

1 Port Street Proposed Marina Frequently Asked Questions

The City's vision for future redevelopment of 1 Port Street East is to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site.

In keeping with the vision, the City's Official Plan includes the appropriate development policies for the site establishing the basis for future redevelopment of the lands as a mixed use neighbourhood with a marina and public parks. Development of these lands is subject to two distinct processes.

1. **City Led Project:** The 1 Port Street East Proposed Marina Project is being led by the City of Mississauga. An environmental assessment under the Environmental Assessment Act for the 1 Port Street East Proposed Marina Project is underway. The environmental assessment will study options for an expanded land base for additional waterfront parkland and marina related functions around the breakwater and examine marina alternatives for this site. This project will determine what options are available to develop a new marina at the breakwater adjacent to the existing wharf.

This City led 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 improved aquatic and terrestrial habitat.

2. **Wharf Development Process:** The future mixed use neighbourhood is proposed to be developed on the wharf portion of lands where the existing Port Credit Harbour Marina and service building is currently located. The existing marina services building and storage area is anticipated to be removed in future to make way for this development. This development process will be led by Canada Lands Company who is the current landowner of this portion of the site. The timing of the development of the wharf is dependent on the landowner and related required approvals. The future mixed use development of the site is not part of the City led Project.
- The City of Mississauga is beginning an Individual Environmental Assessment under the Ontario Environmental Assessment Act for the 1 Port Street East Proposed Marina Project. The first step is to develop a Terms of Reference which will set out how the EA will be done and what issues will be considered.
 - The environmental assessment will study alternatives for the proposed expansion of the land base for additional waterfront parkland and marina related uses at the breakwater and examine marina alternatives for this site. The landbase around the eastern breakwater must be expanded to accommodate a marina, parkland and waterfront access. The extent of the landbase will influence the marina alternatives.

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PROJECT UPDATES

Q: How do I stay up to date on the project?

A:

- The best way to stay up to date is by signing up to be on the email list through the project website mississauga.ca/1portstreeteast.
- The City updates the project website as new information becomes available and will send out eBlasts to those on the email list.
- If you live outside of the study area boundaries (Mississauga Road, CN Tracks, and Elmwood Avenue), the email list is the only way the City can directly share information with you.

Q: What are the impacts of COVID-19 on the project?

A:

- The City is continuing work on the project.
- There are currently no in-person meetings planned per the provincial and regional public health measures during this pandemic emergency.
- The City will be utilizing electronic communications via email, Twitter, Facebook, the project website, and mailings to distribute project updates.
- If you have any questions, please visit the project website mississauga.ca/1portstreeteast or contact the project team by emailing 1portstreeteast@mississauga.ca.
- The City will continue to take direction from the Province on meeting the *Environmental Assessment Act* consultation requirements.

MARINA

Q: Why is this site a good site for a marina?

A:

- This harbour is one of the few Lake Ontario deep water harbours capable of accommodating big boats. That's a unique advantage of this site as the harbour does not require regular dredging. There is a trend towards bigger boats and this site can accommodate and capitalize on that trend because of the deep waters.
- A marina at this site supports Port Credit's cultural heritage and the City heard from the public that supporting Port Credit's heritage and character is important.
- The urban village setting is also a unique opportunity. It becomes a dynamic focal point for the waterfront and an attractive marina for the "things to do" aspect.
- Transient boaters coming to this marina could spend the day in Port Credit, eat, shop and spend money. Potential economic benefits are significant.
- Expanding the land base around the eastern breakwater permits the relocation of docks and marina facilities from their existing location.

Q: Can the existing Port Credit Harbour Marina stay in place as is?

A:

- The existing Port Credit Harbour Marina will not stay in place as it is coming to the end of its design life and does not provide public access.

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- The Port Credit Harbour Marina lease expires in 2023. The future mixed use neighbourhood is proposed to be developed on the wharf where the Port Credit Harbour Marina and service building are currently located.
- The existing marina services building and storage area are anticipated to be removed in future to make way for this development.
- The City's Inspiration Port Credit team worked with Canada Lands Company (CLC), the community and stakeholders to create a Master Plan to guide the future redevelopment of 1 Port Street East, which was approved by City Council in 2016.
- Even if the City does not build the proposed public marina, the existing Port Credit Harbour Marina is anticipated to be redeveloped for other uses. With that said, the approved Master Plan and Official Plan Amendment identifies a marina to be provided on the lands between Elizabeth and Helene streets.

Q: Why does the City not purchase the wharf where the existing Port Credit Harbour marina is located?

