastly, the source for the map titled *Early 1800s map (illegible for author)* is Reddit. A legitimate source would be more appropriate.

[1] Jennifer Birch. (2015). "Current Research on the Historical Development of Northern Iroquoian Societies", *Journal of Archaeological Research*, 23, p. 271.

Ontario

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

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135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

EA File No. 19071

December 11, 2024

Benjamin Labbe
Huron-Wendat Nation
255, Place Chef Michel Laveau
Wendake, QC G0A 4V0

Dear Benjamin Labbe:

Thank you for the letter dated December 6, 2024, on behalf of the Huron-Wendat Nation regarding the 1 Port Street East Proposed Marina Environmental Assessment (project).

Your name has been placed on the mailing list for all subsequent notices or orders associated with this project. You will be notified when the Minister makes a decision on this project in the near future.

Thank you for your interest and participating in the environmental assessment process.

Sincerely,

Wai Hadlari
Project Officer
Environmental Assessment Branch