A:

- The City does not have interest in purchasing the wharf lands. Following extensive study, the City identified that a marina was most appropriate on the lands between Elizabeth and Helene, an expanded eastern breakwater, and the entire waterlot.
- Previous studies have taken the economics of the 1 Port Street East site into consideration, including land costs, and concluded it is not economically feasible for the City to purchase the wharf where the existing marina is located.
- City Council approved Inspiration Port Credit Master Plan, along with other background studies, determined the best location for a future marina was on the eastern portion of the site.
- City Council subsequently approved an implementing Official Plan Amendment (OPA) in 2017 that establishes the appropriate development policies for the site including a future marina use on the eastern portion and mixed use development for the wharf portion of the site.
- Based on this work, CLC 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.

Q: Why do we want a City owned marina in Port Credit?

A:

- A City owned marina would ensure continued marina operations by "keeping the port in Port Credit" and provide public waterfront access at this location, something that is currently precluded.
- The City would have control over its protection, timing, size, and shape of the new marina and would be able explore new uses and technologies to make this a world class marina.

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- The City would also prioritize ecological sustainability and habitat improvements and incorporate them into a marina and breakwater expansion.
- City has a strong track record in the Marina business with Lakefront Promenade Marina and Credit Village Marina operating at combined net annual revenue.
- The City's existing slips are fully occupied and have a 3-4 year waiting list for spots.
- The Recreational Boating Study (2015) indicating the City is in deficit of boat slips considering existing public and private slips.

Q: Is there public support for the future marina? Do existing plans identify the need for a future marina?

A:56

- The future need for a marina at 1 Port Street East received strong public support through the Inspiration Port Credit process ("Keep the Port in Port Credit").
- The Recreational Boating Study (2015) (indicating the City is in deficit of boat slips), Inspiration Port Credit – Business Case for a Future Marina at 1 Port Street East (2015), and the 1 Port Street East Comprehensive Master Plan (2016) identified, documented, and confirmed the accommodation of a future marina at this location.

Q: When will the marina alternatives be shown?

A:

- The marina alternatives will be developed and presented to the public during the EA process.

Q: What is the transition plan for the existing businesses to the new marina?

A:

- The City recognizes the importance of the existing businesses at the 1 Port Street East site.
- As part of the EA, a marina transition plan will be created and will address the transition from activities at the old marina to the new marina.

Q: How will proposed marina construction impacts be addressed?

A:

- The EA will identify and mitigate, where possible, the effects from construction activities.

Q: What is the historical significance of the marina at 1 Port Street East?

A:

- This site has historically accommodated marine functions.
- The site provides a critical supply of recreational boat slips for the city and the region and is a cultural link to the Great Lakes.
- The "Ridgetown", a former Great Lakes freighter forms one of the harbour breakwaters.
- The public highly values access to the water and enjoys the waterfront boating activity.

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- The conveyance of the future marina lands and water lot to the City is a valuable asset and legacy to protect waterfront public access and historic boating activity in the deep water harbour.

PARKLAND AND LAKEFILL

Q: Is the City considering parkland? If so, how much parkland will be created by the lakefill?

A:

- Yes, the City is considering creating new parkland for residents and visitors to enjoy.
- The size/configuration of the lakefill will be determined during the EA process. This will, in turn, determine the size and scope of the marina and the size of parkland created. The EA will look at balancing of marina functions, parkland, and public access.
- The public will have future opportunities to provide input and feedback on the new parkland features.

Q: What are the limits of the lakefill? Will lakefill be added to the western breakwater?

A:

- The project area and proposed lakefill is contained within the boundaries of the waterlot owned by the City.
- The lakebed beyond the City's waterlot is managed by the Province and is not part of this project. The City does not have support to add lakefill outside of the waterlot owned by the City.
- The western breakwater is part of the EA, and its condition will be assessed. However, as it is discontinuous from the bulk of the site available for the project it is not viable for the provision of marina services and facilities.

Q: How will the various marina uses be accommodated on a smaller footprint along with public parkland?

A:

- The City understands that the proposed marina location is on a more compact piece of land than the existing land-based industrial conditions, which were established approximately 50 years ago
- The City will be looking for creative and space efficient solutions to accommodate marina facilities and services.
- The considerations around parking, boat security, protection of views to the lake, and amount of boat storage will be addressed in the EA and detailed design process.

Q: Who owns the lake east of the study area?

A:

- There is no waterlot east of the study area.
- The lake bottom east of the 1 Port Street East waterlot is owned by the Province, as are all lake bottoms where no waterlot has been granted.

Q: Are the rising water levels in Lake Ontario being considered with respect to the breakwater expansion?

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A:

- Yes, the modelling done as part of the lakefill alternatives pays particular attention to the lake levels.
- Climate change resiliency is a key element of the proposed design and EA.
- There will be an appropriate buffer to current lake levels based on the latest research to ensure the protection of the future marina and parkland.

Q: What is the value of the proposed marina and breakwater expansion to the non-boater?

A:

- City-wide waterfront destination with new parkland and the unique ability for recreational opportunities and residents from all over the City to access and walk out into Lake Ontario.
- The deep water basin generates jobs for the marine and ancillary industry with significant and unique economic spinoffs and ancillary boater spending in Mississauga (e.g. restaurants).
- Creates a waterfront destination park experience for all Mississauga residents and contributes to the vibrancy of Port Credit.
- Continuous waterfront access.
- The expanded breakwater could provide unique views of the Port Credit shoreline and Port Credit landscape.
- The City's current waterfront parks are at capacity. This project presents an opportunity to provide new waterfront parkland.

CANADA LANDS COMPANY CONVEYANCE

Q: What lands have been conveyed by CLC to the City?

A:

- In October 2017, City Council Authorized staff to execute an agreement of purchase and sale with Canada Lands Company for the transfer of the eastern portion of the property at 1 Port Street East to the City, including the water basin, eastern break wall and parcel of land between Elizabeth and Helene streets south of Port Street.
- The initial conveyance was completed on January 24, 2018 transferring the breakwater and a portion of the waterlot into City ownership.
- The subsequent conveyance of the table land will be triggered by the City gaining approvals (including the EA) and engaging a contractor to undertake the marina construction and issuing a "Ready to Commence Construction" notice to CLC.

Q: What happens if the City does not build a marina?

A:

- CLC and City have an agreement for a phased transfer of the breakwater, a parcel of land, and the deep water harbour to the City for the purposes of developing a marina at this site.
- Should the City not develop a marina, the subsequent and final land transfer from CLC to the City would not proceed.
- Any future development of private lands is controlled by the private land owner and is subject to planning approvals.

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- Public access to the lands in this instance could be limited and would not be guaranteed.
- If the proposed public marina is not constructed by the City, the wharf development is still anticipated proceed.

WHARF DEVELOPMENT

Q: What is the timing of the development on the wharf?

A:

- The timing of the development of the wharf is dependent on the landowner and related required approvals.
- Prior to redevelopment of the lands, any detailed development applications including Zoning By-law Amendment, Subdivision and Site Plan Approval applications would include a Development Master Plan to address City requirements around phasing of the development, the public realm, height/scale of the proposed uses and various site servicing issues.
- Community consultation will occur as part of the planning process.
- For more information, please visit: inspirationportcredit.com

TRAFFIC

Q: I am concerned about traffic in Port Credit that will be created by the proposed developments.

A:

- Traffic impacts of construction and future operation of the proposed marina and parkland will be addressed in the EA.
- 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 project team will also be looking at Port Credit traffic studies completed by the City including the [Lakeshore Connecting Communities](#) study, approved by Council in June 2019. This study is guiding the planning and investing in the transportation network along the Lakeshore Corridor, with an emphasis on moving people and improvements to higher order transit. The study recommends an active transportation bridge over the Credit River just south of the railway bridge and continuous separated cycle tracks along the length of the corridor.
- Improving transit along the Lakeshore corridor will help the City in building a network of higher order transit lines.
- At Hurontario Street, the improved Lakeshore transit service would be connected to the Lakeshore West GO Train service and the future Hurontario LRT (which will have a stop at Park Street next to the Port Credit GO Station). Connections to the Hurontario LRT will also provide rapid transit service north towards the Mississauga Transitway and to proposed higher order transit on Dundas Street.
- This year, the City will begin the next phase of work coming out of the study with an Environmental Assessment and detailed design of the corridor.

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FUNDING

Q: What is the cost for the future marina and lakefill?

A:

- Marina and lakefill costs will be determined once the EA process is completed and the area of the lakefill is determined.
- The City continues to explore funding opportunities.

Q: Is there an update on the City's marina and waterfront parkland ICIP application?

A:

- In November 2019, the City of Mississauga submitted application to the Investing in Canada Infrastructure Program's (ICIP) Community, Culture and Recreation stream for the Public Marina and Waterfront Park.
- Following the completion of a provincial review process, the City of Mississauga was notified that the project was not nominated for federal review and approval.
- The intake of this funding stream was highly competitive, and total demand reached upwards of \$10 billion against total available joint funding (federal-provincial-applicant) of nearly \$1 billion.